

1. RGVMPO AGREEMENTS, ROLES AND RESPONSIBILITIES

HISTORY

On April 24, 2019, local elected officials held a signing ceremony where elected officials from Cameron County, Hidalgo County, the cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, and Pharr agreeing to the re-designation of the three metropolitan planning organizations of the Rio Grande Valley, Brownsville, Harlingen-San Benito and Hidalgo County in to the singular entity, the Rio Grande Valley MPO (RGVMPO).

Transportation Policy Board (TPB) was created for the purpose of serving as spokespersons for the citizens of the metropolitan area.

On May 14, 29019 Governor Greg Abbott, held a signing ceremony at the State Capitol where local elected officials as well as officials from TxDOT were invited to participate in a ceremony approving the request of formation for a singular RGVMPO. Finally, on June 24, 2019, James Bass, Executive Director of TxDOT wrote the Federal Highway Administration, Texas Division seeking approval of the formation of the RGVMPO with an effective date of October 1, 2019.



On June 26, 2019 the RGVMPO held its first Transportation Policy Board (TPB) meeting and elected its first Chairman, Dr. Ambrosio Hernandez, Mayor of Pharr and Judge Eddie Trevino, Cameron County Judge. The TPB also confirmed the appointment of Technical Advisory Committee members and interim staff as to specifics on the forthcoming TPB meetings and the items needing to be adopted to function properly. On August 7, 2019, the TPB adopted a multitude of planning documents as well as regular meeting schedules. The TPB adopted the Planning agreement between the RGVMPO, TxDOT and the fiscal agent, Lower Rio Grande Valley Development Council (LRGVDC). The TPB adopted the staff budget, FY 2020-2021 UPP, scopes for a Long-Range Plan and Congestion Study Request for Proposals. The TPB furthermore approved a request to FHWA seeking a one-year deferment of the Federal Certification Review for the newly formed RGVMPO.

A Metropolitan Planning Organization is a federally funded program that addresses the mobility goals and needs of the communities within the urbanized areas.



INTODUCTION

The primary purpose of a certification review is to formalize the continuing oversight and day-to-day evaluation of planning process. The certification review process, which is conducted jointly by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), ensures that the planning requirements of 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303 (k)(5) are being satisfactorily implemented and all major transportation issues are being met.

On May 14, 29019 Governor Greg Abbott, held a signing ceremony at the State Capitol thus brining together the regions three (3) MPO's, Brownsville, Harlingen-San Benito and the Hidalgo County MPO. This process was a long a difficult tasks, conversations and discussions had happened for the previous decade about the benefits of the region to merge into a singular, larger MPO. A asset of agreements which became known as the Redesignation Agreement (RA) was set forth and after several iterations, local elected officials agreed upon and signed the redesignation agreement which clarifies the voting members of the Transportation Policy Board, and limited membership to those communities with a populations of 50,000 or greater as defined by the Census Bureau. One exception to such is the inclusion of San Benito as a voting member, this was completed by Cameron County surrendering one of their votes to San Benito to have their inclusion on the Policy Board. The redesignation agreement spelled out that at a minimum the new RGVMPO would consist of the MPO boundaries as defined by census. The RA also set forth that the total number of votes allowed on the Policy Board would be 31, and vote the vote structure is as follows:

Brownsville- 4, McAllen - 3, and Harlingen - 2, Edinburg - 2, Pharr - 2 and Mission - 2. All other cities over 50,000 population are allocated one board member. Cities with a population over fifty thousand (50,000) are allocated one or more VOTES on the Policy Board, along with the two counties and other transportation partners. Cities will be given membership on the Policy Board based on one (1) member once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional VOTE for each additional fifty thousand (50,000) population "bracket" marker reached. By way of example, McAllen would be given three (3) VOTES to start, with an additional one (I) VOTE once the city population reaches one hundred and fifty thousand (150,000). Counties will be assigned VOTES as follows: Cameron County - five (5) VOTES; Hidalgo County - seven (7) VOTES Counties will add one (1) VOTE when population reaches five hundred thousand (500,000) population "bracket" marker, i.e., Cameron County will receive one additional VOTE at five hundred thousand (500,000); Hidalgo County will receive one additional VOTE at one million (1,000,000).

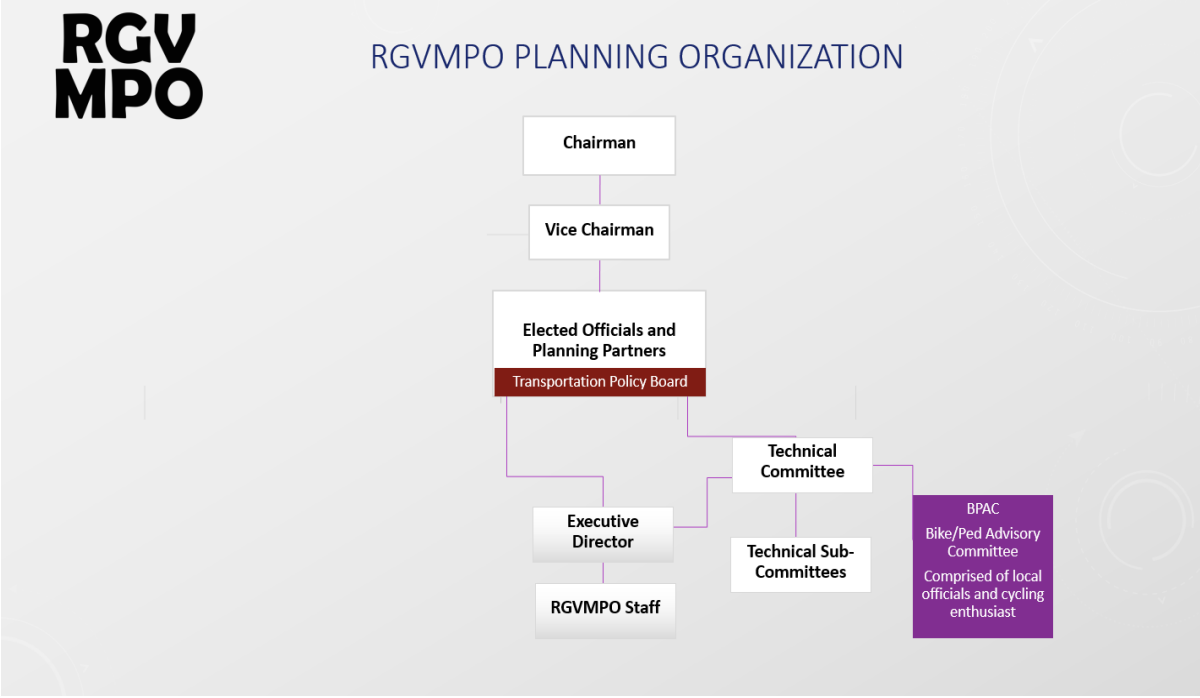
As well as building consensus on the voting structure of the RGVMPO, funding was a facet where great compromise was reached. The funding of the RGVMPO is unique in that the RGVMPO is comprised of 2 Transportation Management Areas (TMA) and one non-TMA area. This is unique because TMA's are available for some funding that not necessarily available to the non-TMA areas. The RA defined funding distribution to be as follows:

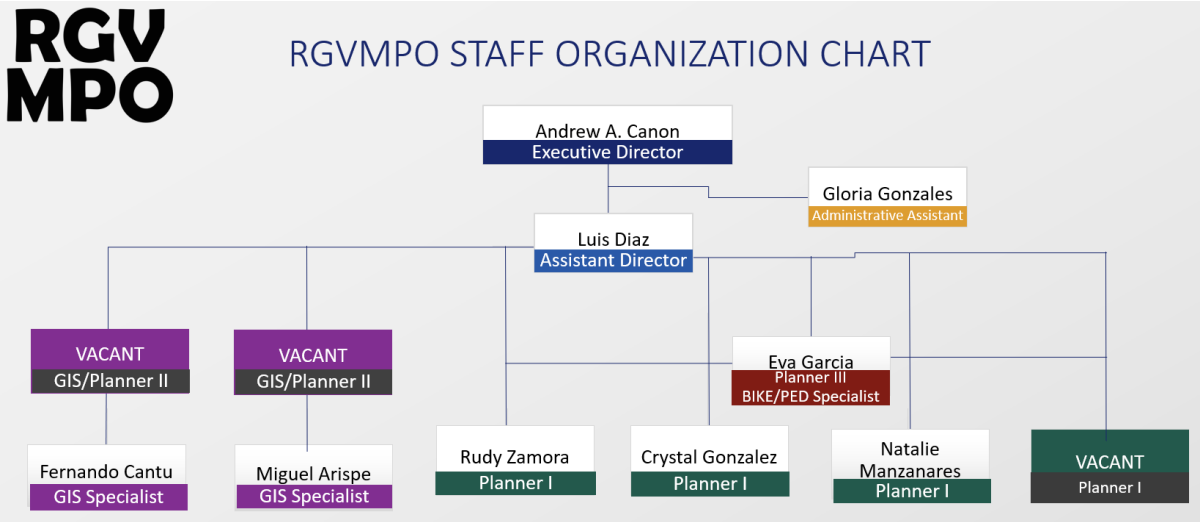
All funding distributions and scenarios shall be in compliance with federal and state laws and regulations. Should funding distribution not be in compliance, funding shall be distributed by the MPO Policy Board in a manner consistent with this Resignation Agreement, MPO By-Laws and Federal and State Statutes and Regulations. To provide for a balanced and equitable allocation of funds for projects throughout the region, the Valley MPO shall suballocate to each subregion described below funding amounts from the following funding sources as reflected in the most recently adopted Transportation Improvement Program (TIP) for the MPO.

Federal Apportionments suballocated to Urbanized Areas with Populations Greater than 200,000 (Currently Surface Transportation Block Grant funding designated in Fixing America's Surface Transportation Act or "FAST Act") State Administered Metropolitan and Urban Area Corridor Project (Unified Transportation Program Category 2 funding distributed to metropolitan planning organizations. The suballocation of funding to each subregion, will be determined using the Category 2 Transportation Management Area funding formula as provided in the Texas Administrative Code

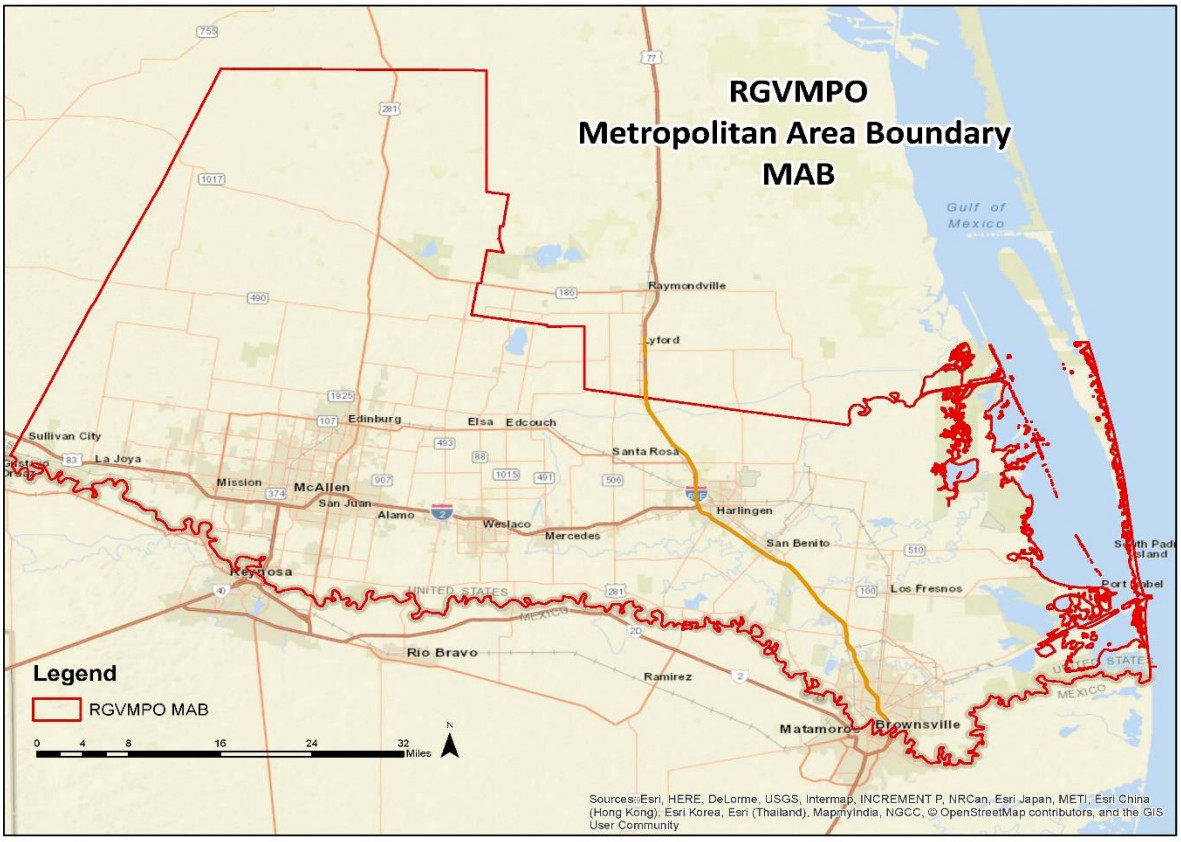
Title 43, Part 1, Chapter 1, Subchapter D, Rule 16.154 or as amended hereafter by action of the Texas Transportation Commission. Any change to the suballocation of funding sources or suballocation funding formula must be approved by a majority of the transportation policy board members and a majority of the signatories from the affected sub-region. For the purpose of suballocations of funding, the following sub-regions are initially designated: Brownsville Sub-Region will encompass the entirety of the Brownsville Census Designated Urbanized Area and align with the last Brownsville MPO boundary. Harlingen Sub-Region will encompass the entirety of the Harlingen Census Designated Urbanized Area and align with the last Harlingen-San Benito MPO boundary. Hidalgo County Sub-Region will encompass the entirety of the McAllen Census Designated Urbanized Area and align with the last Hidalgo County MPO boundary.

The RA further designated the Lower Rio Grande Valley Development Council (LRGVDC) as the fiscal agent of the RGVMPO to provide Human Resource, Procurement services and to act as the Fiscal Agent for the RGVMPO. This was further spelled out in the Planning Agreement with TxDOT which is contained in this document. The Policy Board further accepted the responsibility to hire and fire an Executive Director at their will and shifter the oversight responsibility from the RGVMPO to the Transportation Policy Board. This is shown in the following staff and MPO organization charts.





On January 29, 2020, the Transportation Policy Board took action to incorporate all the Cameron County area into the RGVMPO, Metropolitan Area Boundary and a part of the planning area. In accordance with 23 U.S.C. §134(b)(1), as implemented by 23 C.F.R. §450.308, approved a resolution to expand its boundary to include the Town of Laguna Vista, Town of Bayview, City of Port Isabel, City of South Padre Island, and support resolution from Cameron County.



APPENDIX A

Re-Designation Agreement For MPO Consolidation

RE-DESIGNATION AGREEMENT FOR MPO CONSOLIDATION

The Parties to this Agreement (hereinafter referred to as "Signatories") agree to the Re-designation of the existing Harlingen-San Benito Metropolitan Planning Organization, Brownsville Metropolitan Planning Organization, and Hidalgo County Metropolitan Planning Organization into a newly created Rio Grande Valley Metropolitan Planning Organizations ("the Valley MPO") arising from the combination of the three existing Metropolitan Planning Organizations (sometimes referred to herein as "MPO(s)") on the following terms and conditions:

1.Re-designation Agreement

A Re-designation Agreement is required by federal law to effectuate the consolidation of MPOs. In this case, the required parties (i.e., signatories) to the Re-designation Agreement must include: (1) the Governor (or designee), (2) City of McAllen, (3) City of Edinburg, (4) City of Mission, (5) City of Pharr, (6) City of Harlingen, (7) City of Brownsville, (8) Hidalgo County, and (9) Cameron County. The Re-designation Agreement cannot be amended without the consent of all of the signatories.

A. Identification of Valley MPO Boundary: The Valley MPO Boundary shall include all of the territory combined from the three (3) existing MPO boundaries.

B. Composition of Policy Board: There shall be an initial thirty-one (31)-**VOTE** Policy Board as set forth and structured as provided below. The signatories identified below to the Re-designation Agreement will be required to make any changes to the Re-designation agreement (i.e., changes cannot be made by simply amending the bylaws). The Policy Board structure shall be as follows:

(i). The signatory cities are allocated board members as follows: Brownsville - 4, McAllen - 3, and Harlingen - 2, Edinburg - 2, Pharr - 2 and Mission - 2. All other cities over 50,000 population are allocated one board member.

(ii). Cities with a population over fifty thousand (50,000) are allocated one or more **VOTES** on the Policy Board, along with the two counties and other transportation partners.

(iii). Cities will be given membership on the Policy Board based on one (1) member once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional **VOTE** for each additional fifty thousand (50,000) population "bracket" marker reached. By way of example, McAllen would be given three (3) **VOTES** to start, with an additional one (1) **VOTE** once the city population reaches one hundred and fifty thousand (150,000).

(iv). Counties will be assigned **VOTES** as follows: Cameron County - five (5) **VOTES**; Hidalgo County - seven (7) **VOTES C**ounties will add one (1) **VOTE** when population reaches five hundred thousand (500,000) population "bracket" marker, i.e., Cameron County will receive one additional **VOTE** at five hundred thousand (500,000); Hidalgo County will receive one additional **VOTE** at one million (1,000,000).

(v). All population requirements will be determined based on the most recent U.S. Decennial Census. Policy board membership shall be "adjusted" following publication of each official decennial census. The total initial board membership will be a thirty-one members with (31) corresponding **WEIGHTED VOTES**.
(vi). Smaller cities are represented through the vote of the county in which it is located, through non-voting membership, or through the Technical Advisory Committee.
(vii). Additional Ex Officio members may be added. Ex Officio members do not vote or count for the purposes of a quorum.
(viii). For Cameron County, one of their allotted member positions must be an elected official or City Manager from the governing body of the next largest city in the county that is not otherwise represented on the Policy Board (currently San Benito).

Policy Board		
	2010 Population by City	Weighted Votes
Cameron County		5
Cameron County RMA		1
City of Brownsville	175,023	4
City of Harlingen	64,849	2
Hidalgo County		7
Hidalgo County RMA		1
City of McAllen	129,877	3
City of Edinburg	77,100	2
City of Mission	77,058	2
City of Pharr	70,400	2
TxDOT Pharr District		1
Valley METRO		1
Additional cities (N=number of cities that reach the 50,000 population threshold)		
Total		31

C. All funding distributions and scenarios shall be in compliance with federal and state laws and regulations. Should funding distribution not be in compliance, funding shall be distributed by the MPO Policy Board in a manner consistent with this Resignation Agreement, MPO By-Laws and Federal and State Statutes and Regulations.

(i) To provide for a balanced and equitable allocation of funds for projects throughout the region, the Valley MPO shall suballocate to each subregion described below funding amounts from the following funding sources as reflected in the most recently adopted Transportation Improvement Program (TIP) for the MPO:

- Federal Apportionment suballocated to Urbanized Areas with Populations Greater than 200,000 (Currently Surface Transportation Block Grant funding designated in Fixing America's Surface Transportation Act or "FAST Act")
- State Administered Metropolitan and Urban Area Corridor Project (Unified Transportation Program Category 2) funding distributed to metropolitan planning organizations.

(ii) The suballocation of funding to each subregion, will be determined using the Category 2 Transportation Management Area funding formula as provided in the Texas Administrative Code Title 43, Part 1, Chapter 1, Subchapter D, Rule 16.154 or as amended hereafter by action of the Texas Transportation Commission. Any change to the suballocation of funding sources or suballocation funding formula must be approved by a majority of the transportation policy board members and a majority of the signatories from the affected sub-region.

(iii) For the purpose of suballocations of funding, the following sub-regions are initially designated:

- Brownsville Sub-Region will encompass the entirety of the Brownsville Census Designated Urbanized Area and align with the last Brownsville MPO boundary.
- Harlingen Sub-Region will encompass the entirety of the Harlingen Census Designated Urbanized Area and align with the last Harlingen-San Benito MPO boundary.
- Hidalgo County Sub-Region will encompass the entirety of the McAllen Census Designated Urbanized Area and align with the last Hidalgo County MPO boundary.

Maps of these boundaries are included as attachment A.

The boundaries of sub-regions will be automatically adjusted to include any changes in Census Designated Urbanized Areas. Any other changes in the boundaries of the sub-regions must be approved by the transportation policy board members and a majority of the signatories from the affected sub-region. The creation of any new sub-region by the addition of territory not originally included in the Valley MPO must be approved by a majority of transportation policy board members and the signatories.

D. Initial Plan Updates: Subject to state and federal laws and fiscal constraint, to maintain consistency and continuity in the regional planning efforts to-date the existing planning documents of the previous MPOs are adopted, including the fiscally constrained TIPs, as a starting point for future updates, and prioritizing projects currently in the individual (TIPS) for consideration for inclusion in the combined Valley MPO TIP.

E. Designation of Fiscal Agent: The Lower Rio Grande Valley Development Council (LRGVDC) shall be designated to serve as the fiscal agent for the Valley MPO.

F. Amendments: Any changes to the Re-designation Agreement shall be enacted by a written amendment executed by all signatories.

2. Bylaws

The Transportation Policy Board shall adopt By-Laws which among other matters shall include the following provisions:

A. Appointment of Policy Board Members.

(i). Per federal law , the entities identified in the Re-designation Agreement to the Policy Board shall be local elected officials, City Managers, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, or appropriate officials of TxDOT.

(ii). With respect to the cities or counties represented on the Policy Board, members must be an elected member of the governing body or City Manager (i.e., the mayor, a member of the city council or city commission, the county judge, or a member of the county commissioners court).

(iii). With respect to cities or counties with more than one member, additional elected officials shall be designated by the governing body of the city or county.

(iv). For Cameron County, one of their allotted member positions must be an elected official or City Manager from the governing body of the next largest city in the county that is not otherwise represented on the Policy Board (currently San Benito).

(v). The rules for appointing alternate members will be outlined in the bylaws.

(vi). The Policy board shall appoint the Chair and Vice Chair who shall serve two (2) year terms with the Vice Chair assuming the role of Chair after the term concludes. Only elected officials may serve as Chair or Vice-Chair.

(vii). If the Chair resigns, the Vice Chair shall serve as Chair only until a new Chair is selected to serve for the remainder of the Chair's term. The new Chair shall be selected from the same local government as the resigning Chair.

B. Official Actions and Voting by the Policy Board.

(i). Quorum: Sixty-five percent (65%) of members of the Policy Board (excluding ex officio members) must be present to constitute a quorum. If sixty-five percent (65%) of members of the Policy Board is a partial number, said number shall be rounded up to the nearest whole number.
(ii). Official Action: A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize Official Action of the Policy Board.

(iii). Amending the Bylaws: Bylaws may be amended by independent action of the Policy Board within the time limit set by the Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the Policy Board to receive written ballots. The following is required to amend the bylaws: (a) a supermajority seventy-five percent (75%) of the full Policy Board (regardless of presence or quorum) must agree to adopt the amendment and (b) the supermajority voting to adopt the amendment must include all Policy Board members from Cameron county, Hidalgo county, McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr voting for the amendment. The bylaws may not be amended to change the composition of the Policy Board, sub-region boundaries or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

C. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement, being the Cities of McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr and Hidalgo and Cameron Counties. The Chair/Vice Chair will also be Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Signed and approved to be effective as of the date of the last signatory hereto.

Hidalgo County by: Date
Richard Cortez, County Judge

Cameron County by: Date
Eddie Trevino, Jr., County Judge

City of McAllen by: Date
James E. Darling, Mayor

City of Brownsville by: Date
Tony Martinez, Mayor

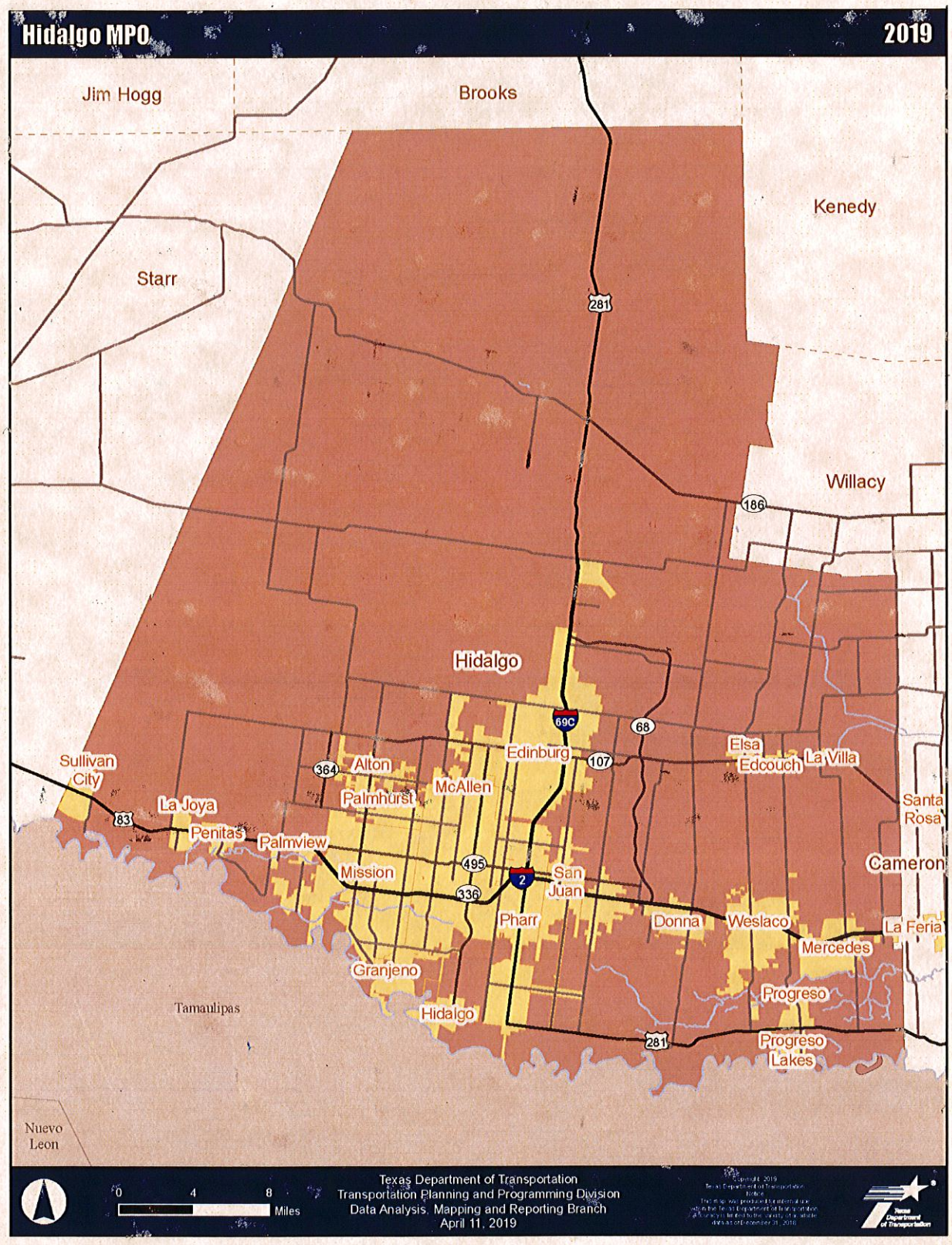
City of Edinburg: Date
Richard Molina, Mayor

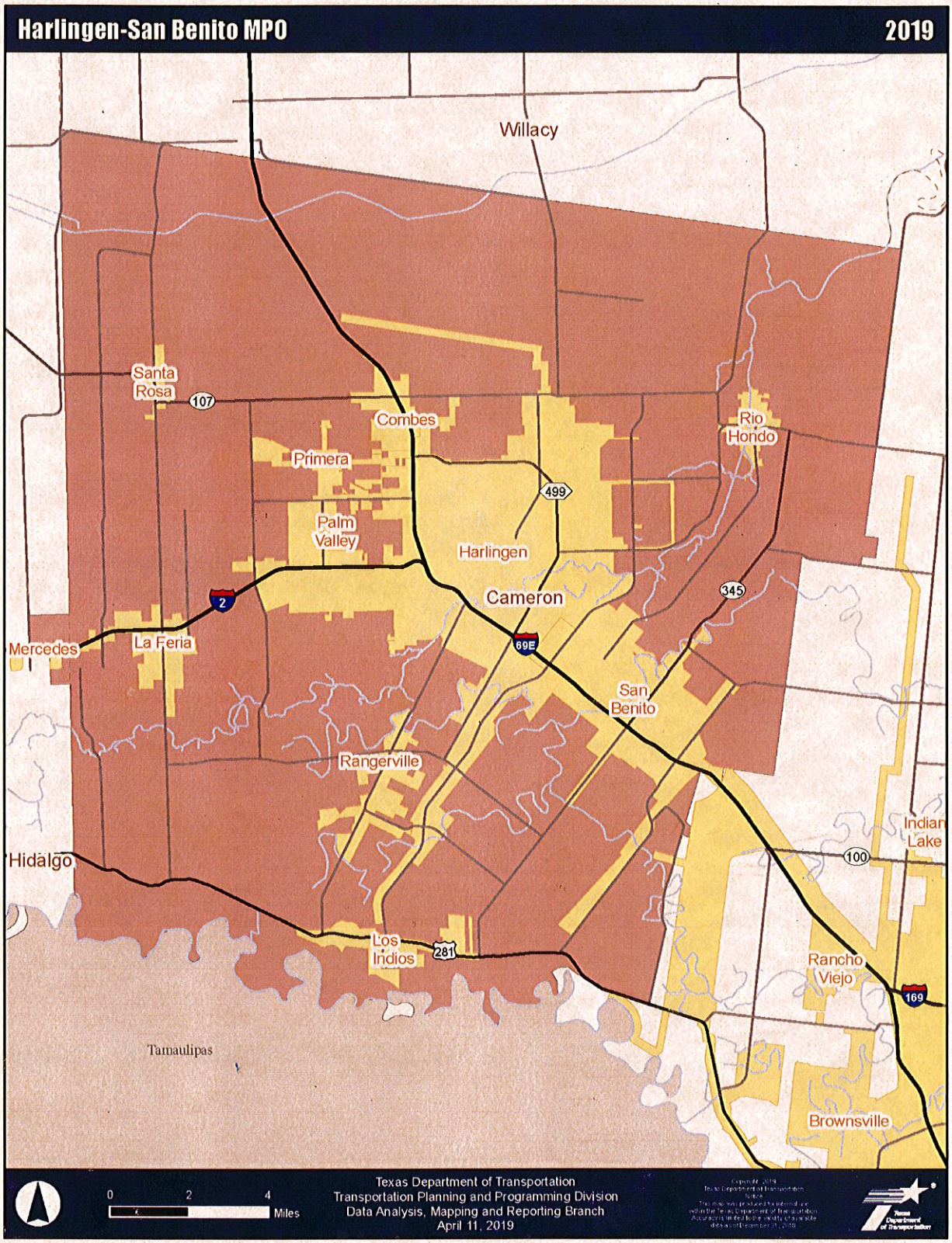
City of Harlingen by: Date
Christopher Boswell, Mayor

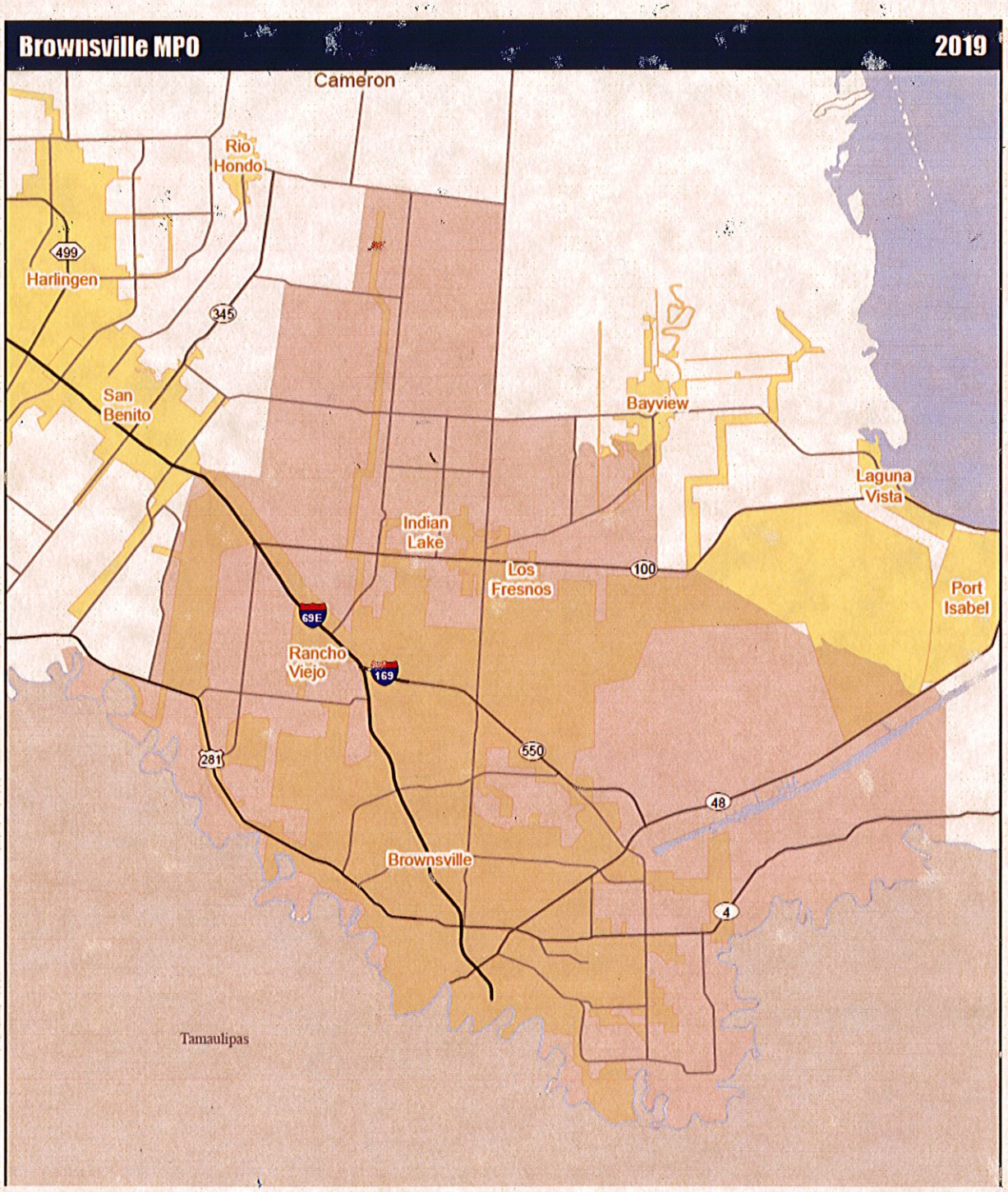
City of Pharr: Date
Dr. Ambrosio Hernandez, Mayor

City of Mission by: Date
Dr. Armando Ocana, Mayor

Attachment A




Harlingen-San Benito MPO
2019
Willacy
Santa Rosa
107
Combes
Primera
Palm Valley
499
Harlingen
Rio Hondo
Cameron
345
2
69E
Mercedes
La Feria
San Benito
Rangerville
Hidalgo
Indian Lake
100
Los Indios
281
Rancho Viejo
169
Tamaulipas
Brownsville
0
2
4
Miles
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
April 11, 2019


Brownsville MPO
2019
Cameron
Rio Hondo
499
Harlingen
345
San Benito
Bayview
Laguna Vista
Indian Lake
Los Fresnos
100
Port Isabel
69E
Rancho Viejo
169
281
550
48
Brownsville
4
Tamaulipas

APPENDIX B

Agreement With Metropolitan Planning Organization

Contract No.:	50-20XF0026
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen** , urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

Contract No.:	50-20XF0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

WHEREAS, the Governor of the State of Texas and the Lower Rio Grande Valley Development Council have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Agreement Period

A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.

B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 2. Responsibilities of the Department

The responsibilities of the Department are as follows:

A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.

B. Develop a timeline for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.

C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

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Article 4. Responsibilities of the MPO Policy Committee

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
D. Exercise sole responsibility to hire and terminate the MPO Transportation Planning Director within applicable policies and law.
E. Provide planning policy direction to the MPO Transportation Planning Director.

Article 5. Responsibilities of the Fiscal Agent

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
C. Provide human resource services to the MPO.
D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.
F. Exercise sole responsibility to supervise and evaluate the MPO Transportation Planning Director within applicable policies and law.

Article 6. Responsibilities of the MPO Transportation Planning Director

The responsibilities of the MPO Transportation Planning Director are as follows:

A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.

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Not Research and Development	

D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 3. Responsibilities of the MPO

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
H. Share information with the Department and information sources concerning transportation planning issues.

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E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
F. Share with the Department information and information resources concerning transportation planning issues.

Article 7. Unified Planning Work Program

A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.
I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized

by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.

J. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

Article 8. Compensation

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

A. Federal funds are available to the Department in a sufficient amount for making payments.
B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
C. The cost has actually been incurred by the MPO and meets the following criteria:
    1. Is verifiable from MPO records;
    2. Is not included as match funds for any other federally assisted program;
    3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
    4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and
    5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department

deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty-four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
   1. UPWP budget category or line item;
   2. Description of the cost;
   3. Quantity;
   4. Price;
   5. Cost extension; and
   6. Total costs

F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31st of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.

G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

Article 10. Indemnification

A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 11. Inspection of Work and Retention of Documents

A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.

B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their

duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.

D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 12. Work Performance

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

Article 13. Disputes

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Subcontracts

A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for

negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

B. Subcontracts in excess of $25,000 shall contain all required provisions of this agreement.
C. No subcontract will relieve the MPO of its responsibility under this agreement.

Article 16. Termination

A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 17. Force Majeure

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 18. Remedies

A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 19. Gratuities

A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

Article 20. Compliance with Laws
The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 21. Successors and Assigns
No party shall assign or transfer its interest in this agreement without written consent of the other parties.

Article 22. Debarment Certifications
The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity
The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

Article 24. Pertinent Non-Discrimination Authorities
During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:
A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).

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C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Article 25. Nondiscrimination on the Basis of Disability

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
B. The MPO shall adopt, in its totality, the State's federally approved DBE program.

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C. The MPO shall incorporate into its contracts with sub providers an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a sub provider. The MPO shall be responsible for documenting its actions.
D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 27. Procurement and Property Management Standards

A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Article 28. Environmental Protection and Energy Efficiency

A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act

33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.

B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 29. Federal Reimbursement

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Article 30. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

Article 31. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Article 32. Amendments

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

Article 33. Distribution of Products

A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the

following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*

B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Article 34. Legal Construction

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. Sole Agreement

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

Article 36. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 37. Federal Funding Accountability and Transparency Act Requirements

A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf and http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf

B. The MPO agrees that it shall:
   1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than $25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at https://www.sam.gov/portal/public/SAM/;
   2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at http://fedgov.dnb.com/webform; and
   3. Report the total compensation and names of its top five (5) executives to the Department if:
      i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than $25,000,000; and
      ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

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Article 38. Single Audit Report

If federal funds are used:

A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

B. If threshold expenditures of $750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.

C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the $_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."

D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	Transportation Policy Board Chairman RGVMPO 510 S. Pleasantview Dr. Weslaco, Texas 78596
Fiscal Agent:	Executive Director RGVMPO 301 W. Railroad St. Weslaco, Texas 78596Click here to enter text.
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

Contract No.:	50-20XF0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

Article 40. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Ambrosio Hernandez
Typed or Printed Name

RGVMPO Chairman
Title

9/17/2019
Date

THE FISCAL AGENT

Signature

Ron Garza
Typed or Printed Name

LRGVDC
Title

9/17/2019
Date

THE DEPARTMENT

Signature

Peter N. Smith
Typed or Printed Name

Director, Transportation Planning and Programming Division, Texas Department of Transportation
Title

9/27/2019
Date

APPENDIX C

Official Bylaws of the Transportation Policy Board (TPB)

Rio Grande Valley
Metropolitan Planning Organization

Official Bylaws of the Transportation Policy Board (TPB)

Designated Metropolitan Planning Organization for the Rio Grande Valley

LATEST REVISION: June 26, 2019

Transportation Planning Policy Board
Rio Grande Valley Metropolitan Planning Organization

PREAMBLE

Articles of Organization

WHEREAS, the Federal Aid Highway Act of 1962 required a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities of each urban area of more than 50,000 population in order to qualify transportation projects for federal aid, and;

WHEREAS, in the Rio Grande Valley area the transportation study process was established by agreement among the local governments and the State of Texas for the purpose of developing suitable transportation plans, with the prospectus for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) (FY 2020) establishing the organization and composition of the Transportation Policy Board (TPB), and;

WHEREAS, the RGVMPO shall work for the designated area, and;

WHEREAS, the main functions of the Transportation Policy Board shall be to provide policy guidance to the transportation planning process, approve the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), the Unified Planning Work Program (UPWP), and promote the implementation of the TIP and UPWP.

Now THEREFORE, the members of this committee do hereby agree to the purposes stated in these articles of organization and do associate themselves for those purposes.

ARTICLE I

1.01 Name

The name of this committee shall be the Transportation Policy Board of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO).

1.02 Purpose

The Transportation Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the Rio Grande Valley metropolitan planning area (Appendix A).

a. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

b. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

c. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas

Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the RGVMPO, has an expanded role in project selection, transportation project programming, and project funding.

d. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Transportation Policy Board of primarily elected officials from the counties and cities in the Rio Grande Valley Region. The Transportation Policy Board will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation.

e. The Transportation Policy Board will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Transportation Policy Board, and the authorities.

f. The Transportation Policy Board will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.

g. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on May 14, 2019, designated the RGVMPO Transportation Policy Board as the Metropolitan Planning Organization for transportation planning and to be the decision-making group for regional transportation policy for the Rio Grande Valley's urbanized areas. The Lower Rio Grande Valley Development Council (LRGVDC) serves as the fiscal agent for the MPO. As the designated Rio Grande Valley Metropolitan Planning Organization, the RGVMPO must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures set forth the manner in which the Transportation Policy Board shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Rio Grande Valley metropolitan area.

1.03 Definitions

The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

a. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

b. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects, policies, and programs anticipated to be funded over the next approximately 20+ years, and to be developed consistent with federal guidelines.

c. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Transportation Policy Board selection criteria.

d. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the RGVMPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.

e. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, International Bridges, Sea and Space Ports, and Air Carrier airports.

f. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

g. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail, commuter rail, high-speed rail, and other emerging transit technologies, local and express bus routes, rapid transit, paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.

h. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.

i. Metropolitan Area Boundary. The Metropolitan Area is comprised of Cameron and Hidalgo Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).

j. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Transportation Policy Board.

k. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Transportation Policy Board in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend RGVMPO Transportation Policy Board meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

l. Fiscal Agent. The fiscal agent for the RGVMPO is the entity responsible for providing fiscal, human resource and staff support services to the RGVMPO. The responsibilities of the fiscal agent are to maintain required accounting records for state and federal funds consistent with current federal and state requirements; to provide all appropriate funding, as identified by fiscal year in the RGVMPO, to allow the RGVMPO staff to effectively and efficiently operate the program, to provide human resource services to the RGVMPO, to provide benefits for the RGVMPO staff that shall be the same as the fiscal agent normally provides its own employees, or as determined through an agreement between the RGVMPO Transportation Policy Board and the fiscal agent. Costs incurred by the fiscal agent for these benefits shall be reimbursed by the RGVMPO, may establish procedures and policies for procurement and purchasing in cooperation with the RGVMPO Transportation Policy Board.

m. Fiscal Year. The fiscal year for the RGVMPO shall be from October 1st to September 30th.

1.04 Code of Ethics

Voting members of the RGVMPO Transportation Policy Board must adhere to the ethical standards required of MPO members, as identified in Texas Senate Bill No. 585. Also, RGVMPO staff members and Technical Advisory Committee shall adhere to the ethical standards required of MPO employees, as identified in Texas Senate Bill No. 585.

These standards state that RGVMPO employees, members of Technical Advisory Committee, and/or voting members of the RGVMPO Transportation Policy Board are prohibited from engaging in the following:

1. Accepting or soliciting any gift, favor or service that might reasonably tend to influence he/she in the discharge of official duties, or that he/she should know is being offered with the intent to influence the his/her official conduct;

2. Accepting employment or engaging in a business or professional activity that he/she might reasonably expect would require or induce he/she to disclose confidential information acquired by reason of the official position;

3. Accepting employment or compensation that could reasonably be expected to impair his/her judgment in the performance of his/her official duties;

4. Making personal investments that could reasonably be expected to create a substantial conflict between the his/her private interest and the public interest;

5. Intentionally or knowingly solicit, accept or agree to accept any benefit for having exercised his/her official powers or performing his/her official duties in favor of another.

To ensure that RGVMPO employees, members of the Technical Advisory Committee, and RGVMPO Transportation Policy Board members are made aware of this RGVMPO ethics policy, the RGVMPO Executive Director shall furnish a copy of the RGVMPO Bylaws, (with this ethical standards section), to all new RGVMPO Transportation Policy Board members and Technical Advisory Committee members no later than the third business day after the person qualifies for office. Further, the RGVMPO Executive Director shall furnish a copy of the RGVMPO Bylaws, (with this ethical standards section), and to all new RGVMPO employees no later than the third business day after the person begins employment.

In addition, the RGVMPO Executive Director shall develop and distribute an Ethical Standards Affidavit. This affidavit is to be signed by all MPO Policy Committee members, Technical Advisory Committee members and MPO employees.

1.05 Membership of the Transportation Policy Board

Based upon the 2010 Census, the composition of the Transportation Policy Board (TPB) voting membership is as follows:

There shall be an initial thirty-one (31)-**VOTE** Transportation Policy Board as set forth and structured as provided below. The signatories identified below to the Re-designation Agreement will be required to make any changes to the Re-designation Agreement (i.e., changes cannot be made by simply amending the bylaws). The Transportation Policy Board structure shall be as follows:

a. The signatory cities are allocated board votes as follows: Brownsville - 4, McAllen - 3, Harlingen - 2, Edinburg - 2, Pharr - 2 and Mission - 2. All other cities over fifty thousand (50,000) population are allocated one (1) board member.

b. Cities with a population over fifty thousand (50,000) are allocated one or more **VOTES** on the Transportation Policy Board, along with the two (2) counties and other transportation partners.

c. Cities will be given membership on the Transportation Policy Board based on one (1) member with one vote once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional **VOTE** for each additional fifty thousand (50,000) population bracket marker reached. By way of example, McAllen would be given three (3) **VOTES** to start, with an additional one (1) **VOTE** once the city population reaches one hundred and fifty thousand (150,000).

d. Counties will be assigned **VOTES** as follows: Cameron County - five (5) **VOTES**; Hidalgo County - seven (7) **VOTES.** Counties will add one (1) **VOTE** when population reaches five hundred thousand (500,000) population bracket marker, i.e., Cameron County will receive one (1) additional **VOTE** at five hundred thousand (500,000); Hidalgo County will receive one (1) additional **VOTE** at one million (1,000,000) marker.

e. For Cameron County's five (5) VOTES, one of their allotted VOTES shall be an elected official or City Manager from the governing body of the next largest city in the county that is not otherwise represented on the Transportation Policy Board (currently San Benito).

f. All population requirements will be determined based on the most recent U.S. Decennial Census. Transportation Policy Board membership shall be adjusted following publication of each official decennial census. The total initial board membership will be a thirteen (13) members with thirty-one (31) corresponding **WEIGHTED VOTES**, as set forth in Table 1.

g. Smaller cities are represented through the vote of the county in which it is located, through non-voting membership, or through the Technical Advisory Committee.

h. Additional ex-officio members may be added. Ex-officio members do not vote or count for the purposes of a quorum.

i. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement: Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr. The Chair and Vice Chair will also be Transportation Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Table 1. Transportation Policy Board

	2010 Population by City	Members	Weighted Votes
Hidalgo County	240,273	1	7
City of Brownsville	175,023	1	4
Cameron County	136,486	1	4
City of McAllen	129,877	1	3
City of Edinburg	77,100	1	2
City of Mission	77,058	1	2
City of Pharr	70,400	1	2
City of Harlingen	64,849	1	2
City of San Benito *(*reference section 1.05, e.)*	24,250	1	1
Cameron County RMA		1	1
Hidalgo County RMA		1	1
Valley Metro		1	1
TxDOT Pharr District		1	1
Additional cities (N=number of cities that reach the 50,000-population threshold)			
Total		13	31

j. Title 23, U.S.C. Section 134(d) (2) outlined the membership goal stating that Transportation Policy Boards shall consist of local elected and appointed officials. Therefore, member entities shall appoint elected and appointed officials to the Transportation Policy Board. In the event an elected official is unseated from their elected status, their term on the Transportation Policy Board will end at the next Annual Meeting. All Transportation Policy Board members are appointed and may be removed by their Governing Body at any time. Additionally, if a Transportation Policy Board member will be unable to attend a meeting, that member may, in writing, appoint a voting proxy to vote in his stead and be counted for quorum purposes.

k. Each of the following agencies or offices shall be represented by one (1) non-voting member and they shall be referred to as ex-officio members:

i. United States Senators, United States Representatives, State Senators, and State Representatives, serving the RGVMPO area.
ii. Federal Highway Administration
iii. Federal Transit Administration
iv. Texas Commission on Environmental Quality
v. Federal Aviation Administration
vi. Lower Rio Grande Valley Development Council (LRGVDC)
vii. Others, as may be appropriate

l. Individuals serving on this Transportation Policy Board shall be designated in writing by the following:

County Member	County Commissioners' Court
City Members	Mayor, City Council, or City Manager
Cameron County RMA	CCRMA Board of Directors
Hidalgo County RMA	HCRMA Board of Directors
Valley Metro	LRGVDC Board of Directors
TxDOT Pharr District	Pharr District Engineer

m. Attendance records of the Transportation Policy Board meetings shall be kept in accordance to the Open Meetings Act. These records shall be sent to members annually.

n. Members of the Transportation Policy Board who have missed two (2) consecutive meetings shall be informed of their absences by a letter from the Director. Appointing bodies will be asked if they wish to change their member representative due to the absences. Any voting member who has missed three (3) consecutive meetings shall be placed on ex-officio status and be so informed by letter from the Chairman.

o. In order for the member to regain full voting status, the suspended member must show good faith effort to regain the voting status. A good effort is attending two (2) consecutive meetings as an ex-officio member. Attendance at three (3) consecutive meetings by the member who has been placed on ex-officio status shall restore said member to full voting membership.

p. Proxies or alternates for all positions on the Transportation Policy Board will be allowed, provided all of the following conditions are satisfied:

i. The proxy appointment must be confirmed in writing and said correspondence is to be filed and acknowledged by the RGVMPO staff;

ii. The proxy acts on behalf of and under the supervision of the Transportation Policy Board member who appointed the proxy; and

iii. The proxy member is authorized to vote for the policy member who appointed the proxy.

1.06 Technical Advisory Committee

a. The purpose of the Technical Advisory Committee is to review technical issues and develop preferred technical alternatives for Transportation Policy Board action. The following entities shall have one voting seat on the Technical Advisory Committee:

i. Each city represented on the Transportation Policy Board
ii. Cameron County
iii. Hidalgo County
iv. TxDOT Pharr District
v. Valley Metro
vi. Brownsville Metro
vii. McAllen Metro
viii. Navigation District: Port of Brownsville, Port of Harlingen, Port Isabel - San Benito Navigation District
ix. Airports: Valley International Airport, Brownsville/South Padre Island International Airport, McAllen International Airport, South Texas International Airport
(Note: Airports shall be represented by each corresponding city and shall not have a specific member appointed or additional vote.)
x. Cameron County RMA
xi. Hidalgo County RMA
xii. Cameron County Spaceport Development Corporation

b. The following entities shall have one non-voting seat on the Technical Advisory Committee: Lower Rio Grande Valley Development Council, Federal Highways Administration, and Federal Transportation Administration. TxDOT may appoint up to two non-voting members.

c. Individuals serving on this Technical Advisory Committee shall be designated in writing by the appointing jurisdiction.

d. Non-voting entities are welcome to participate in discussions as ex-officio members. Ex-officio members can become voting members if the need develops and the action is approved by the RGVMPO Transportation Policy Board.

e. Alternates will be allowed to vote in the place of the member they are representing provided they are designated in writing prior to the start of any Technical Committee Meeting.

f. Other Sub-committees may be established by the RGVMPO Transportation Policy Board as deemed necessary, including specifying the membership and duration of each. Transportation Policy Board members and Technical Advisory Committee members may be designated for sub-committee membership.

1.07 Regular Meetings

a. Frequency: Regular meetings will be called on a schedule with a specific time and day to be determined by the RGVMPO Transportation Policy Board at its first meeting with at least four (4) public meetings per year.

b. Method of Calling Special Meetings:

   i. The Chair and Vice-Chair collectively may call meetings.

   ii. Any six (6) members may request that a meeting be called by written request to the Chair.

c. Meeting Notices

   The RGVMPO Executive Director or his/her designee will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each Transportation Policy Board member in writing and to the general public in accordance with the provisions of the Texas Open Meetings Act. The Transportation Policy Board members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the Open Meetings Act.

d. Meeting Facilities

   The RGVMPO Transportation Board shall designate the location for the meetings. It will be the responsibility of the RGVMPO Executive Director or his/her designee to make arrangements for the meeting place.

e. Minutes

   The RGVMPO Executive Director or his/her designee shall keep a record of the proceedings of the board. These minutes will be recorded and summarized in writing.

1.08 RGVMPO Executive Director

a. The RGVMPO Transportation Policy Board shall be responsible for establishing staffing needs and hiring, supervising, terminating, annual evaluation and establishing salary compensation of the RGVMPO Executive Director.

   The RGVMPO Executive Director shall serve at the pleasure of the RGVMPO Transportation Policy Board, performing all duties assigned and implementing all resolutions adopted by the RGVMPO Transportation Policy Board. The RGVMPO Executive Director shall at all times provide all information to the entire RGVMPO Transportation Policy Board.

b. In addition, the RGVMPO Executive Director:

i. Shall be responsible for general management, hiring and termination of employees, and day-to-day operations of the RGVMPO under applicable policy and law;

ii. Will make presentations to the RGVMPO Transportation Policy Board on pending issues and provide the staff support necessary to enable the smooth functioning of both the RGVMPO Transportation Policy Board and the RGVMPO Technical Committee meetings;

iii. Assure compliance with federal and state transportation planning regulations and provide certifications to the appropriate funding agencies;

iv. Administer and coordinate RGVMPO activities with member agencies and the Texas Department of Transportation;

v. Provide staff support for the RGVMPO Transportation Policy Board and the RGVMPO Technical Advisory Committee;

vi. Prepare the RGVMPO Transportation Policy Board meeting agenda and distribute it accordingly;

vii. The RGVMPO Executive Director may delegate the foregoing duties and responsibilities as the Executive Director deems appropriate provided such delegation does not conflict with applicable law or any express direction of the RGVMPO Transportation Policy Board.

c. Interim RGVMPO Executive Director. The RGVMPO Transportation Policy Board may designate an Interim RGVMPO Executive Director to perform the duties of RGVMPO Executive Director during such times as the position of Executive Director is vacant. The Interim RGVMPO Executive Director need not be an employee of the RGVMPO.

1.09 Contracts and Purchases

All contracts and purchases on behalf of the RGVMPO shall be entered into and made in accordance with rules of procedure prescribed by LRGVDC as the fiscal agent and applicable laws and rules of the State of Texas.

1.10 Sovereign Immunity

The RGVMPO will not by agreement or otherwise waive or impinge upon its sovereign immunity or of any constituent member.

1.11 Quorum

Sixty-five percent (65%) of the weighted vote, and a minimum of six (6) members of the RGVMPO Transportation Policy Board (excluding ex-officio members) must be present to constitute a quorum.

If sixty-five percent (65%) of the weighted vote of the RGVMPO Transportation Policy Board is a partial number, said number shall be rounded up to the nearest whole number (21 weighted votes).

1.12 Vote of the Membership

a. A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize action of the RGVMPO Transportation Policy Board.

b. The RGVMPO Executive Director or his/her designee will serve to validate membership credentials.

c. Bylaws may be amended by independent action of the Transportation Policy Board within the time limit set by the Transportation Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the RGVMPO Transportation Policy Board to receive written ballots. The following is required to amend the bylaws:

   i. A supermajority seventy-five percent (75%) of the full RGVMPO Transportation Policy Board (regardless of presence or quorum) must agree to adopt the amendment; and,

   ii. The supermajority voting to adopt the amendment must include all RGVMPO Transportation Policy Board members from Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr voting for the amendment.

The bylaws may not be amended to change the composition of the RGVMPO Transportation Policy Board or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

1.13 Lower/Central/Upper RGV Subregion Funding Split

a. All funding distributions and scenarios shall be in compliance with federal and state laws and regulations. Should funding distribution not be in compliance, funding shall be distributed by the RGVMPO Transportation Policy Board in a manner consistent with this Re-designation Agreement, RGVMPO bylaws and federal and state statutes and regulations.

b. The boundaries of sub-regions will be automatically adjusted to include any changes in Census Designated Urbanized Areas. Any other changes in the boundaries of the sub-regions must be approved by the Transportation Policy Board members and a majority of the signatories from the affected sub-region. The creation of any new sub-region by the addition of territory not originally included in the RGVMPO must be approved by a majority of Transportation Policy Board members and the signatories.

c. Assuming that anticipated funding does not change for the life of the projects, the RGVMPO will honor all the existing projects currently within the Unified Transportation Program (UTP) period (2020-2029) of the three (3) existing MPOs. Beginning with the 2020 UTP the RGVMPO will select projects utilizing their project selection procedures as funding becomes available.

d. The RGVMPO is divided into three (3) sub-regions for the distribution of Category 2 (including all funds allocated through the Category 2 formula) and Category 7 funds to the region. The Lower RGV Sub-region consists of the eastern portion of Cameron County that lies within the

Metropolitan Planning Area. The Central RGV Sub-region consists of the western portion of Cameron County that lies within the Metropolitan Planning Area. The Upper RGV Sub-region consists of all of Hidalgo County which is also within the Metropolitan Planning Area. To ensure an equitable distribution of funding between the three (3) sub-regions the RGVMPO Transportation Policy Board applies a funding distribution that fairly credits each sub-region within all applicable federal and state laws.

e. The sub-allocation of funding to each sub-region will be determined using the Category 2 Transportation Management Area funding formula as provided in the Texas Administrative Code Title 43, Park 1, Chapter 1, Subchapter D, Rule 16.154 or as amended hereafter by action of the Texas Transportation Commission. Any change to the sub-allocation of funding sources or sub-allocation funding formula must be approved by a majority of the Transportation Policy Board members and a majority of the signatories from the effected sub-region.

ARTICLE II

2.00 Officers

2.01 Chair

The Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. The Chair shall perform the duties usually assigned to the office, such as preside at all meetings of this committee, be an ex-officio member of any subcommittee formed within this body and vote as a regular member of the board.

2.02 Vice Chair

The Vice Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. In the absence of, or in case of the inability of the Chair to act it shall be the duty of the Vice Chair to perform all the duties of the Chair.

2.03 Term of Office

Both the Chair and the Vice Chair shall serve two (2) year terms. In any given term, the Chair shall be from either Cameron County or Hidalgo County with the Vice Chair being from the other county and succeeding the Chair when the Chair's term is complete. No one can serve twice unless all board members have served at least once.

2.04 Time of Election

After the initial election of officers, the officer election will be held during the first meeting after the beginning of the defined fiscal year.

