

FY 2013-2016 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

HIGHWAY

AUGUST 2012



Transportation Improvement Program (TIP) FY 2013-2016



2013-2016 Transportation Improvement Program (TIP)

for the Hidalgo County
Metropolitan Planning Organization

Series of Public Meeting Dates and Locations:

Mar 13th, 2012 – UTPA IT & Tech. Building @ 4:00 pm

Mar 15th, 2012 – LRGVDC Transportation Center @ 4:30pm

Mar 19th, 2012 – LRGVDC Transportation Center @ 1:30pm

Mar 22nd, 2012 – Mission City Hall @ 5:00 pm

Apr 12th, 2012 – City of Pharr – Council Chambers @ 5:30pm

Additional information regarding the public comment period is located within this document. This document will be posted on HCMPO website:

www.hcmpo.org

**Adopted By Transportation Policy Committee
April 19th, 2012**

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Table of Contents

A. Introduction.....4

B. Purpose.....4

C. Definition of Area.....7

D. Public Involvement Process.....7

E. Grouped Project CSJs (Control Section Job).....7

F. Funding Programs.....8

G. Funding Programs for Public Transportation.....12

H. Project Selection Process14

I. TIP Notification and Amendment Policies and Procedures15

J. Year of Expenditure.....16

K. Air Quality.....16

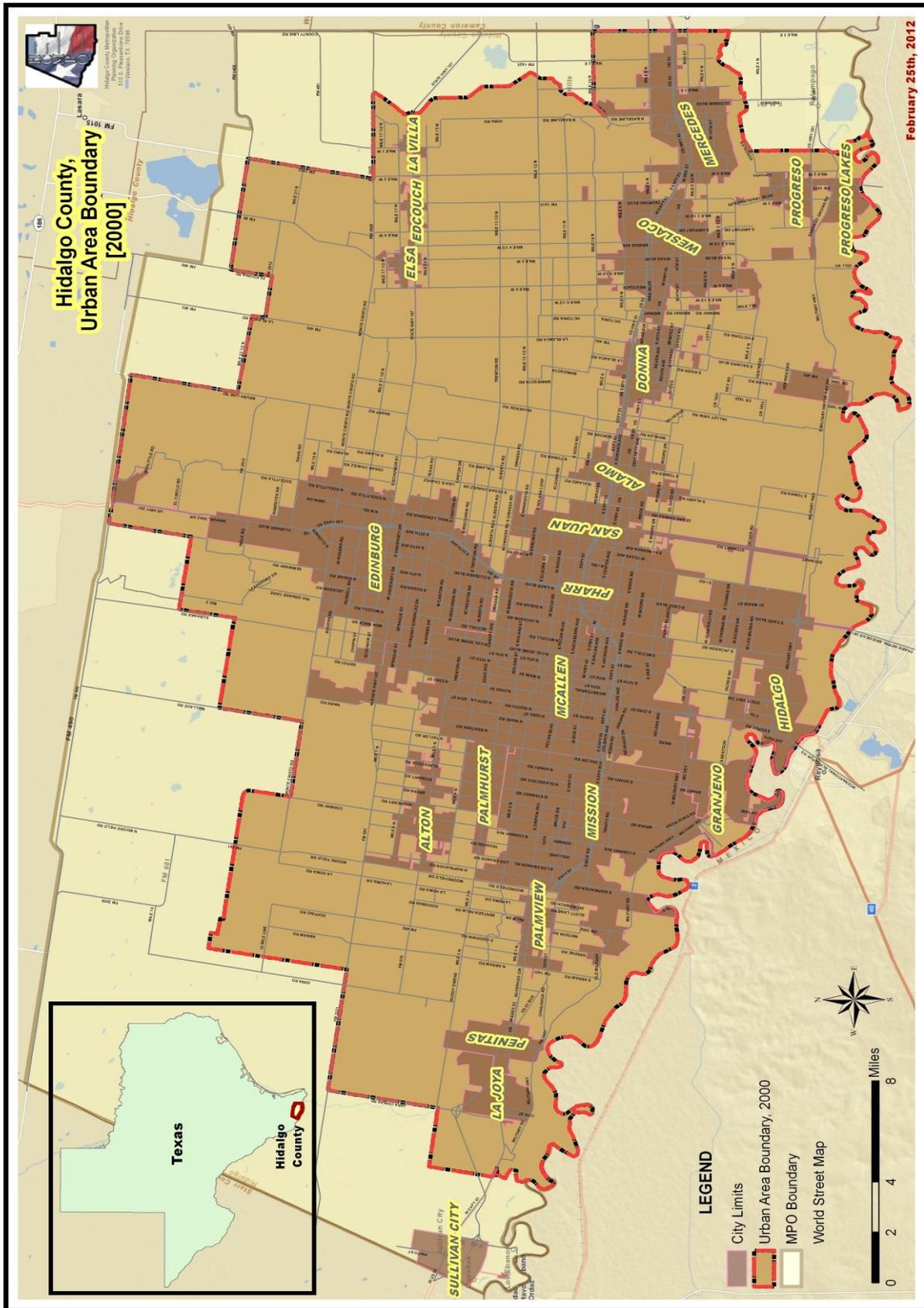
L. American with Disabilities Act.....17

M. Highway Projects.....18

N. Transit Projects.....30

Appendices:

- A. Financial Plan**
- B. Grouped Projects Categorical Classification**
- C. Transportation Program Funding Categories**
- D. TIP Construction Projects Map**
- E. Public Involvement**
- F. Resolutions**
- G. Glossary**



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 6th 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: Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); expired on September 30, 2009. In order to keep transportation programs in operation, the Congress has passed Continued Resolutions [CR]. SAFETEA-LU was preceded by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and the Transportation Equity Act for the 21st Century of 1998 (TEA-21).

Some of the key features of the SAFETEA-LU include: increased investment in core safety programs and allocating guaranteed funding for transportation programs. Additionally, streamlining of the environmental review and project delivery process was introduced. SAFETEA-LU continues to encourage an enhanced role for local decision-making and emphasizes on flexibility, intermodal goals, and on addressing local & regional needs. According to SAFETEA-LU, the metropolitan and statewide planning processes must consider transportation projects and strategies that will:

- 1.) Support the economic vitality of the United States, the States and metropolitan areas; especially be 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 options available to people and freight;
- 5.) Protect and enhance the environment, promote energy conservation, and improve quality of life with 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 system management and operation;
- 8.) Emphasize the preservation of the existing transportation system.

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.

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 992.76 square miles and includes the existing urbanized area and the contiguous area expected to be urbanized within the next 20 years. 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, Penitas, Pharr, Progreso, Progreso Lakes, San Juan, Sullivan City, Weslaco, and the unincorporated areas of Hidalgo County. Hidalgo County Metropolitan Area is the 6th largest in the state of Texas with an estimated population of 775,000 and the 4th 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 2013-2016 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.



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. *(Refer Appendix B for the types of projects which fall under Grouped or Statewide CSJs.)*

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. **[Refer Appendix C]**

Category	Description
1	<i>Preventive Maintenance and Rehabilitation</i>
2	<i>Metropolitan & Urban Corridor Projects</i>
3	<i>Non-traditionally Funded Transportation Projects</i>
4	<i>Statewide Connectivity Corridor Projects</i>
5	<i>Congestion Mitigation and Air Quality Improvement</i>
6	<i>Structure Replacement and Rehabilitation</i>
7	<i>Metropolitan Mobility/Rehabilitation</i>
8	<i>Safety</i>
9	<i>Transportation Enhancements</i>
10	<i>Supplemental Transportation Projects</i>
11	<i>District Discretionary</i>
12	<i>Strategic Priority</i>

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 SAFETEA-LU 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 non-attainment 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 2013-2016 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.

Category	Description
Section 5307	<i>Federal Transit Administration Urban Formula Capital and Operating Funds</i>
Section 5309	<i>Federal Transit Administration Discretionary Capital Funds</i>
Section 5310	<i>Federal Transit Administration Funds for Elderly and Disabled Transportation</i>
Section 5311	<i>Federal Transit Administration Rural Program</i>
Section 5316	<i>Federal Transit Administration Jobs Access & Reverse Commute Program</i>
Section 5317	<i>Federal Transit Administration New Freedom Program</i>

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.

Discretionary Capital Funds [Capital Investment Program], Section 5309

Section 5309 funds are divided into three different categories:

- Modernization of existing rail systems
- New and replacement buses and facilities
- New fixed guide way systems

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

Non-urbanized 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.

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.

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.

All projects funded under this program must be derived from an area-wide Regional Public Transportation Coordination Plan developed through a regional approach which supports the implementation of any project. Moreover, funds are awarded through a competitive selection process.

Regional Public Transportation Plan

SAFETEA-LU 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.

The Regional Transit Advisory Panel (RTAP) is a committee of transit providers, metropolitan planning organizations and non-profit entities with a common goal of providing quality transportation alternatives for the residents of Hidalgo, Cameron, and Willacy Counties. Their vision is to enable people to move throughout the region safely, reliably and efficiently by providing a seamless transit network. The main priority of the RTAP is to study transit in the region and create a Regional Public Transportation Coordination Plan. This plan, under SAFETEA-LU, is a required document for regions to receive transit funds viz. Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute, and New Freedom funding.

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 Valley Development Council. HCMPO is responsible for notifying eligible local entities of funding availability, publicizing the process & procedures and coordinating competitive selection. This selection 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 provisions for 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

H. TIP PROJECT SELECTION PROCESS

Projects follow a selection criteria which was agreed upon and approved by TPC. As projects go through the process which entails being reviewed by TAC, and then recommended for approval by TPC, the projects are undergoing the public involvement process in order to incorporate any citizens' input received for any specific project in the TIP. The project selection criteria were adopted with the FY 2010-2035 MTP, and it states the following.

The Hidalgo County MPO Transportation Policy Committee agreed by a majority vote (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

SAFETEA-LU 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 6.47% 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, non-discrimination 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.

HIGHWAY PROJECTS

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0863-01-047 0863-01-057	FM 493	C/R	DONNA	TXDOT	\$8,763,100
LIMITS FROM:	CHAMPION ST					REVISION DATE:	7_2012
LIMITS TO:	US 281					MPO PROJ NUMBER:	HC-32
PROJECT:	RECONSTRUCT 2-LANE WITH SHOULDERS					FUNDING CAT(S):	1, 10 - EARMARK
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION CAT 1 = \$2,703,880 & CAT 10 = \$3,544,594						
P7:						PE = 100% LG; ROW = 10 - EARMARK FUNDS	

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$306,175	COST OF	CAT 1	\$2,163,104	\$540,776			\$2,703,880
ROW PURCHASE:		\$2,514,625	APPROVED	10-EARMARK	\$2,835,675	\$708,919			\$3,544,594
CONST COST:		\$6,248,474	PHASES:	10-EARMARK (ROW)	\$2,011,700	\$251,463	\$251,463		\$2,514,626
CONST ENG:	5.00%	\$312,424	\$8,763,100	TOTALS	\$7,010,479	\$1,501,158	\$251,463	\$0	\$8,763,100
CONTING:	6.50%	\$406,151							
IND COSTS:	6.20%	\$387,405							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$10,175,254							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0863-01-053	FM 493	C	DONNA	TXDOT	\$208,000
LIMITS FROM:	BUSINESS 83					REVISION DATE:	7_2012
LIMITS TO:	CHAMPION ST					MPO PROJ NUMBER:	HC-272
PROJECT:	OVERLAY					FUNDING CAT(S):	1, 10 - EARMARK
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION CAT 1 = \$8,000 & CAT 10 = \$200,000						
P7:						PE = 100% LG	

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$10,192	COST OF	CAT 1	\$6,400	\$1,600			\$8,000
ROW PURCHASE:		\$0	APPROVED	10 - EARMARK	\$160,000	\$40,000			\$200,000
CONST COST:		\$208,000	PHASES:	TOTALS	\$166,400	\$41,600	\$0	\$0	\$208,000
CONST ENG:	7.50%	\$15,600	\$208,000						
CONTING:	7.00%	\$14,560							
IND COSTS:	6.20%	\$12,896							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$261,248							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0669-01-043	FM 681	C	ALTON	TXDOT	\$7,100,258
LIMITS FROM:	FM 681 AT FM 2221					REVISION DATE:	7_2012
LIMITS TO:	SH 107					MPO PROJ NUMBER:	HC-38C
PROJECT:	WIDEN TO 4 LANE DIVIDED					FUNDING CAT(S):	1, 7, 11
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION CAT 1 = \$3,185,735 & CAT 7 = \$3,277,375 AND CAT 11 = \$637,148						
P7:						PE = 100% LG; ROW = CAT 7 IN FY 2012	

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$347,913	COST OF	CAT 1	\$2,548,588	\$637,147			\$3,185,735
ROW PURCHASE:		\$4,438,473	APPROVED	CAT 7	\$2,621,900	\$655,475			\$3,277,375
CONST COST:		\$7,100,258	PHASES:	CAT 11	\$509,718	\$127,430			\$637,148
CONST ENG:	5.00%	\$355,013	\$7,100,258	TOTALS	\$5,680,206	\$1,420,052	\$0	\$0	\$7,100,258
CONTING:	6.50%	\$461,517							
IND COSTS:	6.20%	\$440,216							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$13,143,389							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0862-01-047	FM 681 / FM 2221	C	COUNTY	TXDOT	\$1,463,336
LIMITS FROM:	0.25 MI W OF MOOREFIELD RD					REVISION DATE:	7_2012
LIMITS TO:	FM 681					MPO PROJ NUMBER:	HC-38C
PROJECT	WIDEN TO 4 LANE DIVIDED					FUNDING CAT(S):	1, 7, 11
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	CONSTRUCTION CAT 1 = \$731,668 & CAT 7 = \$585,334 & CAT 11 =					PE = 100% LG; ROW = CAT 7 IN FY 2012	
P7:	\$146,334						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$71,703	APPROVED	CAT 1	\$585,334	\$146,334			\$731,668
ROW PURCHASE:		\$1,024,134	PHASES:	CAT 7	\$468,267	\$117,067			\$585,334
CONST COST:		\$1,463,336		CAT 11	\$117,067	\$29,267			\$146,334
CONST ENG:	7.50%	\$109,750							
CONTING:	7.00%	\$102,434							
IND COSTS:	6.20%	\$90,727							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$2,862,084	TOTALS		\$1,170,668	\$292,668	\$0	\$0	\$1,463,336

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0862-01-037	FM 2221	C	COUNTY	TXDOT	\$2,695,567
LIMITS FROM:	0.25 MI W OF SH 364					REVISION DATE:	7_2012
LIMITS TO:	0.25 MI W OF MOOREFIELD RD					MPO PROJ NUMBER:	HC-22C
PROJECT	WIDEN TO 4 LANE DIVIDED					FUNDING CAT(S):	1, 7, 11
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	CONSTRUCTION CAT 1 = \$1,347,784 & CAT 7 = \$1,078,227 & CAT 11 =					PE = 100% LG; ROW = CAT 7 IN FY 2012	
P7:	= \$269,556						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$132,083	APPROVED	CAT 1	\$1,078,227	\$269,557			\$1,347,784
ROW PURCHASE:		\$3,126,460	PHASES:	CAT 7	\$862,582	\$215,645			\$1,078,227
CONST COST:		\$2,695,567		CAT 11	\$215,645	\$53,911			\$269,556
CONST ENG:	5.00%	\$134,778							
CONTING:	6.50%	\$175,212							
IND COSTS:	6.20%	\$167,125							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$6,431,225	TOTALS		\$2,156,454	\$539,113	\$0	\$0	\$2,695,567

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-284	2 MILE LINE N RD	C/E/R	MISSION	MISSION	\$4,154,772
LIMITS FROM:	INSPIRATION RD					REVISION DATE:	7_2012
LIMITS TO:	SH 107 (CONWAY)					MPO PROJ NUMBER:	HC-80A
PROJECT	WIDEN TO 4 LANE					FUNDING CAT(S):	7
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	E=CONSTRUCTION ENGINEERING					PE = 100% LG	
P7:							

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$153,321	APPROVED	CAT 7 (C/E)	\$2,791,068	\$662,879	\$34,888		\$3,488,835
ROW PURCHASE:		\$665,937	PHASES:	CAT 7 (ROW)	\$532,750		\$133,187		\$665,937
CONST COST:		\$3,129,000							
CONST ENG:	5.00%	\$156,450							
CONTING:	6.50%	\$203,385							
IND COSTS:	6.20%	\$193,998							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$4,502,091	TOTALS		\$3,323,818	\$662,879	\$168,075	\$0	\$4,154,772

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-293	2 MILE LINE N RD	C/E	MISSION	MISSION	\$2,492,025	
LIMITS FROM:	SH 364					REVISION DATE:	7_2012	
LIMITS TO:	INSPIRATION RD					MPO PROJ NUMBER:	HC-80b	
PROJECT	WIDEN TO 4 LANE					FUNDING CAT(S):	7	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	CONSTRUCTION, CE & CONTINGENCIES = CAT 7, OTHER ADDITIONAL							
P7:	COSTS = 100% LG E=CONSTRUCTION ENGINEERING			PE & ROW = 100% LG				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	4.90%	\$109,515	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$268,200	APPROVED	CAT 7	\$1,993,620	\$473,485	\$24,920	\$2,492,025
CONST COST:		\$2,235,000	PHASES:					
CONST ENG:	5.00%	\$111,750	\$2,492,025					
CONTING:	6.50%	\$145,275						
IND COSTS:	6.20%	\$138,570						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$3,008,310	TOTALS	\$1,993,620	\$473,485	\$24,920	\$0	\$2,492,025
PHARR	HIDALGO	0039-17-176	US 83 OVERPASS @ INSPIRATION	C/E/R	MISSION	TXDOT	\$21,059,708	
LIMITS FROM:	0.4 MILES WEST OF INSPIRATION ROAD					REVISION DATE:	7_2012	
LIMITS TO:	0.5 MILES EAST OF INSPIRATION ROAD					MPO PROJ NUMBER:	HC-265	
PROJECT	WIDEN US 83 TO 6 LANES					FUNDING CAT(S):	CAT 7, PROPOSITION 12, LOCAL	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	ROW PROP 12 = \$548,059 AND LOCAL = \$2,754 (ON-SYSTEM), ROW							
P7:	CAT 7 = \$986,095 (OFF-SYSTEM); PE PROP 12 = \$10,000 AND LOCAL = \$823,000; CONSTRUCTION PROP 12 = \$17,000,000; CE & CONTINGENCIES PROP 12 = \$1,689,800			PE = \$833,000 = \$823,000 LOCAL AND \$10,000 PROP 12				
E = PRELIMINARY ENG AND CONSTRUCTION ENG								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	4.90%	\$833,000	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,536,908	APPROVED	CAT 7 (ROW)	\$788,876		\$197,219	\$986,095
CONST COST:		\$17,000,000	PHASES:	PROP 12 (C/E)	\$18,699,800			\$18,699,800
CONST ENG:	4.63%	\$787,100	\$21,059,708	PROP 12 (ROW)	\$548,059			\$548,059
CONTING:	5.31%	\$902,700						
IND COSTS:	6.20%	\$1,054,000						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$22,113,708	TOTALS	\$788,876	\$19,247,859	\$197,219	\$825,754	\$21,059,708
PHARR	HIDALGO	0921-02-282	US 281 - SH 336	C/E	HIDALGO	HIDALGO	\$1,711,232	
LIMITS FROM:	CITY OF HIDALGO EAST					REVISION DATE:	7_2012	
LIMITS TO:	SANTA ANA NATIONAL WILDLIFE REFUGE & NORTH TO MCALLEN					MPO PROJ NUMBER:	HC-274	
PROJECT	BEAUTIFICATION OF CITY OF HIDALGO PEDESTRIAN AND BICYCLE					FUNDING CAT(S):	9 - TRANSPORTATION	
DESCRIPTION:	ACCESS PROJECT - PHASE II						ENHANCEMENT, LOCAL	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	CONSTRUCTION, PE & CE CAT 9 = \$1,324,431 & LOCAL = \$386,801							
P7:	E=CONSTRUCTION ENGINEERING AND PRELIMINARY ENGINEERING			\$1,324,431 FUNDED W/CAT 9; REMAINDER OF \$1,432,504 FOR CONSTRUCTION, CE & PE FUNDED BY LG				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	11.96%	\$171,290	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	9 - ENHANCEMENT	\$993,323		\$331,108	\$1,324,431
CONST COST:		\$1,432,504	PHASES:	OTHER			\$386,801	\$386,801
CONST ENG:	7.50%	\$107,438	\$1,711,232					
CONTING:	7.00%	\$100,275						
IND COSTS:	6.20%	\$88,815						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$1,900,322	TOTALS	\$993,323	\$0	\$331,108	\$386,801	\$1,711,232

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0220-01-023	US 281 MILITARY	C/E/R	HCRMA	HCRMA	\$21,885,000
LIMITS FROM:	0.45 MILES EAST OF SPUR 600					REVISION DATE:	7_2012
LIMITS TO:	FM 2557 (STEWART ROAD)					MPO PROJ NUMBER:	RMA-2a
PROJECT	WIDEN TO 4 LANE DIVIDED URBAN WITH OVERPASS AT SAN JUAN					FUNDING CAT(S):	10-CBI, 12 - PASS THROUGH, TOLL
DESCRIPTION:	ROAD						REVENUE & BONDS

REMARKS P7: \$2,000,000 FUNDED W/CAT 10 CBI; \$7,355,735 FUNDED W/CAT 12 PASS THRU; \$12,529,265 FUNDED W/TOLL REV & VRS BONDS FOR CONSTRUCTION, CE, PE & ROW

PROJECT HISTORY: E=CONSTRUCTION ENGINEERING AND PRELIMINARY ENGINEERING

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	15.00%	\$1,410,000	APPROVED	10 - CBI	\$1,600,000	\$400,000			\$2,000,000
ROW PURCHASE:		\$5,529,000	PHASES:	12 - PASS THRU		\$7,355,735			\$7,355,735
CONST COST:		\$9,355,735	\$21,885,000	OTHER			\$12,529,265		\$12,529,265
CONST ENG:	9.00%	\$846,000							
CONTING:	50.00%	\$4,744,265							
IND COSTS:	6.20%	\$580,056							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$22,465,056	TOTALS		\$1,600,000	\$7,755,735	\$0	\$12,529,265	\$21,885,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-285	BSIF CONNECTOR	C/E/R	HCRMA	HCRMA	\$5,068,000
LIMITS FROM:	SP 29 ("I" ROAD) @ PROP PHARR BSIF					REVISION DATE:	7_2012
LIMITS TO:	US 281 (MILITARY) @ SAN JUAN ROAD					MPO PROJ NUMBER:	RMA-2b
PROJECT	NEW LOCATION 1 AND 2-LANE RURAL SECTION					FUNDING CAT(S):	10-CBI, TOLL REVENUE & BONDS
DESCRIPTION:							
REMARKS P7:	\$3,600,000 CAT 10 CBI FOR CONSTRUCTION; \$1,468,000 FUNDED W/TOLL REVENUE & VRS BONDS FOR CE, PE & ROW					PROJECT HISTORY:	E=CONSTRUCTION ENGINEERING AND PRELIMINARY ENGINEERING

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	7.00%	\$252,000	APPROVED	10 - CBI	\$2,880,000		\$720,000		\$3,600,000
ROW PURCHASE:		\$1,000,000	PHASES:	OTHER				\$1,468,000	\$1,468,000
CONST COST:		\$3,600,000	\$5,068,000						
CONST ENG:	6.00%	\$216,000							
CONTING:	6.50%	\$234,000							
IND COSTS:	6.20%	\$223,200							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$5,525,200	TOTALS		\$2,880,000	\$0	\$720,000	\$1,468,000	\$5,068,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-908	SAN JUAN ROAD	C/E/R	HCRMA	HCRMA	\$1,690,000
LIMITS FROM:	0.166 MILES NORTH OF US 281 (MILITARY) ON SAN JUAN ROAD					REVISION DATE:	7_2012
LIMITS TO:	US 281 (MILITARY)					MPO PROJ NUMBER:	RMA-2c
PROJECT	NEW LOCATION 2-LANE RURAL SECTION					FUNDING CAT(S):	TOLL REVENUE & BONDS
DESCRIPTION:							
REMARKS P7:	CONSTRUCTION, CE, PE, ROW 100% FUNDED W/TOLL REVENUE & VRS BONDS					PROJECT HISTORY:	E=CONSTRUCTION ENGINEERING AND PRELIMINARY ENGINEERING

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	7.00%	\$70,000	APPROVED	OTHER				\$1,690,000	\$1,690,000
ROW PURCHASE:		\$560,000	PHASES:						
CONST COST:		\$1,000,000	\$1,690,000						
CONST ENG:	6.00%	\$60,000							
CONTING:	7.00%	\$70,000							
IND COSTS:	6.20%	\$62,000							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$1,822,000	TOTALS		\$0	\$0	\$0	\$1,690,000	\$1,690,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	3627-01-001	SH 365	C/E/R	HCRMA	HCRMA	\$187,430,000
LIMITS FROM:	FM 1016					REVISION DATE:	7_2012
LIMITS TO:	FM 3072					MPO PROJ NUMBER:	RMA-1
PROJECT	CONSTRUCT 2 LANE CONTROLLED ACCESS TOLL FACILITY					FUNDING CAT(S):	SENIOR LIEN TOLL REVENUE BONDS,
DESCRIPTION:							TIFIA LOAN, CAT 10 CBI, CAT 12
							PASS THRU

REMARKS	E=CONSTRUCTION ENGINEERING AND PRELIMINARY ENGINEERING	PROJECT HISTORY:
P7:		

