

BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION

F.Y. 2017-F.Y. 2020 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

By:

Brownsville MPO Staff
City Plaza
1034 E. Levee St., 2nd floor
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
Los Fresnos Consolidated Independent School District

Other Participating Agencies:

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

Adopted: April 13, 2016
Amended: July 13, 2016 (TIP Modification)
Amended: October 12, 2016
Amended: November 9, 2016
Amended: April 12, 2017

For more information, please contact the MPO staff at 956.548.6150, or access the MPO's website as follows: www.brownsvillempo.org

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. 2017 – F.Y. 2020
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. 2017-2020 (September 1, 2016-August 31, 2020):

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 13th day of April, 2016.



Chairman of the Policy Committee

4-13-2016

Date



TxDOT Pharr District Engineer

4/18/16

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of the F.Y. 2017-2020 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. 2017-2020 Transportation Improvement Program (TIP) is hereby adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed:



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

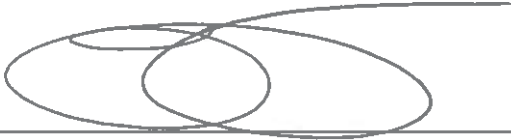


Toribio Garza Jr., P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: 4-13-2016

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. 2017-2020 Metropolitan Transportation Improvement Program (TIP).



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

4-13-2016

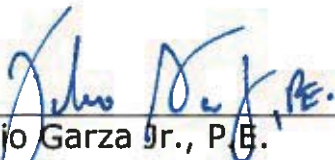
Date



Mark Lund
MPO Director
City of Brownsville

4-13-2016

Date



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

4/18/16

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of revisions of the F.Y. 2017-2020 Transportation Improvement Program (TIP) to include the following improvement projects:

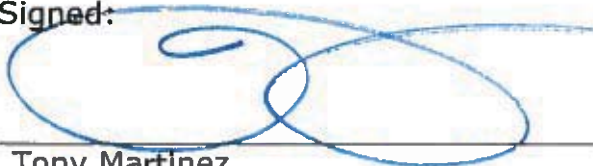
- IH-69E NB Frontage Overpass Project (CSJ #0039-08-100). Description: Construct northbound frontage road overpass for vehicles and hike and bike. Limits: from 0.35 mile north of Old Alice/Stillman Road to .40 mile south of Merryman Road. Construction Cost: \$12,000,000; Estimated Total Cost: \$15,350,800; Funding Categories: Cat. 1, 2, 7; Letting Date: F.Y. 2018.
- S.H. 48/Boca Chica Blvd. (CSJ #0220-05-075). Description: Install raised center median. Limits: IH-69E to S.H. 4; Construction Cost: \$3,000,000; Estimated Total Cost: \$3,467,700; Funding Categories: Category 2; Letting Date: F.Y. 2019.
- South Port Connector (CSJ #0921-06-288). Description: Construct 2 lane direct connector at Port of Brownsville. Limits: Ostos Road to S.H. 4; Construction Cost: \$10,000,000; Estimated Total Cost: \$10,500,000; Funding Categories: Category 7; Letting Date: F.Y. 2020.
- U.S. 281 (CSJ #0220-04-049). Description: Widen to 4 lane rural section; Limits: F.M. 1421 to 0.5 miles west of F.M. 1577; Construction Cost: \$12,500,000; Estimated Total Cost: \$16,248,750; Funding Categories: Category 2 and Category 7; Letting Date: F.Y. 2020.

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 revisions of the F.Y. 2017-2020 Transportation Improvement Program (TIP) are hereby adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed:



Tony Martinez
Chairperson
Brownsville MPO Policy Committee



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

Dated: 10-12-16

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CERTIFICATION**

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10-12-16

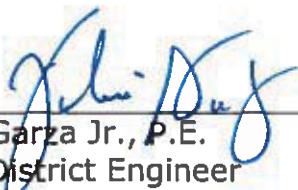
Date



Mark Lund
MPO Director
City of Brownsville

10-12-16

Date



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

10/14/16

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of a revision of the F.Y. 2017-2020 Transportation Improvement Program (TIP), as follows:

- S.H. 32/East Loop (CSJ #1426-01-137). MTP ID #BMPO-LP4. Description: Construct 4 lane divided urban roadway. Limits: F.M. 1419 to F.M. 3068; Construction Cost: \$13,127,931; Estimated Total Cost: \$18,422,345; Funding Categories: Pass Thru Cat. 3 and Local; Letting Date: F.Y. 2018. Proposed Change: To change the funding mix by adding Category 7 funds and reducing the amount of Category 3 funds.

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 revision of the F.Y. 2017-2020 Transportation Improvement Program (TIP) is hereby adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

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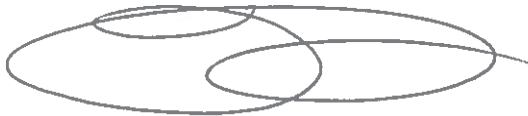
Tonbio Garza Jr., P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: 11-09-16

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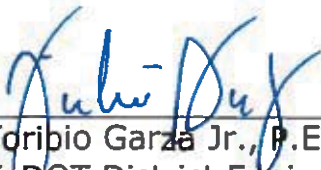
Date



Mark Lund
MPO Director
City of Brownsville

11-09-2016

Date



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

11/14/16

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of a revision of the F.Y. 2017-2020 Transportation Improvement Program (TIP), as follows:

- TIGER/Connecting Communities Component 1A/Phase 1. Description: Rehab of transit maintenance facility. Limits: Jose Colunga at Billy Mitchell Blvd. Funding: Local funds \$1,800,000; Total Project Cost \$1,800,000. Project Sponsor: City of Brownsville. Date: F.Y. 2017.
- TIGER/Connecting Communities Component 1A/Phase 2. Description: Construct Eastside Transfer Station. Limits: Jose Colunga at Billy Mitchell Blvd. Funding: TIGER grant \$3,140,141; TAP/Cat 9 \$509,356; Local funds \$1,662,503; (NOTE: Phase 1 of Component 1A serves as a match) Total Project Cost \$5,312,000. Project Sponsor: City of Brownsville. Date: F.Y. 2017.
- TIGER/Connecting Communities Component 1B. Description: Purchase of eight transit buses, four hybrid diesel and four 40 ft. ULSD buses. Funding: TIGER grant \$2,020,000; Local funds \$1,555,000; 5311(f) \$1,825,000; Total Project Cost \$5,400,000; (NOTE: Phase 1 of Component 1A serves as a match) Project Sponsor: City of Brownsville. Date: F.Y. 2017.
- TIGER/Connecting Communities Component 1C. Description: Improvements of approximately 54 bus stops. Funding: TIGER grant \$539,859; Local funds \$450,000; CDBG \$350,000; BCIC/Cameron County \$660,141; Total Project Cost \$2,000,000; (NOTE: Phase 1 of Component 1A serves as a match) Project Sponsor: City of Brownsville. Date: F.Y. 2017.

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

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

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4-12-2017

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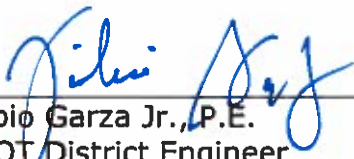
Date



Mark Lund
MPO Director
City of Brownsville

4-12-2017

Date



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

4/26/17

Date

I. INTRODUCTION

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

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

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

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. 2017-2020 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 13, 2016. The contents of this document reflect the Fixing America's Surface Transportation Act (FAST Act), as well as the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) regulations.

A. Purpose

The purpose of the F.Y. 2017-2020 Brownsville Transportation Improvement Program is, in the coming years, to fund projects that afford improvements to the MPO's area transportation system. The MPO seeks to provide continuous, cooperative and comprehensive transportation planning for the area. This serves to promote both the general welfare and economic development of the Brownsville Metropolitan area. Securing broad-based and on-going public involvement in the transportation planning process is an integral part of this public purpose. In developing plans and programs pursuant to federal regulations, the Brownsville MPO will take into account the following in the

planning of future improvements to the existing transportation system:

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

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 & Development Services Department. Expansion of the MPO's Metropolitan Area Boundary (MAB) was approved by the Texas Transportation Commission in 2006.

NOTE: Please see reference attachment.

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

C. Public Involvement Process

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

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

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

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

In early 2016, the Brownsville MPO held two public workshops, exceeding its usual public involvement requirements, as concerns TIP formulation and adoption. The MPO Listening Sessions were organized to make it easy for the public to offer comments on both short term needs (for possible TIP inclusion) and long range needs for MPO consideration. The MPO workshops' dates, time and locations are listed below:

- Thursday, February 11, 2016 at 9:30 a.m.
Main Branch Library, 2600 Central Boulevard, Brownsville, TX 78520
- Tuesday, February 16, 2016 at 1:30 p.m.
Southmost Branch Library, 4320 Southmost Blvd., Brownsville, Texas 78520

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

Some months ago, MPO staff provided opportunities for the public to comment on

new proposed roadway and transit projects/activities eligible for STP-MM.

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

D. Project Selection Process

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

On March 12, 2014, the MPO Policy Committee took action on adoption of the MPO's Category 7/STP-MM Evaluation Process. Between mid-March and June 2014 various agency staff developed and submitted candidate projects and secured local matching funds.

Based upon the relative merits of the various candidate projects, the MPO Technical Committee issued its recommendations to the Policy Committee.

A formal TIP Scoring/Evaluation Methodology was developed and adopted by the MPO in February 2016. Unfortunately, Proposition 7 Fund Allocations are still being formulated by TxDOT. So, this new TIP evaluation process has not yet been employed, since the funding amounts for new projects remain to be determined. Please see the next section (below) for more information.

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

E. The MPO's TIP Scoring/Evaluation Methodology

The MPO staff, in cooperation with MPO Member Agency Staff, developed criteria for use in assessing candidate improvement progress. MPO Technical Committee members will utilize these criteria and the scoring (point) methodology as the basis of the Committee recommendations about projects for TIP inclusion.

These definitions are intended for use with the MPO's TIP Project Rating Form.

(1) Increases Safety – (Maximum 13 points)

This factor involves incorporation of proven safety (design) features.

Step One – The evaluators reach a consensus as to the improvement project's level of afforded safety:

- Low Safety
- Medium Safety
- High Safety

Step Two – The evaluators may award points, as follows:

- 1 – 5 points
- 6 – 9 points
- 10 – 13 points

(2) Completes a Gap/or Provides an Alternate Route – (Maximum 9 points)

A system gap exists when there is a four lane roadway corridor that has a narrow (2 lane) segment. Widening from two lanes to four lanes would complete or close the gap. Closing a gap with a longer distance is worth points. And, closing a gap on those roadways with higher volumes deserves more points.

Also, provision of an alternate route serves to promote mobility. Thus, when new (alternate) route serves to reduce traffic on high volume (adjacent) routes, the new route deserves more points.