2.05 Special Elections

In the event the Chair is unable to serve, the Vice Chair shall assume the office of Chair and call a special election at the next regular, special, or Annual Meeting to fill the office of Vice Chair for the remaining portion of the term. Should the Vice Chair be unable to serve, the Chair shall call a special

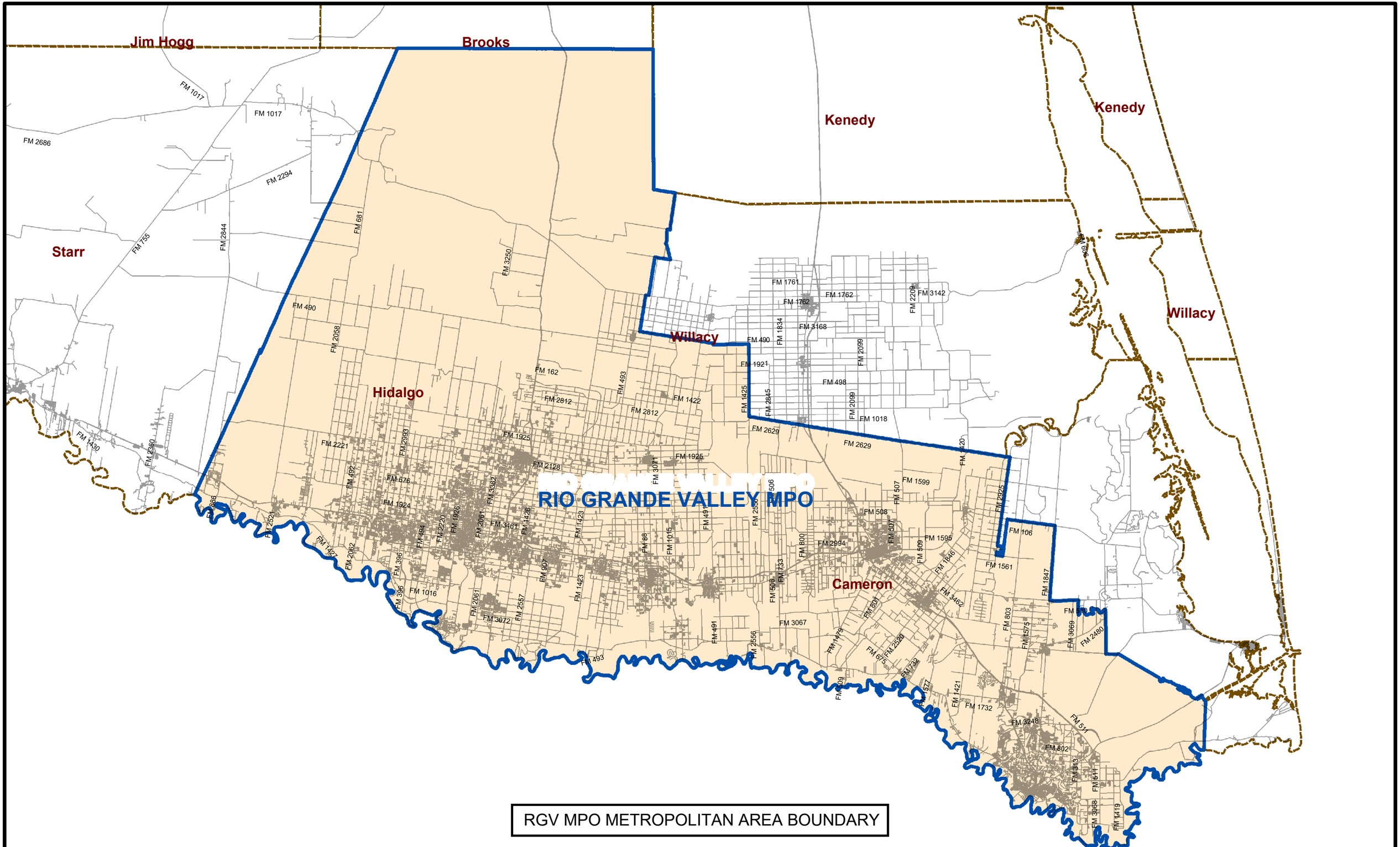
election at the next regular, special, or Annual Meeting to fill the office of Vice Chair for the remaining portion of the term. If both the Chair and Vice Chair are unable to serve, the RGVMPO Executive Director or his/her designee shall call a special election at the next regular, special, or Annual Meeting to fill these vacancies for the remaining portion of the term.

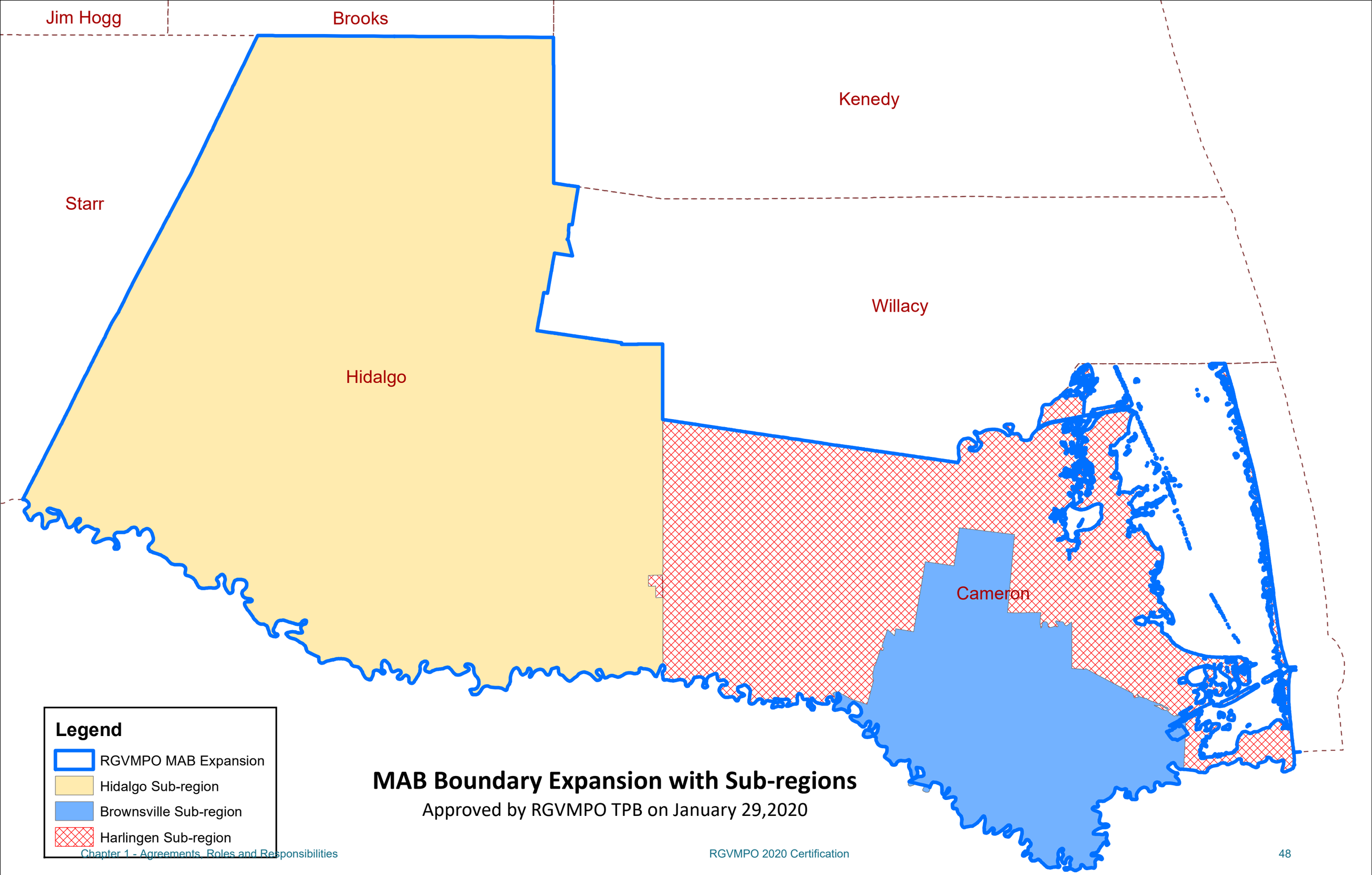
APPROVED

These bylaws were approved by a two-thirds affirmative vote of the voting members of The RGVMPO Transportation Policy Board with a quorum present on the 26 day of June, 2019.

_____, **Chair**

_____, **RGVMPO Executive Director**


Jim Hogg
Brooks
Kenedy
Kenedy
Starr
Willacy
Hidalgo
Willacy
Cameron
RIO GRANDE VALLEY MPO
RGV MPO METROPOLITAN AREA BOUNDARY



MAB Boundary Expansion with Sub-regions

Approved by RGVMPO TPB on January 29,2020

APPENDIX D

Rio Grande Valley MPO (RGVMPO) Certification

Rio Grande Valley Metropolitan Planning Organization

510 South Pleasantview Drive, Weslaco, TX. 78596

(956) 969-5778
(956) 969-5821 fax

FILE COPY

August 7, 2019

Mr. Al Alonzi
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street
Suite 826
Austin, TX 78701

ATTN: Mr. Michael Leary

RE: Rio Grande Valley MPO (RGVMPO) Certification

Mr. Alonzi:

As you are aware the Rio Grande Valley's three separate Metropolitan Planning Organization have recently merged into a singular, Rio Grande Valley MPO (RGVMPO), as approved by the State of Texas on May 14, 2019.

Respectfully the Transportation Policy Board (TPB) of the RGVMPO is requesting a one-year postponement of the Federal Certification review each MPO must undertake every 4 years. This postponement would allow the newly formed RGVMPO to adequately address the transportation planning process and prepare for a favorable Certification Review. We would appreciate your cooperation and approve on this matter and plan for the joint Federal Certification Review in the December 2020.

Sincerely,

Dr. Ambrosio "Amos" Hernández
Mayor, City of Pharr
RGVMPO, TPB Chairman

APPENDIX E

Rio Grande Valley MPO (RGVMPO) Transportation Management Area (TMA) Certification Review

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701

August 27, 2019

In Reply Refer to:
HPP-TX

Rio Grande Valley Metropolitan Planning Organization (RGVMPO)
Transportation Management Area (TMA) Certification Review

Dr. Ambrosio "Amos" Hernandez
Transportation Policy Board (TPB) Chairman
Rio Grande Valley MPO
510 South Pleasantview Drive
Weslaco, Tx 78596

09-03-19 A08:07 IN

Dear Chairman Hernandez:

We have reviewed your August 7, 2019 letter requesting a postponement of the Federal Planning Certification review from October 2019 to December 2020. The Brownsville Metropolitan Planning Organization is scheduled for an October transportation planning certification review, however it recently merged with the Harlingen-San Benito and Hidalgo MPOs into the newly designated Rio Grande Valley MPO. Your request is based on the time required for the RGVMPO to adequately address the transportation planning requirements of 23 CFR 450. In an August 12 letter to this office TxDOT, noted their support of your request for a postponement.

We believe the merger of the three MPOs on May 14, 2019, with a stand up-date of October 1, 2019, provides inadequate time for the RGVMPO to address the transportation planning requirements of 23 CFR 450 and prepare for an October 2019 Federal Planning Certification review. Therefore, we concur with your request to postpone the RGVMPO Certification review to December 2020.

Should you have any questions or concerns, please contact either Mike Leary (512 536 5940) in the Federal Highway Administration, Texas Division or Don Koski at Federal Transit Administration, Region VI (817 978 0571).

Sincerely yours,

Robert C. Patrick
Regional Administrator
Federal Transit Administration
Region VI

Achille Alonzi
Division Administrator
Federal Highway Administration
Texas Division

cc: James Bass, TxDOT
Don Koski, FTA, Region VI
Peter Smith, TxDOT TPP
Eric Gleason, TxDOT PTN
FHWA: HDA-TX, HAM-TX, HPP-TX

APPENDIX F

Memorandum Of Understanding Among The Rio Grande Valley MPO (RGVMPO) The Texas Department Of Transportation (TxDot) Brownsville Metro, Metro McAllen, And Valley Metro Public Transportation Operators

MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State *DOT,* and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance *data,* the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**
   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.

b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.

c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

a. Developing transportation performance data

1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of Performance Targets

1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

2) MPO performance targets will be reported to TxDOT.

3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.

1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27,2018.

5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673

c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.

d. The collection of data for the State asset management plans for the NHS

1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.

b. Work in consultation with Public Transportation Operator(s)and TxDOT in developing the financial plan for the TIP.

c. Conduct Technical and Policy Board meetings as required and necessary.

d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

e. Invite Transit Districts to participate in all public participation processes.

f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.

g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
b. Assist in validation of data used as input into the transportation plan.
c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
e. Provide the MPO with the annual list of transit obligated projects.
f. Serve on the MPO Technical Committee and Policy Board as applicable.
g. Notify the MPO of changes to projects that would affect the MTP or TIP.
h. Invite the MPO to participate in all public participation processes.
i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
b. Assist in the validation of data used input into the transportation plan.
c. Provide the MPO with the annual list of obligated projects
d. Serve on the MPO Technical Committee and Policy Board.
e. Notify the MPO of changes to projects that would affect the MTP or TIP.
f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(Signature Page to Follow)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

Chairperson of the RGVMPO Policy Board

Date: 9/25/19

Public Transportation Operator (Brownsville Metro)
Director/General Manager

Date: 9-25-19

Public Transportation Operator (Metro McAllen)
Director/General Manager

Date: 9/27/19

Public Transportation Operator (Valley Metro)
Director/General Manager

Date: 9/25/19

Texas Department of Transportation
District Engineer

Date: 9-25-19

Approved as to Content:

Rio Grande Valley MPO
Director

Date: 9-25-19



2. FAST-ACT: TEN AREAS OF PLANNING EMPHASIS

Chapter 2: FAST-Act: Ten Areas of Planning Emphasis

According to the Code of Federal Regulations (CFR), Title 23, Part 450, Subpart C, Article 306, "the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:"

Factor 1. Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.

Factor 3. Increase the security of the transportation system for motorized and non-motorized users.

Factor 4. Increase accessibility and mobility of people and freight.

Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.

Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.

Factor 7. Promote efficient system management and operation.

Factor 8. Emphasize the preservation of the existing transportation system

Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Factor 10. Enhance travel and tourism.

FAST-Act Planning Factor #1

"Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, specially by enabling global competitiveness, productivity, and efficiency"

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) reaches out to the underserved, low income, and minority populations thru the collaboration of organizations such as Avance, Arise, LUPE (La Union del Pueblo Entero), and Proyecto Azteca, who share information with low income, minority and underserved populations. Working with these advocacy groups plays a key role in the environmental justice process which promotes that the most underserved populations are allotted opportunities of economic prosperity.

As part of Environmental Justice, the RGVMPO is providing crucial public involvement information in both English and Spanish, providing an opportunity for the entire community to be involved in the transportation planning process. Assuring all information is available for the community as a whole provides the opportunity for the public to be informed of all resources available such as; transportation projects, transit routes, transit schedules, public meetings, operational improvements, bicycle and pedestrian routes, etc. These resources enable the entire community to be more active in the community, contributing to the economic vitality of the area.

The RGVMPO focuses on operational improvements in locations where the greatest gain may be achieved. In some situations improving congestion and improving safety can be accomplished by utilizing the resources that are already in place instead of adding capacity which is costly to the local economy. The MPO has contracted CoPLAN to perform the Fall 2019 Congestion Management Process (CMP) which has furthermore worked on a subproject that will result in the synchronizing of the regions most congested corridor signals of the reflected CMP results.

The RGVMPO is conducting a Congestion Management Process (CMP) study and will do so every two years after, as required by federal regulations. The RGVMPO would like to do a study annually but limited planning funds make it financially impossible at this time.

Traffic studies are conducted each year, rotating among the seasons. In 2015, the Winter season was studied in Hidalgo County for the HCMPO. Past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring

2007, Winter 2008/2009, Summer 2009, Fall 2010, and Spring 2013. Past CMP studies were performed in the Brownsville region in 2011 and 2019. At the time of this Tier 2 study, it was prior to the merger of the three Valley MPO's, so it only includes corridors and intersections within Hidalgo County. Given the timing of the completion of the study and the timing of this summary, the Tier 2 results are being addressed and submitted to the RGVMPO. The Brownsville Metropolitan Planning Organization (BMPO) subregion conducted a 2019 Congestion and Delay Study to re-evaluate the transportation system and prepare a report as part of the Congestion Management Process (CMP) in compliance with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. The secondary purpose of the study was to identify trends in congestion and travel time to identify problem locations for possible improvements.

The RGVMPO has strategically worked on compiling its inaugural Rio Grande Valley Thoroughfare Plan Map since the regional MPO merger in October 2019 with assistance from; Cities, County Precincts and TxDOT, the map is being presented for approval to Cameron and Hidalgo County Commissioner's Courts in April 2021. Amendments towards the Thoroughfare Plan map are coordinated on a yearly basis from August through December and presented for approval the following year. The thoroughfare plan's purpose is to preserve Right of Way in the Rio Grande Valley taking into account when added capacity is necessary on a roadway in retrospect; city, county, or state governments try and avoid excessive amounts of money for the Right of Way attainment.

RGVMPO staff has taken a proactive role in participating with cities, TxDOT and Counties while they are at the beginning stages of project development. In many instances, better communication between federal, state, and local governments make transportation projects move faster and are more cost effective contributing to the economic vitality of the area.

FAST-Act Planning Factor #2

"Increase the safety of the transportation system for motorized and non-motorized users"

The RGVMPO receives accident data from the Texas Department of Transportation (TxDOT) thru their Crash Records Information System (CRIS). CRIS offers the advantage of providing data from every entity across the state, being a State requirement for all police departments to provide real time crash data to TxDOT. The RGVMPO strives to apply an economic value to the accidents taking place in Rio Grande Valley. Further data collection is needed to achieve analysis for the region with consideration of the National Highway Traffic Safety Administration's Economic and Societal Impact of Motor Vehicle Crashes study. Reducing accidents in our area will decrease the cost of loss of human life as well as damaged property. The RGVMPO believes that by applying an economic cost to these accidents will encourage every entity to address roadway design and operating flaws more proactively.

The RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) has adopted a new set of bylaws and reporting directly to the Technical Advisory Committee and subsequently to the Transportation Policy Board.

This BPAC group was entrusted with the development and adoption of selection criteria and the application process for the first Transportation Alternatives Set Aside call of funded projects. The BPAC also addresses safety concerns for non-motorized users such as cyclists and pedestrians by identifying the need for bicycle lanes or shoulders for cyclists, and sidewalks or trails for pedestrians which they can use to travel safely away from vehicle traffic. The BPAC is also focusing heavily on the education of motorized users regarding the rights of non-motorized users thru State initiatives such as "Share the Road" initiative, and the Safe Passing Ordinances adopted by most of the cities in the region.



FAST-Act Planning Factor #3

"Increase the security of the transportation system for motorized and non-motorized users"

Effective coordination and communication among the many different operating agencies in a region is absolutely essential. Such coordination is needed to allow enforcement, security, and safety responses to occur in an expeditious manner, while at the same time permitting the transportation system to handle the overwhelming public response to the incident. The public needs to have clear and concise information about the situation and what actions need to be taken.

Although the immediate organizational response to security incidents and disasters will be the responsibility of security and public safety agencies, there is an important role that MPOs can play in promoting coordinated planning in anticipation of unexpected events or natural disasters. The MPO can also provide a centralized location of information on transportation system conditions as well as local and national responses that might be useful in an emergency. Hurricane and disaster evacuation plans are a good starting point and may be sufficient for the types of incidents anticipated.

Most studies of sudden disruptions to the transportation network, either from natural or man-made causes, have concluded that the surroundings of a metropolitan area's transportation system provide a rerouting capability that allows the flow of people and vehicles around disrupted network links.

The most effective response strategy is for State, Local, and Federal authorities to develop flexible strategies that can be adjusted quickly and appropriately to the type of incident that actually takes place.

This type of strategy requires management coordination, compatible communication systems, and real time information feedback to decision makers that permits near immediate changes in the strategy when required. This approach also requires mechanisms for disseminating information to the general public that provides the most up-to-date guidance on the best transportation options for avoiding bottlenecks in the transportation system.

The MPO role in security can be divided into 5 areas which are briefly discussed below:

a) Prevention.- It has several components ranging from stopping an attack to providing improved facility designs that prevent large scale destructions in the presence of a natural disaster.

The RGVMPO is coordinating with the Department of Homeland Security to be informed of the latest initiatives taken by the department as a response to new federal requirements.

The RGVMPO is also coordinating closely with the Drainage Districts in identifying flooding areas that may result from a hurricane or severe thunderstorm passing thru the area. Considerable investment has been made by local entities in improving the drainage system in our area.

The RGVMPO is also coordinating with TxDOT, Cities, Hidalgo and Cameron Counties in planning and funding east-west and north-south corridors that will serve as mayor arterials that would provide the community alternate routes for emergency evacuation in case of a hurricane or natural disaster approaching the area or alternate routes when traditional routes are closed due to a serious incident in the area.

b) Mitigation.- Reducing the harmful impact of a natural disaster as it occurs and in the immediate aftermath. It entails identifying the most effective routes for emergency vehicles as well as for the evacuation of large numbers of people.

The RGVMPO coordinates very closely with the LRGVDC in the imminent presence of a natural disaster by sharing information with employees of both agencies in order to increase their safety.

The RGVMPO has coordinated with the LRGVDC's 911 Department and has participated along-side local and State entities in emergency response efforts during and in the aftermath of a natural disaster such as a hurricane passing thru the area.

The RGVMPO also participates at the LRGVDC's board meetings to be informed of federal financial assistance being distributed to those affected by a natural disaster, such as FEMA assistance.

c) Monitoring.- Recognizing that an incident is underway, characterizing it, and monitoring its development.

The RGVMPO wishes to play a larger role in the monitoring phase of a natural disaster in our area.

d) Recovery.- Facilitating rapid reconstruction of services after an incident.

The RGVMPO coordinates very closely with TxDOT and other planning partners when rehabilitation or reconstruction segments of the transportation system are necessary as a response to a natural disaster.

e) Investigation.- Determining what happened in an attack, how it happened, and who is responsible.

The RGVMPO plans to be more involved in the investigation of attacks that are not the result of a natural disaster by working closer with the Department of Homeland Security.

f) Institutional Learning.- Conducting a self-assessment of organizational actions before, during, and after an incident.

The RGVMPO participates in information sharing in coordination with its planning partners regarding learning lessons from a lack of action taken by members of the community ahead of a natural disaster approaching the area and what could have been done to minimize loss of life or property.

FAST-Act Planning Factor #4

"Increase accessibility and mobility of people and freight"

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) reaches out to the underserved, low income, and minority populations thru the collaboration of organizations such as Avance, Arise, LUPE (La Union del Pueblo Entero), and Proyecto Azteca, who share information with low income, minority and underserved populations. Working with these advocacy groups plays a key role in the environmental justice process, which promotes outreach to the most underserved populations working towards providing access to mobility to these areas.

As part of Environmental Justice, the RGVMPO is providing crucial public involvement information in both English and Spanish, providing the region as whole the opportunity to become involved in the transportation planning process. Making sure that information is available for all demographics makes sure that the public is aware of resources available to them such as transportation projects, transit routes, transit schedules, public meetings, operational improvements, bicycle and pedestrian routes, etc., which will directly impacts the mobility and accessibility options available to the community.

FAST-Act Planning Factor #5

"Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns"

The RGVMPO puts forth an effort in reducing congestion and improving safety while utilizing the resources that are currently in place minimizing the need for added capacity projects which are much more costly to the local economy. As a result, CoPLAN is currently working to synchronize the most congested corridor signals reflective of the CMP results.

For the purpose of protecting and enhancing the environment, promoting energy conservation and improving quality of life, the RGVMPO has adopted a Bicycle, Pedestrian and Transit Plan, and is currently working on developing a Multi-Modal Plan which will merge these three plans in order to identify connectivity gaps between all modes of transportation to make these a continuous network of bicycle, pedestrian, and transit facilities providing a continuous transportation alternative to the use of roadways and highways.

FAST-Act Planning Factor #6

"Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight"

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) reaches out to the underserved, low income, and minority populations thru the collaboration of organizations such as Avance, Arise, LUPE (La Union del Pueblo Entero), and Proyecto Azteca, who share information with low income, minority and underserved populations. Working with these advocacy groups plays a key role in the environmental justice process which promotes better integration and connectivity of the transportation system with underserved colonias and model subdivisions.

The RGVMPO provides crucial public involvement information in both English and Spanish, providing the community an opportunity to coordinate among the transportation planning process. The promotion of public participation provides an opportunity to achieve a more integrated and connected system which will aide in instilling the mindset of incorporating highway, transit, bicycle and pedestrian transportation networks.

The RGVMPO Thoroughfare Plan's purpose is to preserve Right of Way in Hidalgo County giving a better opportunity of adding bicycle lanes and pedestrian facilities to future corridors increasing the connectivity of the transportation system.

RGVMPO staff receive information from the appraisal districts which help identify where communities are growing and what type of development might be in the horizon giving the RGVMPO an opportunity for planning and implementing multi-modal transportation improvements that will provide for better integrity and connectivity of the system.

BPAC member participation by walking and cycling enthusiasts, directly impacts the integrity and connectivity of the transportation system across broad spectrum of the community. Participation at committee meetings is emphasized to encourage further coordination efforts among cycling and walking enthusiasts allowing the MPO to learn first-hand of network connectivity needs and how best to address them.

For the purpose of enhancing the integration and connectivity of the transportation system across and between modes for people and freight, the RGVMPO has continued the coordination of Bicycle, Pedestrian and Transit Plans, and is currently working on developing a Multi-Modal Plan which will merge these three plans in order to identify connectivity gaps between all modes of transportation to make these a continuous network of roadway, bicycle, pedestrian, and transit facilities making transportation seamless in the Rio Grande Valley. As well, the RGVMPO is currently working alongside TxDOT and industry stakeholders on developing a Freight Plan which has as a purpose identifying needs for freight carriers and freight hubs to travel the system more efficiently.

FAST-Act Planning Factor #7

"Promote efficient system management and operation"

The RGVMPO's efforts in working with local governments to synchronize and GPS clock coordinate the most congested corridor signals of the CMP results. This is a milestone effort, since as with previous CMP study results, most of the solutions for the congestion in our area is better management of our transportation system thru better coordination of intersection signals taking into account an effort of addressing congestion with an at present infrastructure reducing the need for much more costly added capacity projects. This effort helps the RGVMPO to accomplish and promote better system management and operations

FAST-Act Planning Factor #8

"Emphasize the preservation of the existing transportation system"

The MPO has contracted CoPLAN to perform the Fall 2019 Congestion Management Process (CMP) which has furthermore worked on a subproject that will result in the synchronizing of the regions most congested corridor signals of the reflected CMP results. Through the utilization of the roadway resources that are currently in place and minimizing the need for much more costly added capacity projects the RGVMPO emphasizes the existing transportation system.

TxDOT has a Pavement Management System (PMS) dataset that can assist the MPO in pavement management; called the Pavement Management Information Systems (PMIS). The drawback of the PMS dataset is that it consists of solely TxDOT On-System roadways not inclusive of Off-System roadways within the RGVMPO region. Efforts of deriving a region wide Pavement management system of Off-System roadways is a much-needed endeavor. The RGVMPO plans to act on deriving an all-inclusive PMS dataset of all Federally Functionally Classified roadways within RGVMPO Metropolitan Area Boundary (MAB). This dataset will allow the RGVMPO to further emphasize the existing transportation system.

FAST-Act Planning Factor #9

"Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation"

The RGVMPO has worked closely with municipalities who have expressed their needs to handle storm-water impacts such as better drainage systems, and improvements or installation of bridges over flood zones to connect to other infrastructure in a secure way, reducing the number of people that get stranded when storm-water affects our area.

FAST-Act Planning Factor #10

"Enhance travel and tourism"

The Rio Grande Valley offers excellent weather for tourism where tourists look for places to carry on their recreational activities. Our geographical area offers wonderful nature areas where bird and nature enthusiasts can travel here to experience unique birding and nature experiences.

Thru participation with local chambers of commerce, the Rio Grande Valley is taking innovative steps to make sure that tourism in our area increases and that the recreational options are accessible to all residents and tourists.

The Rio Grande Valley area offers several options for travel access into our area, including several airports in the RGV located at the Cities of McAllen, Harlingen, and Brownsville. For highway access, the Rio Grande Valley offers I-69 C, also known as US 281, as well as I-69 E also known as US 77.



3. PUBLIC INVOLVEMENT COORDINATION

Chapter 3: Public Involvement Coordination

INTRODUCTION

The RGVMPO's Public Involvement strategies and procedures are designed to educate the public on transportation planning and development topics. The overall goal is to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals while actively contributing to the policy and decision-making process. Productive public participation involves active and meaningful influence in development of transportation plans and improvement programs. The Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent regulations require that state departments of transportation and metropolitan planning organizations proactively seek the involvement of all interested parties, including those traditionally underserved by the current transportation system. As part of the outreach, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that the MPO's Participation Plan describe the Visualization Techniques utilized for displaying plans or projects such as photos, maps, three dimensional (3-D) renderings and other forms of digital presentations. The Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Acts have reformed the transportation planning process and sustained the importance of public involvement.

PUBLIC PARTICIPATION PLAN

Transportation affects all individuals by connecting communities & cities, ultimately creating a region such as the Rio Grande Valley. Therefore, as concerned citizens should, everyone is given the opportunity to participate in the Rio Grande Valley Metropolitan Planning Organization's (RGVMPO) transportation planning process. Given increasing demands on limited public funds, transportation programs and projects cannot proceed without public support and acceptance. This process is executed through open, inclusive planning and continuous public participation. As the organization responsible for transportation needs

within RGV Metropolitan areas, the RGVMPO highly encourages public involvement. Good ideas often occur through an open exchange of information and viewpoints; we encourage the public to voice their opinions, and we are here to listen.

This Public Participation Plan (PPP) is intended to provide direction for public involvement activities conducted by the MPO. As indicated by the FAST-Act and within 23 CFR 450.316, the RGVMPO shall:

1. Develop a documented participation plan that defines a process for individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process, by providing timely information about transportation issues and processes

2. Develop the participation plan in consultation with all interested parties.

3. Provide reasonable public access and notice of technical and policy information used in the development of the Metropolitan Transportation Plans (MTP), the transportation Improvement Program (TIP), and other appropriate transportation plans and projects, and conduct open public meetings at convenient and accessible locations and times where matters related to transportation programs are being considered, utilizing feasible visualization techniques.

4. Give adequate public notice of public participation activities utilizing electronic accessible formats and means such as the World Wide Web, and allow time for public review and comment at key decision points, including, but not limited to, approval of the Metropolitan Transportation Plans, the Highway and Transit TIP, Section 5307 Program of Projects, and other appropriate transportation plans and projects. If the final draft of any transportation plan

differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.

5. Respond in writing, when applicable, to public input. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans for the TIP and Metropolitan Transportation Plan developed in cooperation with the Regional Transportation Authority) as a result of the public participation process, a summary, analysis, and report on the disposition of comments shall be made part of the final MTP and TIP.

6. Seek out and consider the needs of those traditionally under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households who may face challenges accessing employment and other services.

7. Provide a minimum public comment period of 45 calendar days prior to the adoption of the PPP and/or any amendments. Notice of the comment period will be advertised in a newspaper of general circulation and various other publications prior to the commencement of the 45-day comment period. Notice will also be mailed to the entire RGVMPO mailing list prior to the start of the 45-day comment period

8. Provide a public comment period of not less than 30 calendar days prior to adoption of the Metropolitan Transportation Plan, the TIP, 5307 Program of Projects, the UPWP, Transit Development Plans, any formal amendments or updates, and other appropriate transportation plans and projects. To clarify the adoption process, the public comment period for such adoptions or amendments shall terminate on the month in which the Advisory Committee takes action on the proposed amendments for consideration to the Policy Committee. The required 30 calendar day period shall begin early enough to facilitate the termination of the public period on the Technical Advisory Committee meeting date.

9. Coordinate the PPP with the statewide transportation planning public involvement and consultation processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.

Due to the 2020 COVID-19 Pandemic, RGVMPO has operated under emergency orders from both state and local governments. Public meetings, committee meetings, and policy board meetings have been held virtually by use of Microsoft Teams and WebEx. Announcements and materials, including direct links for joining online meetings, are posted in advance to the organization's website, social media outlets, as well as included on all agendas. RGVMPO committee and policy board members are notified via Email of upcoming meetings, including all meeting materials and virtual meeting links. All Transportation Policy Board meetings are video recorded and archived to the RGVMPO website. Videos are listed by date and can be navigated according to each meeting's agenda. Technical Advisory Committee meetings can also be reviewed by audio recordings uploaded in the same manner. All planning documents and supporting information, including GIS maps, are updated regularly, and posted accordingly. The public has been granted the option to comment online through message boards and designated locations on our website, as well as sharing opinions during RGVMPO committee and board meetings. A copy of RGVMPO's Public Participation Plan can be found on our website: https://www.rgvmpo.org/civicax/filebank/blobdload.aspx?blobid=24038



BPAC, TAC & TPB MEETINGS

Ongoing public involvement is highly encouraged at the monthly Bicycle and Pedestrian Advisory Committee (BPAC), Technical Advisory Committee, and Transportation Policy Board (TPB) meetings. The RGVMPO staff announces meeting times via social media and the

organization's website. Staff also emails agendas with attached packets consisting of material that will be presented during the upcoming meeting. The announcement of dates and times in advance of each meeting is an effort to increase citizen participation and attendance from appointed members. The RGVMPO BPAC, TAC, & TPB meetings are open to the public and are held on transit accessible routes.

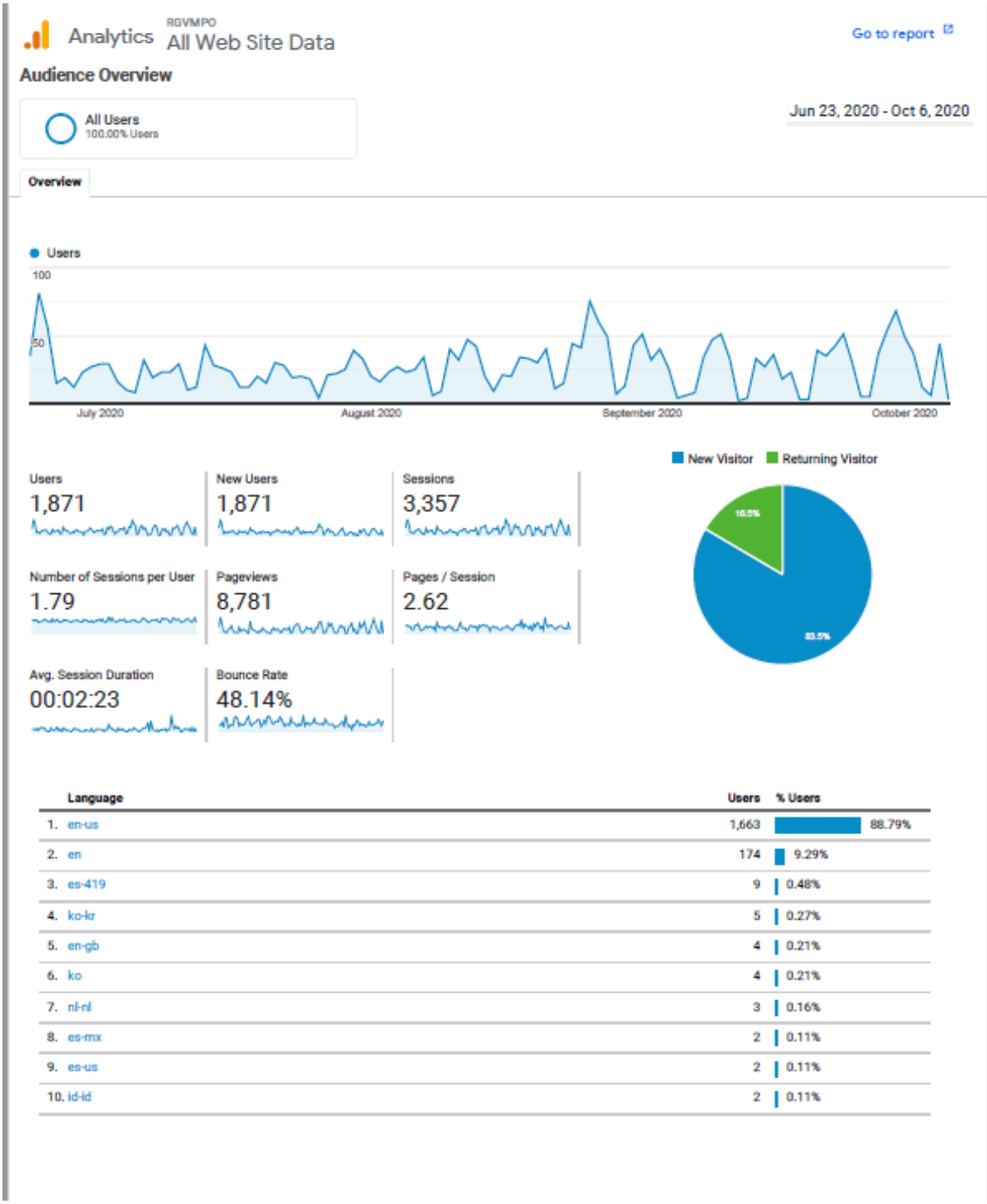
The TPB meets on the last Wednesday of the month at 1:30 PM, while the TAC meets on the second Thursday of the month at 10:00 AM. Both the advisory committee and policy board congregate in the LRGVDC Ken Jones Conference Room, located within the LRGVDC's main office site in Weslaco, Texas. The BPAC conducts meetings in the LRGVDC's Transportation Building Conference Room, on the first Wednesday of the month at 11:00 AM. Both locations are transit accessible, providing access for citizens who may rely on transit transportation services. Attendance includes local and regional public officials, planners, consultants, transportation providers, and interested citizens. These meetings serve as a forum, where public opinion regarding agenda items or related transportation concerns is advocated. Every BPAC, TAC, & TPB meeting provides a length of time, usually at the beginning, dedicated to public comment.

MPO WEBSITE

RGVMPO staff initiated the organization's first website in efforts to promote accessibility and inform the public with announcements and a wide range of transportation planning material. Currently, the RGVMPO has designed their website (which is accessible at www.rgvmpo.org) allowing for greater access to planning documents, project calls, public hearings, meeting agendas & recordings, public engagement events, and other related announcements. The website also includes links to our social media outlets such as Facebook, Twitter, and YouTube. Applications for specific project calls, as well as both highway and transit project update forms, can also be found on our website. The RGVMPO also incorporated the use of Google Translate, which allows for website browsers to choose from one of 25 languages,

translating content and facilitating greater ease in disseminating the materials presented. The site not only gives general access to basic planning documents such as the Unified Planning & Work Program, Metropolitan Transportation Plan, Transportation Improvement Program and Annual Project Listing, it also provides all meeting agendas and complete packets for upcoming TPB and TAC meetings.

In addition to basic planning documents available, the RGVMPO website provides local traffic updates and access to additional studies such as the Congestion Management Study, now known as the Congestion Management Process, Access Studies, Rail Studies, Multi Modal Studies, and Transit Plans. The RGVMPO also exhibits a Geographical Information System (GIS) with a multitude of interactive maps that provide information such as road labels, projects from our long-range plan, projects from the FY 2021-2024 TIP (short-range plan), transit routes, a Thoroughfare Plan, and a congestion study to mention a few. The RGVMPO U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seem-less online viewing of all RGVMPO GIS mapping data. Additionally, the website utilizes Google Analytics to generate statistics related to RGVMPO's audience and their activity.



This figure displays an audience overview including the amount of website users (both new & returning), sessions, pageviews, session duration, bounce rate, and languages chosen to assist in navigating the website.

Beyond all the technical data available on the RGVMPO website, both English and Spanish speaking populations may review minutes from TPB and TAC meetings. TPB monthly meetings are arranged by date and are available via live stream or video recording. Each TAC meeting is audio-recorded and can be reviewed on our website as well. The RGVMPO believes this provides an opportunity for all individuals to gain insight regarding the material presented during these meetings. Currently, the RGVMPO has contracted Granicus to assist in the design and continuous improvement of the website. Ultimately, the goal is to make the website as user friendly as possible.

SOCIAL MEDIA

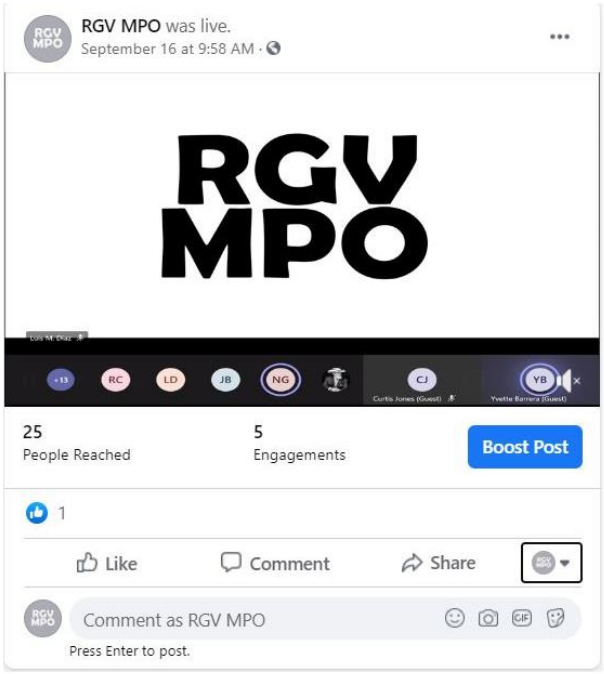
The RGVMPO created a Facebook page as a part of its social media outreach. Facebook has allowed for greater distribution of information to an extensive demographic, including people of all ages and lifestyles. This outlet provides an additional tool for staff's distribution of RGVMPO materials and agendas, including public involvement meetings. Facebook also allows the livestreaming of events such as TAC and TPB meetings and serves as another way for the public to provide input and feedback. The following figures depict activity and feedback from RGVMPO social media followers.



Facebook Reactions, Comments, & Shares from October 1, 2019 – September 22, 2020

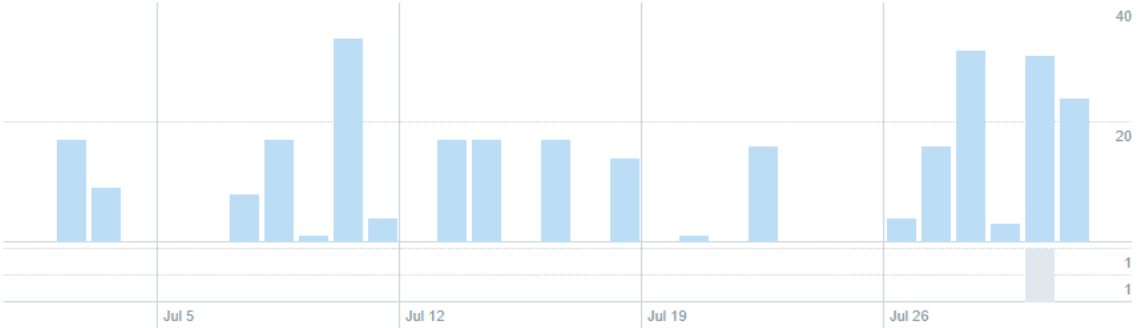


Facebook Outreach from October 1, 2019 – September 22, 2020



September 16, 2020 Technical Advisory Committee Meeting

The MPO has also incorporated Twitter into our social media outreach efforts and has recently established a YouTube channel that will allow for informative materials to be presented in both English and Spanish languages. Staff believes that the incorporation of YouTube will not only provide an additional technology-based information source but may also assist individuals with literacy limitations. A detailed, informative recording can be found on our YouTube channel (found here: https://www.youtube.com/channel/UC6Ws5HXDky4nPDOlib_gBag) explaining the general functions of the MPO and the planning process as a whole.



Twitter Outreach for the month of July, 2020

FACTS ABOUT RGVMPO'S PUBLIC INVOLVEMENT STRATEGIES

- RGVMPO staff keeps in contact with citizens via social media, posting updates regarding newsletters, public meetings and other MPO events.
- RGVMPO staff participates in public engagement events with cities, counties, and other organizations across the Rio Grande Valley. Activities include operating information booths, distributing literature regarding MPO duties and responsibilities, holding question and answer sessions, presenting poster boards & banners, and hands-on use of our GIS UMAP via our digital display station. Staff also produces 3-D renderings of projects under development as a visualization technique. This technique provides an in-depth look at project design features and can produce a "before and after" scenario for viewers.
- The RGVMPO's Executive Director, Policy Board & Technical Advisory Committee Chairmen conduct interviews with local media agencies including The Monitor, The Rio Grande Guardian, The Brownsville Herald, and various local news networks.
- RGVMPO strives to adapt and evolve when faced with challenging situations, such as the COVID-19 Pandemic. Advancements in technology and strategies for public engagement continue to progress, therefore, MPO staff will pursue further training.

PUBLIC INVOLVEMENT IN THE 2045 MTP UPDATE & 2021-2024 TIP CREATION

Public input is essential in the transportation planning process. The intended outcome of the public involvement process is making decisions that cater to the needs and concerns of the public. Mobility and accessibility are keys factors in this process and transportation projects are programmed according to necessity and funding availability. Regional connectivity, congestion management, and the general safety of travelers on our roadways are also key

factors in the fiscally constrained programming of projects. The RGVMPO staff has satisfied all applicable Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation

Equity Act for the 21st Century (TEA-21), and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) regulations in preparation of this MTP, while maintaining compliance with the Fixing America's Surface Transportation (FAST) Act. Adequate public notice for contributing planning ideas and concepts was announced and promoted by RGVMPO staff and the Alliance Transportation Group, a company contracted by the MPO for development of the 2045 MTP.

In compliance with federal regulations for publishing the 2020-2045 MTP, citizens are given an opportunity to review and comment on the content of the MTP. The Public Involvement procedure provides a structured, ongoing exercise for both public and private stakeholders. Public involvement efforts include conducting meetings in different cities within the region, online virtual meetings, holding an MTP Open House at the RGVMPO office, conducting televised and newspaper interviews, and distributing wide notice of all upcoming meetings in various locations.



Citizens are given opportunities to comment on the MTP in different ways, including speaking at public/online meetings, completing public opinion surveys, and sharing thoughts through online feedback tools via the RGVMPO website.

The RGVMPO Transportation Visioning 2045 tool is located on our organization's website during development of the 2045 MTP. This visioning tool assembles feedback from the community regarding existing and prospective projects that meet regional transportation needs. This visioning tool includes a survey with questions related to valuing the expense of

transportation funding, demographics, transit use, and reliability of current modes of transportation. Feedback from this survey helped the MPO distinguish the importance of economic growth, an inclusive transportation system, connectivity, security, efficiency, environmental stewardship, sustainability, safety, and asset management. Questions pertaining to access and reliability of transit services, modes of transportation used, and comments regarding the current state of the transportation system within the region are also addressed. Throughout the completion of this document, Alliance Transportation and RGVMPO engaged its stakeholders with interests such as freight planning, international border trade, land & maritime ports of entry, active transportation, and general connectivity through use of our region's roadways. The process following completion of the document includes a 30-day public involvement period with approval by both TAC & TPB.

The FY 2021- 2024 Transportation Improvement Program (TIP) is the first TIP created by the newly established RGVMPO. Our short-range, four-year program of both highway and transit projects is fiscally constrained and prioritized by ranking. Regional connectivity, maintenance of existing infrastructure, safety, congestion management, freight planning, continuous improvements to international trade corridors, multi-modal project development, and safe, reliable transit services are key factors in the selection of projects. A workshop pertaining to project development was hosted in partnership with Texas Department of Transportation, followed by an additional workshop dedicated to funding of local highway projects. These workshops were designed to assist the region's entities in submitting their respective projects for inclusion to the 2021-2024 TIP and amendments to the existing MTP. Both the TIP and MTP documents overgo 30 days of public comment prior to approval by the Transportation Policy Board. Written, oral, and electronic comments are provided to board members and are available for public review. When situations require transition to virtual public meetings and online comment periods, such as during the COVID-19 pandemic, the RGVMPO will accommodate our stakeholders accordingly. All planning material and supporting documentation is available online and can be accessed electronically.

PUBLIC INVOLVEMENT FOR OUR TRANSIT PROVIDERS

Four local transit providers operate under the Rio Grande Valley Metropolitan Area Boundary (MAB). These providers are Brownville Metro, Metro McAllen, Valley Metro, and Island Metro. All these transit service providers have memorandums of understanding with RGVMPO for planning procedures pertaining to the metropolitan area. Amongst these planning responsibilities are public involvement efforts for short-range & long-range transit plans, as well as programming of projects within the Transportation Improvement Program. During development of transit plans, the MPO will assist providers with links dedicated to surveys, feedback tools, and any other information necessary via the organization's website and social media outlets. When public engagement is held either online or in-person, the MPO will also share and display materials dedicated to our transit provider's services, such as transit routes, schedules, and operating procedures. If there is a call for projects funded by a particular grant program, the MPO will assist in hosting workshops and conducting the scoring & evaluating procedures for applicants.

ENVIRONMENTAL JUSTICE & TITLE VI

Environmental justice refers to principals applied to transportation planning efforts that ensure full and fair participation of all potentially affected communities in the transportation decision-making process. Title VI requirements include commitments ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to, discrimination in the receipt of its services or programs on the basis of race, color or national origin, or any other characteristic protected by law, including Title I of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disabilities Act of 1990, no entity should discriminate against an individual with a physical or mental disability in connection with the provision of transportation service. All Title VI documents can be found in both English and Spanish languages, located on the RGVMPO website here: https://www.rgvmpo.org/title_vi/default.htm. Public outreach efforts for Environmental

Justice topics and concerns are extended through public meetings (both in-person & online/virtual), website announcements & updates, social media postings, transit advertising via bus labels, and new, innovative ideas are discovered through attending workshops and seminars regularly. The RGVMPO Limited English Proficiency (LEP) Plan was recently updated and approved by our Policy Board. A link to the online posting of this document is located here: https://www.rgvmpo.org/civicax/filebank/blobdload.aspx?blobid=23870

POTENTIAL NEW STRATEGIES FOR PUBLIC INVOLVEMENT

The RGVMPO extends public outreach efforts as an on-going process and strives to increase engagement from the public. Public involvement is paramount and RGVMPO staff will continue to reach out to our residents and public officials, educating and incorporating them into every aspect of transportation possible. Additionally, the RGVMPO will continue working with socially and economically disadvantaged populations, to provide greater opportunities for voicing their opinions equally. The ultimate objective of the RGVMPO's public involvement process is to adapt and remain reflective of this region's current priorities. In efforts to increase public participation in the transportation planning process, potential strategies may serve as useful instruments:

- Conduct periodic public opinion surveys to gauge public attitudes and opinions regarding transportation related topics.
- Catalog all comments received by demographics, to identify potential clustering of transportation issues.
- Continue to improve and expand capabilities when engaging the public via online outreach initiatives
- Communicate and collaborate more frequently with community outreach groups and organizations regarding environmental justice issues and concerns



4. ENVIRONMENTAL JUSTICE

This chapter provides a description of the Environmental Justice process.

The principles of Environmental Justice address the necessary steps to ensure the RGVMPO is compliant with Federal and State guidelines. RGVMPO staff works diligently with local municipalities, organizations, and constituents to provide an equal opportunity throughout the project process. Environmental Justice is an essential facet of project development that continually assists under privileged regions to address needs and concerns.

Environmental Justice

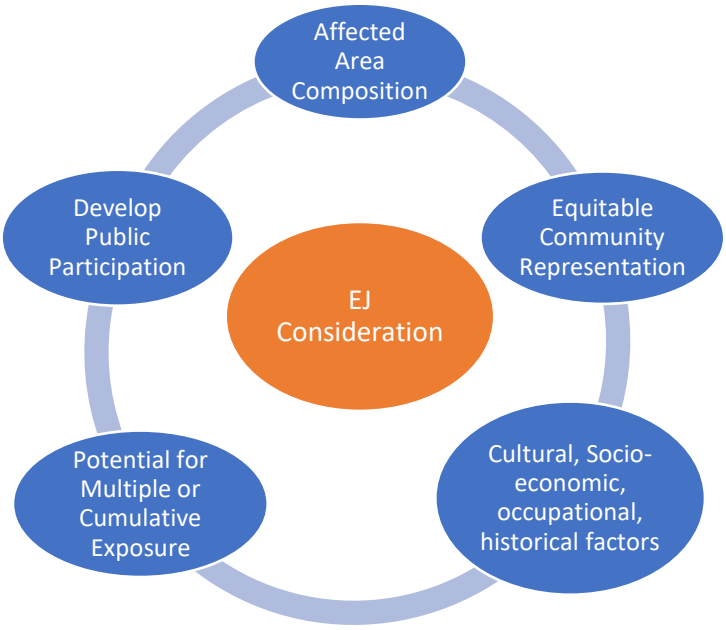
INTRODUCTION TO THE ENVIRONMENTAL JUSTICE

Title VI Legislation states that No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance. In unison with this, Environmental Justice is the fair treatment and meaningful involvement of all citizens – regardless of race, ethnicity, income, or education level – in promoting equitable decision-making on the protection of human health and the environment. The Presidential Executive Order [EO 12898], signed in 1994 directed every Federal Agency to make environmental justice a part of its mission by identifying and addressing the effects of all policies, programs, and projects on underserved population groups

The most fundamental element of Environmental Justice is that adverse impacts should not fall disproportionately on low income or minority populations. When Environmental Justice becomes a coherent part of the planning process, projects that impose significant costs or have negative impacts on these populations may be rejected.

As the agency responsible for coordinating the regional transportation planning process, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) ensures that all segments of the population have been involved with the planning process. The RGVMPO conducts an environmental justice analysis is to better understand the potential effects of the transportation system on low income or minority populations.

Environmental Justice Analysis



Title VI Regulations

The legal foundation for Environmental Justice considerations is Title VI of the Civil Rights Act of 1964. Since the Civil Rights Act, other nondiscrimination laws have been enacted to expand the range as well as scope of Title VI. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 prohibits unfair and inequitable treatment of persons displaced or whose property will be acquired on account of federal and federal-aid programs and projects. In addition, FHWA and FTA have jointly issued policy guidance on how Title VI and Environmental Justice concerns can be incorporated into metropolitan transportation planning.

A recipient, in determining the types of services, financial aid or other benefits or facilities which will be provided under any such program…may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color or national origin…[49 CFR 21.5(b)(2)].

In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies on the grounds of race, color, or national origin… [49 CFR 21.5 (b)(3)]. Other relevant regulations include: FHWA planning regulations [49 CFR 450] and Environmental Impact Procedures [23 CFR 771].

Executive Order 12898

In 1994, Presidential Executive Order 12898 directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on minority populations and low-income populations. Some highlights include:

- No change in the legal thresholds and statutory interpretations for DOT
- Consistent with Title VI of the Civil Rights Act
- Disproportionate impacts – does not mean the programs and projects cannot move forward
- No specific format for analysis
- Integrate analysis in appropriate manner

Environmental Justice

Environmental Justice Ensures

- The discrimination and effects of environmental problems, and the policies and processes to reduce differences in who bears environmental risks
- Concern for the disproportionate risk burden placed upon any population group as defined by gender, age, income and/or race
- The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to environmental laws, regulations, and policies

Environmental Justice

The Principles of Environmental Justice Include

- The discrimination and effects of environmental problems, and the policies and processes to reduce differences in who bears environmental risks
- Concern for the disproportionate risk burden placed upon any population group as defined by gender, age, income and/or race
- The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to environmental laws, regulations, and policies

Types of Effects

Adverse Effects are the totality of significant individual or cumulative human health or environmental effects. Disproportionately High Effects are effects that predominately born by a minority and/or low-income population or will be suffered by the minority and/or low-income population and is appreciably more sever or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or low-income population.

Strategic Integration into MPO Planning

The RGVMPO incorporates the following key principles to integrate environmental justice into their planning activities:

- **Making Environmental Justice a Priority** – The RGVMPO is committed to following the spirit, as well as the letter of Executive Order 12898, in all its planning activities
- **Increasing Meaningful Public Participation** – The RGVMPO continuously works to develop public participation, which is inclusive, appropriate, and empowering
- **Utilizing Rigorous Demographic Analysis** – To address environmental justice issues, the RGVMPO is constantly working on the accuracy and identification of minority and low-income populations with the help of various demographic data as well as software for analysis
- **Developing Effective Conflict Resolution Initiatives** – The RGVMPO in cooperation with its various stakeholders and partners is constantly trying to resolve conflicting interests and issues primarily focusing on flexibility to address specific needs and respect towards desires of various communities

Environmental Justice and Public Participation

Public Participation is an integral part of the RGVMPO's mission to serve all populations living in Cameron and Hidalgo County with proper input from those who will be affected by the transportation projects on the MTP and TIP. It is especially important to reach out to disadvantaged communities by providing information about transportation issues and processes to those citizens in a timely manner, and actively seeking participation from those communities.

To meet our Environmental Justice goals, the RGVMPO has conducted public involvement projects throughout Cameron and Hidalgo County in different ways that are accessible to the public. The MPO has held meetings, created workshops, written newsletters, utilized surveys, and more. RGVMPO staff has also managed online publicity materials through our website at www.RGVMPO.org and through social media sites. The latest milestone in the RGVMPO's online presence is the live streaming of our Transportation Policy Board Meetings live on the internet.

Meeting and Workshops

When the RGVMPO puts documents and projects under public involvement, our Public Participation Plan requires us to hold public involvement for 30 days before our Technical Advisory Committee Meeting. Staff has scheduled meetings in areas that are accessible to all the public and provide both flyers and other materials in both English and Spanish. The RGVMPO works with governmental partners across Cameron and Hidalgo County to create meetings to provide information to a wide and diverse range of people. Meetings have been held in public libraries, bus terminals, and at the RGVMPO office.

Workshops have also been created to help gather public input on documents being prepared in house, such as the Bike and Pedestrian Plan. Staff puts on activities to get the public to participate in giving the RGVMPO feedback on transportation issues. The workshops have been held at local colleges, libraries, and bus stations.

Newsletters

Secretaría de Movilidad y Transporte del Valle is the name of the RGVMPO's quarterly newsletter, which is provided in both English and Spanish. The newsletter details projects, programs, and events that the RGVMPO is taking part in. It is provided for free to areas in Cameron and Hidalgo County that have high pedestrian traffic, such as libraries, city halls, and bus terminals.

Online Presence

The RGVMPO website is used to share all documents, events, and plans, and it is accessible to any person with an internet connection. Staff regularly updates information on the webpage to reflect the latest public involvement and show documents being worked on. The MPO is currently working with the company Civica to update RGVMPO website and make it more accessible and user-friendly in the future.

Social Media has become a strong tool for the RGVMPO to share information and gather public input. The RGVMPO has profiles for Facebook, Twitter, YouTube, and LinkedIn, where the organization can provide information through a free medium that is easily maneuvered and gives the opportunity for immediate feedback from the public. The MPO has plans to expand on its video capabilities through a series of YouTube interviews about the MPO and its mission in 2021. Facebook Live is another tool planned on being utilized to give the public access to what the MPO is working on in real time and will allow for better communication between MPO staff and the population it serves.

The MPO began integrating live video streaming into the monthly Transportation Policy Board Meeting with Granicus, Microsoft Teams, and Facebook live software on the RGVMPO website. It has allowed the public who may not be able to attend the Transportation Policy Board Meeting to participate in the meeting from anywhere with an internet connection. That would allow for people with transportation or time constraints access to materials and meetings that they would otherwise have gone without.

The RGVMPO has made strides in reaching different populations in Cameron and Hidalgo County and plans on building on those improvements in 2021 through an updated website and overhaul of video capabilities.

ENVIRONMENTAL JUSTICE INFLUNCE ON TRASPORTATOIN DECISION MAKING

Concern for environmental justice should be integrated into every transportation decision – from the first thought about a transportation plan to post-construction operations and maintenance. Properly implemented environmental justice principles and procedures improve all levels of transportation decision making. This approach will:

- Make better transportation decisions that meet the needs of all people
- Design transportation facilities that fit more harmoniously into communities
- Enhance the public-involvement process, strengthen community-=based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives
- Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities
- Avoid disproportionately high and adverse impacts on minority and low-income populations
- Minimize and / or ease unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods

Environmental Justice Analysis

In compliance with environmental justice related regulatory statutes, the RGVMPO conducts environmental justice analysis and resulting maps and tables. Using Census data, a snapshot of the region is created, mapping the locations of identified environmental justice populations. These populations include Hispanics, Colonias & Model Subdivision, Food Deserts and Households in Poverty.

The RGVMPO Analysis

- Use appraisal district data and Identifies parcels value of $45k or less
- Locates them in the region
- Plots key destinations that these population groups would access
- Overlays these destinations with the existing and proposed transportation network
- Determines what transportation service exist for these disadvantaged groups

Project Impact on Colonias

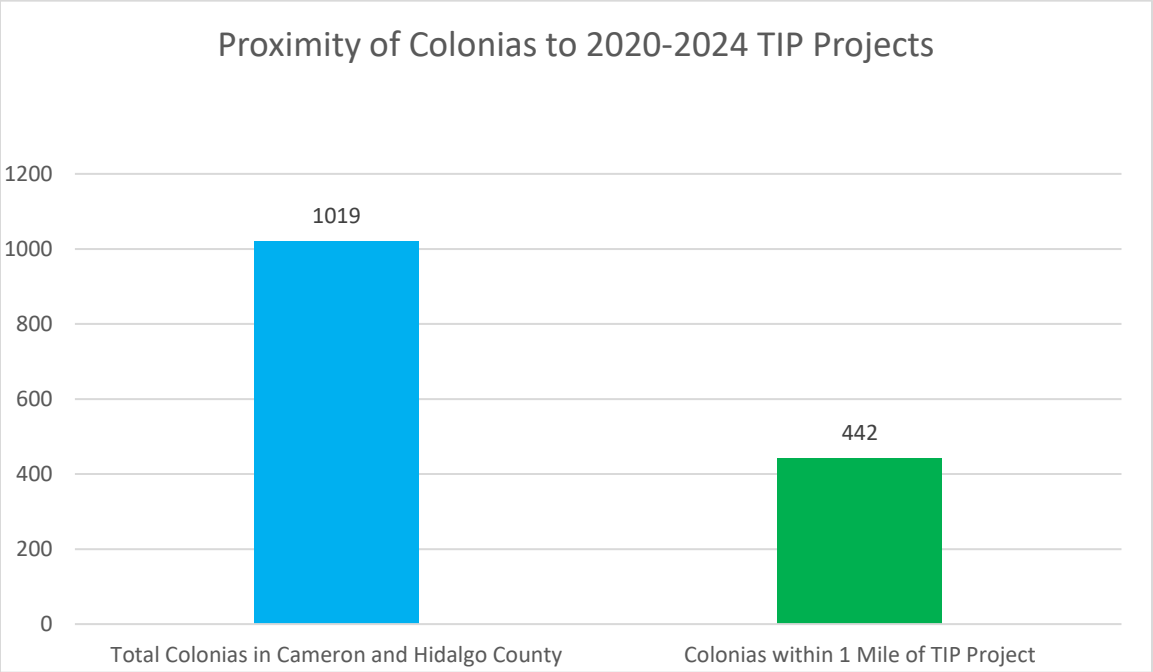
Colonia is a Spanish term for neighborhood or community. The office of the Governor defined colonia as "…unincorporated border communities that often lack adequate water and sewer systems, paved roads, and safe, sanitary housing." A 1989 law made it illegal to subdivide and sell land without basic water and wastewater infrastructure. Although these new "model subdivisions" (named after the law that aimed to prevent the spread of colonias) are equipped with water, waste water (septic systems, primarily), electricity, and paved roads, they are still characterized as self-help housing. Colonias and Model Subdivision flourish in counties along the 29 Texas-Mexico Border Counties which includes Cameron and Hidalgo County. The MAB has 1019 Colonias and Model Subdivision located in Cameron and Hidalgo County. This number was found by taking the Colonia map found at The Office of the Attorney General website "Border Colonia Geography" and having RGVMPO Staff remove communities that no longer fit the definition of a colonia. You can find that web page here: https://maps.oag.state.tx.us/colgeog/colgeog_online.html#. RGVMPO GIS staff identified all Colonias within the planning area of the RGVMPO and generated GIS layers for visual display of the locations.