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	10.70%	\$13,400,000	COST OF						
ROW PURCHASE:		\$38,430,000	APPROVED	SLTRB			\$58,069,000	\$58,069,000	
CONST COST:		\$125,600,000	PHASES:	TIFIA			\$58,068,000	\$58,068,000	
CONST ENG:	8.00%	\$10,000,000		10 - CBI	\$801,180	\$200,295	\$291,525	\$1,293,000	
CONTING:	7.00%	\$8,792,000		12 - PASS THRU		\$70,000,000		\$70,000,000	
IND COSTS:	6.20%	\$7,787,200							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$204,009,200	TOTALS	\$801,180	\$70,000,000	\$200,295	\$116,428,525	\$187,430,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-170	MILE 2 W	C/E	MERCEDES	COUNTY	\$5,296,250
LIMITS FROM:	MILE 12 N					REVISION DATE:	7_2012
LIMITS TO:	US 83					MPO PROJ NUMBER:	HC-140
PROJECT	RECONSTRUCT & WIDEN 2 LANE ROADWAY WITH SHOULDERS					FUNDING CAT(S):	7, 10 - EARMARK
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	CAT 7 = \$4,776,074, EARMARK = \$520,176 FOR CONSTRUCTION, CE						
P7:	& CONTINGENCIES, ALL OTHER COSTS 100% LOCAL						
	C = CONSTRUCTION ENGINEERING						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	4.90%	\$232,750	COST OF						
ROW PURCHASE:		\$570,000	APPROVED	CAT 7	\$3,820,859	\$907,454	\$47,761	\$4,776,074	
CONST COST:		\$4,750,000	PHASES:	CAT 10 = EARMARK	\$416,141		\$104,035	\$520,176	
CONST ENG:	5.00%	\$237,500							
CONTING:	6.50%	\$308,750							
IND COSTS:	6.20%	\$294,500							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$6,393,500	TOTALS	\$4,237,000	\$907,454	\$151,796	\$0	\$5,296,250	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1802-02-009	FM 3461 (NOLANA)	C	SAN JUAN	TXDOT	\$3,542,893
LIMITS FROM:	I ROAD					REVISION DATE:	7_2012
LIMITS TO:	FM 1426 (RAUL LONGORIA)					MPO PROJ NUMBER:	HC-267
PROJECT	CONSTRUCT 4 LANE DIVIDED					FUNDING CAT(S):	7, 11
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	4.90%	\$173,602	COST OF						
ROW PURCHASE:		\$0	APPROVED	CAT 7	\$2,034,314	\$508,579		\$2,542,893	
CONST COST:		\$3,542,893	PHASES:	CAT 11	\$800,000	\$200,000		\$1,000,000	
CONST ENG:	5.00%	\$177,145							
CONTING:	6.50%	\$230,288							
IND COSTS:	6.20%	\$219,659							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$4,343,587	TOTALS	\$2,834,314	\$708,579	\$0	\$0	\$3,542,893	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0864-01-065	FM 494	C	MISSION	MISSION	\$370,805
LIMITS FROM:	SUNSET LANE					REVISION DATE:	7_2012
LIMITS TO:	COLORADO ST					MPO PROJ NUMBER:	HC-278
PROJECT	SIGNAL RE-TIMING & ADD LANES @ US 83					FUNDING CAT(S):	1, 7
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION CAT 1 = \$202,804, AND CAT 7 = \$168,001; OTHER						
P7:	ADDITIONAL COSTS = 100% LG						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$18,169	COST OF						
ROW PURCHASE:		\$0	APPROVED	CAT 1	\$162,243	\$40,561			\$202,804
CONST COST:		\$370,805	PHASES:	CAT 7	\$134,401	\$33,600			\$168,001
CONST ENG:	7.50%	\$27,810	\$370,805						
CONTING:	7.00%	\$25,956							
IND COSTS:	6.20%	\$22,990							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$465,730		TOTALS	\$296,644	\$74,161	\$0	\$0	\$370,805

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-296	OWASSA	C/E	PHARR	COUNTY	\$3,511,655	
LIMITS FROM:	JACKSON ROAD					REVISION DATE:	7_2012	
LIMITS TO:	US 281					MPO PROJ NUMBER:	HC-106	
PROJECT:	WIDEN TO 4 LANE DIVIDED					FUNDING CAT(S):	7	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	CONSTRUCTION, CE & CONTINGENCIES = CAT 7; ANY ADDITIONAL							
P7:	COSTS = 100% LG					PE & ROW = 100% LG		
	E=CONSTRUCTION ENGINEERING							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	4.90%	\$154,324	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$377,936	APPROVED	CAT 7	\$2,809,324	\$667,214	\$35,117	\$3,511,655
CONST COST:		\$3,149,467	PHASES:					
CONST ENG:	5.00%	\$157,473	\$3,511,655					
CONTING:	6.50%	\$204,715						
IND COSTS:	6.20%	\$195,267						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$4,239,182	TOTALS	\$2,809,324	\$667,214	\$35,117	\$0	\$3,511,655
PHARR	HIDALGO	2966-01-009	SH 364 (La Homa)	C/E	PALMVIEW	COUNTY	\$7,121,916	
LIMITS FROM:	SH 495					REVISION DATE:	7_2012	
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, CE & CONTINGENCIES = CAT 7; ANY ADDITIONAL							
P7:	COSTS = 100% LG					ROW PHASE FUNDED IN FY 2012		
	E=CONSTRUCTION ENGINEERING							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	4.90%	\$312,981	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,930,494	APPROVED	CAT 7	\$5,697,533	\$1,424,383		\$7,121,916
CONST COST:		\$6,387,369	PHASES:					
CONST ENG:	5.00%	\$319,368	\$7,121,916					
CONTING:	6.50%	\$415,179						
IND COSTS:	6.20%	\$396,017						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$9,761,408	TOTALS	\$5,697,533	\$1,424,383	\$0	\$0	\$7,121,916
PHARR	HIDALGO	0921-02-168	MILE 6 W	C/E	WESLACO	COUNTY	\$7,093,857	
LIMITS FROM:	MILE 9 N					REVISION DATE:	7_2012	
LIMITS TO:	MILE 11 N					MPO PROJ NUMBER:	HC-148b	
PROJECT:	WIDEN TO 4 LANE					FUNDING CAT(S):	7, 10 = EARMARK	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	CAT 7 = \$6,413,857, EARMARK = \$680,000 FOR CONSTRUCTION, CE							
P7:	& CONTINGENCIES; ALL OTHER COSTS 100% LOCAL							
	E=CONSTRUCTION ENGINEERING							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	4.90%	\$311,748	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$536,400	APPROVED	CAT 7	\$5,131,086	\$1,218,633	\$64,138	\$6,413,857
CONST COST:		\$6,362,204	PHASES:	CAT 10 = EARMARK	\$544,000	\$136,000		\$680,000
CONST ENG:	5.00%	\$318,110	\$7,093,857					
CONTING:	6.50%	\$413,543						
IND COSTS:	6.20%	\$394,457						
BND FINANCING:		\$0						
TOTAL PROJECT COST:		\$8,336,462	TOTALS	\$5,675,086	\$1,218,633	\$200,138	\$0	\$7,093,857

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0621-01-900	SH 336	C	MCALLEN	TXDOT	\$1,370,000
LIMITS FROM:	TRENTON RD					REVISION DATE:	7_2012
LIMITS TO:	SH 107					MPO PROJ NUMBER:	HC-249a
PROJECT	MEDIANS WITH LANDSCAPING					FUNDING CAT(S):	7, LOCAL
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	MEDIAN CAT 7 = \$863,000, LANDSCAPING LOCAL = \$507,000, ALL						
P7:	OTHER COSTS 100% LOCAL						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$67,130	APPROVED	CAT 7	\$690,400	\$172,600			\$863,000
ROW PURCHASE:		\$0	PHASES:	OTHER				\$507,000	\$507,000
CONST COST:		\$1,370,000							
CONST ENG:	5.00%	\$102,750							
CONTING:	6.50%	\$95,900							
IND COSTS:	6.20%	\$84,940							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$1,720,720		TOTALS	\$690,400	\$172,600	\$0	\$507,000	\$1,370,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-921	ANZALDUAS INT'L PORT OF ENTRY	C	MISSION	ANZALDUAS INT'L BRIDGE BOARD	\$5,300,000
LIMITS FROM:	ANZALDUAS INTERNATIONAL PORT OF ENTRY (NB)					REVISION DATE:	7_2012
LIMITS TO:						MPO PROJ NUMBER:	HC-277
PROJECT	CONSTRUCTION OF ADDITIONAL NORTHBOUND PASSENGER LANES					FUNDING CAT(S):	10 - CBI
DESCRIPTION:	(6 LANES)			PROJECT HISTORY:			
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	5.00%	\$265,000	APPROVED	CATEGORY 10 - CBI	\$4,240,000		\$1,060,000		\$5,300,000
ROW PURCHASE:		\$0	PHASES:						
CONST COST:		\$5,300,000							
CONST ENG:	5.00%	\$265,000							
CONTING:	10.00%	\$530,000							
IND COSTS:		\$0							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$6,360,000		TOTALS	\$4,240,000	\$0	\$1,060,000	\$0	\$5,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	2094-01-038 2094-01-039	FM 2220	C	MCALLEN	TXDOT	\$6,000,000
LIMITS FROM:		FM 1924 (MILE 3 N)		REVISION DATE:		7_2012	
LIMITS TO:		MILE 5 N (AUBURN AVE)		MPO PROJ NUMBER:		HC-19b	
PROJECT		WIDEN TO 6 LANE DIVIDED		FUNDING CAT(S):		1, 7, LOCAL	
DESCRIPTION:				PROJECT HISTORY:			
REMARKS		CONSTRUCTION CAT 7 = \$4,000,000, CAT 1 = \$1,000,000, LOCAL =					
P7:		\$1,000,000					

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	4.90%	\$294,000	COST OF						
ROW PURCHASE:		\$720,000	APPROVED	CAT 1	\$800,000	\$200,000		\$1,000,000	
CONST COST:		\$6,000,000	PHASES:	CAT 7	\$3,200,000	\$800,000		\$4,000,000	
CONST ENG:	5.00%	\$300,000		OTHER			\$1,000,000	\$1,000,000	
CONTING:	6.50%	\$390,000							
IND COSTS:	6.20%	\$372,000							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$8,076,000	TOTALS	\$4,000,000	\$1,000,000	\$0	\$1,000,000	\$6,000,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0039-02-040	US 83 LA JOYA RELIEF ROUTE	R/E	LA JOYA	TXDOT	\$27,600,000
LIMITS FROM:		1.8 MILES EAST OF FM 886		REVISION DATE:		7_2012	
LIMITS TO:		0.5 MILES EAST OF SHOWERS ROAD		MPO PROJ NUMBER:		HC-60a	
PROJECT		PE & ROW FOR NEW LOCATION OF 4 LANE DIVIDED HIGHWAY		FUNDING CAT(S):		10 - CBI	
DESCRIPTION:				PROJECT HISTORY:			
REMARKS		CAT 10 CBI = \$27,600,000 FOR PE & ROW					
P7:		E = PRELIMINARY ENGINEERING					

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	7.45%	\$4,100,000	COST OF						
ROW PURCHASE:		\$23,500,000	APPROVED	CAT 10 = CBI	\$22,080,000	\$5,520,000		\$27,600,000	
CONST COST:		\$55,000,000	PHASES:						
CONST ENG:	5.09%	\$2,800,000							
CONTING:	0.00%	\$0							
IND COSTS:	0.00%	\$0							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$85,400,000	TOTALS	\$22,080,000	\$5,520,000	\$0	\$0	\$27,600,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-901	10TH ST	C/R	EDINBURG	COUNTY	\$9,750,000
LIMITS FROM:	SH 107					REVISION DATE:	7_2012
LIMITS TO:	FM 1925					MPO PROJ NUMBER:	HC-79
PROJECT	CONSTRUCT NEW 4 LANE					FUNDING CAT(S):	7
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION CAT 7 = \$8,250,000; ROW CAT 7 = \$1,500,000; ALL						
P7:	OTHER COSTS 100% LOCAL						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$404,250	COST OF						
ROW PURCHASE:		\$1,500,000	APPROVED	CAT 7 (CONST)	\$6,600,000	\$1,567,500	\$82,500		\$8,250,000
CONST COST:		\$8,250,000	PHASES:	CAT 7 (ROW)	\$1,200,000		\$300,000		\$1,500,000
CONST ENG:	5.00%	\$412,500	\$9,750,000						
CONTING:	6.50%	\$536,250							
IND COSTS:	6.20%	\$511,500							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$11,614,500		TOTALS	\$7,800,000	\$1,567,500	\$382,500	\$0	\$9,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-903	INSPIRATION ROAD	C/E/R	MISSION	COUNTY	\$11,753,248
LIMITS FROM:	0.32 Mi N OF US 83					REVISION DATE:	7_2012
LIMITS TO:	FM 1924					MPO PROJ NUMBER:	HC-282
PROJECT	WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION					FUNDING CAT(S):	7
DESCRIPTION:				PROJECT HISTORY:			
REMARKS	CONSTRUCTION, CE & CONTINGENCIES CAT 7 = \$11,331,611; ROW						
P7:	CAT 7 = \$421,637; ALL OTHER COSTS 100% LOCAL						
	E = CONSTRUCTION ENGINEERING						

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
					FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$497,981	COST OF						
ROW PURCHASE:		\$421,637	APPROVED	CAT 7 (CONST)	\$9,065,289	\$2,153,006	\$113,316		\$11,331,611
CONST COST:		\$10,162,880	PHASES:	CAT 7 (ROW)	\$337,310		\$84,327		\$421,637
CONST ENG:	5.00%	\$508,144	\$11,753,248						
CONTING:	6.50%	\$660,587							
IND COSTS:	6.20%	\$630,099							
BND FINANCING:		\$0							
TOTAL PROJECT COST:		\$12,881,328		TOTALS	\$9,402,599	\$2,153,006	\$197,643	\$0	\$11,753,248

TRANSIT PROJECTS

**FY 2013 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-001	Federal (FTA) Funds	\$ 32,000
Apportionment Year	2011	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 8,000
Brief Project Description:	MANAGEMENT AND STAFF TRAINING	Fiscal Year Cost	\$ 40,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 40,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-002	Federal (FTA) Funds	\$ 64,000
Apportionment Year	2011	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 16,000
Brief Project Description:	BUS STOP IMPROVEMENTS	Fiscal Year Cost	\$ 80,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 80,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-003	Federal (FTA) Funds	\$ 2,263,779
Apportionment Year	2011 (\$371,585) / 2012 (\$1,892,194)	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 565,945
Brief Project Description:	HIDALGO COUNTY TRANSIT CAPITAL IMPROVEMENT PROGRAM	Fiscal Year Cost	\$ 2,829,724
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,829,724
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-004	Federal (FTA) Funds	\$ 100,000
Apportionment Year	2011	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 25,000
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 125,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 125,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2013 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-001	Federal (FTA) Funds	\$ 400,000
Apportionment Year	2013	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 100,000
		Fiscal Year Cost	\$ 500,000
Brief Project Description:	TRANSIT ENHANCEMENTS	Total Project Cost (YOE)	\$ 500,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-002	Federal (FTA) Funds	\$ 1,328,000
Apportionment Year	2012 (\$38,585) / 2013 (\$1,289,415)	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 272,000
		Fiscal Year Cost	\$ 1,600,000
Brief Project Description:	REVENUE ROLLING STOCK VEHICLE EXPANSION	Total Project Cost (YOE)	\$ 1,600,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-003	Federal (FTA) Funds	\$ 400,000
Apportionment Year	2013	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 100,000
		Fiscal Year Cost	\$ 500,000
Brief Project Description:	PREVENTIVE MAINTENACE	Total Project Cost (YOE)	\$ 500,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-005	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 234,425
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 234,425
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2013 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-004	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 234,425
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 234,425
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5316
MPO Project Information (reference number, etc.)	HCJA-001	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / MARKETING / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5317
MPO Project Information (reference number, etc.)	HCNF-002	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION /OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 4,587,779
Local Share (5307)	\$ 1,086,945
State Share	\$ 468,850
Total Cost	\$ 6,143,574
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	\$ 6,143,574

**FY 2014 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-006	Federal (FTA) Funds	\$ 32,000
Apportionment Year	2013	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 8,000
Brief Project Description:	MANAGEMENT AND STAFF TRAINING	Fiscal Year Cost	\$ 40,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 40,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-007	Federal (FTA) Funds	\$ 64,000
Apportionment Year	2013	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 16,000
Brief Project Description:	BUS STOP IMPROVEMENTS	Fiscal Year Cost	\$ 80,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 80,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-008	Federal (FTA) Funds	\$ 3,568,388
Apportionment Year	2013 (\$1,216,194) / 2014 (\$2,352,194)	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 892,097
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 4,460,485
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 4,460,485
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-009	Federal (FTA) Funds	\$ 120,000
Apportionment Year	2013	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 30,000
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 150,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 150,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2014 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-005	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2014	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 200,000
Brief Project Description:	PREVENTIVE MAINTENACE	Fiscal Year Cost	\$ 800,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 800,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-006	Federal (FTA) Funds	\$ 105,585
Apportionment Year	2013 (\$80,585) / 2014 (\$25,000)	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 26,396
Brief Project Description:	DESIGN FOR BUS TERMINAL EXPANSION	Fiscal Year Cost	\$ 131,981
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 131,981
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-007	Federal (FTA) Funds	\$ 25,000
Apportionment Year	2014	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 6,250
Brief Project Description:	DOWNTOWN MULTIMODAL IMPROVEMENTS	Fiscal Year Cost	\$ 31,250
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 31,250
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-008	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2014	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 180,630
Brief Project Description:	ROLLING STOCK	Fiscal Year Cost	\$ 780,630
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 780,630
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2014 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-010	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 234,425
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 234,425
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-009	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 234,425
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 234,425
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5316
MPO Project Information (reference number, etc.)	HCJA-002	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / MARKETING / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5317
MPO Project Information (reference number, etc.)	HCNF-002	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2014 TRANSIT PROJECT LISTING
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

		Compounded at 4%
Federal Share (5307)	\$	5,114,973
Local Share (5307)	\$	1,359,373
State Share	\$	468,850
Total Cost	\$	6,943,196
Federal JARC	\$	-
Local JARC	\$	-
Federal New Freedom	\$	-
Local New Freedom	\$	-
	\$	6,943,196

**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	\$ 1,676,297
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 419,074
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 2,095,371
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,095,371
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-012	Federal (FTA) Funds	\$ 124,800
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 31,200
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 156,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 156,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-013	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
Brief Project Description:	OPERATIONS	Fiscal Year Cost	\$ 234,425
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 234,425
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-010	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 234,425
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 234,425
Amendment Date & Action		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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5316
MPO Project Information (reference number, etc.)	HCJA-003	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / MARKETING / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5317
MPO Project Information (reference number, etc.)	HCNF-003	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION /OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 1,801,097
Local Share (5307)	\$ 450,274
State Share	\$ 468,850
Total Cost	\$ 2,720,221
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	\$ 2,720,221

**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	\$ 1,671,305
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 417,826
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 2,089,131
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,089,131
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-014	Federal (FTA) Funds	\$ 129,792
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 32,448
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 162,240
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 162,240
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-015	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
Brief Project Description:	OPERATIONS	Fiscal Year Cost	\$ 234,425
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 234,425
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-011	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 234,425
Project Phase:		Other Funds	\$ -
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 234,425
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 234,425
Amendment Date & Action		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:	TBD	Federal Funding Category:	5316
MPO Project Information (reference number, etc.)	HCJA-004	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / MARKETING / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	TBD	Federal Funding Category:	5317
MPO Project Information (reference number, etc.)	HCNF-004	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ -
Brief Project Description:	CAPITAL / ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 1,801,097
Local Share (5307)	\$ 450,274
State Share	\$ 468,850
Total Cost	\$ 2,720,221
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	\$ 2,720,221

APPENDIX A

FINANCIAL PLAN

**FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FUNDING BREAKDOWN**

YEAR	CATEGORY											TOTAL FUNDING
	CAT 1	CAT 2	CAT 3	CAT 7	CAT 9	CAT 10	CAT 11	CAT 12	PROP 12	LOCAL		
FY 2012	\$0	\$0	\$0	\$21,995,180	\$1,141,336	\$2,034,000	\$0	\$0	\$0	\$18,863,440	\$123,129,010	\$167,162,966
FY 2013	\$8,179,871	\$0	\$212,740,594	\$19,650,796	\$1,324,431	\$13,380,871	\$2,053,038	\$410,000	\$0	\$0	\$17,191,345	\$274,930,946
FY 2014	\$0	\$0	\$0	\$17,500,428	\$0	\$5,980,000	\$0	\$410,000	\$0	\$0	\$507,000	\$24,397,428
FY 2015	\$1,000,000	\$0	\$0	\$3,590,000	\$0	\$27,600,000	\$0	\$410,000	\$0	\$0	\$1,000,000	\$33,600,000
FY 2016	\$0	\$0	\$0	\$21,093,248	\$0	\$0	\$0	\$410,000	\$0	\$0	\$0	\$21,503,248
	\$9,179,871	\$0	\$212,740,594	\$83,829,652	\$2,465,767	\$48,994,871	\$2,053,038	\$1,640,000	\$18,863,440	\$141,827,355	\$521,594,588	

**Transit Financial Summary
Hidalgo MPO
FY 2013 - 2016 Transportation Improvement Program**

Current as of April 2010

Transit Program	FY 2013		FY 2014		FY 2015	
	Federal	State/Other	Federal	State/Other	Federal	State/Other
1 Sec. 5307 - Urbanized Formula >200K	4,587,779	1,086,945	5,114,973	1,359,373	1,801,097	450,274
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	0	0	0	0	0	0
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 Other FTA	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0
Total Funds	\$4,587,779	\$1,086,945	\$5,114,973	\$1,359,373	\$1,801,097	\$450,274
Total	\$5,674,724		\$6,474,346		\$2,251,371	
Transportation Development Credits Requested	\$0		\$0		\$0	
Awarded	\$0		\$0		\$0	

Current as of April 2010

Transit Program	FY 2016		FY 2017		FY 2018	
	Federal	State/Other	Federal	State/Other	Federal	State/Other
1 Sec. 5307 - Urbanized Formula >200K	1,801,097	450,274	13,304,946	3,346,866	13,304,946	3,346,866
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	0	0	0	0	0	0
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 Other FTA	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0
Total Funds	\$1,801,097	\$450,274	\$13,304,946	\$3,346,866	\$13,304,946	\$3,346,866
Total	\$2,251,371		\$16,651,812		\$16,651,812	
Transportation Development Credits Requested	\$0		\$0		\$0	
Awarded	\$0		\$0		\$0	

All Figures in Year of Expenditure (YOE) Dollars

All Figures in Year of Expenditure (YOE) Dollars

APPENDIX B

Grouped Projects Categorical Classification

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 C
TRANSPORTATION PROGRAM FUNDING
CATEGORIES

CAT #	Programing Authority	Usual Funding	Ranking Index or Allocation Formula	Brief Summary, Restrictions, etc
<p>1 – Preventive Maintenance and Rehab</p>	<p>Commission allocation by formula.</p> <p>Allocation program to districts</p> <p>Projects selected by districts</p>	<p>Federal 90% State 10%</p> <p>Or</p> <p>Federal 80% State 20%</p> <p>Or</p> <p>100% State</p>	<p>Each district shall receive an allocation based on the funding target formula:</p> <p>Preventive Maintenance</p> <p>3 basic criteria are weighted by %. A total allocation % is calculated by district:</p> <p>98% directed toward roadway maintenance & 2% directed toward bridge maintenance</p> <p>65% PM needs</p> <p>33% Pace Factor</p> <p>2% Square footage of an system bridge deck</p> <p>Rehabilitation</p> <p>32.5% 3-Year Average Lane – Miles of pavement distress scores < 70</p> <p>20% Vehicle miles traveled per lane mile (on system)</p> <p>32.5% Equivalent Single Axle Load Miles (on & off system & interstate)</p> <p>15% Pace Factor</p>	<p>Preventive maintenance and rehabilitation of the existing state highway system.</p> <p>The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.</p> <p>The TxDOT Assistant Executive Director for Engineering Operations may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle (HOV) lanes on the interstate Highway System.</p> <p>Rehabilitation funds may not be used for the construction of new single occupancy vehicle (SOV) lanes.</p> <p>Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category.</p>
<p>2 – Metropolitan and Urban Corridor Projects</p>	<p>Commission approval.</p> <p>Allocation program – Projects selected by Metropolitan Planning Organizations (MPOs) and Transportation Management Areas (TMAs).</p>	<p>Federal 80% State 20%</p> <p>Or</p> <p>100% State</p> <p>Or</p> <p>Federal 80% Local 20%</p>	<p>Each MPO shall receive an allocation based on the funding target formula:</p> <p>TMA = 87% of Category 2 Funding Allocation</p> <p>TMA Distribution Formula:</p> <p>30% Total vehicle miles traveled (on and off the state highway system)</p> <p>17% Population</p> <p>10% Lane miles (on system)</p> <p>14% Vehicle miles traveled (trucks only) (on system)</p> <p>7% Percentage of census population below the federal poverty level</p> <p>15% Based on Congestion</p> <p>7% Fatal and incapacitating crashes</p> <p>MPO operating in areas that are non-TMA = 13% of Category 2 Funding Allocation</p>	<p>Mobility and added capacity projects along a corridor that improves transportation facilities in order to decrease travel time and level or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.</p> <p>Total Project Cost (Consultant Engineering, Right of Way and Construction) are charged against this allocation.</p>

			<p><u>MPO Distributing Formula</u> 20% Total vehicle miles traveled (on & off system) 25% Population 8% Lane miles (on system) 15% Vehicle miles traveled (trucks only) 4% Population 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating¹ crashes</p>	
3 – Non-Traditional funded Transportation Projects	<p>Commission approval.</p> <p>Project Specific – selected by TxDOT districts, local</p>	<p>Federal 80% State 20% Or Federal 80% Local 20%</p>	<p>Based on Commission approved minute order(s).</p>	<p>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.</p>
4 – Statewide Connectivity Corridor Projects	<p>Commission approval.</p> <p>Project specific – corridors selected statewide. Projects scheduled by consensus of districts.</p>	<p>Federal 80% State 20% Or 100% State</p>	<p>Selections based on engineering analysis of projects on three corridor types:</p> <p>Mobility Corridors – based on congestion.</p> <p>Connectivity Corridors – strategic corridor additions to the state highway network. An example would be Ports-to-Plains.</p>	<p>Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network which includes:</p> <ul style="list-style-type: none"> • The Texas Trunk System • The National Highway System (NHS) • And connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports. <p>Total Project Cost (Consultant Engineering, Right of Way and Construction) are charged against this allocation.</p>
5 – Congestion Mitigation and Air Quality Improvement	<p>Commission allocation.</p> <p>Allocation based on percent of population in non-attainment areas.</p> <p>Allocation program to districts.</p> <p>Projects selected by Metropolitan Planning Organization in</p>	<p>Federal 80% State 20% Or Federal 80% Local 20%</p>	<p>Non-attainment area population weighted by air quality severity.</p>	<p>Addresses attainment of national ambient air quality standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, Beaumont and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.</p> <p>Total Project Cost (Consultant Engineering, Right of Way and Construction) are charged against this allocation.</p>

	consultation with TxDOT.			
6 – Structures – Federal Highway Bridge Program (HBP)	<p>Congestion allocation.</p> <p>Statewide allocation program.</p> <p>Projects selected and managed by the Bridge Division based on prioritized listing.</p>	<p>Federal 90% State 10%</p> <p>Or</p> <p>Federal 80% State 20%</p> <p>Or</p> <p>Federal 80% State 10% Local 10%</p> <p>Or</p> <p>State 100%</p>	<p>HBP projects are selected statewide based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) and then by Sufficiency Ratings.</p>	<p>Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). A minimum of 15% of the HBP funding must go toward replacement and rehabilitation of off-system bridges.</p>
6 – Structures – Federal Railroad Grade Separation Program (RGS)	<p>Congestion allocation.</p> <p>Statewide allocation program.</p> <p>RGS Projects are selected and managed by Bridge Division based on a Cost-benefit Index for at-grade railroad crossing elimination projects and a Prioritization Ranking for railroad underpass replacement or rehabilitation projects.</p>	<p>Federal 80% State 20%</p>	<p>Cost-benefit Index that utilizes vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects.</p> <p>Prioritization Ranking that utilizes vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects.</p>	<p>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.</p>
7 – Metropolitan Mobility / Rehabilitation	<p>Commission allocation.</p> <p>Allocation based on population. Allocation program to districts.</p> <p>Projects selected by MPO in consultation with TxDOT.</p>	<p>Federal 80% State 20%</p> <p>Or</p> <p>Federal 80% Local 20%</p> <p>Or</p> <p>100% State</p>	<p>Population (2000 Census)</p>	<p>Transportation needs within the Transportation Management Areas (TMAs). Projects selected by the Metropolitan Planning Organizations (MPOs).</p> <p>Total Project Cost (Consultant Engineering, Right of Way and Construction) are charged against this allocation.</p>
8 – Safety – Safety Bond Program	<p>Commission allocation</p> <p>Statewide allocation program.</p> <p>Projects specific – approved by separate Minute Order.</p>	<p>100% State</p>	<p>Safety Improvement Index (SII) and roadway safety characteristics</p>	<p>Allocations for the safety bond program are approved by the commission, with the program managed as an allocation program on a statewide basis.</p>
8 – Safety – Federal Safe Routes to School	<p>Commission allocation.</p> <p>Project specific – approved by separate Minute Order.</p>	<p>100% Federal</p>	<p>TxDOT staff evaluates for eligibility. The TxDOT Safe Routes to School Committee and/or an advisory committee appointed by the TTC make</p>	<p>Safety related projects – on and off state highway system. Program designed to enable and encourage primary and secondary school children to walk and bicycle to school.</p>