(3) Provides for Alternate Modes – (Maximum 11 points)

The proposed improvement project includes design features/elements that introduce and/or support alternate modes, as follows:

- Transit elements – eg. concrete pads, bus shelters and sidewalks to/from bus stops or designated bus lane(s).
- Bicycle elements – bike lanes, signage/pavement symbols, cycle tracks or other features.
- Pedestrian elements – sidewalks, push buttons at traffic signals.

NOTE: To receive 9-11 points, the project must support two or more modes.

(4a) Responds to Congestion Management Process (CMP) Issues – (Maximum 11 points)

The greater the reduction of congestion or Level of Service (LOS) according to the Travel Demand Model (TDM), or other suitable means accepted by the group, the higher the score.

(4b) Reduces Travel Time or Trip Length – (Maximum 11 points)

The greater the reduction of travel time, the higher the score. A project that achieves a reduction of trip length needs to apply for significant destinations and/or pertain to a roadway with 7,500 Average Daily Traffic (ADT) or higher.

NOTE: Sponsoring Agency can select one factor (4a or 4b), but not both.

(5) Improves Air Quality – (Maximum 4 points)

Reducing traffic congestion/delay is one method of reducing vehicular (mobile source) emissions. The Regional Travel Demand Model (TDM) can be used as a means of measuring congestions via Level of Service (LOS). A comparison of a roadway's LOS for the base year, as compared to a forecast year, will reveal potential reductions in delay. Large reductions will deserve more points.

(6) Project is of Regional Significance – (Maximum 8 points)

The proposed project is of importance to the region, state or the nation.

(7) Local Project Support – (Maximum 9 points)

When an agency or agencies contribute extra dollars towards funding a particular improvement project, points shall be awarded according to this formula:

- | | |
|---------------------------|----------|
| • 10% of the overall cost | 2 points |
| • 20% of the overall cost | 4 points |
| • 30% of the overall cost | 6 points |
| • 40% of the overall cost | 8 points |
| • 45% of the overall cost | 9 points |

NOTE: Overall project cost includes construction, design and environmental studies and other costs.

(8) Improves functioning of the MPO Network/Adding New Location – (Maximum 7 points)

- Adding a new route that significantly reduces traffic or adjacent roadways with 10,000 Average Daily Traffic (ADT) or above 6-7 points
- Adding a median to an existing roadway to allow improved traffic mobility/reduction of accidents 5 points
- Other improvements accepted by consensus of the group 1-4 points

(9) Project Readiness – (Maximum 17 points)

Environmental Clearance (Maximum 5 points)

- FONSI is obtained * 5 points
- Environmental clearance is approximately 70% or more complete 2-3 points

* NOTE: Categorical Exclusion (CE) is worth 5 points

Right-of-Way (Maximum 4 points)

- Right-of-way is completed 4 points
- Acquisition of ROW is 75% complete 3 points
- Acquisition of ROW is 40%-60% complete 1-2 points

Utilities (Maximum 3 points)

- Is utility relocation required?
- Required and completed 3 points
- Not required 2 points
- Required, but not started 0 points

Schematics (Maximum 5 points)

- Project schematics and design plans are complete 5 points
- Project schematics are greater than 70% complete 3-4 points
- Project schematics are 59% or more complete 1-2 points

(10) Special Circumstances – (Maximum 11 points)

If a proposed roadway improvement will help to accommodate a major, new employer then points can be awarded for the number of new jobs on this basis. However, this new employment must be documented via reliable (verifiable) information. Also, the new jobs added to the local economy must exceed 300 jobs to be worthy of an award of points.

In addition, when a proposed improvement has additional support via private financial support, points can be awarded for that aspect of the improvement project. Examples include public:private partnerships, assessment dollars raised by feed placed upon private parcels and/or tax increment financing.

F. MTP & TIP Development

The Brownsville MPO adopted an update of the Brownsville Metropolitan Transportation Plan in December 2014. Copies of the 2015-2040 Brownsville Metropolitan Transportation Plan (MTP) were printed in-house and made available to the public. The MTP's purpose is to guide the development of the area's transportation system through implementation of a prioritized list of improvement projects. This long-range plan identifies numerous transportation

improvement projects to address projected transportation needs for the next 20-25 years.

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

G. On-Going Studies / Pending Transportation Improvement Projects

MPO funding for a number of roadway studies was allocated in F.Y. 2015. Studies include environmental assessment and engineering design tasks. Most of these studies involve the examination of environmental issues for road-way alignments that were defined some years earlier. The MPO's Category 7 allocation will provide an 80% share of the cost of these efforts. The list of studies is as follows:

- Old Alice Rd – Limits/From: SH 550. To: SH 100.
- Morrison Rd. – Limits/From: F.M. 1847. To: SH 550/FM 511.
- SH 32/East Loop – Limits/From: I-69E. To: SH 4.
- Whipple Road – Limits/From: FM 1575. To: FM 1847. Revision Date: 2/2015.
- SH 32/ Port Connector – Limits/From: SH 4. To: Ostos Rd. Revision Date: 2/2015.
- West Boulevard – Limits/From: Palm Blvd. To: I-69E Southbound Frontage Rd. West of Old Alice
- F.M. 511/Indiana Ave Detour – Limits/From: California Road. To: Dockberry Road.

H. On-Going MPO Improvement Projects

West Rail Project

On July 13, 2016, the MPO Policy Committee voted approval of an Administrative TIP Modification. Specifically, the MPO voted to allocate Coordinated Border Infrastructure (CBI) funds up to, but not to exceed, \$4,303,261 to reimburse Cameron County for expenses incurred of the West Rail Project (CSJ #0921-06-073) as an Administrative Transportation Improvement Program (TIP) Modification.

Although, the West Rail is completed in the sense that the new rail to and from Mexico is operational, the project has not been closed out. Several right-of-way parcels are pending disposition via court decision(s) or settlement. The CBI monies will be used to pay for the following items:

An amount of \$805,016 will be paid to McCarthy Building Co. This expense covers costs associated with the Border/Customs facility required at the rail crossing, near the Rio Grande. An amount of \$802,730 was paid to Leidos Inc. by Cameron County and CBI funds will reimburse for this expense. This charge involves the relocation of the X-ray (VACIS). An amount of \$645,615 will be used to pay for rail improvements needed by the Union Pacific Railroad Co. CBI funds in the amount of \$2,050,000 will reimburse and pay for costs regarding right-of-way acquisitions.

F.M. 803 Realignment

Construction of this improvement project started about the beginning of 2015. This roadway is being realigned, as the geometrics at the old F.M. 511, or S.H. 550 intersection caused too many problems. The new connection for F.M. 803 is being built to the west, at the Northbound Frontage Road of IH-69 E, opposite Rancho Viejo Avenue.

The new F.M. 803 roadway will feature two travel lanes in each direction, eight foot wide outside shoulders, and a continuous fourteen foot wide left turn (middle) lane. The estimated completion date is June 2017, for this project, which will cost \$10,494,854 to construct.

Continuous Lighting Improvement for IH-69E

On March 9th, the MPO Policy Committee members voted approval of an allocation of \$825,000 in Proposition One funds, to allow TxDOT to

The estimated completion date pending June, 2017 for this project, which will cost \$10,494,854 to construct.

IH-69E / (Northbound) Ramp Improvements

Another project which is in construction is the I-69E / U.S. 77-83 Ramp Reconfiguration Project.

These improvements consist of new entrance and exit ramps on the northbound side between F.M. 802 and F.M. 3248.

An additional northbound lane will be included at the Morrison Road Overpass to make driving conditions safer.

This project will cost \$4,333,333. It is about 51% completed as of April, 2016.

U.S. 281 Improvements

U.S. 281 from F.M. 3248 to F.M. 1421 will be reconstructed in the coming months. This two lane rural highway will be reconstructed as a four lane roadway, with turning lanes added at major intersections. The estimated cost is 14 million dollars.

I. Improvement Projects

Two projects were included in the May 2015 TIP Revision. These projects consist of providing wildlife crossings at several areas under State Highway 100, in order to prevent unfortunate accidents between motorists and the ocelot, an endangered species.

A concrete barrier installed to protect against vehicle collisions, unintentionally has led to the death of three of these wild cats in recent years. Construction of the wildlife crossings, underpass tunnels, will allow animals to travel between their habitats safely.

Funding is provided by Texas Department of Transportation (TxDOT), via Category 12 discretionary funds. TxDOT staff has worked closely with United States Fish and Wildlife Service (USFWS) on these matters.

The September 2015 TIP Revision lists three projects. Two of the projects consist of constructing a controlled access facility for State Highway 550. Letting may occur in F.Y. 2017. Limits from 0.48 miles West of F.M. 1847 to 0.53 miles East of Old Alice Rd and from .203 miles South of F.M. 1847 to 1.13 miles Southeast of Union Pacific Railroad (UPRR) Overpass at F.M. 3248.

The third project consists of constructing a rural four lane facility for U.S. 281, limits from F.M. 1421 to F.M. 3248, letting F.Y. 2016.

Most recently, two projects were included in the February 2016 TIP Revision. These projects consist of constructing a two (2) lane roadway on a new location for State Highway 32 throughout F.Y. 2016 and F.Y. 2017. Limits from: FM 3068, Limits to: FM 3550. Funding is provided by Cameron County Regional Mobility Authority (CCRMA).

TIP Administrative Modification adopted on April 12, 2017

The Cameron County Regional Mobility Authority (CCRMA) is sponsoring a S.H. 550 construction project for a controlled access tolled facility at 0.48 miles west of F.M. 1847 to 0.53 miles East of Old Alice Rd. To help implement these improvements, \$2,000,000 CAT 12 VRF funds have been transferred from the S.H. 550 construction project of a controlled access facility at .203 miles south of F.M. 1847 to 1.13 miles Southeast of UPRR Overpass at F.M. 3248. This S.H. 550 project above, was listed in the MPO's previously adopted TIP.

J. Other Transportation Funding Issues

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

Brownsville MPO Funding Summary
STP-MM / Category 7

F.Y.	Estimated Available Cat. 7 Funds (Federal Share)	State or Local Match	Total Available Funds
2014 bal. + 2015	\$3,230,025	\$807,506	\$4,037,531
2016	\$2,832,000	\$708,000	\$3,540,000
2017	\$2,864,000	\$716,000	\$3,580,000
2018	\$2,912,000	\$728,000	\$3,640,000

The Brownsville MPO is using Category 7 monies to fund roadway improvements, signal improvements, as well as to sponsor environmental studies and design work. Completion of these roadway studies will advance these concepts towards defined projects; said projects to be implemented when funding becomes available.

The Transportation Alternatives Program (TAP) was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012. The MPO's TAP Scoring Methodology was adopted by the MPO Policy Committee in F.Y. 2015.

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

- Active Transportation – Bicycle & Pedestrian Facilities (Infrastructure-Related Projects)
Projects that make non-motorized travel safe, convenient and appealing.
- Safety & Access to Schools (Infrastructure & Non-Infrastructure-Related Projects)

The planning, design and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.