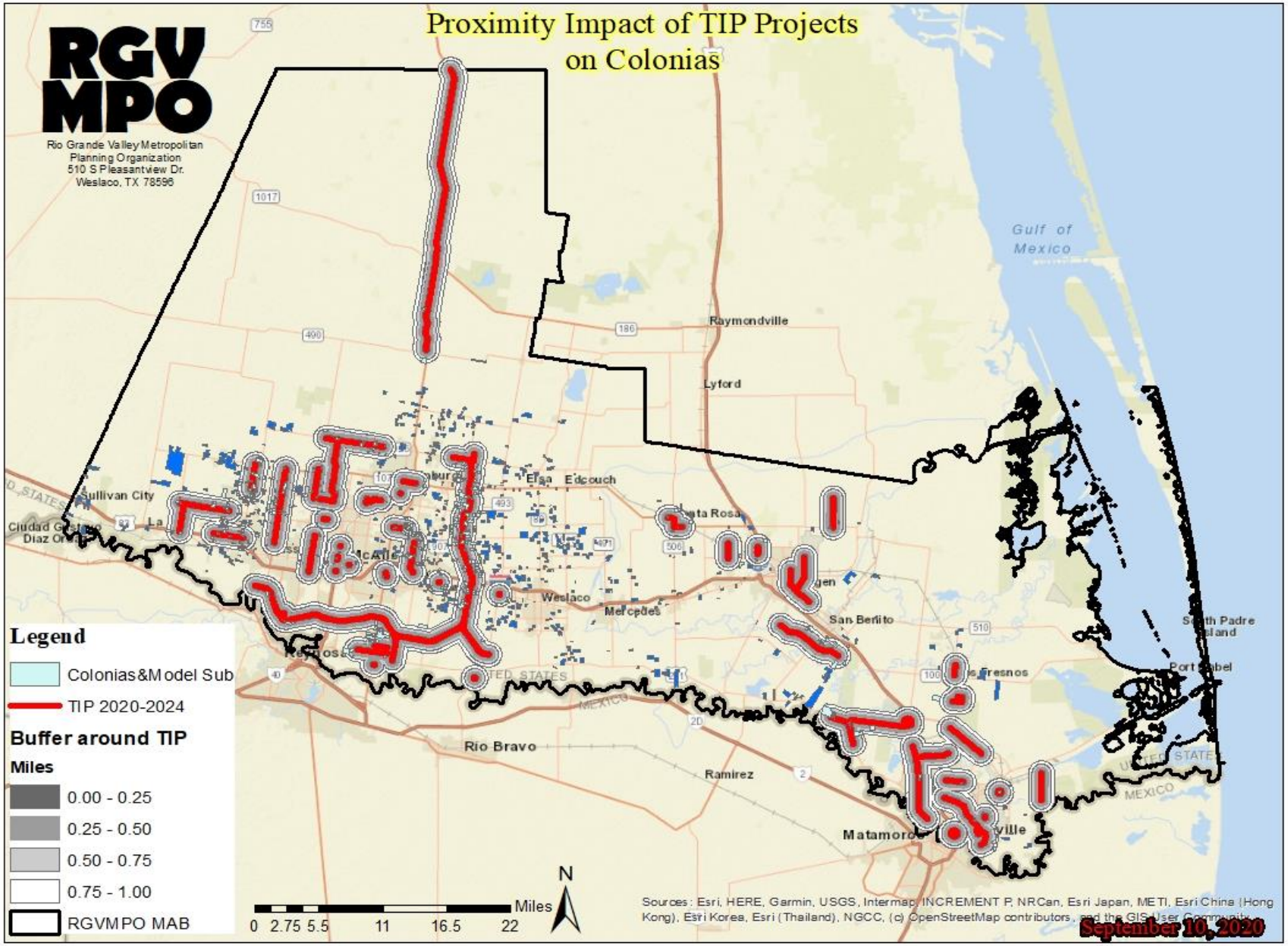
The RGVMPO, in an attempt to analyze the impacts of the planning process and specific projects upon the citizens and environment of Cameron and Hidalgo County, performed an analysis of FY 2020-2024 Transportation Improvement Program (TIP) projects. The goal of this study was to determine what, if any, effects TIP projects may have upon county citizens. The impact is calculated using the proximity of neighborhoods to TIP projects using quarter mile intervals. In total, 43% of Colonias are within a mile of a TIP Project.

The conclusion of the data can be interpreted in several ways. On school of thought could rationalize that since 57% of colonias are not impacted by TIP projects, the residents will have no adverse effects. However, one could also use the counter argument that only 43% of all colonias are being impacted by the TIP projects and thus there should be additional attention given to colonia areas. Staff offers the point that TIP projects, while not directly falling within the identified range, offer benefits to colonia citizens by providing greater general access.

In conclusion, staff believes that the information does not reveal any undue, disproportionate effect upon citizens living within colonia areas. Staff would also conclude that greater examination should be given to colonias in project selection and should develop a means for the 2020-2045 MTP update that would score projects in some portion that lie in or near colonia areas.

Environmental Justice

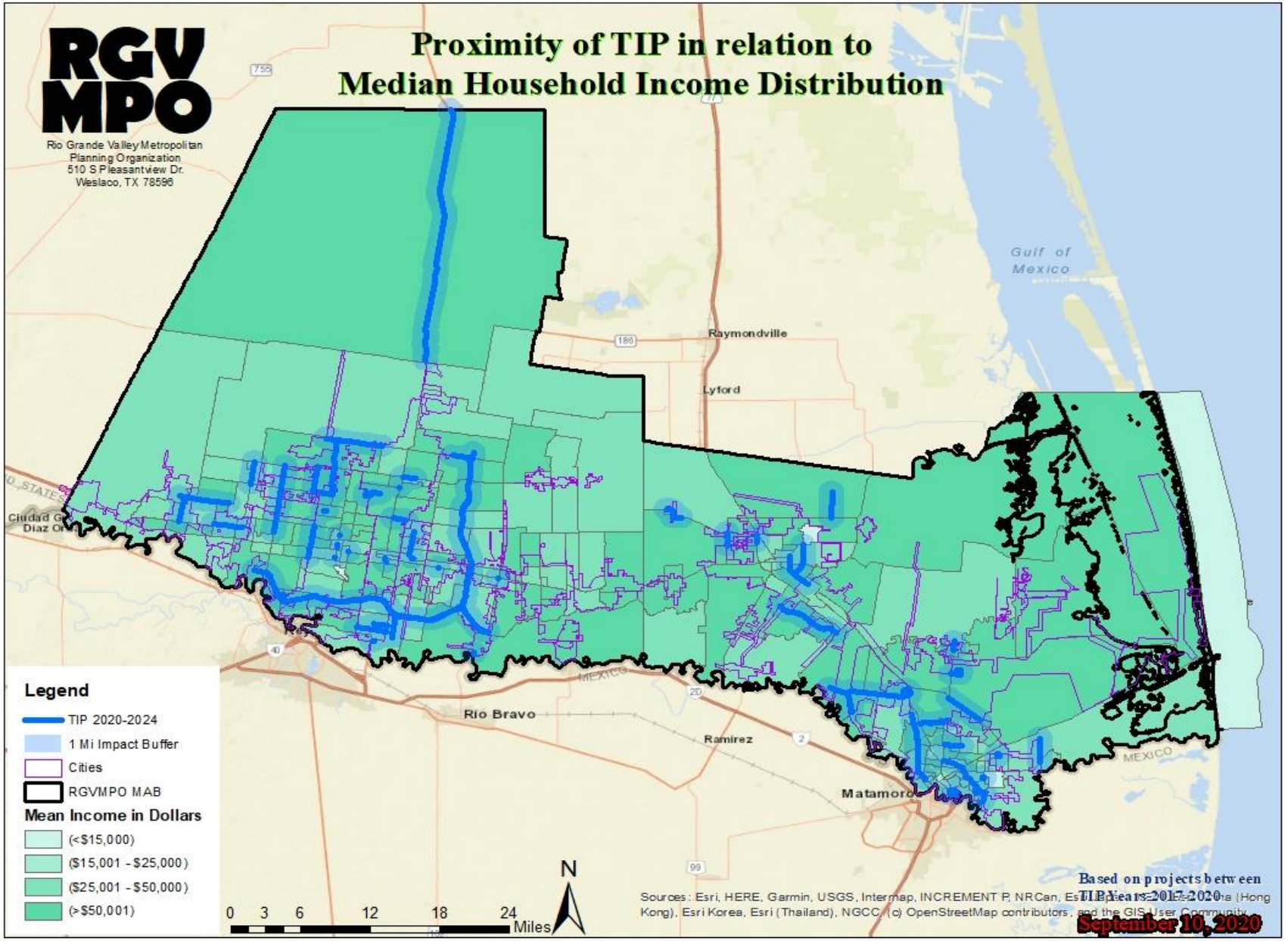



Proximity Impact of TIP Projects
on Colonias
RGV MPO
Rio Grande Valley Metropolitan
Planning Organization
510 S Pleasantview Dr.
Weslaco, TX 78596
Gulf of Mexico
Raymondville
Lyford
Sullivan City
Elsa
Edcouch
Weslaco
Mercedes
San Benito
Rio Bravo
Ramirez
Matamoros
Port Isabel
Legend
Colonias&Model Sub
TIP 2020-2024
Buffer around TIP
Miles
0.00 - 0.25
0.25 - 0.50
0.50 - 0.75
0.75 - 1.00
RGVMPO MAB
0 2.75 5.5 11 16.5 22
Miles
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
September 10, 2020

LOW INCOME AND LOW-INCOME POPULATIONS

According to the Department of Health and Human Services, poverty guidelines for 2020, low-income is a household income at or below $26,200 for a family of four. A low-income population is any readily identifiable group of low income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed / transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy or activity.

Census 2018 estimates for Cameron and Hidalgo County indicate that the median household income for the County is $37,132 & 38,398 respectfully, which is 36.6% and 37.36% less than the state and national median household income. It is important to establish equity in transportation investments through location-based impact analysis of populations within 1 mile of transportation projects.

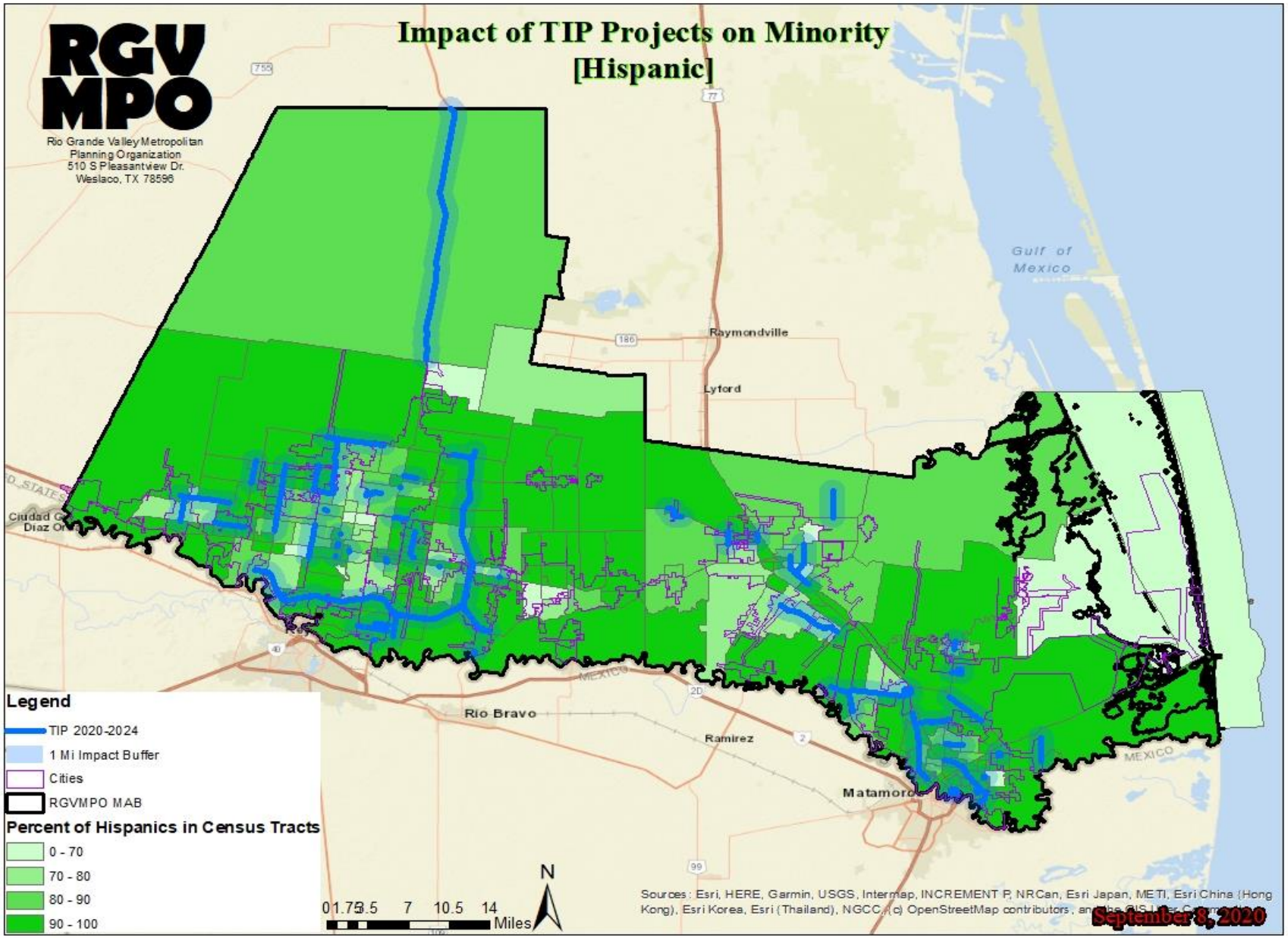

RGV MPO
Rio Grande Valley Metropolitan Planning Organization
510 S Pleasantview Dr.
Weslaco, TX 78596
Proximity of TIP in relation to
Median Household Income Distribution
Gulf of Mexico
Raymondville
Lyford
Rio Bravo
Ramirez
Matamoros
MEXICO
Legend
TIP 2020-2024
1 Mi Impact Buffer
Cities
RGVMPO MAB
Mean Income in Dollars
(<$15,000)
($15,001 - $25,000)
($25,001 - $50,000)
(>$50,001)
0 3 6 12 18 24
Miles
N
Based on projects between
TIP Years 2017-2020
September 10, 2020

MINORITY AND MINORITY POPULATION

Minority means a person who is Black, Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race), Asian American (having origins in any of the original places of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands), or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition). A minority population is any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed / transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy or activity.

Cameron and Hidalgo County is one of the most unique counties in the nation, where the “minority” population, Hispanic, serves to be the majority. The distribution of the minority population of Hispanics is mainly uniform with higher concentration around the periphery of the metro areas of the Cameron and Hidalgo County. Hispanics constitute about 91.25% of the total population. The large number of Hispanics is attributed to the geography of the area, where Cameron and Hidalgo County is near Mexico and its numerous international border crossings.

All TIP projects are located within proximity to the Hispanic populations in Cameron and Hidalgo County. Staff believes that the data shows no disproportionately high or adverse effects are present. This demonstrates that all Hispanic minorities are considered when considering commuting time, transportation affordability, access to jobs and services, as well as a commitment to providing mobility for all.

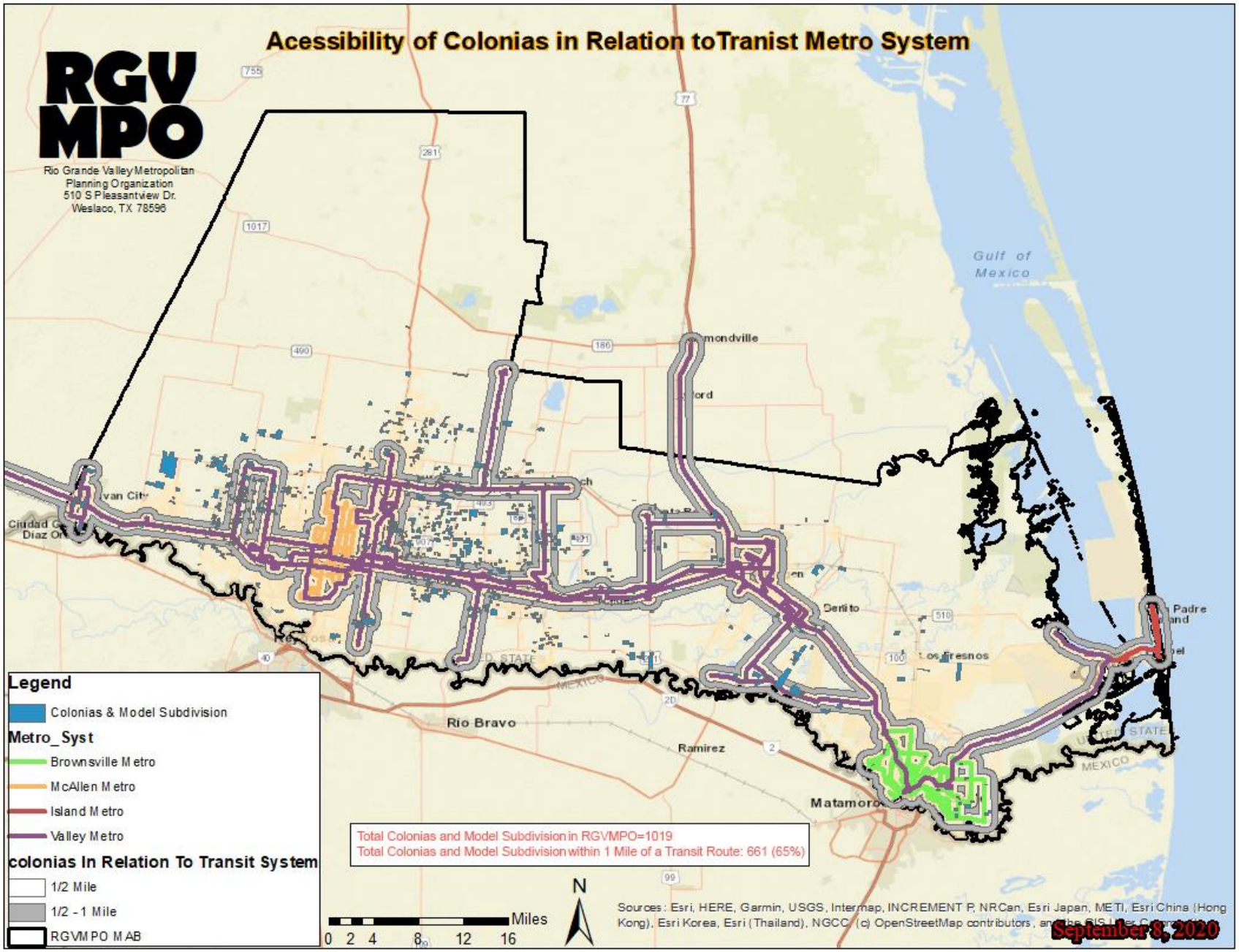

RGV MPO
Rio Grande Valley Metropolitan Planning Organization
510 S Pleasantview Dr.
Weslaco, TX 78596
Impact of TIP Projects on Minority [Hispanic]
Gulf of Mexico
Raymondville
Lyford
Rio Bravo
Ramirez
Matamoros
MEXICO
Legend
TIP 2020-2024
1 Mi Impact Buffer
Cities
RGVMPO MAB
Percent of Hispanics in Census Tracts
0 - 70
70 - 80
80 - 90
90 - 100
0 1.75 3.5 7 10.5 14
Miles
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors,
September 8, 2020

PUBLIC TRANSPORTATION ROUTES

The RGVMPO felt it necessary to analyze public transportation routes and their proximity to colonias. Colonia populations represent an extremely poor portion of the population in Cameron and Hidalgo County and it is important to make sure transportation is available to this unique segment of citizens.

Valley Metro, Metro McAllen, Brownsville Metro, and Island Metro are the four recipients of federal FTA funding allocated to the RGVMPO. Valley Metro, the public transportation agency for the LRGVDC employs urban and rural routes within Cameron and Hidalgo County, McAllen Metro provides service only within the City of McAllen City Limits. Brownsville Metro provides service only within the City of Brownville City Limits and Island Metro provides service only within South Padre Island. In the recent past, a rebranding effort of Valley Metro and consolidation of Valley Metro routes along with free rides has led to an increase in ridership. Metro McAllen also underwent a rebranding effort and has since seen s significant increase in ridership. The new Valley Metro routes were revised to increase public transportation access for low-income citizens of Cameron and Hidalgo County. Approximately 61% of Colonias are within 1 mile of a public transportation route.

Brownville Metro, McAllen Metro, and Island Metro operates a dense set of routes within their jurisdiction that has little to no direct impact on the colonias. However, the service does offer connections for travelers to access destinations in Brownsville, McAllen, and South Padre Island. Valley Metro routes encompass a much larger area and have a higher impact on colonias. This is especially true for the paratransit service offered by Valley Metro that can provide door to door service for qualified individuals. This service requires 24-hour notice and is largely utilized by those teaching medical destinations that are not generally on Valley Metro’s fixed routes.

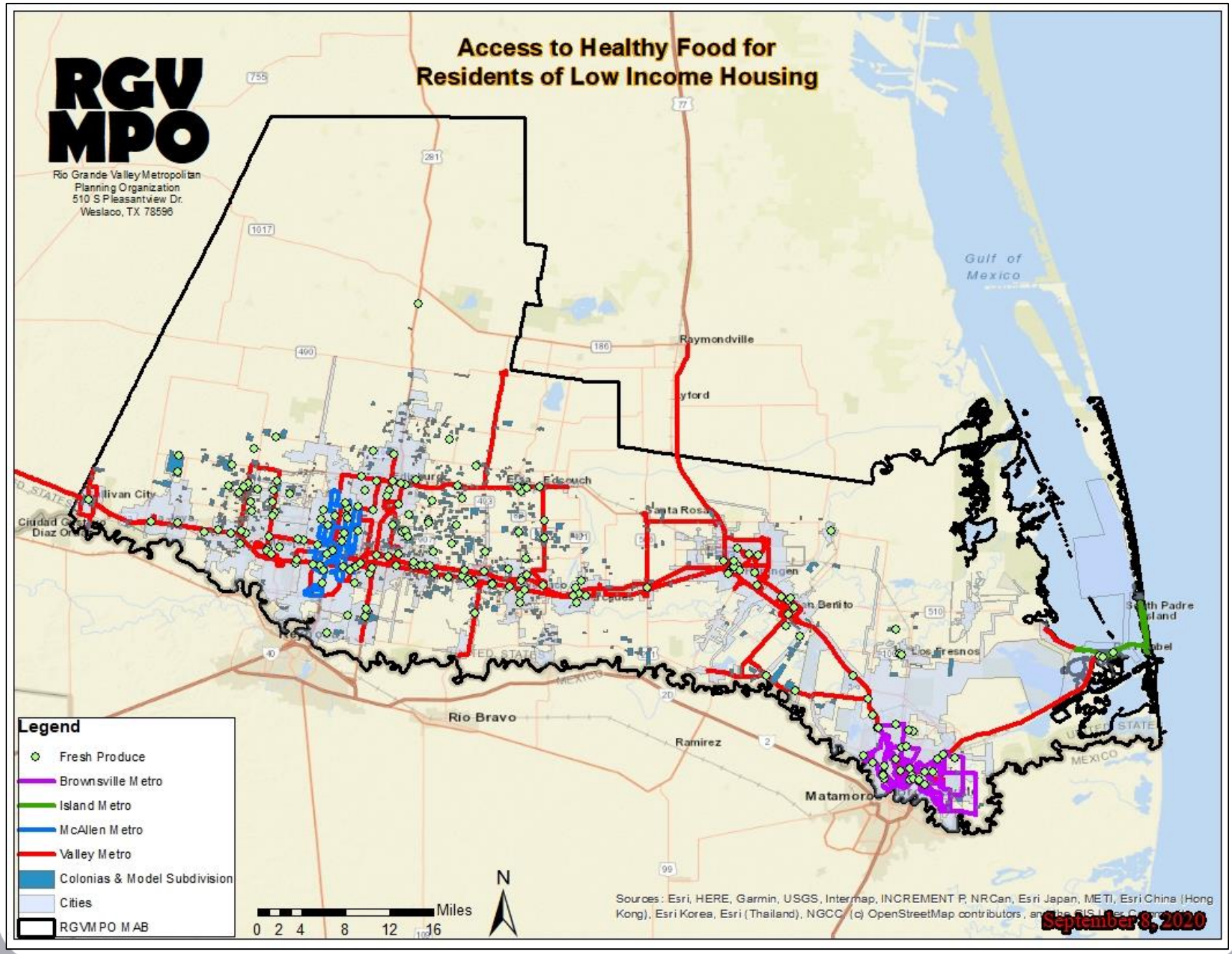

Acessibility of Colonias in Relation toTranist Metro System
RGV MPO
Rio Grande Valley Metropolitan Planning Organization
510 S Pleasantview Dr.
Weslaco, TX 78596
Gulf of Mexico
Rio Bravo
Ramirez
Matamoros
Los Fresnos
Legend
Colonias & Model Subdivision
Metro_Syst
Brownsville Metro
McAllen Metro
Island Metro
Valley Metro
colonias In Relation To Transit System
1/2 Mile
1/2 - 1 Mile
RGVMPO MAB
Total Colonias and Model Subdivision in RGVMPO=1019
Total Colonias and Model Subdivision within 1 Mile of a Transit Route: 661 (65%)
Miles
0 2 4 8 12 16
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
September 8, 2020

FOOD DESERTS

The Rio Grande Valley is one of the fastest growing areas in the State of Texas with a growth rate of 8.15% since 2010. The uniqueness of the MAB is that it has 41 incorporated cities, all spread across the County and interspersed with colonias. This type of development leads to the unintentional creation of food deserts. Food deserts are residential areas that do not have easy access to fresh foods. Most food deserts have a prevalence of low-income citizens and are located on the periphery of a city while major supermarkets are located along major corridors in areas where the population is denser.

The Healthy Food Financing Initiative working group defines a food desert as a low-income census tract where a substantial number or share of residents has low access to a supermarket or grocery store:

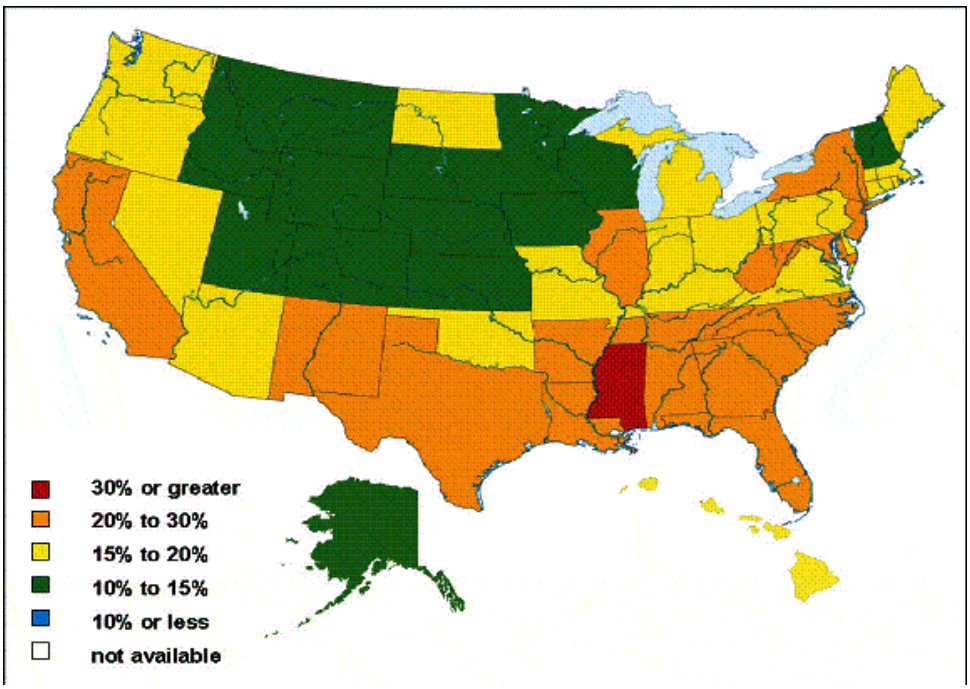
- To qualify as a “low-access community,” at least 500 people and/or at least 33% of the census tract’s population must reside more than one mile from a supermarket or large grocery store. For rural census tracts, the distance is more than 10 miles.
- To qualify as a “low-income community” a census tract must have either a poverty rate of 20% or higher or a median family income at or below 80% of the area’s median family income.


Access to Healthy Food for
Residents of Low Income Housing
RGV MPO
Rio Grande Valley Metropolitan
Planning Organization
510 S Pleasantview Dr.
Weslaco, TX 78596
Gulf of Mexico
Raymondville
Rio Bravo
Ramirez
Matamoros
Legend
Fresh Produce
Brownsville Metro
Island Metro
McAllen Metro
Valley Metro
Colonias & Model Subdivision
Cities
RGVMPO MAB
0 2 4 8 12 16
Miles
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors,
September 8, 2020

LIMITED ENGLISH PROFICIENCY POPULATION IN TRANSPORTATION DECISIONMAKING

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency. Combined with nondiscrimination statues, meaningful access would extend to people who cannot read and understand what is read; this, the need to include outreach to low-literate populations as well.

In 1988, Congress directed the U.S. Department of Education to undertake an assessment of the literacy skills of American adults, those 16 years old and older. Three years later, in 1991, Congress passed the National Literacy Act that defined literacy as "an individual's ability to read, write, and speak in English, and compute and solve problems at levels of proficiency necessary to function on the job and in society, to achieve one's knowledge and potential." The State of Literacy in America provides the percent of each State's population at Level 1 literacy.



Taking all of this into consideration, the RGVMPO has worked on identifying and addressing different options in the types of outreach that could be implemented to successfully inform the Limited-English-Proficiency population within Cameron and Hidalgo County.

APPENDIX A

Title VI Complaint Procedures

Rio Grande Valley Metropolitan Planning Organization
Title VI Complaint Procedures

The Rio Grande Valley Metropolitan Planning Organization (MPO), as a recipient of federal financial assistance and under the Title VI of the Civil Rights Act of 1964 and related statues, ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the MPO, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in the MPO's provisions, services, or activities can be made by persons who are not employees of the MPO.

Any Person who believes the MPO, or any entity who receives federal financial assistance from or through the MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

The MPO will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration, and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180 day period.

The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance.

Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed or hand delivered to:

Rio Grande Valley Metropolitan Planning Organization

ATTN: Title VI Coordinator

510 South Pleasantview Drive

Weslaco, Texas 78596

Upon request, reasonable accommodations may be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may be filed by a representative on behalf of a complainant.

Persons not satisfied with the findings of the MPO may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly
- discriminated
- Date of alleged discriminatory act(s)
- Basis of complaint: i.e. race, color, national origin, sex, age, religion, or disability
- A statement of complaint
- Signed consent release form

Incomplete Complaints

Upon initial review of the complaint, MPO staff will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, MPO staff will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or If the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file.

The complainant may resubmit the complaint provided if it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, MPO staff will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discrimination.

Records of Complaints

MPO staff will maintain a record of all complaints received. The information collected may include:

- Basic information about the complaint: when it was filed, who filed it, and who it was against
- A description of the alleged discriminatory action
- Findings of the investigation

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by the Rio Grande Valley Metropolitan Planning Organization (MPO)

RGV MPO

Environmental Justice

1) A complaint is received by the MPO:
Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations may be made to ensure the complaint is received and processed.

Complainants wishing to file a complaint but do not have access to the internet or the ability to pick up a form, a complaint form will be mailed to them for completion.

The complainant will be notified If the complaint form we receive is incomplete and ask that they furnish the missing information.

2) Complaint is logged into tracking database:
Completed complaint forms will be logged and tracked. Basic data will be maintained on each complaint received.

3) Determine jurisdiction:
MPO Staff will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Basic criteria required for a complete complaint – alleged discrimination is due to race, religion, color,
national origin, sex, age or disability.

Timeliness will be determined to ensure that the complaint was filed within the 180 day time requirement.

The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not related to a MPO program or activity, every attempt will be made to establish the correct agency. When possible and with consent granted on the Consent/Release form, the complaint will be forwarded Initial written notice to complainant:

4) Initial written notice to complainant:
Within 10 working days in receipt of the complaint, the MPO will issue the complaint a confirmation receipt of the complaint.

If needed, the notice may request additional information, may notify complainant that the activity is not related to MPO program or activity, or complaint does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint.

5) Investigation of complaint:
MPO staff will determine the appropriate fact finding process to ensure that all available information is collected in an effort to reach an informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with MPO staff and legal counsel
- Consultation with state and federal agencies
- Interviews of complainant(s)
- Review of documentation (i.e., planning, public involvement, and technical program
- activities)
- Interviews and review of documentation with other agencies involved
- Review of technical analysis methods
- Review of demographic data

6) Determination of investigation:

An investigation must be completed within 60 days of receiving the compete complaint, unless the facts and circumstances warrant otherwise.

A determination will be made based on information obtained.

MPO staff and/or designee will render a recommendation for action, including formal and/or informal
resolution strategies in a report of findings to the Transportation Policy Committee.

7) Notification of determination:

Within 10 days of completing the investigation, the complainant will be notified by the MPO Transportation Planning Director of the final decision.

The notification will include appeal rights with state and federal agencies should dissatisfaction with the final decision exist.

A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights Contract Compliance Section for information purposes.

APPENDIX B

Discrimination Complaint Form



Rio Grande Valley Metropolitan Planning Organization
Discrimination Complaint Form

The Rio Grande Valley Metropolitan Planning Organization (MPO), as a recipient of federal financial assistance and under the Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the MPO, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

Upon request, reasonable accommodations may be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may be filed by a representative on behalf of a complainant. The complaint must be ***filed*** no later than 180 calendar days from the most recent date of the alleged discrimination. The ***filing date*** is the day you complete, sign, and mail this complaint form. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for additional information. Failure to do so will result in the closure of the complaint. For assistance call (956) 969-5778 or Submit signed original forms by mail or deliver to:

Rio Grande Valley Metropolitan Planning Organization
ATTN: Title VI Coordinator
510 South Pleasantview Drive
Weslaco, Texas 78596

Please read all information carefully before you begin to complete form.

_____ _____ _____
First Name MI Last Name

_____ _____ _____ _____
Street Address City State Zip

_____ _____
Telephone Number E-mail Address

RGV MPO

Environmental Justice

Who do you believe discriminated against you?

_____ _____ _____
First Name MI Last Name

_____ _____ _____ _____
Street Address City State Zip

_____ _____
Telephone Number E-mail Address

When did the alleged act(s) of discrimination occur? List all dates in mm/dd/yyyy format.

Is the alleged discrimination ongoing? _____Yes _____No

Where (location) did the alleged act(s) of discrimination occur? *Attach additional pages as needed.*

Indicate the basis of your discrimination grievance.

_____Race _____ Color _____ Religion _____Sex _____Age _____Disability _____National Origin

In the space below, provide the following information (attach additional pages as needed):

- Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination.
- Describe each incident of discrimination separately.
- Explain how other persons were treated differently by the person/agency who discriminated against you.
- List and identify witness(es) to the incidents or persons who have personal knowledge to
- information regarding to your complaint.

Have you reported this incident or related acts of discrimination? _____Yes _____ No



If so, please identify to whom you have made the report, the date on which you made the report, and the resolution. Provide/attach any supporting documentation.

_____

_____

_____

If assisted with the complaint process, please provide your advisor's name/contact information.

_____ _____ _____
First Name MI Last Name

_____ _____ _____ _____
Street Address City State Zip

_____ _____
Telephone Number E-mail Address

Please sign and date this complaint in order for us to address your allegations. The Discrimination Complaint Consent/Release Form is attached and must also be completed in order to assist us with our investigation. If you are filing a complaint of discrimination on behalf of another person, we will need the person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

_____ _____
Signature Date

APPENDIX C

Discrimination Complaint Consent/Release Form

Rio Grande Valley Metropolitan Planning Organization

Title VI

Discrimination Complaint Consent/Release Form

Please read all information carefully before you begin to complete form.

_____ _____ _____

First Name MI Last Name

_____ _____ _____ _____

Street Address City State Zip

As a complainant, I understand that in the course of an investigation it may become necessary for the MPO to reveal my identity to person at the organization or institution under investigation. I am also aware of the obligations of the MPO to honor request under the Freedom of Information Act. I understand that as a complaint I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S Department of Transportation.

Please check one:

_____ **I CONSENT** and authorize the MPO, as part of its investigation, to reveal my identity to persons at the organization, business, or institution which has been identified by me in my formal complaint of discrimination. I also authorize the MPO to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

_____ **I DENY CONSENT** to have the MPO reveal my identity to persons at the organization, business or institution under investigation. I also deny consent to have the MPO disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing the MPO to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

_____ _____

Signature Date

APPENDIX D

Title VI and Related Statute

Rio Grande Valley Metropolitan Planning Organization

Title VI and Related Statues
Nondiscrimination Statement

The Rio Grande Valley Metropolitan Planning Organization, as a recipient of Federal Financial assistance and under Title Vi of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Department programs and activities.



Executive Director

Rio Grande Valley Metropolitan Planning Organization

APPENDIX E

Title VI Assurances

Standard DOT Title VI Assurances

The Rio Grande Valley Metropolitan Planning Organization (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Acts of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulation) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be dined the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, include the Texas Department of Transportation, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations, a copy of which is attached.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to the programs administered by the Recipient.

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and make in connection with all programs administered by the Recipient and, in adapted form in all proposals for negotiated agreements:

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clause of Appendix A of this assurance in every contract subject to the Act and the Regulations

4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States affecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal Financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

7. That the Recipient shall include the appropriate clause set forth in Appendix C of this assurance as a covenant running with the land, in any future deeds, leases permits, licenses and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the programs administered by the Recipient; and (b) for the construction or use of or access to space on, over, or under real property acquired or improved under the programs administered by the Recipient.

8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures, or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation of the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-guarantees, contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matters arising under the Act, the Regulations, and this assurance.

This Assurance is given in consideration of, and for the purpose of, obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date here of to the Recipient by the Department of Transportation under the programs administered by the Recipient and is binding on it, other recipients , sub-grantees, contractor, transferees, successors in inters and other participants in the programs administrated by the Recipient. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Dated 10/30/19

Executive Director

Rio Grande Valley Metropolitan Planning Organization

APPENDIX F

DBE Assurances

Rio Grande Valley Metropolitan Planning Organization
DBE Assurance

Rio Grande Valley MPO Shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT assisted contract or in the administration of its DBE Program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the aware and administration DOT assisted contracts. The recipient's DBE program, as required by 49 CFR of this program is legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Rio Grande Valley MPO of its failure to carry out its approved program, the Department may impose sanction as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

Dated 10/30/19

Executive Director

Rio Grande Valley Metropolitan Planning Organization

APPENDIX G

Limited English Proficiency Plan

Limited English Proficiency Plan

Rio Grande Valley Metropolitan Planning Organization

For the Rio Grande Valley Metropolitan Planning Area

ADOPTED: October 30, 2019

Rio Grande Valley Metropolitan Planning Organization
510 S. Pleasantview Drive
Weslaco, TX 78596

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INTRODUCTION

The purpose of the Limited English Proficiency Plan is to address the responsibilities of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency skills. The plan was prepared in accordance to Title VI of the Civil Rights Act of 1964 which states:

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance."

Executive Order 13166

On August 11, 2000, President William J. Clinton signed an executive order, Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. The executive order identifies differential treatment towards those with the inability to speak, read, write, or understand English as a type of national origin discrimination. These individuals have been defined by Executive Order 13166 as persons with Limited English Proficiency (LEP), therefore are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state departments of transportation, metropolitan planning organizations (MPOs) including the Rio Grande Valley Metropolitan Planning Organization, regional transportation agencies, regional, state, and local transit operators. Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance.

Plan Summary

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has developed this Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined by Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, the Rio Grande Valley Metropolitan Planning Organization used the four-factor LEP analysis which considers the following factors:

1) The number or proportion of LEP persons in the RGVMPO study area.
2) The frequency with which LEP persons come in contact with the Rio Grande Valley MPO staff.
3) The nature and importance of services provided by the Rio Grande Valley MPO to the LEP population.
4) The interpretation services available to the Rio Grande Valley MPO and overall cost to provide LEP assistance. A summary of the results of the four-factor analysis is in the following section.

FOUR-FACTOR ANALYSIS

This plan uses the recommended four-factor analysis of an individual assessment considering the four factors outlined above. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has examined each of the following factors to determine the level and extent of language assistance measures required to sufficiently ensure meaningful access to the RGVMPO's resources. The RGVMPO based the recommendations on the results of the analysis.

Factor 1: The number or proportion of LEP persons in the study area who may be served by the Rio Grande Valley MPO.

The U.S. Census Bureau's American Community Survey has a range of four classifications of how well people speak English. The classifications are "very well and less than very well." For our planning purposes, we are considering people that speak English "less than very well" as Limited English Proficient persons. Furthermore, the data reflects the approximate LEP population within the lower Rio Grande Valley, which covers the RGVMPO study area and the surrounding rural areas within the county.

The RGVMPO staff reviewed the 2013-2017 American Community Survey and determined that an estimated 281,933 persons in Cameron County and 639,654 persons in Hidalgo County speak a language other than English. 27.1% of the population in Cameron County and 31.8% of the population in Hidalgo County have limited English proficiency; that is, they speak English "less than very well."

As presented in **Table 1** (page 5), of those persons with limited English proficiency within the Cameron County study area, 36.9% speak Spanish, 23.4% speak Indo-European (such as French, German, and Slavic) , 56.1% speak Asian or other Pacific Islander Languages (including Korean, Chinese, Vietnamese, and Tagalog), and 36.8% speak other languages at home. As for Hidalgo County, 37.9% speak Spanish, 17.5% speak Indo-European (such as French, German, and Slavic), 36% speak Asian or other Pacific Islander Languages (including Korean, Chinese, Vietnamese, and Tagalog), and 36.3% speak Other languages at home.

Table 1 - Language Spoken at Home in Cameron & Hidalgo Counties

Cameron County - Total Population (5 years and over): 384,007

	Spanish Language Spoken at Home	Indo-European Language Spoken at Home	Asian and Pacific Islander Language Spoken at Home	Other Language Spoken at Home
5-17 years old	61,979	224	117	98
18-64 years old	180,384	776	1,207	552
65 and older	36,088	302	187	19
Total	**278,451**	**1,302**	**1,511**	**669**
Percent of those who speak English "less than very well" (LEP)	36.9%	23.4%	56.1%	36.8%

Hidalgo County - Total Population (5 years and over): 759,143

	Spanish Language Spoken at Home	Indo-European Language Spoken at Home	Asian and Pacific Islander Language Spoken at Home	Other Language Spoken at Home
5-17 years old	157,717	251	800	18
18-64 years old	410,378	1,251	4,351	235
65 and older	63,543	624	309	177
Total	**631,638**	**2,126**	**5,460**	**430**
Percent of those who speak English "less than very well" (LEP)	37.9%	17.5%	36%	36.3%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates (Appendix A)
Cameron County: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF
Hidalgo County: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

Factor 2: The frequency with which LEP persons come in contact with the Rio Grande Valley MPO.

The RGVMPO has served as the Metropolitan Planning Organization for the transportation needs of the Rio Grande Valley Metropolitan Planning Area since 1993. Public meetings and workshops are held at the RGVMPO's office or in locations accessible by transit or bike routes, however efforts to accommodate multiple linear communities within the MPO boundary proves to be a challenge.

RGVMPO staff has noted frequent contact with LEP persons at public meetings, community outreach events, and in day to day activities. Additionally, there are many LEP persons who come into contact with RGVMPO partners, such as Valley Metro and the cities located within the RGVMPO study area.

Factor 3: The nature and importance of services provided by the Rio Grande Valley MPO to the LEP population.

The RGVMPO is responsible for the regional planning process for all modes of transportation and provides technical assistance to the local governments of Rio Grande Valley in planning, coordinating, and implementing transportation decisions for the area. However, the RGVMPO does not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter).

As the agency responsible for administering all federal funds for urban transportation improvements within the urbanized area of Rio Grande Valley, the RGVMPO must make sure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved with the planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in three major areas for the RGVMPO:

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Multi-Modal Transportation Plan

Inclusive public participation is a priority in other RGVMPO plans, studies and programs as well. Transportation improvements resulting from these planning activities have an impact on all residents in the region. Understanding and continued involvement are highly encouraged throughout the process. The RGVMPO encourages input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.
As a result of the long-range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have additional policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4: The resources available to the Rio Grande Valley MPO, and overall cost to provide LEP assistance.

The RGVMPO currently uses capable and competent bilingual staff members for in-house translation of documents for Spanish-speaking LEP persons. Additionally, bilingual staff has been utilized for Spanish interpretation at public meetings and community outreach events. The use of in-house translation and interpretation services functions as a cost-effective approach to accommodate the Spanish LEP language group. Although cost-effective, the use of translation services outside the MPO are used when in-house translations are constrained by limited staff time.

The use of translation/interpretation services for LEP groups other than Spanish has yet to become necessary. However, shall the need arise for these services the RGVMPO will assess the costs to provide these services at an as-needed basis.

SAFE HARBOR STIPULATION

Federal law provides a “Safe Harbor” stipulation so that recipients can ensure with greater certainty that they comply with their obligations to provide written translations in languages other than English. A “safe harbor” means that if a recipient provides written translations in certain circumstances, such action will be considered strong evidence of compliance with the recipient’s written-translation obligations under Title VI.

The failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides a guide for recipients that would like greater certainty of compliance than can be provided by a fact-intensive, four-factor analysis. For example, even if a safe harbor is not used, if written translation of a certain document(s) would be so burdensome as to defeat the legitimate objectives of its program, it is not necessary. Other ways of providing meaningful access, such as effective oral interpretation of certain vital documents, might be acceptable under such circumstances.

Strong evidence of compliance with the recipient's written-obligations under "safe harbor" includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of other documents, if needed, can be provided orally.

This safe harbor provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable.

Within the RGVMPO study area, approximately 27.1% of the total population in Cameron County and 31.8% percent of the total population in Hidalgo County are considered LEP. **See Appendix A**. Of the total LEP population, only one LEP language group, Spanish-speaking individuals, meets the population threshold for which written translations of vital documents can be provided to meet the safe harbor standard.

The remaining three LEP language groups located within the RGVMPO study area, however, do not constitute the 5% or 1,000 persons of population threshold for which written translations of vital documents can be provided meet the safe harbor standard. Based on the RGVMPO budget and the number of staff, it is deemed that written translations of core documents would be so burdensome as to defeat the legitimate objectives of our programs. It is more appropriate for the RGVMPO to proceed with oral interpretation options for compliance with LEP regulations for the remaining LEP language groups. **See Appendix A.**

LIMITED ENGLISH PROFICIENCY (LEP) IMPLEMENTATION PLAN

Based on the four-factor analysis above, the Rio Grande Valley Metropolitan Planning Organization has decided to implement a plan to meet requirements under Title VI of the Civil rights Act of 1964, which seeks to improve access to services for persons with Limited English Proficiency (LEP).

Identifying LEP Individuals

The four-factor analysis above indicates that a large proportion of LEP persons are Spanish-speaking. In comparison, the remaining language groups combined equal approximately 1% of LEP persons within the RGVMPO study area. All language assistance services for LEP individuals will be focused towards the Spanish-speaking LEP language group, however the RGVMPO will continue to assess the need for language assistance to other LEP language groups by:

Posting a notice of the LEP Plan and the availability of interpretation or translation services free of charge in languages LEP person would understand.

- All RGVMPO staff will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises.

- All RGVMPO staff will be informally surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.

- When the RGVMPO sponsors an informational meeting or event, an advanced public notice of the event should be published including special needs related to offering a translator (LEP) or interpreter (sign language for hearing impaired individuals).

Language Assistance Measures

Language measures currently used and planned to be used by the RGVMPO to address the needs of LEP persons include the following:

1) Translation of vital documents in Spanish; o Metropolitan Transportation Plan
    - Transportation Improvement Program
    - Unified Planning Work Program
    - Title VI Complaint Form
    - Public Participation Plan
2) Translation of meeting minutes for both Technical Advisory Committee (TAC) meetings and Transportation Policy Committee (TPC) meetings.
3) Posting Spanish audio and PDFs of minutes from TAC and TPC meetings on RGVMPO website.
4) Posting advertisements/public notices of public meetings in Spanish (includes posters, flyers, newspaper ads)
5) Provide a Spanish version of all online surveys
6) Providing Outreach literature in Spanish (includes brochures, pamphlets, handouts, etc)
7) Translation of vital documents or other literature for other LEP language groups will be offered upon request at no cost
8) Provide oral interpreter services at any meeting or public hearing, with advance notice of seven calendar days. Interpreter to include foreign language and the hearing impaired.
9) Posting notices in appropriate languages informing LEP persons of available services on the RGVMPO website and other social media sites;
10) Provide enhanced language translation capabilities on the RGVMPO website
11) Prepare printed information on where to obtain language assistance to give or send to individuals, if necessary

Staff Training

In order to establish meaningful access to information and services for LEP individuals, staff that regularly interact with the public, and those who will serve as translators or interpreters, will be trained on the RGVMPO's LEP policies and procedures. Training will ensure that staff members are effectively able to work in person and/or by telephone with LEP individuals.

The following training will be provided to all staff:

- Information on the Title VI Policy and LEP responsibilities
- Description of language assistance services offered to the public.
- Use of the "I speak" cards
- Documentation of language assistance requests
- How to handle a potential Title VI/LEP complaint.

All contractors or subcontractors performing work for the RGVMPO will be required to follow the Title VI/LEP guidelines.

Providing Notice to LEP Persons

USDOT LEP guidance says:

"Once an agency has decided, based on the four factors, that it will provide language service, it is important that the recipient notify LEP persons of services available free of charge. Recipients should provide this notice in languages LEP persons would understand. "

The guidance provides several examples of notification including:

1) Signage when free language assistance is available with advance notice.
2) Stating in outreach documents that language services are available from the agency.
3) Working with community-based organizations and other stakeholders to inform LEP individual of the recipient's services, including the availability of language assistance services.
4) Including notices in local newspapers in languages other than English.
5) Providing notices on non-English-language radio and television states about the availably language assistance services and how to get them.
6) Providing presentations and/or notices at schools and religious organizations.

The RGVMPO will provide statements in public information and public notices, as outlined in our Public Participation Plan, that persons requiring language assistance or special accommodations will be provided, with reasonable advance notice to the MPO.

Monitoring and Updating the LEP Plan

The RGVMPO will update the LEP Plan as required. At a minimum, the plan will be reviewed and updated when new data from the U. S. Census becomes available, or when it is clear that higher concentrations of LEP individuals are present within the RGVMPO service area. Updates will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of the LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determination as to whether the need for translation services has changed.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether the RGVMPO's financial resources are sufficient to fund language assistance resources needed.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

DISSEMINATION OF THE RIO GRANDE VALLEY MPO LEP PLAN

The RGVMPO will provide access to the LEP Plan on its website at http://www.RGVMPO.org Copies of the LEP Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request. Any questions or comments regarding this plan should be directed to the Rio Grande Valley Metropolitan Planning Organization.

Rio Grande Valley Metropolitan Planning Organization
510 S. Pleasantview Drive
Weslaco, Texas 78596

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Fax: 956-969-5821
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Appendix A – U.S. Census Bureau 2013-2017 American Community Survey

Subject	Cameron County, Texas				
	Total		Percent		Percent of specified language speakers
					Speak English only or speak English "very well"
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Population 5 years and over	384,007	+/-106	(X)	(X)	279,847
Speak only English	102,074	+/-2,885	26.6%	+/-0.8	(X)
Speak a language other than English	281,933	+/-2,882	73.4%	+/-0.8	177,773
SPEAK A LANGUAGE OTHER THAN ENGLISH					
Spanish	278,451	+/-2,954	72.5%	+/-0.8	175,690
5 to 17 years old	61,979	+/-1,130	16.1%	+/-0.3	49,700
18 to 64 years old	180,384	+/-2,290	47.0%	+/-0.6	113,334
65 years old and over	36,088	+/-504	9.4%	+/-0.1	12,656
Other Indo-European languages	1,302	+/-320	0.3%	+/-0.1	997
5 to 17 years old	224	+/-140	0.1%	+/-0.1	207
18 to 64 years old	776	+/-214	0.2%	+/-0.1	552
65 years old and over	302	+/-120	0.1%	+/-0.1	238
Asian and Pacific Island languages	1,511	+/-321	0.4%	+/-0.1	663
5 to 17 years old	117	+/-83	0.0%	+/-0.1	92
18 to 64 years old	1,207	+/-281	0.3%	+/-0.1	488
65 years old and over	187	+/-98	0.0%	+/-0.1	83
Other languages	669	+/-276	0.2%	+/-0.1	423
5 to 17 years old	98	+/-81	0.0%	+/-0.1	26
18 to 64 years old	552	+/-254	0.1%	+/-0.1	378
65 years old and over	19	+/-38	0.0%	+/-0.1	19
CITIZENS 18 YEARS AND OVER					
All citizens 18 years old and over	224,981	+/-2,467	(X)	(X)	181,613
Speak only English	65,160	+/-2,336	29.0%	+/-1.0	(X)
Speak a language other than English	159,821	+/-2,677	71.0%	+/-1.0	116,453
Spanish	157,889	+/-2,641	70.2%	+/-1.0	115,053
Other languages	1,932	+/-329	0.9%	+/-0.1	1,400

Environmental Justice

Subject	Cameron County, Texas				
	Percent of specified language speakers				
	Speak English only or speak English "very well"	Percent speak English only or speak English "very well"		Speak English less than "very well"	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	+/-2,836	72.9%	+/-0.7	104,160	+/-2,861
Speak only English	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	+/-3,182	63.1%	+/-0.9	104,160	+/-2,861
SPEAK A LANGUAGE OTHER THAN ENGLISH					
Spanish	+/-3,163	63.1%	+/-0.9	102,761	+/-2,867
5 to 17 years old	+/-1,499	80.2%	+/-1.8	12,279	+/-1,076
18 to 64 years old	+/-2,465	62.8%	+/-1.2	67,050	+/-2,384
65 years old and over	+/-743	35.1%	+/-2.0	23,432	+/-757
Other Indo-European languages	+/-278	76.6%	+/-9.7	305	+/-143
5 to 17 years old	+/-136	92.4%	+/-9.1	17	+/-18
18 to 64 years old	+/-155	71.1%	+/-14.1	224	+/-141
65 years old and over	+/-113	78.8%	+/-13.4	64	+/-42
Asian and Pacific Island languages	+/-187	43.9%	+/-12.3	848	+/-299
5 to 17 years old	+/-76	78.6%	+/-30.7	25	+/-38
18 to 64 years old	+/-153	40.4%	+/-13.6	719	+/-277
65 years old and over	+/-59	44.4%	+/-22.5	104	+/-68
Other languages	+/-218	63.2%	+/-15.8	246	+/-130
5 to 17 years old	+/-33	26.5%	+/-23.0	72	+/-60
18 to 64 years old	+/-211	68.5%	+/-16.3	174	+/-102
65 years old and over	+/-38	100.0%	+/-75.5	0	+/-31
CITIZENS 18 YEARS AND OVER					
All citizens 18 years old and over	+/-2,538	80.7%	+/-0.6	43,368	+/-1,471
Speak only English	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	+/-2,417	72.9%	+/-0.8	43,368	+/-1,471
Spanish	+/-2,369	72.9%	+/-0.8	42,836	+/-1,436
Other languages	+/-275	72.5%	+/-9.9	532	+/-227



Subject	Cameron County, Texas	
	Percent of specified language speakers	
	Percent speak English less than "very well"	
	Estimate	Margin of Error
Population 5 years and over	27.1%	+/-0.7
Speak only English	(X)	(X)
Speak a language other than English	36.9%	+/-0.9
SPEAK A LANGUAGE OTHER THAN ENGLISH		
Spanish	36.9%	+/-0.9
5 to 17 years old	19.8%	+/-1.8
18 to 64 years old	37.2%	+/-1.2
65 years old and over	64.9%	+/-2.0
Other Indo-European languages	23.4%	+/-9.7
5 to 17 years old	7.6%	+/-9.1
18 to 64 years old	28.9%	+/-14.1
65 years old and over	21.2%	+/-13.4
Asian and Pacific Island languages	56.1%	+/-12.3
5 to 17 years old	21.4%	+/-30.7
18 to 64 years old	59.6%	+/-13.6
65 years old and over	55.6%	+/-22.5
Other languages	36.8%	+/-15.8
5 to 17 years old	73.5%	+/-23.0
18 to 64 years old	31.5%	+/-16.3
65 years old and over	0.0%	+/-75.5
CITIZENS 18 YEARS AND OVER		
All citizens 18 years old and over	19.3%	+/-0.6
Speak only English	(X)	(X)
Speak a language other than English	27.1%	+/-0.8
Spanish	27.1%	+/-0.8
Other languages	27.5%	+/-9.9

RGV MPO

Environmental Justice

Subject	Hidalgo County, Texas				
	Total		Percent		Percent of specified language speakers
					Speak English only or speak English "very well"
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Population 5 years and over	759,143	+/-151	(X)	(X)	517,524
Speak only English	119,489	+/-3,072	15.7%	+/-0.4	(X)
Speak a language other than English	639,654	+/-3,053	84.3%	+/-0.4	398,035
SPEAK A LANGUAGE OTHER THAN ENGLISH					
Spanish	631,638	+/-3,045	83.2%	+/-0.4	392,512
5 to 17 years old	157,717	+/-2,036	20.8%	+/-0.3	123,258
18 to 64 years old	410,378	+/-1,814	54.1%	+/-0.2	250,323
65 years old and over	63,543	+/-488	8.4%	+/-0.1	18,931
Other Indo-European languages	2,126	+/-490	0.3%	+/-0.1	1,755
5 to 17 years old	251	+/-197	0.0%	+/-0.1	235
18 to 64 years old	1,251	+/-344	0.2%	+/-0.1	1,035
65 years old and over	624	+/-201	0.1%	+/-0.1	485
Asian and Pacific Island languages	5,460	+/-453	0.7%	+/-0.1	3,494
5 to 17 years old	800	+/-270	0.1%	+/-0.1	525
18 to 64 years old	4,351	+/-303	0.6%	+/-0.1	2,821
65 years old and over	309	+/-108	0.0%	+/-0.1	148
Other languages	430	+/-224	0.1%	+/-0.1	274
5 to 17 years old	18	+/-29	0.0%	+/-0.1	18
18 to 64 years old	235	+/-143	0.0%	+/-0.1	166
65 years old and over	177	+/-104	0.0%	+/-0.1	90
CITIZENS 18 YEARS AND OVER					
All citizens 18 years old and over	403,944	+/-3,847	(X)	(X)	318,569
Speak only English	73,294	+/-1,725	18.1%	+/-0.4	(X)
Speak a language other than English	330,650	+/-3,569	81.9%	+/-0.4	245,275
Spanish	326,408	+/-3,553	80.8%	+/-0.4	242,052
Other languages	4,242	+/-453	1.1%	+/-0.1	3,223

Subject	Hidalgo County, Texas				
	Percent of specified language speakers				
	Speak English only or speak English "very well"	Percent speak English only or speak English "very well"		Speak English less than "very well"	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	+/-4,632	68.2%	+/-0.6	241,619	+/-4,625
Speak only English	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	+/-4,647	62.2%	+/-0.7	241,619	+/-4,625
SPEAK A LANGUAGE OTHER THAN ENGLISH					
Spanish	+/-4,630	62.1%	+/-0.7	239,126	+/-4,587
5 to 17 years old	+/-2,493	78.2%	+/-1.2	34,459	+/-1,972
18 to 64 years old	+/-3,356	61.0%	+/-0.8	160,055	+/-3,353
65 years old and over	+/-817	29.8%	+/-1.3	44,612	+/-879
Other Indo-European languages	+/-449	82.5%	+/-7.9	371	+/-183
5 to 17 years old	+/-194	93.6%	+/-10.3	16	+/-27
18 to 64 years old	+/-305	82.7%	+/-8.6	216	+/-121
65 years old and over	+/-192	77.7%	+/-17.4	139	+/-118
Asian and Pacific Island languages	+/-442	64.0%	+/-6.0	1,966	+/-360
5 to 17 years old	+/-217	65.6%	+/-19.0	275	+/-188
18 to 64 years old	+/-324	64.8%	+/-5.9	1,530	+/-276
65 years old and over	+/-113	47.9%	+/-28.3	161	+/-94
Other languages	+/-169	63.7%	+/-16.8	156	+/-97
5 to 17 years old	+/-29	100.0%	+/-77.5	0	+/-31
18 to 64 years old	+/-121	70.6%	+/-27.5	69	+/-69
65 years old and over	+/-74	50.8%	+/-29.0	87	+/-69
CITIZENS 18 YEARS AND OVER					
All citizens 18 years old and over	+/-4,022	78.9%	+/-0.6	85,375	+/-2,410
Speak only English	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	+/-3,744	74.2%	+/-0.7	85,375	+/-2,410
Spanish	+/-3,724	74.2%	+/-0.7	84,356	+/-2,368
Other languages	+/-413	76.0%	+/-5.6	1,019	+/-265

Environmental Justice

Subject	Hidalgo County, Texas	
	Percent of specified language speakers	
	Percent speak English less than "very well"	
	Estimate	Margin of Error
Population 5 years and over	31.8%	+/-0.6
Speak only English	(X)	(X)
Speak a language other than English	37.8%	+/-0.7
SPEAK A LANGUAGE OTHER THAN ENGLISH		
Spanish	37.9%	+/-0.7
5 to 17 years old	21.8%	+/-1.2
18 to 64 years old	39.0%	+/-0.8
65 years old and over	70.2%	+/-1.3
Other Indo-European languages	17.5%	+/-7.9
5 to 17 years old	6.4%	+/-10.3
18 to 64 years old	17.3%	+/-8.6
65 years old and over	22.3%	+/-17.4
Asian and Pacific Island languages	36.0%	+/-6.0
5 to 17 years old	34.4%	+/-19.0
18 to 64 years old	35.2%	+/-5.9
65 years old and over	52.1%	+/-28.3
Other languages	36.3%	+/-16.8
5 to 17 years old	0.0%	+/-77.5
18 to 64 years old	29.4%	+/-27.5
65 years old and over	49.2%	+/-29.0
CITIZENS 18 YEARS AND OVER		
All citizens 18 years old and over	21.1%	+/-0.6
Speak only English	(X)	(X)
Speak a language other than English	25.8%	+/-0.7
Spanish	25.8%	+/-0.7
Other languages	24.0%	+/-5.6



Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contain the true value. In addition to sampling variability, the ACS estimate are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data).