Program			recommendations.	Both infrastructure – related and behavioral projects allowed.
8 – Safety – Federal High Risk Rural Roads	Commission allocation. Statewide allocation program. Projects selected and managed by Traffic Operations Division using federally approved safety indices.	Federal 90% State 10%	TxDOT staff evaluates for eligibility. The TxDOT Safe Routes to School Committee and/or an advisory committee appointed by the TTC make recommendations.	Safety related projects – on and off state highway system. Program designed to enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure related and behavioral projects allowed.
8 – Safety – Highway Safety Improvement Program	Commission allocation. Statewide allocation program. Projects selected and managed by Traffic Operations Division using federally approved safety indices.	Federal 90% State 10% Or 100% State	Safety Improvement Index (SII)	Safety related projects – on and off state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index. Previously named the Federal Hazard Elimination Program.
8 – Safety – Federal Railway – Highway Safety Program	Commission allocation. Statewide allocation program. Selected statewide by prioritized listing. Projects selected and managed by Rail Division.	Federal 90% State 10%	Railroad Crossing Index	Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list which is prioritized by index (# of trains per day, train speed, ADT, school buses per day, type of existing warning device, train-involved crashes within prior five years, etc). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with new federal guidelines.
9 – Transportation Enhancements	Commission selection and approval. Project-Specific- approved by separate Minute Order.	Federal 80% State 20% Or Federal 80% Local 20%	TxDOT staff and FHWA evaluate for eligibility, TEPEC (Transportation Enhancement Program Evaluation Committee) make recommendations to TTC.	Projects above and beyond what is normally expected for standard TxDOT roadway activities – twelve general categories as outlined in SAFETEA-LU. Projects recommended by TxDOT and committee, selected by Texas Transportation Commission as outlined in 43 TAC §11.204(c). One-half of the funds in this category will be allocated to MPOs operating in transportation management.
9 – Transportation Enhancements	Commission allocation. Statewide allocation program.	Federal 80% State 20%	Selection criteria includes: travel corridors, appropriate size and spacing of rest areas, customer desired features,	Funds to be used to renovate, build, and relocate safety rest areas and visitor centers along the state highway system. Small amount of

Safety Rest Area Program	Projects selected and managed by Maintenance Division.		and operational functions.	program funds used for Safety Rest Area repairs. Other federal-aid or state funds may be used for non-qualifying repair activities.
10 – Supplemental Transportation Projects – State Park Roads	Commission allocation. Statewide allocation program. Projects selected by Texas Parks and Wildlife Department (TPWD).	State 100%	None. Selected by TPWD	Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. subject to Memorandum of Agreement between TxDOT and TPWD. Locations selected and prioritized by TPWD.
10 – Supplemental Transportation Projects – Railroad Grade Crossing Replanking Program	Commission allocation. Statewide allocation program. Selected statewide based on conditions of riding surface. Projects selected and managed by Rail Division	State 100% or Federal 80% State 20%	Condition of crossing's riding surface and cost per vehicle using crossing.	Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.
10 – Supplemental Transportation Projects – Railroad Signal Maintenance Program	Commission allocation. Statewide allocation program. Contributions to maintain signals. Projects selected and managed by Rail Division.	State 100% or Federal 80% State 20%	Number of crossings and type of automatic devices present at each.	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.
10 – Miscellaneous Landscape Incentive Awards Program	Statewide allocation program. Funding distributed to ten locations based on population. Projects selected and managed by Design Division.	State 100% or Federal 80% State 20%	This program will be handled on a statewide basis. The funding distribution to ten locations is based on the results of the annual <u>Keep Texas Beautiful Awards</u> Program.	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 little control, quality of life issues and beautification programs and projects.
10 – Supplemental Transportation Projects – Curb Ramp Program	Statewide allocation program. Projects selected and managed by Design Division.	State 100% or Federal 80% State 20%	Projects are selected based on the conditions at the curb ramp or the location of the intersection without ramps.	This program addresses construction or replacement of curb ramps on on-system intersections to make the intersections more accessible to pedestrians with disabilities.

<p>10 – Supplemental Transportation Projects – Green Ribbon Landscape Improvement Program</p>	<p>Statewide allocation program to the districts with air quality non-attainment or near non-attainment counties. Projects selected by districts and managed by Design Division.</p>	<p>State 100% or Federal 80% State 20%</p>	<p>Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts which contain air quality non-attainment or near non-attainment counties.</p>	<p>Program allows the department to address new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).</p>
<p>10 – Supplemental Transportation Projects – Coordinated Border Infrastructure Program</p>	<p>Commission allocation by formula. Allocation program to districts.</p>	<p>Federal 80% State 20% or Federal 80% Local 20%</p>	<p>Allocation Formula 20% Incoming commercial trucks 30% Incoming personal motor vehicles & buses 25% weight of incoming cargo by commercial trucks 25% Number of land border ports of entry</p>	<p>Projects selected in program to improve the safe movement of motor vehicles at or across the land border between U.S. and Mexico.</p>
<p>10 – Supplemental Transportation Projects (Federal)</p>	<p>Commission approval to participate. Federal allocations.</p>	<p>Federal 100% or Federal 80% State 20%</p>	<p>Not Applicable</p>	<p>Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.</p>
<p>10 – Supplemental Transportation Projects – Railroad Rehabilitation & Improvement Projects</p>	<p>Commission Allocation. Projects selected and managed by Rail Division.</p>	<p>Federal, State, Local – project specific</p>	<p>The funding for projects listed in the 2012 UTP are project specific appropriations from federal or state sources, or project specific contributions from local or private entities. Possible future appropriations by the Texas Legislature to the Texas Railroad Relocation & Improvement Fund may require ranking or use of an allocation formula.</p>	<p>Program allows the department to participate in the rehabilitation and/or improvement of railroad infrastructure to provide for improved operations, increased train speeds, and efficiencies on state-owned or privately owned rail lines.</p>
<p>11 – District Discretionary</p>	<p>Commission allocation by formula. Allocation program to districts. Projects selected by districts. Minimum \$2.5 million allocation to each district in compliance with 79th, SB1, VII, Rider 17.</p>	<p>Federal 80% State 20% or Federal 80% Local 20% or State 100%</p>	<p>Allocation Formula. 70% On-System vehicle miles traveled. 20% On-System lane miles 10% Annual truck vehicle miles traveled.</p>	<p>Projects selected at the district's discretion.</p>
<p>12 – Strategic Priority</p>	<p>Commission Selection. Project-Specific.</p>	<p>Federal 80% State 20% or State 100%</p>	<p>Selected by Texas Transportation Commission.</p>	<p>Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to</p>

				the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies.
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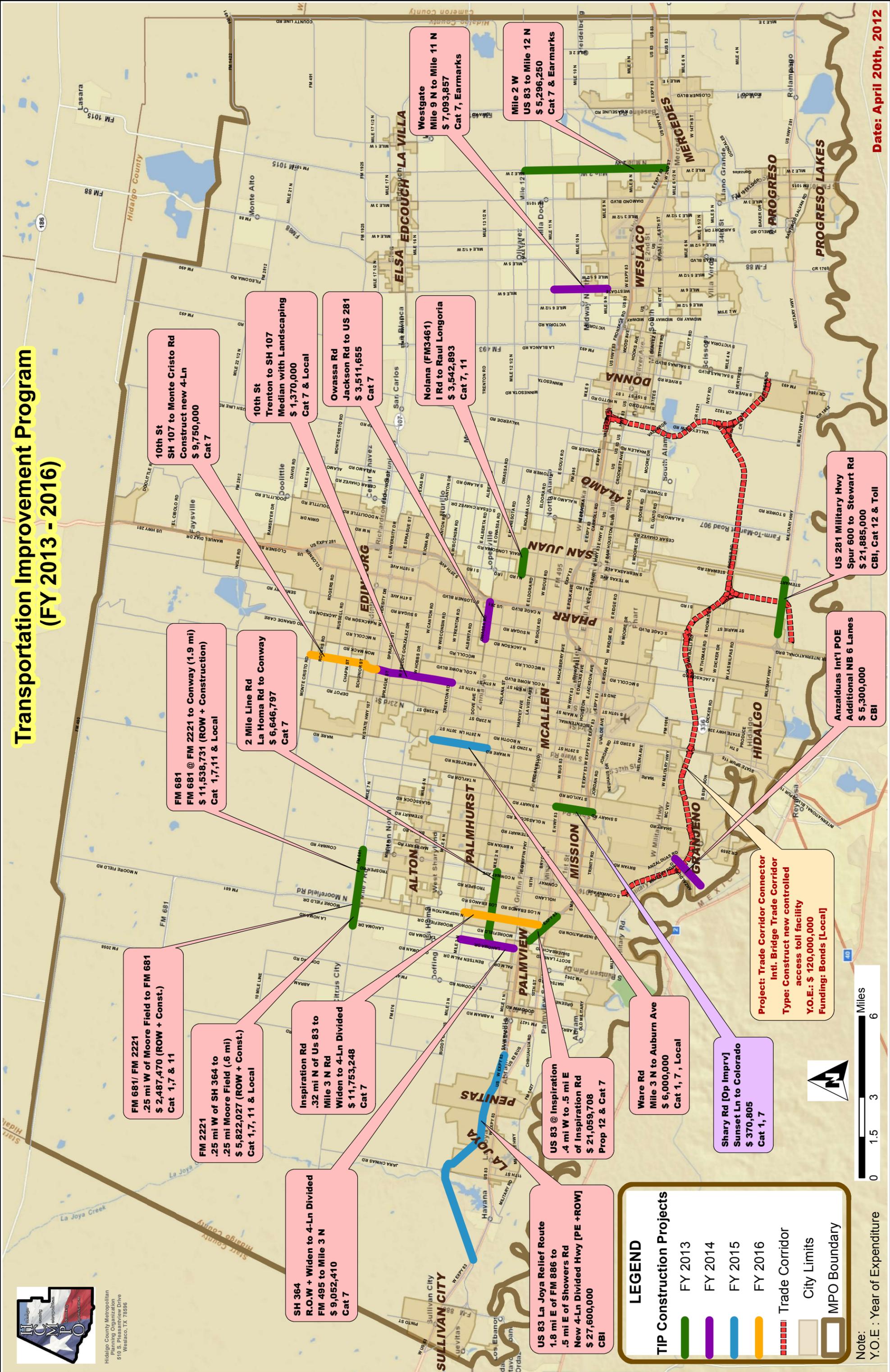
APPENDIX D

TIP Construction Projects Map

Transportation Improvement Program (FY 2013 - 2016)



Hidalgo County Metropolitan
Planning Organization
510 S. Pleasantview Drive
Weslaco, TX 78596



FM 681/ FM 2221
.25 mi W of Moore Field to FM 681
\$ 2,487,470 (ROW + Const.)
Cat 1, 7 & 11

FM 2221
.25 mi W of SH 364 to
.25 mi Moore Field (.6 mi)
\$ 5,822,027 (ROW + Const.)
Cat 1, 7, 11 & Local

Inspiration Rd
.32 mi N of US 83 to
Mile 3 N Rd
Widen to 4-Ln Divided
\$ 11,753,248
Cat 7

SH 364
R.O.W + Widen to 4-Ln Divided
FM 495 to Mile 3 N
\$ 9,052,410
Cat 7

10th St
SH 107 to Monte Cristo Rd
Construct new 4-Ln
\$ 9,750,000
Cat 7

2 Mile Line Rd
La Homa Rd to Conway
\$ 6,646,797
Cat 7

10th St
Trenton to SH 107
Median with Landscaping
\$ 1,370,000
Cat 7 & Local

Owassa Rd
Jackson Rd to US 281
\$ 3,511,655
Cat 7

Nolana (FM3461)
I Rd to Raul Longoria
\$ 3,542,893
Cat 7, 11

Westgate
Mile 9 N to Mile 11 N
\$ 7,093,857
Cat 7, Earmarks

Mile 2 W
US 83 to Mile 12 N
\$ 5,296,250
Cat 7 & Earmarks

US 83 @ Inspiration
.4 mi W to .5 mi E
of Inspiration Rd
\$ 21,059,708
Prop 12 & Cat 7

US 83 La Joya Relief Route
1.8 mi E of FM 886 to
.5 mi E of Showers Rd
New 4-Ln Divided Hwy [PE +ROW]
\$ 27,600,000
CBI

Ware Rd
Mile 3 N to Auburn Ave
\$ 6,000,000
Cat 1, 7, Local

Shary Rd [Op Imprv]
Sunset Ln to Colorado
\$ 370,805
Cat 1, 7

Project: Trade Corridor Connector
Int'l. Bridge Trade Corridor
Type: Construct new controlled
access toll facility
Y.O.E.: \$ 120,000,000
Funding: Bonds [Local]

Anzalduas Int'l POE
Additional NB 6 Lanes
\$ 5,300,000
CBI

US 281 Military Hwy
Spur 600 to Stewart Rd
\$ 21,885,000
CBI, Cat 12 & Toll

LEGEND

TIP Construction Projects

- █ FY 2013
- █ FY 2014
- █ FY 2015
- █ FY 2016
- Trade Corridor
- City Limits
- MPO Boundary

Note: Y.O.E. : Year of Expenditure

0 1.5 3 6 Miles

APPENDIX E

Public Involvement

Al and Dot Juliano
501 West Owassa Road Trl 69
Pharr, Texas 78577-9633
Email: albertjuliano@hotmail.com

**Presentation before the
Hidalgo County Metropolitan Planning Organization
March 15, 2012**

Thank you for providing us with the opportunity to express our concerns that, we feel, address a serious problem and ask that you consider our plea.

My name is Albert Juliano and I am a full time resident of Texas Trails RV Resort that is located at 501 West Owassa Road in Pharr. I am here this afternoon as a representative of group of other residents, some of whom are here this evening.

Our concern is centered on the increased traffic flow, the condition and continued deterioration of Owassa Road and, in particular, that section from the intersection of the Route 281 Service Road traveling westward to the intersection at Sugar Road.

As you are aware, Owassa Road is a two lane road without shoulders and is classified, we think, as an "Urban Other Principle Arterial". As a result of the redesign of the exit and entry ramps to Route 281, there has been a substantial increase in vehicular traffic. A food distribution warehouse has recently been located on Owassa Road which has contributed to an increase in vehicle traffic and, in particular, heavy tractor-trailer traffic. We estimate that there are several hundred units entering and exiting the warehouse each week. The units are contributing to the deterioration of the road surface.

On occasion, these tractor-trailers find it difficult to negotiate the swing into or out of the warehouse. To get into the warehouse, the trucks must swing wide and into the oncoming traffic. To leave the warehouse, the trucks must swing wide and often leave the road

entirely, leaving deep ruts in the grassy area adjacent to the road. In addition, should there be more than one truck trying to enter, the warehouse property, traffic gets stacked-up and many vehicle drivers that are behind the trucks become impatient and try to swing around which creates an additional potential hazard.

As you are aware, Owassa Road has a name change to Dove Avenue at the intersection with Jackson Road. A major medical facility is located at the intersection of Dove Avenue and McColl Road. Owassa Road becomes a primary road for emergency vehicles exiting Route 281 and traveling west to the medical facility. On occasion, the emergency vehicles find difficulty in traveling Owassa Road as a result of vehicles being unable to provide passage to the emergency vehicle since there are no shoulders to pull off onto.

The residents of Texas Trails RV Resort also contribute to the increased traffic. From the period of November to the end of March, our population expands from less than a couple of hundred to well over one thousand.

In a layman's view, the road surface is not meant to handle the heavy traffic and we see many pot holes and noticed that the surface seems to be "pushed" to the edge of the road.

Over the past few years, we have noticed that the utility poles and the fire hydrants have been relocated further away from the roadway and we presume that this indicates that "right of way" has been obtained.

Again, thank you for providing us the opportunity to voice our concerns. We are also aware that, when and if improvements are considered for Owassa Road, a major problem will develop with the traffic flow to and from the food distribution warehouse.

Texas Trails RV Resort
501 W Owassa Rd
Pharr, Texas 78577

Owassa Road between Expressway 281 and Sugar Road

Business along this roadway:

ON THE SOUTH SIDE OF Owassa RD.
Texas Trails RV Resort
17 employees
873 sites

ON THE NORTH SIDE OF Owassa Rd.
Kid Zone - Rehab
20 employees
40-45 patients a day

Food Source
CM Robinson Worldwide Inc.
160 employees
50-60 SEMI'S per day

CTC
Clothing Warehouse
90 employees
10 SEMI'S per day

SWR
30 employees

Dollar General
2-3 employees
1-2 SEMI'S per day

15 residential homes

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3-15-12

Name (optional): Don Bell Phone # / E-mail (optional) 956 782 6975

Mailing Address (for written response): 501 W. Owassa Rd Pharr, TX

Owassa Rd from 281 west to ~~Metz~~^{Jackson} is a very beaten up road. It has been patched so many times that it is beyond patching. Trucks going to the warehouse keep it beat up all of the time. It is dangerous because traffic moves to the center to avoid the pot holes. Owassa Rd has a lot of traffic on it every day and backs up from the traffic light on Sugar & Jackson. Please do some thing about the problem.

Don Bell

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3-15-2012

Name (optional): Bill & Wanda Bell Phone # / E-mail (optional) 956-781-9586

Mailing Address (for written response): 501 W. Owassa Rd #112, Pharr, TX 78579

We have lived at Texas Trails RV Park for 11 yrs and nothing has been done to^w Owassa Rd but fill up pot holes. We have 18 wheelers that come & go across the street ~~from~~ from our Park. The road is narrow and the trucks make big dips on the sides of the road. There is a steady stream of traffic in mornings and evenings. The Pharr Mayor came to the Park about byrs ago and said they had spent the money for Owassa on something else and he promised Owassa would be fixed in a couple year - that has never happened. It is very sad when we have over 900 people in the Park through the winter that our only road out east or west is in such dangerous conditions. We need your help desperately.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3/15/2012

Name (optional): DOUGLAS BAUR Phone # / E-mail (optional) 956 783-5832

Mailing Address (for written response): 501 W. OWASSA RD. LOT #15 PHARR, TX 78577

WE ARE CONCERNED ABOUT THE TRAFFIC, SAFETY AND FUTURE OF OWASSA RD. WEST OF 281 TO JACKSON ROAD. WE ARE ESPECIALLY CONCERNED FOR TEXAS TRAILS, THE TRAFFIC FLOW IN, OUT, WEST AND EAST AS WELL AS THE FREIGHTERS FROM THE BUSINESS ACROSS FROM TEXAS TRAILS.

IN ADDITION DOCTORS HOSPITAL ON MCCOLL AND DOVE (THE WEST EXTENSION OF OWASSA) USES OWASSA FOR AMBULANCE DELIVERY TO AND FROM. AS PRESENTLY CONSTRUCTED THERE IS NO ROOM TO GET OFF FOR AMBULANCE PASSING. THIS CREATE A DANGEROUS HAZZARD

THE STRUCTURE OF OWASSA WEST OF 281 TO JACKSON IS CONSTANTLY HAVING LARGE POT HOLES WHICH CAUSES DAMAGE TO CARS.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3-15-2012

Name (optional): Bob Heiser Phone # / E-mail (optional) 325-374-2720

Mailing Address (for written response): 501 W. OWASSA RD #603 Pharr, TX 78577

Owassa Road West of 281 to Sugar is in bad shape lots of pot holes after every rain.

The Warehouse on OWASSA has increased Semi Truck Traffic in the last few years.

The road is rough even in dry weather

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION PUBLIC COMMENTS FORM



Date:

Name (optional):

Phone # / E-mail (optional)

Mailing Address (for written response):

The federal interstate highway system is numbered even roads east-west and odd number interstates are north ~~and~~ South. The numbers start from California (lowest number) to the east coast having the highest, ie Interstate 75 from Michigan to Florida, ^{95 from New York to Florida} ~~Interstate 75~~ Interstates 35 and 37 are in Texas and 55 is in Mississippi - how can Texas have Interstate 69 in between - this is not in the federal numbering sequence / grid layout. What gives?

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION PUBLIC COMMENTS FORM



Date: 3-15-12

Name (optional): Rex Raine

Phone # / E-mail (optional)

Mailing Address (for written response): 2602 15th Ave No - Ft Dodge, IA 50501

We bought our mobile home in 2005. The road has been patched and it is to the point that it needs widened and replaced as there is a lot of truck traffic and local traffic. Along with several elderly people who live in Texas Trails Resort. The road has many chipped out areas that are very dangerous.

It didn't take long to have a new road past the new school off cage south of Pharr and they don't pay taxes

The designs on the bridges on 281 are very nice. We do have several nice roads.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3-15-12

Name (optional): Bergen

Phone # / E-mail (optional)

Mailing Address (for written response):

would like Owassa Rd w. by Texas Trails resurfaced. There is heavy car & truck traffic daily. Good road except for that stretch.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENTS FORM



Date: 3-15-12

Name (optional): David Spaulding

Phone # / E-mail (optional) 319-290-2448

Mailing Address (for written response):

We have much traffic on a ^{road} park, which is 501 W. Owassa Rd. It has the traffic for the warehouse, physician's hospital, 800 residents in Texas Trails park, & several businesses.

There is a constant parade of traffic, including semi's. Drivers coming down the road try to avoid the holes on the side of the road & consequently drive down the center. There are semi's going into the warehouse yard & frequently hold up traffic.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENT FORM

Tuesday, March 13, 2012

Name (optional): MARK PINA

Phone # / E-mail (optional):

383-4951 mark.pena@edwards-title.com

- Wave Rd needs to include bike lanes and sidewalks.
- Throughout the transportation system more facilities should be provided for pedestrians, cyclists, and public transit users.
- Investment should be made towards transit oriented development.
- All roadway improvements should give consideration to alternative transportation including walking, cycling, and public transit.
- No roadway shoulders should be removed it will adversely affect pedestrian or cycling mobility.
- Recommend that HCTPO and TxDOT adopt a complete streets policy.
- All cities must adhere to FHWA and TxDOT policy requiring the pedestrians and cyclists be considered on all projects receiving federal or state dollars.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENT FORM

Tuesday, March 13, 2012

Name (optional): Ray Coarator Phone # / E-mail (optional): garcia.r.tx@gmail.com

My concern is the reconstruction of some road increasing lanes but eliminating shoulders. (between 3 mile and tremon) if they would construct to similar to some before 3-mile that would be ideal. (increased lanes but still maintaining a bike lane.

~~Every~~ Every time it ~~exist~~ cycle in that area I see others cycles of all skills utilizing the roads and would be detrimental to those if shoulders would be eliminated.

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION
PUBLIC COMMENT FORM

Tuesday, March 13, 2012

Name (optional): michelle Peña Phone # / E-mail (optional): mark.pena@edwards-title.co.co

Would like to see the project at Ware Rd.
not turn to just 6 lanes without shoulders/bike lanes.

Don't believe that adding lanes at this point will
serve effectively into the future - it is just
a temporary fix with long term repercussions. major
bike corridor and place to set stage for
major multi-modal transit - plus too many
schools that need to be part of consideration. Don't
feel that South Park & Ride is effective use of
funds - taxpayer dollars for benefit of mall.

Would like to see projects & future projects
incorporate complete street planning & development
and connecting bike lane corridors & transit oriented development.

APPENDIX F

Resolutions

RESOLUTION 2012-07

SUBJECT: Adoption of FY2013-2016 Transportation Improvement Program (TIP)

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

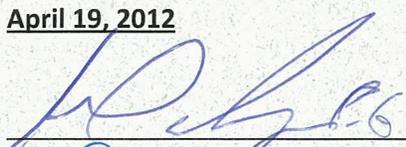
WHEREAS, the MPO is required to have a financially constrained 4 year project listing (TIP) and 25 year long range plan (MTP); and

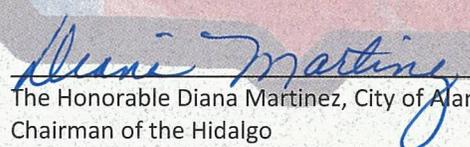
WHEREAS, these procedures have been duly discussed and gone through the required public comment period; and

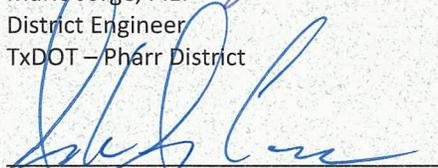
NOW THEREFORE, BE IT RESOLVED, that the Hidalgo County Metropolitan Planning Organization Transportation Policy Committee agreed by a majority vote to approve and adopt the following project listing as the FY 2013-16 Transportation Improvement Program (TIP).