An MPO Program Call for Transportation Alternatives Program (TAP) project applications was issued by the MPO staff in September 2015. The MPO will receive between 750,000 - 800,000 dollars in TAP monies over the next three (3) years (F.Y. 2017-2019).

With the input and cooperation of MPO Technical Committee members, MPO staff developed evaluation scoring criteria. The TAP scoring methodology and associated policies developed by the MPO Technical Committee, were officially adopted by the MPO Policy Committee members in January 2016.

A review committee composed of members of the MPO Technical Committee met on January 26, 2016 to evaluate or rank four submittals. The MPO Technical Committee members utilized the MPO's adopted TAP scoring methodology to assess these submittals, based on the following criteria:

- Increases Safety
- Completes a Gap / Provides an Alternative Route
- Provides for Alternate Modes
- Responds to Congestion Management Process (CMP) Issues or Reduces Travel Time or Trip Length
- Improves Air Quality
- Project is of Regional Significance
- Local Project Support
- Improves functioning of the MPO Network/Adding New Location
- Project Readiness
- Special Circumstances

The TAP (Category 9) Allocations approved by the MPO Policy Committee Members on March 2016 for funding are as follows:

- (1) Bike / Pedestrian Safety Improvements (Sponsor: City of Brownsville); Federal funds: \$240,642; Total funds: \$300,803.
- (2) Brownsville Metro Eastside Transfer Station (Sponsor: Brownsville Metro/City of Brownsville) Federal funds: \$ 407,486; Total funds: \$812,862.

It is expected that within one or two years of letting, these improvements will be completed and open for use by local citizens.

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

Federal regulations stipulate that the Statewide Transportation Improvement Program (STIP) and the MPO's Transportation Improvement Program (TIP)

include financial plans that reflect Year of Expenditure (YOE) dollars for project cost estimates. Although few mobility improvements are listed in this new TIP document, the methodology of how total project costs are calculated is explained herein.

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

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

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

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

Construction Engineering Cost & Contingencies:

The TxDOT District Design Engineer provided this breakdown as follows:

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

Indirect Cost:

The District Design Engineer of the Pharr District utilized a rate of 6.47% of the construction estimate cost to derive or calculate this cost. It should be noted that these cost components, (Preliminary Engineering, Construction Engineering,

Contingencies and Indirect Costs) are calculated by multiplying these rates against an inflated Year of Expenditure (YOE) Construction Cost. Costs for consultants used by TxDOT to perform Preliminary Engineering were not derived by use of the aforementioned percentages. Instead, these costs represent the actual contract costs negotiated with a particular consultant for a specific project. Right-of-Way (ROW) costs have been obtained from TxDOT's ROW office, from project specific Advanced Funding Agreements between TxDOT and various local entities or from representatives of local project sponsors.

L. Cameron County Regional Mobility Authority:

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

M. Transit Planning

The City of Brownsville–Brownsville Metro provides local bus service in Brownsville. Brownsville Metro operates a network of 13 routes and 16 buses within the City of Brownsville using 30-35 foot buses. Most routes begin and end at the Downtown Multi-modal Terminal (La Plaza). One route operates at a transfer station located near F.M. 802 in the north side of the City. The City also offers a paratransit (demand/response) service for eligible individuals with disabilities at a discounted rate. Brownsville Metro hours of operation are from 5:50 a.m. to 8:40 p.m., Monday thru Saturday.

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

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

The multi-modal terminal facility in Brownsville has helped to enhance interconnectivity with other transit systems in the region. Metro Connect is a

collaborative program between Brownsville, McAllen and South Padre Island and the Valley Transit Company. This collaborative program offers affordable and convenient intercity bus service to residents and study. The system consists of three bus lines: the Green Line which connects UTRGV in Edinburg to the City of McAllen, the Red Line which connects the City of McAllen to the City of Brownsville and the Blue Line which connects the City of Brownsville to South Padre Island. Buses run regularly, seven days per week.

Transit: Year of Expenditure (YOE) Considerations

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

Traditionally, B-Metro does not included the cost of inflation for transit financial listings. Most 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) change per year and Total Project Cost have been added to reflect estimated costs for all project phases.

N. Operations and Maintenance Issues

Federal 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 forestall or diminish congestion problems. For example, transit service can alleviate congestion problems by moving passengers to employment centers, shopping and other destinations efficiently. Soon, the Brownsville MPO will be using Category 7 monies towards implementing signalization improvements, which are likely to improve traffic flow at key intersections.

On-going Maintenance Activities in the Brownsville MPO Study Area

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

Some years ago, the MPO Committees closely examined the area's future financial needs in terms of expected maintenance costs for On-System and Off-System roadways, as On-System bridges. These analyses culminated in the MPO's formal adoption of the Brownsville MPO's Texas Urbanized Area Mobility Plan, (TUMP). This TUMP document outlines the future revenues that will be allocated by TxDOT, the City of Brownsville, the Town of Rancho Viejo and the City of Los Fresnos towards these O&M needs.

The Pharr District's Maintenance Division periodically assesses its On-System pavement conditions to ensure that MPO's On-System roadways meet these requirements.

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

O. MPO Policies: Operational Improvements

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

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

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

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

Increased funding for operational improvements will pay huge dividends to the community by lessening of congestion problems on many of Brownsville's roadways.

Traffic Division staff at the City of Brownsville are working on design plans to upgrade traffic signals, install closed loop radio equipment, (to provide signal synchronization) and implement other projects for possible MPO funding. Please see the section herein about Category 7 funds for more information.

P. MAP-21

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

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

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

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

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

Performance Targets:

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

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

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

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

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

Public Transportation Agency Safety Plan:

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

Transit Performance Reporting:

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

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

- Equipment
- Transit fleet
- Infrastructure
- Facilities

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

Q. Land Use: Transportation Connection

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

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

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

The Brownsville MPO can indirectly influence or encourage the local entities within the MPO's study area to adopt new land use policies. All three municipalities have taken steps in recent years to 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.

R. Use of Intelligent Transportation System (ITS) Technologies

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

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

The MPO staff expect to collaborate with TxDOT staff, whenever TxDOT's Pharr District moves forward with updating this ITS Plan.

S. Air Quality Issues

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

T. Americans with Disabilities Act (ADA)

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

GLOSSARY

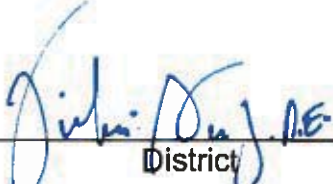
PROJECT LISTINGS

CSJ	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP).
PROJ ID	Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.
F. CLASS	<p>Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:</p> <ul style="list-style-type: none">-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	<p>Federal Funding Category—Major categories of federal funding as established by the Transportation Equity Act for the 21st Century (TEA-21).</p> <p>Categories are:</p> <ul style="list-style-type: none">-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.

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Brownsville Metropolitan Planning Organization for the Brownsville urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


District
Texas Department of Transportation

Toribio Garza Jr., P.E.
District Engineer
4/18/16
Date


Metropolitan Planning Organization
Policy Board Chairperson

Tony Martinez
Chairperson
4-13-2016
Date

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0039-08-101	IH-69E	C	Brownsville	TxDOT	\$6,000,000
LIMITS FROM: At Union Pacific Railroad (UPRR)						REVISION DATE:	7/2016
LIMITS TO:						MPO PROJ NUM:	BMPO-A14
PROJECT DESCRIPTION: Construct SB Frontage Rd Overpass						FUNDING CAT(S):	Prop. 1 & Cat 1

REMARKS:

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE						
PRELIM ENG	\$294,000	COST OF APPROVED PHASES: \$6,000,000		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
ROW PURCHASE	\$0		Cat 1	\$426,400	\$106,600		\$0	\$0	\$533,000
CONST COST	\$6,000,000		Prop 1	\$0	\$5,467,000		\$0	\$0	\$5,467,000
CONST ENG	\$382,800			\$0	\$0		\$0	\$0	\$0
CONTINGENCIES	\$77,400			\$0	\$0		\$0	\$0	\$0
INDIRECT	\$0			\$0	\$0		\$0	\$0	\$0
TOTAL PROJ COST	\$6,754,200		Total Funding by Share	\$426,400	\$5,573,600		\$0	\$0	\$6,000,000

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**PHARR DISTRICT PROJECTS
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0039-10-076	SH 4	C,E,R	Brownsville	Cameron County RMA	\$6,783,301
LIMITS FROM:		SH 32				REVISION DATE:	7/1/2016
LIMITS TO:		1.35 mile NE to proposed Port of Brownsville Entrance Rd				MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:		Construct 2 lane undivided roadway				FUNDING CAT(S):	Cat. 3
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$391,344	COST OF APPROVED PHASES: \$6,783,301		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$1,304,481							
CONST COST	\$4,348,270		Local Cont/Pass Thru	\$0	\$0	\$0	\$2,000,000	\$2,000,000
CONST ENG	\$391,344		Local	\$0	\$0	\$4,783,301	\$0	\$4,783,301
CONTING	\$347,862							
IND COSTS	\$0							
BOND FINANCING	\$0		Total Funding by Share	\$0	\$0	\$4,783,301	\$2,000,000	\$6,783,301
TOTAL PROJ COST	\$6,783,301							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0220-05-070	SH 48	C, E	Brownsville	City of Brownsville	\$300,000
LIMITS FROM:	McLelland St					REVISION DATE:	7/1/2016
LIMITS TO:	Medical St					MPO PROJ NUM:	BMPO-SS7
PROJECT DESCRIPTION:	Install Traffic Signal					FUNDING CAT(S):	Cat. 7
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$60,000	COST OF APPROVED PHASES: \$300,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$240,000	\$0	\$60,000	\$0	\$300,000
CONST COST	\$225,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$15,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$240,000	\$0	\$60,000	\$0	\$300,000
TOTAL PROJ COST	\$306,000							

PHASE: C = CONSTRUCTION
E = ENGINEERING
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0220-05-071	SH 48	C, E	Brownsville	City of Brownsville	\$104,000
LIMITS FROM:	Minnesota Ave.					REVISION DATE:	7/1/2016
LIMITS TO:	FM 802					MPO PROJ NUM:	BMPO-SS3
PROJECT DESCRIPTION:	Optimize Signal Timing					FUNDING CAT(S):	Cat. 7
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$20,800	COST OF APPROVED PHASES: \$104,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$83,200	\$0	\$20,800	\$0	\$104,000
CONST COST	\$78,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$5,200			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$83,200	\$0	\$20,800	\$0	\$104,000
TOTAL PROJ COST	\$110,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0220-05-072	SH 48	C, E	Brownsville	City of Brownsville	\$104,000
LIMITS FROM:	Wal-Mart Dr					REVISION DATE:	7/1/2016
LIMITS TO:	FM 802					MPO PROJ NUM:	BMPO-SS2
PROJECT DESCRIPTION:	Optimize Signal Timing					FUNDING CAT(S):	Cat. 7
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$20,800	COST OF APPROVED PHASES: \$104,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$83,200	\$0	\$20,800	\$0	\$104,000
CONST COST	\$78,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$5,200			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$83,200	\$0	\$20,800	\$0	\$104,000
TOTAL PROJ COST	\$110,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	0684-01-068	SH 550	C, E	Brownsville	CCRMA	\$17,424,266
LIMITS FROM:						REVISION DATE:	7/1/2016
LIMITS TO:						MPO PROJ NUM:	BMPO-RM6
PROJECT DESCRIPTION:						FUNDING CAT(S):	Cat. 12 & 7, Local (VRF)
REMARKS:						PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$	480,000.00	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
CONST COST		\$14,911,266	Cat. 12 (VRF)	\$6,483,680	\$1,620,920	\$0	\$0	\$8,104,600
CONST ENG		\$847,000	Cat. 7	\$4,400,000	\$1,100,000	\$0	\$0	\$5,500,000
CONTING		\$1,186,000	Local Contribution	\$0	\$0	\$0	\$3,819,666	\$3,819,666
IND COSTS				\$0	\$0	\$0	\$0	\$0
POTENTIAL CH ORD				\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST		\$17,424,266	Total Funding by Share	\$10,883,680	\$2,720,920	\$0	\$3,819,666	\$17,424,266