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using 2013 data or multi-year data containing data from 2013. For more information, see: Language User Note

While the 213-2017 American Community Survey (ACS) data generally reflect the February 213 office of Management and budget (OMB) definition of metropolitan and Micropolitan statistical area; in certain instances the name, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Appendix B – Title VI Complaint Form

TITLE VI COMPLAINT FORM

NAME: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP CODE: _____
HOME TELEPHONE NO: (_____) _____
WORK TELEPHONE NO: (_____) _____

WERE YOU DISCRIMINATED AGAINST BECAUSE OF:
[ ] RACE
[ ] NATIONAL ORIGIN
[ ] COLOR
[ ] OTHER _____

DATE OF ALLEGED INCIDENT: _____

EXPLAIN AS CLEARLY AS POSSIBLE WHAT HAPPENED AND HOW YOU WERE DISCRIMINATED AGAINST. INDICATE WHO WAS INVOLVED. BE SURE TO INCLUDE NAMES AND CONTACT INFORMATION OF ANY WITNESSES. IF MORE SPACE IS NEEDED PLEASE USE THE BACK OF THE FORM.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

HAVE YOU FILED THIS COMPLAINT WITH ANY OTHER FEDERAL, STATE, OR LOCAL AGENCY; OR WITH ANY FEDERAL OR STATE COURT? _____ YES _____NO

IF YES, CHECK ALL THAT APPLY: _____ FEDERAL AGENCY _____ FEDERAL COURT _____ STATE AGENCY _____ STATE COURT _____ LOCAL AGENCY

PLEASE PROVIDE INFORMATION ABOUT A CONTACT PERSON AT THE AGENCY/COURT WHERE THE COMPLAINT WAS FILED.
NAME_____
ADDRESS_____
CITY, STATE, AND ZIP CODE _____
TELEPHONE NUMBER_____

PLEASE SIGN BELOW. YOU MAY ATTACH ANY WRITTEN MATERIALS OR OTHER INFORMATION THAT YOU THINK IS RELEVANT TO YOUR COMPLAINT.

_____ _____

SIGNATURE DATE

PLEASE MAIL THIS FORM TO:

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

510 S. PLEASANTVIEW DRIVE

WESLACO, TEXAS 78596

Forma Para Quja De Titulo VI

Nombre: _____
Domicilio: _____
Ciudad: _____ Estado: _____ Codigo Postal: _____
Telefono de Residencia: (_____) _____
Telefono del Trabjo: (_____) _____

Usted fue disriminado en base a su:
[ ] Raza
[ ] Origen de Nacionalidad
[ ] COLOR
[ ] Otro _____

Fecha del Incidente Indicado _____

Expilque lo mas clarament possible lo que paso y como fue que se le discrimino. Indique quien estuvo involucrado. Asegurese de incluir los nombres y informacion para contactar a los testigo. Si necesita mas espacio, por favor untilice la parte de atras de esta forma.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

Ha presentado una quja con cualquier otra agenica federal, estatal o local, o con cualquier otra corte federal o estatal? _____ Si _____NO

Si contest que si, cheque todas las que apliquen: _____ Agencia Federal _____ Corte Federal _____ Agencia Estatal _____ Corte Estatal _____ Agencia Local

Por favor proprcione la informacion sobre la persona contactada en la agencia/corte en donde present su queja:
Nombre_____
Domicilio _____
Ciudad, Estado CITY, Codigo Postal _____
Numero de Telefono_____

Por favor firme abajo. Puede incluir cualquier material por escrito o cualquier otra informacion que usted cree es relevante para su queja.

_____ _____

Firma Fecha

Por Favor Envie Esta Forma A:

Orgnaizacion De Planeacion Metropolitana Del RIO GRANDE VALLEY

510 S. PLEASANTVIEW DRIVE

WESLACO, TEXAS 78596

Appendix C–Title VI Non-Discrimination Policy Statement

THE RIO GRANDE VALLEYMETROPOLITAN PLANNING ORGANIZATION IS COMMITTED TO ENSURING THAT NO PERSON IS EXCLUDED FROM PARTICIPATION IN,OR DENIED THE BENEFITS OF,OR BE SUBJECTED TO DISCRIMINATION IN THE RECEIPT OF ITS SERVICES OR PROGRAMS ON THE BASIS OF RACE,COLOR OR NATIONAL ORIGIN OR ANY OTHER CHARACTERISTICS PROTECTED BY LAW,INCLUDING TITLE IOF THE CIVIL RIGHTS ACT OF 1964,AS AMENDED.FURTHER,UNDER THE AMERICANS WITH DISABILITIES ACT (ADA)OF 1990,NO ENTITY SHALL DISCRIMINATE AGAINST AN INDIVIDUAL WITH A PHYSICAL OR MENTAL DISABILITY IN CONNECTION WITH THE PROVISION OF TRANSPORTATION SERVICE.

To obtain more information on the Rio Grande Valley Metropolitan Planning Organization's nondiscrimination obligations or to file a Title VI complaint, contact:

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
510 S. PLEASANTVIEW DRIVE
WESLACO, TEXAS 78596

You may file a written complaint no later than 180 calendar days after the date of the alleged discrimination.

Information on non-English alternative formats may be obtained from the Rio Grande Valley Metropolitan Planning Organization Office.

Appendix D–"I Speak" Identification Cards

2004 Census Test — **United States Census 2010**

LANGUAGE IDENTIFICATION FLASHCARD

☐ ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	1. Arabic
☐ Խնդրում ենք նշում կատարեք այս քառակուսում, եթե խոսում կամ կարդում եք հայերեն:	2. Armenian
☐ যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন।	3. Bengali
☐ ឈូមបញ្ជាក់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ។	4. Cambodian
☐ Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro.	5. Chamorro
☐ 如果你能读中文或讲中文，请选择此框。	6. Simplified Chinese
☐ 如果你能讀中文或講中文，請選擇此框。	7. Traditional Chinese
☐ Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	8.Croatian
☐ Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	9. Czech
☐ Kruis dit vakje aan als u Nederlands kunt lezen of spreken.	10. Dutch
☐ Mark this box if you read or speak English.	11. English
☐ اگر خواندن و نوشتن فارسي بلد هستيد، اين مربع را علامت بزنيد.	12. Farsi

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U.S. CENSUS BUREAU

RGV MPO

Environmental Justice

☐ Cocher ici si vous lisez ou parlez le français.	13. French
☐ Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
☐ Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
☐ Make kazye sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
☐ अगर आप हिन्दी बोलते या पढ़ सकते हों तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
☐ Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
☐ Jelölje meg ezt a kockát, ha megérti vagy beszéli a magyar nyelvet.	19. Hungarian
☐ Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
☐ Marchi questa casella se legge o parla italiano.	21. Italian
☐ 日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
☐ 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
☐ ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ.	24. Laotian
☐ Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

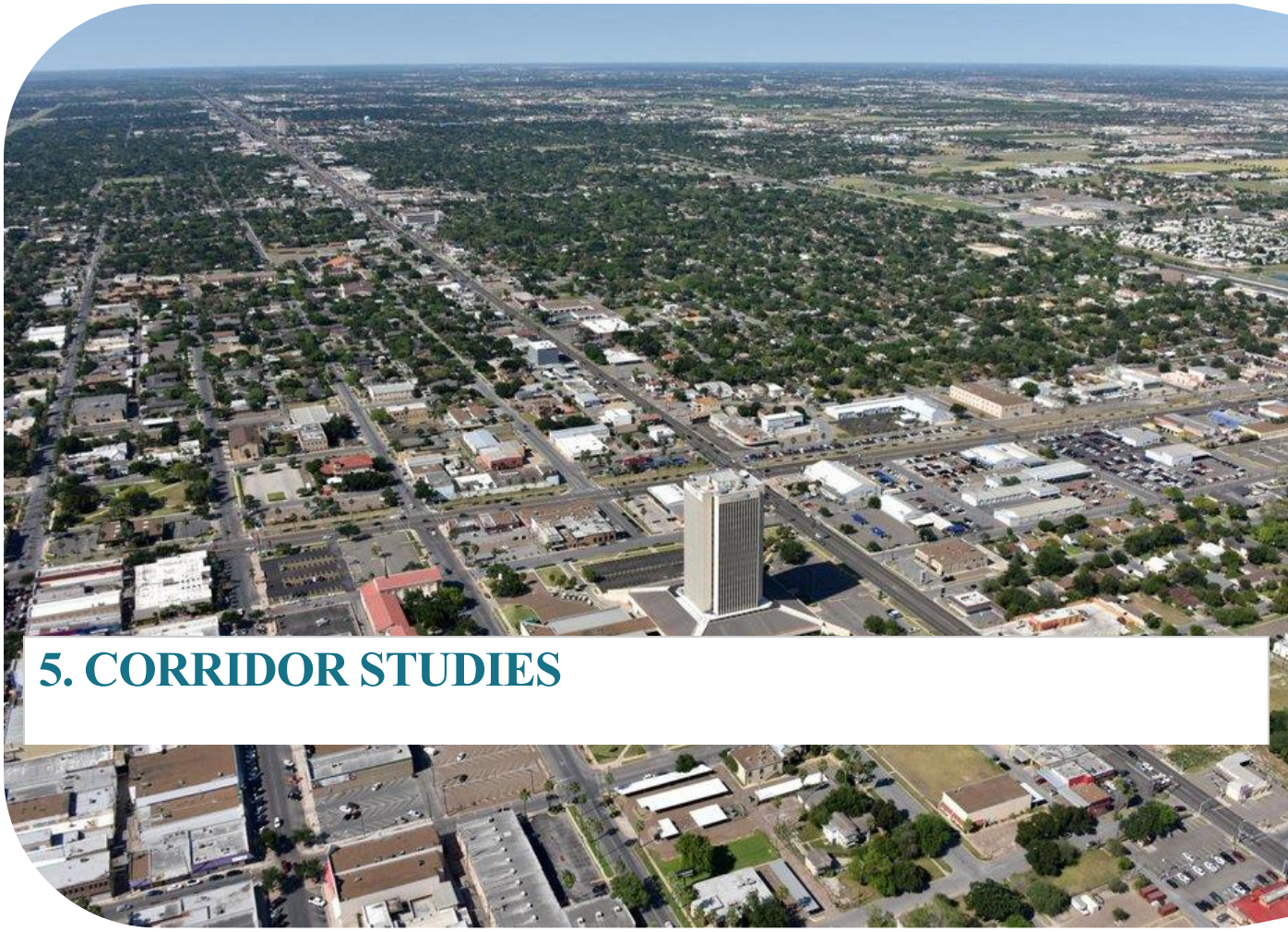
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☐ Assinale este quadrado se você lê ou fala português.	26. Portuguese
☐ **Însemnaţi această căsuţă dacă citiţi sau vorbiţi româneşte.**	27. Romanian
☐ Пометьте этот квадратик, если вы читаете или говорите по-русски.	28. Russian
☐ **Обележите овај квадратић уколико читате или говорите српски језик.**	29. Serbian
☐ Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	30. Slovak
☐ Marque esta casilla si lee o habla español.	31. Spanish
☐ Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	32. Tagalog
☐ **ให้กาเครื่องหมายลงในช่องถ้าท่านอ่านหรือพูดภาษาไทย.**	33. Thai
☐ Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	34. Tongan
☐ Відмітьте цю клітинку, якщо ви читаєте або говорите українською мовою.	35. Ukranian
☐ اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔	36. Urdu
☐ Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ.	37. Vietnamese
☐ באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש.	38. Yiddish

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5. CORRIDOR STUDIES

Chapter 5: Corridor Studies Planning / NEPA

Major Transportation Corridor Studies, also known as Major Investment Studies (MIS), are a critical step in the comprehensive metropolitan transportation system planning process undertaken by the Metropolitan Planning Organization (MPO). Under federal metropolitan planning regulations, major corridor studies are required to support decisions on substantial transportation investments. These corridors are evaluated from a regional perspective and may include recommendations to construct new or enhance existing freeways, toll roads, high occupancy vehicle (HOV) lanes, managed lanes, and light rail or commuter rail facilities. This process also serves as a bridge between the regional planning process and the more detailed project design and engineering phases. Due to the new establishment of the RGVMPO, no corridor studies have yet to be assigned or completed. RGVMPO staff will continue to work with local governments to identify corridors for consideration.

Overview of NEPA

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is working towards strengthening the transportation planning process by working to link it in accordance with The National Environmental Policy Act's (NEPA) goals for the protection, maintenance, and enhancement of the environment.

When developing a long range transportation plan, the RGVMPO will consult and work with appropriate agencies on the state and local levels to ensure proper considerations are taken into account in land use management, natural resources, environmental protection, conservation and historic preservation. Furthermore, the HCMPO will provide an opportunity for participating agencies and the public to provide input on proposed projects to assess the purpose and need for a given project.

The RGVMPO strives to incorporate environmental considerations in our planning and decision making through a systematic approach. The level of planning and analysis seeks to be accurate and up to date, adequately support recommended improvements, and focus on setting a context and following acceptable procedures set by NEPA, EIS and the EA.

There were several reforms of the NEPA Process in the FAST Act. The reforms were created to help streamline the NEPA Review Process and help shorten project completion time. The FAST Act continues reforms that had been worked on through MAP-21.

Key streamlining changes include:

- Exempting certain mid-century bridges and railroad and transit lines;
- Allowing certain emergency reconstruction projects to be marked as eligible for emergency exemptions or expedited procedures under specific environmental law;
- Establishing an alternative review path for historic sites in exchange for multiple, additional concurrence points with other Federal and State entities;
- Broadening the application of categorical exclusions (CEs) for multimodal projects;
- Using a single NEPA document that provides "(T)o the maximum extent practicable, the lead agency shall develop an environmental document sufficient to satisfy the requirements for any Federal approval or other Federal Action required for the project, including permits issued by other Federal Agencies."
- Expanding the liaison capability to other DOT Operating Administrations and Public Entities receiving Federal funds to support activities to expedite and improve the permitting and review processes.

The FAST Act works on improving steps taken by MAP 21 by refining earlier project deliver options and adding procedural requirements aimed at ensuring early collaboration and efficient environmental laws.

Mitgation Discussion

The purpose of environmental mitigation activities is to create and implement strategic policies, programs, actions and activities which are to minimize or compensate for the impacts to or disruption of elements of the human and natural environment. The regulations require transportation plans to be developed, as appropriate, in consultation with Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. Such agencies would include those involved with tribal wildlife, land management and other regulatory agencies. Metropolitan Planning Organizations are then required to consult with the above agencies and have a discussion of potential environmental mitigation activities and those that will have the greatest impact on the Long Range Metropolitan Transportation Plan that is implemented by the RGVMPO.

Examples of the way's mitigation discussion can be initiated include a comparison of potential mitigation activities to a subset of projects in the Long-Range Metropolitan Transportation Plan. Also, mitigation discussion includes sensitive area maps such as wetlands or conservation lands can serve to facilitate discussions for awareness and preparedness of potential affected sites in the future.



6. METROPOLITAN TRANSPORTATION PLAN

Chapter 6: Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a comprehensive, multimodal "blueprint" for transportation systems and services aimed at focusing on mobility and access for people and goods. Additionally, the MTP shall maintain efficient system performance and preservation, while supporting a safe environment for traveling our region's roadways and utilizing its transit services The MTP, which was adopted on: _____ guides the implementation of multimodal transportation improvements, policies, and programs through the year 2045. The MTP represents the long-range planning vision for the transportation management area and must meet conformity requirements. This includes all projects that are expected to be funded or that will require an approval by FHWA/FTA at any point during the life of the plan. The MTP, which is a 25-year planning horizon, must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the system as a whole. This includes information on how the MPO reasonably expects to fund the projects included in the plan, including anticipated revenues from FHWA and FTA, state government, regional or local sources, the private sector, and user charges. The MTP must demonstrate a balance between expected revenue sources for transportation investments and estimated costs of projects and programs described in the plan. In other words, a metropolitan plan must be fiscally constrained.

FAST-Act MTP Requirements

According to the Code of Federal Register, Title 23, Chapter I, Subchapter E, Part 450, Subpart C, article §450-324, the metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. The transportation plan shall include both long-range and short-range strategies or actions that provide for development of an integrated multimodal transportation system. This system should include pedestrian walkways and bicycle trails to facilitate safe and efficient active transportation. High demands of travel and trade will increase over time, requiring an evolving planning process. The MPO shall review and update the transportation

plan at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency. Land use conditions and trends should be analyzed and forecasted for at least a 20-year horizon

The metropolitan transportation plan shall contain at a minimum the following:

- ***The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan***

The RGVMPO staff works closely with the Alliance Transportation Group who is currently providing bridge and roadway conditions, equity, freight, safety, and transit needs analyses for development of our MTP. Staff works closely with Alliance providing stakeholder engagement and valuable data to support region-wide studies. The RGVMPO complies with this requirement by identifying all transportation facilities in the plan such as highways, city streets, sidewalks, bicycle trails, and transit routes. The RGVMPO has adopted a multi-modal active transportation plan, including bicycle, pedestrian, and transit system strategies. The MPO is also in the process of developing a truck route & freight plan with TXDOT, in efforts to ensure reliable commerce and trade routes throughout the region.

- ***A description of the performance measures and performance targets used in assessing the performance of the transportation system.***

The RGVMPO has developed performance measures and targets utilized when identifying necessary areas of assessment. RGVMPO staff researched the techniques and strategies selected by fellow planning organizations, as well as the Texas Department of Transportation. The adoption of procedures & evaluations was completed and ultimately approved by the RGVMPO Policy Board in September of 2019.

- ***Operational and management strategies to improve the performance of existing transportation facilities, relieving vehicular congestion and maximizing safety through mobility of people and goods.***

As part of the strategies adopted by the RGVMPO is usage of the Congestion Management Process (CMP). These studies were developed over recent years by identifying areas of congestion and configuring ways to relieve the burden.

Techniques include improved utilization of existing infrastructure by coordinating traffic signals to minimize highly congested intersections. The region's previous studies were conducted by contract with a qualified consultant. The CMP study focuses heavily on analyzing equipment operated at intersections and allocating the set aside funding for upgrades. Obsolete equipment and material which are deemed obsolete or inoperable are recommended for replacement. RGVMPO expects investments will greatly improve operations and flow of traffic along congested corridors throughout the region.

- ***Existing and proposed transportation facilities (major roadways, public transportation facilities, pedestrian walkways, bicycle facilities, and intermodal connectors) should function as an integrated multi-modal transportation system, giving emphasis to those facilities serving important national and regional transportation functions over the period of the transportation plan***

The RGVMPO is also working closely with its Bicycle and Pedestrian Advisory Committee to enhance connectivity and eliminate gaps between modes of transportation. Representatives from around the planning area, consisting of bicycle & hiking enthusiasts, public officials, state & national parks staff, and interested members of the public meet monthly to discuss and approve agenda items pertaining to alternative forms of transportation. Active transportation such as hiking & biking relies heavily on the creation and restoration of new and existing trails. Sidewalk improvements, addition of bike lanes, crosswalks, and infrastructure will greatly assist the expansion of non-motorized transportation alternatives. The Transportation Alternatives Set-Aside Project Call is held bi-annually and allocates a designated amount of funding for the transportation management area. This project call produces opportunities for local entities to apply for federal funding of non-motorized transportation projects. The MPO advocates regional inter-modal connectivity and encourages local governments to expand their planning efforts toward incorporation.

- ***Transportation and transit enhancement activities, including preserving & enhancing intercity bus systems, reducing congestion, pollution, and energy consumption, while operating in a cost-effective manner***

Public transportation is provided throughout the Rio Grande Valley and its passengers rely on inter-modal connectivity. A large amount of bus stop facilities are located along existing sidewalks and trails. Safety and reliability are of highest priority when considering the

accommodations necessary for transit users. With welfare and protection in mind, ADA (Americans with Disabilities Act) compliance, lighting, shelter, and access to safe drinking water all complement the efficiency of transit stops. The

RGVMPO works closely with the transit providers in our area, including Brownsville Metro, Island Metro, Valley Metro, and Metro McAllen. The participation of transit providers and passengers within the region is elemental in developing both the regional transit plan and programming of projects.

Alliance Transportation has comprised a Regional Transit Need Analysis with data supporting the creation of the 2045 MTP. The most recent and accurate statistics were obtained from meeting with planning partners and stakeholders, along with utilization of federal and state resources. Transit supply, potential, need, destinations, and system gaps are all crucial factors in the planning process. Essentially, transit providers aim to meet demands of the public according to population, transit needs, and key destinations. The population of the metropolitan areas within the RGVMPO boundary are growing exponentially. The measurement of transit potential is relative to transit propensity, or indications of land use and development that sustains transit operations. Identifying demographic subgroups of transit riders is helpful in identifying areas with greater needs of service. The goal is to provide dependable, efficient transportation to key destinations throughout the region. When comparing the demand of transit to existing routes and operations, gaps or imbalances will need to be addressed.

- ***A discussion pertaining to potential environmental mitigation activities and potential locations for executing these strategies, including restoring and maintaining environmental functions affected by the plan***

The RGVMPO has addressed mitigation activities by complying with the National Environmental Policy Act (NEPA) process, identifying vulnerable areas such as colonias, tribal lands, historic landmarks, and wildlife preserves throughout the region. The MPO operates in collaboration with TxDOT, Texas Parks & Wildlife, and U.S. Fish and Game in order to distinguish as accurately possible.

- ***A financial strategy that demonstrates how the adopted transportation plan can be implemented.***

The RGVMPO has complied with this requirement by developing the Metropolitan Transportation Plan as a fiscally constrained list of projects. The State of Texas' Unified Transportation Program (UTP) lists projects chosen by the state commission and identifies the amount of funding available for each management area by category. The UTP, study of trends for future revenue estimates, non-traditional funding sources and initiatives approved by the State Legislature, as well as the Texas Transportation Commission, all equally contribute to the evolution of this long-range plan. Proposition 1 (constitutional amendment approved by voters in November 2014 to deposit oil and gas taxes to the state highway fund instead of the Rainy Day Fund), and Proposition 7 (constitutional amendment approved by voters in November 2015 to deposit general sales tax revenues and vehicle sales tax revenues to the state highway fund) are examples of legislation supporting transportation funding in the state of Texas.

- ***Consideration of the congestion management process in Transportation Management Areas that meet requirements***

The RGVMPO has contracted CoPLAN, LLC for congestion management data collection, set to begin during the Winter season of 2019. The project will consist of mapping, travel times, volume-based performance measures, ranking of congested segments, recommendations for improvements, an operational case study, and recommended traffic signal timing. A report will be presented to RGVMPO Technical Advisory Committee and Policy Board once study is complete.

- ***Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure***

The RGVMPO Policy Board and its advising committees carefully review and analyze every project selected for federal and state funding. MPO staff works closely with the region's entities when submitting both highway and transit projects, distinguishing necessities while considering financial constraint.

- ***Provide for multimodal capacity increases based on regional priorities and needs***

The Transportation Alternatives Set-Aside project call is a great opportunity for expansion on existing non-motorized transportation projects, as well as new developments. Our region's transit providers also contribute to multimodal growth by improving their services and facilities, while planning for future interconnectivity with a diverse framework of travel options.

- ***Reduce vulnerability of the existing transportation infrastructure in natural disasters***

The geographic setting of the Rio Grande Valley is unfortunately vulnerable to natural disasters such as tropical storms and hurricanes. Severe flooding, wind damage, power outages, and loss of communication are a few examples of issues faced by citizens when encountering a natural disaster. Reliable roadways, such as rural connectors and city streets, connecting with designated highways and interstates, can be established as viable evacuation routes. These systems will assist travelers in vacating the jeopardized area safely and efficiently. Repairs to infrastructure in place and innovative future construction will facilitate dependability and assurance.

Consultation

The MPO consults with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when comprising the long-range transportation plan. The consultation initiates the comparison of transportation plans with state conservation plans/maps, inventory of natural resources, location of environmentally sensitive areas, and positioning of historic landmarks. The RGVMPO seeks assistance from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TXDOT, and other related agencies when pursuing compliance.

Safety

The metropolitan transportation plan integrates priorities, goals, countermeasures, and strategies through phases of project development. The RGVMPO operates adherently to safety initiatives spearheaded by the Texas Department of Transportation, while also utilizing the Crash Reporting Information System (CRIS). MPO staff studies specific criteria related to dates, locations, types of incidents and types of motorized or non-motorized modes of mobility.

The MPO also refers to the State of Texas Strategic Highway Safety Plan (SHSP) to remain informed regarding the number of serious injuries and fatalities per vehicle miles traveled (VMT). MPO staff employs targets established by the state DOT, related to incidents including crash types and locations, system users or demographics, and user behavior (including use of safety devices and use of toxic substances).

Public participation

The MPO provides transportation stakeholders, such as representatives of local entities, public transportation, ports of entry, freight transportation services, private sector transportation, hike & bike enthusiasts, representatives of the disabled, and interested members of the general public, reasonable opportunity to comment on the transportation plan. The RGVMPO complies with federal requirements through adoption of a Public Participation Plan. This plan, which can be amended as often as necessary, adopts innovative strategies that promote public engagement and cater to stakeholders' needs throughout the metropolitan planning process. With an ever-evolving world of technology and internet capability, the public involvement procedures have transformed to accommodate both in-person and online outreach.

As previously described in Chapter 3, RGVMPO staff has satisfied all applicable Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21st Century (TEA-21), and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) regulations in preparation of this MTP, while maintaining compliance with the Fixing America's Surface Transportation (FAST) Act. In compliance with federal regulations for publishing the 2020-2045 MTP, citizens are given an opportunity to review and comment on the content of the MTP. The Public Involvement procedures provide a structured, ongoing exercise for both public and private stakeholders. Public involvement efforts usually include conducting meetings in different cities within the region, however, during the COVID-19 Pandemic online virtual meetings were conducted while all MPO plans and supporting documentation were shared digitally. Citizens were given opportunities to comment on the MTP by completing public opinion surveys and sharing thoughts through online feedback tools via the RGVMPO website. Online public comment was also available during the adoption process of the designated Technical Advisory Committee & Transportation Policy Board meetings.



CHAPTER 7: VISUALIZATION IN TRANSPORTATION PLANNING



Chapter 7: Visualization in Transportation Planning

The Merriam-Webster's Dictionary defines visualization as a "formation of mental visual images, or the act or process of interpreting in visual terms or of putting into visible form."

OVERVIEW

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) considers public involvement to be a paramount part of the transportation planning process. Visualization is the practice of using pictures to convey the complex character of data or proposed projects and how they function. Traditional visualization methods include sketches, drawings, artist renderings, physical models and maps, simulated photos, and videos. Advances in computer technology provide a new group of three-dimensional (3-D) visualization techniques to work with, such as computer modeled images, interactive geographic information systems (GIS), photo manipulation, and computer simulation. It is important not only to provide as much information as possible on project development and planning, but to also ensure that the public can understand the planning process and where federal, state, and local funding will be utilized. The RGVMPO has continued to search for innovative ways to display this information through both 2-D and 3-D graphics as well as tables and charts.

2-D VISUALIZATION

The RGVMPO provides various types of 2-D visualization such as tables, charts, and maps on a continuous basis. Very detailed tables provide information on project development in both the short-and long-term timeline. The RGVMPO uses this information to create charts to display information like funding types, categories or types of projects, project sponsors, phases of the project and expected date of letting. Maps are also used to provide a visual picture of this detailed information. The RGVMPO maintains a map indicating the location, length, and

funding breakdown of all projects in the TIP and MTP such as the map shown on **figure 7-1.**

MTP & TIP VISUALIZATION

The RGVMPO utilizes an interactive online map for presentation and information on all TIP projects. This interactive map provides to the public information such as cost of the project, category of funding to be used, limits, and planned letting date. **(Figure 7-2)** The map also in conjunction with ArcGIS-based imagery **(Figure 7-3)**, provides a real world representation of where the project is located allowing citizens to have a better understanding of the project limits because they are able to identify well known and local land marks in relation to the project proximity. RGVMPO staff also utilize this interactive map as a tool for other aspects of transportation planning such as identifying public transportation routes. **Figure 7-4** is a representation of the Valley Metro route system.

Figure 7-1

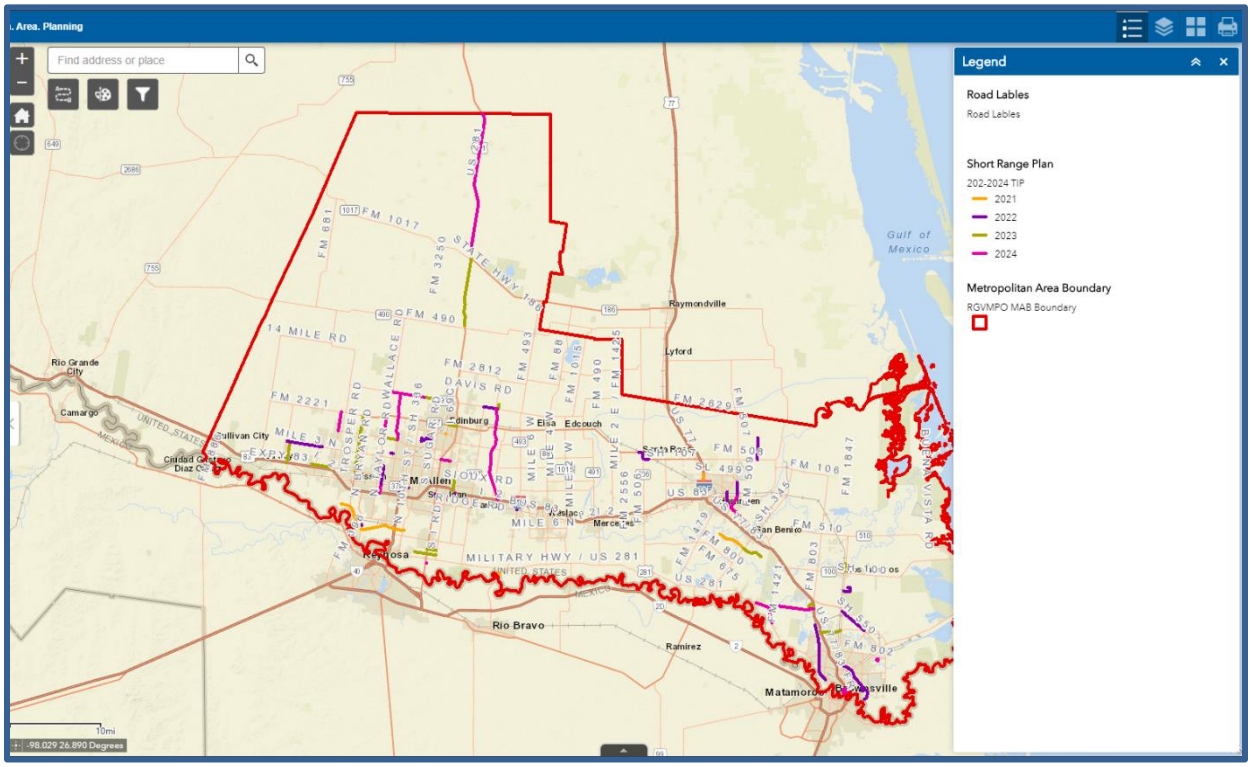


Figure 7-2

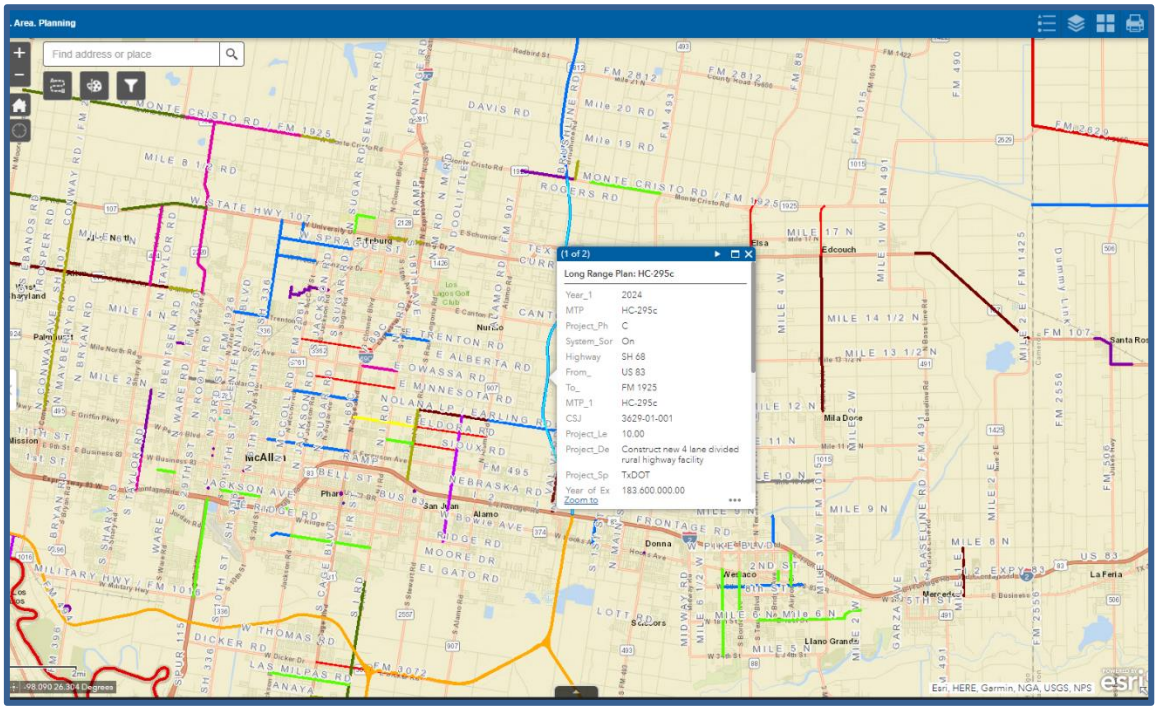


Figure 7-3

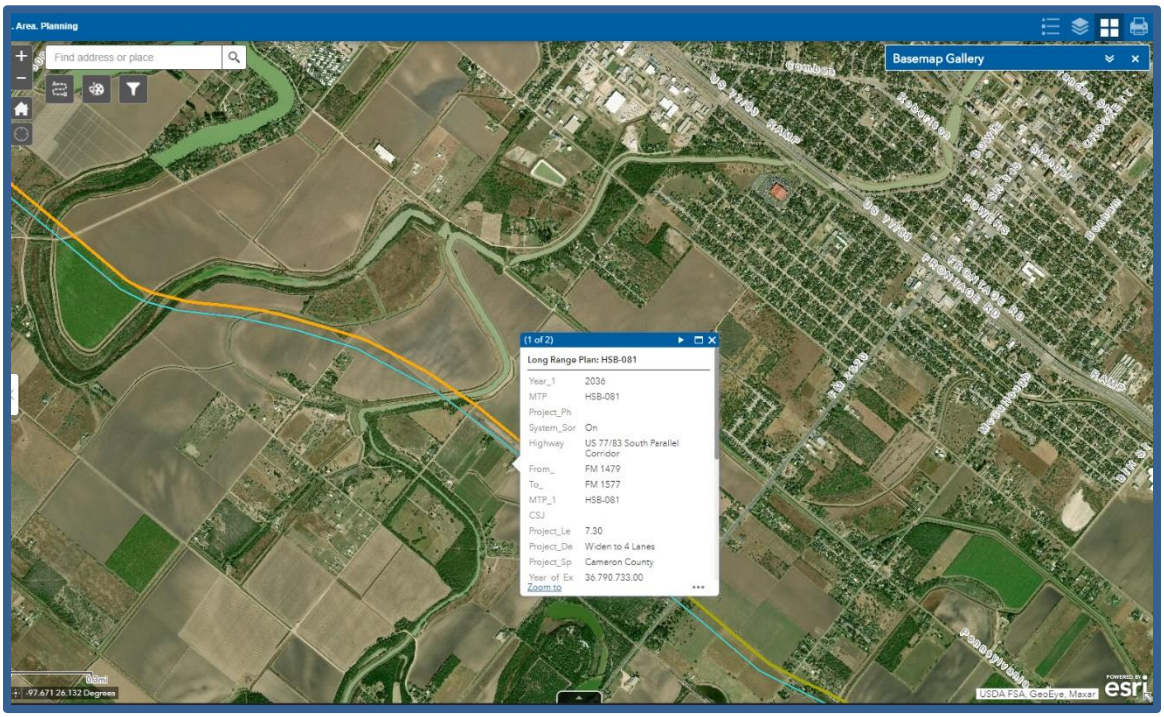
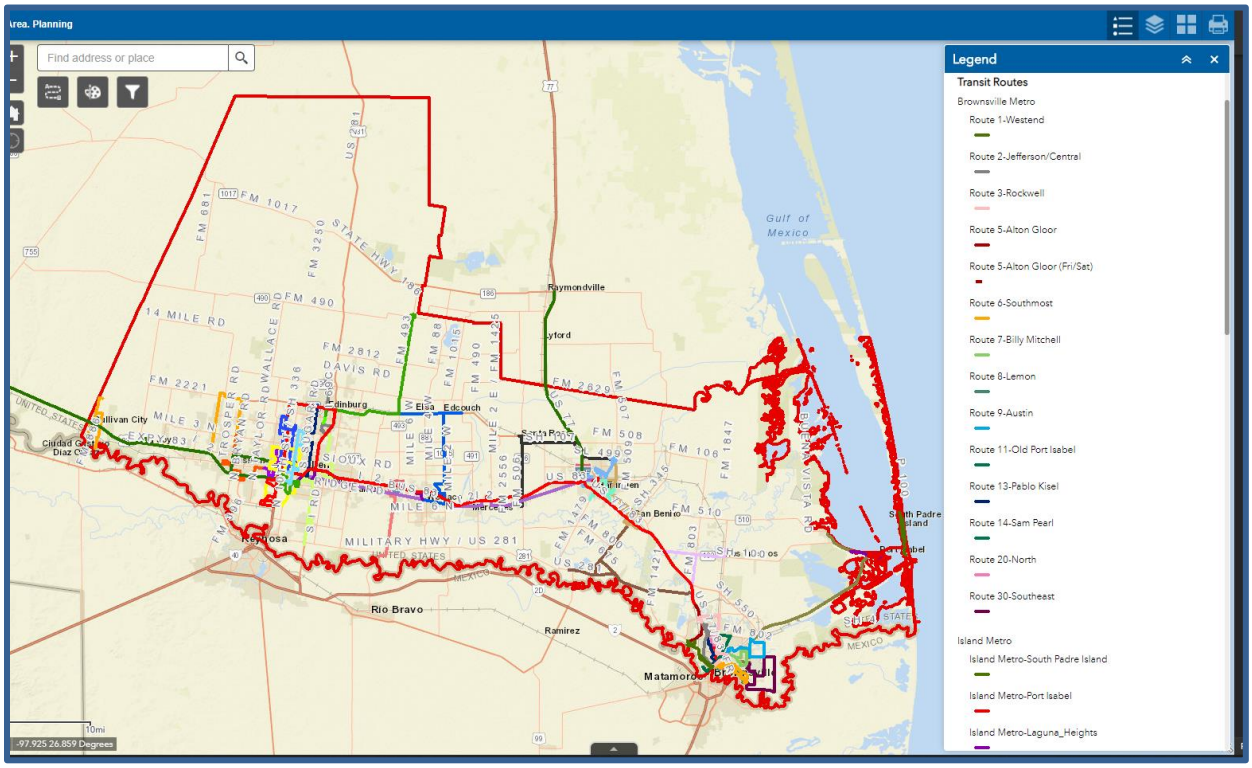


Figure 7-4



VISUALIZATION

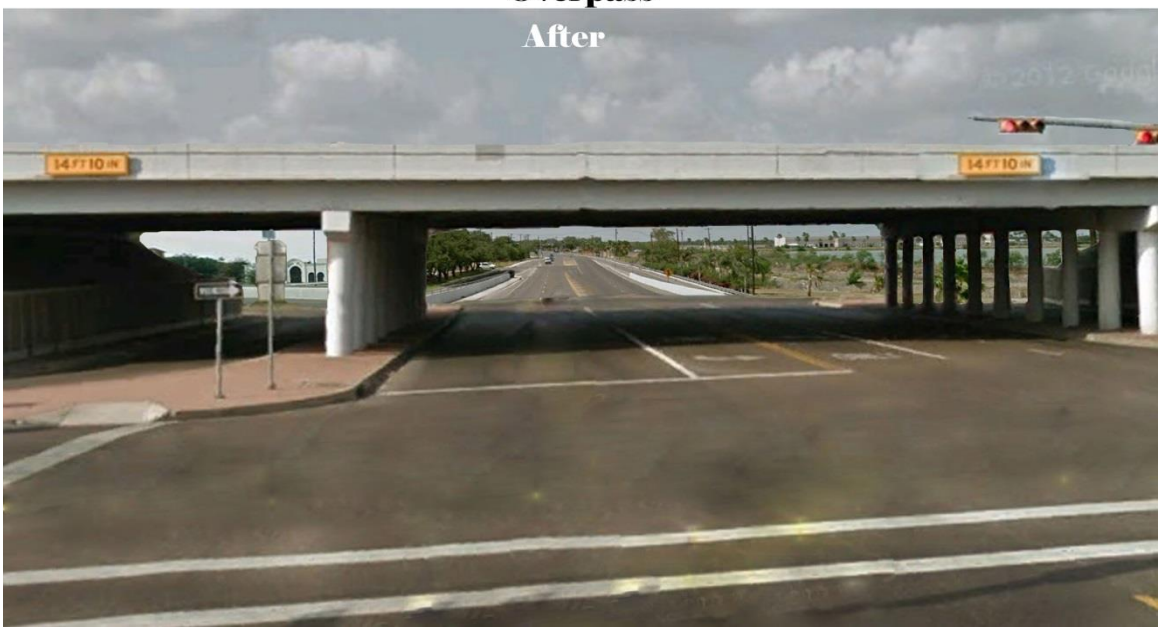
The use of 3-D graphics allows the RGVMPO to provide a better visual aid as to what projects could look like once completed. 3-D visualization has been very well received as it provides a better representation of proposed projects. Far too often laymen, those who do not use or are as engaged in the planning process, have a difficult understanding of what project proposals are from a simple one-dimensional flat line on a map. Utilizing real life photos of existing conditions provides context and comparison of what may be presently available on the transportation system and what can make the improvements come "to life".

VISUALIZATION OF TIP PROJECTS

McAllen Bicentennial Blvd



View facing South on US 83 Frontage Rd at the Bicentennial Overpass



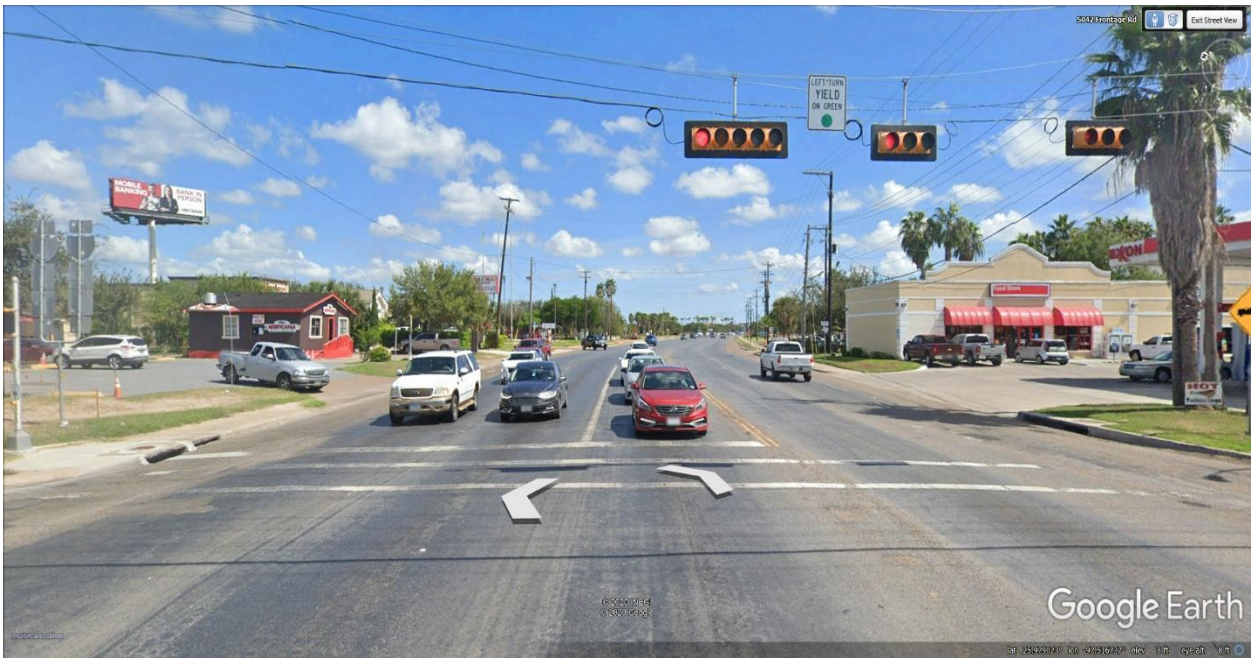
San Benito South Parallel Corridor



Construction of 2 Rural Lane



Brownsville Alton Gloor Blvd

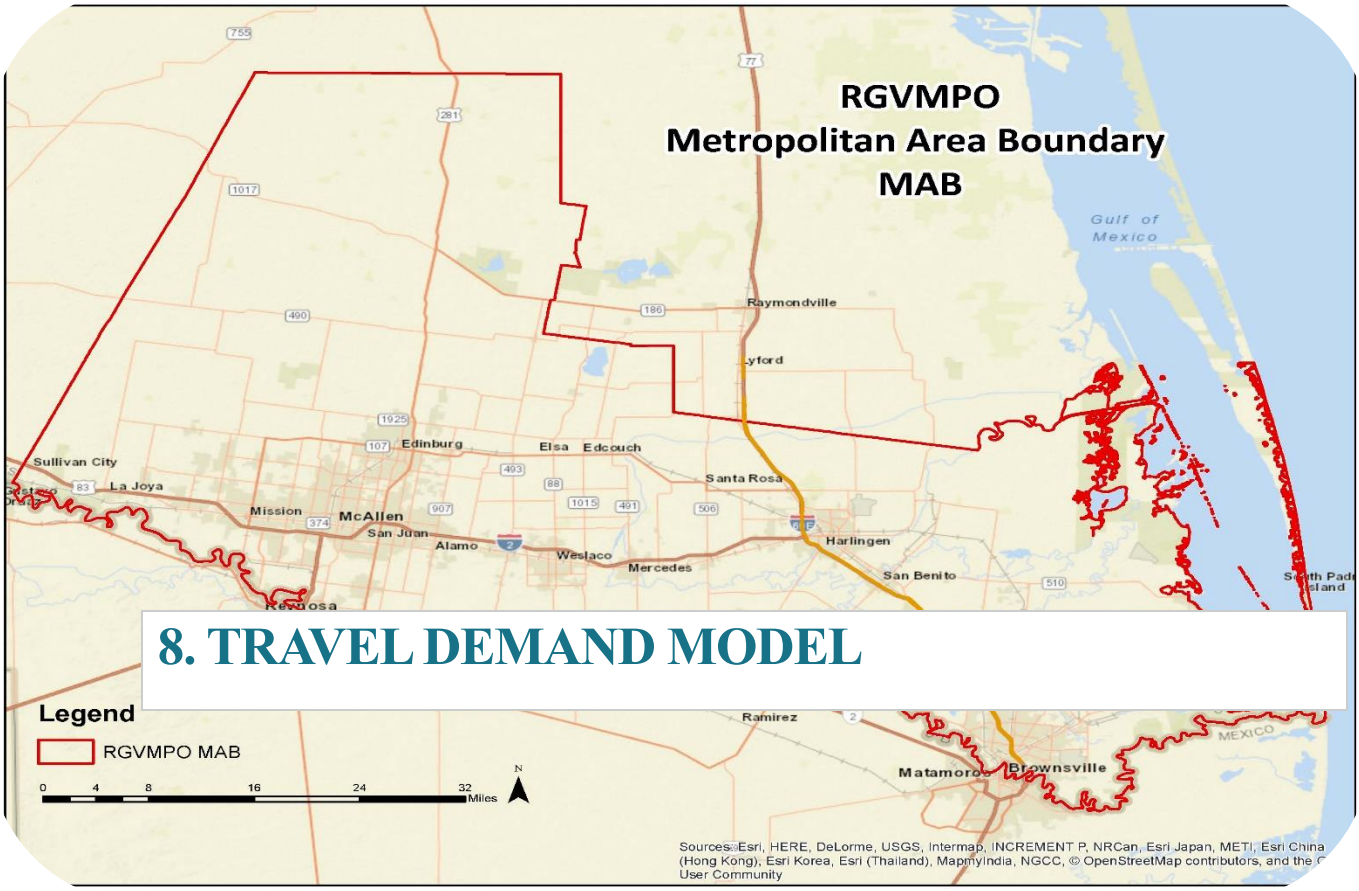


Widen from 4 Lanes to 6 Lanes with Raised Medians



CONCLUSION

As technology continues to develop, and the cost of software reduces, more tools will avail themselves to the RGVMPO staff for continued incorporation into the planning process. Visualization has provided a great amount of information and understanding to the public as to what proposed projects could develop into and how those developments could impact the public. Visualization techniques also allow for greater communication and understanding to individuals with limited English proficiency. Visual aids provide a great understanding into project development regardless of language barriers or literacy capabilities. The RGVMPO is excited to be able to provide such tools to the public and look forward to continued improvements in our visualization practices and information on project development.



8. TRAVEL DEMAND MODEL

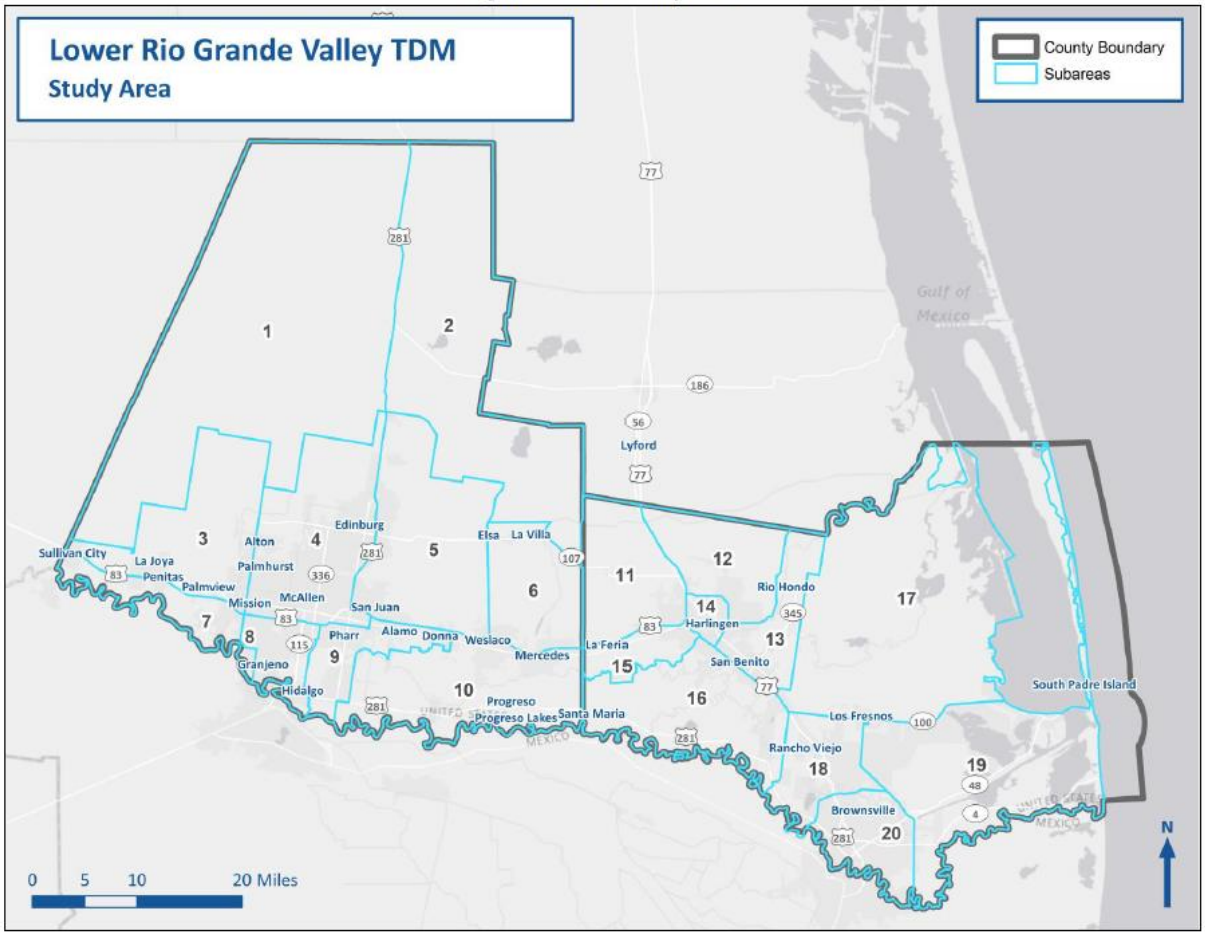
Chapter 8: Travel Demand Model

The Rio Grande Valley 2014 - 2045 Travel Demand Model (TDM) is a tool for forecasting travel patterns of population within the upcoming 25 years. It provides solutions in anticipation to potential congestion transportation network problems in the future. The RGVMPO MPO's T***ravel Demand Model*** (TDM) is an essential tool for addressing these tasks.

Consultant Contracted

In collaboration with TXDOT the RGVMPO contracted Alliance Transportation group Inc. as a consultant to aide in the development of the overall 2014 Base Year, 2045 Forecast Year; Lower Rio Grande Valley (LRGV) TDM; Figure 1 below identifies the LRGV Study Area.

Figure 1: LRGV Study Area



Alliance Transportation Group Inc. brings forth 22-year experience in developing travel demand models. The scope of work Alliance provided included:

- Holding Delphi meetings with all stakeholders to acquire demographic information.
- Working with RGVMPO to collect and verify demographic data
- Review and revise Traffic analysis zones
- Reviewing and analyzing existing roadway network and attributes
- Development of forecast year network
- Present final TDM to RGVMPO
- Training RGVMPO staff on TDM functionality

Three-Step Process

The MPO travel demand model follows the traditional three-step process that answers, for a given future year, the questions of:

- How often will individuals travel? (Trip Generation)
- Where will individuals go? (Trip Distribution)
- What route individuals use to reach their destinations? (Trip assignment)

The travel demand model provides information on conditions at a specific point in time. The 2040 MTP includes TDM applications for several future points to show how conditions would gradually change through the target year 2045. Federal regulations dictate that the TDM analyses within the life of a long-range plan cannot be more than 10 years apart. Rio Grande Valley MPO considered an increment of 7 years to perform this TDM analyses. Thus 2015, 2020, 2025, 2030, 2035, 2040 and 2045 were selected as the years on which the analysis was made. For validation purposes, the model currently uses 2014 as the base year, and the RGVMPO's next TDM will be reflective of the 2019 base year which will be used for MTP updates thereafter.

Transportation Network

A Transportation network is a collection of all transportation alternatives, or modes, that are available to the population for travel within the study area. The Rio Grande Valley TDM includes only roadways. Transit services and Rail services were not included in the model as datasets are still in the developing stages within the Rio Grande Valley. Roadways are represented in the model with operational attributes and characteristics that affect how trips are made. Examples of these roadway attributes are number of lanes, capacity, maximum speeds allowed and direction of flow.

Demographics

The socio-economic profile of the population is a key input to TDM because it determines the trip-making characteristics of the population. The demographic data used includes population, number of households, employment, and income. These variables will determine the number of trips, the purpose of the trips (e.g., work, shopping) and the origin-destination of trips.

Traffic Analysis Zones

The TDM utilizes zones known as Traffic Analysis Zones (TAZ) which are based on several factors to better analyze travel patterns. These TAZs contain demographic information including population, employment, median income, and key destinations. Analyzing this data at the TAZ and point levels separately, as well as conducting an overlay analysis, allowed the project team to create a regional image of areas most likely to affect the transportation system within the RGVMPO MAB. This two-pronged approach to demographic analysis also helped generate a better understanding of regional land uses, to better assist in planning regional transportation investments to meet the needs of the diverse communities.

Network Development

As the MPO study area has expanded the Network has also been developed throughout since the last 2009 Network model year. Network development for travel demand forecasting model is done following a stepwise procedure with some assumptions. The stepwise procedure is discussed as follows:

Step 1.

Zoning: The Rio Grande Valley MPO MAB (Metropolitan Area Boundary) has been divided into 1,516 Traffic Analysis Zones (TAZs), not including external zones which represent traffic flows from outside the MAB. All TAZs have a Centroid identifying the center of all traffic outlets within a TAZ.

Step 2.

Network: The primary traffic carrying network segments are mirrored by TAZ boundaries; all remaining streets within TAZs create centroid connectors. Centroid Connectors account for the streets within TAZs that load trips from centroids to the primary network.

Step 3.

Coding of the Network: Coding of the roadway network is a crucial detail oriented process for TDM success. The network has been coded based on the Functional Classification (freeways, highways, principal arterials etc.), Facility type (Principal arterial divided, minor arterial undivided etc.), and Area type (CBD, Fringe, Urban, Suburban and Rural). Depending on Functional Classification, Facility type and Area type the capacities of roads were produced.

Methods

Using the Rio Grande Valley's Travel Demand Model, the existing and future population and employment values were analyzed in terms of spatial distribution by density and projected change (%) from 2019 to 2045. The RGV Metropolitan Area Boundary (RGVMAB) data was projected from the TDM's base year of 2014. The socio-economic data needed to run the model was gathered from a mixture of sources. The datasets included public domain data sources, published commercial datasets, stakeholder input via Delphi Process, table-top GIS analysis, and limited field review of the study area. Special generators (i.e. establishments

that generate high production/attraction trip counts such as a shopping center, prison, or a college campus) from the RGV TDM were utilized to bolster the project team's understanding of where citizens are traveling.

Delphi Process

As part of the development of reasonable horizon year forecasts for the LRGV TDM, Alliance conducted a Delphi Process to help formulate population and employment projections for the region based on local knowledge. This process has proven to be an effective tool for forecasting growth in areas with complex economies and/or areas where future growth rates are expected to differ from historical trends.

The socio-economic projections developed through the Delphi Process are crucial to the TDM's horizon year forecasts; as the region plans for the next 28 years, the projections will provide a sound basis for the estimation of future transportation needs, the prioritization of transportation improvement projects, and the wise allocation of resources. The projections created through the Delphi Process will also provide the MPOs in the LRGV area with the ability to determine whether the existing transportation system can accommodate future growth in the region.