	<u>PROJECT</u>	<u>CSJ</u>	<u>LIMITS</u>	<u>YOE</u>	<u>DEVELOPER</u>
FY 2013	FM 493	0863-01-047	CHAMPION ST TO US 281	\$8,763,100	TXDOT
	FM 493	0863-01-053	BUSINESS 83 TO CHAMPION ST	\$208,000	TXDOT
	FM 681	0669-01-043	FM 681 @ FM 2221 TO SH 107	\$7,100,258	TXDOT
	FM 681/FM 2221	0862-01-047	0.25 M W MOOREFIELD RD TO FM 681	\$1,463,336	TXDOT
	FM 2221	0862-01-037	0.25 M W SH 364 TO 0.25 M W MOOREFIELD RD	\$2,695,567	TXDOT
	2 MILE LINE N RD	0921-02-284	INSPIRATION RD TO SH 107	\$4,154,772	MISSION
	2 MILE LINE N RD	0921-02-293	SH 364 TO INSPIRATION RD	\$2,492,025	MISSION
	US 83 OVERPASS @ INSPIRATION RD	0039-17-176	0.4 M W INSPIRATION RD TO 0.5 M E INSPIRATION RD	\$21,059,708	TXDOT
	US 281 - SH 336	0921-02-282	CITY OF HIDALGO EAST TO SANTA ANA NAT'L REFUGE	\$1,711,232	HIDALGO
	US 281 MILITARY	0220-01-023	0.45 M E SPUR 600 TO FM 2557	\$21,885,000	HCRMA
	BSIF CONNECTOR	0921-02-285	SP 29 @ PHARR BSIF TO US 281 @ SAN JUAN RD	\$5,068,000	HCRMA
	SAN JUAN RD	0921-02-908	0.166 M N US 281 ON SAN JUAN RD TO US 281 MILITARY	\$1,690,000	HCRMA
	SH 365	3627-01-001	FM 1016 TO FM 3072	\$187,430,000	HCRMA
	MILE 2 W	0921-02-170	MILE 12 N TO US 83	\$5,296,250	COUNTY
	FM 3461	1802-02-009	I RD TO FM 1426	\$3,542,893	TXDOT
	FM 494	0864-01-065	SUNSET LANE TO COLORADO ST	\$370,805	MISSION
	FY 2014	OWASSA	0921-02-296	JACKSON RD TO US 281	\$3,511,655
SH 364		2966-01-009	SH 495 TO FM 1924	\$7,121,916	COUNTY
MILE 6 W		0921-02-168	MILE 9 N TO MILE 11 N	\$7,093,857	COUNTY
SH 336		0621-01-900	TRENTON RD TO SH 107	\$1,370,000	TXDOT
ANZALDUAS INT'L PORT OF ENTRY		0921-02-921	ANZALDUAS INT'L PORT OF ENTRY (NB)	\$5,300,000	ANZALDUAS INT'L BRIDGE BOARD
FY 2015		FM 2220	2094-01-038	FM 1924 TO MILE 5 N	\$6,000,000
	US 83 LA JOYA RELIEF ROUTE	0039-02-040	1.8 M E FM 886 TO 0.5 M E SHOWERS RD	\$27,600,000	TXDOT
FY 2016	10 TH ST	0921-02-901	SH 107 TO FM 1925	\$9,750,000	COUNTY
	INSPIRATION RD	0921-02-903	0.32 M N US 83 TO FM 1924	\$11,753,248	COUNTY

April 19, 2012


Mario Jorge, P.E.
District Engineer
TxDOT - Pharr District


The Honorable Diana Martinez, City of Alamo
Chairman of the Hidalgo
County MPO Policy Committee


Andrew A. Canon
Transportation Director
Hidalgo County MPO

RESOLUTION 2012-08

SUBJECT: Adoption of FY2013-2016 Transit Transportation Improvement Plan (TIP)

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 and adopt the attached project listing as the Transit Transportation Improvement Plan (TIP).

<u>Project</u>	<u>Sponsor</u>	<u>TIP Year</u>	<u>FY Cost</u>	<u>Change</u>
Management and Staff Training	LRGVDC	2013	\$40,000	ADDED
Bus Stop Improvements	LRGVDC	2013	\$80,000	ADDED
Hidalgo County Transit Capital Improvement Program	LRGVDC	2013	\$2,829,724	ADDED
Capital – Mechanics, Assistants & Preventive Maintenance	LRGVDC	2013	\$125,000	ADDED
Transit Enhancements	City of McAllen	2013	\$500,000	ADDED
Revenue Rolling Stock Vehicle Expansion	City of McAllen	2013	\$1,600,000	ADDED
Preventive Maintenance	City of McAllen	2013	\$500,000	ADDED
Operations	LRGVDC	2013	\$234,425	ADDED
Administration / Operation	City of McAllen	2013	\$234,425	ADDED
Management and Staff Training	LRGVDC	2014	\$40,000	ADDED
Bus Stop Improvements	LRGVDC	2014	\$80,000	ADDED
Hidalgo County Transit Capital Improvement Program	LRGVDC	2014	\$4,460,485	ADDED
Capital – Mechanics, Assistants & Preventive Maintenance	LRGVDC	2014	\$150,000	ADDED
Preventive Maintenance	City of McAllen	2014	\$800,000	ADDED

APPENDIX G

Glossary

DEFINITION OF TERMS

3-Cs – Continuing, Comprehensive and Cooperative planning process.

ALLOCATION: A distribution of programming authority dollars for construction or maintenance programs. Projects are not allocated programming authority dollars above the Texas Transportation Commission authorized levels.

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 RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA): An economic stimulus package enacted by the 111th 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.

APPORTIONMENT: A distribution of federal funds as prescribed by a statutory formula, as in the federal-aid highway program.

APPORTIONMENT CODE (APPN CODE): An apportionment code is a funding identifier assigned to a work program. The apportionment code identifies the type, percentage and/or year(s) of funding. Code 999 is for state funded projects. All other apportionment codes are for generally federal participating funds.

ARTERIAL: A major thoroughfare that is vital for moving people and goods; feed into the interstate and freeway systems.

AVERAGE DAILY TRAFFIC (ADT): average daily traffic volume represents the total two-way traffic on a roadway for some period less than a year, divided by the total number of days it represents, and includes both weekday and weekend traffic. Usually, ADT is adjusted day of the week, seasonal variations, and/or vehicle classification.

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.

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.

CAPACITY: The maximum resource that can be assigned (allocated) to or be serviced by a facility.

CARPPOOLING 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.

CATEGORIES: TxDOT's highway construction and maintenance program as approved by the Texas Transportation Commission is outlined and defined among twelve distinct programs of work called 'categories'.

CENTRAL BUSINESS DISTRICT (CBD): also called a central activities district and in North America a "downtown") is the commercial and often geographic hear 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.

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.

CHANGE ORDER: A change order is amending the contract work whenever a significant change in the character of work or expansion in scope of work occurs or a time extension is granted. Change orders may be required due to an error or omission in the contract, differing site conditions, adding

a specification, adding new items of work, resolving a dispute, changing the sequence of work or other contract changes.

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): is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. Each volume of the CFR is updated once each calendar year and is issued on a quarterly basis.

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.

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA): is a project delivery tool TxDOT, a Regional Mobility Authority, a Regional Tollway Authority, and certain counties and other Texas political subdivisions can use to design, construct, rehabilitate, expand and improve certain transportation facilities. A CDA may also include the financing, right of way acquisition, maintenance or operation of an eligible transportation facility.

CONCESSION: A comprehensive development agreement under which a private entity makes a payment for the right to build a toll facility, and to operate and maintain the toll facility for a specified number of years. Funds realized from this payment are used by the region to fund projects that address mobility and air quality concerns.

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.

CONTROL SECTION JOB (CSJ) NUMBER: is TxDOT's statewide system for identifying a highway project on the state system with the control being the most general and section and job breakdown being more specific as to location.

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.

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-RESPONSE TRANSIT: A nonfixed-route, nonfixed-schedule form of transportation that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

DEPARTMENT OF TRANSPORTATION (DOT): Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C., this would mean the Federal Transit Administration.

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.

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.

DEPARTMENT OF TRANSPORTATION (DOT): Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C., this would mean for Federal Transit Administration.

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.

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 (EJ): a process that focuses on the development, implementation, and enforcement of environmental laws, regulations and policies, as defined by the Environmental Protection Agency, by requiring the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income.

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.

ESTIMATED CONSTRUCTION COST: The estimated cost of construction bid items prior to contract award.

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.

FACILITY: The means by which a transportation mode is provided. For example, the 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.

FEDERAL HIGHWAY ADMINISTRATION (FHWA): is a division of 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.

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.

FISCAL CONSTRAINT: means the MTP and TIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

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.

FUND SOURCE: Describes the method of funding a project. For example, TxDOT utilizes a variety of fund sources for projects. These include state highway funds, bond funds, concession funds, surplus toll revenue, and local funds.

FUNDING CSJ: A CSJ used for funding purposes only. CSJ number is also known as a project number assigned by TxDOT.

GEOGRAPHIC INFORMATION SYSTEM (GIS): A geographical information system that captures, stores, analyzes, manages, and presents data that is linked to location.

GRADE: The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 3 percent grade three feet of elevation change over a 100-foot distance.

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.

HIGH OCCUPANCY VEHICLE LANE (HOV): Lanes on streets or highways reserved for vehicles that transport multiple passengers.

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 TRUST FUND: was instituted by Congress in 1956 to construct the Interstate Highway System. The Highway Trust Funds holds certain excise taxes collected on motor fuels and truck-related taxes, including taxes on gasoline, diesel fuel, gasohol, and other fuels, truck tires and

truck sales; and heavy vehicle use. In 1983, the fund was divided into the Highway Account and the Mass Transit Account. More than 80 percent of the total fund is the Highway Account, including a majority of the fuel taxes as well as all truck-related taxes.

HISTORICALLY UNDERUTILIZED BUSINESS (HUB): Sole proprietorships 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.

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: Transportation activities involving more than one mode of transportation, including transportation connections, choices, cooperation, and coordination of various modes.

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.

INTER-AGENCY TRANSFERS: Transfer of funds between state and/or federal agencies.

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

JOB ACCESS AND REVERSE COMMUTE PROGRAM (JARC) SECTION 5316: is a work transportation programs. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. All funds must be competitively awarded. FTA allocates funds based on low income population. Sixty percent of the funds nationally available are distributed to urbanized areas of 200,000 or greater population. 20 percent is targeted to urbanized areas under 200,000 population and the remaining twenty percent is for rural projects. The Transportation Commission awards these grants.

LAND USE: The purpose for which land or the structure on the land is being used.

LET DATE: Estimated date for project to be let to contract.

LEVEL OF AUTHORITY: An important factor in the project development and selection process is the amount of funds available to construct projects. The steps required in project development have been organized into three levels of development authority.

PLAN – Allows for preliminary right of way and environmental activities.

DEVELOP – Allows for preparation of construction plans and acquisition of necessary right of way.

CONSTRUCT – Allows for completion of construction plans, perform necessary utility adjustments and award of a construction contract for the project in the scheduled fiscal year provided funds are available.

LET – Allows for award of contract and construction of the project.

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).

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 FUNDS: Funding that is contributed to a projects’ cost from a local entity’s resources.

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 and could be a reduction in fuel usage.

LOCAL STREET: A street intended solely for access to adjacent properties.

LONG-DISTANCE TRAVEL: Long-distance trips are trips of 50 miles or more from home to the farthest destination traveled and include the return component as well as any overnight stops and stops to change transportation mode.

LONG-RANGE PLAN (LRP): A plan referring to transportation planning for a time span of more than twenty years.

LOW BID: Generally is the lowest dollar amount of contract bid items. The lowest bidder is generally awarded the construction contract.

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 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.

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 PLANNING ORGANIZATION (MPO) ID: Sequential number given to all projects used for identification by H-GAC that corresponds to the GIS and modeling networks and RTP.

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 show ownership is comprised of at least 51% minorities.

MOBILITY: The ability to move or be moved from place to place.

MODE: A particular form of travel, such as automobile, transit, bicycle and walking.

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.

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS): Issued by the U.S. Environmental Protection Agency (U.S. EPA). Determines that amount of total emissions that can be produced in a geographical location by transportation facilities.

NATIONAL ENVIRONMENTAL POLICY ACT OF 1969: 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.

NEW FREEDOM (NF) – SECTION 5317: is a program to address the transportation needs of persons with disabilities, above and beyond service requirements of the Americans with Disabilities Act. All funds must be competitively awarded. FTA allocates funds based on population with disabilities. 60 percent of the funds nationally available are distributed to urbanized areas of 200,000 or greater population. Since TxDOT has no control over this aspect of the NF program. It is not included in the UTP. 20 percent is targeted to urbanized areas under 200,000 population and the remaining twenty percent is for rural projects. The Transportation Commission awards these grants.

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: An area that does not achieve one or more federal national ambient air quality standards.

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.

OBLIGATION AUTHORITY: The total amount of federal funds that may be obligated in a year. For the federal-aid highway program this is comprised of the formula obligation limitation amount plus amounts for exempt programs.

OBLIGATION CAP: The maximum amount of project funding that can be supported by the department's most recent cash flow/financial forecast in the current fiscal year.

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 to 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 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.

PASS-THROUGH FINANCING: A contractual arrangement that allows the department to stretch limited tax dollars and allows local communities and private entities to fund the construction of a state highway project. The state then reimburses a portion of the project cost to the community or private entity over time by paying a fee for each vehicle that drives on the highway.

PASSENGER MILE: One passenger transported one mile. For example, one vehicle traveling 3 miles carrying 5 passengers generates 15 passenger-miles.

PASSENGER RAIL: The term “passenger rail” is used to refer to high capacity regional transit provided by rail. Passenger rail routes may include one or a combination of the following technologies:

- **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.
- **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.

PLANS, SPECIFICATIONS AND ESTIMATES (PS&E): are the final contract documents to implement the project. The PS&E describes how the project will look and operate, how it will be constructed, and its estimated cost.

PROGRAM AUTHORITY: An indication that a project is authorized in a Texas Transportation Commission approved program, either by its inclusion in the UTP or by separate commission minute order.

PROJECT TYPE: Defines the funding and project delivery method of a project when it uses funds that are different than the traditional federal, state and local fund sources. For example, TxDOT utilizes bonds, concessions, tolls and comprehensive development agreements to fund projects.

PROPOSITION 12: Proposition 12 general obligation bonds, approved by voters in November 2007, provides funding for highway improvements and are backed by the state's general revenue, not by the State Highway Fund.

PROPOSITION 14: Proposition 14 state highway revenue bonds, approved by voters in September 2003, provides funding for the advancement to construction and construction of much needed state highway improvement projects and are backed by revenue of the state highway fund.

PROPOSITION 14 SAFETY BONDS: The enabling legislation for Proposition 14 bonds requires that 20% be expended on safety improvement projects in areas with high accident rates that are selected based on the benefits they provide.

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 improvement programs. The Intermodal Surface Transportation Efficiency Act of 1991 and subsequent regulations require that state departments of transportation and MPOs proactively seek the involvement of all interests parties, including those traditionally underserved by the current transportation system.

RAIL PROJECT: A project involving the construction, rehabilitation, relocation, improvement, or realignment of existing or new railroad infrastructure.

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

REGIONAL MOBILITY AUTHORITY (RMA): allows counties to take the lead in acquiring, constructing, operating, maintaining, expanding or extending a transportation project.

REVERSE COMMUTE: A reverse commute project related to the development of transportation services designed to transport residents of urban areas, urbanized areas, and areas other than urbanized areas to suburban employment opportunities.

REVERSIBLE FACILITY: An HOV facility on which the direction of traffic flow can be changed to match the peak direction of travel during peak traffic periods.

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.

REVOLVING LOAN FUND: Financing tool that recycles funds by providing loans, receiving loan repayments, and then providing further loans.

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.

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP): Another element of the Section 5311 Program. No State or Local match is required for this program. The program provides technical training services and materials on a variety of transit related subjects, including driver education, operations and maintenance, and management training. Scholarships for transit agency personnel to attend training programs are available.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION, EQUITY, ACT – A LEGACY FOR USERS (SAFETEA-LU): A legislation enacted August 10, 2005, as Public Law 109-59, which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. According to the DFR Title 23 part 450 subpart B the metropolitan planning process shall be continuous, cooperative, and comprehensive and provide for considerations and implementation of projects, strategies, and services that address the 8 elements mentioned above.

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.

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.

STATE INFRASTRUCTURE BANK: a TxDOT program which is a revolving loan account for cities, counties, or political subdivisions to construct, maintain, or finance an eligible transportation project

SUSTAINABLE DEVELOPMENT: Development practices that must be responsive to regional trends in economic expansion, population growth, development, quality of life, public health, and the environment in order to provide mobility, improve the region's air quality status, and avoid a risk of sanctions on federal transportation funds.

STANDARD METROPOLITAN STATISTICAL AREA (SMSA): Census Bureau delineation for major metropolitan areas in the US.

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 HIGHWAY FUND: Federal funding for highways is provided to the states mostly through a series of grant programs collectively known as the Federal-Aid Highway Program. Periodically, Congress enacts multiyear legislation that authorizes the nation's surface transportation programs. In a joint federal-state partnership FHWA, within the DOT, administers the Federal-Aid Highway Program and distributes most funds to the states through annual apportionments established by statutory formulas. Once FHWA apportions these funds, the funds are available for states to obligate for construction, reconstruction, and improvement of highways and bridges on eligible federal-aid highway routes, as well as for other purposes authorized in law.

STATE IMPLEMENTATION PLAN (SIP): 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 LONG-RANGE TRANSPORTATION PLAN (SLRTP): is the 24-year blueprint for the transportation planning process that guides the collaborative efforts between TxDOT, local and regional decision-makers, and all transportation stakeholders to reach a consensus on needed transportation projects and services.

STATEWIDE MOBILITY PLAN (SMP): TxDOT's 10 year plan for adding capacity to the transportation system using the Mobility Category Funds of Federal and State Transportation funding.

STATEWIDE PRESERVATION PLAN (SPP): TxDOT's 10 year plan for maintaining the Transportation system using the preservation categories of Federal and State Transportation funding.

STATEWIDE TRANSPORTATION PLAN (STP): The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

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 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.

SURPLUS TOLL REVENUE: The revenue of a toll project or system remaining after the payment of any debt service, the funding of any required reserves, and the making of any other required payments and deposits in accordance with any bond resolution, trust agreement, indenture, credit agreement, or other contractual obligation payable from the revenue of the turnpike project or system. An upfront payment received by TxDOT from a local toll project is considered surplus toll revenue. This revenue is used by the region to fund projects that address mobility and air quality concerns in the TxDOT district or districts where any part of the project is located.

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.

TECHNICAL ADVISORY COMMITTEE (TAC): A committee of planning staff from various entities in the Metropolitan Planning area who meet to discuss transportation related topics and to advise the Policy Committee.

TELECOMMUTING: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (e.g., telephones, personal computers, modems, electronic mail). Implies either work at home or at a satellite work center that is closer to an employee's home than the conventional office.

TEXAS CONGESTION INDEX: This is an index to measure the magnitude of congestion in a single performance measure across the state. The index measures the mobility of people and goods in each Texas metropolitan area, with attention to the delay time experienced by drivers.

TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT): A state agency responsible for construction and maintenance of all interstate, U.S. State highways, farm-to-market (FM) roads within the state.

TEXAS METROPOLITAN MOBILITY PLAN (TMMP): This is a state based requirement intended to serve as a framework for identifying unmet transportation needs in the state's larger

metropolitan areas. The TMMP is a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.

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.

TOLLROADS: A freeway facility that has a user charge often paid by electronic toll tags or by cash at toll barrier plazas.

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: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include public transit, mass transit, public transportation, urban transit, and paratransit.

TRANSIT-ORIENTED DEVELOPMENT (TOD): Types of development that enhance or support public transit use.

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 a historic structure, installing bicycle and pedestrian facilities, landscaping, and incorporating environmental protection systems.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include the documentation of federal and state funding sources for each project and be consistent with adopted MPO metropolitan transportation plans and local government comprehensive plans. This document is updated every 2 years.

TRANSPORTATION MANAGEMENT AREA (TMA): An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000; these areas must comply with special transportation planning, requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR – 450.300-33.6.

TRANSPORTATION POLICY COMMITTEE (TPC): A standing committee created for the purpose of serving as a framework for identifying unmet transportation needs in the state's larger metropolitan areas. The TMMP is a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.

TRAVEL DEMAND MANAGEMENT: The art of modifying travel behavior through policies, programs, and actions implemented to increase the use of high-occupancy vehicles (public transit,

carpooling, vanpooling), cycling, and walking; to encourage commuting outside congested time periods; and to encourage telecommuting and other techniques as alternatives to driving.

UNIFIED PLANNING WORK PROGRAM (UPWP): The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

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.

URBANIZED AREAL (UA): 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.

VANPOOL: A passenger van used by seven to 15 commuters. The group determines the route and schedule. The van may be provided or subsidized by an employer, regional rideshare agency, or a private company that leases vehicles.

VEHICLE MILE: One vehicle traveling one mile.

VEHICLE MILES TRAVELED (VMT): On highways, a measurement of the total miles traveled by all vehicles in the area for a specific time period.

WORK PROGRAM: A work program is an identifier within the mainframe database system, Design/Construction Information System (DCIS), assigned to each category and/or program of work authorized by the commission. The commission authorizes funding or program amounts which reflect the commission's intention to fund specific types of work on.