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	0684-02-027	Indiana Ave Realign	E	Brownsville	City of Brownsville	\$312,500
LIMITS FROM:	0.1 mile North of California Rd					REVISION DATE:	7/1/2016
LIMITS TO:	0.62 mile North of FM 1419 (Southmost Rd)					MPO PROJ NUM:	BMPO-E11
PROJECT DESCRIPTION:	Construct 2 lane rural roadway (Study Phases I, II)					FUNDING CAT(S):	Cat. 7

REMARKS: E = Preliminary Engineering

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$312,500	COST OF APPROVED PHASES: \$312,500	Cat 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$250,000	\$0	\$62,500	\$0	\$312,500
CONST COST	\$2,000,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$100,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$90,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$20,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$250,000	\$0	\$62,500	\$0	\$312,500
TOTAL PROJ COST	\$2,522,500							

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**PHARR DISTRICT PROJECTS
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-207	N/A	C	Brownsville	TxDOT	\$9,555,000
LIMITS FROM:	Vicinity of GSA Facility at Brownsville					REVISION DATE:	7/1/2016
LIMITS TO:	Los Tomates International Bridge					MPO PROJ NUM:	BMPO-LS17
PROJECT DESCRIPTION:	Border Inspection Facility					FUNDING CAT(S):	Cat 10
REMARKS:	PROJECT HISTORY: N/A						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$0	COST OF APPROVED PHASES: \$9,776,802		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$1,950,000							
CONST COST	\$6,696,802		Cat 10	\$910,797	\$227,699	\$0	\$0	\$1,138,496
CONST ENG	\$600,000		Cat 10	\$5,361,504	\$0	\$0	\$0	\$5,361,504
CONTING	\$530,000		TxDOT Contribution	\$0	\$3,055,000	\$0	\$0	\$3,055,000
IND COSTS	\$0							
BOND FINANCING	\$0							
TOTAL PROJ COST	\$9,776,802		Total Funding by Share	\$6,272,301	\$3,282,699	\$0	\$0	\$9,555,000

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-278	Morningside Rd	C, E	Brownsville	City of Brownsville	\$200,000
LIMITS FROM:						REVISION DATE:	7/1/2016
LIMITS TO:						MPO PROJ NUM:	BMPO-SS6
PROJECT DESCRIPTION:						FUNDING CAT(S):	Cat. 7
REMARKS:						PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$40,000	COST OF APPROVED PHASES: \$200,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$160,000	\$0	\$40,000	\$0	\$200,000
CONST COST	\$150,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$10,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$160,000	\$0	\$40,000	\$0	\$200,000
TOTAL PROJ COST	\$206,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-279	Morningside Rd	C, E	Brownsville	City of Brownsville	\$234,000
LIMITS FROM:						REVISION DATE:	7/1/2016
LIMITS TO:						MPO PROJ NUM:	BMPO-SS4
PROJECT DESCRIPTION:						FUNDING CAT(S):	Cat. 7
REMARKS:						PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$46,800	COST OF APPROVED PHASES: \$234,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$187,200	\$0	\$46,800	\$0	\$234,000
CONST COST	\$175,500			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$11,700			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
				Total Funding by Share	\$187,200	\$0	\$46,800	\$0
TOTAL PROJ COST	\$240,000							

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-280	N/A	C,E	Brownsville	City of Brownsville	\$375,000
LIMITS FROM:	Manzano St.		Southmost Trail			REVISION DATE:	7/1/2016
LIMITS TO:	La Posada near Montezuma Cypress Preserve					MPO PROJ NUM:	BMPO-ST1
PROJECT DESCRIPTION:	Establish a concrete 10' wide trail; (Length 0.8 miles). Phase I (One)					FUNDING CAT(S):	Cat.7
REMARKS:	E=Construction Engineering				PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
CONST COST	\$356,250	COST OF APPROVED PHASES: \$375,000		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
CONST ENG	\$18,750		Cat. 7	\$300,000	\$0	\$75,000	\$0	\$375,000
CONTING	\$26,250		Local	\$0	\$0	\$0	\$0	\$0
IND COST	\$2,000			\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$300,000	\$0	\$75,000	\$0	\$375,000
TOTAL PROJ COST	\$403,250							

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-284	N/A	C	Brownsville	City of Brownsville	\$178,375
LIMITS FROM:	Various Roadways		(District 3 Rapid Implementation)			REVISION DATE:	7/1/2016
LIMITS TO:	Various Roadways					MPO PROJ NUM:	BMPO-TP2
PROJECT DESCRIPTION:	Add markings for shared lanes and designated bike lanes					FUNDING CAT(S):	Cat .9
REMARKS:	PROJECT HISTORY: N/A						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
ROW PURCHASE	\$0	COST OF APPROVED PHASES: \$178,375	Cat. 9	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
CONST COST	\$178,375			\$142,700	\$0	\$35,675	\$0	\$178,375
CONST ENG	\$8,200			\$0	\$0	\$0	\$0	\$0
CONTING	\$1,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$0			\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$187,575		Total Funding by Share	\$142,700	\$0	\$35,675	\$0	\$178,375

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-285	N/A	C	Brownsville	City of Brownsville	\$177,250
LIMITS FROM:	Various Roadways					REVISION DATE:	7/1/2016
LIMITS TO:	Various Roadways					MPO PROJ NUM:	BMPO-TP1
PROJECT DESCRIPTION:	Add markings for shared lanes and designated bike lanes					FUNDING CAT(S):	Cat. 9
REMARKS:	International Blvd Bike Routes					PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
ROW PURCHASE	\$0	COST OF APPROVED PHASES: \$177,250	Cat. 9	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
CONST COST	\$177,250			\$141,800	\$0	\$35,450	\$0	\$177,250
CONST ENG	\$7,800			\$0	\$0	\$0	\$0	\$0
CONTING	\$1,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$0			\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$186,050		Total Funding by Share	\$141,800	\$0	\$35,450	\$0	\$177,250

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-288	SH 32/Port Conn	E	Brownsville	Brownsville Navigation District	\$513,700
LIMITS FROM:	SH 4					REVISION DATE:	7/1/2016
LIMITS TO:	Ostos Rd					MPO PROJ NUM:	BMPO-E6
PROJECT DESCRIPTION:	Roadway Study Phases I, II					FUNDING CAT(S):	Cat. 7

REMARKS:

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$513,700	COST OF APPROVED PHASES: \$513,700		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0		Cat. 7	\$250,000	\$0	\$62,500	\$0	\$312,500
CONST COST	\$10,000,000		Local Contribution	\$0	\$0	\$0	\$201,200	\$201,200
CONST ENG	\$680,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$640,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$11,834,700		Total Funding by Share	\$250,000	\$0	\$62,500	\$201,200	\$513,700

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-290	Old Alice Rd	E	Brownsville	Cameron County	\$750,000
LIMITS FROM:	SH 550					REVISION DATE:	7/1/2016
LIMITS TO:	SH 100					MPO PROJ NUM:	BMPO-E2
PROJECT DESCRIPTION:	Construct 4 lane urban roadway (Study Phases I, II, III)					FUNDING CAT(S):	Cat. 7

REMARKS: E = Preliminary Engineering

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$750,000	COST OF APPROVED PHASES: \$750,000	Cat 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$600,000	\$0	\$150,000	\$0	\$750,000
CONST COST	\$5,000,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$110,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$50,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$20,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$600,000	\$0	\$150,000	\$0	\$750,000
TOTAL PROJ COST	\$5,930,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-291	Morrison Rd.	E	Brownsville	City of Brownsville	\$200,000
LIMITS FROM:	FM 1847					REVISION DATE:	7/1/2016
LIMITS TO:	FM 511					MPO PROJ NUM:	BMPO-E3
PROJECT DESCRIPTION:	Construct 4 lane urban roadway (Study Phases I, II, III)					FUNDING CAT(S):	Cat. 7

REMARKS: E = Preliminary Engineering

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$200,000	COST OF APPROVED PHASES: \$200,000	Cat 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$150,000			\$160,000	\$0	\$40,000	\$0	\$200,000
CONST COST	\$21,000,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$900,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$200,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$150,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$160,000	\$0	\$40,000	\$0	\$200,000
TOTAL PROJ COST	\$22,600,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-292	Whipple Road	E	Los Fresnos	City of Los Fresnos	\$380,300
LIMITS FROM:	FM 1575					REVISION DATE:	7/1/2016
LIMITS TO:	FM 1847					MPO PROJ NUM:	BMPO-E5
PROJECT DESCRIPTION:	Proposed 2 lane roadway with continuous left turn lane (Study Phases I, II, III)					FUNDING CAT(S):	Cat. 7

REMARKS: E = Preliminary Engineering

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$380,300	COST OF APPROVED PHASES: \$380,300	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$304,200	\$0	\$76,100	\$0	\$380,300
CONST COST	\$1,600,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$48,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$18,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$20,000			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$304,200	\$0	\$76,100	\$0	\$380,300
TOTAL PROJ COST	\$2,066,300							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-293	West Boulevard	E	Brownsville	City of Brownsville	\$1,000,000
LIMITS FROM:	Palm Blvd					REVISION DATE:	7/1/2016
LIMITS TO:	I-69E					MPO PROJ NUM:	BMPO-E7
PROJECT DESCRIPTION:	Proposed multimodal corridor (Study Phases I, II, III, IV)					FUNDING CAT(S):	Cat. 7