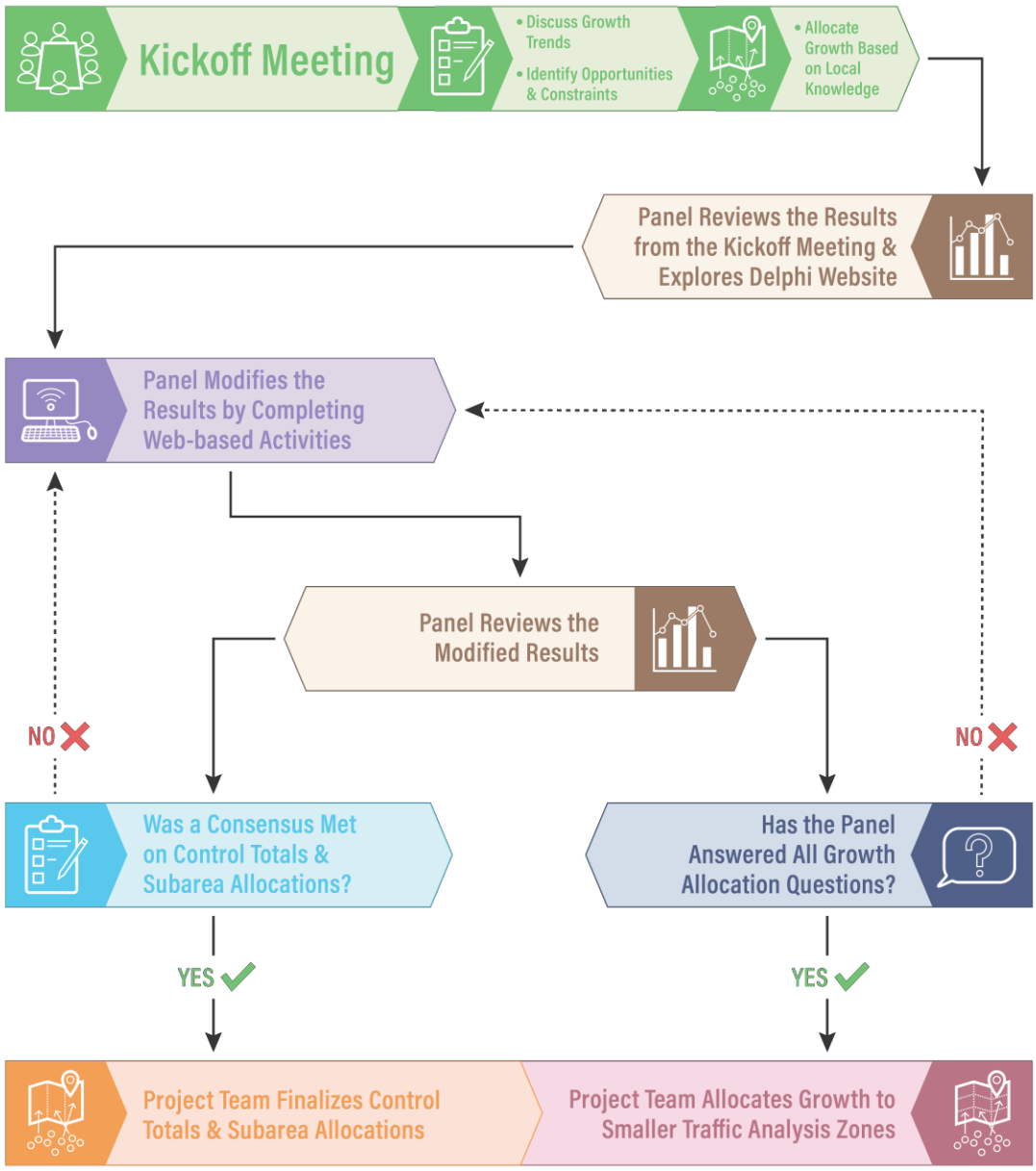
The following sub-sections provide an overview of the Delphi Process, including panel recruitment; kickoff meeting preparation, activities, and outcomes; web-based exercises and outcomes; data processing activities; and final results.

The Delphi method was originally developed in the 1950s to forecast the impact of technology on warfare. In the context of this project, it was used to develop regional population and employment forecasts for the Lower Rio Grande Valley study area. The method is a consensus-building process that relies on the wisdom and expertise of community leaders with various background knowledge to identify patterns in the growth and development of the community. The method has three distinguishing features:

- Input is confidential;
- The process is iterative; and
- Group responses are statistically interpretable.

The process involved an initial kickoff meeting, followed by several rounds of online activities. The final products of the process are population and employment control totals that have been allocated to subareas within the region. Figure 2 below provides a visual overview of the process.

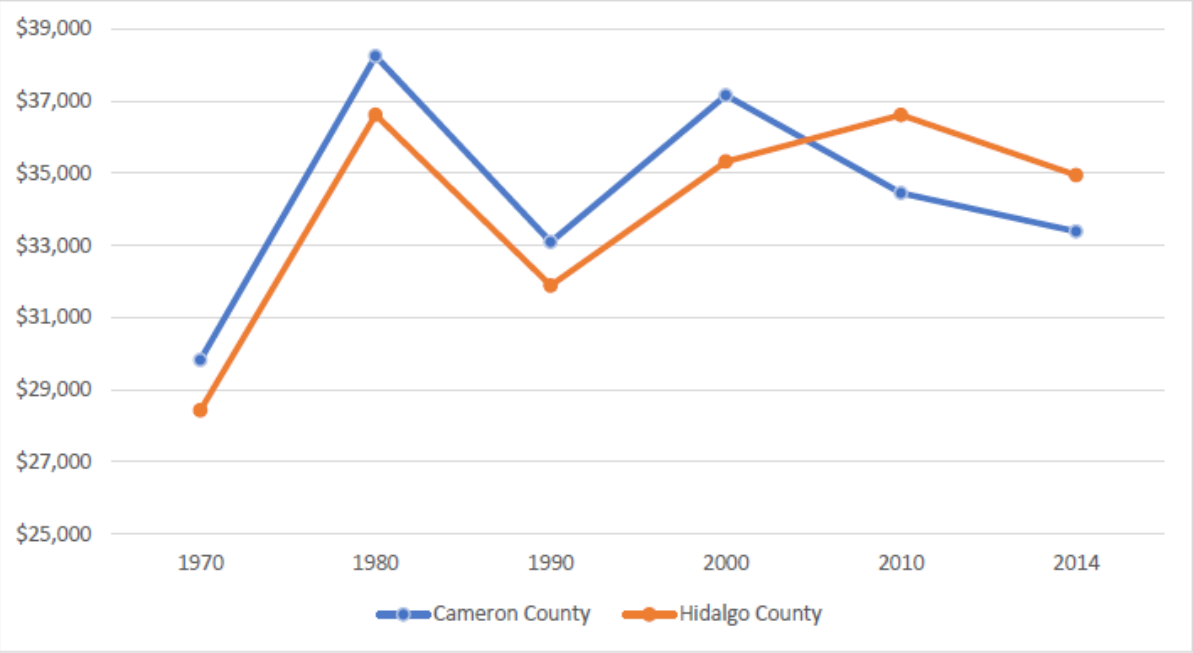
Figure 2: Lower Rio Grande Valley Delphi Process



Milestone Year Median Income

Household distribution data by income is only available from ACS 2009-2014 5-year estimates at the census block group level. To develop median household income at the TAZ level, it was assumed that the household income distribution information at the TAZ level was identical to that of intersected block groups, i.e., the percentages of household in each income group at the Census block group level is passed down to all TAZs it intersects based on overlapping area. Therefore, the number of households in each income bracket can be proportionately split into TAZs given the share of block households. Based on this assumption, the number of households by income group at the TAZ level was calculated. Assuming that households are uniformly distributed within each income strata, the income which corresponds with the 50th percentile household was calculated as the median income of each TAZ. Historical median income for the study area counties is shown in Figure 3.

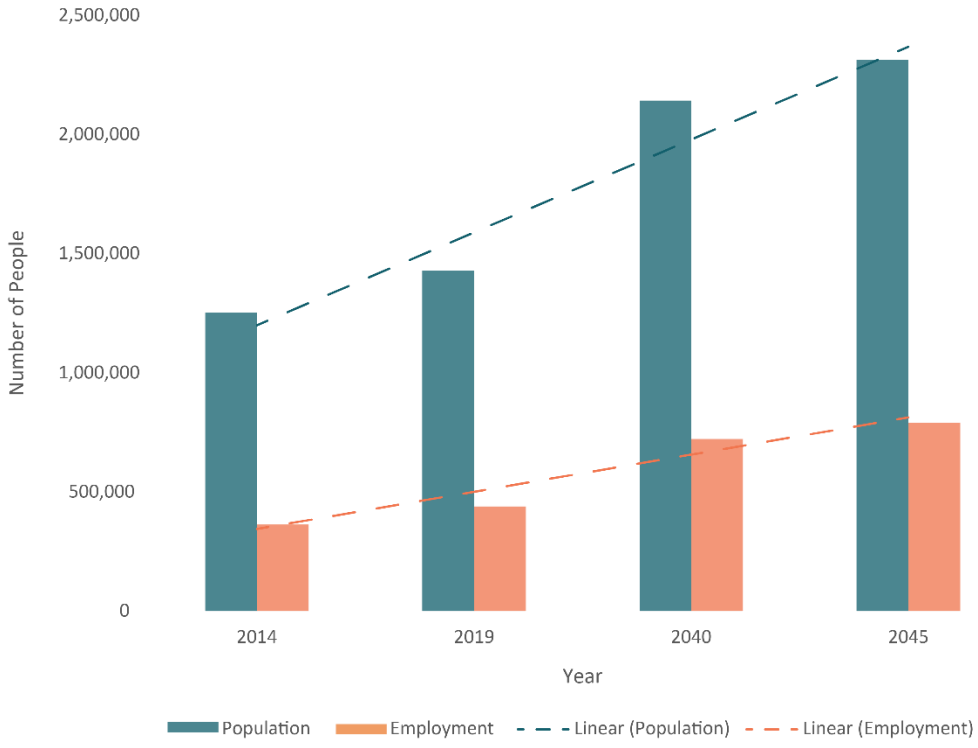
Figure 3: Historical and Milestone Year Median Household Income (2014 Dollars)



Land Use and Scenario Planning

Land use and growth patterns directly impact how people travel, which in turn affects transportation system needs within the community. Therefore, it is critical to understand and visualize where growth is occurring within the region to guide the Metropolitan Transportation Plan (MTP) planning process. The Rio Grande Valley Metropolitan Area Boundary (RGVMAB) is a dynamic, growing area in terms of both population and employment, presented in Figure 4. The following analysis details demographic growth trends at a regional and sub-regional level and serves as a driving force behind the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) 2045 MTP update.

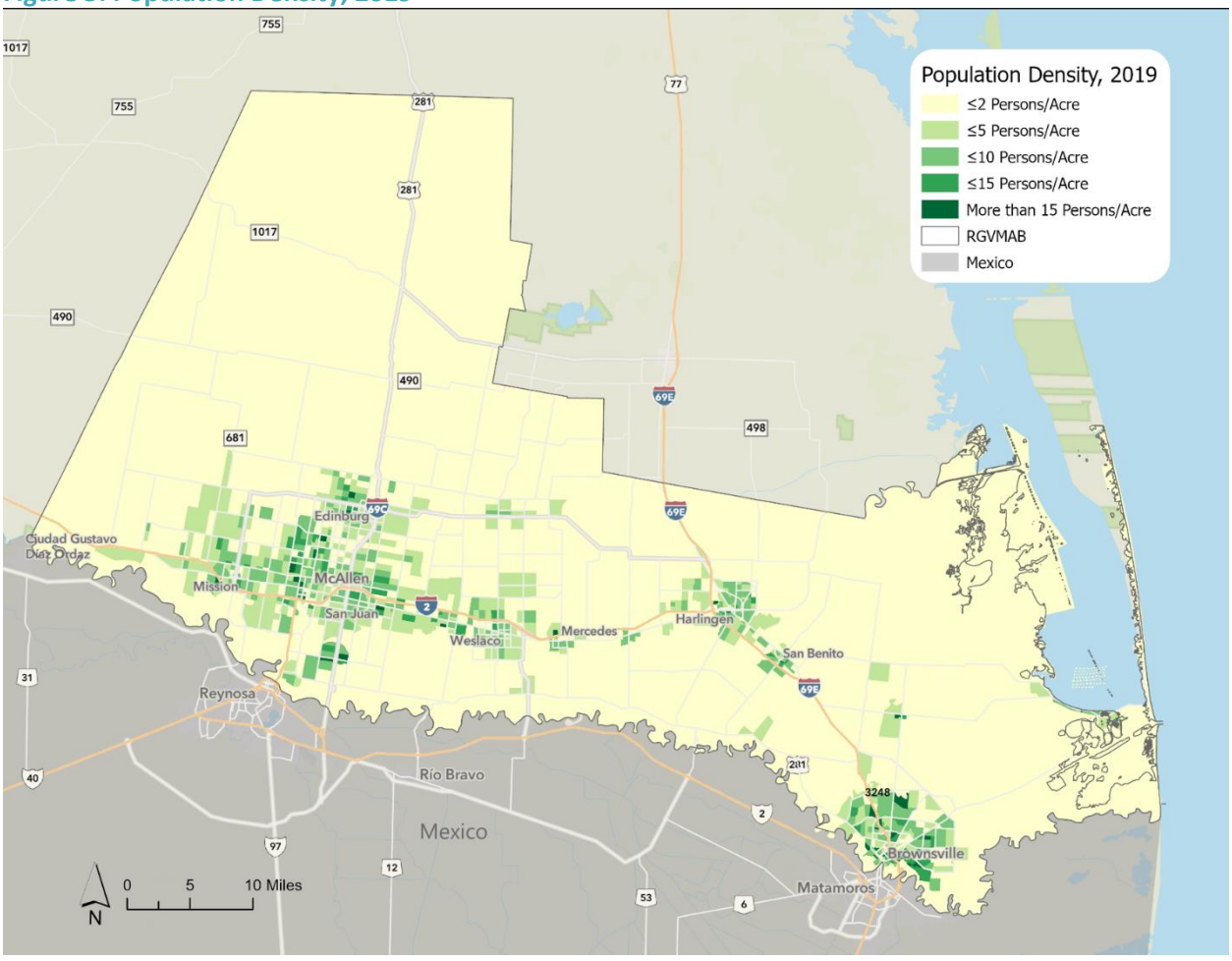
Figure 4: Projected RGVMAB Population and Employment Growth



Population

Figure 5 through **Figure 12** show the RGVMAB population density distribution for 2019 and 2045, respectively, which was projected from 2014 validated data**. Figure 13** through **Figure 16** display population growth in the region between 2019 and 2045, based on estimates provided by the TDM. Based on TDM outputs, the region's population is anticipated to grow by nearly 884,871 citizens by 2045. This translates to roughly 62% over the 26-year period. Spatially, the TDM growth outputs display that the largest population increases are expected to occur around major urban areas in the region, suggesting growth extending from already developed areas.

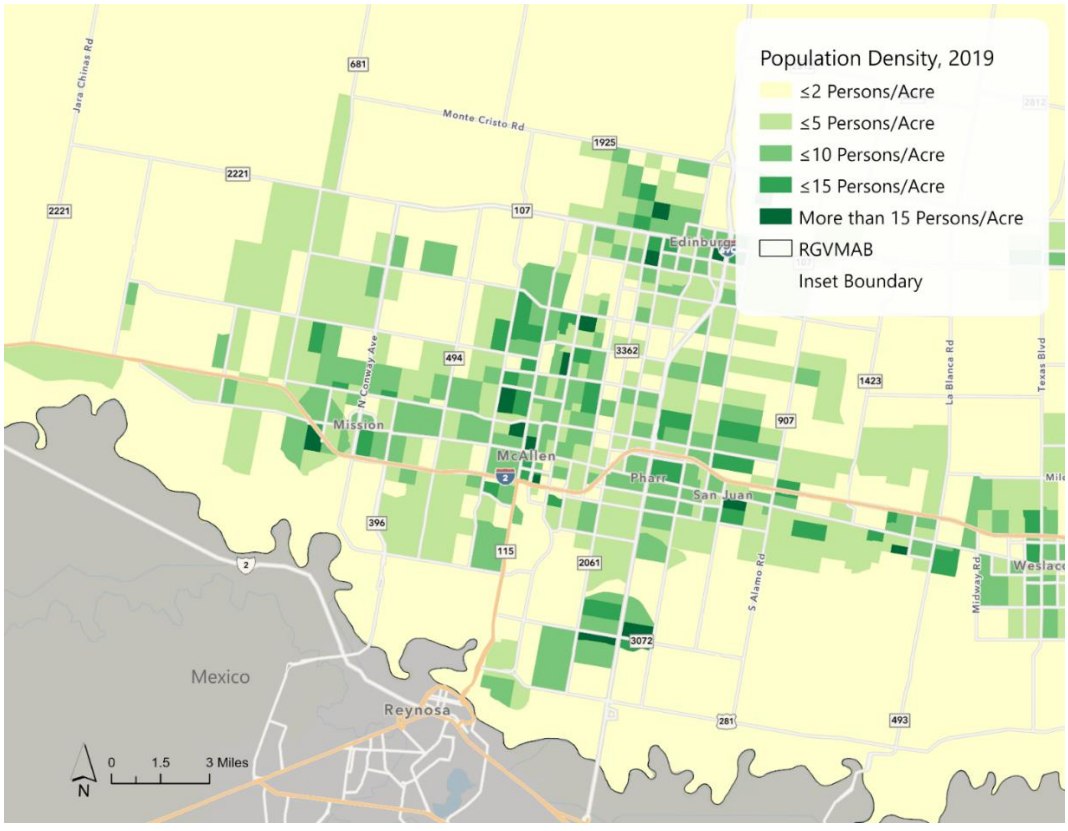
Figure 5: Population Density, 2019



Block groups with the highest amount of population density in the McAllen-Edinburg metropolitan area include (see **Figure 6**):

- The block group containing Alamo Middle School and Austin Middle School (limits S. Stewart Rd., Sam Houston Blvd., E. Business Hwy 83., and Cesar Chavez Rd.)
- The block group south of Cesar Chavez Elementary School (limits are W. Thomas Dr., E. Dicker Dr. S. Veterans Blvd., and S. Cage Blvd.)
- The block group containing Jones Box Park (limits are W. Dicker Rd., S. Cage Blvd., FM 2061, and the park boundary)
- The block group east of South Texas College-Pecan Campus (limits are Pecan Blvd., N. 23rd St., Gumwood Ave., and N. 29th St.)
- The block group containing Ruben's Grocery Store (limits are N. Bicentennial Blvd., N., 23rd St. W. Hackberry Ave., W. U.S. Business 83)
- The block group adjacent to Rowe High School, Seguin Elementary School, and Abraham Lincoln Middle School (limits are N. Ware Rd. N. 29th St., Daffodil Ave., and Quince Ave.)
- The block group in Mission containing Leal Elementary School (limits are I-2, S. Mile Rd., Inspiration Rd., and S. Los Ebanos Rd.)
- The block group in Edinburg north of the University of Texas Rio Grande Valley (limits are W. Chapin St., W. Schunior St., N. Sugar Rd., and N. Jackson Rd.)

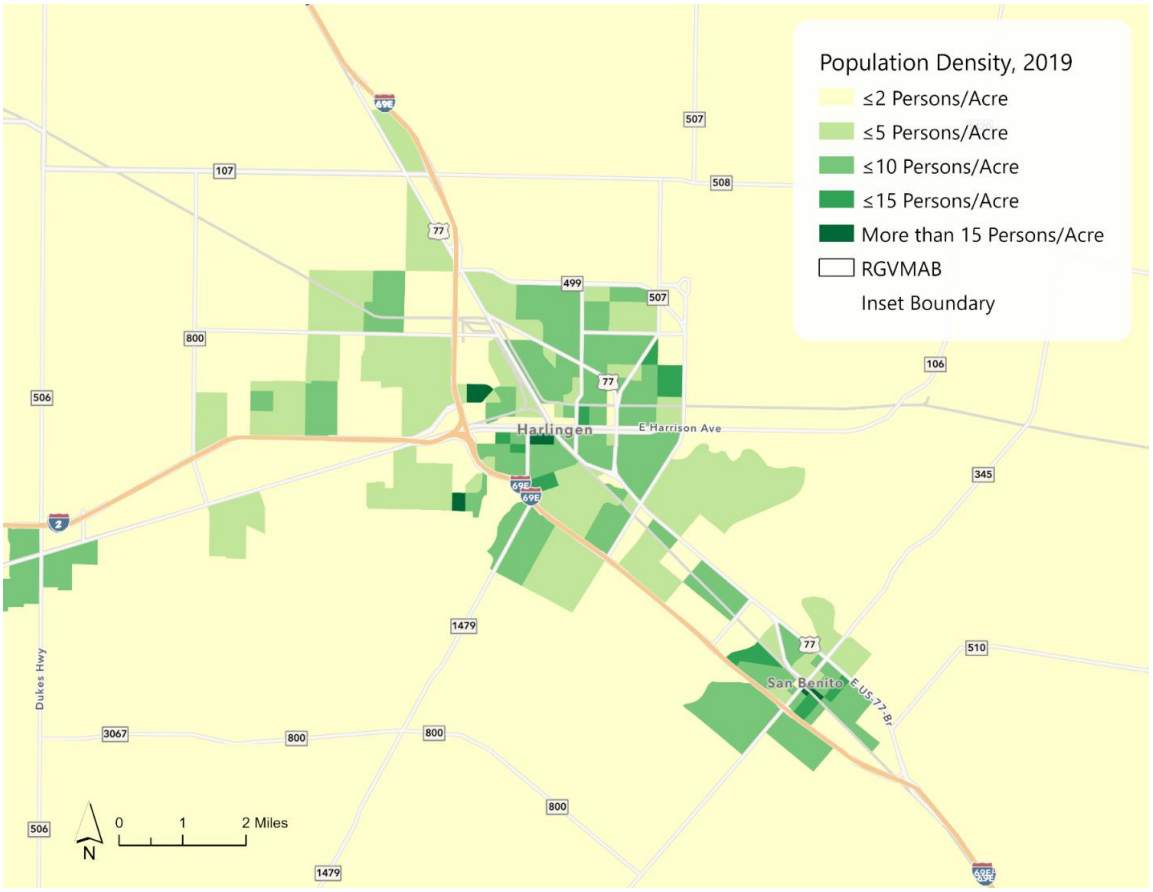
Figure 6: Population Density McAllen, 2019



Block groups with the highest amount of population density in the Harlingen-San Benito area include (see **Figure 7**):

- The block group containing Robin Hood Apartments (limits are S. Commerce St., W. Tyler Ave. S. F St. W. Filmore Ave., and S. 1st St.)
- The block group adjacent to the south of Harlingen High School South (limits are Haverford Blvd., Dixieland Rd., S. Midland St., and Garret Rd.)
- The block group directly west of the Naval Reserve Center (limits are W. Teege Ave., N. T St., and Fair Park Blvd.)

Figure 7: Population Density Harlingen-San Benito, 2019



Block groups with the highest amount of population density in the Brownsville metropolitan area include (see **Figure 8**):

- The block group adjacent to Chavez Grocery (limits are Calle Milpa Verde, Southmost Blvd. Manzano St.)
- The block group on the north and south side of I-69E and International Blvd near Faulk Middle School (limits are I-69E, Avenida de la Plata, Roosevelt St., and E. 13th St.)
- The block groups containing Perkins Middle School (limits are N. Central Ave., Austin Rd., McKenzie Rd., and N. Iowa Ave.)
- The block groups containing Cameron Park (limits are the Paredes Line Rd., Dr. Hugh Emerson Rd., Dana Ave., and Ruben M. Torres Blvd.)
- The block groups containing the Lowes Home Improvement Center (limits are Ruben M. Torres Blvd., I-69E, McAllen Rd., and Morrison Rd.

Figure 8: Brownsville Population Density, 2019

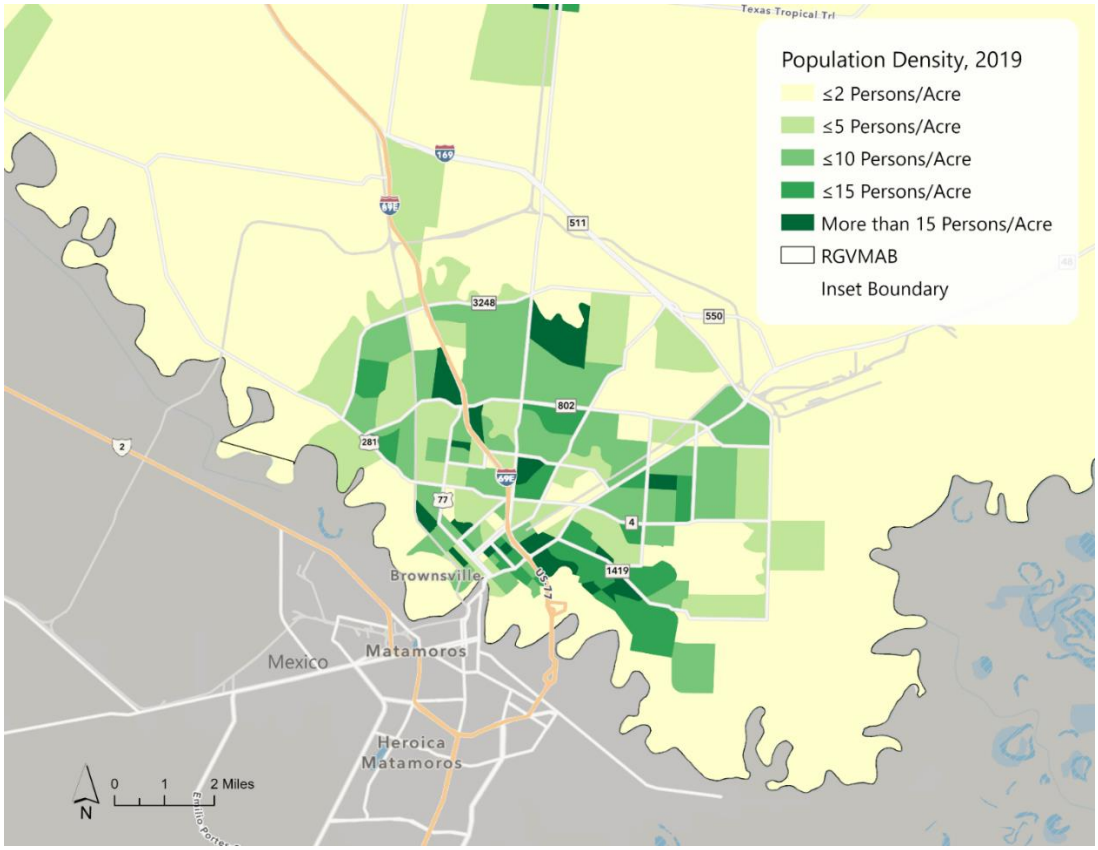
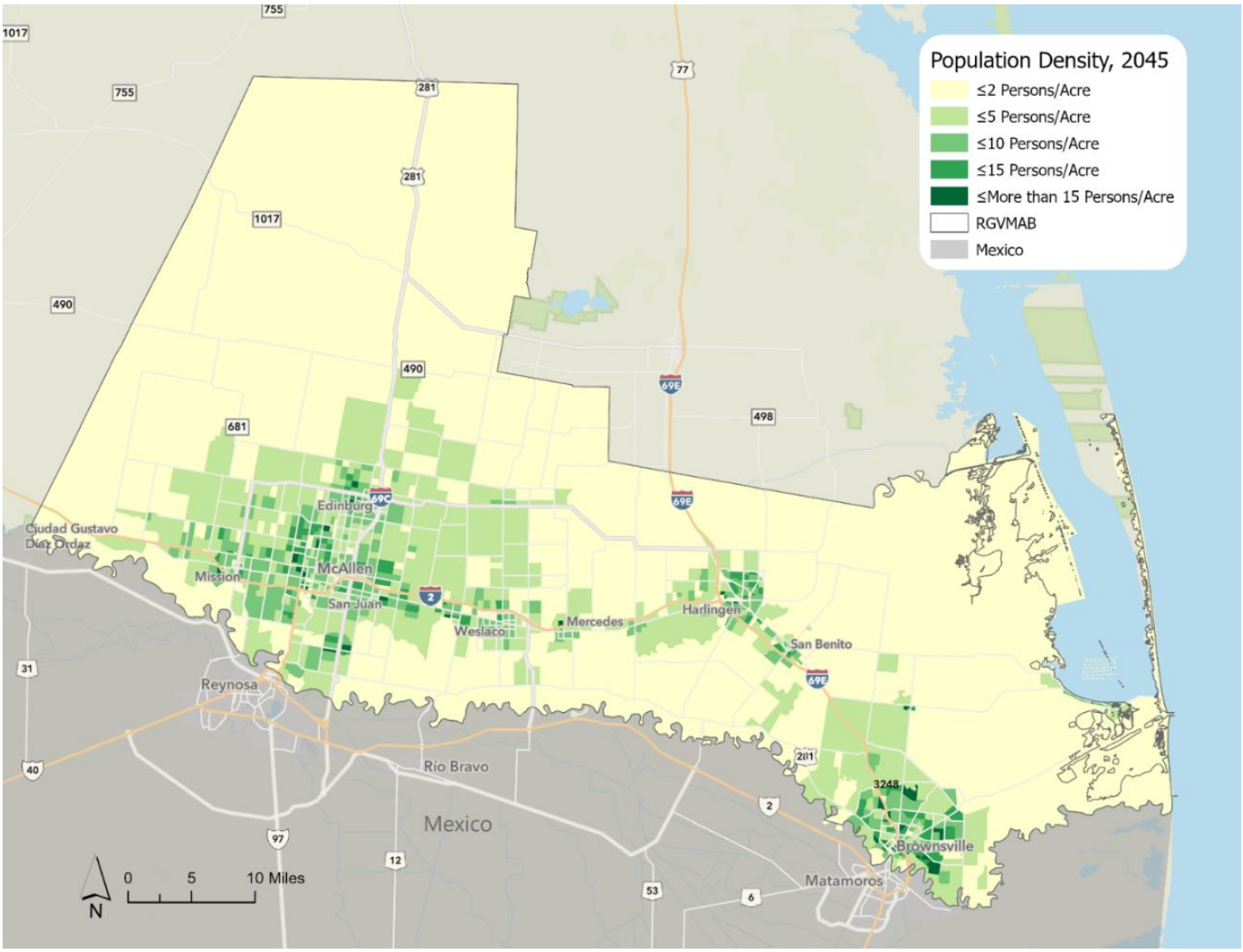


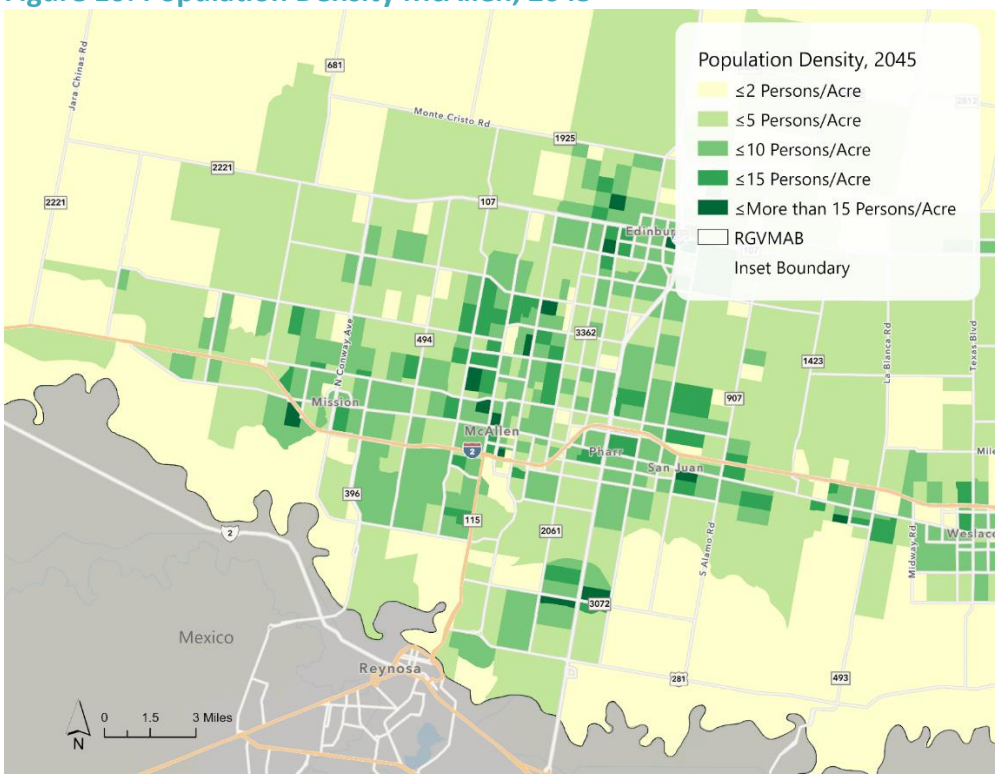
Figure 9: Population Density, 2045



Block groups with the highest amount of projected population density in the McAllen-Edinburg metropolitan area include (see **Figure 10**):

- The block group containing Alamo Middle School and Austin Middle School (limits S. Stewart Rd., Sam Houston Blvd., E. Business 83., and Cesar Chavez Rd.)
- The block group south of Cesar Chavez Elementary School (limits are W. Thomas Dr., E. Dicker Dr., S. Veterans Blvd., and S. Cage Blvd.)
- The block group containing Jones Box Park (limits are W. Dicker Rd., S. Cage Blvd., FM 2061, and the park boundary)
- The block group east of the South Texas College-Pecan Campus (limits are Pecan Blvd., N. 23rd St., Gumwood Ave., and N. 29th St.)
- The block group containing Ruben's Grocery Store (limits are N. Bicentennial Blvd., N., 23rd St. W. Hackberry Ave., and W. Business 83)
- The block group adjacent to Rowe High School, Seguin Elementary School, and Abraham Lincoln Middle School (limits are N. Ware Rd. N. 29th St., Daffodil Ave., and Quince Ave.)
- The block group in Mission containing Leal Elementary School (limits are I-2, S. Mile Rd., Inspiration Rd., and S. Los Ebanos Rd.)
- The block group in Edinburg north of the University of Texas Rio Grande Valley (limits are W. Chapin St., W. Schunior St., N. Sugar Rd. and N Jackson Rd.)

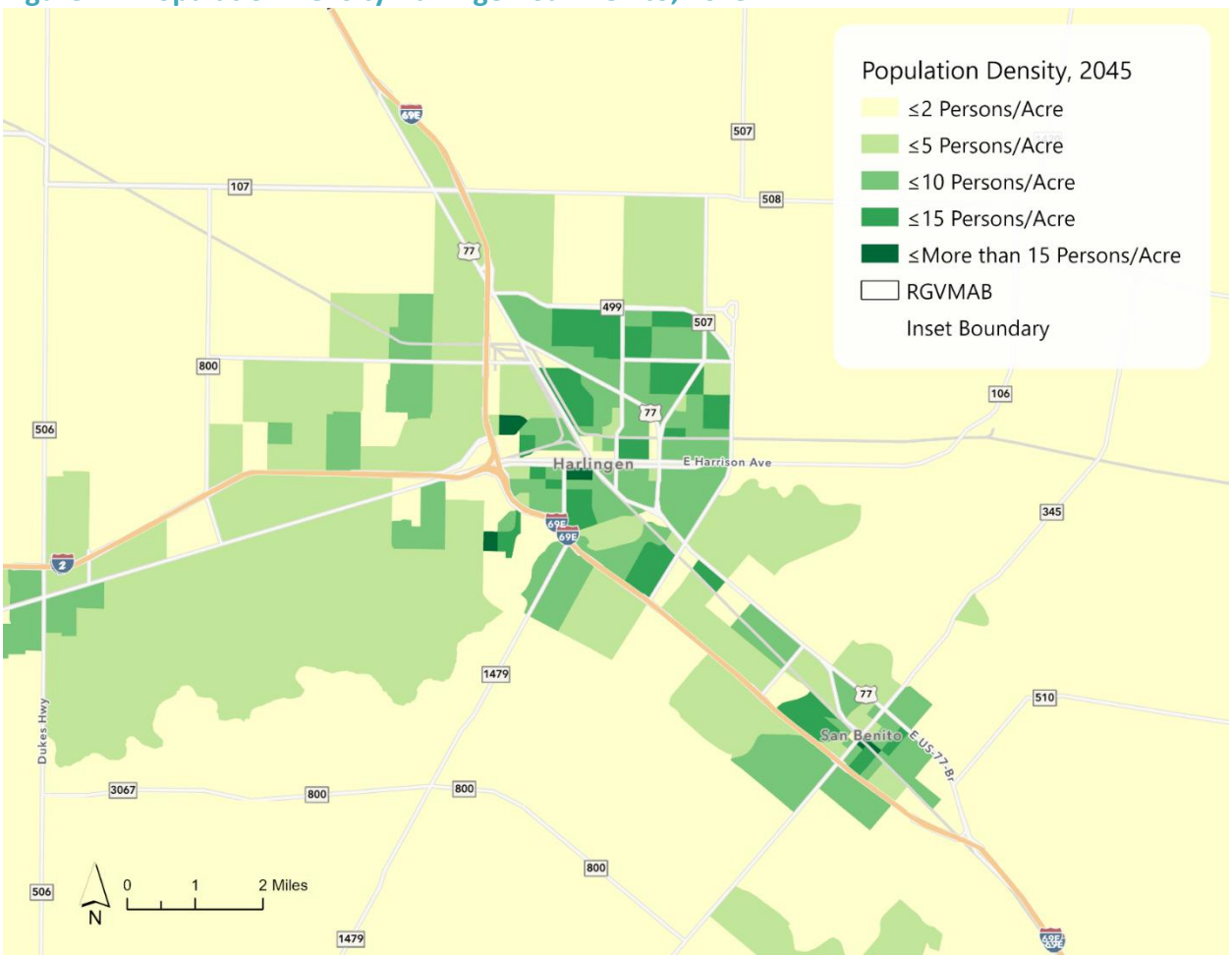
Figure 10: Population Density McAllen, 2045



Block groups with the highest projected population density in the Harlingen-San Benito area include (see **Figure 11**):

- The block group containing Robin Hood Apartments (limits are S. Commerce St., W. Tyler Ave., S. F St. W. Filmore Ave., and S. 1st St.)
- The block group adjacent to the south of Harlingen High School South (limits are Haverford Blvd., Dixieland Rd., S. Midland St., and Garret Rd.)
- The block group directly west of the Naval Reserve Center (limits are W. Teege Ave., N. T St., and Fair Park Blvd.)

Figure 11: Population Density Harlingen-San Benito, 2045



Block groups with the highest amount of projected population density in the Brownsville metropolitan area include (see **Figure 12**):

- The block group containing Chavez Grocery (limits are Monsees Rd., Southmost Blvd. Calle Milpa Verde, and Esperanza Rd.)
- The block group on the north and south side of the I-69E and International Blvd. near Faulk Middle School (limits are I-69E, Avenida de la Plata, Roosevelt St., and E. 13th St.)
- The block groups containing Perkins Middle School (limits are N. Central Ave., Austin Rd., Boca Chica Blvd., and FM 313)
- The block groups containing Cameron Park (limits are the Paredes Line Rd., Dr. Hugh Emerson Rd., Dana Ave., and Ruben M. Torres Blvd.)
- The block groups containing Lowes Home Improvement Center (limits are Ruben M. Torres Blvd., I-69E, McAllen Rd., and Morrison Rd.)

Figure 12: Population Density Brownsville, 2045

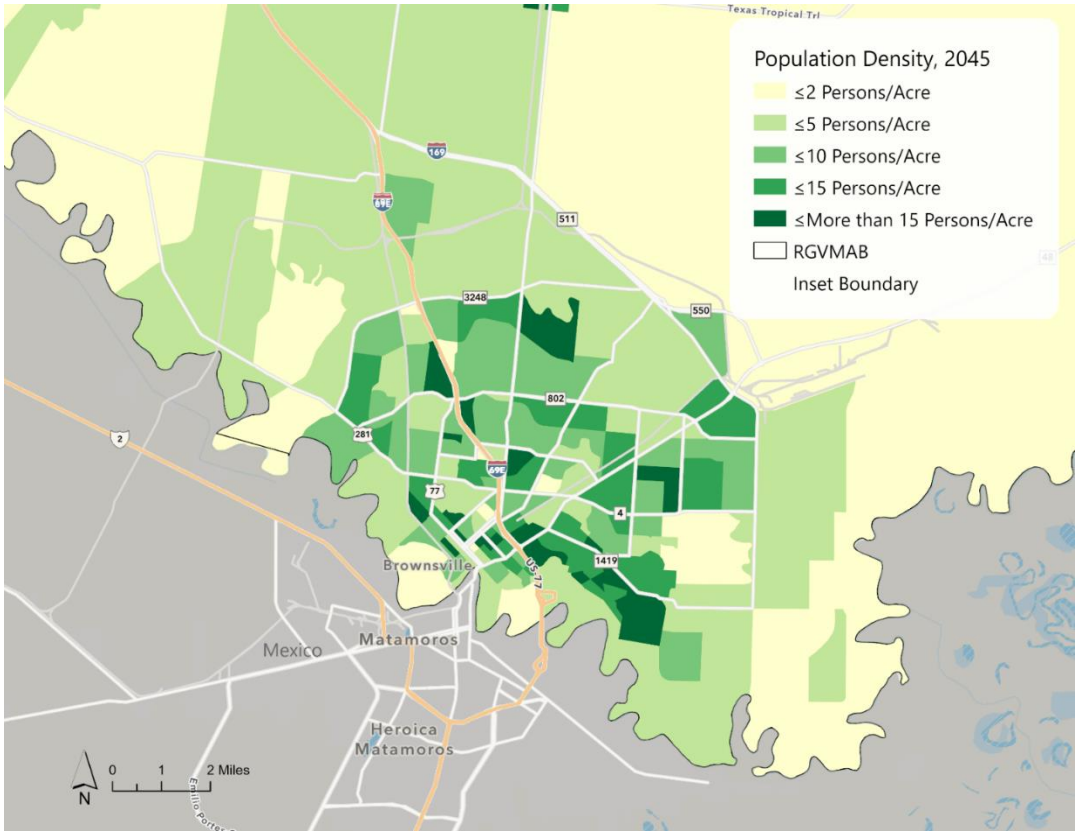
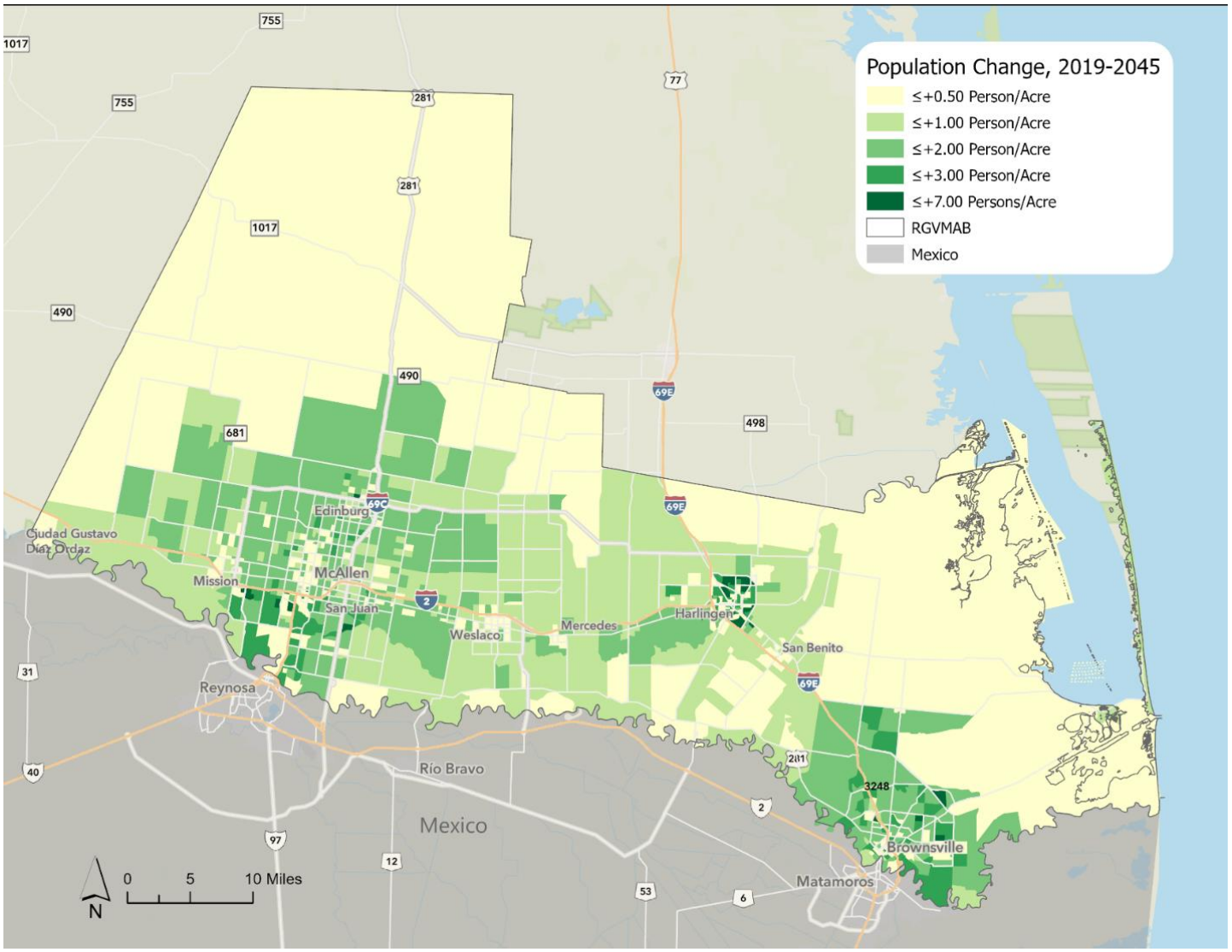


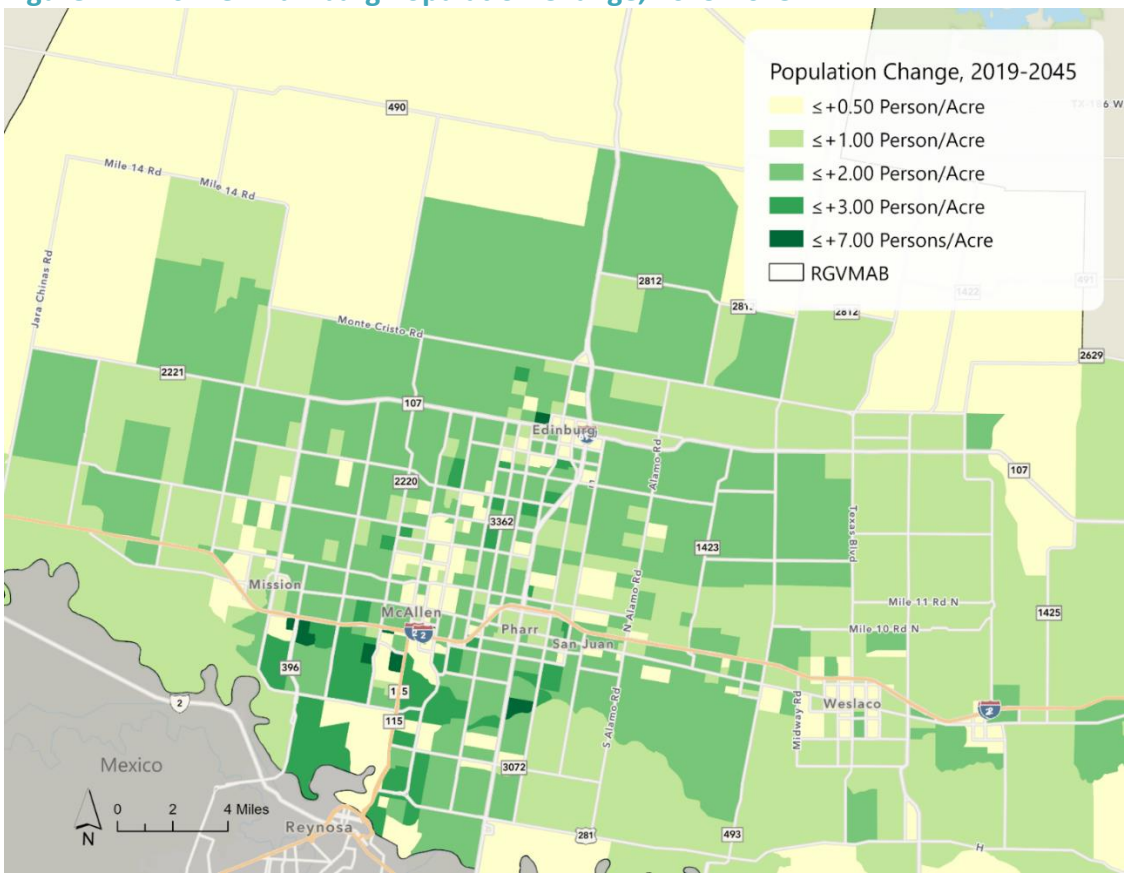
Figure 13: Projected Population Growth, 2019-2045



Block groups with the highest amount of expected growth in the McAllen-Edinburg metropolitan area include (see **Figure 14**):

- The block group surrounding the Mission Regional Medical Center (I-2 & SH 396)
- The block group including the Victoria Square neighborhood (Jordan Rd. W & S. Wave Rd.)
- The block group including the Bonham Elementary School and several retail locations along S. 23rd St.
- The block group that includes PSJA Southwest Early College High School (S. Cage Blvd. & E. Javelina Dr.)

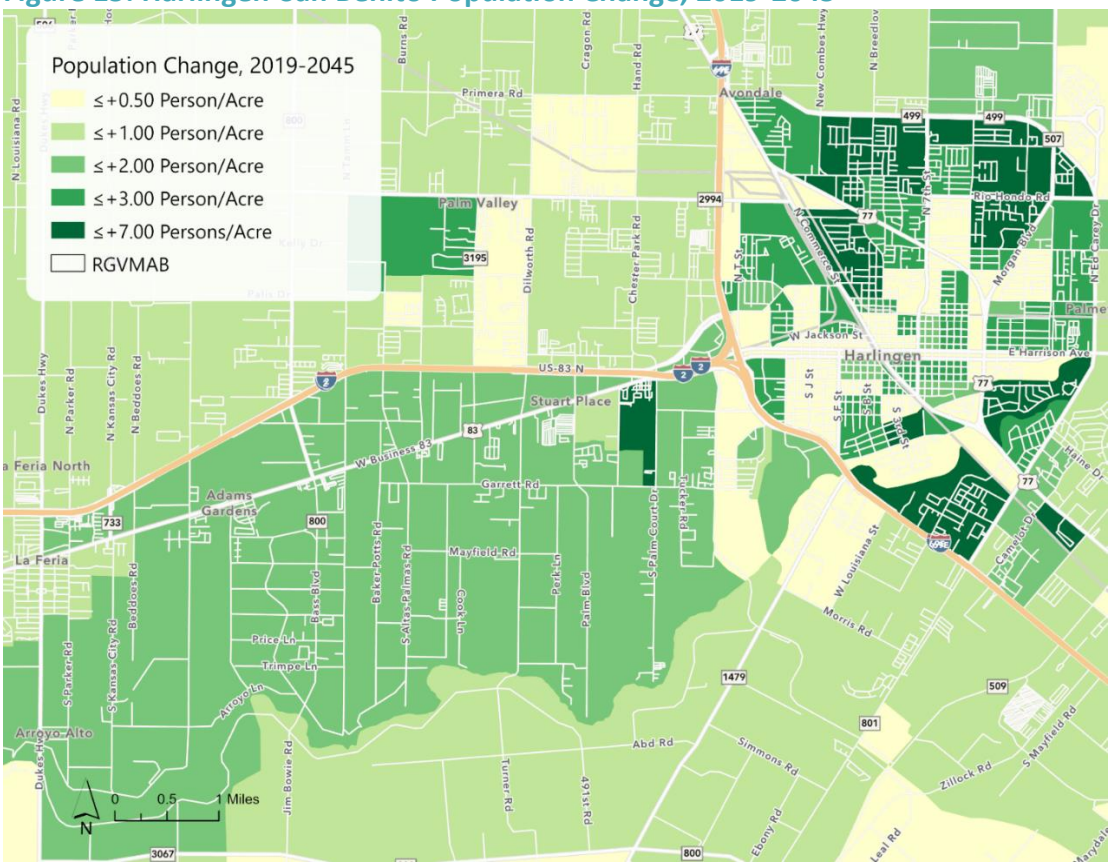
Figure 14: McAllen-Edinburg Population Change, 2019-2045



Block groups with the highest amount of expected growth in the Harlingen-San Benito area include (see **Figure 15)**:

- The block group that includes the Palm Gardens Home & RV Park (south of Business 83 between Paloma Ln. & S. Palm Court Dr.)
- The block group that includes both Horizon Montessori and Sundance Apartments (southwest of S. 77 Sunshine Strip between Camelot Dr. and N. Whalen Dr.)
- The block group that includes Sam Houston Park, the Harlingen Thicket, and Arroyo Park (between US-83 & S. Commerce St.)
- The two block groups between E. Harrison Ave., S. 77 Sunshine Strip, and S. Ed Carey Dr.
- The block group that includes the Zavala Elementary School, Vestal Park, and many retail locations along N. Commerce St. (east of N. Commerce St. between BUS 77, W. Washington Ave., and Markowsky Ave.)
- Several block groups between the bounds of N. Loop 499, N. 25th St., and Business 77, just southwest of Valley International Airport
- Additionally, there are many block groups that are expected to experience moderate growth both along the north and south sides of US-83 between Dixieland Rd. and FM 1245 (or the Hidalgo-Cameron County Border)

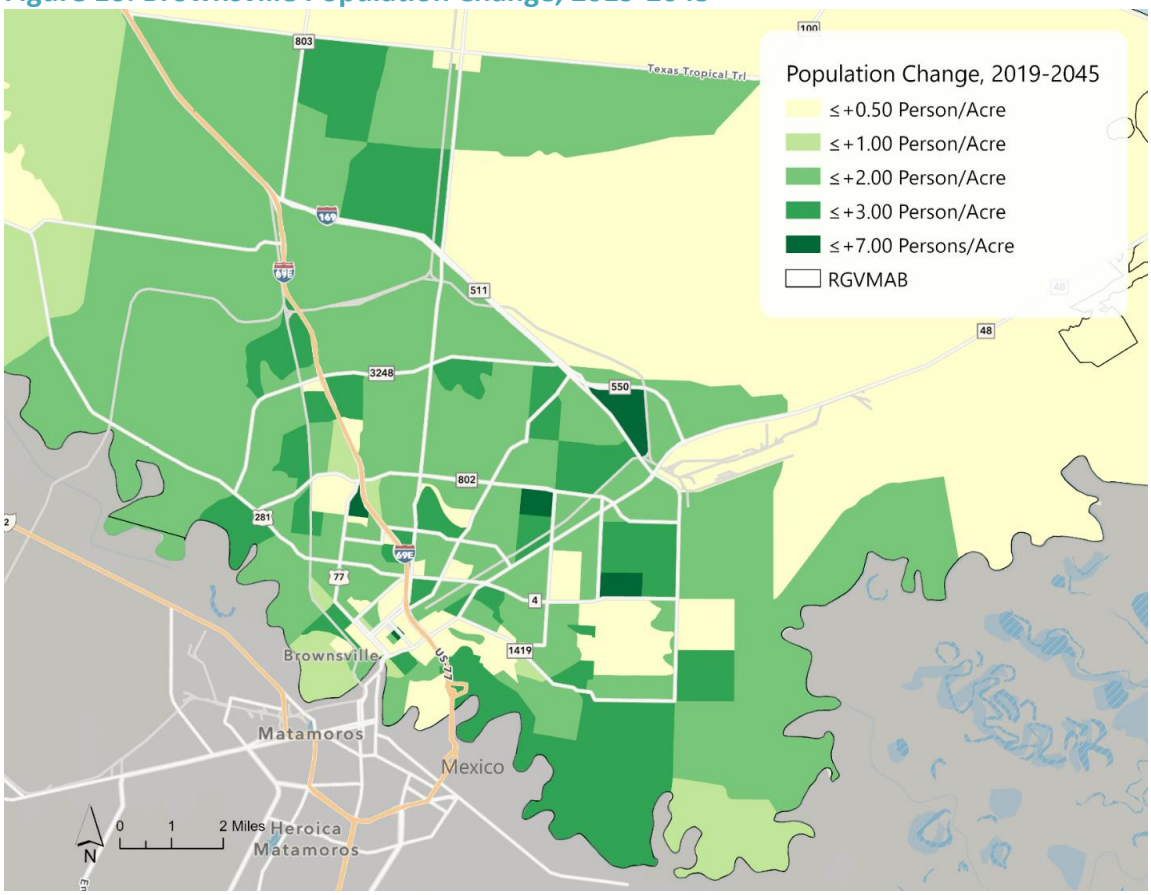
Figure 15: Harlingen-San Benito Population Change, 2019-2045



Block groups with the highest amount of expected growth in the Brownsville metropolitan area include (see **Figure 16**):

- The block group just northeast of the Mitte Cultural District (between Palm Blvd., I-69E, and E. Ebony Ave.)
- The block group that includes the Cameron County Detention Center, just north of downtown (limits include 10th St., 13th St., E. Tyler St., and E. Jackson St.)
- The block group that includes the mobile home park along Houston Rd. (limits include N. Vermillion Ave., Houston Rd., N. Minnesota Ave., and Boca Chica Blvd.)
- The block group just south of Ruben M. Torres Blvd that contains several manufacturing/distribution companies such as Baker Distributing Company, SATA USA, and Sigosa Steel (limited by Ruben M. Torres Blvd., N. Central Ave., Jaime J. Zapata Ave., and Robindale Rd.)
- The block group that is between SH 550, SH 48, and SH 511 (mostly undeveloped open space)

Figure 16: Brownsville Population Change, 2019-2045



Network Analysis

E+C Network

The roadway deficiencies analysis provides policy makers and the public with a better understanding of how the roadway network will be impacted by changes in the region over time if no improvements are made to the existing transportation system.

The transportation system scenario used for the deficiencies analysis is the 2019 roadway network with the addition of Existing + Committed (E+C) projects. To conduct the analysis the forecast year (2045) demographics are used to produce future trips that are loaded onto the E+C network to identify segments on the 2045 roadway network that are anticipated to experience level of service delivery failures if no further action is taken beyond what is already committed today.

In addition to identifying issues that need to be addressed, the results of the 2045 E+C scenario deficiencies analysis can be compared to the results for 2045 Build scenarios to measure the transportation system benefit obtained from the 2045 Build scenarios and/or the alternative growth scenarios. The level to which each scenario is anticipated to improve future transportation system conditions over the E+C system performance can be used by RGVMPO to prioritize policies and projects for implementation.

TDM outputs for the milestone (2019) and forecast (2045) years were compared using the E+C network to highlight areas that may experience a substantial increase in deficiencies or become new congestion points in the future. The E+C network includes the RGVMPO MAB's existing roadways as of 2019 plus projects that are underway or are guaranteed funding/implementation in the near-term. The definition of the E+C network was accomplished through analysis of previous/existing TIPs and close coordination with RGVMPO staff and planning partners to identify obligated projects.
This system "snapshot" was then used as the network layer in an E+C Scenario TDM run using 2045 demographics. The resulting 2045 E+C scenario outputs provide performance measures that display areas of strain within the region if no additional improvements are made over the MTP forecast horizon. The comparison of 2019 and 2045 no-build outputs is the basis for regional trend analysis on congestion as well as the system deficiencies analysis.

Travel Demand Model Outputs

A large portion of the roadway needs assessment is based on TDM forecasts. Travel demand forecasting quantifies the existing and future interaction between supply and demand on the transportation system. The supply of transportation is represented by the characteristics of the roadway network (e.g. roadway classification, roadway capacity, etc.), while the demand for

transportation is created by the separation and intensity of urban activities. The service characteristics of the roadway and land use forecasts are direct inputs to the TDM.
A TDM previously developed for the Lower Rio Grande Valley (LRGV) in 2017 was used for the RGVMPO needs assessment. It estimates travel demand for a base year of 2014, a 2019 milestone year and for a forecast year of 2045. The TDM output produces a defined roadway network for the RGVMAB with congestion measures such as Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), Vehicle Hours of Delay, Volume-to-Capacity (V/C) ratio, and Travel Time Index (TTI) that help quantify system deficiencies at the segment and regional level to gain full perspective of the existing roadway system's performance.[1] These measures were quantified to visualize existing conditions and no-build forecast year outputs, creating a base to compare to TDM scenarios including additional projects resulting from this MTP update.
Segment level analysis was also conducted to visualize congestion level-of-service (LOS) on the RGVMAB roadway network. LOS is an indicator of congestion on a scale from A to F, where A represents free flow traffic and F represents severe congestion. LOS was derived from RGVMPO TDM V/C ratios. The following ranges were used to generate roadway segment LOS values, and are based on TxDOT's Transportation Planning and Programming (TPP) division resources:

- LOS A: Less than 0.33
- LOS B: 0.33 to 0.55
- LOS C: 0.55 to 0.75
- LOS D: 0.75 to 0.90
- LOS E: 0.90 to 1.00
- LOS F: Greater than 1.00

Outputs for this assessment were initially analyzed for AM and PM peak periods to understand roadway conditions at their highest points of stress. These values were then averaged to create overall peak period values for analysis.

RGVMPO TDM outputs were analyzed for the 2019 milestone year. Current year (2019) outputs were then compared to the 2045 no-build outputs to emphasis potential future issues on the region's roadway infrastructure. Outputs were calculated to represent performance trends at a system and per capita level. The following measures were used to better understand the state of the RGVMPO transportation network:

- *Vehicle Miles Traveled (VMT)* – The amount of roadway miles traveled by vehicles within a specified segment for AM and PM peak period travel times.

- This measure provides a sense of the overall level of vehicular traffic in the region and on individual roadways.