HCMPO

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HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION METROPOLITAN TRANSPORTATION PLAN PROJECT DATA																									
Line Number	System Start	Roadway	From	To	MTPP	CSD #	Proposed Project Data			Total Project Cost					Funding Categories										
							Type of Improvement	Jurisdiction	Construction Cost 2011 dollars	ROW cost (12% 2011 const cost)	CE Cost (\$2.37M-%, \$2.50M 15%-%, \$2.62M of 2011 const cost)	Contingency (\$2M 17%-%, \$2.5M 8.6%-%, \$2.58M 11%-%, \$800M 17% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Col 1 Funding	Col 7 Funding (0.6 & Contingency)	Col 9 Funding	Col 11 Funding	Col 12 Funding	Col 1 - Eligible	Eligible Funding	Proposition 12	Other Funds (Local, State, Fed)	TRENDS - Innovative Financing	TOTAL
FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012	FY 2012				
25	Off	SH 364 (La Homa) ROW	FM 495	FM 1924 (Mile 3 N)	HC-48a	2966-01-009	Right of Way for Widens to 4 Lane Urban Divided	Palmsview	\$ 6,387,369	\$ 1,930,494	\$ 319,368	\$ 415,179	\$ 9,761,408	\$ 1,930,494	\$ 1.93							\$ 1.93			
205	On	US 281	FM 162 (El Cidoro Rd)	FM 490	HC-276	0258-07-128	Reconstruct main lanes & add frontage roads	County/TxDOT	\$ 9,017,540	\$ -	\$ 277,800	\$ 318,600	\$ 10,331,427	\$ 9,772,344	\$ 1.52							\$ 6.75	\$ 1.50	\$ 9.77	
8	On	FM 493	Champion St	US 281	HC-32	0863-01-047 0863-01-057	Reconstruct 2 lane with shoulders	Donna	\$ 6,248,474	\$ 2,514,625	\$ 312,424	\$ 406,151	\$ 10,175,254	\$ 8,763,100	\$ 2.70							\$ 6.06		\$ 8.76	
54	Off	2 Mile Line N Rd	SH 364	Inspiration Road	HC-80b	0921-02-293	Widens to 4 Lane	Mission	\$ 2,235,000	\$ 268,200	\$ 111,750	\$ 145,275	\$ 5,008,310	\$ 2,492,025		\$ 2.49								\$ 2.49	
55	On	US 83 Overpass @ Inspiration Rd and Bus 83	0.4 Miles West of Inspiration Road	0.5 Miles East of Inspiration Road	HC-265	0039-17-176	Widens to 6 Lanes	TxDOT	\$ 17,000,000	\$ 1,536,908	\$ 787,100	\$ 902,700	\$ 22,113,708	\$ 21,059,700		\$ 0.99						\$ 19.25	\$ 0.83	\$ 21.06	
79	Off	Mile 2 W	Mile 12 N	US 83	HC-140	0921-02-170	Widens to 4 Lane	Mercedes / County	\$ 4,750,000	\$ 570,000	\$ 237,500	\$ 308,750	\$ 6,293,500	\$ 5,296,250								\$ 0.52		\$ 5.80	
114	On	FM 3461 (Nolana)	Mile Road	FM 1426 (Rail Longoria)	HC-267	1802-02-009	Construct 4 Lane divided	San Juan	\$ 3,542,893	\$ -	\$ 177,145	\$ 230,288	\$ 4,343,587	\$ 3,542,893		\$ 2.54	\$ 1.00							\$ 3.54	
206	On	FM 494 - OH	Sunset Lane	Colorado St	HC-278	0864-01-065	Signal Re-timing & Add Lanes @ US 83	Mission	\$ 370,805	\$ -	\$ 27,810	\$ 25,956	\$ 465,730	\$ 370,805	\$ 0.20		\$ 0.17							\$ 0.37	
27	Off	Ouassa	Jackson Rd	US 281	HC-106	0921-02-296	Widens to 4 Lane Divided	Pharr	\$ 3,149,467	\$ 377,936	\$ 157,473	\$ 204,715	\$ 4,239,182	\$ 3,511,655		\$ 3.51								\$ 3.51	
25	Off	SH 364 (La Homa)	SH 495	FM 1924 (Mile 3 N)	HC-48b	2966-01-009	Widens to 4 Lane Urban Divided	Palmsview	\$ 6,387,369	\$ 1,930,494	\$ 319,368	\$ 415,179	\$ 9,761,408	\$ 7,121,916	\$ 7.12									\$ 7.12	
74	Off	Mile 6 W Rd	Mile 9 N	Mile 11 N	HC-148b	0921-02-168	Widens to 4 Lane	Weslaco	\$ 4,470,000	\$ 536,400	\$ 318,110	\$ 413,543	\$ 8,336,462	\$ 7,093,857		\$ 6.41					\$ 0.68		\$ 7.09		
22	On	SH 336 (10th St)	Trenton Rd	SH 107	HC-249a	0621-01-900	Medians with landscaping	McAllen	\$ 1,370,000	\$ -	\$ 102,750	\$ 95,900	\$ 1,720,720	\$ 1,370,000		\$ 0.86								\$ 0.51	\$ 1.37
47	On	FM 2220 (Ware Rd)	FM 1924 (Mile 3 N)	Mile 5 N (Auburn Ave)	HC-19b	2094-01-038 2094-01-039	Widens to 6 Lane Divided	McAllen	\$ 6,000,000	\$ 720,000	\$ 300,000	\$ 390,000	\$ 8,076,000	\$ 6,000,000	\$ 1.00	\$ 4.00							\$ 1.00	\$ 6.00	
205	On	US 83 La Joya Relief Route PE & ROW	1.8 M East of FM 886 Rd	0.5 M East of Shovers Rd	HC-60a	0039-02-040	PE & ROW for new location 4-lane divided	TxDOT	\$ 55,000,000	\$ 23,500,000	\$ 2,800,000	\$ -	\$ 85,400,000	\$ 27,600,000								\$ 27.60		\$ 27.60	
192	Off	10th St	SH 107	FM 1925 (Monte Cristo)	HC-79	0921-02-901	Construct new 4 Lane	Edinburg / County	\$ 8,250,000	\$ 1,500,000	\$ 412,500	\$ 536,250	\$ 11,614,500	\$ 9,750,000		\$ 9.75								\$ 9.75	
211	Off	Inspiration Rd	0.32m N of US 83	FM 1924 (Mile 3 N)	HC-282	0921-02-903	Widens to 4 lane divided - curb & gutter section	Mission	\$ 9,772,000	\$ 421,637	\$ 508,144	\$ 660,587	\$ 12,881,328	\$ 11,753,248		\$ 11.75								\$ 11.75	
214	Off	Tom Gill (Phase I)	US 83	Mile 3 Rd	HC-284a		Widens to 4 lanes with dedicated left turn lane	County	\$ 8,400,000	\$ 335,296	\$ 454,272	\$ 590,554	\$ 11,474,044	\$ 9,420,736		\$ 9.42								\$ 9.42	
52	On	FM 1925 (Monte Cristo rd)	Keenon	FM 907 (Alamo Rd)	HC-10	1803-02-028	Widens to 4 Lane Divided	Edinburg / County	\$ 4,350,000	\$ 990,000	\$ 217,500	\$ 282,750	\$ 6,323,100	\$ 6,006,774		\$ 6.01								\$ 6.01	
216	Off	Mile 3 N (Phase I)	East Goodwin Road	Tom Gill Road	HC-286a		Widens to 4 Lane Divided - Curb & Gutter Section	County	\$ 8,455,684	\$ 1,186,754	\$ 494,481	\$ 642,825	\$ 13,311,422	\$ 11,026,921		\$ 11.03								\$ 11.03	
40	On	FM 676 (Mile 5 N)	SH 364 (La Homa Rd)	SH 107 (Conway)	HC-117b	1064-01-028 1064-01-027	Widens to 4 Lane Divided	Alton / County	\$ 8,652,800	\$ 1,038,336	\$ 455,515	\$ 657,966	\$ 13,397,972	\$ 10,122,552		\$ 10.12								\$ 10.12	
37	On	FM 907 (Alamo Rd)	Nolana	US 83	HC-119		Widens to 4 Lane Divided - Rev TIP 0506 Revised Estimate	Alamo / County	\$ 6,362,973	\$ 763,557	\$ 387,076	\$ 503,199	\$ 10,254,672	\$ 7,741,530		\$ 7.74								\$ 7.74	
35a	On	FM 493 (La Blanca)	Mile 14 N Rd	Mile 14 N Rd	HC-34a		Widens to 4 Lane Divided	County	\$ 11,356,000	\$ 1,362,816	\$ 646,649	\$ 934,048	\$ 18,908,556	\$ 14,369,975		\$ 14.37								\$ 14.37	
76	On	FM 1015	Mile 12 N Rd	SH 107	HC-2	1228-03-900	Widens to 4 Lane Divided	County	\$ 8,600,000	\$ 1,032,000	\$ 509,266	\$ 735,666	\$ 14,850,073	\$ 11,317,013		\$ 11.32								\$ 11.32	
75	Off	Schunior Ave	Sugar Rd	4th St	HC-166		Widens to 4 Lane	Edinburg	\$ 1,162,200	\$ 190,866	\$ 119,291	\$ 111,339	\$ 2,188,598	\$ 1,821,181		\$ 1.82								\$ 1.82	
13	Off	Mile 5 N	Taylor Rd	FM 2220	HC-144		Widens to 4 Lane Divided with siphon and boxes	McAllen	\$ 2,235,000	\$ 367,050	\$ 152,938	\$ 198,819	\$ 4,117,081	\$ 3,410,509		\$ 3.41								\$ 3.41	
28	Off	Trenton Rd	FM 1926 (3rd St)	SH 336 (10th St)	HC-253		Widens 6 lanes divided with landscaped median	McAllen	\$ 2,445,000	\$ 401,538	\$ 167,308	\$ 217,500	\$ 4,503,919	\$ 3,730,959		\$ 3.73								\$ 3.73	
64	Off	Alberta Rd	McCull Rd	US 281	HC-87		Widens to 4 Lane	Edinburg	\$ 4,626,450	\$ 759,794	\$ 316,581	\$ 411,555	\$ 8,522,355	\$ 7,059,752		\$ 7.06								\$ 7.06	
78	Off	Mile 6 W Rd	SH 107	Mile 11 N	HC-147	0921-02-936	Widens to 4 Lane	Weslaco / County	\$ 10,428,066	\$ 1,712,583	\$ 713,576	\$ 927,649	\$ 19,209,476	\$ 15,912,754		\$ 14.05								\$ 14.05	
22b	On	SH 336 (10th St)	Trenton Rd	SH 107	HC-249b		Widens to 6 Lanes	McAllen	\$ 7,290,000	\$ 874,800	\$ 498,843	\$ 648,496	\$ 13,106,441	\$ 9,976,868									\$ 9.98	\$ 9.98	
49a	Off	Nolana Loop	FM 1426 (Rail Longoria)	0.25m E of FM 907	HC-152a	0921-02-169	Widens to 4 Lane Divided	County	\$ 3,816,526	\$ 457,983	\$ 261,159	\$ 339,507	\$ 6,861,401	\$ 5,223,179										\$ 5.22	\$ 5.22
19	On	FM 3461	FM 2061 (McCull Rd)	US 281	HC-113	1802-02-008	Widens to 6 Lanes	TxDOT	\$ 7,250,000	\$ 870,000	\$ 496,106	\$ 644,938	\$ 13,034,526	\$ 9,922,126										\$ 9.92	\$ 9.92
33	Off	Wisconsin Rd	7th street	2nd st	HC-254		Construct new 4 Lanes Urban	McAllen	\$ 894,000	\$ 107,280	\$ 91,763	\$ 85,645	\$ 1,643,997	\$ 1,223,501										\$ 1.22	\$ 1.22
45b	Off	Nolana Loop	0.25m E of FM 907	0.25m E of FM 1423	HC-152b	0921-02-169	Widens to 4 Lane Divided	County	\$ 2,903,952	\$ 348,474	\$ 198,713	\$ 258,327	\$ 5,220,916	\$ 3,974,259										\$ 3.97	\$ 3.97
63	On	US 83	0.5 Mi E of Bus 83	FM 1427 (Abam)	HC-178b		Widens to 6 Lanes	TxDOT	\$ 3,912,000	\$ 469,440	\$ 267,692	\$ 348,000	\$ 7,033,250	\$ 5,535,842										\$ 5.53	\$ 5.53
29	Off	6th St (Weslaco)	Westgate Drive	Bus 83	HC-83		Widens to 4 Lane	Weslaco	\$ 5,140,500	\$ 616,860	\$ 351,756	\$ 457,283	\$ 9,241,938	\$ 7,035,129										\$ 7.04	\$ 7.04
31	Off	FM 495	2nd St (McAllen)	US 281	HC-62a		Widens to 6 lane divided	McAllen	\$ 9,535,500	\$ 1,144,260	\$ 587,250	\$ 848,249	\$ 17,078,298	\$ 13,049,990										\$ 13.05	\$ 13.05
24	Off	Mile 4 1/2 W Rd	US 83	Mile 9 N Rd	HC-244		Widens to 4 Lane Divided	Weslaco	\$ 1,788,000	\$ 214,560	\$ 122,350	\$ 159,055	\$ 3,214,584	\$ 2,447,001										\$ 2.45	\$ 2.45
85	Off	Hutto Rd	US 83	Bus 83	HC-125		Widens to 4 Lane	Donna	\$ 1,564,500	\$ 187,740	\$ 107,056	\$ 139,173	\$ 2,812,761	\$ 2,141,126										\$ 2.14	\$ 2.14
68	Off	Airport Drive (Weslaco)	Bus 83	US 83	HC-85		Widens to 4 Lane	Weslaco	\$ 2,011,500	\$ 241,380	\$ 137,644	\$ 178,937	\$ 3,616,407	\$ 2,752,877										\$ 2.75	\$ 2.75
49c	Off	Nolana Loop	0.25m E of FM 1423	0.25m E of FM 493	HC-152c	0921-02-169	Widens to 4 Lane Divided	County	\$ 2,711,914	\$ 392,629	\$ 223,892	\$ 291,059	\$ 5,882,456	\$ 4,477,836										\$ 4.48	\$ 4.48
35b	On	FM 493 (La Blanca)	Mile 14 N Rd	SH 107	HC-34b		Widens to 4 Lane Divided	County	\$ 6,700,000	\$ 800,400	\$ 456,418	\$ 593,343	\$ 11,991,764	\$ 9,113,716										\$ 9.13	\$ 9.13
49d	Off	Nolana Loop	0.25m E of FM 493	FM 88	HC-152d	0921-02-169	Widens to 4 Lane Divided	County	\$ 3,031,852	\$ 363,822	\$ 207,465	\$ 269,704	\$ 5,450,863	\$ 4,149,299										\$ 4.15	\$ 4.15
41	On	FM 676 (Mile 5 N)	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-028 1064-01-027	Widens to 4 Lane Divided	Alton / County	\$ 6,705,000	\$ 804,600	\$ 458,813	\$ 596,457	\$ 12,054,089	\$ 9,176,255										\$ 9.18	\$ 9.18
92	Off	Sugar Rd	SH 107	Schunior Ave	HC-171		Widens to 4 Lane	Edinburg	\$ 1,117,500	\$ 223,286	\$ 139,554	\$ 130,250	\$ 2,560,350	\$ 2,130,524		\$ 2.13								\$ 2.13	
23	Off	Nolana Loop	FM 2220 (Ware Rd																						

HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION METROPOLITAN TRANSPORTATION PLAN PROJECT DATA																								
Line Number	System Short	Roadway	From	To	MTPP	CSP #	Proposed Project Data		Total Project Cost					Funding Categories										
							Type of Improvement	Jurisdiction	Construction Cost 2011 dollars	ROW cost (12% 2011 const cost)	CE Cost (SMT 25%, S2-S10 M 5%, S2011 const cost)	Contingencies (SMT 7%, S2-S25 M 6.5%, S25-S50 M 9%, S50-M 17% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1 Funding	Cat 7 Funding (C.B. & Contingencies)	Cat 9 Funding	Cat 11 Funding	Cat 12 Funding	CBI - Eligible	Remark Funding	Proposition 12	Other Funds (Gen. Bond, etc)	TRENDS - Innovative Financing
FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035	FY 2031 - FY 2035				
57	Off	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC 264		Widen to 4 Lanes - Urban	Weslaco	\$ 6,705,000	\$ 1,629,972	\$ 679,155	\$ 882,902	\$ 18,282,853	\$ 15,145,157	\$ 15,15									\$ 15.15
84	On	US 83	@ Bicentennial		HC 58		Construct and modify ramps	McAllen	\$ 972,750	\$ 236,474	\$ 147,796	\$ 137,943	\$ 2,711,364	\$ 2,256,352	\$ 2.26									\$ 2.26
215	Off	Tom Gill (Phase II)	Mile 3 Rd	FM 2221	HC 284b		Widen to 4 lanes with dedicated left turn lane	County	\$ 7,600,000	\$ 1,847,545	\$ 692,829	\$ 1,000,753	\$ 20,646,312	\$ 17,089,788	\$ 17.09									\$ 17.09
217	Off	Mile 5 N (Phase II)	Tom Gill Road	FM 2221	HC 286b		New Location 2 Lane Rural Roadway	County	\$ 4,100,000	\$ 996,342	\$ 415,142	\$ 539,685	\$ 11,178,634	\$ 9,257,675	\$ 9.26									\$ 9.26
204	On	FM 493 High Water Bridge	Southern IBWC Floodway Levee	Northern IBWC Floodway Levee	HC 275		High water bridge over the IBWC Floodway along FM 493	TxDOT	\$ 13,003,200	\$ 1,333,407	\$ 2,074,189	\$ 33,038,764	\$ 26,342,097									\$ 26.34	\$ 26.34	
87	Off	Bonder Ave	S 18th St (Mile 6 N)	Bus 83	HC 92		Widen to 4 Lane	Weslaco	\$ 3,129,000	\$ 760,654	\$ 316,939	\$ 412,021	\$ 8,531,998	\$ 6,338,780									\$ 6.34	\$ 6.34
97	Off	FM 1925	FM 88 E	FM 291 (Mile 1 W)	HC 14		Widen to 4 Lane Divided	County	\$ 8,940,000	\$ 2,173,296	\$ 814,986	\$ 1,177,202	\$ 24,286,582	\$ 18,110,800									\$ 18.11	\$ 18.11
98	On	FM 2220 (Ware Rd)	SH 107	FM 1925 (Monte Cristo)	HC 20	2094-01-902	Widen to 4 Lane Divided 2094-01-902	McAllen	\$ 4,470,000	\$ 1,086,648	\$ 452,770	\$ 588,601	\$ 12,188,568	\$ 9,055,400									\$ 9.06	\$ 9.06
60	On	FM 494 (Shary Rd)	FM 676 (Mile 5 N)	SH 107	HC 37b		Widen to 4 Lanes Rev TIP 1105, Added Project	Mission/ Palmhurst/Altom	\$ 5,140,500	\$ 1,249,645	\$ 468,617	\$ 676,891	\$ 13,964,785	\$ 10,413,710									\$ 10.41	\$ 10.41
69	On	SH 336 (10th st)	S 2nd St.	US 281 Military Hwy (w/ending of Bridge)	HC 47	0621-01-095	Widen to 6 Lanes Divided 2666-01-099	McAllen/Hidalgo/County	\$ 11,736,000	\$ 2,852,998	\$ 1,069,874	\$ 1,545,374	\$ 31,882,252	\$ 23,774,983									\$ 23.77	\$ 23.77
216	Off	Bicentennial Blvd Interchange @ 83	0.5 Mi West of Bicentennial Blvd	Bicentennial Blvd	HC 285		Reconstruction to elevate the main lanes of US 83	McAllen	\$ 25,000,000	\$ 3,000,000	\$ 1,125,000	\$ 2,250,000	\$ 34,500,000	\$ 25,000,000									\$ 25.00	\$ 25.00
104	On	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	HC 117a		Widen to 4 Lane Rev TIP 0506 Re-eval Estimate	Alton / County	\$ 3,352,500	\$ 814,986	\$ 339,577	\$ 441,451	\$ 9,141,426	\$ 6,791,550									\$ 6.79	\$ 6.79
PROJECTS																								
UNFUNDED PROJECTS																								
18	Off	Nolana Loop	SH 336 (10th St)	FM 2061 (McColl Rd)	HC 155b		Widen to 6 Lane Rev TIP 1105 changed limits & cost	McAllen	\$ 2,689,500	\$ 322,740	\$ 134,475	\$ 174,818	\$ 3,620,067										\$	\$
30	Off	Trenton Rd	SH 336 (10th St)	FM 2061 (McColl Rd)	HC 252		Widen 6 lanes divided with landscaped median	Edin/McAllen	\$ 1,222,500	\$ 146,700	\$ 91,688	\$ 85,575	\$ 1,682,160										\$	\$
44	On	FM 907 (Alamo Rd)	FM 1925 (Monte Cristo)	SH 107	HC 42		Widen to 4 Lanes	County	\$ 5,587,500	\$ 670,500	\$ 279,375	\$ 363,188	\$ 7,520,775										\$	\$
46	On	SH 107	US 281 East	East of FM 493 (La Blanca)	HC 227	0342-01-074	Construct 6 Lane Divided Rural REV 907 0342-01-074	Edinburg / county	\$ 12,500,000	\$ 1,500,000	\$ 562,500	\$ 812,500	\$ 16,762,500										\$	\$
50	Off	Cesar Chavez	Sioux Rd	Ridge Rd	HC 99		Widen to 4 Lane	Alamo	\$ 6,034,500	\$ 724,140	\$ 301,725	\$ 392,243	\$ 8,122,437										\$	\$
58	Off	Bryan Rd	FM 676 (Mi 5 N)	FM 495	HC 94		Widen to 4 Lane Divided	Alton/Palmhurst/Mission	\$ 8,940,000	\$ 1,072,800	\$ 447,000	\$ 581,100	\$ 12,033,240										\$	\$
61	Off	Stovos Rd (La Vista Ave)	FM 2061 (McColl Rd)	US 281	HC 168		Widen to 4 Lane	McAllen / Ptr / County	\$ 4,023,000	\$ 482,760	\$ 201,150	\$ 261,495	\$ 5,414,958										\$	\$
62	Off	Mile 17 N Rd	Mile 6 West	FM 491	HC 139		Widen to 4 Lane	County	\$ 12,739,500	\$ 1,528,740	\$ 573,278	\$ 828,068	\$ 17,083,670										\$	\$
65	Off	Pike Blvd	Mile 6 W (Westgate)	US 83	HC 159		Widen to 4 Lane Divided	Weslaco	\$ 4,246,500	\$ 509,580	\$ 212,325	\$ 276,023	\$ 5,715,789										\$	\$
71	Off	Daffodil Ave	Taylor Rd	FM 2220 (Ware Rd)	HC 102		Widen to 4 Lane	McAllen / Mission	\$ 2,257,350	\$ 270,882	\$ 112,868	\$ 146,728	\$ 3,038,393										\$	\$
73	On	FM 1925	FM 2220 (Ware Rd)	FM 2061 (McColl Rd)	HC 9	1803-01-900	Widen to 4 Lane Divided 1803-01-900	Edinburg	\$ 7,822,500	\$ 938,700	\$ 391,125	\$ 508,463	\$ 10,529,083										\$	\$
77	Off	Freddy Gonzalez	SH 336 (10th St)	FM 2061 (McColl Rd)	HC 120		Widen to 4 Lane	Edinburg	\$ 2,525,550	\$ 303,066	\$ 126,278	\$ 164,161	\$ 3,399,390										\$	\$
89	On	FM 495	Conway Ave	FM 1926 (23rd Street)	HC 62b		Widen to 6 lane divided	McAllen	\$ 12,469,500	\$ 1,496,340	\$ 561,128	\$ 810,516	\$ 16,721,600										\$	\$
94	Off	Wisconsin Rd	Main street	SH 336 (10th St)	HC 255		Construct new 4 Lanes Urban	McAllen	\$ 860,475	\$ 103,257	\$ 64,536	\$ 60,233	\$ 1,184,014										\$	\$
95	Off	Cesar Chavez	FM 2128 (Schunior)	Sioux Rd	HC 100		Widen to 4 Lane	County	\$ 14,080,500	\$ 1,689,660	\$ 633,623	\$ 915,233	\$ 18,881,951										\$	\$
96	Off	FM 492	US 83	FM 2221	HC 121		Widen to 4 Lane	County	\$ 14,527,500	\$ 1,743,300	\$ 653,738	\$ 944,288	\$ 19,481,378										\$	\$
100	Off	Violet Ave (Minnesota)	FM 2061 (McColl Rd)	US 281	HC 180		Widen to 4 Lane	McAllen	\$ 4,023,000	\$ 482,760	\$ 201,150	\$ 261,495	\$ 5,414,958										\$	\$
101	Off	Mile 6 N (18th St)	FM 88	Mile 2 W	HC 146		Widen to 4 Lane	Weslaco / Mercedes	\$ 7,152,000	\$ 858,240	\$ 357,600	\$ 464,880	\$ 9,626,592										\$	\$
103	Off	Jackson Rd	FM 1925 (Monte Cristo)	Chapin Rd	HC 132		Widen to 4 Lane	Edinburg	\$ 3,352,500	\$ 402,300	\$ 167,625	\$ 219,913	\$ 4,512,465										\$	\$
112	Off	Daffodil Ave	FM 2220 (Ware Rd)	FM 1926 (23rd Street)	HC 81		Widen to 4 Lane	McAllen	\$ 2,235,000	\$ 268,200	\$ 111,750	\$ 145,275	\$ 3,008,310										\$	\$
136	Off	Beitson Palm Drive	1 Mile Line Rd	US 83	HC 88		Widen to 4 Lane	Palmisew	\$ 447,000	\$ 53,640	\$ 33,525	\$ 31,290	\$ 615,072										\$	\$
175	Off	Wichita Ave	SH 336 (S 10th St)	2nd St	HC 181		Widen to 4 Lane	McAllen	\$ 1,341,000	\$ 160,920	\$ 100,575	\$ 93,870	\$ 1,845,216										\$	\$
184	On	FM 493 (Salinas)	Champion St	Military Hwy (US281)	HC 32	0863-01-900	Widen to 4 Lane	TxDOT	\$ 12,000,000	\$ 1,440,000	\$ 540,000	\$ 780,000	\$ 16,092,000										\$	\$

RESOLUTION 2012-09

SUBJECT: Approval of FY2035 Metropolitan Transportation Plan (MTP) Amendment #7

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 and adopt the projects listed as the FY2035 Metropolitan Transportation Plan (MTP) Amendment #7

	<u>PROJECT</u>	<u>CSJ</u>	<u>LIMITS</u>	<u>YOE</u>	<u>DEVELOPER</u>
FY 2012	SH 364 – ROW US 281	2966-01-009 0255-07-128	FM 495 TO FM 1924 FM 162 TO FM 490	\$1,930,494 \$9,772,340	COUNTY TXDOT
FY 2013	FM 493 2 MILE LINE RD US 83 OVERPASS @ INSPIRATION RD MILE 2 W FM 3461 FM 494	0863-01-047 0921-02-293 0039-17-176 0921-02-170 1802-02-009 0864-01-065	CHAMPION ST TO US 281 SH 364 TO INSPIRATION RD 0.4 M W INSPIRATION RD TO 0.5 M E INSPIRATION RD MILE 12 N TO US 83 I ROAD TO FM 1426 SUNSET LANE TO COLORADO ST	\$8,763,100 \$2,492,025 \$21,059,708 \$5,296,250 \$3,542,893 \$370,805	TXDOT MISSION TXDOT COUNTY TXDOT TXDOT
FY 2014	OWASSA RD SH 364 MILE 6 W RD SH 336	0921-02-296 2966-01-009 0921-02-168 0621-01-900	JACKSON RD TO US 281 SH 495 TO FM 1924 MILE 9 N TO MILE 11 N TRENTON RD TO SH 107	\$3,511,655 \$7,121,916 \$7,093,857 \$1,370,000	COUNTY COUNTY COUNTY TXDOT
FY 2015	FM 2220 US 83 LA JOYA RELIEF ROUTE PE & ROW	2094-01-038 0039-02-040	FM 1924 TO MILE 5 N 1.8 M E FM 886 TO 0.5 M E SHOWERS RD	\$6,000,000 \$27,600,000	TXDOT TXDOT
FY 2016	10 TH ST INSPIRATION RD	0921-02-901 0921-02-903	SH 107 TO FM 1925 0.32 M N US 83 TO FM 1924	\$9,750,000 \$11,753,248	COUNTY COUNTY
FY 2017	TOM GILL - PHASE I		US 83 TO MILE 3 RD	\$9,420,736	COUNTY
FY 2018	FM 1925	1803-02-028	KENYON RD TO FM 907	\$6,006,774	TXDOT
FY 2019	MILE 3 N – PHASE I FM 676	1064-01-028	E GOODWIN RD TO TOM GILL RD SH 364 TO SH 107	\$11,026,921 \$10,122,552	COUNTY TXDOT
FY 2020	FM 907		NOLANA TO US 83	\$7,741,530	TXDOT
FY 2021	FM 493		MILE 10 N RD TO MILE 14 N RD	\$14,369,975	TXDOT
FY 2022	FM 1015	1228-03-900	MILE 12 N RD TO SH 107	\$11,317,013	TXDOT
FY 2023- FY 2025	SCHUNIOR AVE MILE 5 N TRENTON RD ALBERTA RD MILE 6 W RD SH 336 NOLANA LOOP FM 3461 WISCONSIN RD NOLANA LOOP US 83 6 TH ST FM 495 MILE 4 1/2 W RD HUTTO RD	0921-02-936 0921-02-169 1802-02-008 0921-02-169	SUGAR RD TO 4 TH ST TAYLOR RD TO FM 2220 FM 1926 TO SH 336 MCCOLL RD TO US 281 SH 107 TO MILE 11 N TRENTON RD TO SH 107 FM 1426 TO 0.25 M E FM 907 FM 2061 TO US 281 7 TH ST TO 2 ND ST 0.25 M E FM 907 TO 0.25 M E FM 1423 0.5 M E BUSINESS 83 TO FM 1427 WESTGATE DRIVE TO BUSINESS 83 2 ND STREET TO US 281 US 83 TO MILE 9 N RD US 83 TO BUSINESS 83	\$1,821,181 \$3,410,509 \$3,730,959 \$7,059,752 \$15,912,754 \$9,976,868 \$5,223,179 \$9,922,126 \$1,223,501 \$3,974,259 \$5,353,842 \$7,035,129 \$13,049,990 \$2,447,001 \$2,141,126	COUNTY COUNTY COUNTY COUNTY COUNTY TXDOT COUNTY TXDOT COUNTY COUNTY TXDOT COUNTY COUNTY COUNTY

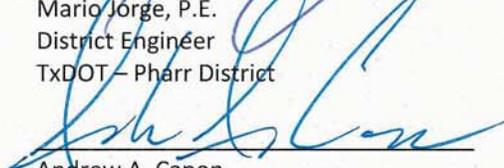
	AIRPORT DRIVE		BUSINESS 83 TO US 83	\$2,752,877	COUNTY
	NOLANA LOOP	0921-02-169	0.25 M E FM 1423 TO 0.25 M E FM 493	\$4,477,836	COUNTY
	FM 493		MILE 14 N RD TO SH 107	\$9,128,356	TXDOT
	NOLANA LOOP	0921-02-169	0.25 M E FM 493 TO FM 88	\$4,149,299	COUNTY
	FM 676	1064-01-028	SH 107 TO TAYLOR RD	\$9,176,255	TXDOT
FY 2026- FY 2030	SUGAR RD		SH 107 TO SCHUNIOR AVE	\$2,130,524	COUNTY
	NOLANA LOOP		FM 2220 TO SH 336	\$10,213,384	COUNTY
	BRIDGE AVE		10 TH STREET TO PIKE BLVD	\$5,394,227	COUNTY
	TRENTON RD		US 281 TO FM 1426	\$5,394,227	COUNTY
	E YUMA AVE		JACKSON RD TO MCCOLL RD	\$2,489,643	COUNTY
	SPRAGUE AVE		SUGAR RD TO SH 336	\$8,838,232	COUNTY
	FM 2220	2094-01-038	MILE 5 N TO SH 107	\$10,584,872	TXDOT
	SP 115	1804-01-057	US 83 TO FM 1016	\$22,414,450	TXDOT
	FM 494	0864-01-056	FM 1924 TO FM 676	\$7,442,879	TXDOT
	JACKSON AVE		S BICENTENNIAL AVE TO S 2 ND ST	\$3,163,223	COUNTY
	SIOUX RD		I RD TO FM 1426	\$2,977,151	COUNTY
	FM 2062		US 83 S TO BUSINESS 83	\$3,163,223	TXDOT
	FM 88	0698-02-043	SH 107 TO 0.2 M N FM 1925	\$11,430,730	TXDOT
	FM 907		SH 107 TO NOLANA	\$17,490,765	TXDOT
	FM 1925		FM 907 TO FM 493	\$15,257,907	TXDOT
	FM 1925		FM 493 TO FM 88	\$10,047,886	TXDOT
	US 83		0.25 M W FM 2221 TO FM 1427	\$21,169,745	TXDOT
	SH 107	0528-01-086	FM 1924 TO FM 676	\$8,142,209	TXDOT
	SH 107	0528-01-085	FM 495 TO FM 1924	\$8,142,209	TXDOT
	SH 364	2966-01-011	FM 676 TO FM 2221	\$7,442,879	TXDOT
FY 2031- FY 2035	MILE 10 N		WESTGATE TO FM 1015	\$15,145,157	COUNTY
	US 83		@ BICENTENNIAL	\$2,256,352	TXDOT
	TOM GILL – PHASE II		MILE 3 RD TO FM 2221	\$17,089,788	COUNTY
	MILE 3 N – PHASE II		TOM GILL ROAD TO FM 2221	\$9,257,675	COUNTY
	FM 493 HIGH WATER		SOUTHERN IBWC FLOODWAY LEVEE TO NORTHERN	\$26,342,097	TXDOT
	BRIDGE		IBWC FLOODWAY LEVEE		
	BORDER AVE		S 18 TH ST TO BUSINESS 83	\$6,338,780	COUNTY
	FM 1925		FM 88 E TO FM 491	\$18,110,800	TXDOT
	FM 2220	2094-01-902	SH 107 TO FM 1925	\$9,055,400	TXDOT
	FM 494		FM 676 TO SH 107	\$10,413,710	TXDOT
	SH 336	0621-01-095	S 2 ND ST TO US 281 MILITARY	\$23,774,983	TXDOT
	BICENTENNIAL BLVD		0.5 M W BICENTENNIAL BLVD TO 0.5 M E	\$25,000,000	COUNTY
	INTERCHANGE @ 83		BICENTENNIAL BLVD		
	FM 676		FM 492 TO SH 364	\$6,791,550	TXDOT

MOVED TO UNFUNDED

NOLANA LOOP	SH 336 TO FM 2061
TRENTON RD	SH 336 TO FM 2061
FM 907	FM 1925 TO SH 107
SH 107	US 281 EAST TO EAST OF FM 493
CESAR CHAVEZ	SIOUX RD TO RIDGE RD
BRYAN RD	FM 676 TO FM 495
SIOUX RD	FM 2061 TO US 281
MILE 17 N RD	MILE 6 W TO FM 491
PIKE BLVD	MILE 6 W TO US 83
DAFFODIL AVE	TAYLOR RD TO FM 2220
FM 1925	FM 2220 TO FM 2061
FREDDY GONZALEZ	SH 336 TO FM 2061
FM 495	CONWAY AVE TO FM 1926
WISCONSIN RD	MAIN STREET TO SH 336
CESAR CHAVEZ	FM 2128 TO SIOUX RD
FM 492	US 83 TO FM 2221
VIOLET AVE	FM 2061 TO US 281
MILE 6 N	FM 88 TO MILE 2 W
JACKSON RD	FM 1925 TO CHAPIN RD
DAFFODIL AVE	FM 2220 TO FM 1926
BENTSEN PALM DRIVE	1 MILE LINE RD TO US 83
WICHITA AVE	SH 336 TO 2 ND ST
FM 493	CHAMPION ST TO US 281

April 19, 2012


 Mario Jorge, P.E.
 District Engineer
 TxDOT – Pharr District


 Andrew A. Canon
 Transportation Director
 Hidalgo County MPO


 The Honorable Diana Martinez, City of Alamo
 Chairman of the Hidalgo
 County MPO Policy Committee

BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION

F.Y. 2013-F.Y. 2016 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

By:

Brownsville MPO Staff
Planning & Community Development Dept.
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 11, 2012

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. 2013 - F.Y. 2016
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. 2013-2016 (September 1, 2012-August 31, 2016):

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 11th day of April, 2012.