REMARKS: E = Preliminary Engineering

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$1,000,000	COST OF APPROVED PHASES: \$1,000,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$800,000	\$0	\$200,000	\$0	\$1,000,000
CONST COST	\$1,000,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$110,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$50,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$0			\$0	\$0	\$0	\$0	\$0
			Total Funding by Share	\$800,000	\$0	\$200,000	\$0	\$1,000,000
TOTAL PROJ COST	\$2,160,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
21 - Pharr	Cameron	0921-06-303	VA	C, E	Brownsville	City of Brownsville	\$300,803	
LIMITS FROM:	Brownsville Bike/Ped Improvements					REVISION DATE:	5/2016	
LIMITS TO:	Various Roads					MPO PROJ NUM:	BMPO-TE13	
PROJECT DESCRIPTION:	Construction of sidewalks, crosswalks, & paved shared use paths for trails for pedestrian & bicycle facilities					FUNDING CAT(S):	Cat. 9	
REMARKS:	The Construction Cost includes the Engineering Services. Project entails safety improvements in three Brownsville areas					PROJECT HISTORY: N/A		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$14,739	COST OF APPROVED PHASES: \$300,803	Cat. 9	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$240,642	\$0	\$60,161	\$0	\$300,803
CONST COST	\$300,803		Local	\$0	\$0	\$0	\$0	\$0.00
CONST ENG	\$19,191			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$19,191			\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
				Total Funding by Share	\$240,642	\$0	\$60,161	\$0
TOTAL PROJ COST	\$353,925							

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R = ROW
T = TRANSFER

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0921-06-304	CS	C, E	Brownsville	City of Brownsville	\$812,862
LIMITS FROM:	BMetro Eastside Transfer Station					REVISION DATE:	5/2016
LIMITS TO:	at Jose Colunga Jr. & Billy Mitchell					MPO PROJ NUM:	BMPO-TE14
PROJECT DESCRIPTION:	Construct Bus Facility Consisting of Paving, Curb & Gutter, Drainage Structures, Canopy, Lighting & Striping, Landscape & Irrigation					FUNDING CAT(S):	Cat. 9
REMARKS:	The Construction Cost includes the Engineering Services					PROJECT HISTORY:	Cat. 3
					N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$39,830	COST OF APPROVED PHASES: \$812,862		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0		Cat. 9	\$407,486	\$0	\$101,872	\$0	\$509,358
CONST COST	\$812,862		Local	\$0	\$0	\$303,504	\$0	\$303,504
CONST ENG	\$51,861			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$51,861			\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$956,414		Total Funding by Share	\$407,486	\$0	\$405,376	\$0	\$812,862

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	1426-01-043	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$5,065,560
LIMITS FROM:	FM 3550					REVISION DATE:	7/1/2016
LIMITS TO:	FM 3551					MPO PROJ NUM:	BMPO-LP5
PROJECT DESCRIPTION:	Construct 2 lane road					FUNDING CAT(S):	Local (PT Financing) Local - Cat. 3
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					
				FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG	\$297,000	COST OF APPROVED PHASES: \$5,065,560	Cat. 1	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE	\$900,000		Cat. 6	\$0	\$0	\$0	\$0	\$0
CONST COST	\$3,301,560		Cat. 8	\$0	\$0	\$0	\$0	\$0
CONST ENG	\$297,000		Prop. 12	\$0	\$0	\$0	\$0	\$0
CONTING	\$270,000		Local Contribution	\$0	\$0	\$0	\$4,000,000	\$4,000,000
IND COSTS	\$0		Cat. 3 - Local	\$0	\$0	\$1,065,560	\$0	\$1,065,560
BOND FINANCING	\$0		Total Funding by Share	\$0	\$0	\$1,065,560	\$4,000,000	\$5,065,560
TOTAL PROJ COST	\$5,065,560							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	1426-01-047	FM 1419	C, E	Brownsville	City of Brownsville	\$416,000
LIMITS FROM:						REVISION DATE:	7/1/2016
LIMITS TO:						MPO PROJ NUM:	BMPO-SS1
PROJECT DESCRIPTION:						FUNDING CAT(S):	Cat. 7
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$83,200	COST OF APPROVED PHASES: \$416,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$332,800	\$0	\$83,200	\$0	\$416,000
CONST COST	\$312,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$20,800			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$422,000		Total Funding by Share	\$332,800	\$0	\$83,200	\$0	\$416,000

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	1426-01-048	SH 32/E. Loop	E, R	Brownsville	Cameron County RMA	\$875,000
LIMITS FROM:	I-69E					REVISION DATE:	7/1/2016
LIMITS TO:	SH 4					MPO PROJ NUM:	BMPO-E4
PROJECT DESCRIPTION:	Roadway Study & Acquisition of ROW (Phases I, II, III)					FUNDING CAT(S):	Cat. 7

REMARKS:

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$875,000	COST OF APPROVED PHASES: \$875,000		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0		Category 7 Cost:	\$700,000	\$0	\$175,000	\$0	\$875,000
CONST COST	\$0			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$0			\$0	\$0	\$0	\$0	\$0
CONTING	\$0			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$0		Local Contribution:	\$0	\$0	\$0	\$0	\$0
			Total Funding by Share:	\$700,000	\$0	\$175,000	\$0	\$875,000
TOTAL PROJ COST:	\$875,000							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	1504-01-035	Intl./ SH 4	C, E	Brownsville	City of Brownsville	\$100,000
LIMITS FROM:		Polk					REVISION DATE: 7/1/2016
LIMITS TO:		I-69 Southbound Frontage Rd					MPO PROJ NUM: BMPO-SS5
PROJECT DESCRIPTION:		Install Traffic Signal					FUNDING CAT(S): Cat. 7
REMARKS:					PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$20,000	COST OF APPROVED PHASES: \$100,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$0			\$80,000	\$0	\$20,000	\$0	\$100,000
CONST COST	\$75,000			\$0	\$0	\$0	\$0	\$0
CONST ENG	\$5,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$5,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$1,000			\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST	\$106,000		Total Funding by Share	\$80,000	\$0	\$20,000	\$0	\$100,000

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

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	\$47,025,500	
LIMITS FROM:	US 77/83 near Veterans International Bridge					REVISION DATE:	7/1/2016	
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), Local, 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					
PRELIM ENG	\$2,189,000	COST OF APPROVED PHASES: \$47,025,500	Cat. 1	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$6,000,000		Cat. 6	\$0	\$0	\$0	\$0	\$0
CONST COST	\$36,647,500		Cat. 10	\$911,515	\$0	\$0	\$0	\$911,515
CONST ENG	\$2,189,000		Prop. 12	\$0	\$0	\$0	\$0	\$0
CONTING	\$1,990,000		Cat. 3 - Pass Thru	\$0	\$0	\$0	\$24,378,000	\$24,378,000
IND COSTS	\$0		Cat. 3 - Local	\$0	\$0	\$21,735,985	\$0	\$21,735,985
BOND FINANCING	\$0		Total Funding by Share	\$911,515	\$0	\$21,735,985	\$24,378,000	\$47,025,500
TOTAL PROJ COST	\$49,015,500							

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	3626-02-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$15,922,000
LIMITS FROM:	FM 3068					REVISION DATE:	7/1/2016
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:	Local - Cat.3

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIM ENG	\$660,000	COST OF APPROVED PHASES: \$15,922,000		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW PURCHASE	\$700,000		Cat. 11	\$4,241,600	\$1,060,400	\$0	\$0	\$5,302,000
CONST COST	\$13,302,000		Local Cat. 3 Pass Thru	\$0	\$0	\$0	\$10,620,000	\$10,620,000
CONST ENG	\$660,000			\$0	\$0	\$0	\$0	\$0
CONTING	\$600,000			\$0	\$0	\$0	\$0	\$0
IND COSTS	\$0			\$0	\$0	\$0	\$0	\$0
BOND FINANCING	\$0							
TOTAL PROJ COST	\$15,922,000		Total Funding by Share	\$4,241,600	\$1,060,400	\$0	\$10,620,000	\$15,922,000

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

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	\$3,965,640
LIMITS FROM:	FM 3551					REVISION DATE:	7/1/2016
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:	Local - Cat. 3

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL
PRELIM ENG	\$242,000	COST OF APPROVED PHASES: \$3,965,640	Cat. 1	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE	\$500,000		Cat. 6	\$0	\$0	\$0	\$0	\$0
CONST COST	\$2,761,640		Cat. 8	\$0	\$0	\$0	\$0	\$0
CONST ENG	\$242,000		Prop. 12	\$0	\$0	\$0	\$0	\$0
CONTING	\$220,000		Local Contribution	\$0	\$0	\$0	\$1,900,000	\$1,900,000
IND COSTS	\$0		Local	\$0	\$0	\$2,065,640	\$0	\$2,065,640
BOND FINANCING	\$0		Total Funding by Share	\$0	\$0	\$2,065,640	\$1,900,000	\$3,965,640
TOTAL PROJ COST	\$3,965,640							

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MPO / District Name District - 21
Initial FY 2017 - 2020 Transportation Improvement Program

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$533,000	\$533,000	\$0	\$0	\$0	\$0	\$0	\$0	\$533,000	\$533,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$9,487,866	\$9,487,866	\$98,265,420	\$98,265,420	\$0	\$0	\$0	\$0	\$107,753,286	\$107,753,286
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$10,288,300	\$10,288,300	\$875,000	\$875,000	\$0	\$0	\$0	\$0	\$11,163,300	\$11,163,300
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$1,229,855	\$1,229,855	\$509,358	\$509,358	\$0	\$0	\$0	\$0	\$1,739,213	\$1,739,213
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$7,411,515	\$7,411,515	\$0	\$0	\$0	\$0	\$7,411,515	\$7,411,515
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$5,302,000	\$5,302,000	\$0	\$0	\$0	\$0	\$5,302,000	\$5,302,000
12	Strategic Priority	\$8,104,600	\$8,104,600	\$0	\$0	\$0	\$0	\$0	\$0	\$8,104,600	\$8,104,600
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	\$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		\$29,643,621	\$29,643,621	\$112,363,293	\$112,363,293	\$0	\$0	\$0	\$0	\$142,006,914	\$142,006,914

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$16,124,563	\$12,532,902	\$0	\$0	\$28,657,465
State	\$2,827,520	\$4,343,099	\$0	\$0	\$7,170,619
Local Match	\$1,203,672	\$34,429,292	\$0	\$0	\$35,632,964
CAT 3 - Local Contributions (LC)	\$4,020,866	\$61,058,000	\$0	\$0	\$65,078,866
CAT 3 - Prop 1	\$5,467,000	\$0	\$0	\$0	\$5,467,000
CAT 3- Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$29,643,621	\$112,363,293	\$0	\$0	\$142,006,914