- *Vehicle Hours Traveled (VHT)* – Calculated from speed and miles traveled, VHT represents the number of hours traveled by vehicles within a specified segment for AM and PM peak period travel times.
  - This measure provides insight into the quality of service that the region's roadways provide, and feeds into other delay measures.
- *Vehicle Hours of Delay* – This represents additional hours spent in traffic due to congestion on the roadway network.
  - This measure indicates the amount of extra time it takes travelers to reach conditions compared to free-flow conditions.
- *Travel Time Index (TTI)* – The ratio of travel time during peak travel periods (congested time) required to make the same trip at free-flow speeds.
  - For example, a TTI of 1.2 indicates that a 10-minute free flow trip would take 12 minutes during peak congestion times.[2]

Table 1. presents the regional performance measures for the 2045 no-build scenario in comparison of 2019 regional performance measures. The table is meant to quantify the anticipated changes in traffic and congestion over time and provide a baseline for evaluating TDM scenarios that reflect the addition of transportation projects developed in this MTP.

Table 1: RGVMAB Traffic & Congestion Performance Measures; 2019 & 2045

Measure	2019 – Existing Conditions*			2045 –No Build			
	Interstate & Toll	Arterials	Total	Interstate & Toll	Arterials	Total	% Change for Totals
Daily VMT	1,252,706	3,658,447	4,911,153	2,030,436	6,500,916	8,531,352	74%
per person			3.44			3.69	7%
Daily VHT	28,422	124,215	152,637	70,253	763,769	834,022	446%
per person			0.11			0.36	237%
Annual Weekday Vehicle Hours of Delay	1,019,383	9,157,491	10,176,874	7,998,109	196,716,385	204,714,493	1912%
per person			7.13			88.53	1142%
Weighted Avg. TTI	1.17	1.61	1.39	1.84	6.79	4.32	211%

**2019 was used as stand in for current conditions because it is the most recent year for which complete data is available*

[1] Source: https://www.bts.dot.gov/bts/bts/content/travel-time-index

In comparison to the 2019 "existing conditions," the data in **Table 1** shows the 2045 No-Build transportation system to be severely inefficient based on TDM outputs. Each measure (regional and per capita) displays an increase in percent change over the forecast horizon. Delay measures suggest substantial increases over the 26-year period. The most notable indicator is annual weekday vehicle hours of delay, as the TDM projects this measure per person to increase by 1142%. TTI measures also display severely congested conditions in 2045. TTI outputs suggest peak hour trips will take over four times the normal free flow travel time for the same trip.

Table 2 further demonstrates TDM outputs based on a separate quantitative analysis to pull the RGVMPO MAB's top congested corridors. Results are the product of a weighted average rank which considers several delay measures. The top 5% of congested segments on the roadway network were pulled based on V/C ratio. Segments were then selected to create contiguous corridors experiencing severe congestion. Corridors were then ranked separately for each measure, which generated a final weighted average rank. This analysis helps highlight roadways more local and/or in nature, potentially suffering from congestion due to major roadways causing route deviations, traffic spillover, etc.

Table 2: RGVMAB Top 20 Most Congested Corridors – 2019 Existing Conditions

Roadway	Jurisdiction	From	To	V/C Ratio	TTI	Weekday Hours of Delay
Tom Gill Rd	Hidalgo County	Expy 83	FM 2221	1.85	3.18	169,036
Expy 83	La Joya/Palmview	Tom Gill Rd	.3 mi east	1.96	3.37	149,041
FM 2221	Citrus City	Tom Gill Rd	SH 107	1.91	3.43	384,454
W Monte Cristo Rd	Edinburg/Hidalgo County	FM 2993	N Depot Rd	1.78	3.24	96,379
US 281	Hidalgo County	FM 2557	.5 mi E of S Tower Rd	1.82	2.78	36,584
S FM 493	Donna	Stites Rd	Juarez Rd	1.89	3.00	31,937
FM 493	Edinburg	Davis Rd	FM 1925	1.86	3.26	23,059
Westgate Dr	Midway North/Oliverez	Mile 10 N	Roosevelt Rd	1.79	2.74	133,810
N Baseline Rd	Mercedes/Indian Hills	Mile 11 N	Mile 9 Rd	1.87	2.94	49,530
FM 752/FM 510	San Benito	Resaca Nueva Dr	San Jose Ranch Rd	1.82	3.19	334,201
Iowa Gardens Rd	San Benito	Bus 77	Nelson Rd	2.19	4.83	193,696
FM 510	San Benito	Line M Rd	Green Valley Dr	1.79	2.65	72,358
FM 106	Rio Hondo	Nelson Rd	E Brown Tract Rd	1.88	3.11	36,393
US 281	Brownsville	FM 1577	FM 1732	2.02	3.58	51,971
Cavazos-Olmito Rd/Naranjo Rd	Brownsville/Olmito	New Carmen Ave	Noble Pine Ln	1.79	2.72	57,307
FM 803	Brownsville	Olmito North Rd	FM 2893	1.90	3.68	77,100
Old Port Isabel Rd	Brownsville	SH 100	3.14 Mi S of SH 100	1.81	2.63	72,908
E University Blvd/East Ave	Brownsville	Lizka Ln	E 30th St	1.92	3.40	42,428
SH 107	Primera/Combes	FM 506	Tamm Ln	1.85	3.25	89,934
E Alberta Rd	Hidalgo County	FM 1423	N Tower Rd	1.96	3.30	132,489

Deficiencies Analysis

The TDM provides capacity outputs which create the base for the RGVMAB roadway system deficiencies analysis of anticipated 2045 transportation system performance. V/C Ratio was used to generate LOS values (refer to Error! Reference source not found. above for LOS methods), and is defined below.

- *Volume Capacity (V/C) Ratio* – The ratio of traffic flow to maximum allowable traffic flow on a roadway segment, where a ratio of 1 represents a segment at full capacity and higher values indicate more severe congestion.
    - This measure is used to isolate specific locations where vehicular demand outstrips capacity of a roadway section.

Table 3 displays RGVMAB capacity measures. The 2045 average V/C ratio suggests that the roadway network will be roughly 26% above capacity during peak travel periods, increasing by 63% from 2019. The 2045 No-Build average V/C ratio falls within LOS F, which indicates severe congestion as the status quo for the RGVMAB.

Table 3: RGVMAB Capacity Measure Measures

Measure	2019 – Existing Conditions*			2045 –No Build			
	Interstate & Toll	Arterials	Total	Interstate & Toll	Arterials	Total	% Change for Totals
Avg. V/C Ratio	0.78	0.76	0.77	1.27	1.25	1.26	63%
% of Roadway Miles with Heavy Congestion			43%			80%	85%

**2019 was used as stand in for current conditions because it is the most recent year for which complete data is available*

Table 4 presents LOS totals for RGVMAB roadway segments falling within LOS categories A-D (low to moderate congestion) and LOS categories E-F (high to severe congestion). LOS measures show a shift in segment majority falling within LOS E-F categories by 2045. Further, when breaking down segment totals between E-F for the 2045 No-Build, 93% of the 4621 segments fall within LOS F, meaning 65% of the system's total segments fall within the most severe congestion category.

Table 4: RGVMAB LOS Totals

Measure	2019 – Existing Conditions*		2045 –No-Build	
	Segment Total	% of Total	Segment Total	% of Total
LOS A-D	4,359	61%	2,214	31%
LOS E-F	2,804	39%	4,949	69%
Total	7,163	100%	7,163	100%

**2019 was used as stand in for current conditions because it is the most recent year for which complete data is available*

Figure 17 and **Figure 18** display RGVMPO roadway network LOS values for 2019 and the 2045 No-Build to further illustrate potential roadway system deficiencies within the RGVMAB. TDM outputs forecast severe LOS conditions not only within major and minor municipalities, but similar conditions expanding throughout peripheral areas and rural highways. **Figure 17** displays existing RGVMPO LOS to be strained in most major urban areas. Contiguous LOS scores of E and F, suggesting heavy peak hour congestion, are seen in the following areas:

- Hidalgo County throughout the Mission/McAllen/Hidalgo/Edinburg area
- Municipalities along the I-2 corridor such as Donna, Weslaco, and Mercedes
- State highway infrastructure connecting the region east to west, such as SH 10 and US 281
- Corridors peripheral to the Harlingen and San Benito Central Business Districts (CBD), including infrastructure connecting to the Valley International Airport (VIA) and the Port of Harlingen
- Major Brownsville thoroughfares, such as US 281, I-69E, Paredes Line Road, and SH 48.2
- SH 100/Queen Isabella Causeway which connects South Padre Island (SPI) to mainland Texas.

Figure 17: RGVMPO Level-of-Service – 2019 Existing Conditions

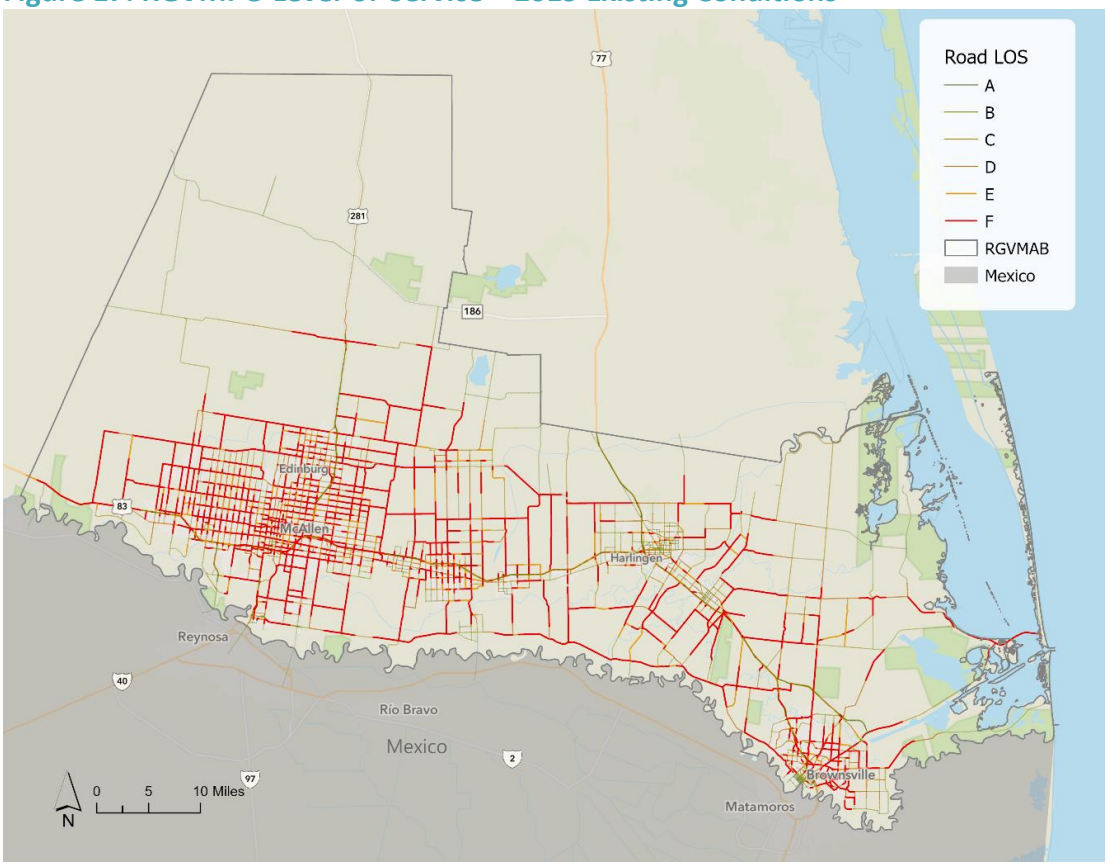
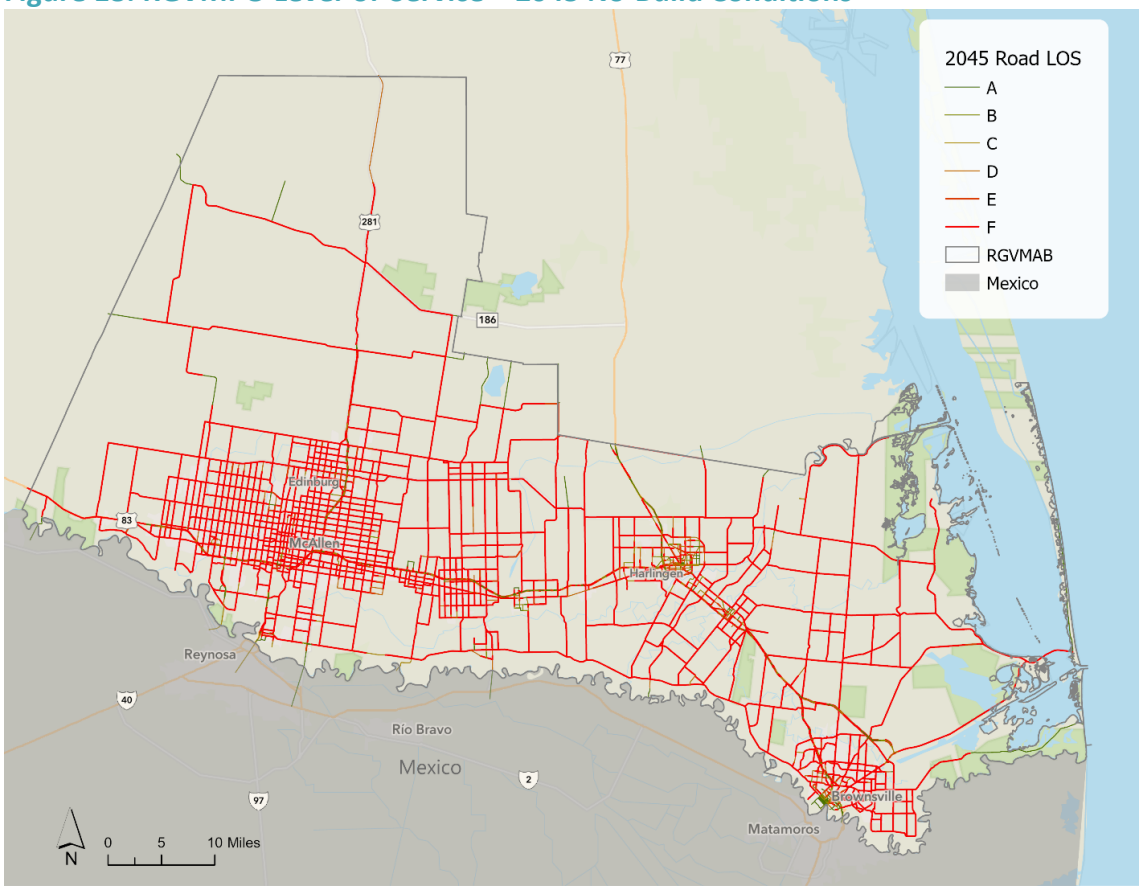


Figure 18 displays the RGVMPO roadway system almost entirely strained by congestion at peak hour travel times in the 2045 No-Build scenario. TDM outputs forecast severe LOS conditions not only within major and minor municipalities, but similar conditions expanding throughout peripheral areas and rural highways.

Figure 18: RGVMPO Level-of-Service – 2045 No-Build Conditions



Conclusion

Understanding the existing and 2045 No-Build RGVMAB roadway travel conditions is imperative for a successful MTP update and an informed project prioritization moving forward.

- The roadway network contains unreliable segments on both the interstate and non-interstate NHS networks. The existing interstate network meets the system reliability target of 90% person-miles traveled on reliable segments. The non-interstate NHS network displays unreliable segments throughout the RGVMPO MAB, and accordingly contains a percentage of person-miles traveled on reliable segments less than the target.
- The percentage of non-SOV travel on the NHS network suggests household and non-household travel leans towards SOV travel. These percentages can be used to set targets moving forward.
- TDM outputs show large increases in all congestion measures at the regional and per capita level between 2019 and a No-Build scenario. Similarly, Daily VMT and Annual Weekday Hours of Delay show the most substantial percentage increases between 2019 and the 2045 No-Build. Overall, the region would trend towards pervasive congestion during peak hour travel times (assuming no improvements are made).
- LOS measures derived from TDM V/C ratios further these claims, displaying existing peak hour congestion to be experienced throughout the region, extending into peripheral/rural regions. 2045 No-Build LOS measures display severe peak hour congestion on most roadway facilities.

Because the performance measures developed using the TDM are output and saved at the link level, these same measures can be used to quantify the benefit that the proposed MTP program of projects achieves in addressing the identified deficiencies. This approach not only satisfies the requirements to use quantitative methods to identify issues and an objective approach to devising solutions, but also gives the RGVMPO powerful analytical tools to help support an informed decision making process directed toward the selection, funding and implementation of an effective program of projects. The TDM deficiencies identified will be used to contrast the 2045 Build Scenario and provide a reference point for gauging expected impact of proposed projects through TDM outputs.



9. FISCAL CONSTRAINT

Chapter 9: Fiscal Constraint

Introduction

A key component of transportation planning is identifying the resources needed and available to implement the solutions identified through the planning process. Solutions that cannot be implemented for lack of funds are null, thus, a comparison between projected resources and needed resources is critical. Determining funding shortfalls is imperative in the process of determining innovative and non-traditional methods of securing revenue. The result is an achievable plan that provides local elected officials and TXDOT a realistic, effective, foundation from which decisions related to or affected by transportation funding can be made.

The MTP

The Metropolitan Transportation Plan (MTP) is a comprehensive, multimodal blueprint for transportation systems and services, and is aimed at meeting the mobility needs of the Rio Grande Valley Metropolitan Area Boundary. The MTP serves as a statement of the methods the region intends to invest in the transportation system over the next 25 years. The MTP (identified as the 2045 RGVMPO Metropolitan Transportation Plan) includes (both long and short-range policies) strategies, and projects that lead to the development of an integrated inter-modal transportation system that facilitates the efficient movement of people and goods. The MTP, now fiscally constrained utilizing TXDOT's Unified Transportation Program, guides the expenditure of RGV Transportation Management Area projects. These funds are expected to be available for transportation improvements through the year 2045. Due to the financially-constrained requirement, the MTP does not address or quantify unmet funding needs, and does not typically look beyond what can be already achieved with the amount of available funding –thus creating a realistic, yet constrained outlook. This process of financial constraint and resource identification was made a required part of the planning process and is included in federal planning regulations. 23 CRF Part 450.322 states:

> *"the plan shall include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue…All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends."*

Funding

Consistent with federal requirements and good planning practice, RGVMPO utilizes methodology and financial tools to determine projected revenue sources. These estimates are within reasonable expectations for funding projects throughout the Pharr District and RGVMPO Management Area. Funding levels for financial constraint within the transportation management area and rural portion of the Pharr District have been generally apportioned by population. This follows the federal model of determining urbanized boundary areas and of apportioning funding based on urbanized area population.

Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), funding projections for the TXDOT Pharr District have been based on historical trends and emphasis on freight and international trade related projects. Significantly raised funding levels have been made available to the region do to exponential economic and population growth. Once draft-funding levels are determined, final funding levels are slightly revised to reflect more realistic projections where population distribution is not a reliable indicator of future funding.

Such exceptions include:

- funding categories for specific corridors which have been mostly completed
- funding categories where an unreasonable skew in funding apportionment would result from strict distribution by population
- funding categories where distribution by population resulted in an unrealistically low projection
- slight rounding off to include whole project estimates or whole corridors

Federal funds derive from motor fuels tax, deposited into the federal Highway Trust Fund. These funds are appropriated by Congress through Federal-Aid Highway Programs and distributed to each state. Most TxDOT projects are funded with both federal and state funds, splitting an 80-20% match (80% Federal – 20% State/Local). The Federal Highway Administration (FHWA) reimburses TXDOT for qualified project expenditures as they are paid out. State funds are heavily dependent on legislation dedicated to supporting roadways throughout Texas. The primary sources of revenue for the State Highway Fund are state motor fuels tax, vehicle registration fees, sales taxes (Proposition 7), and the oil and gas production tax (Proposition 1). Revenues from Propositions 1 and 7 are held in special subaccounts of the State Highway Fund. Previously issued state transportation bond proceeds, State Infrastructure Bank loan repayments,

and project-specific surplus toll and comprehensive development agreement (CDA) revenues are examples of additional contributions within the State Highway Fund. Funding agreements with TXDOT are negotiated by local entities, such as cities or counties to establish a local match contribution.

The 12 funding sources integrated into the UTP are a product of both state and federal allowances. These funding categories are used to take aim at various eligible projects depending on federal and state requirements. According to TXDOT, "the UTP does not separate state funding sources into distinct categories. Rather, traditional State Highway Fund revenues and Proposition 1 and 7 funds are spread across all state funded categories. Some federal programs, such as the Surface Transportation Block Grant (STBG), flow through nearly all categories,
while other narrower programs, such as Congestion Mitigation and Air Quality Improvement (CMAQ), can only be used toward certain UTP categories."

TxDOT Funding Sources by UTP Category

FUND DEFINITIONS

FEDERAL FUNDS
APPROPRIATED BY CONGRESS THROUGH THE FEDERAL HIGHWAY TRUST FUND

STATE FUNDS
APPROPRIATED BY THE TEXAS LEGISLATURE THROUGH THE STATE HIGHWAY FUND

OTHER STATE & LOCAL FUNDS
INCLUDES THE TEXAS MOBILITY FUND, BOND REVENUE, CONCESSIONS AND REGIONAL TOLL REVENUE, AND LOCAL FUNDS

**WHILE FUNDING IN THESE CATEGORIES IS PRIMARILY FROM FEDERAL SOURCES, STATE FUNDING MAY ALSO BE USED.*

12 FUNDING CATEGORIES		FEDERAL FUNDS	STATE FUNDS	OTHER STATE & LOCAL FUNDS
1	PREVENTIVE MAINTENANCE AND REHABILITATION	●	●	○
2	METRO AND URBAN AREA CORRIDORS	●	●	○
3	NON-TRADITIONALLY FUNDED PROJECTS	○	●	●
4	STATEWIDE CONNECTIVITY CORRIDORS	●	●	○
5	CONGESTION MITIGATION AND AIR QUALITY*	●	○	○
6	STRUCTURES REPLACEMENT (BRIDGES)	●	●	○
7	METROPOLITAN MOBILITY & REHABILITATION*	●	○	○
8	SAFETY	●	●	○
9	TRANSPORTATION ALTERNATIVES*	●	○	○
10	SUPPLEMENTAL TRANSPORTATION PROJECTS	●	●	○
11	DISTRICT DISCRETIONARY	●	●	○
12	STRATEGIC PRIORITY	●	●	○



The most utilized funding categories for RGVMPO highway projects are 2, 7, 9, 10, and 11. Category 2 is the Metropolitan and Urban Area Corridor category which addresses mobility and added capacity. Traffic congestion, highway safety, and maintenance/rehabilitation are common goals within Category 2 funded projects. Examples of projects include widening of both freeways and non-freeways, interchange improvements, and general operational improvements to roadways. Category 7 funds Metropolitan Mobility and Rehabilitation projects within transportation management area (TMA) boundaries. Roadways with functional classifications greater than a local road or rural minor collector. Examples of CAT 7 projects include roadway widening, new projects (new locations), and interchange improvements.

Category 9 funds Transportation Alternatives by way of a Set-Aside funding program (TASA) dedicated to non-motorized transportation projects. CAT 9 funds are awarded through a competitive process and MPOs select projects in consultation with TXDOT. The following descriptions qualify as projects eligible for TASA funding:

• Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.

• Construction of infrastructure-related projects that provide safe routes for non-drivers.

Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other nonmotorized transportation users.

• Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.

Category 10 funds a variety of supplemental transportation programs such as federal discretionary and high-priority projects. Coordinated Border Infrastructure (CBI) addresses improvements to safe movement of motor vehicles at or across land port of entries (United States-Mexico). CBI projects are selected by TxDOT districts and approved by FHWA by use of the following criteria

• 20% incoming commercial trucks

• 30% incoming personal motor vehicles and buses

• 25% weight of incoming cargo by commercial trucks

• 25% number of land border ports of entry

Category 11 is District Discretionary funding used for sub-programs with emphasis on roadway maintenance/rehabilitation, added passing lanes, and roadway widening. TXDOT Districts will select potential projects from those listed on the state highway system. However, roadways functionally classified higher than "local road or rural minor collector" may also qualify for discretionary funding. Safety and maintenance related projects on state highways impacted by the energy sector are also fall under sub-programs. Pharr, Laredo, and El Paso are the three TXDOT districts with international ports of entry. Highway projects within 50 miles of a port of entry are eligible for Rider 11(b) discretionary funding. Criteria for project selection involves safe movement of motor vehicles at or across the international ports of entry between Texas and Mexico. 5% of Texas' federal Surface Transportation Block Grant (STBG) may be designated for border infrastructure.

Project Selection Guidelines listed within the 2021 UTP are as follows:
TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.
Rider 11(b): Selected by the Commission. Project selection criteria include, but are not limited to:

- Number of land border ports of entry
- Number of incoming commercial trucks and railcars
- Number of incoming personal motor vehicles and buses
- Weight of incoming cargo by commercial trucks

In a recent article published by Texas Border Business, Senator Juan "Chuy" Hinojosa shared detailed updates regarding funding for border infrastructure projects. "The Texas Transportation Commission approved more than $135.7 million in new authorization for construction projects in Hidalgo County as well as $23.1 million in funding adjustments for previously approved projects. The Commission also approved $30 million in Rider 11(b) funds and $46 million in Coordinated Border Infrastructure funds (CBI)."

TRENDS

The Transportation Revenue Estimator and Needs Determination System (TRENDS) provides transportation planners with revenue potential for various local funding options including fuel taxes, fuel tax indexing, vehicle registration fees and vehicle miles traveled (VMT) fees.

The Local Option module of the TRENDS Model allows you to calculate the estimated revenue from a variety of taxes and fees at the MPO level.

You can estimate amount of revenue that will be raised at the MPO level from a local option gasoline tax, diesel fuel tax, VMT fee, and vehicle registration fee. The Local Option module is designed for ease of use. Dave Ellis, a Texas Transportation Institute Research Scientist exclaims, "TRENDS has the potential of being a great tool for not only experts in the transportation field, but for anyone who wants to know the challenges facing TxDOT during these economically stressful times. Getting the model up and going with all the complicated and detailed variables has been extremely challenging, but the transparency it will provide is well worth the effort." Figure 1 (located at the end of this chapter) is a table with TRENDS information for Hidalgo County which includes population, total vehicles registered, VMTs, (miles per gallon) MPGs, and additional information spanning from 2005 to 2035.

Proposition 1

Actions taken by Texas Legislators reflect the demands of citizens concerned with transportation issues. Texans have secured non-traditional funding revenue streams with the adoptions of Proposition 1 and Proposition 7. Proposition 1 is a constitutional amendment that directs a portion of the state's oil and gas production tax revenue to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. Projections of Proposition 1 for FY 2021 and FY 2022 were based on the Texas Comptroller's latest Certification Revenue Estimate. Transfer projections were based upon an estimate for the next ten years. The last transfer of Proposition 1 is set to occur in FY 2035 if legislature chooses non-extension. One factor potentially affecting future Proposition 1 funding is annual fluctuations in oil and gas production activity. Additionally, is the requirement that a joint House and Senate committee sets a minimum balance for the state's Economic Stabilization Fund during each legislative session. As stated in TXDOT's 2021 UTP, "a higher minimum balance could mean less Proposition 1 funding available for the State Highway Fund, since Proposition 1 transfers are dependent upon the Economic Stabilization Fund minimum balance being maintained."

Proposition 7

Proposition 7 is a constitutional amendment passed by Texas voters in 2015 that dedicates a portion of the state's general sales and motor vehicle sales tax revenues to the State Highway Fund. This fund is dedicated to non-tolled highway construction, maintenance, and rehabilitation projects. Once statewide collections exceed $28 billion, up to $2.5 billion from the general sales tax is transferred to the State Highway Fund annually. Factors potentially affecting future Proposition 7 funding levels include the possibility of state sales tax and motor vehicles tax collections falling short of expectations, as well as provisions in state law allowing the Texas Legislature to reduce Proposition 7 appropriations by up to 50 percent in

any given year, or to appropriate Proposition 7 funds to repay debt on past transportation bonds. The amendment allocates the funds as shown on Figure 2.

Prior to the state legislative session in 2015, the Texas Department of Transportation had identified a widening gap between available and needed funding for state transportation projects. In early 2015, Gov. Greg Abbott named transportation funding one of five emergency items for the 84th Texas Legislature to address. In response, the legislature passed a joint resolution during its regular session that authorized Proposition 7 to be placed on the ballot in November 2015.

Practicing Fiscal Constraint in Programming of Projects

In these categories, TXDOT and the MPO concurrently review all projects, assess reasonable constraints, and mutually determine the appropriate financial constraint. The table labeled as Figure 3 (located at the end of this chapter) displays funding for the latest approved RGVMPO FY 2020-2045 MTP. Total amounts for FYs 2020-2029 are compared to available funding from the 2020 UTP (TXDOT). A comparison of programmed expenditures and available dollars can be made from analyzing funding tables (includes figures from RGVMPO's MTP and TXDOT's 2020 UTP) such as this one. During quarterly revision periods, RGVMPO staff will review and compare available funding options for potential project updates. Workshops are scheduled with local entities to discuss funding availability and project development as necessary. MPO staff regularly meets with TXDOT Pharr District staff in order to maintain balance of categorical spending, while monitoring projects' development status. The goal is to accelerate high priority projects when possible and practice fiscal constraint while programming projects into both the short range (TIP) and long range (MTP) transportaion plans. Having reviewed all the innovative financing options, RGVMPO staff emphasizes significant cost savings by accelerating project development. By activating one or more of the funding options available, projects can move forward at a much more rapid rate. Negotiations are discussed during meetings between RGVMPO staff and local entities. Recommendations are presented to the Technical Advisory Committee and with their oversight and discretion, revisions and administrative changes are submitted to the Policy Board for approval.

Figure 1

TRENDS Data for Hidalgo County

		Total vehicles registered						VMT's				MPG's		Additional Information			
Year	Hidalgo County Population	Vehicles <6,000 lbs	Vehicles >6,000 lbs	Trucks <1,000 tons	Trucks >1,000 tons	Motorcycles	Total vehicles registered	Annual Personal VMT's	Annual Commercial VMT's	Annual Total VMT's	Adjusted VMT per Capita	Average Personal MPG's	Average Commercial MPG's	Adj. County VMT prop to state TX	State TX Annual VMT	Population state TX	Hidalgo County pop prop to state TX
2020	1,114,598	387,725	2,762	211,636	4,283	8,309	614,715	6,415,710,803	565,609,422	6,981,320,225	6,264	28.0031	6.5106	0.02016987	346,126,266,919	32,736,716	0.034047337
2021	1,147,069	399,020	2,843	217,801	4,408	8,551	632,623	6,571,512,931	579,344,947	7,150,857,878	6,234	28.9977	6.6065	0.02016987	354,531,750,383	33,488,495	0.034252629
2022	1,179,982	410,469	2,924	224,051	4,534	8,796	650,774	6,731,125,250	593,416,378	7,324,541,628	6,207	30.1313	6.6918	0.02016987	363,142,810,899	34,258,659	0.034443321
2023	1,213,556	422,148	3,007	230,426	4,663	9,047	669,291	6,894,585,272	607,827,022	7,502,412,294	6,182	31.4415	6.7882	0.02016987	371,961,445,194	35,047,389	0.034626146
2024	1,247,733	434,037	3,092	236,915	4,794	9,302	688,140	7,062,022,940	622,588,336	7,684,611,276	6,159	32.9819	6.8976	0.02016987	380,994,672,629	35,855,312	0.034799112
2025	1,282,457	446,116	3,178	243,508	4,928	9,560	707,290	7,233,391,001	637,695,154	7,871,087,155	6,138	34.83	7.0225	0.02016987	390,239,943,982	36,682,200	0.034961289
2026	1,317,679	458,369	3,265	250,196	5,063	9,823	726,716	7,408,817,533	653,161,767	8,061,979,300	6,118	36.9221	7.1553	0.02016987	399,704,168,989	37,528,671	0.035111262
2027	1,353,147	470,707	3,353	256,931	5,200	10,087	746,278	7,588,410,096	668,994,657	8,257,404,753	6,102	39.3129	7.2965	0.02016987	409,393,150,486	38,395,244	0.035242568
2028	1,389,147	483,230	3,442	263,766	5,338	10,356	766,132	7,772,166,202	685,194,606	8,457,360,808	6,088	42.0755	7.4471	0.02016987	419,306,754,304	39,281,907	0.035363533
2029	1,425,270	495,795	3,532	270,625	5,477	10,625	786,054	7,960,236,726	701,774,914	8,662,011,640	6,077	45.3088	7.608	0.02016987	429,453,120,066	40,189,388	0.035463839
2030	1,461,886	508,526	3,623	277,574	5,617	10,898	806,238	8,152,610,062	718,734,558	8,871,344,620	6,069	49.1517	7.7804	0.02016987	439,831,621,649	41,117,631	0.035553264
2031	1,498,527	521,279	3,714	284,535	5,758	11,171	826,457	8,349,722,875	736,112,034	9,085,834,909	6,063	51.3279	7.8493	0.02016987	450,465,817,002	42,068,743	0.035620912
2032	1,535,566	534,163	3,805	291,568	5,900	11,447	846,883	8,551,558,584	753,905,882	9,305,464,456	6,060	53.6251	7.919	0.02016987	461,354,811,662	43,042,644	0.035675457
2033	1,572,764	547,103	3,898	298,631	6,043	11,725	867,400	8,758,179,157	772,121,563	9,530,300,720	6,060	56.0506	7.9894	0.02016987	472,501,948,687	44,039,633	0.035712468
2034	1,610,079	560,083	3,990	305,716	6,187	12,003	887,979	8,969,793,081	790,777,458	9,760,570,539	6,062	58.6118	8.0605	0.02016987	483,918,475,967	45,060,716	0.035731323
2035	1,647,590	573,132	4,083	312,838	6,331	12,282	908,656	9,186,405,744	809,874,043	9,996,279,787	6,067	61.3168	8.1324	0.02016987	495,604,684,201	46,105,919	0.035734891
2036	1,649,459	573,782	4,088	313,193	6,338	12,296	909,697	9,119,658,027	807,196,063	9,926,854,090	5,933	55.04522322	8.048963908	0.02016987	492,162,633,629	45,513,622	0.036941472
2037	1,681,729	585,007	4,168	319,321	6,462	12,537	927,494	9,281,623,407	821,795,436	10,103,418,843	5,909	56.44626687	8.128754698	0.02016987	500,916,522,142	46,269,265	0.037155004
2038	1,713,999	596,233	4,247	325,448	6,586	12,777	945,232	9,443,588,787	836,394,809	10,279,983,596	5,885	57.84731052	8.208545488	0.02016987	509,670,410,654	47,024,907	0.037368535
2039	1,746,269	607,458	4,327	331,575	6,710	13,018	963,089	9,605,554,167	850,994,182	10,456,548,350	5,860	59.24835416	8.288336277	0.02016987	518,424,299,167	47,780,549	0.037582067
2040	1,778,539	618,684	4,407	337,703	6,834	13,259	980,887	9,767,519,547	865,593,555	10,633,113,103	5,836	60.64939781	8.368127067	0.02016987	527,178,187,680	48,536,191	0.037795598
2041	1,810,810	629,909	4,487	343,830	6,958	13,499	998,684	9,929,484,928	880,192,929	10,809,677,856	5,812	62.05044146	8.447917857	0.02016987	535,932,076,193	49,291,833	0.038009129
2042	1,843,080	641,135	4,567	349,957	7,082	13,740	1,016,481	10,091,450,308	894,792,302	10,986,242,609	5,787	63.45148511	8.527708647	0.02016987	544,685,964,706	50,047,476	0.038222661
2043	1,875,350	652,361	4,647	356,085	7,206	13,980	1,034,279	10,253,415,688	909,391,675	11,162,807,363	5,763	64.85252876	8.607499436	0.02016987	553,439,853,219	50,803,118	0.038436192
2044	1,907,620	663,586	4,727	362,212	7,330	14,221	1,052,076	10,415,381,068	923,991,048	11,339,372,116	5,739	66.25357241	8.687290226	0.02016987	562,193,741,731	51,558,760	0.038649723
2045	1,939,890	674,812	4,807	368,339	7,454	14,461	1,069,874	10,577,346,448	938,590,421	11,515,936,869	5,714	67.65461605	8.767081016	0.02016987	570,947,630,244	52,314,402	0.038863255

Figure 2

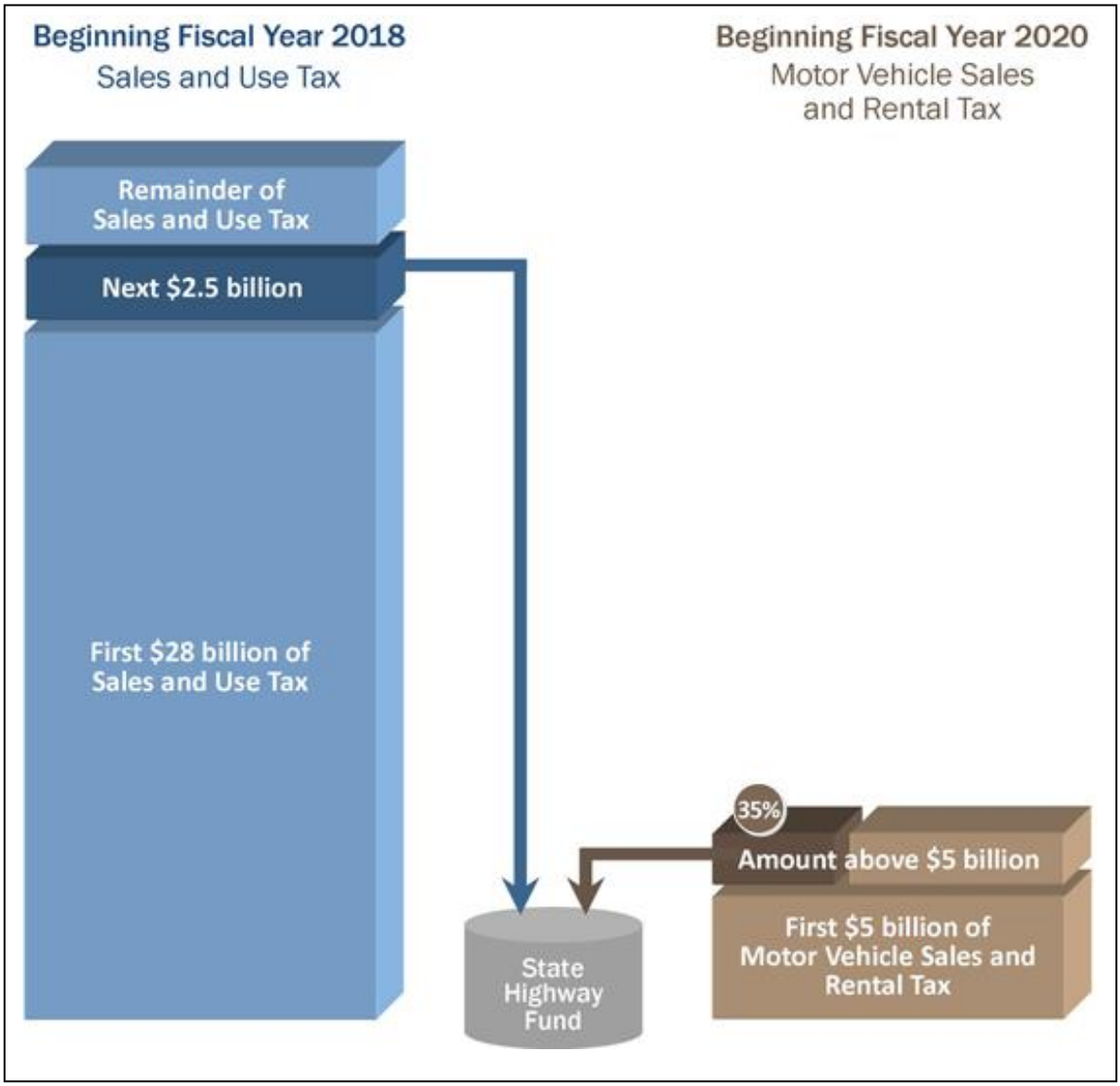

Beginning Fiscal Year 2018
Sales and Use Tax
Beginning Fiscal Year 2020
Motor Vehicle Sales and Rental Tax
Remainder of Sales and Use Tax
Next $2.5 billion
First $28 billion of Sales and Use Tax
35%
Amount above $5 billion
First $5 billion of Motor Vehicle Sales and Rental Tax
State Highway Fund

Figure 3

Category	RGVMPO MTP Projects (UTP FYs 2020-2029)	Annual Average	2020 UTP Totals (FY 2020-2029)	Annual Average
1	$50,580,000.00	$5,058,000.00	$361,130,000 (Pharr District)	
2	$464,060,000.00	$46,406,000.00	$501,590,000 (Brownsville & Hidalgo County TMA, Harlingen-San Benito MPO)	$50,159,000.00
3	$10,530,000.00	$1,053,000.00	$1,530,000 (Pharr District)	
4	$90,900,000.00	$9,090,000.00	$219,250,000 (Pharr District)	
7	$327,610,000.00	$32,761,000.00	$262,810,000 (Brownsville & Hidalgo County TMA)	$26,665,370.30
8	$650,000.00	$65,000.00		
9	$11,340,000.00	$1,134,000.00	$17,100,000 (Brownsville & Hidalgo County TMA)	$1,710,000.00
10 CBI	$54,520,000.00	$5,452,000.00	$14,200,000 (Pharr District FY 2020-2022)	$1,420,000.00
10 Earmark	$3,890,000.00	$389,000.00		
11	$51,020,000.00	$5,102,000.00	$32,820,000 (Pharr District)	$3,282,000.00
11 (Rider 11)	$20,960,000.00	$2,096,000.00	$59,710,000 (Pharr District)	$5,971,000.00
12	$478,990,000.00	$47,899,000.00		
Other (Local)	$407,580,000.00	$40,758,000.00		



10. FY 2020-21 UNIFIED PLANNING WORK PROGRAM

This chapter provides an introduction to the Unified Planning Work Program process and the purpose of this document.

The chapter will also include information on the 5 Planning Task, who will perform the work, the cost of the work, and the source(s) of funds.

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I. INTRODUCTION

The Federal-Aid Highway Act of 1962 was the first piece of legislation to require a transportation plan from a metropolitan area to receive federal funds. This was the first time that a planning process was required of an urban area rather than a city. The act also mandated that the process for developing such plans and programs provide for consideration of all modes of transportation and be *continuing*, *cooperative*, and *comprehensive* (3C), to the degree appropriate.

In 1973, the Federal-Aid Highway Act formally created Metropolitan Planning Organizations (MPOs), which had the ability to choose a transportation planning process that would best fit the community. MPOs would prepare Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs) [currently required under 23 CFR Part 420 and 23 CFR Part 450.308], and long-range plans, but could not prioritize projects depending on their degree of importance for the urbanized area.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expanded the roles of the MPOs as well as the states making them more powerful as a decision-making organization. They were also required to prioritize their projects, placing emphasis on those needed due to financial constraints. Projects in the Transportation Improvement Program (TIP) were now obligated to precisely follow the recommendations of the adopted Long-Range Plan in the metropolitan area.

The Transportation Equity Act for the 21st Century (TEA 21) of 1998 continued the expanded roles of MPOs in the planning process. The sixteen factors of planning were then rolled into seven areas of planning emphasis known also as planning factors. TEA21 further refined many questions that arose out of ISTEA.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.

SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Moving Ahead for Progress on the 21st Century (MAP-21) signed into law in 2012 supports the same transportation factors with the difference of placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

The new Transportation Bill Fixing America's Surface Transportation Act (FAST-Act) signed into law by President Obama on December 4th, 2015, is the first federal law in over ten years to provide long-term funding for surface transportation. It authorizes funding for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research technology and statistics programs. FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

History of The Rio Grande Valley MPO

On April 24, 2019, regional elected leaders held a signing ceremony at the Lower Rio Grande Valley Development Council requesting a re-designation for the 3 Metropolitan Planning Organizations located in in the Rio Grande Valley, Brownsville MPO, Harlingen-San Benito MPO and Hidalgo County MPO, into a singular regional planning organization names the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). On May 14, 2019 Governor, Greg Abbott signed and approved the re-designation and creation of the RGVMPO and on June 26, 2019 the RGVMPO Policy Board held its first official meeting. By-laws and Chairman Ambrosio Hernandez, Mayor of Pharr and Vice Chairman, Eddie Trevino, Cameron County Judge were the first officers elected to the newly formed RGVMPO.

A. Purpose

The FY 2020-2021 UPWP is a two-year budget in which the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff defines the tasks that are to be undertaken to meet the requirements of MAP-21 and FAST-Act, and to provide an open, transparent resource for the public on what funds are being expended to meet these requirements.

FAST-Act amended the Scope of the Planning Process to include the following planning factors:

1) Support the economic vitality of the metropolitan area, especially 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 the 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 system management and operation
8) Emphasize the preservation of the existing transportation system
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10) Enhance travel and tourism

In compliance with FAST-Act just like with MAP 21, the RGVMPO will be working and will continue working on developing performance measures to address the following goals identified in 23 USC 150:

1) Safety. - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2) Infrastructure condition. - To maintain the highway infrastructure asset system in a state of good repair
3) Congestion reduction. - To achieve a significant reduction in congestion on the National Highway System.
4) System reliability. - To improve the efficiency of the surface transportation system.
5) Freight movement and economic vitality. - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6) Environmental sustainability. - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7) Reduced project delivery delays. - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Addressing Map-21 Planning Emphasis Areas

As conveyed by the US Department of Transportation on April 23rd, 2014 where it stated "With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations.

Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs". We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

MAP-21 Implementation. - Transition to Performance Based Planning and Programming.

RGVMPO Expected Activities. - The development of performance measures in consultation with local transit providers and planning partners in establishing, developing, and monitoring performance measures as they relate to safety and congestion. Some of these MAP-21 efforts are already part of the RGVMPO's planning activities as identified in Subtask 5.2 Incident Management Program and Subtask 5.3 Congestion Data Collection. In these subtasks the RGVMPO has been utilizing the Crash Records Information System (CRIS) created by the Texas Department of Transportation to monitor and analyze crash and fatality incidents in Hidalgo County. Just as other MPO's, the RGVMPO is new in establishing performance measures and will do so as soon as possible.

Ladders of Opportunity. - Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many colonias, and many the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan.

The RGVMPO will be producing its transit plan, bike plan and pedestrian plan thru the facilitation of a consultant. Once the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility thru the transportation alternative of their choice.

Public Participation Plan

The RGVMPO at a minimum, has produced a written and adopted on September 25, 2019, a Public Participation Plan. This policy covers minimum time periods for public review and comments on initiatives undertaken or amended by the RGVMPO.

The RGVMPO will consult and coordinate with other transportation planning agencies such as Valley Metro and McAllen and Brownsville Metro to partner with them in the transportation planning process.

Becoming a cooperative and continuing effort to provide citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on any planning activity.

To reach out to citizens and agencies listed above, the RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates. In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for public access. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.

In accordance with Senate Bill 1237 signed by the Governor on June 19th, 2015 requiring "Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code.

A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio has provided under this section". The RGVMPO staff purchased hardware and software to have the capability to comply with this requirement.

B. Definition of The Area

The Rio Grande Valley Metropolitan Planning Organization is in the southern part of the state of Texas, sharing an international border with Mexico, and within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Granjeno, Harlingen, Hidalgo, Indian Lake, La Feria, La Joya, La Villa, Laguna Vista, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Hondo, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The MPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County.

Governor Greg Abbott approved the re-designation agreement for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) on May 14, 2019. The three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County merged their planning areas and thus created the RGVMPO Metropolitan Area Boundary (MAB) as approved by the newly formed Transportation Policy Board (TPB) for the RGVMPO on June 26, 2019. A letter was submitted to Peter Smith, Director of TPPP on November 5, 2019 seeking approval of the newly formed MAB along with minutes of the Policy Board adoption on June 26, 2019 and staff are awaiting approval. A map depicts the area in Appendix B.

C. Organization

The RGVMPO is composed of a Technical Advisory Committee (TAC) and a Transportation Policy Board (TPB). The TAC membership consists of local officials and planners from the cities and the counties within the MPO boundary. The TAC is responsible for making planning recommendations to the TPB for action. The TPB is responsible for policymaking in transportation planning issues. An updated list of the policy committee members is enclosed in Appendix A.

The RGVMPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. Private Sector Involvement

The private sector has been utilized in the past to develop plans for special studies. A consultant has been engaged by the MPO's of the region before merging, in developing Long Range Plans (MTP) as well as a Transit Short Range plan for McAllen Metro. Furthermore, a consultant has been contracted by TxDOT, Transportation and Planning Program (TPP) to coordinate and create a regional

Transportation Demand Model (TDM). Brownsville MPO secured professional services to help conduct two MPO-sponsored studies: (1) Brownsville Metro Strategic Transit Plan and (2) Rancho Viejo Bicycle & Pedestrian Master Plan. A contract for the Brownsville Metro Strategic Transit Plan was signed with Nelson/Nygaard.

E. Planning Issues and Emphasis

The RGV MPO as in many other areas has the need to address mobility thru both added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required, thus, public participation as well as the participation of the transportation planning partners is critical in order to prioritize projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role.

The active participation of the RGVMPO TPB and Technical Advisory Committees as well as the subcommittees will make it possible for the RGVMPO to accomplish successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

F. Transportation Planning Funds

The Transportation Planning Funds for the RGVMPO are derived from the original budgets of the three former metropolitan planning organizations that served the region: the Brownsville MPO, Harlingen-San Benito MPO, and Hidalgo County MPO. With the RGVMPO now serving the region previously served by the three MPOs, a reconciliation had to be made that changed the formula used for funding. The tables below reflect the formula breakdown used for both: the three former

STUDY AREAS	2010 Population	% Population	ALL MPOs Minimum Allocation	ALL MPOs Distribution by Population	ALL MPOs Total Nonset-aside
Abilene	110,421	0.0058	$ 50,000	$ 133,874	$ 183,874
Amarillo	196,651	0.0104	$ 50,000	$ 238,420	$ 288,420
Austin	1,415,242	0.0747	$ 50,000	$ 1,715,839	$ 1,765,839
Brownsville	217,585	0.0115	$ 50,000	$ 263,800	$ 313,800
Bryan-College Station	171,345	0.0090	$ 50,000	$ 207,739	$ 257,739
Corpus Christi	320,069	0.0169	$ 50,000	$ 388,051	$ 438,051
Dallas-Fort Worth	5,658,096	0.2986	$ 50,000	$ 6,859,872	$ 6,909,872
El Paso	772,374	0.0408	$ 50,000	$ 936,426	$ 986,426
Harlingen-San Benito	135,663	0.0072	$ 50,000	$ 164,478	$ 214,478
Houston-Galveston	5,365,483	0.2832	$ 50,000	$ 6,505,108	$ 6,555,108
Jefferson-Orange-Hardin	301,072	0.0159	$ 50,000	$ 365,020	$ 415,020
Killeen-Temple	308,020	0.0163	$ 50,000	$ 373,443	$ 423,443
Laredo	235,730	0.0124	$ 50,000	$ 285,799	$ 335,799
Longview	98,884	0.0052	$ 50,000	$ 119,887	$ 169,887
Lubbock	237,356	0.0125	$ 50,000	$ 287,770	$ 337,770
Mc Allen-Pharr (Hidalgo Co.)	728,825	0.0385	$ 50,000	$ 883,627	$ 933,627
Midland-Odessa	244,212	0.0129	$ 50,000	$ 296,082	$ 346,082
San Angelo	92,984	0.0049	$ 50,000	$ 112,734	$ 162,734
San Antonio	1,758,210	0.0928	$ 50,000	$ 2,131,653	$ 2,181,653
Sherman-Denison	61,900	0.0033	$ 50,000	$ 75,048	$ 125,048
Texarkana (TX Only)	52,090	0.0027	$ 50,000	$ 63,154	$ 113,154
Tyler	130,247	0.0069	$ 50,000	$ 157,911	$ 207,911
Victoria	63,683	0.0034	$ 50,000	$ 77,209	$ 127,209
Waco	172,378	0.0091	$ 50,000	$ 208,991	$ 258,991
Wichita Falls	99,437	0.0052	$ 50,000	$ 120,557	$ 170,557
TOTALS	18,947,957	1.0000	$ 1,250,000	$ 22,972,492	$ 24,222,492
Check			good	good	good

STUDY AREAS	2010 Population	% Population	Minimum Allocation	ALL MPOs Distribution by Population	Total Nonset-aside
Abilene	110,421	0.0058	$ 50,000	$ 134,457	$ 184,457
Amarillo	196,651	0.0104	$ 50,000	$ 239,457	$ 289,457
Austin	1,415,242	0.0747	$ 50,000	$ 1,723,308	$ 1,773,308
Brownsville	0	0.0000	$ -	$ -	$ -
Bryan-College Station	171,345	0.0090	$ 50,000	$ 208,643	$ 258,643
Corpus Christi	320,069	0.0169	$ 50,000	$ 389,741	$ 439,741
Dallas-Fort Worth	5,658,096	0.2986	$ 50,000	$ 6,889,734	$ 6,939,734
El Paso	772,374	0.0408	$ 50,000	$ 940,502	$ 990,502
Harlingen-San Benito	0	0.0000	$ -	$ -	$ -
Houston-Galveston	5,365,483	0.2832	$ 50,000	$ 6,533,425	$ 6,583,425
Jefferson-Orange-Hardin	301,072	0.0159	$ 50,000	$ 366,608	$ 416,608
Killeen-Temple	308,020	0.0163	$ 50,000	$ 375,069	$ 425,069
Laredo	235,730	0.0124	$ 50,000	$ 287,043	$ 337,043
Longview	98,884	0.0052	$ 50,000	$ 120,409	$ 170,409
Lubbock	237,356	0.0125	$ 50,000	$ 289,023	$ 339,023
Valley MPO	1,082,073	0.0571	$ 50,000	$ 1,317,615	$ 1,367,615
Midland-Odessa	244,212	0.0129	$ 50,000	$ 297,371	$ 347,371
San Angelo	92,984	0.0049	$ 50,000	$ 113,224	$ 163,224
San Antonio	1,758,210	0.0928	$ 50,000	$ 2,140,932	$ 2,190,932
Sherman-Denison	61,900	0.0033	$ 50,000	$ 75,374	$ 125,374
Texarkana (TX Only)	52,090	0.0027	$ 50,000	$ 63,429	$ 113,429
Tyler	130,247	0.0069	$ 50,000	$ 158,599	$ 208,599
Victoria	63,683	0.0034	$ 50,000	$ 77,545	$ 127,545
Waco	172,378	0.0091	$ 50,000	$ 209,901	$ 259,901
Wichita Falls	99,437	0.0052	$ 50,000	$ 121,082	$ 171,082
TOTALS	18,947,957	1.0000	$ 1,150,000	$ 23,072,491	$ 24,222,491
Check			good	wrong	wrong

MPOs and the new RGVMPO. These tables were provided by the Texas Department of Transportation's Planning and Programming Division (TPP).

II. TASK 1.0 – ADMINISTRATION/MANAGMENT

A. Objective

This task includes coordinating of transportation planning activities among local, state, and federal participating agencies. It also includes training, supply/equipment purchases, the hiring and training of new MPO Staff and MPO Public Participation Plan.

Additional objectives:

- To develop public information exchange and education program which increases public interest and participation in ongoing transportation planning activities.
- To promote public involvement and communication in "best practices" for land use/transportation interactions.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation planning activities.
- To re-develop the RGVMPOs website to meet the growing needs of the organization. For the website to meet all work aspects, the RGVMPO needs to migrate from a freeware content management system to a better supported content management system that will tie in with our current video live stream provider. The RGVMPO has contracted a consultant to design and develop a new intuitive and modern website.

B. Expected Products

LRGVDC staff in coordination with RGVMPO staff will submit billing statements to the Texas Department of Transportation (TxDOT), implement Transportation Systems Management Elements, and coordinate public participation programs. These tasks will be distributed between the Administration, Public Participation, and Staff Development sub-tasks.

Travel for the director and and/or staff to attend the annual Transportation Research Board (TRB) conference and the annual Association of MPO's (AMPO) conferences will be allocated to this task. Staff is also expected to have representation at the Texas Association of MPO's (TEMPO) meetings.

C. Previous Work

The Brownsville, Harlingen-San Benito and Hidalgo County MPO Staff performed a number of activities under this task, including, but not limited to, the development and management of the planning work program; the coordination of transportation planning activities; the development of the budget and management of transportation planning funds; the development and implementation of policies necessary to maintain the "3-C" planning process; the development of a process to obtain public input and participation; as well as the provision of staff access to appropriate courses, workshops, and seminars. RGVMPO staff coordinated efforts with Reynosa in transportation planning.

D. Subtasks

Subtask 1.1: Program Support

This task will be performed entirely by the staff of the MPO. The primary activities, which take place under Program Support, include the following:

1.1.1 Development and printing of reports required by the federal government or by the Transportation Policy Committee.
1.1.2 Development of transportation planning activities
1.1.3 Coordination of transportation planning activities
1.1.4 Budgeting and management of transportation planning activities.
1.1.5 Development and implementation of the policies/guidelines necessary to maintain the "3-C" planning process.
1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.
1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.
1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.
1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

Subtask 1.2: Public Participation Plan (Adopted September 25,2019)

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPO.org, via mail, e-mail, Facebook, Twitter and You Tube, as well as posted in several locations within Hidalgo County, including but not limited to, Libraries, Transit Routes, City Halls, Chambers of Commerce, and the Lower Rio Grande Valley Development Council (LRGVDC). MPO Staff will continuously update the MPO website through coordination with the Webmaster. The RGVMPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. The RGVMPO will also look for other advertisement options such as radio, public outreach at special events, bus wraps and other venues that will allow the staff to reach the public. MPO Staff will also work with guidance from the TPB to assure that the current Public Participation Plan process is updated and reflective of the current needs and assessments of the RGVMPO. RGVMPO staff will also continue with the Bicycle and Pedestrian Advisory Committee. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act by utilizing Spanish material to target the under-served populations in Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

Brownsville Metro staff will undertake public involvement and correspondence activities for special projects that would involve the leveraging of funds through Cameron County, leveraging 5307 funding as well as Economic Development Corporations, and other opportunities, some of which may require revisions to the TIP/MTP documents.

Subtask 1.3: TAC and TPB Workshops

When feasible, the MPO staff will conduct a workshop on a variety of MPO topics for the TPB and TAC members. Some past examples include: a Multimodal Workshop, a review of basic MPO documents, including the UPWP and TIP, and an Introduction to the MPO for newer members.

Subtask 1.4: Computer and Equipment Purchases

This task consists of MPO software licenses and agreements for the computer system within the RGVMPO offices. The RGVMPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPO network of computers, plotters, printers, iPads, server, etc. RGVMPO Staff will continue upgrading computer(s)/server, hardware and software as the budget allows. As a result from the purchase of an additional GIS server in 2016, the RGVMPO Staff was able to create the United Metropolitan Area Planning (UMAP) database which is an interactive system that reflects all types of data such as geographic, statistical, economic, and demographic data and information for Counties of Cameron and Hidalgo, and which is accessible to the general public and planning partners for their review and consultation. As the server becomes outdated, or out of space, RGVMPO Staff will need to purchase a server upgrades and supporting hardware and software in order to save and store the day to day work projects. As the number of RGVMPO Staff grows, the RGVMPO will need to purchase laptops, GIS devices and/or GIS desktop computers, to accommodate RGVMPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPO will also be seeking software and updated aerial photos that will help improve in the required visualization aspects of FAST-Act. All LRGVDC Procurement Regulations and Federal

Regulations will be followed during the purchase of all new MPO computer and office equipment, and equipment purchases greater than $5,000 will require prior approval from FHWA and TxDOT.

In accordance to Senate Bill 1237 signed by the Governor on June 19th, 2015 and taking effect on September 1st, 2015, requiring "Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code.

A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio has provided under this section".

Subtask 1.5: Staff Development

This subtask is to allow the Directors and staff to attend appropriate courses, seminars, and workshops to develop expertise in technical and policy transportation planning as the budget and staff workloads allow. Travel for the directors and/or staff to attend the annual TRB conference in January and the annual AMPO conference and TEMPO meetings will be allocated to this subtask. Out of state travel will require prior TPP approval.

Subtask 1.6: Transit Administration/Brownsville Metro

- Brownsville Metro staff will administer the associated transit planning activities for the Brownsville urbanized area. These activities include revisions/updates to the transit asset management plan, development of the public transportation agency safety plan, as well as liaison work with the regional transit advisory panel and other local agencies.

E. Funding Summary

Task 1 –FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Sect. 5307	Local	Total
1.1	**MPO**	**$ 1,569,299.00**	$0	$0	**$ 1,569,299.00**
1.2	**MPO,** Brownsville	**$ 243,570.00**	$16,000	$4,000	**$ 263,570.00**
1.3	**MPO**	**$ 4,500.00**	$0	$0	**$ 4,500.00**
1.4	**MPO**	**$ 47,100.00**	$0	$0	**$ 47,100.00**
1.5	**MPO**	**$ 110,640.00**	$0	$0	**$ 110,640.00**
1.6	Brownsville	$0	$24,000	$6,000	$ 30,000.00
TOTAL		**$1,975,109.00**	**$40,000**	**$10,000**	**$2,025,109.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

III. TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE

A. Objective

The main objective of this task is to maintain and update the databases we have established. The databases have been created for the provision of information and analysis in order to support the Metropolitan Planning Organization's planning efforts. This includes population forecasting, employment information, and income growth information contained within the national emphasis on Title VI of the Civil Rights Act of 1964.

- To collect, process and analyze demographic and geographic data necessary to develop and implement regional transportation plans and systems.
- To develop and maintain advanced state-of-the-practice travel demand modeling tools and explore advanced practice modeling methods that enhances the region's capabilities for regional, sub regional, and corridor planning and analysis.
- To participate in the ongoing data collection efforts of other transportation agencies in the region and expedite the sharing of roadway inventory data and candidate roadway project information between transportation agencies.
- Enhance the understanding of regional impacts of commercial vehicle operations and traffic accidents in the region.
- To develop the technical expertise to support for emergency evacuation planning for the region.