Chairman of the Policy Committee

4-25-2012

Date of Signature



TxDOT Pharr District Engineer

4/26/12

Date of Signature

**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. 2013-2016 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. 2013-2016 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

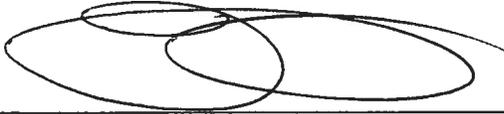


Mario Jorge, P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: 4-11-2012

PUBLIC INVOLVEMENT PROCESS (PIP) CERTIFICATION

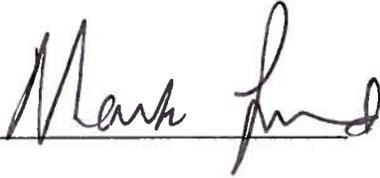
The **Brownsville Metropolitan Planning Organization** certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the adoption of the F.Y. 2013-2016 Metropolitan Transportation Improvement Program (TIP).



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

4-11-2012

Date



Mark Lund
City of Brownsville
MPO Director

4-11-2012

Date



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

4/26/12

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 226,617 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. 2013-2016 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 11, 2012. The contents of this document reflect Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) regulations.

A. Purpose

The purpose of the F.Y. 2013-2016 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), 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 & Community Development 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)].

New (amended) policies were adopted in 2007 by the MPO Committees. Additional language was included to cover MPO consultation with other agencies and interested parties as defined by SAFETEA-LU regulations.

D. Project Selection Process

The Brownsville MPO develops information about identification of project needs in the MPO area. This data is reviewed to develop proposed projects for inclusion in the T.I.P.

The MPO Technical Committee and Policy Committee work cooperatively with TxDOT staff to refine and further develop these projects, especially in view of needs identified from the Metropolitan Transportation Plan.

TxDOT staff in Pharr review these proposals from the MPO. The first consideration is that all of the needed right-of-way for a mobility (improvement) project must be in-hand or in the possession of the sponsoring entity. Also, to implement a potential widening project, from two lanes to four lanes, there must be sufficient traffic volumes to justify making such an improvement.

However, selection of improvement projects for inclusion within the TIP sometimes involves judgement calls as to which project is most needed by the public. Consultation between the MPO and TxDOT helps to ensure that worthy improvement projects are selected.

E. Progress From Previous Years

The Brownsville MPO completed the update of the Brownsville Metropolitan Transportation Plan late in 2009.

Known as the 2010-2035 Brownsville Metropolitan Transportation Plan, copies of the plan were printed in-house and became available to the public in early 2010. 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. These projects are designed to accommodate projected transportation needs up to year 2035. Another aspect of this plan is its inclusion of population forecasts and projected area development for the Brownsville Urban Transportation Study Area.

Population growth, as well as increases in housing and employment, has been projected for the MPO study area for year 2017 and the forecast year 2035, as indicated below:

Brownsville Study Area Population Projections

	<u>2017</u>	<u>2035</u>
Population	217,390	364,022
Dwellings	57,858	110,830
Employment	87,422	135,560

MPO staff routinely collect and update socioeconomic data (population, dwelling units, and employment) from local sources. This data helps the MPO assess changes that occur within traffic analysis zones (TAZ's). This data is turned over to TxDOT for input to the travel demand "model". Ultimately, the model helps planners determine the size and character of future roadways to be built to handle the urban area's traffic loads. These changes within the 162 TAZs in Brownsville can directly affect the future travel demand placed upon the MPO's network.

Recently Completed Transportation Improvement Projects

West Morrison Road – This segment of Morrison Road will be 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.

East Morrison Road – This project involved the construction of a four lane divided urban roadway from the U.S. 77/83 Expressway frontage road to F.M. 1847. Right-of-way was acquired for this east:west arterial by the City of Brownsville. These improvements were funded by a combination of federal and local sources.

West Rail – Construction activities for this project are nearing completion. The advantages and benefits of the West Rail Plan, which derive from removing the rail operations from their current location, are as follows:

1. Removal of rail system from the residential and downtown areas of Brownsville and Matamoros.
2. Elimination of 14 existing at-grade street rail crossings in Brownsville over which 100,000 vehicles cross daily and six major crossings in Matamoros.
3. Elimination of rail and rail switching operations in downtown Matamoros.
4. Reduced rail freight travel time from the Brownsville UPRR switching yard to Monterrey, Mexico by 2 1/2 hours.
5. Eliminating of the current time restrictions for trains to cross the international bridge during the AM and PM peaks in Matamoros due to heavy traffic conditions.
6. Improved safety and reduction of congestion and traffic rail delays.
7. Creation of new vehicle transportation corridor, a “West Loop” for the two communities.
8. Improved emergency access to west Brownsville.
9. Improved environmental conditions—noise and air quality.

The elimination of rail operations through the middle of the residential and downtown areas of Brownsville and Matamoros is expected to improve the quality of life in the two communities. This will complete the railroad relocation project originally begun in the early 1970s.

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) – This project involved 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 is the addition of a wide median to thwart potential deadly head-on collisions. The purchase of right-of-way was done so as to acquire sufficient land to allow two subsequent S.H. 550 elements to be built in future years, including: (1) separate tolled truck lanes to and from the Port of Brownsville; and (2) establishment of S.H. 550/F.M. 511 as a leg of I-69.

Widening of F.M. 3248 – Proposition 12 funds were used on this improvement project. A four lane roadway now extends from the U.S. 77/83 Expressway west to U.S. 281.

F. Other Transportation Funding Issues

It is expected that the Brownsville MPO will attain Transportation Management Area (TMA) status in F.Y. 2013. Accordingly, some additional federal funds may become available to the Brownsville MPO, for its use.

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

SAFETEA-LU 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.

Revenues & the Rate of Growth:

The Brownsville MPO, and the other two MPOs within TxDOT's Pharr District, have utilized a conservative Rate of Growth (ROG) of zero for the four-year time period of the TIP.

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 Hidalgo County and Cameron County. Hidalgo County now collects an additional \$10.00 vehicle registration fee and Cameron County collects an equivalent fee. In both cases, these new revenues will be used to support transportation improvements in these counties.

These new fees while intended to provide additional revenue will likely serve only to offset the reduced purchasing power stemming from inflation impacting transportation projects.

H. Transit Planning

The City of Brownsville–Brownsville Metro provides local bus service in Brownsville. Brownsville Metro operates a network of 14 routes and 18 buses within the City of Brownsville using 30-35 foot buses. Most routes begin and end at the Downtown Multi-modal Terminal (La Plaza). Two routes begin and end at a transfer station 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. A major area of emphasis in the plan is the coordination of services at the local level. This regional planning process is continuing with 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.

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. The Total Project Cost figures were derived from estimates provided by a consultant firm, which has been employed by Brownsville Metro.

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.

Downtown Multi-modal Terminal

The Brownsville Urban System (BUS) has been renamed as Brownsville Metro. The new multi-modal terminal, which opened in 2012, is having a significant impact upon transit operations. The multi-modal terminal provides a hub for ground transportation services including local, rural, intercity and international transit services, taxi and charter bus and to provide an improved environment for travelers. This multi-modal terminal offers transit operators the opportunity to provide coordinated services and enable passengers to transfer with ease between different routes and modes. Transportation carriers benefit from efficiencies of shared costs and operational infrastructure, while passengers enjoy greater convenience in making daily commutes or embarking on local, intercity or international travel.

By consolidating all transit services into one location, private transit providers save costs associated with operating multiple terminals to compete for customers. Amenities can be shared among tenants, thereby reducing operating costs for all.

Although the multi-modal terminal facility is located in Brownsville, its scope is regional and international. In addition, the project will enhance interconnectivity with other transit systems in the region. The project provides infrastructure necessary to create a seamless network of public transportation in the region. It serves as the complementary multi-modal hub to anchor ground transportation services between and within the urban areas of Brownsville and McAllen, Texas where another multi-modal hub is currently in operation.

Street Rehab Activities in Brownsville

In the last decade, the City of Brownsville has allocated tens of millions of dollars to completely rehabilitate a significant number of City streets. In recent years, the City of Brownsville has completed an average of four to 10 miles of rehabbed street per year, including work on collector roadways.

In fiscal year 2006, 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.

Traffic Signalization: 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, such as State Highway 48. For example, relocation of the Palm Boulevard:S.H. 48 intersection further to the west could be a feasible improvement. Insufficient space from the frontage road to the existing intersection is present to allow vehicles to stack properly when the signal turns red. Moving this intersection would prevent this problem...a problem which causes congestion at other signals extending eastward from this location.

There are many other opportunities for achieving signal efficiencies, some of which have larger implications in terms of elimination of delays and improving safety for motorists. To tackle such problems, more staff (technicians) need to be hired and/or trained to address these types of issues. The current staffing levels at the Brownsville Traffic Division are adequate to keep the existing signals functioning and

to repair equipment which breaks down. However, to re-wire signals to address the types of issues outlined above requires additional resources.

The Brownsville MPO is undertaking the MPO's Congestion Management Study, with the assistance of Jacobs Engineering Group Inc.

With a doubling of the area's population expected from 2004 to 2035, it is apparent that improvements are needed to accommodate expected increases in traffic volumes on area (off-system and on-system) roadways.

Increased funding for new equipment and personnel will pay huge dividends to the community by lessening of congestion problems on many of Brownsville's roadways. Traffic Division staff at the City of Brownsville have compiled an inventory of future infrastructure needs as concerns traffic signal equipment and related technology. Cost estimates have been made for new traffic signals, flashers for installation near schools, closed loop radio equipment, (to provide signal synchronization) and new trucks (with lift buckets).

J. 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. However, community attitudes on these issues are changing somewhat as Brownsville becomes a larger, more sprawling community and as congestion problems become more severe.

The 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" 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 at both the regional and local levels, if local leaders follow-up on the MPO recommendations involving 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 by redirection of a portion of the future savings, (associated with Scenario "B" municipal infrastructure expenses). It would require a stronger local commitment to sustainable development practices and a willingness to fund other needed improvements. These municipalities might obtain significant GHG reductions.

For example, the future construction for bikeways, hike and bike trails and other pedestrian amenities would enable local residents to use these alternative modes for some of their work, shopping and recreational trips.

K. Use of Intelligent Transportation System (ITS) Technologies

Some years ago, the Brownsville MPO joined with other agencies and TxDOT staff at the Pharr District in formulating a regional Intelligent Transportation Systems (ITS) Plan. In July 2003, the State of Texas ITS Architecture and Deployment Plan for the Lower Rio Grande Valley Region was adopted. This is significant because it makes the Brownsville MPO study area and other locales 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.

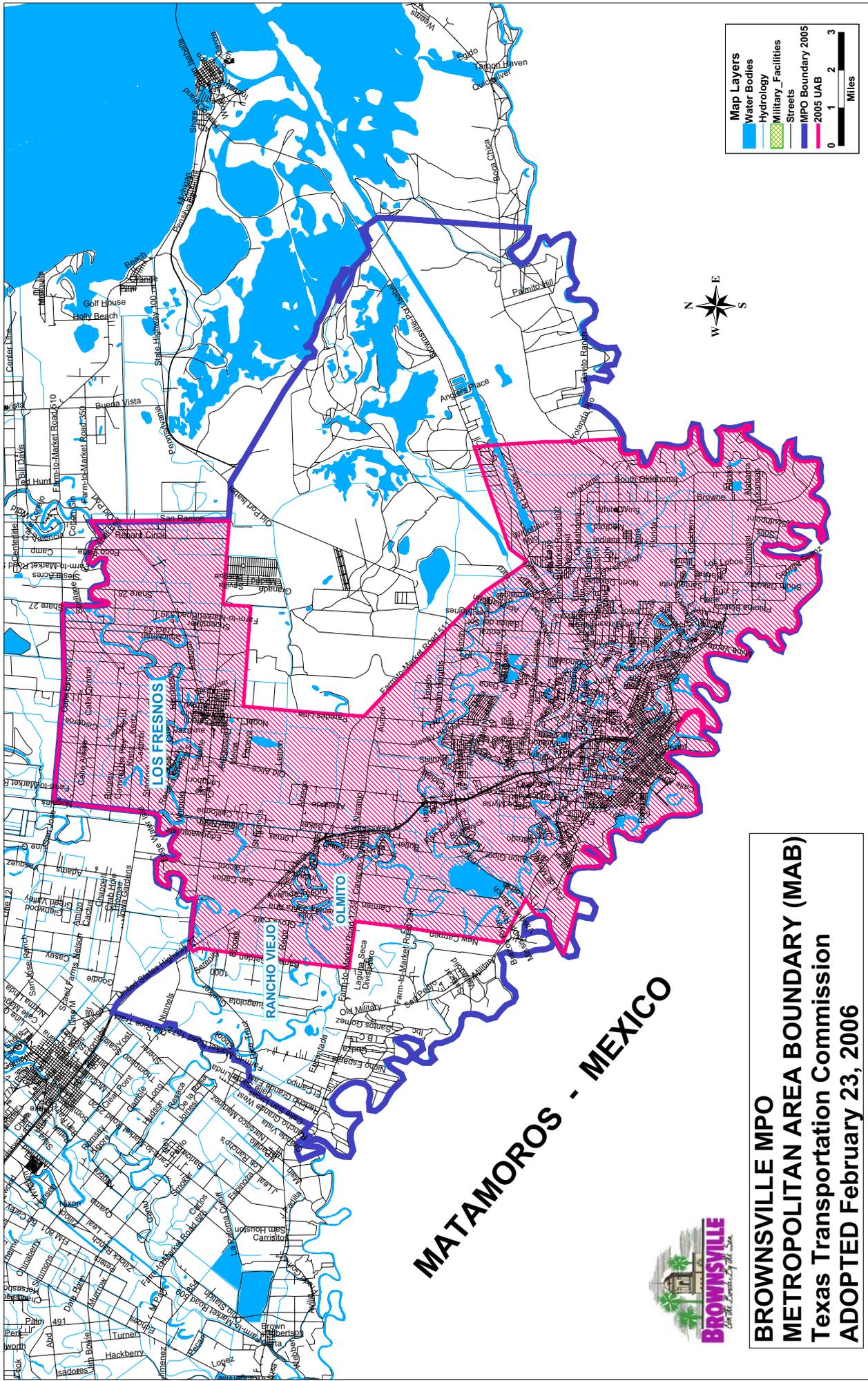
A good example of the use of ITS technology can be seen within the U.S. 77/83 Expressway corridor in Brownsville. TxDOT installed Dynamic Message Signs.

L. Air Quality Issues

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

M. Americans with Disabilities Act (ADA)

MPO planning activities routinely encompass the review of all areas of transportation affected by ADA requirements to assure proper compliance with ADA implementation. The Brownsville MPO's on-going planning activities include these objectives: (1) examination of ADA needs; (2) identification of the agency responsible; and (3) subsequent implementation of requirements by the responsible agency.



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

MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Texas Department of Transportation, and the Brownsville Metropolitan Planning Organization for the Brownsville urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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
4/26/12

Date

Brownsville
Metropolitan Planning Organization
Policy Board Chairperson


Chairperson
4-25-2012

Date

Brownsville MPO
FY 2013 - 2016 Transportation Improvement Program
Highway Financial Summary - Year of Expenditure Costs
2013 - 2016 STIP

Funding by Category

Category	Description	FY 2013		FY 2014		FY 2015		FY 2016		Total FY 2013 - 2016	
		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	\$70,285,005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,285,005	\$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	\$911,515	\$0	\$6,446,887	\$0	\$0	\$0	\$0	\$0	\$7,358,402	\$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
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
Total		\$71,196,520	\$0	\$6,446,887	\$0	\$0	\$0	\$0	\$0	\$77,643,407	\$0

Funding Participation Source

Source	FY 2013	FY 2014	FY 2015	FY 2016	Total
Federal	\$911,515	\$6,219,188	\$0	\$0	\$7,130,703
State	\$0	\$227,699	\$0	\$0	\$227,699
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$30,277,485	\$0	\$0	\$0	\$30,277,485
CAT 3 - Prop 12	\$5,507,520	\$0	\$0	\$0	\$5,507,520
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	\$34,500,000	\$0	\$0	\$0	\$34,500,000
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
Total	\$71,196,520	\$6,446,887	\$0	\$0	\$77,643,407

GLOSSARY

PROJECT LISTINGS

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	3626-01-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$34,849,000
LIMITS FROM:	US 77/83 near Veterans International Bridge					REVISION DATE:	7/1/2012
LIMITS TO:	FM 1419 (Paloma Blanca)					MPO PROJ NUM:	BMPO-LP4
PROJECT DESCRIPTION:	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
REMARKS:	\$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:	\$22,481,000	\$34,849,000	Cat. 10 Cost:	\$911,515	\$0	\$0	\$0	\$911,515
CONST ENG:	\$2,189,000		Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$1,990,000		Local Contribution:	\$0	\$0	\$0	\$33,937,485	\$33,937,485
IND COSTS:	\$0		Total Funding by Share:	\$911,515	\$0	\$0	\$33,937,485	\$34,849,000
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$34,849,000							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	1426-01-037	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$10,022,000
LIMITS FROM:	FM 1419					REVISION DATE:	7/1/2012
LIMITS TO:	FM 3068					MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:	Widen to 4 lane divided urban					FUNDING CAT(S):	Local (PT Financing)
REMARKS:	\$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	\$10,022,000	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$4,000,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$4,742,000		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	\$10,022,000	\$10,022,000
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$10,022,000	\$10,022,000
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$10,022,000							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

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	\$9,310,000
LIMITS FROM:	FM 3068					REVISION DATE:	7/1/2012
LIMITS TO:	FM 3550					MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:	Construct 2 lane roadway on new location					FUNDING CAT(S):	Local (PT Financing)
REMARKS:	\$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	\$9,310,000	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$700,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$6,690,000		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	\$9,310,000	\$9,310,000
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$9,310,000	\$9,310,000
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$9,310,000							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	1426-01-043	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$4,821,000
LIMITS FROM:	FM 3550					REVISION DATE:	7/1/2012
LIMITS TO:	FM 3551					MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:	Construct 2 lane roadway					FUNDING CAT(S):	Local (PT Financing)
REMARKS:	\$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		Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$900,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$3,057,000		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$297,000	\$4,821,000	Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$270,000		Local Contribution:	\$0	\$0	\$0	\$4,821,000	\$4,821,000
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$4,821,000	\$4,821,000
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$4,821,000							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	3626-03-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$3,687,000
LIMITS FROM:	FM 3551					REVISION DATE:	7/1/2012
LIMITS TO:	SH 4					MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:	Construct 2 lane roadway on new location					FUNDING CAT(S):	Local (PT Financing)
REMARKS:	\$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					
				FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$242,000	COST OF APPROVED PHASES: \$3,687,000	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$500,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$2,483,000		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$242,000		Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$220,000		Local Contribution:	\$0	\$0	\$0	\$3,687,000	\$3,687,000
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$3,687,000	\$3,687,000
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$3,687,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2014**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-207	Border Safety Inspection Facility	C,E	Brownsville	TxDOT	\$6,446,887
LIMITS FROM:	Vicinity of GSA Facility					REVISION DATE:	7/1/2012
LIMITS TO:	at Brownsville/Los Tomates					MPO PROJ NUM:	MTP amendment pending
PROJECT DESCRIPTION:	Border inspection facility					FUNDING CAT(S):	Cat. 10
REMARKS:	Preliminary engineering not included as an approved phase. ROW to be acquired with state funds.				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:	\$286,710	\$6,446,887	Cat. 10 Cost:	\$6,219,188	\$227,699	\$0	\$0	\$6,446,887
ROW PURCHASE:	\$4,708,725		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$5,851,232		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$286,125		Cat. 11 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$309,530							
IND COSTS:	\$425,385							
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$11,867,707		Total Funding by Share:	\$6,219,188	\$227,699	\$0	\$0	\$6,446,887

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2013**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	1138-02-015	FM 803	C,E,R	Brownsville	TxDOT, CCRMA, COB	\$8,972,200
LIMITS FROM:	US 77/83 (at Rancho Viejo Ave)					REVISION DATE:	7/1/2012
LIMITS TO:	SH 100					MPO PROJ NUM:	BMPO-Y1
PROJECT DESCRIPTION:	Realign 2 lanes rural with 4 lanes from 0.6 mile south of SH 100 to SH 100.					FUNDING CAT(S):	Local & Prop. 12
REMARKS:	ROW includes 230k 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:	\$10,000		Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$1,430,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$6,400,000		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$314,780	\$8,507,520	Prop. 12 Cost:	\$0	\$5,507,520	\$0	\$0	\$5,507,520
CONTING:	\$352,740		Local Contribution:	\$0	\$0	\$0	\$3,000,000	\$3,000,000
IND COSTS:	\$465,280		Total Funding by Share:	\$0	\$5,507,520	\$0	\$3,000,000	\$8,507,520
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$8,972,800							

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2013-2016
Transportation Improvement Program
(Short Range Plan)

Adopted by the Transportation Policy Committee:

April 11, 2012

2013-2016 TIP

**Fiscal Year 2013-2016
TRANSPORTATION IMPROVEMENT PROGRAM**

Disclaimer

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Acknowledgement

This 2013-2016 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	Lower Rio Grande Valley Development Council (LRGVDC)	

TABLE OF CONTENTS

	PAGE
1. INTRODUCTION	
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 2011-2014).....	4
F. Revenues and Rate of Growth.....	5
G. Air Quality Issues.....	6
H. American with Disability Act (ADA).....	6
I. Year of Expenditure (YOE) Costs.....	6
J. Transit Planning Cooperation.....	8
2. FINANCIAL PLAN	10
3. Listing of FY 2013-2016 TIP	
A. Federally Funded Highway Projects	12
B. Transit Projects.....	15
4. PUBLIC INVOLVEMENT EFFORTS	23
5. MPO SELF CERTIFICATION	39
6. PROJECT SELECTION CRITERIA	41
7. RESOLUTION	42
8. PUBLIC INVOLVEMENT PROCESS CERTIFICATION	44
9. APPENDICES	
A. Harlingen-San Benito MPO Study Area.....	45
B. Transportation Policy Committee Membership	47
C. FY 2013-2016 TIP Map	49
D. Projects Undergoing Environment Assessment.....	51
10. GLOSSARY	53
11. TRANSIT PROJECT DESCRIPTIONS	60

INTRODUCTION

A. PURPOSE

The fiscal year 2013-2016 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 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Projects in this TIP are scheduled to commence between FY 2013 and FY 2016. 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.

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 (2013-2016). Highest priority projects are scheduled for initiation in year 1 or FY 2013. Projects of second priority are scheduled for initiation in year 2 (FY 2014). Projects of third priority are scheduled to commence in year 3 (FY 2015), and projects of fourth priority are scheduled for initiation in year 4 (FY 2016). 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 encompasses the census boundary, the urbanized boundary and the Metropolitan Urban Area Boundary.

US 77 and 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.

In order to meet public involvement required by SAFETEA-LU in developing the TIP and other plans, the Harlingen-San Benito MPO Technical Committee developed MPO a Public Participation Plan. The Policy Committee adopted these procedures. The Harlingen-San Benito MPO Public Participation Plan is reviewed by the Technical Advisory Committee periodically to ensure reasonableness and the required conformity.

The Public Involvement Process for the FY 2013-2016 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 2013-2016 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 2013-2016 TIP were met.

- ❖ The thirty-day public involvement period opened on February 27, 2012 and concluded on March 27, 2012 . Advertising/Postings of the 30 day review period for the FY 2013-2016 TIP were advertised on the local newspaper.;
- ❖ Public Meeting; March 27, 2012
- ❖ Advertising/Posting of the 2013-2016 TIP; February 26, 2012

- ❖ Transportation Policy Committee Meeting: Action Agenda Item-Approve final FY 2013-2016 Transportation Improvement Program; April 11, 2012

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) 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 June 2010.