FY 2017 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,259,163
		State Funds from TxDOT	\$ 523,708
Apportionment Year	2017	Other Funds	\$ 735,455
Project Phase	N/A	Fiscal Year Cost	\$ 2,518,326
Brief Project Description	Operating Assistance	Total Project Cost	\$ 2,518,326
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 839,442
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 209,860
Project Phase	N/A	Fiscal Year Cost	\$ 1,049,302
Brief Project Description	Other Capital Program Items	Total Project Cost	\$ 1,049,302
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 400,000
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 100,000
Project Phase	N/A	Fiscal Year Cost	\$ 500,000
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 500,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds	\$ -
Project Phase	N/A	Fiscal Year Cost	\$ -
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ -
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,300
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 29,171
Project Phase	N/A	Fiscal Year Cost	\$ 194,471
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 194,471
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 41,355
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 10,339
Project Phase	N/A	Fiscal Year Cost	\$ 51,694
Brief Project Description	Preventive Maintenance	Total Project Cost	\$ 51,694
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 285,024
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 57,005
Project Phase	N/A	Fiscal Year Cost	\$ 342,029
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 342,029
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 466,293
		State Funds from TxDOT	
Apportionment Year	2017	Other Funds	\$ 466,293
Project Phase	N/A	Fiscal Year Cost	\$ 932,586
Brief Project Description	Operating Assistance	Total Project Cost	\$ 932,586
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	March 2014 - Project added	(Date & Amount)	

**FY 2018 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,259,163
		State Funds from TxDOT	\$ 523,708
Apportionment Year	2018	Other Funds	\$ 735,455
Project Phase	N/A	Fiscal Year Cost	\$ 2,518,326
Brief Project Description	Operating Assistance	Total Project Cost	\$ 2,518,326
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 839,442
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 209,860
Project Phase	N/A	Fiscal Year Cost	\$ 1,049,302
Brief Project Description	Other Capital Program Items	Total Project Cost	\$ 1,049,302
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 400,000
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 100,000
Project Phase	N/A	Fiscal Year Cost	\$ 500,000
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 500,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ -
Apportionment Year	2018	Other Funds	\$ -
Project Phase	N/A	Fiscal Year Cost	\$ -
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ -
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,300
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 29,171
Project Phase	N/A	Fiscal Year Cost	\$ 194,471
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 194,471
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 41,355
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 10,339
Project Phase	N/A	Fiscal Year Cost	\$ 51,694
Brief Project Description	Preventive Maintenance	Total Project Cost	\$ 51,694
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 285,024
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 57,005
Project Phase	N/A	Fiscal Year Cost	\$ 342,029
Brief Project Description	Revenue Rolling Stock	Total Project Cost	\$ 342,029
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	November 2013 - Project added	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2018
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 466,293
		State Funds from TxDOT	
Apportionment Year	2018	Other Funds	\$ 466,293
Project Phase	N/A	Fiscal Year Cost	\$ 932,586
Brief Project Description	Operating Assistance	Total Project Cost	\$ 932,586
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	March 2014 - Project added	(Date & Amount)	

FY 2019 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO82	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,259,163
		State Funds from TxDOT	\$ 523,708

Transit Financial Summary
BROWNSVILLE MPO
FY 2017 - 2020 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of November 2013

Transit Program	FY 2017			FY 2018			FY 2019		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,498,605	1,569,023	4,067,628	2,498,605	1,569,023	4,067,628	2,498,605	1,569,023	4,067,628
2 Sec. 5307 - Urbanized Formula <200K			0			0			0
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	206,655	39,510	246,165	206,655	39,510	246,165	206,655	39,510	246,165
5 Sec. 5311 - Nonurbanized Formula			0			0			0
6 Sec. 5316 - JARC >200K			0			0			0
7 Sec. 5316 - JARC <200K			0			0			0
8 Sec. 5316 - JARC Nonurbanized			0			0			0
9 Sec. 5317 - New Freedom >200K			0			0			0
10 Sec. 5317 - New Freedom <200K			0			0			0
11 Sec. 5317 - New Freedom Nonurbanized			0			0			0
12 Sec. 5339 - Discretionary	285,024	57,005	342,029	285,024	57,005	342,029	285,024	57,005	342,029
13 Other FTA (5311 (f))	466,293	466,293	932,586	466,293	466,293	932,586	466,293	466,293	932,586
14 Regionally Significant or Other			0			0			0
Total Funds	\$3,456,577	\$2,131,831	\$5,588,408	\$3,456,577	\$2,131,831	\$5,588,408	\$3,456,577	\$2,131,831	\$5,588,408
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2020			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,498,605	1,569,023	4,067,628	9,994,420	6,276,092	16,270,512
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	206,655	39,510	246,165	826,620	158,040	984,660
5 Sec. 5311 - Nonurbanized Formula			0	0	0	0
6 Sec. 5316 - JARC >200K			0	0	0	0
7 Sec. 5316 - JARC <200K			0	0	0	0
8 Sec. 5316 - JARC Nonurbanized			0	0	0	0
9 Sec. 5317 - New Freedom >200K			0	0	0	0
10 Sec. 5317 - New Freedom <200K			0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized			0	0	0	0
12 Sec. 5339 - Discretionary	285,024	57,005	342,029	1,140,096	228,020	1,368,116
13 Other FTA (5311 (f))	466,293	466,293	932,586	1,865,172	1,865,172	3,730,344
14 Regionally Significant or Other			0	0	0	0
Total Funds	\$3,456,577	\$2,131,831	\$5,588,408	\$13,826,308	\$8,527,324	\$22,353,632
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21-Pharr	Cameron	0039-08-100	IH-69E	C	Brownsville	TxDOT	\$12,000,000

LIMITS FROM: 0.35 mi North of Old Alice / Stillman Road REVISION DATE: 02/2017

LIMITS TO: 0.40 mi South of Merryman Road MPO PROJ NUM: BMPO-A12

PROJECT DESCRIPTION: Construct Northbound Frontage Road Overpasses for vehicles and hike & bike FUNDING CAT(S): Cat. 1, 2, & 7

REMARKS:

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
Prelim. Engineering	\$	588,000	COST OF APPROVED PHASES: \$12,000,000				Local	
ROW Purchase	\$	1,500,000					Contribution	
Construction Const	\$	12,000,000						TOTAL
Construction Eng.	\$	595,200						
Contingency	\$	687,600						
Indirect Costs		0						
Bond Financing		0						
Potential Chg Ord		0						
TOTAL PROJ COST:	\$	15,370,800						

	FEDERAL	STATE	LOCAL	Local	
Cat. 2	\$5,832,000	\$1,458,000	\$0	\$0	\$7,290,000
Cat. 7	\$968,000	\$242,000	\$0	\$0	\$1,210,000
Cat. 1	\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
	\$0	\$0	\$0	\$0	\$0
Local Contribution:	\$0	\$0	\$0	\$0	\$0
Total Funding by Share:	\$9,600,000	\$2,400,000	\$0	\$0	\$12,000,000

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21-Pharr	Cameron	1426-01-037	S.H. 32	C,E,R	Brownsville	CCRMA	\$18,422,345
LIMITS FROM:						REVISION DATE:	02/2017
LIMITS TO:						MPO PROJ NUM:	BMPO-LP4
PROJECT DESCRIPTION:						FUNDING CAT(S): Cat 7, Pass thru Cat. 3 and Local	
PROJECT DESCRIPTION:						Construct a four lane divided urban roadway	

REMARKS: S.H. 32 is known as East Loop

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
Prelim. Engineering	\$	643,269	COST OF APPROVED PHASES: \$18,422,345	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW Purchase	\$	4,000,000						
Construction Const	\$	13,127,931		Cat. 3 (Pass thru)	\$0	\$0	\$0	\$6,600,000
Construction Eng.	\$	651,145		Cat. 3 (Local)	\$0	\$0	\$8,822,345	\$0
Contingency	\$	752,230		Cat. 7	\$2,400,000	\$600,000	\$0	\$0
Indirect Costs		0			\$0	\$0	\$0	\$0
Bond Financing		0		Local Contribution:	\$0	\$0	\$0	\$0
Potential Chg Ord		0		Total Funding by Share:	\$2,400,000	\$600,000	\$8,822,345	\$6,600,000
TOTAL PROJ COST:	\$	19,174,575						\$18,422,345

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2019**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21-Pharr	Cameron	0220-05-075	S.H. 48	C	Brownsville	TxDOT	\$3,000,000

LIMITS FROM: IH-69E REVISION DATE: 02/2017

LIMITS TO: S.H. 4 MPO PROJ NUM: BMPO-F3

PROJECT DESCRIPTION: Install raised center median FUNDING CAT(S): Cat. 2

REMARKS: S.H. 48 is known as Boca Chica Blvd.

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE						
Prelim. Engineering	\$	147,000	COST OF APPROVED PHASES: \$3,000,000	Cat. 2	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
Construction Const	\$	3,000,000			\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Construction Eng.	\$	148,800			\$0	\$0	\$0	\$0	\$0
Contingency	\$	171,900			\$0	\$0	\$0	\$0	\$0
ROW Purchase		0			\$0	\$0	\$0	\$0	\$0
Indirect Costs		0			\$0	\$0	\$0	\$0	\$0
Bond Financing		0			\$0	\$0	\$0	\$0	\$0
Potential Chg Ord		0							
TOTAL PROJ COST:	\$	3,467,700			Local Contribution:	Total Funding by Share:	\$2,400,000	\$600,000	\$0

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2020**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21-Pharr	Cameron	0921-06-288	S.H. 32	C	Brownsville	BND	\$10,000,000

LIMITS FROM: S.H. 4 REVISION DATE: 02/2017

LIMITS TO: Ostos Rd. MPO PROJ NUM: BMPO-P1

PROJECT DESCRIPTION: Construct direct connector at Port of Brownsville FUNDING CAT(S): Cat. 7

REMARKS: Project is also known as the South Port Connector.

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE							
Prelim. Engineering	\$	513,700	COST OF APPROVED PHASES: \$10,000,000	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
Construction Const	\$	10,000,000			\$8,000,000	\$0	\$2,000,000	\$0	\$10,000,000	
Construction Eng.	\$	680,000			\$0	\$0	\$0	\$0	\$0	
Contingency	\$	640,000			\$0	\$0	\$0	\$0	\$0	
ROW purchase		0			\$0	\$0	\$0	\$0	\$0	
Indirect Costs		1,000			\$0	\$0	\$0	\$0	\$0	
Bond Financing		0			\$0	\$0	\$0	\$0	\$0	
Potencial Chg Ord		0								
TOTAL PROJ COST:	\$	11,834,700		Total Funding Share:	by	\$8,000,000	\$0	\$2,000,000	\$0	\$10,000,000

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2020**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21-Pharr	Cameron	0220-04-049	U.S. 281	C	Brownsville	TxDOT	\$12,500,000

LIMITS FROM: F.M. 1421 REVISION DATE: 02/2017

LIMITS TO: 0.5 Miles west of F.M. 1577 MPO PROJ NUM: BMPO-D3

PROJECT DESCRIPTION: Widen to four lane rural FUNDING CAT(S): Cat. 2, & 7

REMARKS:

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
Prelim. Engineering	\$	612,500	COST OF APPROVED PHASES: \$12,500,000					
ROW Purchase	\$	1,800,000						
Construction Const	\$	12,500,000						
Construction Eng.	\$	620,000						
Contingency	\$	716,250						
Indirect		0						
Bond Financing		0						
Potencial Chg Ord		0						
TOTAL PROJ COST:	\$	16,248,750						

	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
Cat. 2	\$6,032,000	\$1,508,000	\$0	\$0	\$7,540,000
Cat. 7	\$3,968,000	\$992,000	\$0	\$0	\$4,960,000
	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0
Local Contribution:	\$0	\$0	\$0	\$0	\$0
Total Funding by Share:	\$10,000,000	\$2,500,000	\$0	\$0	\$12,500,000

PHASE: C = CONSTRUCTION
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Brownsville MPO - District 21
Initial FY 2017 - 2020 Transportation Improvement Program
February 2017 Quarterly STIP Revision

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$533,000	\$533,000	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,033,000	\$4,033,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$7,290,000	\$7,290,000	\$3,000,000	\$3,000,000	\$7,540,000	\$7,540,000	\$17,830,000	\$17,830,000
3	Non-Traditionally Funded Transportation Project	\$9,487,866	\$9,487,866	\$91,329,335	\$91,329,335	\$0	\$0	\$0	\$0	\$100,817,201	\$100,817,201
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$10,288,300	\$10,288,300	\$6,085,000	\$6,085,000	\$0	\$0	\$14,960,000	\$14,960,000	\$31,333,300	\$31,333,300
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$656,428	\$656,428	\$509,358	\$509,358	\$0	\$0	\$0	\$0	\$1,165,786	\$1,165,786
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$7,411,515	\$7,411,515	\$0	\$0	\$0	\$0	\$7,411,515	\$7,411,515
11	District Discretionary	\$0	\$0	\$5,302,000	\$5,302,000	\$0	\$0	\$0	\$0	\$5,302,000	\$5,302,000
12	Strategic Priority	\$8,104,600	\$8,104,600	\$0	\$0	\$0	\$0	\$0	\$0	\$8,104,600	\$8,104,600
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	\$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		\$29,070,194	\$29,070,194	\$121,427,208	\$121,427,208	\$3,000,000	\$3,000,000	\$22,500,000	\$22,500,000	\$175,997,402	\$175,997,402

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$15,665,822	\$25,332,902	\$2,400,000	\$18,000,000	\$61,398,724
State	\$2,827,520	\$4,288,099	\$600,000	\$2,500,000	\$10,215,619
Local Match	\$1,088,986	\$476,872	\$0	\$2,000,000	\$3,565,858
CAT 3 - Local Contributions (LC)	\$4,020,866	\$49,731,335	\$0	\$0	\$53,752,201
CAT 3 - Prop 1	\$5,467,000	\$0	\$0	\$0	\$5,467,000
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$41,598,000	\$0	\$0	\$41,598,000
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$29,070,194	\$121,427,208	\$3,000,000	\$22,500,000	\$175,997,402

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21-Pharr	Cameron	0921-06-305	511/INDIANA AV	E	Brownsville	City of Brownsville	\$312,500
LIMITS FROM:		0.1 MILE CALIFORNIA RD.				REVISION DATE:	05/2017
LIMITS TO:		0.62 MILE NORTH OF F.M. 1419 (SOUTHMOST RD.)				MPO PROJ NUM:	BMPO-LP4
PROJECT DESCRIPTION:		REALIGNMENT, CONSTRUCT 2 LANE RURAL ROADWAY				FUNDING CAT(S):	Cat 7

REMARKS: E= PRELIMINARY ENGINEERING (STUDY PHASE)

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE							
Prelim. Engineering	\$	312,500	COST OF APPROVED PHASES: \$312,500	Cat. 7	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
ROW Purchase	\$	-			\$250,000	\$0	\$62,500	\$0	\$312,500	
Construction Const	\$	2,000,000			\$0	\$0	\$0	\$0	\$0	
Construction Eng.	\$	100,000			\$0	\$0	\$0	\$0	\$0	
Contingency	\$	90,000			\$0	\$0	\$0	\$0	\$0	
Indirect Costs		20,000			\$250,000	\$0	\$62,500	\$0	\$312,500	
Bond Financing		0								
Potential Chg Ord		0								
TOTAL PROJ COST:	\$	2,522,500								

PHASE: C = CONSTRUCTION
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
FY 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	0684-01-068	SH 550	C, E	Brownsville	CCRMA	\$16,238,266
LIMITS FROM:						REVISION DATE:	05/2017
LIMITS TO:						MPO PROJ NUM:	BMPO-RM6
PROJECT DESCRIPTION:						FUNDING CAT(S):	Cat. 12 & 7, Local
REMARKS:						PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
PRELIMINARY ENG. \$	480,000.00	COST OF APPROVED PHASES: \$16,238,266		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
CONST. COST:	\$14,911,266		Cat. 12 Cost:	\$4,883,680	\$1,220,920	\$0	\$0	\$6,104,600
CONST. ENG:	\$847,000		Cat. 7 Cost:	\$4,400,000	\$1,100,000	\$0	\$0	\$5,500,000
CONTING:	\$1,186,000		Local Contribution	\$0	\$0	\$0	\$4,633,666	\$4,633,666
INDIRECT COSTS				\$0	\$0	\$0	\$0	\$0
POTENTIAL CH ORD				\$0	\$0	\$0	\$0	\$0
TOTAL PROJ COST:	\$17,424,266		Total Funding by Share:	\$9,283,680	\$2,320,920	\$0	\$4,633,666	\$16,238,266

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Brownsville MPO - District 21
Initial FY 2017 - 2020 Transportation Improvement Program
May 2017 Quarterly STIP Revision

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$533,000	\$533,000	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,033,000	\$4,033,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$7,290,000	\$7,290,000	\$3,000,000	\$3,000,000	\$7,540,000	\$7,540,000	\$17,830,000	\$17,830,000
3	Non-Traditionally Funded Transportation Project	\$5,668,200	\$5,668,200	\$95,963,001	\$95,963,001	\$0	\$0	\$0	\$0	\$101,631,201	\$101,631,201
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$10,288,300	\$10,288,300	\$6,085,000	\$6,085,000	\$0	\$0	\$14,960,000	\$14,960,000	\$31,333,300	\$31,333,300
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$656,428	\$656,428	\$509,358	\$509,358	\$0	\$0	\$0	\$0	\$1,165,786	\$1,165,786
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$7,411,515	\$7,411,515	\$0	\$0	\$0	\$0	\$7,411,515	\$7,411,515
11	District Discretionary	\$0	\$0	\$5,302,000	\$5,302,000	\$0	\$0	\$0	\$0	\$5,302,000	\$5,302,000
12	Strategic Priority	\$0	\$0	\$6,104,600	\$6,104,600	\$0	\$0	\$0	\$0	\$6,104,600	\$6,104,600
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	\$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		\$17,145,928	\$17,145,928	\$132,165,474	\$132,165,474	\$3,000,000	\$3,000,000	\$22,500,000	\$22,500,000	\$174,811,402	\$174,811,402

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$9,182,142	\$30,216,582	\$2,400,000	\$18,000,000	\$59,798,724
State	\$1,206,600	\$5,509,019	\$600,000	\$2,500,000	\$9,815,619
Local Match	\$1,088,986	\$476,872	\$0	\$2,000,000	\$3,565,858
CAT 3 - Local Contributions (LC)	\$201,200	\$54,365,001	\$0	\$0	\$54,566,201
CAT 3 - Prop 1	\$5,467,000	\$0	\$0	\$0	\$5,467,000
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$41,598,000	\$0	\$0	\$41,598,000
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$17,145,928	\$132,165,474	\$3,000,000	\$22,500,000	\$174,811,402

Notes:

* May 2017 STIP Revisions include the shift of \$2,000,000 Cat 12 VRF funds from SH 550 Gap 2 project/ **CSJ# 0684-01-068** to SH 550 Gap 1 project/ **CSJ# 0684-01-067**. It will not be possible to show the shift of \$2,000,000 monies to the SH 550 Gap 1 project because this project was listed in the 2015-2018 STIP. However, we are including mention of this transfer in the current 2017-2020 STIP text.

* \$1,186,000 contingency cost were previously included on the Total Project Cost for SH 550 Gap 2 project/ **CSJ# 0684-01-068**. Pharr District Staff and Lori Morel have agreed and recommended for contingency cost to be removed from the Total Project Cost.

* SH 550 Gap 2 project/ **CSJ# 0684-01-068** has been shifted from FY2017 to FY2018 as per Norma Garza, District RMA Liaison, Pharr District and staff at Pharr District TxDOT office.

FY 2017 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	BMPO-TGR1	Federal Funding Category	N/A
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds	\$ 1,800,000
Project Phase	Component 1A Phase 1	Fiscal Year Cost	\$ 1,800,000
Brief Project Description	Rehabilitation of transit maintenance facility. Local funds to serve as local match towards other projects.	Total Project Cost	\$ 1,800,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	BMPO-TGR2	Federal Funding Category	N/A
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds	\$ 5,312,000
Project Phase	Component 1A Phase 2	Fiscal Year Cost	\$ 5,312,000
Brief Project Description	BMetro's Eastside Transfer Station - Construction of passenger transfer station with site and safety improvements. (NOTE: (1.) Local funds from Component 1A/ Phase 1 serve as a local match (2.) Cat 9 TAP funds from CSJ 0921-06-304; also provides funding for BMetro's Eastside Transfer Station transit project)	Total Project Cost	\$ 5,312,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	BMPO-TGR4	Federal Funding Category	N/A
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds	\$ 2,000,000
Project Phase	Component 1C	Fiscal Year Cost	\$ 2,000,000
Brief Project Description	Bus Stop Improvements - Improvements of approximately 54 bus stops. (Note: Local funds from Component 1A/ Phase 1 serve as a local match)	Total Project Cost	\$ 2,000,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2017
MPO Project Information (reference number, etc)	BMPO-TGR3	Federal Funding Category	N/A
		Federal (FTA) Funds	\$ -
		State Funds from TxDOT	\$ 1,825,000
Apportionment Year	2017	Other Funds	\$ 3,575,000
Project Phase	Component 1B	Fiscal Year Cost	\$ 5,400,000
Brief Project Description	Purchase of Hybrid Buses- Purchase of eight transit buses, four hybrid diesel and four 40 ft. ULSD buses. (Note: Local funds from Component 1A/ Phase 1 serve as a local match)	Total Project Cost	\$ 5,400,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

Total Federal 5307 Share	\$	-
Total Federal 5310 Share	\$	-
Total Federal 5311(f) Share	\$	1,825,000
Total TIGER share	\$	5,700,000
Total State - TxDOT Share	\$	-
CDBG	\$	350,000
BCIC / Cameron County	\$	660,141
MPO - CAT 9	\$	509,356
Total Local Share	\$	<u>5,467,503</u>
Grand Total Cost of Project:	\$	<u>14,512,000</u>

Transit Financial Summary
BROWNSVILLE MPO
FY 2017 - 2020 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of November 2013