Each year the Harlingen-San Benito MPO, in coordination with the Texas Department of Transportation and other interested parties, prepares a Metropolitan Transportation Improvement Program (MTIP) 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. Metropolitan 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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users 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 2011-2014)

In FY 2011-2014 the following transportation improvement projects were let and/or completed:

Highway Projects

Project Name	Project Limits From	Project Limits To	Work Type	Total Cost
Primera Rd	Stuart Place Rd	US 77	Grade, Base, Surf, & Strs	\$5,399,887.99
Stuart Place Rd	0.10 MI S of BUS 83	0.07 MI S of US 83	Reconstruction & Widen to 4 Lanes	\$1,634,588.00
US 77	SH 107/FM 508	3.7 MI N of SH 107/FM 508	Convert Frontage Rds to 1-way	\$1,591,120.00
US 77	3.7 MI N of SH 107/FM 508	Willacy/Cameron County Line	Convert Frontage Rds to 1-way	\$2,299,745.00

Total: \$10,925,340.99

Transit Projects

Work Type	Total Cost
2011 Operations	\$651,845.00
2012 Operations	\$903,700.00
2012 Operations - Cameron CO. Expansion	\$184,200.00
2012 Maintenance	\$19,500.00
2012 Capital - Maintenance & Fueling Facility	\$500,000.00
2012 Capital - Preventive Maintenance	\$50,000.00
2012 Capital - Bus Replacement	\$300,000.00

Total: \$2,405,545.00

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	\$2,741,957.00

Total: \$2,741,957.00

Grouped Projects

Project Name	Project Limits From	Project Limits To	Work Type	Total Cost
BUS 83 Outfall	North of BUS 83	Floodway	Improve Drainage	\$1,886,914.00
Loop 499	BUS 77	FM 106 SS 206	Overlay	\$431,355.00
FM 509	FM 800	FM 675	Overlay	\$354,066.00
BUS 77	SH 107	Loop 499	Seal Coat	\$104,528.00
BUS 77	FM 1846	.SH 345	Seal Coat	\$165,914.00
BUS 77	SH 345	US 77/83 (Drain Ditch)	Seal Coat	\$272,613.00
BUS 77	Loop 499	FM 1476	Seal Coat	\$311,130.00
FM 106	SH 345	End of C@G Section	Seal Coat	\$32,161.00
FM 1846	BUS 77	2.163 MI North	Seal Coat	\$70,070.00
FM 1846	2.163 MI N of BUS 77	FM 106	Seal Coat	\$172,341.00
US 77	FM 2994	BUS 77 (North)	Seal Coat	\$409,533.00
US 77	BUS 77 (North)	0.86 MI N of BUS 77	Seal Coat	\$77,084.00
US 77	0.86 MI N of BUS 77	Cameron/Willacy CL	Seal Coat	\$387,663.00
US 77 Frontage	1.097 MI S of BUS 77 W	SH 107	Seal Coat	\$448,165.00
US 77/83 Frontage	0.36 MI S of FM 732	FM 509	Seal Coat	\$446,910.00
US 77/83 Frontage	FM 509	FM 2994	Seal Coat	\$520,140.00
US 77	0.69 MI NW of BUS 83		Install Median Barrier	\$2,410,702.00

Total: \$8,501,289.00

F. REVENUES AND RATE OF GROWTH

At first glance, the passage of SAFETEA-LU Bill in August of 2005 appeared to be a new and promising development which could provide the much needed increase in federal revenue dollars for transportation improvements throughout the State of Texas. However, in recent years after the passage of the bill, the State of Texas has not been able to utilize all of the federal funds that were originally anticipated by the passage of SAFETEA-LU. This shortfall in federal funds can be attributed to the recent rescission of Federal – aid Apportionments (\$102,562,220 for Texas) that have been made, along with the apparent lack of political consensus, at the state and federal level, for tax increases or new fees to augment state and federal funding for transportation projects.

Of significance, the local elected officials within both counties have been successful in influencing the recent passage of HB 3437 and SB 1888 from the 80th Legislature. These bills apply only to border counties with a population of over 300,000, in which no single municipality exceeds a population of 300,000. This enables an additional vehicle registration fee to be collected by the counties who wish to utilize this fee. As a result of this Hidalgo County presently collects an additional \$10.00 per vehicle registration fee and Cameron County collects an amount of \$5.00 per vehicle. In both of these cases, these new revenues that are being generated will be utilized to support the much needed transportation improvement projects located within these two (2) counties. However these fees, while intending to provide the much needed additional revenue for transportation projects, will most likely serve to only offset the reduced purchasing power stemming from the rise of inflation that has impacted the transportation projects in this region.

It is with this in mind that the Harlingen - San Benito MPO, along with the two (2) other MPO's, located within the boundaries of TxDOT's Pharr District, has incorporated a Rate of Growth (ROG) of zero percent (0%) for the four-year time span of the TIP.

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 SAFETEA-LU. The Year of Expenditure (YOE) and the associated 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 are 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 SAFETEA-LU 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. SAFETEA-LU regulations require that the 2013-2016 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 SAFETEA-LU. 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 SAFETEA-LU requirements, adopted the annual inflation rates for highway and transit projects for the FY 2013-2016 TIP. Most of these listings are general in nature and do not focus on individual project improvements.

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.

b. Operations and Maintenance

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.

FINANCIAL SUMMARY

Harlingen-San Benito Metropolitan Plannig Organization
FY 2013 - 2016 Transportation Improvement Program
Highway Financial Summary - Year of Expenditure Costs

Funding by Category

Category	Description	FY 2013		FY 2014		FY 2015		FY 2016		Total FY 2013 - 2016	
		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	\$4,130,724	\$4,130,724	\$0	\$0	\$0	\$0	\$0	\$0	\$4,130,724	\$4,130,724
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	\$2,401,398	\$2,401,398	\$0	\$0	\$0	\$0	\$0	\$0	\$2,401,398	\$2,401,398
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
Total		\$6,532,122	\$6,532,122	\$0	\$0	\$0	\$0	\$0	\$0	\$6,532,122	\$6,532,122

Funding Participation Source

Source	FY 2013	FY 2014	FY 2015	FY 2016	Total
Federal	\$1,921,118	\$0	\$0	\$0	\$1,921,118
State	\$0	\$0	\$0	\$0	\$0
Local Match	\$480,280	\$0	\$0	\$0	\$480,280
CAT 3 - Local Contributions	\$4,130,724	\$0	\$0	\$0	\$4,130,724
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
Total	\$6,532,122	\$0	\$0	\$0	\$6,532,122

MOBILITY PROJECTS

HARLINGEN-SAN BENITO METROPOLITAN PLANNING ORGANIZATION
FY 2013 - 2016 TRANSPORTATION IMPROVEMENT PROGRAM
PHARR DISTRICT PROJECTS
FY 2013

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	N/A	San Jose Ranch Rd	C,E	Harlingen/San Benito	County	\$3,832,448

LIMITS FROM: FM 509 **REVISION DATE:** 7/2012
LIMITS TO: SH 345 **MPO PROJ NUM:** PHR-HSB-106
PROJECT DESCRIPTION: New location 2 lane rural roadway in a proposed 80 foot ROW **FUNDING CAT(S):** Local

REMARKS
P7: **PROJECT HISTORY:**

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
Item	%	Amount	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	4.90%	\$161,332					
ROW PURCHASE:		\$0					
CONST COST		\$3,292,481					
CONST ENG:	5.00%	\$164,624					
CONTING:	6.50%	\$214,011					
IND COST	6.47%	\$213,024					
BND FINANCING:		\$					
TOTAL PRJ COST:		\$4,045,472					
			COST OF APPROVED PHASES:				
			Local			\$3,832,448	\$3,832,448
			Total:				
			\$0	\$0	\$0	\$3,832,448	\$3,832,448

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

HARLINGEN-SAN BENITO METROPOLITAN PLANNING ORGANIZATION
FY 2013 - 2016 TRANSPORTATION IMPROVEMENT PROGRAM
PHARR DISTRICT PROJECTS
FY 2013

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-241	South Parallel Corridor (Phase I)	C	Harlingen/San Benito	County	\$2,699,674		
LIMITS FROM:		FM 1479 (Rangerville Rd)			REVISION DATE: 7/2012				
LIMITS TO:		FM 509			MPO PROJ NUM: PHR-HSB-081				
PROJECT DESCRIPTION:		New Location-2 Lane Rural Roadway			FUNDING CAT(S): 10-CBI, Local				
REMARKS P7:		Constr. = CBI & Local Funding, LG Responsible for all other costs			PROJECT HISTORY: PE/ROW - 100% LG				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	4.90%	\$132,284			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$247,500	COST OF	CBI	\$1,921,118		\$480,280		\$2,401,398
CONST COST		\$2,699,674	APPROVED	Local				\$298,276	\$298,276
CONST ENG:	5.00%	\$134,984	PHASES:	Total:	\$1,921,118	\$0	\$480,280	\$298,276	\$2,699,674
CONTING:	6.50%	\$175,479	\$2,699,674						
IND COST	6.47%	\$174,669							
BND FINANCING:		\$							
TOTAL PRJ COST:		\$4,190,090							

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

* FUNDING NOT FIXED

TRANSIT PROJECTS

**FY 2013 TRANSIT PROJECT LISTING
TRANSPORTATION IMPROVEMENT PROGRAM**

Total Project Cost
Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$364,000
	HSB-2013-001	State Funds from TxDOT	\$253,674
Apportionment Year	2010 (\$253,397) & 2011 (\$110,603)	Other Funds	\$110,326
Project Phase		Fiscal Year Cost	\$728,000
Brief Project Description		Total Project Cost	\$728,000
	Operations - Harlingen Urbanized Area	Trans. Dev. Credits Requested (Date & Amount)	\$0
Sec 5309 ID Number			\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$500,000
	HSB-2013-002	State Funds from TxDOT	\$0
Apportionment Year	2011	Other Funds	\$0
Project Phase		Fiscal Year Cost	\$500,000
Brief Project Description		Total Project Cost	\$500,000
	Capital - Bus Stop Improvements	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		Pending to Apply	\$500,000

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$40,000
	HSB-2012-003	State Funds from TxDOT	\$0
Apportionment Year	2011	Other Funds	\$10,000
Project Phase		Fiscal Year Cost	\$50,000
Brief Project Description		Total Project Cost	\$50,000
	Capital - Preventive Maintenance	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		Pending to Apply	\$0

FY 2014 TRANSIT PROJECT LISTING
TRANSPORTATION IMPROVEMENT PROGRAM

Total Project Cost
Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2014-001	Federal (FTA) Funds	\$378,560
Apportionment Year	2011	State Funds from TxDOT	\$253,674
Project Phase		Other Funds	\$124,886
Brief Project Description	Operations - Harlingen Urbanized Area	Fiscal Year Cost	\$757,120
Sec 5309 ID Number		Total Project Cost	\$757,120
Amendment Date & Action		Trans. Dev. Credits Requested (Date & Amount)	\$0 \$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2014-002	Federal (FTA) Funds	\$300,000
Apportionment Year	2011	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$0
Brief Project Description	Capital - Bus Replacement - Medium Duty (2)	Fiscal Year Cost	\$300,000
Sec 5309 ID Number		Total Project Cost	\$300,000
Amendment Date & Action		Trans. Dev. Credits Requested Pending to Apply	\$0 \$300,000

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2012-003	Federal (FTA) Funds	\$40,000
Apportionment Year	2011	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$10,000
Brief Project Description		Fiscal Year Cost	\$50,000
	Capital - Preventive Maintenance	Total Project Cost	\$50,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Pending to Apply	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2012-004	Federal (FTA) Funds	\$4,881,454
	2011 (\$102,795), 2012 (\$1,530,836), 2013 (\$1,592,070), 2014 (\$1,655,753)	State Funds from TxDOT	\$0
Apportionment Year		Other Funds	\$0
Project Phase		Fiscal Year Cost	\$4,881,454
Brief Project Description	Capital - Multimodal Terminal Phase II - Design & Land Acquisition, Phase III - Construction	Total Project Cost	\$4,881,454
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded	
		Pending to Apply	\$4,881,454

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

Total Project Cost
Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-001	Federal (FTA) Funds	\$400,000
Apportionment Year	2015	State Funds from TxDOT	\$263,821
Project Phase		Other Funds	\$136,179
Brief Project Description	Operations - Harlingen Urbanized Area	Fiscal Year Cost	\$800,000
Sec 5309 ID Number		Total Project Cost	\$800,000
Amendment Date & Action		Trans. Dev. Credits Requested (Date & Amount)	\$0
			\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-002	Federal (FTA) Funds	\$40,000
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$10,000
Brief Project Description	Capital - Preventive Maintenance	Fiscal Year Cost	\$50,000
Sec 5309 ID Number		Total Project Cost	\$50,000
Amendment Date & Action		Trans. Dev. Credits Requested Pending to Apply	\$0
			\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-002	Federal (FTA) Funds	\$600,000
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$0
Brief Project Description	Capital - Bus Replacement - Medium Duty (4)	Fiscal Year Cost	\$600,000
Sec 5309 ID Number		Total Project Cost	\$600,000
Amendment Date & Action		Trans. Dev. Credits Requested Pending to Apply	\$0
			\$600,000
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-002	Federal (FTA) Funds	\$340,992
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$340,991
Brief Project Description	Operations - Route Expansion	Fiscal Year Cost	\$681,983
Sec 5309 ID Number		Total Project Cost	\$681,983
Amendment Date & Action		Trans. Dev. Credits Requested Pending to Apply	\$0
			\$0

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

Total Project Cost
Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-001	Federal (FTA) Funds	\$750,000
Apportionment Year	2016	State Funds from TxDOT	\$274,374
Project Phase		Other Funds	\$475,626
Brief Project Description	Operations - Harlingen Urbanized Area	Fiscal Year Cost	\$1,500,000
Sec 5309 ID Number		Total Project Cost	\$1,500,000
Amendment Date & Action		Trans. Dev. Credits Requested (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	LRGVDC	Federal Funding Category	5307
MPO Project Information (reference number, etc)	HSB-2015-002	Federal (FTA) Funds	\$40,000
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$10,000
Brief Project Description	Capital - Preventive Maintenance	Fiscal Year Cost	\$50,000
Sec 5309 ID Number		Total Project Cost	\$50,000
Amendment Date & Action		Trans. Dev. Credits Requested Pending to Apply	\$0

<u>General Project Information</u>	<u>Funding Information (YOE)</u>
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Transit Financial Summary
Harlingen-San Benito MPO
FY 2013 - 2016 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2013			FY 2014			FY 2015		
	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	904,000	374,000	1,278,000	5,600,014	388,560	5,988,574	1,380,992	750,991	2,131,983
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
Total Funds	\$904,000	\$374,000	\$1,278,000	\$5,600,014	\$388,560	\$5,988,574	\$1,380,992	\$750,991	\$2,131,983
Transportation Development Credits Requested			\$500,000			\$4,881,454			\$600,000
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2016			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	790,000	760,000	1,550,000	8,675,006	2,273,551	10,948,557
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
Total Funds	\$790,000	\$760,000	\$1,550,000	\$8,675,006	\$2,273,551	\$10,948,557
Transportation Development Credits Requested			\$600,000			\$6,581,454
Awarded			\$0			\$0

Public Involvement Efforts

2013-2016 Transportation Improvement Program (TIP) Public Comments Report

The Harlingen-San Benito Metropolitan Planning Organization is in the transition from the 2011-2014 Transportation Improvement Plan (TIP) to the 2013-2016 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 2013-2016 Transportation Improvement Program (TIP) was open for public comment from February 27, 2012 to March 27, 2012 and it also included a Public Meeting on March 22, 2012 during the evening hours.

Below are the four (4) public comments that were received during the 2013-2016 TIP public comment period:

Mr. Donald J. Theriod
17051 Mayfield Rd
Harlingen, TX 78552

On March 7, 2012, Mr. Donald J. Theriot (citizen) inquired in person about Stuart Place Rd, specifically about the south side with limits from Garrett Rd to Mayfield. Such project is not currently on the Harlingen-San Benito MPO's long range or short range plans, however, he was referred to the City of Harlingen's Engineering department for more information. Please note that the project mentioned above is identified in the City of Harlingen's Thoroughfare Plan. (southside) project.

Ms. Maria Lozano
108 Flores Ave
Harlingen, TX 78550
(956) 536-6496

Ms. Lozano attended HSBMPO Public Hearing Meeting on March 21, 2012 on behalf of sixty-three citizens within her neighborhood and voiced her need for transit services in their area.. Ms. Lozano lives near Las Palmas-Juarez area in Harlingen. The HSBMPO contacted Valley Metro regarding this request. Transit services are already being provided nearby her area, therefore, Valley Metro will be able to provide services to this group of individuals, since they are within ½ mile of the transit route. **See Attachment A Request for Transit Services.**

City of Primera
Mr. Javier Mendez
22893 Stuart Place Rd
Harlingen, TX 78550
(956) 423-9654

On March 27, 2012, the HSBMPO received a letter from Mr. Javier Mendez, City of Primera requesting for Stuart Place Rd from Wilson Rd north to State Highway 107.to be included into the 2013-2016 Transportation Improvement Program. **See Attachment B** *Stuart Place Letter from City of Primera dated March 27, 2012.*

Mr. Desi Martinez
1806 Haverford Blvd
Harlingen, TX 78550
(956) 778-8929

On March 27, 2012 Mr. Desi Martinez submitted written comments in reference to the 2013-2016 Transportation Improvement Program (TIP). Mr. Martinez is requesting for Stuart Place with limits from Wilson Rd to Highway 107 be included as a priority project in the 2013-2016 TIP listing. **See Attachment C** *Desi Martinez's Written Comments/Request for Stuart Place Rd dated March 27, 2012.*

ATTACHMENT A

REQUEST FOR TRANSIT SERVICES

Esto Es Para Pedirle A

Los Personas Que Componen

La Compania del Metro Tenenos

Mucha Necesidad de una Ruta

Por Casa Grande y el Resto de
La Comunidad Alli mismo

Casa Grande Son Casas de Jolito
Tambeu

Agradecido - de Ante Mano su

Atencion - ~~Ag~~ Espere de Pueda

Ayudanos Muchas Gracias
Dios Los Bendiga

Casa Grande

536-5496

Maria LOZANO

108 FLOREZ N.

Wilson, ~~6000~~ ~~1000~~ Govt. houses - Next
- Las Palmas Sd.

3-19-2012

El Metro Company

Claudia Sanchez

4501 Wood Ave Harlingen Tx 78552
(956) 320-5575

Martina Martinez

4514 Hodes Ave Harlingen, Tx 78552
(956) 428-1263

Hector Morales

4509 Hodes Rd Harlingen, Tx 78552
956-425-6215

Felipa Chavez

4513 wood Ave Harlingen Tx 78552
954 564-9096

Juanita Hernandez

4413 Hodes

Marta Davila

4410 Hodes AV. Harlingen Tx. 78552

Rosa Sanchez

4006 Hodes Ave Harlingen TX 78552
202-4020

Ismael Martinez

4401 Hodes Ave. Harlingen, Tx 78552
956-742-8187

El metro Comay

Adalberto Gozals -

Edna Treviño 4410 Wood Ave. -

Laura Reyna -

Veronica Carrion Mesa

Jose Teofilo Perales Tovar

Valentina mesa Mireles 4006 Whsman -

Ma De la Luz Rosales 4004 whsman ✓

Yolanda Homevo

Michael Perez 4301 Washington ✓

Miriam Perez 4301 Kashman

Bertha Hernandez 132 Troywood ✓

Maria Charles 130 Troywood Harlingen ✓

Hilaria Garcia 126 Troywood Harlingen ✓

Hermelinda Garcia 119 Troywood Harlingen ✓

Olivia Tobias 116 Troywood cr. Harlingen ✓

Adela Lopez 118 Milam St.

Marilu O. Morales 111 Troywood Cir Harlingen ✓

Ella Arguies

Mary Lozan 108 Flores

Jose E Martinez
4406 Hodes Ave
Harlingen TX 78552
(956) 535-1563

Kassandra Vargas
4314 Hodes (956) 910-3693

43014 Hodes Alondra Martinez
Ana Gonzalez 4301 Hodes Ave

Dayra Santos 4510 Hodes

Norma Hernandez 4510 Hodes

Ruth Benavides 4513 Hodes Ave.

Manuel Gutierrez 4513 Hodes Ave

Oleg Rubi Ortiz. 208 Flores Ave.

Patricia Banda 4114 wood Ave

Ericka Llanos 213 Flores Ave

Benelope Cruz 4509 Wood Hgn. TX.

Elizabeth Garcia 216 Flores Ave Hgn TX

Maria Vazquez 210 Flores Ave

Graciela Lara 104 Flores Ave.

Albertina Anell 105 Flores Ave.

Valere Baran 4305 Washmon Ave, Hgn TX

Toni Baran 4201 Wood Ave, Hgn TX

Josefina R Flores - 4113 Wood ave Harlingen Tex

Dora Olivarez 4017 wood Ave.

Sanguana Armasola 3916 Wood Ave.

Juan Josu's Garcia 4009 Hodes AVE Hgn.

Yolanda Uribe 4017 Hodes Ave

Maria Revera 4109 hodes Ave

Rose Cruz 4105 Hodes ave.

Jaimé Lugo 4101 Hodes AVE.

Soledad Hernandez 4126 Hodes - Ave

El Metro Company

Natalia Gomez

Kroger cell 202-7164

Nadia el Angel.

742-1413

Kroger

Norma Salas

412-1187

Kroger

Patty Salas

4312 Hodes Ave.

Rosalinda Salas

4313 Hodes Ave

Penelope Cruz

4509 wood Ave.

Jose Mtz - Jr.

4311 Hodes Ave.

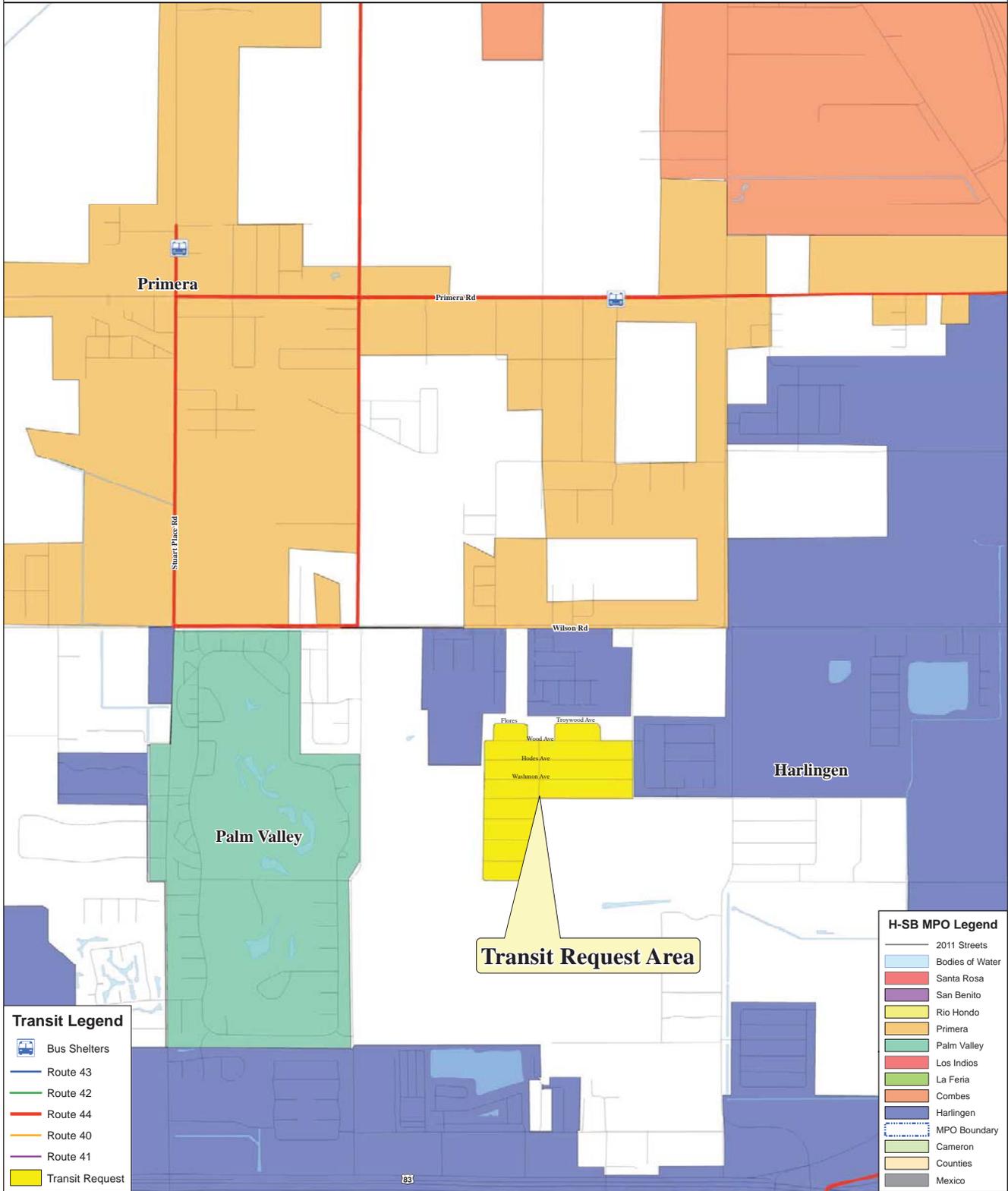
Andreas Reyes 4206 Hodes
Simon Rodriguez 41210 Hodes

Oscar Guillen 4402 Hodes
maria Perez 4414 Hodes



Harlingen-San Benito Metropolitan Planning Organization

Public Transportation Request Area



- Transit Legend**
- Bus Shelters
 - Route 43
 - Route 42
 - Route 44
 - Route 40
 - Route 41
 - Transit Request

- H-SB MPO Legend**
- 2011 Streets
 - Bodies of Water
 - Santa Rosa
 - San Benito
 - Rio Hondo
 - Primera
 - Palm Valley
 - Los Indios
 - La Feria
 - Combes
 - Harlingen
 - MPO Boundary
 - Cameron
 - Counties
 - Mexico

Source: Public Transportation Services provided by Valley Metro



THIS MAP WAS CREATED BY:
J. Joel Garza, Jr
GIS Specialist/Transportation Planner

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

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FOR VISUAL PLANNING PURPOSES ONLY.

ATTACHMENT B

***Stuart Place Rd Request from City of Primera
dated March 27, 2012***



CITY OF PRIMERA

22893 STUART PLACE ROAD
PRIMERA, TEXAS 78552
PHONE # (956) 423-9654
FAX # (956) 423-2166



March 27, 2012

Ms Rebecca Castillo
Director
Harlingen-San Benito MPO
502 E. Tyler
Harlingen, Texas 78550

RE: Public Comment On Transportation Improvement Plan FY 2013-2016

Dear Ms Castillo:

I would like to make the following comments part of the official record on the 2013-2016 TIP.

That the Harlingen-San Benito Metropolitan Planning Organization make every effort to include Stuart Place Road from Wilson Road north to State Highway 107 in its current and future project list for roadway improvement. By improving this stretch of road, the State of Texas will connect two major roads in our area, Expressway 83 and State Highway 107. The current projected cost to improve Stuart Place Road is about 6.6 million dollars. It is essential that this roadway be improved because of the connectivity that it provides to major State of Texas area roadways and because of its current deteriorated condition.

It is puzzling to many residents of Primera that the State of Texas maintains Stuart Place Road from Expressway 83 north to Wilson Road, an affluent area, and then discontinues in the rural less affluent area north of the intersection of Wilson and Stuart Place Road.

Therefore, I ask that the Harlingen-San Benito MPO work with the Texas Department of Transportation to include Stuart Place Road north of Wilson Road as a priority project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Javier Mendez', written over a horizontal line.

Javier Mendez
City Administrator

ATTACHMENT C

**Desi Martinez's
*Written Comments/Request for Stuart Place Rd
dated March 27, 2012***

Desi Martinez
1806 Haverford Boulevard
Harlingen, Texas 78552
956-778-8929

March 27, 2012

To: Harlingen - San Benito Metropolitan Planning Organization Transportation Policy Committee

Re: FY 2013-16 Transportation Improvement Plan (TIP) Draft 3-7-2012
Public Hearing Date: March 21, 2012
Approved by Transportation Policy Committee; April, 2012
Public Comments due due at 5 PM on March 27th, 2012
Transportation Policy Committee Meeting as part of the Final Approval of 2013-2016 Transportation Improvement Program to be held on April 11, 2012

Re: Public Comments and Request to include in the TIP for 2013-2016 Stuart Place Road, between Wilson Road and Highway 507 for state funding, if available, and request that the Harlingen-San Benito MPO Policy Committee meet and approve that the State of Texas and Transportation Committee designate Stuart Place road a state highway.