Transit Program	FY 2017			FY 2018			FY 2019		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,498,605	1,569,023	4,067,628	2,498,605	1,569,023	4,067,628	2,498,605	1,569,023	4,067,628
2 Sec. 5307 - Urbanized Formula <200K			0			0			0
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	206,655	39,510	246,165	206,655	39,510	246,165	206,655	39,510	246,165
5 Sec. 5311 - Nonurbanized Formula			0			0			0
6 Sec. 5316 - JARC >200K			0			0			0
7 Sec. 5316 - JARC <200K			0			0			0
8 Sec. 5316 - JARC Nonurbanized			0			0			0
9 Sec. 5317 - New Freedom >200K			0			0			0
10 Sec. 5317 - New Freedom <200K			0			0			0
11 Sec. 5317 - New Freedom Nonurbanized			0			0			0
12 Sec. 5339 - Discretionary	285,024	57,005	342,029	285,024	57,005	342,029	285,024	57,005	342,029
13 Other FTA (5311 (f))	2,291,293	466,293	2,757,586	466,293	466,293	932,586	466,293	466,293	932,586
14 Regionally Significant or Other	6,559,356	6,127,644	12,687,000			0			0
Total Funds	\$11,840,933	\$8,259,475	\$20,100,408	\$3,456,577	\$2,131,831	\$5,588,408	\$3,456,577	\$2,131,831	\$5,588,408
Transportation Development Credits									
Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2020			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,498,605	1,569,023	4,067,628	9,994,420	6,276,092	16,270,512
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	206,655	39,510	246,165	826,620	158,040	984,660
5 Sec. 5311 - Nonurbanized Formula			0	0	0	0
6 Sec. 5316 - JARC >200K			0	0	0	0
7 Sec. 5316 - JARC <200K			0	0	0	0
8 Sec. 5316 - JARC Nonurbanized			0	0	0	0
9 Sec. 5317 - New Freedom >200K			0	0	0	0
10 Sec. 5317 - New Freedom <200K			0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized			0	0	0	0
12 Sec. 5339 - Discretionary	285,024	57,005	342,029	1,140,096	228,020	1,368,116
13 Other FTA (5311 (f))	466,293	466,293	932,586	3,690,172	1,865,172	5,555,344
14 Regionally Significant or Other			0	6,559,356	6,127,644	12,687,000
Total Funds	\$3,456,577	\$2,131,831	\$5,588,408	\$22,210,664	\$14,654,968	\$36,865,632
Transportation Development Credits						
Requested			\$0			\$0
Awarded			\$0			\$0

Notes :

* TIGER Component 1A Phase 2 project - FY 2017 (BMPO-TGR2), will include Cat 9 funds via a MPO allocation- CSJ# 0921-06-304. Cat 9 funding amount has been included under Regionally significant or Other funds column.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**TXDOT PHARR DISTRICT
F.Y. 2018**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21-Pharr	Cameron	0921-06-275	BND Port Roads	C	Brownsville	BND	\$1,629,889
LIMITS FROM:	Within the Port of Brownsville					REVISION DATE:	8/1/2017
LIMITS TO:	Within the Port of Brownsville					MPO PROJ NUM:	BMPO-PP2
PROJECT DESCRIPTION:	Construction of Internal Port Roads					FUNDING CAT(S):	Cat 10, Cat 3-Local

REMARKS: Also called Internal Port Roads-Phase II.

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
Prelim. Engineering	\$	30,000	COST OF APPROVED PHASES: \$1,629,889	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
ROW Purchase	\$	-						
Construction Const	\$	1,629,889		Cat. 10	\$867,538	\$0	\$216,884	\$0
Construction Eng.	\$	200,000		Cat 3/Local Contribution	\$0	\$0	\$0	\$545,467
Contingency	\$	-			\$0	\$0	\$0	\$0
Indirect Costs		111,114			\$0	\$0	\$0	\$0
Bond Financing		0			\$0	\$0	\$0	\$0
Potential Chg Ord		0			\$0	\$0	\$0	\$0
TOTAL PROJ COST:	\$	1,971,003		Total Funding by Share:	\$867,538	\$0	\$216,884	\$545,467
								\$1,629,889

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

C



Brownsville MPO - District 21
Initial FY 2017 - 2020 Transportation Improvement Program
August 2017 - STIP Revision

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$533,000	\$533,000	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,033,000	\$4,033,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$7,290,000	\$7,290,000	\$3,000,000	\$3,000,000	\$7,540,000	\$7,540,000	\$17,830,000	\$17,830,000
3	Non-Traditionally Funded Transportation Project	\$5,668,200	\$5,668,200	\$96,508,468	\$96,508,468	\$0	\$0	\$0	\$0	\$102,176,668	\$102,176,668
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$10,288,300	\$10,288,300	\$6,085,000	\$6,085,000	\$0	\$0	\$14,960,000	\$14,960,000	\$31,333,300	\$31,333,300
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$656,428	\$656,428	\$509,358	\$509,358	\$0	\$0	\$0	\$0	\$1,165,786	\$1,165,786
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$8,495,937	\$8,495,937	\$0	\$0	\$0	\$0	\$8,495,937	\$8,495,937
11	District Discretionary	\$0	\$0	\$5,302,000	\$5,302,000	\$0	\$0	\$0	\$0	\$5,302,000	\$5,302,000
12	Strategic Priority	\$0	\$0	\$6,104,600	\$6,104,600	\$0	\$0	\$0	\$0	\$6,104,600	\$6,104,600
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	\$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		\$17,145,928	\$17,145,928	\$133,795,363	\$133,795,363	\$3,000,000	\$3,000,000	\$22,500,000	\$22,500,000	\$176,441,291	\$176,441,291

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$9,182,142	\$31,084,120	\$2,400,000	\$18,000,000	\$60,666,262
State	\$1,206,600	\$5,509,019	\$600,000	\$2,500,000	\$9,815,619
Local Match	\$1,088,986	\$693,756	\$0	\$2,000,000	\$3,782,742
CAT 3 - Local Contributions (LC)	\$201,200	\$54,910,468	\$0	\$0	\$55,111,668
CAT 3 - Prop 1	\$5,467,000	\$0	\$0	\$0	\$5,467,000
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$41,598,000	\$0	\$0	\$41,598,000
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$17,145,928	\$133,795,363	\$3,000,000	\$22,500,000	\$176,441,291

Notes:

CSJ: 0921-06-275, Internal Port Roads Phase II project has been added to FY 2018 Funding Columns.

Cat. 10
 Federal- \$867,538 Local- \$216,884

Cat. 3-Local
 Local Contribution- \$545,467

**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 a revision of the F.Y. 2017-2020 Transportation Improvement Program (TIP), as follows:

- Port Internal Roads (Phase 2) – CSJ #0921-06-275. Description: Construction of Internal Port Roads; Limits: within the Port of Brownsville; Construction Cost: \$1,629,889; Federal Share: \$867,538; Local Contribution: \$545,467; Local Share: \$216,884; Project Sponsor: Brownsville Navigation District; Letting Date: F.Y. 2018; Proposed Action: Add project.

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 revision of the F.Y. 2017-2020 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



Hector Gonzalez Jr., P.E.
TxDOT Deputy District Engineer
TxDOT Pharr District

Dated: 1-12-2017

**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 a revision of the F.Y. 2017-2020 Transportation Improvement Program (TIP), as follows:

- Port Internal Roads (Phase 2) - CSJ #0921-06-275. Description: Construction of Internal Port Roads; Limits: within the Port of Brownsville; Construction Cost: \$1,629,889; Federal Share: \$867,538; Local Contribution: \$545,467; Local Share: \$216,884; Project Sponsor: Brownsville Navigation District; Letting Date: F.Y. 2018; Proposed Action: Add project.



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

7-12-2017

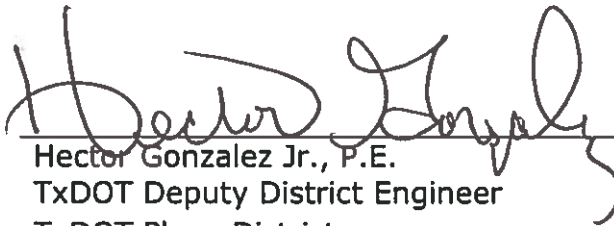
Date



Mark Lund
MPO Director
City of Brownsville

7-12-2017

Date



Hector Gonzalez Jr., P.E.
TxDOT Deputy District Engineer
TxDOT Pharr District

7-20-17

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of an amendment of the MPO's Metropolitan Transportation Plan (MTP), as follows:

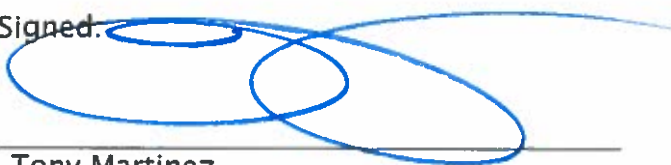
- Port Internal Roads (Phase 2) – CSJ #0921-06-275. Description: Resurfacing and spot repairs of internal Port roads; Limits: within the Port of Brownsville; Construction Cost: \$1,629,889; Federal Share: \$867,538; Local Contribution: \$545,467; Local Share: \$216,884; Project Sponsor: Brownsville Navigation District; Letting Date: F.Y. 2018; Proposed Action: Add project.

WHEREAS, the Policy Committee of the Brownsville MPO finds that the amended MTP will afford improvements to the Brownsville MPO's area transportation system that promote both the general welfare and economic development of the Brownsville MPO area; and

WHEREAS, the Brownsville MPO staff, MPO Policy and Technical Committee members will work in cooperation with TxDOT staff to assure that future improvements to the existing transportation system are in compliance with applicable state and federal guidelines.

NOW, THEREFORE, BE IT RESOLVED that the adoption of this amendment of the MPO's Metropolitan Transportation Plan (MTP) is officially adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed: _____



Tony Martinez
Chairperson
Brownsville MPO Policy Committee



Pete Alvarez., P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: _____

8/09/2017

**PUBLIC INVOLVEMENT PROCESS (PIP)
CERTIFICATION**

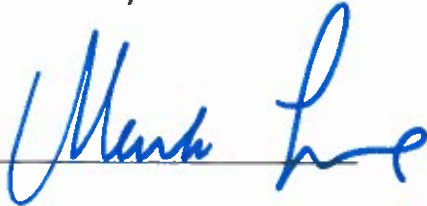
The **Brownsville Metropolitan Planning Organization** certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the adoption of an amendment of the MPO's Metropolitan Transportation Plan (MTP), as follows:

- Port Internal Roads (Phase 2) – CSJ #0921-06-275. Description: Resurfacing and spot repairs of internal Port roads; Limits: within the Port of Brownsville; Construction Cost: \$1,629,889; Federal Share: \$867,538; Local Contribution: \$545,467; Local Share: \$216,884; Project Sponsor: Brownsville Navigation District; Letting Date: F.Y. 2018; Proposed Action: Add project.



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

8/09/2017
Date



Mark Lund
City of Brownsville
MPO Director

8-09-2017
Date



Pete Alvarez, P.E.
TxDOT District Engineer
TxDOT Pharr District

8-11-17
Date