Dear Harlingen-San Bentio MPO;

I appreciate the opportunity for public comments and request on this very important matter which affects the City of Primera and the entire northwest growth area of the MPO's jurisdiction. I submit these comments.

Facts as I know them:

1. Stuart Place Road, between Wilson Road and Highway 507 has a daily traffic count of over 6,000 vehicles per day. In comparison, the most recent Dixieland Road Extension completed some 24 months ago has a traffic count of less than 1,000 vehicles per day.
2. Stuart Place Road is a state highway between the Expressway and Wilson Road, has been fully funded and maintained by the state, and it stops at Wilson Road. This road section between 2 state highways and intersecting Primera is not a state highway designated road.
3. The City of Primera has a high growth, in relative terms, of population and residential growth and continues being an access for farming and transportation connection that interconnecting road to the 2 state highways. However, the economic condition of this rural community continues to bear a high low-income population and minimum commercial and industrial activity. It's recent endeavor of reconstructing Primera Road of \$5.4 Million and 2.2 miles of road has financially saturated its capacity to do any additional road improvements.
4. This road section has not been included in the Harlingen-San Benito MPO and has been excluded indefinitely from any planning plan. In addition, this road is not properly maintained nor are there planned improvements to meet the safety and access between state highways.

5. The TIP shows on Highway Projects, page 4, Stuart Place Rd and .10 miles, reconstruction and widening to 4 lanes at a cost of \$1.6 Million in the TIP. No other consideration is made to Stuart Place Road section described above. On bicycle and predestrian projects, none on Stuart Place Road. On grouped projects, none on Stuart Place Road. On Group Projects for overlay, seal coating or installing median barriers, none for Stuart Place Road.
6. Primera recently borrowed and obtained participation from state and federal agencies for some \$5.4 Million reconstructing 2.2 Miles of Primera Road. As a result, Primera is financially unable to do any additional main road improvements.
7. Based on the above figures, it is estimated that the reconstruction of the Stuart Place section of 2.5 miles between the 2 state highways would cost some \$6.4 million to include engineering, ROW, roads, drainage, and safety equipment. The distance between is 1 mile between Wilson Road and would costs some \$2.5 Million, pro-rated.

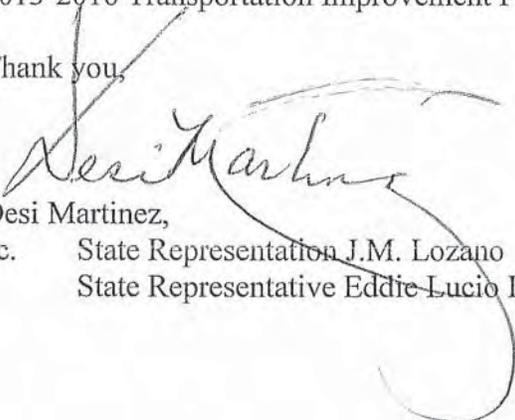
Requests from the Harlingen-San Benito MPO and consideration in the 2013-16 TIP.

1. The committee is requested to meet and pass a resolution to be submitted to the State of Texas, Governor and Legislators that this section of Stuart Place Road between 2 state highways should designated as a state highway and be planned, maintained and improved accordingly by the state. The committee should in include this statement and message in the TIP in order that the state and TxDOT are informed of the pressing economic and infrastructural needs and situation on this stretch of road which is largely used by farmers, low and moderate-income individual of this growing community, and individuals traveling between 2 state highways.
2. That the committee include in the TIP 2013-16, at this time and as a priority, the reconstruction of the 1 mile between Wilson Road and Primera Road for \$2.5 million, pro-rated estimate, and subject to funds being available from sources as State Rural Programs, rural HUD programs, USDA and other.

I and all the residents of this area will appreciate this action. This will show a consorted and just effort of the MPO and all its committee members that this area is, indeed, in need of assistance by the County, State of Texas and federal agencies.

Please place these items on the Transportation Policy Committee Meeting as part of the Final 2013-2016 Transportation Improvement Program to be held on April 11, 2012.

Thank you,


Desi Martinez,

cc. State Representation J.M. Lozano
State Representative Eddie Lucio III

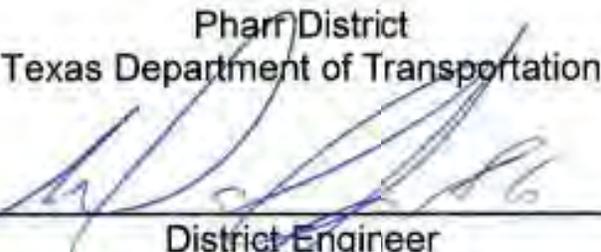
MPO SELF CERTIFICATION

MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Texas Department of Transportation, and the Harlingen-San Benito Metropolitan Planning Organization for the Harlingen Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

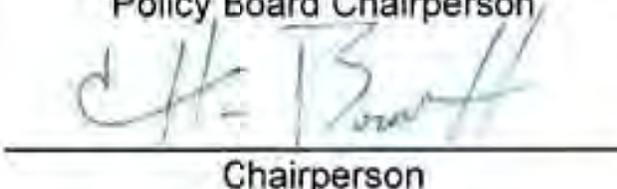
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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

4/19/12
Date

Harlingen-San Benito
Metropolitan Planning Organization
Policy Board Chairperson


Chairperson

4-16-2012
Date

PROJECT SELECTION CRITERIA

PROJECT SELECTION PROCEDURES FY 2013-2016

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 2013-2016.

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 1st 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



Chris Boswell
Chairman of the Policy Committee

4-16-2012

Date of Signature



Mario Jorge
TXDOT District Engineer, Pharr

4/19/12

Date of Signature

RESOLUTION



**HARLINGEN – SAN BENITO
METROPOLITAN PLANNING ORGANIZATION**

RESOLUTION 2012-04

**TRANSPORTATION
POLICY COMMITTEE**

Chris Boswell, Chair
Mayor
City Of Harlingen

Joe Hernandez, Vice Chair
Mayor
City Of San Benito

Silvestre Garcia
Mayor
City Of Combes

Rick Bennet
Mayor
City of Los Indios

Dean Hall
Mayor
City of Palm Valley

Pat Patterson
Mayor
City Of Primera

Alonzo Garza
Mayor
City Of Rio Hondo

Steve Brewer
Mayor
City Of La Feria

Ruben Ochoa
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

Mario Jorge
District Engineer
TxDOT-Pharr District

**RESOLUTION TO APPROVE FY 2013-2016 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)**

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 2013-2016 Transportation Improvement Program document; and,

WHEREAS, the required public comment period commenced on February 27, 2012 to March 27, 2012 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 2013-2016 Transportation Improvement Program (TIP) document.

Approved this 11th day of April 2012.

Chris Boswell, Chair
HSBMPO Transportation Policy Committee

Rebeca Castillo
HSBMPO Director

Mario Jorge, P.E.
TxDOT-Pharr District Engineer

"Working together for better mobility"

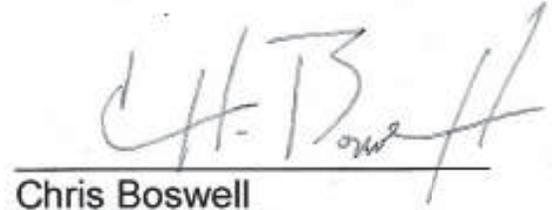
**PUBLIC INVOLVEMENT PROCESS (PIP)
CERTIFICATION**

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 2013-2016 Transportation Improvement Program.



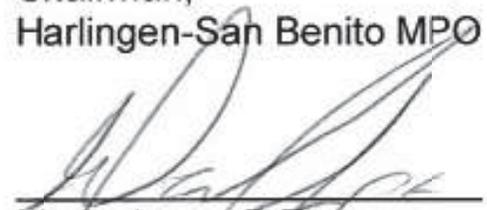
Rebeca Castillo
MPO Director
Harlingen-San MPO

4/16/2012
Date



Chris Boswell
Chairman,
Harlingen-San Benito MPO

4-16-2012
Date



Mario Jorge, P.E.
TXDOT District Engineer

4/19/12
Date

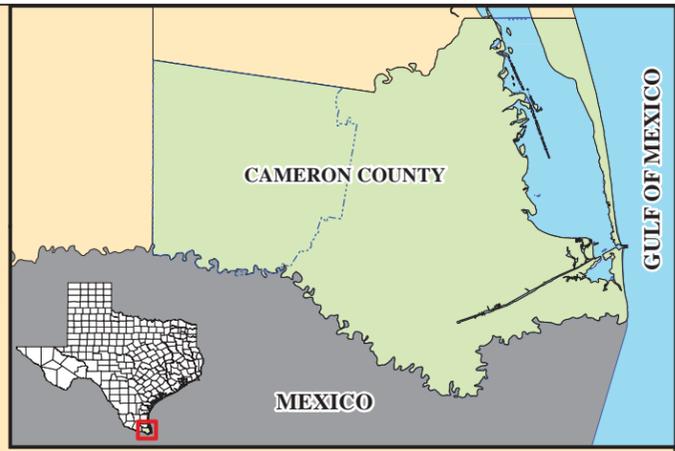
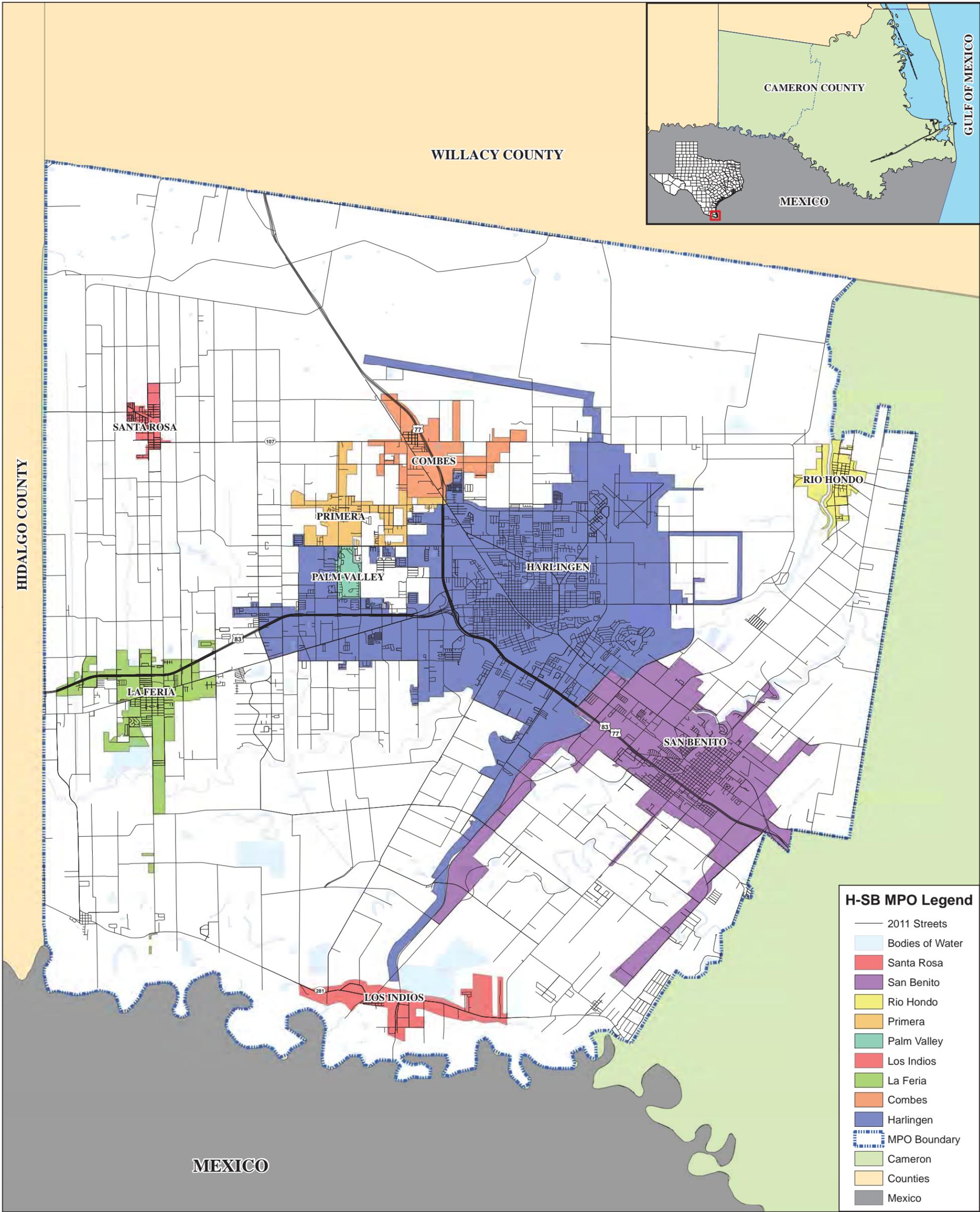
APPENDIX A

HARLINGEN - SAN BENITO

STUDY AREA



Harlingen-San Benito MPO Boundary Map



H-SB MPO Legend

- 2011 Streets
- Bodies of Water
- Santa Rosa
- San Benito
- Rio Hondo
- Primera
- Palm Valley
- Los Indios
- La Feria
- Combes
- Harlingen
- MPO Boundary
- Cameron
- Counties
- Mexico

H-SB MPO Boundary Approved on 8-5-2005



THIS MAP WAS CREATED BY:
J. Joel Garza, Jr
GIS Specialist/Transportation Planner

HARLINGEN-SAN BENITO
METROPOLITAN PLANNING ORGANIZATION
502 EAST TYLER ST
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www.hsbpmo.com

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APPENDIX B

TRANSPORTATION POLICY COMMITTEE
&
TECHNICAL ADVISORY COMMITTEE

MEMBERSHIP

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

Mayor Chris Boswell	TPC Chair	City of Harlingen
Mayor Joe Hernandez	Vice Chair	City of San Benito
Commissioner Dan Sanchez	Member	Cameron County Precinct 4
Commissioner David Garza	Member	Cameron County Precinct 3
Mayor Steve Brewer	Member	City of La Feria
Mayor Dean Hall	Member	City of Palm Valley
Mayor Pat Patterson	Member	City of Primera
Mayor Silvestre Garcia	Member	City of Combes
Mayor Alonzo Garza	Member	City of Rio Hondo
Mayor Rick Bennett	Member	City of Los Indios
Mayor Ruben Ochoa, Jr	Member	City of Santa Rosa
Mario Jorge, District Engineer	Member	TxDOT Pharr District
Manuel Lara, City Manager	Member	City of San Benito
Carlos Yerena City Manager	Member	City of Harlingen

TECHNICAL ADVISORY COMMITTEE MEMBERS

Raymond Sanchez, Transportation Planner	Member	TxDOT - South Region
Gabriel Gonzalez, Asst. City Manager	Member	City of Harlingen
Rodrigo Davila, Planner	Member	City of San Benito
Hipolito Cabrera, City Manager	Member	Town of Rio Hondo
Javier Mendez, City Administrator	Member	City of Primera
Irene Szedmayer, Planning & Community Director	Member	City of La Feria
City of Santa Rosa	Member	City of Santa Rosa
Homer Bazan, TP&D Director	Member	TxDOT
Javier Samora, City Engineer	Member	City of Harlingen
Chris Hancock	Member	US Fish & Wildlife
Luis Guajardo, 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

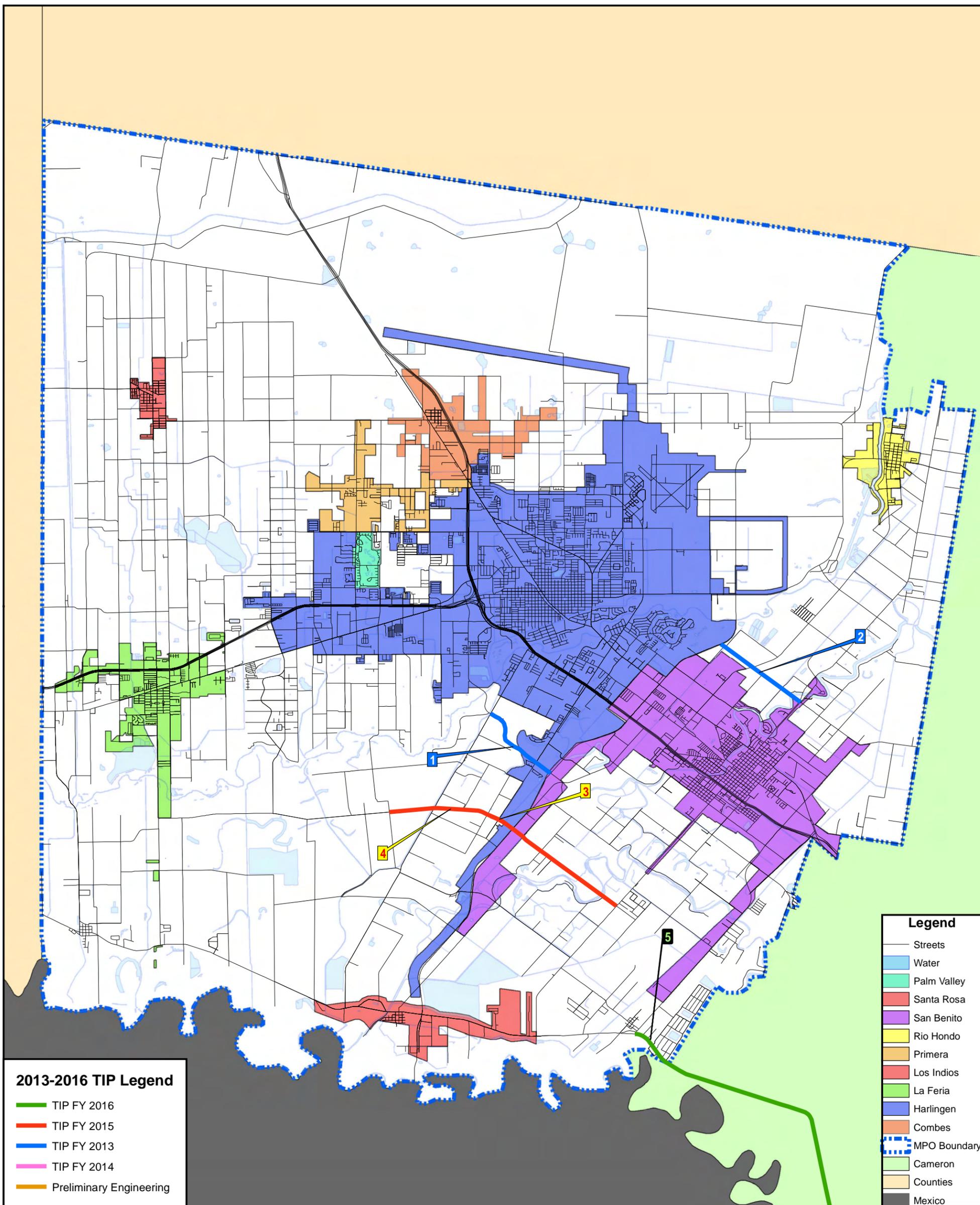
APPENDIX C

**TRANSPORTATION IMPROVEMENT
PROGRAM**

(TIP) MAP



2013-2016 Transportation Improvement Program



2013-2016 TIP Legend

- TIP FY 2016
- TIP FY 2015
- TIP FY 2013
- TIP FY 2014
- Preliminary Engineering

- ### Legend
- Streets
 - 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



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THIS MAP WAS CREATED BY:

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GIS Specialist/Transportation Planner

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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: XXXX-XX-XXX

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: \$6,280,000

Year of Implementation: 2017

2010 Cost: \$6,200,000

YOE Cost: \$8,264,082

Indirect Cost: \$534,684

PE: \$404,939

ROW/UTL: \$661,859

CE: \$413,203

CONT: \$537,684

Total Project Cost: \$11,027,041

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

County: Cameron

District: Pharr

CSJ: XXXX-XX-XXX

Limits From: FM 1479

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

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

Estimate: \$15,000,000

Year of Implementation: 2025

2010 Cost: \$15,000,000

YOE Cost: \$27,014,153

Indirect Cost: \$1,747,816

PE: \$1,323,693

ROW/UTL: \$1,534,859

CE: \$1,350,708

CONT: \$1,755,920

Total Project Cost: \$34,065,290

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). 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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)

**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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) 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 those 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
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users
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.

FY 2013-2016 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

RURAL

HIGHWAY

AUGUST 2012



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2013-2016
TXDOT PHARR DISTRICT
FY 2013

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
21 - PHARR	ZAPATA	0038-02-031	US 83	C		TXDOT	\$ 13,500,000		
LIMITS FROM 9.9 MI S. OF WEBB/ZAPATA CTY LINE						REVISION DATE: 07/2012			
LIMITS TO: WEBB/ZAPATA COUNTY LINE						MPO PROJ NUM:			
PROJECT REHAB & WIDEN PAVEMENT (SUPER 2)						FUNDING CAT(S): 1,3			
DESCR:						PROJECT REHAB & WIDEN PAVEMENT (SUPER 2)			
REMARKS						HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 661,500	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$		1-PRVNT	\$ 7,742,907	\$ 1,935,727	\$	\$	\$	9,678,634*
CONST COST:	\$ 13,500,000		3-URBAN CRDR:	\$	\$ 3,821,366	\$	\$	\$	3,821,366
CONST ENG:	\$ 669,600		TOTAL:	\$ 7,742,907	\$ 5,757,093	\$	\$	\$	13,500,000
CONTING:	\$ 268,850								
IND COSTS:	\$ 1,081,350								
BND FINANCING:	\$								
TOTAL PRJ COST:	\$ 16,686,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
21 - PHARR	ZAPATA	0038-03-034	US 83	C,E		TXDOT	\$ 6,480,634		
LIMITS FROM 0.98 MI S. OF FM 3169						REVISION DATE: 07/2012			
LIMITS TO: 1.50 MI N. OF FM 3169						MPO PROJ NUM:			
PROJECT REHAB & WIDEN PAVEMENT (SUPER 2)						FUNDING CAT(S): 1			
DESCR:						PROJECT REHAB & WIDEN PAVEMENT (SUPER 2)			
REMARKS						HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 289,051	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$		1-PRVNT	\$ 5,184,507	\$ 1,296,127	\$	\$	\$	6,480,634*
CONST COST:	\$ 5,898,993		TOTAL:	\$ 5,184,507	\$ 1,296,127	\$	\$	\$	6,480,634
CONST ENG:	\$ 292,590								
CONTING:	\$ 117,390								
IND COSTS:	\$ 472,509								
BND FINANCING:	\$								
TOTAL PRJ COST:	\$ 7,291,156								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
21 - PHARR	STARR	1103-04-027	FM 755	C,E,R	GRANDE CITY UNII	TXDOT	\$ 11,632,300		
LIMITS FROM FM 755 REALIGNMENT, US 83 N.						REVISION DATE: 07/2012			
LIMITS TO: FM 755						MPO PROJ NUM:			
PROJECT REALIGNMENT WITH PARTIAL WIDENING TO 4 LANES						FUNDING CAT(S): 3,10			
DESCR:						PROJECT RE-ALIGN 2 LANE FM 755			
REMARKS						HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 453,250	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 1,475,800		3-URBAN CRDR:	\$	\$ 7,870,000	\$	\$	\$	7,870,000
CONST COST:	\$ 9,250,000		10-MISC:	\$ 3,009,840	\$ 752,460	\$	\$	\$	3,762,300*
CONST ENG:	\$ 453,250		TOTAL:	\$ 3,009,840	\$ 8,622,460	\$	\$	\$	11,632,300
CONTING:	\$ 115,625								
IND COSTS:	\$ 740,925								
BND FINANCING:	\$								
TOTAL PRJ COST:	\$ 12,488,850								

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

* FUNDING NOT FIXED

PHARR DISTRICT
FY 2013 - 2016 Transportation Improvement Program
Highway Financial Summary - Year of Expenditure Costs
2013 - 2016 STIP

Funding by Category

Category	Description	FY 2013		FY 2014		FY 2015		FY 2016		Total FY 2013 - 2016	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$16,159,268	\$16,159,268	\$0	\$0	\$0	\$0	\$0	\$0	\$16,159,268	\$16,159,268
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$11,691,366	\$11,691,366	\$0	\$0	\$0	\$0	\$0	\$0	\$11,691,366	\$11,691,366
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	\$3,762,300	\$3,762,300	\$0	\$0	\$0	\$0	\$0	\$0	\$3,762,300	\$3,762,300
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
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
	Total	\$31,612,934	\$31,612,934	\$0	\$0	\$0	\$0	\$0	\$0	\$31,612,934	\$31,612,934

Funding Participation Source

Source	FY 2013	FY 2014	FY 2015	FY 2016	Total
Federal	\$15,937,254	\$0	\$0	\$0	\$15,937,254
State	\$15,675,680	\$0	\$0	\$0	\$15,675,680
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 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
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
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
Total	\$31,612,934	\$0	\$0	\$0	\$31,612,934

FY 2013 TRANSIT PROJECT DESCRIPTIONS

PHARR DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM (RURAL)

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
MPO Project Information (reference number, etc)		Federal Funding Category	5310
		Federal (FTA) Funds	\$388,064
		State Funds from TxDOT	0
		Other Funds	97,016
Apportionment Year	2013	Fiscal Year Cost	\$485,080
Project Phase			
Brief Project Description	See TxDOT TIP Amendments for Updates	Total Project Cost	\$485,080
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2014 TRANSIT PROJECT DESCRIPTIONS

PHARR DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor		Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$388,064
		State Funds from TxDOT	0
		Other Funds	97,016
Apportionment Year	2014	Fiscal Year Cost	\$485,080
Project Phase			
Brief Project Description	See TxDOT TIP Amendments for Updates	Total Project Cost	\$485,080
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2015 TRANSIT PROJECT DESCRIPTIONS

PHARR DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor		Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$388,064
		State Funds from TxDOT	0
		Other Funds	97,016
Apportionment Year	2015	Fiscal Year Cost	\$485,080
Project Phase			
Brief Project Description	See TxDOT TIP Amendments for Updates	Total Project Cost	\$485,080

	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action		

**FY 2016 TRANSIT PROJECT DESCRIPTIONS
PHARR DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor		Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$388,064
		State Funds from TxDOT	0
		Other Funds	97,016
Apportionment Year	2016	Fiscal Year Cost	\$485,080
Project Phase			
Brief Project Description	See TxDOT TIP Amendments for Updates	Total Project Cost	\$485,080
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

Transit Financial Summary
PHARR DISTRICT

FY 2013 - 2016 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of xx

Transit Program	FY 2013			FY 2014			FY 2015		
	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			0			0			0
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	388,064	97,016	485,080	388,064	97,016	485,080	388,064	97,016	485,080
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
Total Funds	\$388,064	\$97,016	\$485,080	\$388,064	\$97,016	\$485,080	\$388,064	\$97,016	\$485,080
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2016			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			0	0	0	0
3 Sec. 5309 - Discretionary			0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	388,064	97,016	485,080	1,552,256	388,064	1,940,320
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
Total Funds	\$388,064	\$97,016	\$485,080	\$1,552,256	\$388,064	\$1,940,320
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0