B. Expected Products

Data base development and maintenance involves continuously updating the transportation model network and trip generation base. RGVMPO staff will update the FY 2045 Forecast Model and continue to develop a comprehensive scenario planning based Land Use Plan.

C. Previous Work

Staff worked with TxDOT, Transportation Planning and Programing (TPP) to update demographic data for the forecasted 2040 travel demand model. Staff updated parcel data and land use data in preparation for a 2040 MTP update. Staff worked with transit providers to assist in identification of possible transit needs of Colonia residents.

D. Subtasks

Subtask 2.1: Demographic Data

This task involves the continued updating of land use and socio-economic data as the member cities provide. The MPO Staff will be responsible for gathering all data pertinent to this task, except, data purchases from vendors. Examples of such vendors that the MPO would obtain socio-economic data from include Dun & Bradstreet, Manta, Texas Workforce Commission, or calling/visiting the vendor.

RGVMPO staff is planning to integrate Land Use into the demographic update for the FY 2045 model. Staff will continue development and updating of its land use database for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO Staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing]

Subtask 2.2: Title VI Civil Rights Evaluation

The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO's adopted performance measure of Travel Time Savings for each community.

RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and colonia populations, are located within Cameron and Hidalgo County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, colonias, historical landmarks, wildlife refuges, elderly communities and grocery store locations (to mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region's greater benefit.

The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron and Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

Subtask 2.3: Model Work

In 2009, regional MPO Staff began work on the joint district wide transportation model, as well as the new base year 2009 model for Hidalgo County, as provided by the Texas Department of Transportation, and the Transportation Planning and Programming Division. MPO Staff will coordinate the new model work with the Harlingen-San Benito and Brownsville MPOs in order to assure a true reflection of traffic movement throughout the valley region. MPO staff will attend training courses pertaining to the different computer programs and/or databases being utilized by the RGVMPO. RGVMPO Staff in coordination with TxDOT has contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which will produce a 2045 forecasted TDM, ATG has 19 years' experience in TDM development. The scope of work includes: 1) Holding Delphi meetings with all stakeholders to acquire demographic information, 2) Working with RGVMPO staff to collect and verify demographic data, 3) Review and revise traffic analysis zones (TAZs), 4) Review and analyze existing roadway network and attribute, 5) Develop a forecast year network, 6) Present final TDM to RGVMPO, and 7) Train RGVMPO staff on TDM functionality.

TxDOT Data Collection - to conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design.

Subtask 2.4: Land Use Map

Staff will coordinate efforts with Cameron and Hidalgo Counties Appraisal Districts to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such materials will allow staff to prepare the basis for county wide comprehensive map. Changes in the development for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the region. If available, Staff will attend workshops and peer-to-peer programs to educate themselves on Land Use, and Scenario Planning process.

Subtask 2.5: Transit Planning/Brownsville Metro Geographic Information System (GIS)

Brownsville Metro staff will undertake the production of transit route(s) maps and service area maps needed for connectivity within the Brownsville Metro service area to facilitate pedestrian access to bus stops and frequent destinations.

E. Funding Summary

Task 2 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
2.1	**MPO**	**$103,550.00**	$0	$0	**$103,550.00**
2.2	**MPO**	**$84,040.00**	$0	$0	**$84,040.00**
2.3	**MPO, TPP**	**$ 64,532.00**	$0	$0	**$ 64,532.00**
2.4	**MPO, Cities**	**$ 64,532.00**	$0	$0	**$ 64,532.00**
2.5	**Brownsville**	**$0**	$24,000	$6,000	**$ 30,000.00**
TOTAL		**$ 316,654.00**	**$24,000.00**	**$6,000.00**	**$ 346,654.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

IV. TASK 3.0 – SHORT RANGE PLANNING

A. Objective

The objective of this task is to include planning activities associated with immediate implementation relating to the near time frame. Examples include development and revision of the TIP, project development of selection process criteria and award of Transportation Planning Alternative funds known as TAP, Americans with Disabilities (ADA) implementation, transit planning, UPWP development and revisions, annual listing of projects, annual performance and expenditure reports,

as well as establishing and implementing the planning procedures necessary to fulfill the requirements of Section 5303 of the Federal Transit Act of 1991.

B. Expected Products

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2019-2022 TIP, the development of the new FY 2021-2024 TIP, development of project selection criteria and award of the FY 2021-2022 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed.

For example, the RGVMPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. Previous Work

Regional MPO Staff assisted in the amendments to the FY 2017-2020 TIP and the development of the FY 2019 – 2022 TIP. The regional MPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. Brownsville and HCMPO staff also developed selection criteria and awarded 2015-2016 and 2017-2018 Transportation Alternative Program (TAP) funding programs.

D. Subtask

Subtask 3.1: Service Coordination

This task is intended to provide member cities with a quick review of the traffic impact study the city Planning and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPO Staff shall participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls. Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPO local governments.

Subtask 3.2: Service Coordination

This task will provide planning assistance to the regional planning project in order to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2021-2024 TIP, annual list of projects, the development of project selection criteria and award of the 2021-2022 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

Subtask 3.3: Transit Planning/Brownsville Metro-short range Planning

Brownsville Metro staff will work on enhancing existing bus stops, and developing new bus stops that will incorporate bike and pedestrian amenities, in addition to, carrying out the necessary reporting requirements to meet grant compliance.

E. Funding Summary

Task 3 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
3.1	**MPO, TxDOT, Cities**	**$124,610.00**	$0	$0	**$124,610.00**
3.2	**MPO, TxDOT, Cities**	**$176,840.00**	$0	$0	**$176,840.00**
3.3	**Brownsville**	**$0**	**$32,000.00**	**$8,000.00**	**$ 40,000.00**
TOTAL		**$301,450.00**	**$32,000.00**	**$8,000.00**	**$341,450.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN

A. Objective

The objective of this task is to develop, maintain, and update a multi-modal Metropolitan Transportation Plan for the RGVMPO, while keeping a 25-year horizon always. Previously referred to as the Long-Range Plan, the MTP will address the previous needs identified in Tasks 2.0 & 5.0.

B. Expected Products

In continuation from FY 2018-2019, the RGVMPO Staff intends to address components of the 2020-2045 MTP to make it FAST-Act compliant and incorporate relevant reports into the plan to ensure that it remains as complete as possible and incorporating the newly mandated performance measures. Also, as part of this effort, the RGVMPO Staff will work closely with TxDOT's adopted application to identify performance measures and values that are important to the communities within Cameron and Hidalgo County.

C. Previous Work

The regional MPO staff continued to work with the TAC, TPC and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet MAP-21 compliance.

D. Subtasks

Subtask 4.1: Project Selection Criteria Service Coordination

This task will be developed in coordination with a consultant who will be contracted to develop the RGVMPO 2045 MTP.

Subtask 4.2: Metropolitan Bike and Pedestrian Plan

Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plans to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system.

The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in late 2014 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2021-2022 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning

Staff plans to work with members of local trucking companies and freight stakeholders to develop a freight plan that could be incorporated into future MTP developments once the RGVMPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPO staff for attending TxDOT freight committee meetings.

Subtask 4.4: County Thoroughfare Plan

The Hidalgo County Thoroughfare Plan was last adopted in 1996 and last amended in March 2017. This subtask involves amending the thoroughfare plan (changing periodically) and updating information that is inclusive of both Cameron and Hidalgo Counties by obtaining the thoroughfare plans of member cities (as well as the counties) and synthesizing these respective plans into the RGVMPO thoroughfare plan. The Thoroughfare plan will be used as a tool for effective planning and Right of Way preservation. This plan is expected to be amended every year.

Subtask 4.5: Metropolitan Transportation Plan

The RGVMPO will be adopting a new 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design, and function of future transportation projects.

RGVMPO staff in conjunction with TxDOT has hired Alliance Transportation Group to update the transportation model attributes to make the MPO's 2045 forecast models more accurate by utilizing more up to date information than currently utilized. The RGVMPO will hire a consultant to develop the new 2020-2045 MTP by December of 2019.

E. Funding Summary

Task 4 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
4.1	**MPO**	**$19,512.00**	$0	$0	**$19,512.00**
4.2	**MPO**	**$368,660.00**	$0	$0	**$368,660.00**
4.3	**MPO**	**$58,532.00**	$0	$0	**$58,532.00**
4.4	**MPO**	**$25,762.00**	$0	$0	**$25,762.00**
4.5	**MPO**	**$310,525.00**	$0	$0	**$310,525.00**
TOTAL		**$782,991.00**	**$0**	**$0**	**$782,991.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF- This includes both FHWA PL-112 and FTA Section 5303 funds.

VI. TASK 5.0 – SPECIAL STUDIES

A. Objective

The objectives of this task are: to optimize the performance of current and future transportation systems through the maximum utilization of management system outputs; to develop management systems, which provide information and strategies to improve the performance of existing and future facilities; to provide input into the transportation planning process for consideration at the system level; to undertake studies of specific aspects of the transportation system in order to provide the specialized information required in developing an efficient, multi-modal mobility system for the RGVMPO.

B. Expected Products

The RGVMPO staff in coordination with the counties of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2020. The RGVMPO will award a contract to a consultant thru the adopted Request for Proposal (RFP) process. Staff will continue monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations.

Staff will continue processing information from the Crash Report Information System (CRIS) data received from TxDOT for incorporation into the Incident Management Program (IMP), now called the Transportation Incident Management (TIM) under FAST-Act. Program Staff has been asked to possibly examine the regional Intelligent Transportation System and explore possible recommendations for further integration into the transportation network. RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year “Long Range Transit Plan” in their

current service areas and in the areas where expansion may occur. The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. Previous Work

The Brownsville and Hidalgo staff completed through a consultant contract the FY2019 Congestion Management Process (CMP) in Brownsville and Hidalgo County which identified the most congested corridors based upon congestion levels.

The Brownsville, McAllen, and HCMPO staff through consultants from the private sector also completed a 5 Year Short Range Transit Plan to improve the transit through a sustainably phased implementation plan, as well as MTP updates for the Harlingen-San Benito and Hidalgo County MPO areas.

D. Subtask

Subtask 5.1: Regional Transit Plan

RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year "Long Range Transit Plan" in their current service areas and in the areas where expansion may occur. This study intends to develop a three-phased ten-year plan to improve the existing facility and its resources, address the issues in the facility and to provide an action plan to systematically overcome those identified issues and develop a financial plan for the recently approved Regional Transit Authority which will be administered by the LRGVDC.

Subtask 5.2: Incident Management & Safety Study

This task involves the continuous monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as "Hot Spots". After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Through the Transportation Incident Management (TIM), we place primary planning emphasis on safety. This task will also involve a Transportation Safety Study which will be an extension to identifying the "Hot Spots". The safety study will keep safety at the forefront of the RGVMPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGVMPO will develop safety performance measures in FY 2020-2021utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and continued with FAST-Act.

Subtask 5.3: Congestion Data Collection

This task involves the continuous monitoring of congestion, which is required of all Transportation Management Areas (TMAs) under FAST-Act. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act. Recommendations to address delay within the region will be a paramount outcome of this study.

Subtask 5.4: Corridor Study

RGVMPO Staff will collect data and evaluate the traffic impact on S.H. 48 in Cameron County. Due to the tremendous growth of the only deep water along the U.S/Mexico border located in Brownsville and the growth of the LNG industry; safe, efficient corridors are even more of a local concern. The S.H. 48 corridor would include, but not limited to, the segment from S.H. 802 to the planning boundary of the RGVMPO. The study shall provide recommendations such as additional frontage roads, overpasses and exit ramps, signal improvements, improved drainage, and other related improvements.

Subtask 5.5: Traffic Counts

The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. Staff is planning on purchasing additional traffic counter equipment and software as necessary in order to work on this task. This will be a continuous task.

E. Funding Summary

Task 5 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
5.1	**MPO Regional Transit Plan**	**$495,020.00**			**$495,020.00**
5.2	**MPO TxDOT**	**$58,530.00**	$0	$0	**$58,530.00**
5.3	**Consultant CMP**	**$373,802.00**	$0	$0	**$373,802.00**
5.4	**MPO Corridor Study**	**$69,562.00**	$0	$0	**$69,562.00**
5.5	**MPO Traffic Counts**	**$37,000.00**	$0	$0	**$37,000.00**
TOTAL		**$1,033,914.00**			**$1,033,914.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) **TPF-** This includes both FHWA PL-112 and FTA Section 5303 funds.

VII. BUDGET SUMMARY FY 2020

TABLE - RGVMPO

UPWP Task	FTA TASK	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration-Management	$647,941.00	$20,000.00	$5,000.00	$672,941.00
2.0		Data Development & Maintenance	$158,327.00	$12,000.00	$3,000.00	$173,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	$150,725.00	$16,000.00	$4,000.00	$170,725.00
4.0		Metropolitan Transportation Plan	$307,028.00			$307,028.00
5.50		Special Studies	$607,202.00			$607,202.00
		TOTAL	$1,871,223.00	$48,000.00	$12,000.00	$1,931,223.00

[1]TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)[2]	$ 1,222,412.00
2019 Expected Carryover	$ 648,811.00
TOTAL TPF	$ 1,871,223.00
TOTAL 5307	$60,000.00

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

BUDGET SUMMARY FY 2021

TABLE 2 – RGVMPO

UPWP Task	FTA Task	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration-Management	$1,327,168.00	$20,000.00	$5,000.00	$1,352,168.00
2.0		Data Development & Maintenance	$158,327.00	$12,000.00	$3,000.00	$173,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	$150,725.00	$16,000.00	$4,000.00	$170,725.00
4.0		Metropolitan Transportation Plan	$125,963.00	$0	$0	$125,963.00
5.0		Special Studies	$101,712.00	$0	$0	$101,712.00
		Total	$1,863,895.00	$48,000.00	$12,000.00	$1,923,895.00

[1]TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)[2]	$ 1,863,895.00
FY 2020 Expected Carry-Over	$ 00
TOTAL TPF	$ 1,863,895.00
TOTAL 5307	$60,000.00

[2]Estimate based on prior year's authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

APPENDIX A

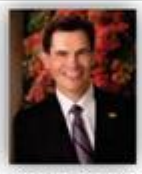
POLICY BOARD MEMBERSHIP

RIO GRANDE METROPOLITAN PLANNING ORGANIZATION
510 South Pleasantview Drive, Weslaco, Texas 78596
(956) 969-5778 – Office Number

Policy Transportation Board (RGVTPB)

Members

The Policy Transportation Board consist of Elected Official who serve as spokesperson for the citizens of the County and Cities in the Metropolitan Area.

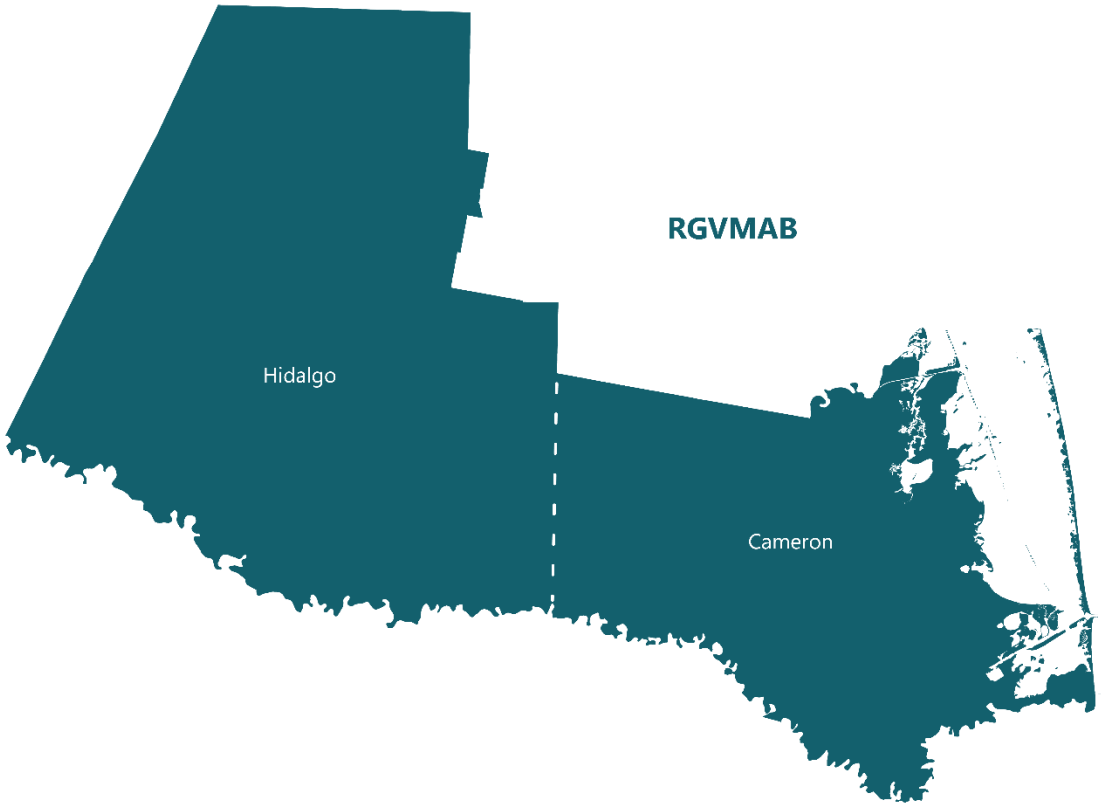
 **Chairperson – Honorable** **Ambrosio "Amos" Hernandez – Mayor** City of Pharr mayor@pharr-tx.gov	 **Vice-Chairman – Honorable** **Eddie Treviño, Jr.– Judge** Cameron County etrevino@co.cameron.tx.us	 **Frank Parker, Jr.** **Cameron County RMA** fparker@parker-logistics.com
 **Trey Mendez - Honorable** **City of Brownsville – Mayor** Trey.mendez@cob.us	 **Richard Molina – Honorable** **City of Edinburg – Mayor** Richmolina111@gmail.com	 **Chris Boswell – Honorable** **City of Harlingen - Mayor** cboswell@southtexlaw.com
 **Jim Darling - Honorable** **City of McAllen – Mayor** jdarling@mcallen.net	 **Armando O'Caña – Honorable** **City of Mission – Mayor** mayor@missiontexas.us	 **Benjamin Gomez – Honorable** **City of San Benito – Mayor** Ben.gomez@cityofsanbenito.com
 **Eduardo "Eddie" Cantu** **Hidalgo County – Comm. Precinct 2** Eduardo.cantu@co.hidalgo.tx.us	 **S. David Deanda, Jr.** **Hidalgo County RMA** David.Deanda@hcrma.net	 **Pedro "Pete" Alvarez, P.E.** TxDOT Pharr District – Engineer Pedro.alvarez@txdot.gov
 **Tom Logan** **Valley Metro** tlogan@lrgvdc.org	 **Manuel Cruz** **LRGVDC - Exective Director** mcruz@lrgvdc.org	 **Andrew A. Canon** **RGVMPO - Exective Director** acanon@rgvmpo.org

APPENDIX B

RGV MPO METROPOLITAN AREA BOUNDARY MAP

RGV MPO

Unified Planning Work Program



(ADOPTED JANUARY 29,2020)

APPENDIX C

DEBARMENT CERTIFICATION

Debarment Certification

(Negotiated Contracts)

1) The RGVMPO as CONTRACTOR certifies to the best of its knowledge and belief that it and its principals:

   A. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

   B. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   C. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

   D. Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

**federal, state or local*



Signature – Chairman, RGVMPO Policy Board

Chairman, Transportation Policy Board

Title

9/25/19

Date

APPENDIX D

LOBBYING CERTIFICATION

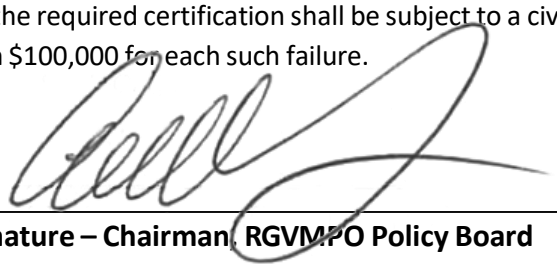
LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that

1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.



Signature – Chairman, RGVMPO Policy Board

Chairman, RGVMPO Policy Board
Title

Rio Grande Valley MPO
Agency

9/25/19
Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

CERTIFICATION OF COMPLIANCE

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN**

(Name and Position, Typed or Printed)

a duly authorized officer/representative of **The RIO GRANDE VALLEY**

(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.



Signature - Chairman, MPO Policy Committee

Attest:

Name

RGVMPO Interim Director

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN**,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of **The RIO GRANDE VALLEY**
(MPO)
do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.



Signature - Chairman, MPO Policy Committee

Attest:

Name

The Executive Director
Title

APPENDIX G

MPO SELF-CERTIFICATION

MPO Self-Certification Guidelines

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area, or withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds will be restored to the metropolitan area, unless they have lapsed.

(23 CFR 450.334; 49 CFR613; USC Title 23, Sec. 134; and USC Title 49, CH. 53, Sec's 5303 –5306)

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act.

The State will carry out the long-range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments.

Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicate resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

(23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec 5307-5311,5323(l))

Title VI, Civil Rights Act of 1964:

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State prohibiting discrimination based on sex or disability.

(23 USC 324,29 USC 794)

Environmental Justice:

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high, and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. Recipients of federally assisted programs shall keep documentation, for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.

(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9(b))

Disadvantage Business Enterprises:

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The Statute provides that at least 10% of the amounts made available for any Federal – aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

Americans with Disabilities Act of 1990:

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.

(Pub.L. 101-336, 104 Stat.327 as amended; 49 CFR Parts 27,37 and 38)

Restriction on influencing certain federal activities:

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a federal employee regarding the award of Federal contracts, grants, loans, or cooperative agreements.

(49 CFR, Part 20)

MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

1) 23 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 non-attainment 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 Fixing America's Surface Transportation Act FAST-Act (Pub. L. 114-94) 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.

PHARR
District
Texas Department of Transportation

Metropolitan Planning Organization
Policy Board Chairperson

District Engineer

Chairperson

9-25-19
Date

9/25/19
Date

APPENDIX H

TECHNICAL ADVISORY COMMITTEE (TAC)

MEMBERSHIP

AND

TECHNICAL SUBCOMMITTEES

Technical Advisory Committee (TAC) Membership

RIO GRANDE METROPOLITAN PLANNING ORGANIZATION
510 South Pleasantview Drive, Weslaco, Texas 78596
(956) 969-5778 – Office Number
Technical Advisory Committee (TAC)
Members

Pete Sepulveda, Jr. - Chairman **Cameron County RMA** psepulveda@ccrma.org	**JP Terrazas, P.E. - Vice Chairman** **City of Mission** jpterras@missiontexas.us	**Paolina Vega** **Cameron County** paolina.vega@co.cameron.tx.us
Mark Lund **City of Brownsville** bmpo@cob.us	**Tomas D. Reyna** City of Edinburg treyna@cityofedinburg.com	**Gabriel Gonzalez** City of Harlingen ggonzalez@myharlingen.us
Patrizia Longoria City of McAllen plongoria@mcallen.net	**Eleazar Guajardo - Commissioner** City of Pharr Commissioner1@pharr-tx.gov	**Bernard Rodriguez** City of San Benito brodriguez@cityofsanbenito.com
Jacinto Garza **Hidalgo County** jacinto@lgengineers.com	**Eric Davila** Hidalgo County RMA eric.davila@hcrma.net	**Melba Schaus** **TxDOT (Pharr District)** Melba.schaus@txdot.gov
Frank Jaramillo **Valley Metro** fjaramillo@lrgvdc.org	**Norma Zamora** **City of Brownsville** normaz@cob.us	**Jon Ray Bocanegra** **McAllen Metro** jbocanegra@mcallen.net
Alan Johnson **Port of Harlingen** Alanjohnson7@me.com	**Mark Yates** **Cameron Co. Spceport Dev. Corp** mark.yates@co.cameron.tx.us	**Port of Brownsville**
Port Isabel – San Benito Nav. District		

TECHNICAL SUB-COMMITTEES

Transit Subcommittee

No Members appointed currently

Freight Subcommittee

No Members appointed currently

Congestion Subcommittee

No Members appointed currently

Multi-Modal Sub-Committee

No Members appointed currently

Data Criteria Sub-Committee

No Members appointed currently

Land Use Sub-Committee

No Members appointed currently

Scenario Planning Sub-Committee

No Members appointed currently

Bicycle and Pedestrian Advisory Committee

No Members appointed currently

Congestion Management Process Committee

Pete Sepulveda, Jr.	Cameron County RMA
Armando Garza, Jr.	Hidalgo County
Mardequero Hinojosa	City of Edinburg
Melba Schaus	TxDOT
Yvette Barrera	City of McAllen
Armando Gutierrez, Jr.	City of Brownsville

Metropolitan Transportation Plan Committee

Benjamin Worsham	Cameron County
Gabriel Gonzalez	City of Harlingen
Yvette Barrera	City of McAllen
Eric Davila	HCRMA
Melba Schaus	TxDOT
Mark Lund	City of Brownsville

APPENDIX I

TITLE VI ANALYTICAL FRAMEWORK

The RGVMPO is committed to being in the forefront of Title VI analysis and identifying Environmental Justice needs. Many MPOs have adopted elements of the framework referenced below and included a written description in their planning work products.

1) Develop maps with EJ information (race, income or proxies such as households receiving TANF, or other forms of public assistance) with existing and planned transportation facilities (including transit) overlaid. The RGVMPO has placed major destinations and/or critical service providers that EJ populations depend upon (e.g. schools, hospitals, public housing, daycare centers, grocery stores, social service agencies, employment centers, homeless shelters, etc.) or where other special populations exist (e.g. retirement communities) on maps for analysis as a part of the Job Access and Reverse Commute program. The RGVMPO has partnered with TxDOT and the regional transportation providers of both Hidalgo and Cameron County, as well as the Harlingen-San Benito and Brownsville MPOs to identify any gaps in the service provider network that EJ populations and individuals who are part of the JARC program may depend upon. Bicycle networks were also added to the network overlay to assist in identifying gaps in multi-modal transportation needs. Using the map, the MPO will do a spatial/access analysis to see if there are any potential equity issues.
2) The RGVMPO TAC will evaluate the previously identified maps annually for updates and enhancements.
3) The RGVMPO uses the maps when considering public involvement activities and make reference to this in the MPO's Public Involvement Policy (PIP).
4) RGVMPO staff and the TAC will consult the maps after project selections and perform spatial/access analysis.
5) Populations with limited-English proficiency (LEP) fall under Title VI and are addressed in the MPO's Title VI discussions and in its Public Involvement Policy.

TITLE VI
NON-DISCRIMINATION POLICY STATEMENT

The Hidalgo County Metropolitan Planning Organization is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to discrimination in the receipt of its services or programs on the basis of race, color or national origin or any other characteristics protected by law, including Title I of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disabilities Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service.

To obtain more information on the Rio Grande Valley Metropolitan Planning Organization's Non-discrimination obligations or to file a Title VI complaint, contact:

Rio Grande Valley Metropolitan Planning Organization

510 S. Pleasantview Drive

Weslaco, Texas 78596

You may file a written complaint no later than 180 calendar days after the date of the alleged discrimination.

Information on non-English alternative formats may be obtained from the Rio Grande Valley Metropolitan Planning Organization office.

APPENDIX J

RESOLUTIONS

RESOLUTION 2019-03

SUBJECT: APPROVAL OF FY 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the **Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO)**, is the designated agency for the Transportation Planning in the Transportation Management Area; and

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

WHEREAS, these procedures have been duly discussed and gone through the required Public Comments Period; and

NOW THEREFORE, BE IT RESOLVED, that the **Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO)** agreed by a majority vote to approve the **FY2020-2021 Unified Planning Work Program (UPWP).**

APPROVED THIS **25TH DAY** OF **SEPTEMBER 2019**.

The Honorable Ambrosio "Amos" Hernandez
Mayor City of Pharr
Chairman of the RGVMPO Policy Board

Pedro "Pete "Álvarez
District Engineer
TxDOT – Pharr District

Ron Garza
RGVMPO
Interim Director



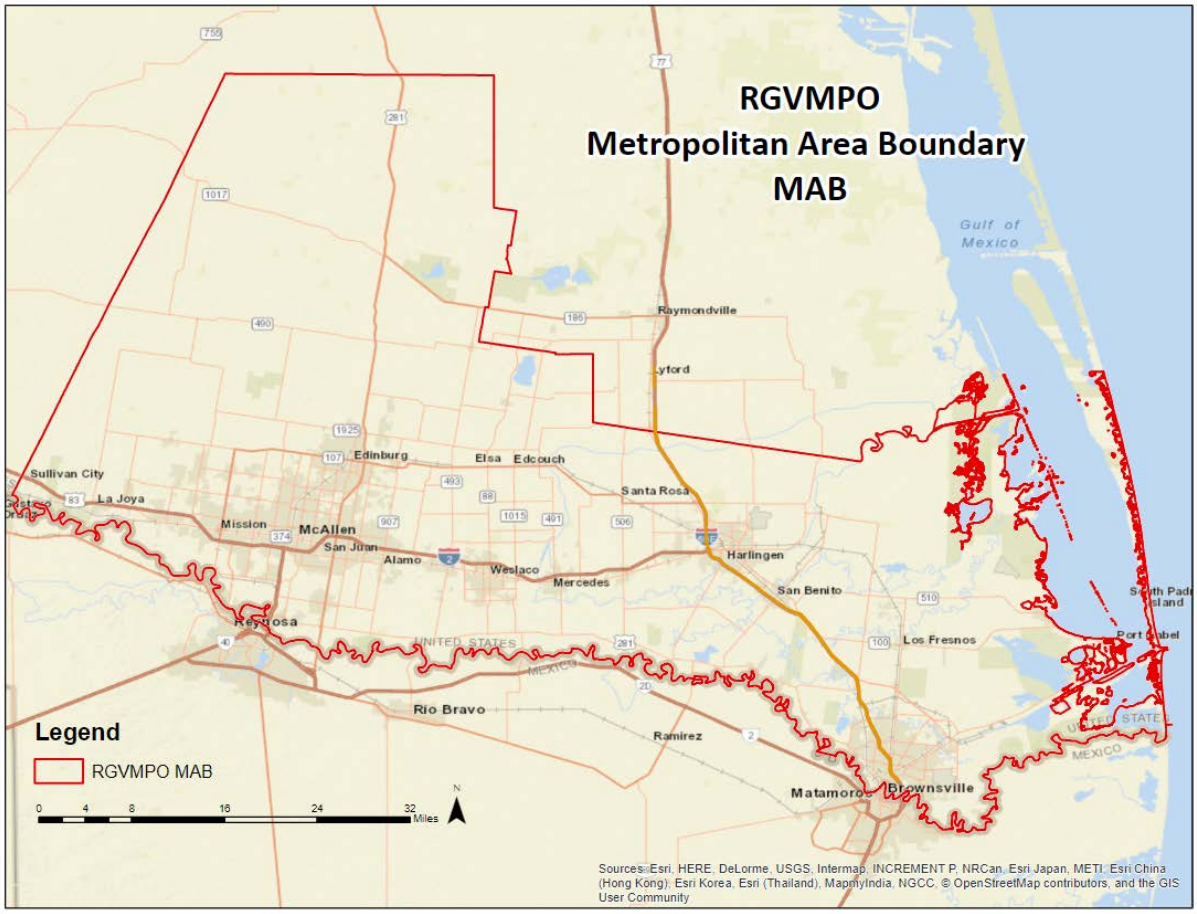
11.TRANSPORTATION IMPROVEMENT PROGRAM FY2021-2024

ADOPTED BY TRANSPORTATION POLICY COMMITTEE: JUNE 24, 2020

This chapter is inclusive of both Highway and Transit Transopration Improvement Programs.

Chapter 11: Transportation Improvement Program

PLANNING AREA



A. INTRODUCTION

The Rio Grande Valley is located just north of the Rio Grande River, at the southernmost tip of the state of Texas. There are four counties within the Valley (Starr, Hidalgo, Cameron, and Willacy) and population exceeds 1 million residents in total. The proximity to the country of Mexico requires several border crossings and accommodating transportation infrastructure. A total of 14 multi-modal border crossings exist within the region. With significant increases in population, economic and housing development has flourished across the metropolitan area. The metropolitan planning area is the geographic area in which the metropolitan transportation planning process, required by 23 USC 134 and Section 5307 of the Federal Transit Act (FTA), must be carried out.

Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is a federally funded program that addresses the mobility goals of the urbanized area of the region, in accordance to the Metropolitan Transportation Planning and Programming Final Rule (23 CFR Subpart C Part 450.300). The RGVMPO administers all federal funds for various urban transportation improvements inclusive of road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency response planning, rail studies and transit planning.

B. PURPOSE

According to the requirements of the Final Rule for Development and content of the Transportation Improvement Program, CFR Title 23, Subpart C, 450.326, the MPO must:

- Develop a TIP for the metropolitan area which shall cover a period of no less than four years, be updated at least every four years and be approved by the MPO and the Governor
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP
- Assure the TIP includes capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding
- Assure the TIP contains all regionally significant projects requiring an action by FHWA or FTA
- Assure the TIP includes for each project:
  - Sufficient descriptive material of the project such as type of work, termini, and length
  - Estimated total project cost
  - Amount of Federal funds proposed to be obligated during each program year for the project
  - Identification of agencies responsible for carrying out the project
- Assure each project included in the TIP is consistent with the approved metropolitan transportation plan
- Assure the TIP includes a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from private and public sources that are reasonably expected to be made available to carry out the TIP

- The TIP shall include a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project

- Shall be designed such that once implemented, it makes progress toward achieving the performance targets established

The current Transportation Legislation called **Fixing America's Surface Transportation (FAST) Act** was signed into law on December 4th, 2015 by President Barack Obama. This is the first Federal law in over ten years to provide long-term funding certainty for surface transportation. FAST Act was preceded by the Moving Ahead for Progress in the 21st Century of 2012 (MAP-21), by the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU), by the Transportation Equity Act for the 21st Century of 1998 (TEA-21), and by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

FAST-Act indicates that the Transportation Improvement Program should provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:

- Support the economic vitality of the United States, the States, metropolitan areas and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic develo0pment patterns
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

The FAST Act also continues with the implementation of performance measures in key transportation components under MAP-21 to identify the effectiveness of transportation investments and use of resources. FAST Act also authorizes $305 Billion over fiscal years 2016 through 2020 for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research and technology, and statistics programs.

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

C. DEFINITION OF AREA

The Rio Grande Valley Metropolitan Planning Organization is in the southern part of the state of Texas, sharing an international border with Mexico, and within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Granjeno, Harlingen, Hidalgo, Indian Lake, Laguna Vista, La Feria, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Hondo, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPO is also comprised of Laguna Madre and unincorporated urbanized areas of Hidalgo and Cameron County.

D. PUBLIC INVOLVEMENT PROCESS

The requirements from FAST-Act regarding the public involvement process make emphasis on establishing a participation plan that defines a process for individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, agencies and officials which represent tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities, representatives of the disabled, employer based commuter programs such as carpool and vanpool programs, transit benefits program, parking cash-out program, shuttle program or telework program, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process. In other words, citizen and employer-based participation and input are essential for a comprehensive, cooperative, and continuing transportation planning process.

RGVMPO's public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Section 5307 Program of Project (POP) public involvement requirements for grantees with signed memorandums of agreement with RGVMPO. The Lower Rio Grande Valley Development Council, City of McAllen, City of Brownsville rely on RGVMPO's public participation process to satisfy the section 5307 POP requirements. Part of RGVMPO's public outreach for the FY 2021-2024 TIP process involves selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions should be scheduled during daytime and early evening hours, to accommodate work and/or school schedules while transit services are active and operating. The MPO should publish bilingual flyers (English & Spanish) outlining the purpose of the Public Meetings. Notice of the meetings are made available on all transit buses, e-mail/postal mailouts to the entire RGVMPO mailing list which includes residents, business establishments, police and fire departments, medical facilities, retirement homes, educational / religious institutions, the RGVMPO website, Facebook and twitter pages. To gather comments from the public, the RGVMPO will also implement a series of electronic surveys which has previously prevailed as a significant outreach tool.

The RGVMPO was formed by the merging of three previously existing MPOs: Brownsville MPO, Harlingen-San Benito MPO, and Hidalgo County MPO. During the development of RGVMPO plans and documents, all three MPOs worked in collaboration. In October of 2019, public meetings were held region-wide at multiple locations. The MPO's efforts provided an opportunity for public engagement involving the creation of a Public Participation Plan, Unified Planning & Work Program, Bicycle Plan, Transportation Improvement Program, and Metropolitan Transportation Plan. Regional transit providers' Program of Projects, Short-Range Transit Plans, and actively operating transit routes were also included in the process. Alliance Transportation was contracted by RGVMPO to assist in the design of the 2045 Metropolitan Transportation Plan and Regional Transit, Bicycle & Pedestrian Plan. Collective efforts have been made by both RGVMPO and Alliance Transportation to engage all stakeholders involved in the transportation planning process.

A minimum period of 30 days for public feedback is provided before the adoption of the TIP. The RGVMPO actively considers all public input, including but not limited to underserved and economically disadvantaged areas. Low access to food sources, development of safe, accommodating urban roadways, and the overall public health of the region are also exampling of concerns addressed by the MPO during public involvement. Periodic auditing of effective techniques used during the public involvement process ensures transparency and revision of the process, if necessary. Projects are developed for inclusion into the TIP by collecting data specified by project selection criteria and project ranking. As required by regulation, projects considered for inclusion into the TIP must be identified in the Metropolitan Transportation Plan. Projects added, revised, or incurring administrative changes will be

presented to the Technical Advisory Committee for both comment and approval. Once approved, projects will be presented to the Transportation Policy Board for final approval, before uploading into the Texas Department of Transportation (TXDOT) online portal.

The Technical Advisory Committee (TAC) makes planning recommendations for the Transportation Policy Board (TPB) regarding issues such as MPO generated documents, project selection criteria, special transportation planning studies, and other issues for immediate action. The TAC committee includes planners, engineers, and transit authorities. The Transportation Policy Board (TPB) is the decision-making body of the Rio Grande Valley MPO. The TPB serve as spokespersons for citizens of the county as well as each city in the metro area. The TPB is responsible for creating policies regarding transportation planning issues. The board includes local officials (elected) and county representatives, transit agencies, and transportation agencies. The BPAC serves as the public link to assist RGVMPO staff in developing, revising, and amending multi-modal plans. This committee is composed of members from different backgrounds such as concerned citizens, avid cyclists, university representatives, state park representatives, parks and trails representatives, city planners, and TxDOT representatives who meet monthly, unless otherwise agreed. The involvement of such a large and diverse group has been extremely beneficial in providing information and data to staff during the Transportation Alternatives project calls. These Transportation Alternatives projects are non-motorized, active transportation projects that are programmed into the TIP, once approved.

Hike and bike trails, bikeshare programs, and multi-modal transportation improvements contribute to both the general infrastructure and public health of the region. Regional active transportation plans and trail connectivity initiatives are crucial to the continued development of multi-modal transportation within the RGVMPO TIP & MTP. Public engagement events such as running/walking marathons, bicycle rodeos, and active transportation learning hubs are examples of how the RGVMPO extends its outreach efforts. Public opinion and interaction between transportation planners, city officials, and the general public provide an ideal forum for future planning and current concerns. Family-friendly environments produce larger turnouts and greater participation. With help from local sponsors and donations, the RGVMPO can provide opportunities of both educating and sharing resources with local citizens. The Bicycle Pedestrian Advisory Committee, along with RGVMPO staff, is planning coordination with local businesses in the designation of becoming “Bike Friendly,” an initiative spearheaded by the previously existing Hidalgo County MPO. Businesses along populated bike routes are highly encouraged to become a Bike Friendly Business by providing local cyclists with amenities such as restrooms, water, bicycle maintenance tools and/or bike racks. Collaborative efforts will help develop a region-wide collection of bicycle friendly businesses throughout the Rio Grande Valley.

E. GROUPED PROJECTS

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in a given program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in

cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific Control Section Job [CSJ] numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification if the lump-sum is identified and approved in the MTP.

The FAST Act emphasizes the consideration of the following factors in developing the MTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and nonmotorized users
- Increase the security of the transportation system for motorized and nonmotorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

The following federal performance goals are also considered:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic reliability
- Environmental sustainability
- Reduced project delivery delays

F. FUNDING PROGRAMS

The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty-five (25) MPO's in the State on an annual basis. The RGVMPO Transportation

Policy Committee (TPC) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts.

Preventive Maintenance and Rehabilitation [Cat-1]

These funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle lanes on the Interstate Highway System. These projects are selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. Projects selected for Energy Sector distribution/initiatives are managed by the Maintenance Division.

Metropolitan and Urban Corridor Projects [Cat-2]

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the levels or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas. Projects are recommended by Districts based on corridors that are selected by the MPO through the metropolitan planning process. These projects are selected by the Texas Department of Transportation thru coordination with the MPO. This category also includes the newly available Category 2M generated from Proposition's 1 and 7 which are funded by the oil and gas extraction taxes not being deposited into the Rainy-Day Fund and also from the Sales and Use Tax which was initiated in 2018 and the Tax of Motor Vehicle sales and rentals which will be initiated in 2020.

Non-Traditionally Funded Transportation Projects [Cat-3]

Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as ARRA, Proposition 1 [Diversion from Rainy Day Fund], Proposition 7 [General Sales Tax and Vehicle Sales Tax], Proposition 12 [General Obligation Bonds], pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding. Projects are determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.

Statewide Connectivity Corridor Projects [Cat-4]

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

connectivity corridors based on two lane roadways requiring upgrade to four lane divided roadways, and strategic corridors which are additions to the state highway network.

Congestion Mitigation and Air Quality Improvement [Cat-5]
Funding is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state. Projects are selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds distributed by population and weighted by air quality severity to non-attainment areas. Non-attainment areas are designated by the US Environmental Protection Agency (EPA).

Structures Replacement and Rehabilitation Bridge Program, Railroad Grade Separation Program, Bridge Maintenance, and Improvement Program (BMIP) [Cat-6]
Projects are selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) and then Sufficiency Ratings. Railroad Grade Separation projects are selected based on a cost-benefit index rating. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

Metropolitan Mobility and Rehabilitation [Cat-7]
Funding is to address transportation needs within the metropolitan area boundaries of metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater known as Transportation Management Areas (TMAs). Projects are selected by the MPO in consultation with the districts and interested parties. Allocation of funds is based on population. Projects are selected by the MPO's in consultation with TxDOT.

Safety [Cat-8] There are 4 different programs:

a) The *Federal Highway Safety Improvement Program (HSIP)* addresses safety related projects on and off the state highway system. Projects are evaluated using three years of crash data and ranked by the Safety Improvement Index. High Risk Rural Roads projects previously authorized remain in Category 8. Future High-Risk Rural Roads projects will be managed under the HSIP if required by special rule. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program guidelines in Category 9.

b) In the *Safety Bond Program*, the allocations are approved by the commission, this program is managed as an allocation program on a statewide basis. Projects are evaluated, ranked, prioritized, and selected by Traffic Operations Division.

c) In the *Systemic Widening Program*, the allocations are made for roadway widening projects on the state highway system. Projects are evaluated using the Total Risk Factor Weights. Projects are evaluated, ranked, prioritized, and selected by the Traffic Operations Division.

d) In the *Federal Railway-Highway Safety Program* funding is set aside from the HSIP for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train involved crashes within prior 5 years, etc). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.

Transportation Alternative Set-Aside Program - TASA [Cat-9]

This is a TxDOT administered call for projects, the eligible TASA project activities defined in the Texas Administrative Code, Title 43, Sub-chapter F Rule 11.303. TASA funds can be used for any of the following purposes:

- Construction of on and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users.
- Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements near schools.
- A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TASA.
- Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

This is a Texas Transportation Commission program created under MAP-21. Includes 50% distribution of funds based on population, and TMAs receive direct TASA allocations. These TMA allocations shall be ranked and selected by the TMA in consultation with TxDOT. TxDOT staff makes recommendations to Texas Transportation Commission for TASA allocation to areas with less than 200,000 in population. The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT administered TASA call for projects. Statewide TASA Flex projects shall be selected by the Texas Transportation Commission.

Under Category 9 as well falls the Safety Rest Area Program. This is a Texas Transportation Commission allocation program. Projects are selected and managed by the Maintenance Division based on a prioritized list. The Maintenance Division authorizes the letting for Category Safety Rest Area projects and monitors the district's ability to reach letting targets. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the area. The Design Division manages statewide allocation and ranks projects. The selection criteria for these projects include travel corridors, appropriate size and spacing of rest areas, customer-desired features, and operational functions. This program has the purpose of renovating, building, and relocating safety rest areas and visitor centers along the state highway system. A small amount of program funds is used for safety rest area repairs.

Supplemental Transportation Projects [Cat-10], there are several programs outlined below:

- Texas Parks and Wildlife Department - For construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and Texas Parks and Wildlife Department. This is a Texas Transportation Commission allocation program.
- Green Ribbon Landscape Improvement Program - Addresses new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties. Allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. Projects are selected, ranked, and managed by the State's Design Division.
- Curb Ramp Program - This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities. Projects are selected based on conditions of curb ramps or location of intersections without ramps. Projects are selected, ranked, and managed by the State's Design Division.
- Miscellaneous Landscape Incentive Awards Program - This program allows the department to negotiate and execute joint landscape developments projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize

participating cities or communities' efforts in litter control, quality of life issues, and beautification programs and projects. Projects are selected, ranked, and managed by the State's Design Division.

- Coordinated Border Infrastructure Program - Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico. Texas Transportation Commission allocation program by formula. Funding level is set based on projects identified by the districts and approved by FHWA.
- Supplemental Transportation Projects - Federal discretionary and congressional high-priority projects.
- Federal Lands Access Program - Projects are selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands. Project applications are scored and ranked by the Programming Decision Committee.
- Railroad Rehabilitation and Improvement Projects - This is a Texas Transportation Commission allocation program. Projects selected and managed by the Traffic Operations Division based on a prioritized list.
- Railroad Grade Crossing Re-Planking Program - For replacement of rough railroad crossing surfaces on the state highway system. Project selection is based on conditions of the riding surface and benefit to cost per vehicle sing the crossing. Projects selected and managed by the Traffic Operations Division based on a prioritized list.
- Railroad Signal Maintenance Program - These are financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing. Projects selected and managed by the Traffic Operations Division based on a prioritized list.

District Discretionary [Cat-11]

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

Strategic Priority [Cat-12]

The Texas Transportation Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. Also, the Commission approves pass-

through financing projects in order to help local communities address their transportation needs.

In this Category fall also the Reconciliation of STP-MM funds. These are allocations provided to MPOs and projects are selected and ranked by the MPO in consultation with TxDOT.

Develop Authority [DA]
These planning funds are distributed by formula and by project selection. May be programmed to account for inflation costs, meet funding shortfall or gaps, or initiate advanced planning project activities. These are project specific and selected by the districts, Administration, and the Texas Transportation Commission. Districts coordinate with the MPO on planning activities to ensure alignment with the MTP. The distribution is based on existing category formulas and programs in order to meet target planning levels.

G. PUBLIC TRANSPORTATION

Public transportation consists of a variety of modes of transportation such as buses, trolleys, commuter rail, light rail, and public rideshare services. In the Rio Grande Valley, buses are available for use by the general public and there are three major providers: Brownsville Metro, Valley Metro and Metro McAllen. These transit providers offer services within the urbanized and rural areas of the Rio Grande Valley. Coordination is very important between all three public transportation providers to meet the growing needs of the area. The regional public transportation provider Valley Metro provides service in Starr, Hidalgo, Cameron, Willacy, and Zapata counties. Valley Metro offers more than 20 routes throughout the region with “flex” routes that provide curbside service upon reservation. Bus route services operate from 6:00 AM to 8:00 PM in Hidalgo, Cameron, & Willacy Counties, while services in Zapata & Starr Counties operate from 7:00 AM to 5:00 PM. Both Brownsville Metro and Metro McAllen operate bus services within their localized areas, respectfully. Transportation services are provided free of charge for students attending the region’s higher education facilities, including the University of Texas Rio Grande Valley, Texas A&M, and South Texas College.

The City of Brownsville’s transit provider Brownsville Metro operates in the Brownsville area only. Most of the bus routes (except for Route 30) start and finish their trips at La Plaza at Brownsville Multimodal Terminal in downtown Brownsville. Most routes are scheduled to provide a trip about once every hour. Brownsville Metro provides service throughout Brownsville with thirteen bus routes, running from 6 a.m. to 8 p.m., from Monday through Saturday. The City of McAllen’s transit provider, Metro McAllen currently operates nine intracity bus routes and a paratransit bus service for eligible patrons. The bus system hubs out of the downtown terminal facility where passengers can connect to an array of

international, national, regional and intracity destinations. The bus service hours of operation are from Monday through Saturday from 6:00 a.m. - 9:00 p.m. and Sunday 8:00 a.m. - 6:00

p.m. Island Metro is a free shuttle system operating on South Padre Island with daily service. Stops include beach accesses, many of the island's hotels, restaurants, attractions, and other points of interest. Island Metro can be contacted by phone for information regarding schedules and route map. All shuttles and buses within the region are equipped with bicycle racks, are ADA accessible with wheelchair lifts, and offer complimentary Wi-Fi.

All transit providers have been working together and are actively participating in a regional planning strategy. The Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse transportation agencies and companies, both public and private, in the Rio Grande Valley, have assisted in developing and implementing a regional transportation coordination plan for Cameron and Hidalgo Counties. The RTAP committee has examined ways to manage mobility more efficiently and effectively for this region's entities and public education institutions. The Texas State Legislature recently passed a bill authorizing the creation of a Regional Transit Authority (RTA) for the Lower Rio Grande Valley region. The RTA will help create new opportunities growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

FUNDING PROGRAMS USED

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Federal funding used by the public transportation providers is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal or state law and a local match is not required. Listed below are the funding categories listed in the FTA website and used by both public transit providers.

49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.

The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

As per FTA, what has changed with FAST-ACT:

- Increases funding levels.
- Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters.
- Clarifies the selection and role of the representative of public transportation providers on the MPO board.
- Expands the scope of the planning process to include resiliency and reliability of the transportation system.
- Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans.
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals.
- Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

49 U.S.C. Chapter 53, Sections 5307 & 5340

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses,

overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

As per FTA, what has changed with FAST-ACT:

- The Special Rule relating to operating costs for "100 bus providers" has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas under the Special Rule, public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours.
- Recipients may now use up to 20% of their 5307 allocation (previously 10%) for the operation of paratransit service if certain conditions are met.
- A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.
- Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.
- Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent.
- Grantees may use up to 0.5% of their 5307 allocation on Workforce Development activities.

Chapter 53 Section 5310

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The funding in this category should at least 55% of program funds must be used on capital or "traditional" 5310 projects. The remaining 45% is for other "nontraditional" projects.

As per FTA, what has changed with FAST-ACT:

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

As per FTA, what has changed with FAST-ACT:

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipient of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.

- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to $1.75M from $1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally approved tolled facilities including toll roads and bridges. These credits can then be used as a "soft match", meaning that they do not represent an actual source of funding. Essentially, these credits reduce the amount of funding a state or local entity must contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

TRANSIT ASSET MANAGEMENT (TAM)

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance-based approach to planning. With this purpose in mind, FTA established requirements for the Transit Asset Management plan (TAM) thru a Final Rule establishing October 1st, 2016 as the deadline to comply with such requirements. A TAM plan's main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. The TAM Final Rule requires transit providers to set performance targets for state of good repair (SGR) by January 1st, 2017. All regional transit providers have followed established requirements.

As part of the Fast Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency's assets should be within their articulated useful life, with remaining assets performing as designed for function.

Summary of Transit State of Good Repair Targets

Revenue Vehicles

Performance Measure	Asset Class	2020 Target	2021 Target	2022 Target	2023 Target
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	*Bus*	<15%	<15%	<15%	<15%
	Cutaway Bus	<15%	<15%	<15%	<15%
	Van	<15%	<15%	<15%	<15%

Equipment

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	*Non - Revenue/Service Automobile*	<15%	<15%	<15%	<15%

Facilities

Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	*Administration*	<15%	<15%	<15%	<15%
	Maintenance	<15%	<15%	<15%	<15%
	Parking Structures	<15%	<15%	<15%	<15%

Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, in order to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment.

Expected Results

The RGVMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

H. PERFORMANCE BASED PLANNING FOR METROPOLITAN PLANNING ORGANIZATIONS

Under FAST-Act the MPOs shall coordinate to the maximum extent practicable with public transportation providers when setting performance targets required under 49 USC 5326 and 5329. An MPO may establish its own quantifiable performance targets or an MPO may adopt a State's performance targets and support the State's efforts at achieving those targets.

In the case of RGVMPO, the Policy Board representing the transportation management area decided to adopt TxDOT's safety performance targets as required under Performance Measures PM1, PM2, & PM3:

- Pavement Condition (4 measures)
- Bridge Condition (4 measures)
- Systems Performance (3 measures)
- Freight (1 measure)
- CMAQ (3 measures)

The Rio Grande Valley MPO's Transportation Policy Board approved the adoption of the following State's safety performance targets:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

Additional targets will be set in cooperation with the state DOT:

- Level of Travel Time Reliability (LOTTR) Interstate
- Level of Travel Time Reliability (LOTTR) Non-Interstate
- Truck Travel Time Reliability (TTTR)
- Performance of National Highway System (excluding the Interstate)

The MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. Such agreements shall be documented as part of the metropolitan planning agreement or in some other form jointly agreed to by the MPOs, States, and providers of public transportation. The RGVMPO, TxDOT, and transit providers should execute Memorandums of Agreements (MOAs) establishing this process. The RGVMPO will work in conjunction with FHWA, FTA, and TxDOT to ensure the organization meets state and federal requirements on performance measures. Staff will include the Technical Advisory Committee and the Transportation Policy Board in the performance measures decision making process. As of now, milestones set by the MPO are on track to be met, and staff continues to plan for long-term performance measures goals.

The RGVMPO has successfully executed a Performance-Based Planning Memorandum of Understanding with the Texas Department of Transportation (TxDOT), and the Lower Rio Grande Valley Development Council – Valley Metro, the City of Brownsville, and the City of McAllen to ensure the performance measures and targets are met as required

by federal law. The RGVMPO will continue to work closely with all agencies to achieve a more effective transportation planning process. TxDOT has provided the Decision Lens tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights toward project criteria. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

There are three different sets of performance measures that the MPO must comply with. They include safety targets (PM1), pavement/bridge targets (PM2), and system performance targets. These different types of targets have different deadlines. Safety targets must be set by February 27, 2018.

Implementation Timeline

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019

U.S. Department of Transportation
Federal Highway Administration

I. TIP PROJECT SELECTION PROCESS

The final selection of projects for Service Transportation Program (STP), Transportation Alternative Set- Aside Program (TASA), Proposition 1, and Proposition 7 funds, is the ultimate responsibility of the RGVMPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the TAC and Project Selection Committee. The following outlines the duties of the TAC and Project Selection Committees and their roles in the Project Selection Process.

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

For Fiscal Year 2015-2040

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

The following procedures will be followed for distribution of projects for Fiscal Year 2020 to 2045

- Each entity shall submit a RGVMPO TIP Document, identifying project status in many facets of project development (Environmental Clearance, ROW acquisition, design, etc.)
- Projects will be scheduled in accordance with timelines submitted by entities and financial constraints; however actual letting of the projects will be on a first come first served basis.

The practice for project selection is currently evolving due to Federal and State restraints. One initiative is the Texas Transportation Commission is to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the commission. The commission by rule shall develop and implement performance metrics and performance measures as part of: 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and unified transportation programs; 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program; 3) the evaluation of project delivery for projects in the department's letting schedule. The Transportation Commission shall adopt and review performance metrics and measures to: 1) assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135; 2) provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public; 3) assess the effectiveness and efficiency of transportation projects and service; 4) demonstrate transparency and accountability; 5) address other issues the commission considers necessary.

In accordance to House Bill 20, planning organizations shall develop their own project recommendation criteria, which must include consideration of: 1) projected improvements to congestion and safety; 2) projected effects on economic development opportunities for residents of the region; 3) available funding; 4) effects on the environment including air quality; 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; 6) any other factors deemed appropriate by the planning organization.

In previous years, the House Bill 20 work group has been restructured as the Planning Partners committee which still convenes regularly to accomplish the goals stipulated in House Bill 20. This group is conveying the importance of implementing project selection based on the performance measures and values adopted by each RGVMPO, where projects are to be selected based on this process or whether a project was selected circumventing this process due to a significant external factor which makes it necessary and critical for the region, in which case the RGVMPO will provide a detailed reasoning for endorsing such project.

J. TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES

Federal planning regulations 23 CFR Part 450 allows states and RGVMPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328 TIP is subject to modification at any time consistent with the procedures established for its development and approval. A STIP revision is required for "Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding $1,499,999. Further, a STIP revision is not required when a "change in estimated federal cost resulting in a total project cost of under $1,500,000.00".

The following changes ***will*** require an amendment to the TIP:

a) Adding or deleting project(s)
b) Revising the project scope of work
c) Revising the project cost (over 50% +/-)
d) Revising funding categories
e) Revising the phase of work [ex: from P.E. to Construction]
f) Revising project limits

Amendments to the TIP require a two-step process. To permit adequate public review and comment, amendments to the TIP are introduced and discussed at the TPB meeting, with action on the amendment occurring at the following TPB meeting (approximately 30 days after initial presentation). To the extent possible, amendments to delete a project or significantly change the scope of work of a project will be explicitly listed on both the presentation and action agendas for the TPB meetings. Moreover, amendments to the TIP or the MTP require quick action due to impending federal or state requirements or deadlines.

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

K. YEAR OF EXPENDITURE

FAST-Act requires that planning documents such as STIP, MTP and TIP have financial plans that reflect "year of expenditure dollars" for revenue and project cost estimates when adopted, approved, or amended. The project cost is subject to 4 % inflation rate per annum on Highway & Transit Projects outside of the 4-year TIP. To determine YOE trends, the RGVMPO utilizes a combination of data sources: TxDOT Highway Cost Index, and historical trends of inflationary rates. To determine total project cost, the RGVMPO utilizes information provided by TxDOT and local governments as follows:

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - obtained Preliminary Engineering cost from our consultant management section, projects done in house were given a standard 4.9% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages from our District Design Engineer, the breakdown is as follows:
  - Projects less than $2 M = 7.5% CE, 7% Contingencies $2.0 M to $10.0 M = 5% CE, 6.5%
  - Contingency costs are no longer eligible for funding through Category 7 and must be absorbed by the project developer
- Indirect Cost - As per Design Division, Pharr District has a rate of 6.2% of the construction estimate cost

L. AIR QUALITY ISSUES

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with Federal Funds. The RGVMPO MAB is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

M. AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act (ADA) was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely based on a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The RGVMPO shall include persons with

disabilities in the development of its employment programs and public programs and facilities. The RGVMPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.

N. Definition of CSJ Categories

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3].

APPENDIX A

FAST-Act Compliance Checklist

FAST-Act RGVMPO's COMPLIANCE CHECKLIST

As per the FAST-Act requirements for Metropolitan Planning Organizations Transportation Planning, please find for your reference the following compliance elements:

This compliance document makes several references to the RGVMPO's UMAP application. U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seamless online viewing of all RGVMPO GIS mapping data. U.M.A.P. can be accessed on the RGVMPO website by clicking on the U.M.A.P. link on the website header WWW.RGVMPO.ORG. The web mapping application is in a similar format as a google map with added functionality. When on U.M.A.P. RGVMPO map data can be turned on and off by using the Layers button on the top right hand side of the banner the button looks like this  *.When clicked on a drop-down list appears listing all available mapping data, layers can be toggled on the map by selecting the checkbox of the desired data layer; multiple layers can be viewed simultaneously. Navigation through map is similar to that of a google map by clicking and dragging on the map to move about the mapping area. To zoom in and out of an area the + and – buttons on the left-hand side of the mapping area can be used or by using the scroll wheel on your mouse. Some items on the map provide more information by simply being clicked on opening a pop-up window with more detail about the map item.*

1. **Update the Public Participation Plan to include public ports and private providers of transportation including intercity bus operators, employer based commuting programs such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program.**

   Compliance:

   - ✓ The RGVMPO updated its Public Participation Plan on November 17, 2017 to make it FAST-Act compliant. This document can be found under http://www.RGVMPO.org/docs/default.htm
   - ✓ The transit providers of the Hidalgo County MPO McAllen and Valley Metro do not have carpool programs, vanpool programs, transit benefits programs, parking cash-out programs, shuttle programs or telework programs so this doesn't apply to our region.

2. **Demonstrate consultation with agencies involved in tourism and natural disaster risk reduction**

   Compliance:

   - ✓ The Bicycle and Pedestrian Advisory Committee, an advisory sub-committee to the Transportation Policy Committee holds monthly meetings (unless otherwise agreed) the first Wednesday of every month before the Technical Advisory Committee Meeting. This Committee holds members from different backgrounds such as City Planners, Engineers, advocates, Economic Development as well as the Super Intendent for Estero Llano Grande State Park and the Refuge Manager for Santa Ana National Wildlife Refuge. During these monthly meetings, miscellaneous topics are discussed such as future music festivals, 5k's and events taking place at Santa Ana National Wildlife Refuge as well as Estero Llano Grande State Park. We also use our social media profiles (Twitter and Facebook) to promote these events.
   - ✓ A hurricane evacuation map can be found at the Hidalgo County MPO's UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/

3. **MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS**

   Compliance:

   - ✓ Please find below the MOA resolutions which have been executed with the transit providers and TxDOT for performance target setting.

MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State *DOT*, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance *data*, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**
   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties**

All parties will:

a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.

b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.

c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. **Performance Based Planning & Programming**

a. Developing transportation performance data

1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of Performance Targets

1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

2) MPO performance targets will be reported to TxDOT.

3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.

1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27,2018.

5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673

c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.

d. The collection of data for the State asset management plans for the NHS

1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.

b. Work in consultation with Public Transportation Operator(s)and TxDOT in developing the financial plan for the TIP.

c. Conduct Technical and Policy Board meetings as required and necessary.

d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

e. Invite Transit Districts to participate in all public participation processes.

f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.

g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
b. Assist in validation of data used as input into the transportation plan.
c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
e. Provide the MPO with the annual list of transit obligated projects.
f. Serve on the MPO Technical Committee and Policy Board as applicable.
g. Notify the MPO of changes to projects that would affect the MTP or TIP.
h. Invite the MPO to participate in all public participation processes.
i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

   a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
   b. Assist in the validation of data used input into the transportation plan.
   c. Provide the MPO with the annual list of obligated projects
   d. Serve on the MPO Technical Committee and Policy Board.
   e. Notify the MPO of changes to projects that would affect the MTP or TIP.
   f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
   g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(Signature Page to Follow)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

Chairperson of the RGVMPO Policy Board

Date: 9/25/19

Public Transportation Operator (Brownsville Metro)
Director/General Manager

Date: 9-25-19

Public Transportation Operator (Metro McAllen)
Director/General Manager

Date: 9/27/19

Public Transportation Operator (Valley Metro)
Director/General Manager

Date: 9/25/19

Texas Department of Transportation
District Engineer

Date: 9-25-19

Approved as to Content:

Rio Grande Valley MPO
Director

Date: 9-25-19

4. **Incorporate two new planning factors, a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation and b) enhance travel and tourism.**
   Compliance:

   - ✓ Please refer to page 6 of this document to verify compliance with this item.
   - ✓ Please refer to the RGVMPO's UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/ for review of the area's FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.
   - ✓ To enhance travel and tourism available on UMAP are Parks, Bike Friendly Businesses, Hike & Bike Trails, National Wild Life Refuge and points of interest data including; museums, major shopping areas, event and entertainment venues.

5. **Include consideration of intercity buses**
   Compliance:

   - ✓ MTP Project Data available on UMAP includes: Roadway Name, Project Limits, Project Description, Year of Expenditure, and funding category. Valley Metro and McAllen Metro Routes and Bus Stops which can be overlaid on roadway network to show links between major highway networks and arterials within the region and identification of routes that lie on roadways that maybe affected by storm waters.

6. **MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.**

   Compliance:

   - ✓ Please refer to UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/. UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.

7. **MTP includes a description of the performance measures and performance used in assessing the performance of the transportation system.**

   Compliance:

   - ✓ Please refer to pages 19-23 to verify compliance with this item.
   - ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets

- ✓ The RGVMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The RGVMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

8. **MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO toward the performance targets.**
   Compliance:

   - ✓ Please refer to pages 19-23 to verify compliance with this item.
   - ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets
   - ✓ The RGVMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The RGVMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

9. **STIP/TIP include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.**

   Compliance:

   - ✓ Please refer to pages 19-24 to verify compliance with this item.
   - ✓ TxDOT has provided the Decision Lens Tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights to criteria to projects. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

10. STIP/TIP include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.

Compliance:

- ✓ Please refer to pages 23 and 24 to verify compliance with this item.
- ✓ The House Bill 20 work group now the Planning Partners committee is conveying the importance of implementing project selection based on the performance measures and values adopted by each MPO, where projects are to be selected based on this process or whether a project was selected circumventing this process due to a significant external factor which makes it necessary and critical for the region, in which case the MPO will provide a detailed reasoning for endorsing such project. This is where the RGVMPO will have an excellent use of the Decision Lens Tool provided by TxDOT.

APPENDIX B

HIGHWAY
& TRANSIT
TIP TABLES

HIGHWAY TABLES

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST

Currently There are NO Projects in FY 2021

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-305	CS	E	BROWNSVILLE	CCRMA	$312,500

LIMITS FROM: ON INDIANA AVENUE, FROM 0.1 MILE N OF CALIFORNIA RD.
LIMITS TO: 0.62 MILE N OF FM 1419 (SOUTHMOST RD)
PROJECT DESCRIPTION: REALIGNMENT, CONSTRUCT 2 LANE RURAL ROADWAY
REMARKS: E=PRELIMINARY ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-E11
FUNDING CAT(S): CAT 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$312,500
ROW PURCHASE:	$0
CONST COST:	$10,766,345
CONST ENG:	$100,000
CONTING:	$90,000
IND COSTS:	$20,000
BND FINANCING:	$0
TOTAL PROJECT COST:	$11,288,845

COST OF APPROVED PHASES: $312,500

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$250,000		$62,500		$312,500
TOTALS	$250,000	$0	$62,500	$0	$312,500

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-289	VA	C	BROWNSVILLE	BROWNSVILLE	$6,968,000

LIMITS FROM: SOUTHMOST NATURE TRAIL, FROM FM 1847
LIMITS TO: ALAMEDA DR./MONSEES RD
PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL
REMARKS: SOUTHMOST NATURE TRAIL PHASE IV
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-ST2
FUNDING CAT(S): CAT 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$6,968,000
CONST ENG:	$341,432
CONTING:	$139,360
IND COSTS:	$2,000
BND FINANCING:	$0
TOTAL PROJECT COST:	$7,450,792

COST OF APPROVED PHASES: $6,968,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$5,574,400		$1,393,600		$6,968,000
TOTALS	$5,574,400	$0	$1,393,600	$0	$6,968,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-293	CS	E	BROWNSVILLE	CCRMA	$1,000,000

LIMITS FROM: ON WEST RAIL TRAIL, FROM PALM BLVD @FORMER RAIL LINE
LIMITS TO: I-69 E SOUTHBOUND FRONTAGE RD W OF OLD ALICE RD
PROJECT DESCRIPTION: CONSTRUCT MULTI-MODAL FACILITY
E= PRELIMINARY ENGINEERING
REMARKS:
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-E7
FUNDING CAT(S): CAT 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,000,000
ROW PURCHASE:	$0
CONST COST:	$10,000,000
CONST ENG:	$1,100,000
CONTING:	$500,000
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$12,600,000

COST OF APPROVED PHASES: $1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	E	BROWNSVILLE	CCRMA	$3,875,000

LIMITS FROM: ON EAST LOOP FROM I-69
LIMITS TO: SH 4
PROJECT DESCRIPTION: CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION
REMARKS: E= PRELIMINARY ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-E4
FUNDING CAT(S): CAT 7 ,10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,875,000
ROW PURCHASE:	$5,600,000
CONST COST:	$100,000,000
CONST ENG:	$5,600,000
CONTING:	$4,900,000
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$119,975,000

COST OF APPROVED PHASES: $3,875,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$2,370,788		$592,697		$2,963,485
CAT 10	$911,515				$911,515
TOTALS	$3,282,303	$0	$592,697	$0	$3,875,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-290	CS	E	BROWNSVILLE	CAMERON COUNTY	$1,100,000

LIMITS FROM: ON OLD ALICE ROAD, FROM SH 100
LIMITS TO: SPORTS PARK BLVD
PROJECT DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY
REMARKS: E= PRELIMINARY ENGINEERING | TRANSPORTATION DEVELOPMENT CREDITS (TDC) TO BE APPLIED FOR ALL NON FEDERAL PARTICIPATION
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-E2
FUNDING CAT(S): CAT 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,100,000
ROW PURCHASE:	$0
CONST COST:	$18,249,794
CONST ENG:	$1,650,000
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$20,999,794

COST OF APPROVED PHASES: $1,100,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$880,000		$220,000		$1,100,000
TOTALS	$880,000	$0	$220,000	$0	$1,100,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-280	VA	C, E	BROWNSVILLE	BROWNSVILLE	$375,000

LIMITS FROM: SOUTHMOST TRAIL, FROM MANZANO ST
LIMITS TO: LA POSADA DR.
PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL (LENGTH 0.8 MILES)
REMARKS: SOUTHMOST NATURE TRAIL PHASE II E=
P7: Construction Engineering
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-ST1
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$356,250
CONST ENG:	$18,750
CONTING:	$26,250
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$401,250

COST OF APPROVED PHASES: $375,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$285,000	$0	$71,250	$0	$356,250
3 LC				$18,750	$18,750
TOTALS	$285,000	$0	$71,250	$18,750	$375,000

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-01-068	SH 550	C, E	BROWNSVILLE	CCRMA	$17,500,000

LIMITS FROM: 0.203 MI S OF FM 1847
LIMITS TO: 1.13 MI SE OF UPRR OVRPSS FM 3248
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-CCR1

PROJECT DESCRIPTION: CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY
REMARKS: E= Preliminary and Construction Engineering
P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,000,000	COST OF APPROVED PHASES: $17,500,000
ROW PURCHASE:	$0	
CONST COST:	$14,868,497	
CONST ENG:	$1,631,503	
CONTING:	$743,425	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$18,243,425	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$14,000,000		$3,500,000		$17,500,000
TOTALS	$14,000,000	$0	$3,500,000	$0	$17,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-322	VA	C	BROWNSVILLE	BROWNSVILLE	$999,080

LIMITS FROM: 2.0 MILES NORTH OF FM 511/FM 1847 INT.
LIMITS TO: ALONG CANAL, 0.7 MI E, 0.38 MI N, 3 MI W
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-BL1
FUNDING CAT(S): 9TAP, 3LC

PROJECT DESCRIPTION: CONSTRUCT 10' HIKE AND BIKE TRAIL BETWEEN BROWNSVILLE AND LOS FRESNOS
REMARKS: Brownsville Los Fresnos Connect PHASE 1
P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$48,954	COST OF APPROVED PHASES: $999,080
ROW PURCHASE:	$0	
CONST COST:	$999,080	
CONST ENG:	$0	
CONTING:	$19,882	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$1,067,916	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9	$512,000		$128,000		$640,000
3 LC				$359,080	$359,080
TOTALS	$512,000	$0	$128,000	$359,080	$999,080

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0921-06-326	MESQUITE ST	C, E	Olmito	CAMERON COUNTY	$418,243

LIMITS FROM: Interior Roads at Olmito
LIMITS TO: FM 1732
PROJECT DESCRIPTION: Construct 5' concrete sidewalks
REMARKS: E= Preliminary Engineering | *Olmito Sidewalk Improvements
P7:
REVISION DATE:
MPO PROJ NUMBER: BMPO-CTY1
FUNDING CAT(S): Cat 9, Local
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$19,537
ROW PURCHASE:	$0
CONST COST:	$398,706
CONST ENG:	$0
CONTING:	$7,934
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$426,177

COST OF APPROVED PHASES: $418,243

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 9	$318,965		$79,741		$398,706
3LC				$19,537	$19,537
TOTALS	$318,965	$0	$79,741	$19,537	$418,243

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0921-06-292	CS	E	Los Fresnos	CCRMA	$380,300

LIMITS FROM: On Whipple Rd, FM 1575
LIMITS TO: FM 1847
PROJECT DESCRIPTION: Proposed 2 lane roadway with continuous left turn lane.
REMARKS: E= Preliminary Engineering
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-E5
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$380,300
ROW PURCHASE:	$0
CONST COST:	$4,000,000
CONST ENG:	$440,000
CONTING:	$260,000
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$5,080,300

COST OF APPROVED PHASES: $380,300

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$304,240		$76,060		$380,300
TOTALS	$304,240	$0	$76,060	$0	$380,300

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	2717-01-027	FM 3248	C	Brownsville	TXDOT	$15,120,000

LIMITS FROM: IH-69E
LIMITS TO: FM 1847
PROJECT DESCRIPTION: Widen from 4 lanes to 6 lanes with raised medians
REMARKS:
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-AG1
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$740,880
ROW PURCHASE:	$0
CONST COST:	$15,120,000
CONST ENG:	$749,952
CONTING:	$300,888
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$16,911,720

COST OF APPROVED PHASES: $15,120,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0921-06-325	VA	C	Los Fresnos	Los Fresnos	$412,608

LIMITS FROM: On the West side of FM 1847, Henderson Road
LIMITS TO: First Street
PROJECT DESCRIPTION: Construct Sidewalk on west side of FM 1847
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-BL3
FUNDING CAT[S]: 9, Local
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$18,915
ROW PURCHASE:	$0
CONST COST:	$386,012
CONST ENG:	$0
CONTING:	$7,681
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$412,608

COST OF APPROVED PHASES: $412,608

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 9	$308,810		$77,202		$386,012
3lC				$26,596	$26,596
TOTALS	$308,810	$0	$77,202	$26,596	$412,608

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-324	VA	C	BROWNSVILLE	BROWNSVILLE	$999,080

LIMITS FROM: PHASE I TERMINUS, 1 MILE NORTH
LIMITS TO: 0.38 miles west, 0.1 miles north
PROJECT DESCRIPTION: CONSTRUCT 10' HIKE AND BIKE TRAIL BETWEEN BROWNSVILLE AND LOS FRESNOS
REMARKS: Brownsville, Los Fresnos Connect Phase 2
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO -BL2
FUNDING CAT[S]: CAT 9, CAT 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$44,954
ROW PURCHASE:	$0
CONST COST:	$999,080
CONST ENG:	$0
CONTING:	$19,882
IND COSTS:	$0
POT CHG ORD	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$1,063,916

COST OF APPROVED PHASES: $999,080

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9	$512,000		$128,000		$640,000
3LC				$359,080	$359,080
TOTALS	$512,000	$0	$128,000	$359,080	$999,080

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-207	VA	C	BROWNSVILLE	TXDOT	$15,600,000

LIMITS FROM: VICINITY OF GSA FACILITY AT BROWNSVILLE
LIMITS TO: VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES
PROJECT DESCRIPTION: CONSTRUCTION OF BORDER SAFETY INSPECTION FACILITY
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-LS17
FUNDING CAT(S): CAT 10, CAT 11, 10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:		COST OF
ROW PURCHASE:	$1,950,000	APPROVED
CONST COST:	$15,600,000	PHASES:
CONST ENG:	$600,000	$15,600,000
CONTING:	$530,000	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$18,680,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10	$1,138,496				$1,138,496
CAT 10	$5,361,504				$5,361,504
Cat 11	$7,280,000	$1,820,000.0			$9,100,000
TOTALS	$13,780,000	$1,820,000	$0	$0	$15,600,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0921-06-327	VA	C, E	Brownsville	Cameron County	$315,925

LIMITS FROM: Interior Roads at Las Palmas Mobile Estates
LIMITS TO: FM 802
PROJECT DESCRIPTION: Construct 5' concrete sidewalks
REMARKS: E= Preliminary Engineering | List as VA on TXDOT Portal Las Palmas Sidewalk Improvements
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-CTY2
FUNDING CAT(S): 9, Local
PROJECT HISTORY: NEW PROJECT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$14,757	COST OF
ROW PURCHASE:	$0	APPROVED
CONST COST:	$301,168	PHASES:
CONST ENG:	$0	$315,925
CONTING:	$5,993	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$321,918	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 9	$240,934		$60,234		$301,168
3LC				$14,757	$14,757
TOTALS	$240,934	$0	$60,234	$14,757	$315,925

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0684-03-019	FM 1732	C	Olmito	TXDOT	$22,560,000

LIMITS FROM: US 281
LIMITS TO: IH-69E
PROJECT DESCRIPTION: Widen from 2 to 4 lane Urban
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: BMPO-BB1
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,105,440	COST OF
ROW PURCHASE:	$0	APPROVED
CONST COST:	$22,560,000	PHASES:
CONST ENG:	$1,118,976	$22,560,000
CONTING:	$448,944	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$25,233,360	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 2	$18,048,000	$4,512,000			$22,560,000
TOTALS	$18,048,000	$4,512,000	$0	$0	$22,560,000

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

Brownsville Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0220-04-049	US 281	C	PCT 4	TXDOT	$12,000,000

LIMITS FROM:	0.05 Mi W of FM 1577	REVISION DATE:	7_2020
LIMITS TO:	FM 1421	MPO PROJ NUMBER:	BMPO-D3
PROJECT DESCRIPTION:	WIDEN FROM 2 TO 4 LANE RURAL	FUNDING CAT[S]:	1,2
REMARKS P7:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$612,500	COST OF APPROVED PHASES:
ROW PURCHASE:	$0	
CONST COST:	$12,000,000	$12,000,000
CONST ENG:	$620,000	
CONTING:	$248,750	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$13,481,250	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$3,568,000	$892,000			$4,460,000
Cat 2	$6,032,000	$1,508,000			$7,540,000
TOTALS	$9,600,000	$2,400,000	$0	$0	$12,000,000

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

Harlingen San Benito Area - RGV MPO
FY 2019-2022 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-252	CS	C	HARLINGEN/SAN BENITO	CAMERON COUNTY	$7,500,000

LIMITS FROM: S. PARALLEL CORRIDOR, FM 509
LIMITS TO: FM 2520
PROJECT DESCRIPTION: CONSTRUCTION 2 LANE RURAL
REMARKS: PROJECT NAME: SOUTH PARALLEL CORRIDOR STATE LET -CE
P7: COVERED BY TXDOT
REVISION DATE: 7_2020
MPO PROJ NUMBER: PHR-HSB-133
FUNDING CAT(S): 10, RIDER 11B, CAT 11
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$7,500,000
CONST ENG:	$825,000
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$8,325,000

COST OF APPROVED PHASES: $7,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10	$1,340,000		$335,000		$1,675,000
RIDER 11B	$3,600,000	$900,000			$4,500,000
Cat 11	$1,060,000		$265,000		$1,325,000
TOTALS	$6,000,000	$900,000	$600,000	$0	$7,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-312	LOOP 499	C,E	HARLINGEN	HARLINGEN	$544,711

LIMITS FROM: RIO HONDO ROAD
LIMITS TO: FM 106 (HARRISON AVE)
PROJECT DESCRIPTION: CONSTRUCTION OF 1.48 MI OF ADA-ACCESSIBLE 6FT WIDE SIDEWALKS
REMARKS: PROJECT NAME: HARLINGEN- LOOP 499 SIDEWALKS | IN-KIND CONTRIBUTION =$21,626
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: PHR-HSB-127
FUNDING CAT(S): CAT 9, LC
PROJECT HISTORY: 2017 TASA State-selected; Commission approved 10/26/17 - MO 115076

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$9,732
ROW PURCHASE:	$1,946
CONST COST:	$428,489
CONST ENG:	$53,200
CONTING:	$25,653
IND COSTS:	$25,691
BND FINANCING:	$0
TOTAL PROJECT COST:	$544,711

COST OF APPROVED PHASES: $544,711

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 (TASA)	$415,215	$69,203	$34,601	$0	$519,019
3LC				$25,692	$25,692
TOTALS	$415,215	$69,203	$34,601	$25,692	$544,711

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

Harlingen San Benito Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0039-07-257	IH-69E	C	HARLINGEN	TXDOT	$2,758,554

LIMITS FROM: INDUSTRIAL BLVD
LIMITS TO: LOOP 499/ PRIMERA RD
PROJECT DESCRIPTION: NB AND SB RAMPS REVERSAL
REMARKS: Project name: I69/US 77 Ramp Reversal
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: PHR-HSB-115
FUNDING CAT(S): CAT 2U
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$135,169
ROW PURCHASE:	$0
CONST COST:	$2,758,554
CONST ENG:	$110,618
CONTING:	$39,171
IND COSTS:	$175,996
BND FINANCING:	$0
TOTAL PROJECT COST:	$3,219,508

COST OF APPROVED PHASES: $2,758,554

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2U	$2,206,843	$551,711	$0	$0	$2,758,554
TOTALS	$2,206,843	$551,711	$0	$0	$2,758,554

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0327-08-102	BUS 77	C	HARLINGEN	TXDOT	$651,026

LIMITS FROM: Jefferson Ave
LIMITS TO: 0.035 Mi S. of SS 206
PROJECT DESCRIPTION: Install Raised Median
REMARKS:
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER:
FUNDING CAT(S):
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$31,900
ROW PURCHASE:	
CONST COST:	$651,026
CONST ENG:	$18,554
CONTING:	$6,706
IND COSTS:	
BND FINANCING:	
TOTAL PROJECT COST:	$708,186

COST OF APPROVED PHASES: $651,026

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 8	$585,923	$65,103		$0	$651,026
TOTALS	$585,923	$65,103	$0	$0	$651,026

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

Harlingen San Benito Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0327-08-098	Business 77X	C	Harlingen	TxDOT	$5,201,566

LIMITS FROM: SS206
LIMITS TO: Commerce St.
PROJECT DESCRIPTION: Construct Raided Median
REMARKS
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HSB-077
FUNDING CAT[S]: 1,2

PROJECT HISTORY:
NEW PROJECT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$254,979	COST OF
ROW PURCHASE:	$0	APPROVED
CONST COST:	$5,203,597	PHASES:
CONST ENG:	$258,098	$5,201,566
CONTING:	$103,552	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$5,820,226	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$81,625	$20,406			$102,031
Cat 2	$4,081,253	$1,020,313			$5,101,566
TOTALS	$4,162,878	$1,040,719	$0	$0	$5,203,597

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

Harlingen San Benito Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0039-12-254	Business 77X	C	Harlingen	TxDOT	$1,386,434

LIMITS FROM: Commerce St.
LIMITS TO: Arroyo Bridge
PROJECT DESCRIPTION: Construct Raised Median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HSB-136
FUNDING CAT[S]: 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$67,946	COST OF APPROVED PHASES: $1,386,434
ROW PURCHASE:		
CONST COST:	$1,389,649	
CONST ENG:	$68,778	
CONTING:	$27,594	
IND COSTS:		
BND FINANCING:		
TOTAL PROJECT COST:	$1,553,967	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$542,400	$135,600			$678,000
Cat 2	$566,747	$141,687			$708,434
TOTALS	$1,109,147	$277,287	$0	$0	$1,386,434

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	1137-02-038	Loop 499	C	Harlingen	TxDOT	$13,300,000

LIMITS FROM: Business 77
LIMITS TO: SS 206
PROJECT DESCRIPTION: WIDEN FROM 4 TO 6 LANE ROADWAY WITH RAISED MEDIAN
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HSB-137
FUNDING CAT[S]: 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$735,000	COST OF APPROVED PHASES: $15,300,000
ROW PURCHASE:		
CONST COST:	$15,300,000	
CONST ENG:	$744,000	
CONTING:	$298,500	
IND COSTS:		
BND FINANCING:		
TOTAL PROJECT COST:	$17,077,500	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$240,000	$60,000			$300,000
Cat 2	$12,000,000	$3,000,000			$15,000,000
TOTALS	$12,240,000	$3,060,000	$0	$0	$15,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0039-12-057	BUS 77X	C	Pct 4	TxDOT	$37,543,328

LIMITS FROM: Arroyo Colorado Bridge
LIMITS TO: FM 510
PROJECT DESCRIPTION: WIDEN FROM 4 TO 6 LANE ROADWAY W/RAISED MEDIAN
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HSB-122
FUNDING CAT[S]: 1,2
PROJECT HISTORY: NEW PROJECT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,839,623	COST OF APPROVED PHASES: $37,543,328
ROW PURCHASE:		
CONST COST:	$37,543,328	
CONST ENG:	$1,862,149	
CONTING:	$747,112	
IND COSTS:		
BND FINANCING:		
TOTAL PROJECT COST:	$41,992,212	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$6,954,662	$1,738,666			$8,693,328
Cat 2	$23,080,000	$5,770,000			$28,850,000
TOTALS	$30,034,662	$7,508,666	$0	$0	$37,543,328

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HIDALGO COUNTY	$2,200,000

LIMITS FROM: ON MILE 10N, FROM MILE 6 (WESTGATE)
LIMITS TO: FM 1015
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS: LG RESPONSIBLE FOR CE, LOCAL LET
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-264r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,240,022
ROW PURCHASE:	$2,200,000
CONST COST:	$12,194,434
CONST ENG:	$1,700,000
CONTING:	$0
IND COSTS:	$1,341,328
BND FINANCING:	$0
TOTAL PROJECT COST:	$18,675,784

COST OF APPROVED PHASES: $2,200,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7 (ROW)	$1,760,000		$440,000		$2,200,000
TOTALS	$1,760,000	$0	$440,000	$0	$2,200,000

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

LIMITS FROM: ON INSPIRATION RD/MILITARY PARKWAY LOOP FROM IH-2
LIMITS TO: FM 1016
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-341r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,276,483
ROW PURCHASE:	$3,000,000
CONST COST:	$20,047,928
CONST ENG:	$2,205,272
CONTING:	$0
IND COSTS:	$1,094,374
BND FINANCING:	$0
TOTAL PROJECT COST:	$27,624,057

COST OF APPROVED PHASES: $3,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7 (ROW)	$2,400,000		$600,000		$3,000,000
TOTALS	$2,400,000	$0	$600,000	$0	$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-392	VA	C	EDINBURG	EDINBURG	$534,400

LIMITS FROM: CANO
LIMITS TO: FREDDY GONZALEZ
PROJECT DESCRIPTION: INSTALLATION OF SOLAR POWERED LIGHTING ALONG THE CANO WALKING TRAIL
REMARKS:
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-359
FUNDING CAT(S): 9-TAP, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$534,400
CONST ENG:	$0
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$534,400

COST OF APPROVED PHASES: $534,400

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$422,400		$105,600		$528,000
CAT 3 - LOCAL				$6,400	$6,400
TOTALS	$422,400	$0	$105,600	$6,400	$534,400

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	$44,529,491

LIMITS FROM: @ DONNA INT'L BRIDGE
LIMITS TO:
PROJECT DESCRIPTION: CONSTRUCTION OF COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS
REMARKS P7: LOCAL FUNDING FOR CONSTRUCTION, PRELIMINARY ENGINEERING, AND CONSTRUCTION ENGINEERING
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-361
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$4,545,234	COST OF APPROVED PHASES:
ROW PURCHASE:	$0	
CONST COST:	$44,529,491	$44,529,491
CONST ENG:	$1,500,000	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$50,574,725	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 - LOCAL				$44,529,491	$44,529,491
TOTALS	$0	$0	$0	$44,529,491	$44,529,491

PHARR	HIDALGO	0921-02-368	CS	C	Hidalgo County	HCRMA	$262,389,609

LIMITS FROM: On 365 Tollway, From FM 396 (Anzalduas Highway)
LIMITS TO: US 281 Military Highway
PROJECT DESCRIPTION: Construct 4-Lane Controlled Access Tolled Facility
REMARKS P7: Transportation Development Credits (TDC) to be applied for all non-federal participation
REVISION DATE: 7_2020
MPO PROJ NUMBER: RMA-1aa
FUNDING CAT(S): 10,11,12, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,750,000	COST OF APPROVED PHASES:
ROW PURCHASE:	$23,475,000	
CONST COST:	$262,389,609	$262,389,609
CONST ENG:	$9,100,000	
CONTING:	$3,303,155	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$301,017,764	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 12 - VRF	$14,386,688				$14,386,688
Rider 11	$4,462,757				$4,462,757
Cat 10 CBI	$22,537,243				$22,537,243
Cat 3 Local				$108,947,186	$108,947,186
Cat 12 - PTF	$112,055,735				$112,055,735
TOTALS	$153,442,423	$0	$0	$108,947,186	$262,389,609

PHARR	HIDALGO	0921-02-142	IBTC	E	Hidalgo County	HCRMA	$8,000,000

LIMITS FROM: 365 Toll and FM 493
LIMITS TO: IH-2
PROJECT DESCRIPTION: CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)
REMARKS P7: E= Preminary Engineering
REVISION DATE: 7_2020
MPO PROJ NUMBER: RMA-3
FUNDING CAT(S): 12, 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,000,000	COST OF APPROVED PHASES:
ROW PURCHASE:	$40,000,000	
CONST COST:	$96,270,000	$8,000,000
CONST ENG:	$6,500,000	
CONTING:	$3,078,652	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$153,848,652	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 12 VRF	$6,400,000		$1,600,000		$8,000,000
TOTALS	$6,400,000	$0	$1,600,000	$0	$8,000,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-194	CS	R	PENITAS	COUNTY	$1,185,242

LIMITS FROM: Liberty Blvd, From Mile 3
LIMITS TO: US 83
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE
REMARKS
P7:
REVISION DATE: 7_2018
MPO PROJ NUMBER: HC-284ar
FUNDING CAT[S]: 7, 10 - EARMARK, 3 - LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

		COST OF APPROVED PHASES:
PRELIM ENG:	$219,782	$1,185,242
ROW PURCHASE:	$1,185,242	
CONST COST:	$9,448,838	
CONST ENG:	$1,086,619	
CONTING:	$0	
IND COSTS:	$585,829	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$12,526,330	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$320,000		$80,000		$400,000
CAT 10 - EARMARK	$560,826		$140,206		$701,032
3LC				$84,210	$84,210
TOTALS	$880,826	$0	$220,206	$84,210	$1,185,242

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

LIMITS FROM: On Veterans SH 495 From IH-2/US 83
LIMITS TO: SH 364 (La Homa Rd)
PROJECT DESCRIPTION: Construct 4 Lanes Divided Urban section
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-50r
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

		COST OF APPROVED PHASES:
PRELIM ENG:	$843,140	$2,699,360
ROW PURCHASE:	$2,699,360	
CONST COST:	$11,360,000	
CONST ENG:	$511,200	
CONTING:	$738,400	
IND COSTS:	$704,320	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$16,856,420	

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-327	CS	R	Mission	Hidalgo County	$1,192,488

LIMITS FROM: ON TAYLOR RD. FROM BUSINESS 83
LIMITS TO: I-2 (US 83)
PROJECT DESCRIPTION: Widen from 2 to 4 lanes Roadway
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-256r
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

		COST OF APPROVED PHASES:
PRELIM ENG:	$371,667	$1,192,488
ROW PURCHASE:	$1,192,488	
CONST COST:	$4,500,000	
CONST ENG:	$500,000	
CONTING:	$365,050	
IND COSTS:	$348,202	
BND FINANCING:		
TOTAL PROJECT COST:	$7,277,407	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$953,990		$238,498		$1,192,488
TOTALS	$953,990	$0	$238,498	$0	$1,192,488

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2021

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

LIMITS FROM: On Taylor Rd @Mile 2N
LIMITS TO: Business 83
PROJECT DESCRIPTION: Widen from 2 Lane 4 Lane Divided Urban
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-257r
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$743,333	COST OF APPROVED PHASES:
ROW PURCHASE:	$2,011,852	$2,011,852
CONST COST:	$6,006,390	
CONST ENG:	$887,802	
CONTING:	$376,725	
IND COSTS:	$359,337	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$10,385,439	

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

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

LIMITS FROM: Mile 3 Rd
LIMITS TO: FM 2221
PROJECT DESCRIPTION: Construct 2 lanes with Shoulders (on new location from Mile 4 to FM2221)
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-284or
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$347,988	COST OF APPROVED PHASES:
ROW PURCHASE:	$2,030,000	$2,030,000
CONST COST:	$8,598,629	
CONST ENG:	$1,576,755	
CONTING:	$0	
IND COSTS:	$784,583	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$13,337,955	

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-321	CS	C,E,R	HIDALGO COUNTY	HIDALGO COUNTY	$17,213,674

LIMITS FROM: On Mile 3 N Tom Gill Road
LIMITS TO: FM 492 (GOODWIN RD)
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED - CURB & GUTTER SECTION
REMARKS: E = CONSTRUCTION ENGINEERING, CAT 7 ROW = $1,186,754, CAT 7 CONST AND CE = $15,626,920, CAT 12S CONST = $400,000
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-286a
FUNDING CAT(S): 7, 12S
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$526,451	COST OF APPROVED PHASES:
ROW PURCHASE:	$1,186,754	$17,213,674
CONST COST:	$14,389,614	
CONST ENG:	$1,637,306	
CONTING:	$0	
IND COSTS:	$613,156	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$18,353,281	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$13,450,939	$3,362,735			$16,813,674
CAT 12S	$360,000	$40,000			$400,000
					$0
TOTALS	$13,810,939	$3,402,735	$0	$0	$17,213,674

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-393	VA	C	DONNA	DONNA	$340,741

LIMITS FROM: DONNA SIDEWALK PROJECT
LIMITS TO: SOUTH INTERNATIONAL BLVD
PROJECT DESCRIPTION: REHABILITATION OF DETERIORATED SIDEWALKS AND CONSTRUCTION OF NEW SIDEWALKS
REMARKS:
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-360
FUNDING CAT(S): 9-TAP
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0	COST OF APPROVED PHASES:
ROW PURCHASE:	$0	$340,741
CONST COST:	$340,741	
CONST ENG:	$0	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$340,741	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$272,593		$68,148		$340,741
TOTALS	$272,593	$0	$68,148	$0	$340,741

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-379	VA	C	McAllen	ANZALDUAS INT'L BRIDGE BOARD	$43,700,000

LIMITS FROM: AT ANZALDUAS INTERNATIONAL PORT OF ENTRY (NB)
LIMITS TO:
PROJECT DESCRIPTION: INBOUND COMMERCIAL INSPECTION PREPRIMARY INSPECTION PRE-CLEARED CARGO TRAFFIC
REMARKS: May be accelerated when project ready
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-352
FUNDING CAT(S): 10 - CBI, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,496,000	COST OF APPROVED PHASES:
ROW PURCHASE:	$0	$43,700,000
CONST COST:	$43,700,000	
CONST ENG:	$4,370,000	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$51,566,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CBI	$9,680,000	$2,420,000			$12,100,000
3LC				$31,600,000	$31,600,000
TOTALS	$9,680,000	$2,420,000	$0	$31,600,000	$43,700,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-431	VA	C	VARIOUS	MCALLEN	$2,753,775

LIMITS FROM: CANTON RD & JACKSON RD (EDINBURG)
LIMITS TO: BICENTENNIAL HIKE BIKE & WISCONSIN (MCALLEN)
PROJECT DESCRIPTION: JACKSON RD HIKE AND BIKE PROJECT PHASE II
REMARKS: JackSON RD HIKE AND BIKE PHASE II
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-370
FUNDING CAT(S): 9, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0	COST OF APPROVED PHASES:
ROW PURCHASE:	$370,000	
CONST COST:	$2,753,775	$2,753,775
CONST ENG:	$0	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$3,123,775	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$400,232		$100,058		$500,290
3LC				$2,253,485	$2,253,485
TOTALS	$400,232	$0	$100,058	$2,253,485	$2,753,775

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-391	VA	C	VARIOUS	PHARR	$2,286,000

LIMITS FROM: CITY OF PHARR
LIMITS TO: CITY OF ALAMO
PROJECT DESCRIPTION: PSJA Tri-City Pedestrian Safety Improvement - New Construction
Safety improvements
REMARKS: PSJA Tri-City Pedestrian Safety
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-358
FUNDING CAT(S): 9-TAP, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0	COST OF APPROVED PHASES:
ROW PURCHASE:	$0	
CONST COST:	$2,286,000	$2,286,000
CONST ENG:	$0	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$2,286,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$1,577,340		$394,335		$1,971,675
3LC				$314,325	$314,325
TOTALS	$1,577,340	$0	$394,335	$314,325	$2,286,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1804-01-068	FM 1926	C	MCALLEN	MCALLEN	$86,265

LIMITS FROM: @ FM 1926 (23RD ST) & HACKBERRY AVE
LIMITS TO:
PROJECT DESCRIPTION: ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES
REMARKS:
P7:
REVISION DATE: 11_2018
MPO PROJ NUMBER: HC-310
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,969	COST OF APPROVED PHASES:
ROW PURCHASE:	$16,000	
CONST COST:	$86,265	
CONST ENG:	$4,050	$86,265
CONTING:	$0	
IND COSTS:	$5,022	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$115,306	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$69,012		$17,253		$86,265
TOTALS	$69,012	$0	$17,253	$0	$86,265

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0621-01-106	SH 336	C	MCALLEN	MCALLEN	$77,958

LIMITS FROM: INTERSECTION BUSINESS US 83
LIMITS TO: 135ft S INTERSECTION US BUSINESS 83
PROJECT DESCRIPTION: ADDITION OF NORTHBOUND RIGHT TURN LANE
REMARKS
P7:
REVISION DATE: 11_2018
MPO PROJ NUMBER: HC-312
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,587
ROW PURCHASE:	$31,000
CONST COST:	$77,958
CONST ENG:	$3,660
CONTING:	$0
IND COSTS:	$4,538
BND FINANCING:	$0
TOTAL PROJECT COST:	$120,743

COST OF APPROVED PHASES: $77,958

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$62,366		$15,592		$77,958
TOTALS	$62,366	$0	$15,592	$0	$77,958

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1804-01-071	FM 1926 (23RD ST)	C	MCALLEN	MCALLEN	$141,219

LIMITS FROM: @ FM 1926 (23RD ST) & EBONY AVE
LIMITS TO:
PROJECT DESCRIPTION: ADDITION OF EAST, NORTH, AND SOUTHBOUND CENTER TURN LANES
REMARKS
P7:
REVISION DATE: 11_2018
MPO PROJ NUMBER: HC-313
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$6,497
ROW PURCHASE:	$21,000
CONST COST:	$141,219
CONST ENG:	$6,630
CONTING:	$0
IND COSTS:	$8,221
BND FINANCING:	$0
TOTAL PROJECT COST:	$183,567

COST OF APPROVED PHASES: $141,219

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$112,975		$28,244		$141,219
TOTALS	$112,975	$0	$28,244	$0	$141,219

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1804-01-072	FM 1926 (23RD ST)	C	MCALLEN	MCALLEN	$116,618

LIMITS FROM: @ FM 1926 (23RD ST) & JACKSON AVE
LIMITS TO:
PROJECT DESCRIPTION: ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES
REMARKS
P7:
REVISION DATE: 11_2018
MPO PROJ NUMBER: HC-314
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$5,366
ROW PURCHASE:	$31,000
CONST COST:	$116,618
CONST ENG:	$5,475
CONTING:	$0
IND COSTS:	$6,789
BND FINANCING:	$0
TOTAL PROJECT COST:	$165,248

COST OF APPROVED PHASES: $116,618

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$93,294		$23,324		$116,618
TOTALS	$93,294	$0	$23,324	$0	$116,618

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-328	CS	C,E	VARIOUS	Hidalgo County	$8,306,011

LIMITS FROM: ON TAYLOR RD @MILE 2 N
LIMITS TO: BUSINESS 83
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED URBAN
REMARKS: E = CONSTRUCTION ENGINEERING
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-257
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$743,333	COST OF APPROVED PHASES: $8,306,011
ROW PURCHASE:	$2,011,852	
CONST COST:	$7,418,209	
CONST ENG:	$887,802	
CONTING:	$376,725	
IND COSTS:	$359,337	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$11,797,258	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$5,515,354		$1,378,838		$6,894,192
3LC				$1,411,819	$1,411,819
TOTALS	$5,515,354	$0	$1,378,838	$1,411,819	$8,306,011

PHARR	HIDALGO	0921-02-303	VA	C	McAllen	McAllen	$10,000,000

LIMITS FROM: Anzalduas Intl Bridge Port of Entry
LIMITS TO: South Bound
PROJECT DESCRIPTION: CONSTRUCTION OF SOUTHBOUND INSPECTION STATION
REMARKS:
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-277
FUNDING CAT(S): 10 - CBI, LOCAL, Rider 11b
PROJECT HISTORY: Updates on CBI or Rider 11B funding. City of Mcallen will cover any costs above the CBI or Rider 11B funding. Funding gap will be covered with Cat 7.

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$800,000	COST OF APPROVED PHASES: $10,000,000
ROW PURCHASE:	$0	
CONST COST:	$10,000,000	
CONST ENG:	$1,281,660	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$12,081,660	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CBI	$4,393,367	$1,098,342			$5,491,709
Rider 11	$3,200,000	$800,000			$4,000,000
Cat 7	$406,633		$101,658		$508,291
TOTALS	$8,000,000	$1,898,342	$101,658	$0	$10,000,000

PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	Hidalgo County	$4,396,313

LIMITS FROM: On Mile 6W, from SH 107
LIMITS TO: MILE 11 N
PROJECT DESCRIPTION: ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4 LANES
REMARKS:
P7:

REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-148bbr
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$992,000	COST OF APPROVED PHASES: $4,396,313
ROW PURCHASE:	$4,396,313	
CONST COST:	$31,202,489	
CONST ENG:	$3,410,000	
CONTING:	$1,316,000	
IND COSTS:	$1,255,000	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$42,571,802	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,517,050		$879,263		$4,396,313
TOTALS	$3,517,050	$0	$879,263	$0	$4,396,313

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1803-02-035	FM 1925	C	COUNTY	TXDOT	$10,000,000

LIMITS FROM: FM 907 (ALAMO RD)
LIMITS TO: SHARP RD
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-12aa
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$414,540
ROW PURCHASE:	
CONST COST:	$8,460,000
CONST ENG:	$419,616
CONTING:	$168,354
IND COSTS:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$9,462,510

COST OF APPROVED PHASES: $10,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$8,000,000	$2,000,000			$10,000,000
TOTALS	$8,000,000	$2,000,000	$0	$0	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-432	VA	C	VARIOUS	PHARR	$2,196,840

LIMITS FROM: CITY PHARR
LIMITS TO: CITY ALAMO
PROJECT DESCRIPTION: PSJA TriCity Pedestrian Improvements (Phase II)
REMARKS: PSJA TriCity Pedestrian Improvements (Phase II)
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-371
FUNDING CAT(S): 9, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$2,196,840
CONST ENG:	$0
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$2,196,840

COST OF APPROVED PHASES: $2,196,840

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$1,296,136		$324,034		$1,620,170
CAT 3 - LOCAL				$576,670	$576,670
TOTALS	$1,296,136	$0	$324,034	$576,670	$2,196,840

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-429	VA	C	VARIOUS	LRGVDC	$544,000

LIMITS FROM: WITHIN HIDALGO COUNTY
LIMITS TO:
PROJECT DESCRIPTION: RGV B-CYCLE BIKESHARE
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-368
FUNDING CAT(S): 9-TAP, LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0
ROW PURCHASE:	$0
CONST COST:	$544,000
CONST ENG:	$0
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$544,000

COST OF APPROVED PHASES: $544,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$408,000		$102,000		$510,000
CAT 3 - LOCAL				$34,000	$34,000
TOTALS	$408,000	$0	$102,000	$34,000	$544,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-430	VA	E	VARIOUS	LRGVDC	$330,000

LIMITS FROM: WITHIN HIDALGO COUNTY
LIMITS TO:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-369
PROJECT DESCRIPTION: MOBILITY PLAN TO IDENTIFY GAPS IN CURRENT BICYCLE / PEDESTRIAN PLANS
FUNDING CAT[S]: 9-TAP
REMARKS P7: E= Preliminary Engineering
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$330,000
ROW PURCHASE:	$0
CONST COST:	$0
CONST ENG:	$0
CONTING:	$0
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$330,000

COST OF APPROVED PHASES: $330,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 9 - TAP	$264,000		$66,000		$330,000
TOTALS	$264,000	$0	$66,000	$0	$330,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	IBTC	R	HIDALGO COUNTY	HCRMA	$40,000,000

LIMITS FROM: 365 Toll and FM 493
LIMITS TO: IH-2
REVISION DATE: 7_2020
MPO PROJ NUMBER: RMA-3
PROJECT DESCRIPTION: Construct Non-Tolled 4-Lane divided (at grade) highway (interim)
FUNDING CAT[S]: 12, 3
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,000,000
ROW PURCHASE:	$40,000,000
CONST COST:	$96,270,000
CONST ENG:	$6,500,000
CONTING:	$3,078,652
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$153,848,652

COST OF APPROVED PHASES: $40,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 12	$3,254,730		$813,682		$4,068,412
Cat 3 Local				$35,931,588	$35,931,588
TOTALS	$3,254,730	$0	$813,682	$35,931,588	$40,000,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-194	CS	C,E	PENITAS	Hidalgo County	$10,535,477

LIMITS FROM: Liberty Blvd from Mile 3
LIMITS TO: US 83
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE
REMARKS: E = CONSTRUCTION ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-284a
FUNDING CAT[S]: 7, 125
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$219,782	COST OF APPROVED PHASES: $10,535,477
ROW PURCHASE:	$1,185,242	
CONST COST:	$9,448,858	
CONST ENG:	$1,086,619	
CONTING:	$0	
IND COSTS:	$585,829	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$12,526,330	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$8,108,382		$2,027,095		$10,135,477
CAT 125	$320,000		$80,000		$400,000
TOTALS	$8,428,382	$0	$2,107,095	$0	$10,535,477

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0255-07-140	US 281	C	COUNTY	TXDOT	$118,700,000

LIMITS FROM: 0.273 mi S SH 186
LIMITS TO: 0.023 mi N FM 490
PROJECT DESCRIPTION: RURAL EXPRESSWAY FACILITY- CONSTRUCT 4 LANES WITH OVERPASSES AND TWO - 2 LANE FRONTAGE ROADS
REMARKS: E = PRELIMINARY AND CONSTRUCTION ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-384
FUNDING CAT[S]: 4,11
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,920,000	COST OF APPROVED PHASES: $118,700,000
ROW PURCHASE:	$4,813,000	
CONST COST:	$118,700,000	
CONST ENG:	$3,912,000	
CONTING:	$904,000	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$132,249,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 4	$64,000,000	$16,000,000			$80,000,000
Cat 11	$30,960,000	$7,740,000			$38,700,000
TOTALS	$94,960,000	$23,740,000	$0	$0	$118,700,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-375	CS	C,R	PHARR	PHARR	$4,523,551

LIMITS FROM: ON HI LINE EAST FROM CAGE BLVD
LIMITS TO: VETERANS RD
PROJECT DESCRIPTION: WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS
REMARKS: CAT 7 FOR ROW= $350,000, CAT 7 FOR CONSTRUCTION= $4,173,551
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-336
FUNDING CAT[S]: 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$204,304	COST OF APPROVED PHASES: $4,523,551
ROW PURCHASE:	$350,000	
CONST COST:	$4,173,551	
CONST ENG:	$208,678	
CONTING:	$271,281	
IND COSTS:	$258,760	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$5,466,774	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,618,841	$0	$904,710	$0	$4,523,551
TOTALS	$3,618,841	$0	$904,710	$0	$4,523,551

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1064-01-043	FM 676	C	McAllen	TXDOT	$6,000,000

LIMITS FROM: Taylor Rd
LIMITS TO: FM 2220
PROJECT DESCRIPTION: Widen From 2 to 4 Lane Divided
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-144
FUNDING CAT(S): Cat 1,7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$294,000	COST OF APPROVED PHASES:
ROW PURCHASE:	$1,202,648	
CONST COST:	$6,000,000	$6,000,000
CONST ENG:	$297,600	
CONTING:	$119,400	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$7,913,648	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$3,600,000		$900,000		$4,500,000
Cat 1	$1,200,000	$300,000			$1,500,000
TOTALS	$4,800,000	$300,000	$900,000	$0	$6,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-400	CS	C, R	Pharr	Pharr	$5,930,000

LIMITS FROM: On Anaya Rd, from Cage
LIMITS TO: Veterans Blvd
PROJECT DESCRIPTION: Widen from 2 to 3 lanes
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-340
FUNDING CAT(S):
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$256,270	COST OF APPROVED PHASES:
ROW PURCHASE:	$700,000	
CONST COST:	$5,230,000	$5,930,000
CONST ENG:	$5,230,000	
CONTING:	$339,950	
IND COSTS:	$324,260	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$12,080,480	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$4,744,000		$1,186,000		$5,930,000
TOTALS	$4,744,000	$0	$1,186,000	$0	$5,930,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0342-01-093	SH 107	C	Edinburg	TxDOT	$19,000,000

LIMITS FROM: Bus 281-W
LIMITS TO: I-69C (US 281)
PROJECT DESCRIPTION: Operational Improvements and Rehabilitation
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-337
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,930,484	COST OF APPROVED PHASES:
ROW PURCHASE:	$1,000,000	
CONST COST:	$19,000,000	
CONST ENG:	$2,195,826	$19,000,000
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$26,126,310	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 2	$15,200,000	$3,800,000			$19,000,000
TOTALS	$15,200,000	$3,800,000	$0	$0	$19,000,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-376	CS	C,R	Pharr	Pharr	$5,860,000

LIMITS FROM: On Hi-Line West, From Jackson Rd
LIMITS TO: Cage Blvd
PROJECT DESCRIPTION: Widen to 2 lane with continuous left turn lane
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-339
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$254,800
ROW PURCHASE:	$660,000
CONST COST:	$5,200,000
CONST ENG:	$260,000
CONTING:	$338,000
IND COSTS:	$322,400
BND FINANCING:	$0
TOTAL PROJECT COST:	$7,035,200
COST OF APPROVED PHASES:	$5,860,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$4,688,000		$1,172,000		$5,860,000
TOTALS	$4,688,000	$0	$1,172,000	$0	$5,860,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1429-02-036	FM 1426 (Raul Longoria)	C	San Juan	TxDOT	$16,000,000

LIMITS FROM: Nolana Loop
LIMITS TO: I-2
PROJECT DESCRIPTION: Widen from 4 to 6 Lanes raised median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER:
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$784,000
ROW PURCHASE:	$0
CONST COST:	$16,000,000
CONST ENG:	$793,600
CONTING:	$318,400
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$17,896,000
COST OF APPROVED PHASES:	$16,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 2	$12,800,000	$3,200,000			$16,000,000
TOTALS	$12,800,000	$3,200,000	$0	$0	$16,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1803-01-092	FM 1925	C	McAllen	TxDOT	$9,125,000

LIMITS FROM: 10th Street
LIMITS TO: McColl Rd
PROJECT DESCRIPTION: Widen from 2 to 6 lane with raised median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-290
FUNDING CAT(S): 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$447,125
ROW PURCHASE:	$0
CONST COST:	$9,125,000
CONST ENG:	$452,600
CONTING:	$181,588
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$10,206,313
COST OF APPROVED PHASES:	$9,125,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$708,000	$177,000			$885,000
Cat 2	$6,592,000	$1,648,000			$8,240,000
TOTALS	$7,300,000	$1,825,000	$0	$0	$9,125,000

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Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0528-01-113	SH 107 (Conway)	C	Palmhurst	TxDOT	$10,812,000

LIMITS FROM: FM 1924 N (Mile 3)
LIMITS TO: FM 676 (Mile 5N)
PROJECT DESCRIPTION: Widen from 4 to 6 Lane Divided Rural
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-224
FUNDING CAT[S]: 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$529,788	COST OF APPROVED PHASES:	$10,812,000
ROW PURCHASE:	$0		
CONST COST:	$10,812,000		
CONST ENG:	$536,275		
CONTING:	$215,159		
IND COSTS:	$0		
BND FINANCING:	$0		
TOTAL PROJECT COST:	$12,093,222		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$169,600	$42,400			$212,000
Cat 2	$8,480,000	$2,120,000			$10,600,000
TOTALS	$8,649,600	$2,162,400	$0	$0	$10,812,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0528-01-118	SH 107 (Conway)	C		TxDOT	$20,400,000

LIMITS FROM: FM 1924 (Mile 3 N)
LIMITS TO: SH 495
PROJECT DESCRIPTION: Widen from 4 to 6 Lane w/Raised Median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-383
FUNDING CAT[S]: 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$999,600	COST OF APPROVED PHASES:	$20,400,000
ROW PURCHASE:	$0		
CONST COST:	$20,400,000		
CONST ENG:	$1,011,840		
CONTING:	$405,960		
IND COSTS:	$0		
BND FINANCING:	$0		
TOTAL PROJECT COST:	$22,817,400		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$320,000	$80,000			$400,000
Cat 2	$16,000,000	$4,000,000			$20,000,000
TOTALS	$16,320,000	$4,080,000	$0	$0	$20,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0528-01-112	SH 107	C	Palmhurst	TxDOT	$15,300,000

LIMITS FROM: FM 676
LIMITS TO: FM 681/FM 2993.
PROJECT DESCRIPTION: Widen from 4 to 6 Lane Divided Urban
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-343
FUNDING CAT[S]: 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$749,700	COST OF APPROVED PHASES:	$15,300,000
ROW PURCHASE:	$0		
CONST COST:	$15,300,000		
CONST ENG:	$758,880		
CONTING:	$304,470		
IND COSTS:	$0		
BND FINANCING:	$0		
TOTAL PROJECT COST:	$17,113,050		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$240,000	$60,000			$300,000
Cat 2	$12,000,000	$3,000,000			$15,000,000
TOTALS	$12,240,000	$3,060,000	$0	$0	$15,300,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	$12,745,750

LIMITS FROM:	Veterans Blvd, from IH-2	REVISION DATE:	7_2020
LIMITS TO:	La Homa Rd	MPO PROJ NUMBER:	HC-50
PROJECT DESCRIPTION:	Construct 4 Lanes divided urban	FUNDING CAT(S):	1,2
REMARKS P7:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$0	COST OF APPROVED PHASES:	$12,745,750
ROW PURCHASE:	$0		
CONST COST:	$12,745,750		
CONST ENG:	$632,189		
CONTING:	$253,640		
IND COSTS:	$0		
BND FINANCING:	$0		
TOTAL PROJECT COST:	$13,631,579		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$1,108,600	$277,150			$1,385,750
Cat 2	$9,088,000	$2,272,000			$11,360,000
TOTALS	$10,196,600	$2,549,150	$0	$0	$12,745,750

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-341	CS	C	MCALLEN	MCALLEN	$1,404,225

LIMITS FROM: On Dove St, From 41st St
LIMITS TO: Bentsen Rd
PROJECT DESCRIPTION: CONSTRUCT 4 LANE DIVIDED ROADWAY (NEW LOCATION)
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-315
FUNDING CAT(S): 3 - LOCAL
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$68,807	COST OF APPROVED PHASES: $1,404,225
ROW PURCHASE:	$0	
CONST COST:	$1,404,225	
CONST ENG:	$70,211	
CONTING:	$91,275	
IND COSTS:	$87,062	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$1,721,580	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 - LOCAL				$1,404,225	$1,404,225
TOTALS	$0	$0	$0	$1,404,225	$1,404,225

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-327	CS	C,E	MISSION	HIDALGO COUNTY	$6,750,196

LIMITS FROM: ON TAYLOR RD, FROM BUSINESS 83
LIMITS TO: I-2 (US 83)
PROJECT DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE ROADWAY
E = CONSTRUCTION ENGINEERING
REMARKS
P7:
REVISION DATE: 7_2018
MPO PROJ NUMBER: HC-256
FUNDING CAT(S): 7,3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,930,000	COST OF APPROVED PHASES: $6,750,196
ROW PURCHASE:	$1,620,318	
CONST COST:	$6,026,960	
CONST ENG:	$723,236	
CONTING:	$0	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$10,300,514	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$4,000,000		$1,000,000		$5,000,000
Cat 3 Local				$1,750,196	$1,750,196
TOTALS	$4,000,000	$0	$1,000,000	$1,750,196	$6,750,196

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-358	CS	C, R	Edinburg	HIDALGO COUNTY	$5,500,000

LIMITS FROM: On Owassa Rd, from IH-69C (US 281)
LIMITS TO: I Road
PROJECT DESCRIPTION: Widen From 2 to 4 Lanes
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-156a
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$220,500	COST OF APPROVED PHASES: $5,500,000
ROW PURCHASE:	$1,000,000	
CONST COST:	$4,500,000	
CONST ENG:	$225,000	
CONTING:	$292,500	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$6,238,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$4,400,000		$1,100,000		$5,500,000
TOTALS	$4,400,000	$0	$1,100,000	$0	$5,500,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0253-06-069	US 281	C	PCt 4	TXDOT	$194,000,000

LIMITS FROM: Hidalgo/Brooks CL
LIMITS TO: 0.315Mi N of SH 186
PROJECT DESCRIPTION: Contruct 4 Lanes with overpasses and two-2 lane frontage roads
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-997
FUNDING CAT[S]: 4, 12
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,958,616
ROW PURCHASE:	$0
CONST COST:	$182,828,908
CONST ENG:	$8,940,334
CONTING:	$2,065,967
IND COSTS:	$0
BND FINANCING:	$0
TOTAL PROJECT COST:	$202,793,825

COST OF APPROVED PHASES: $194,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 4	$8,720,000	$2,180,000			$10,900,000
Cat 12	$146,480,000	$36,620,000			$183,100,000
TOTALS	$155,200,000	$38,800,000	$0	$0	$194,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C	Pharr	Pharr	$14,577,764

LIMITS FROM: At Pharr/Reynosa Int'l Bridge
LIMITS TO:
PROJECT DESCRIPTION: Dock Expansion Phase I
REMARKS: CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-372
FUNDING CAT[S]: Rider 11 Cat 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$330,000
ROW PURCHASE:	$0
CONST COST:	$14,577,764
CONST ENG:	$275,000
CONTING:	$275,000
IND COSTS:	$110,000
BND FINANCING:	$0
TOTAL PROJECT COST:	$15,567,764

COST OF APPROVED PHASES: $14,577,764

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11	$2,400,000	$600,000			$3,000,000
3LC				$11,577,764	$11,577,764
TOTALS	$2,400,000	$600,000	$0	$11,577,764	$14,577,764

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C	Pharr	Pharr	$13,610,000

LIMITS FROM: At Pharr/ Reynosa Int'l Bridge
LIMITS TO:
PROJECT DESCRIPTION: Dock Expansion Phase II
REMARKS: CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-373
FUNDING CAT[S]: Rider 11 Cat 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$690,000
ROW PURCHASE:	$0
CONST COST:	$13,610,000
CONST ENG:	$575,000
CONTING:	$575,000
IND COSTS:	$270,000
BND FINANCING:	
TOTAL PROJECT COST:	$15,720,000

COST OF APPROVED PHASES: $13,610,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11	$4,000,000	$1,000,000			$5,000,000
3LC				$8,610,000	$8,610,000
TOTALS	$4,000,000	$1,000,000	$0	$8,610,000	$13,610,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-423	Pharr Bridge	C	Pharr	Pharr	$7,500,000

LIMITS FROM: At Pharr/ Reynosa Int'l Bridge
LIMITS TO:
PROJECT DESCRIPTION: Pharr Bridge Commercial Vehicle Staging Site
REMARKS P7: CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-374
FUNDING CAT(S): Rider 11 Cat 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$450,000	COST OF APPROVED PHASES: $7,500,000
ROW PURCHASE:	$0	
CONST COST:	$7,500,000	
CONST ENG:	$375,000	
CONTING:	$375,000	
IND COSTS:	$150,000	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$8,850,000	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11	$3,200,000	$800,000			$4,000,000
3LC				$3,500,000	$3,500,000
TOTALS	$3,200,000	$800,000	$0	$3,500,000	$7,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	2966-01-014	SH 364 (La Homa)	C	Hidalgo County	TxDOT	$5,500,000

LIMITS FROM: FM 2221
LIMITS TO: FM 676
PROJECT DESCRIPTION: Widen from 2 lanes to 3 lanes curb and gutter
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-182ab
FUNDING CAT(S): 1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$269,500	COST OF APPROVED PHASES: $5,500,000
ROW PURCHASE:	$0	
CONST COST:	$5,500,000	
CONST ENG:	$270,050	
CONTING:	$124,300	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$6,163,850	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$4,400,000	$1,100,000			$5,500,000
TOTALS	$4,400,000	$1,100,000	$0	$0	$5,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	2094-01-062	FM2220 (Ware Rd)	C	McAllen	TxDOT	$17,470,000

LIMITS FROM: SH 107
LIMITS TO: Mile 5 N (Auburn Ave)
PROJECT DESCRIPTION: Widen from 2 to 6 Lane Median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-19a
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$856,030	COST OF APPROVED PHASES: $17,470,000
ROW PURCHASE:	$0	
CONST COST:	$17,470,000	
CONST ENG:	$866,512	
CONTING:	$347,653	
IND COSTS:	$1,114,586	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$20,654,781	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 2	$13,976,000	$3,494,000			$17,470,000
TOTALS	$13,976,000	$3,494,000	$0	$0	$17,470,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0864-01-068	FM 494	C	McAllen	TxDOT	$13,942,377

LIMITS FROM: SH 107
LIMITS TO: FM 676 (Mile 5)
PROJECT DESCRIPTION: Widen from 2 to 4 lanes
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-292a
FUNDING CAT(S): 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$683,175	COST OF APPROVED PHASES: $13,942,343
ROW PURCHASE:	$0	
CONST COST:	$13,942,343	
CONST ENG:	$691,540	
CONTING:	$277,453	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$15,594,511	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$4,227,502	$1,056,875			$5,284,377
Cat 2	$6,926,373	$1,731,593			$8,657,966
TOTALS	$11,153,874	$2,788,469	$0	$0	$13,942,343

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	2094-01-063	FM 2220 (Ware Rd)	C	Mcallen	TxDOT	$18,774,045

LIMITS FROM: FM 1925 (Monte Cristo)
LIMITS TO: SH 107
PROJECT DESCRIPTION: Widen from 2 to 6 Lanes With Median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-20
FUNDING CAT(S): 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$919,928	COST OF APPROVED PHASES: $18,774,045
ROW PURCHASE:	$0	
CONST COST:	$18,774,045	
CONST ENG:	$931,193	
CONTING:	$373,604	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$20,998,770	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$1,419,236	$354,809			$1,774,045
Cat 2	$13,600,000	$3,400,000			$17,000,000
TOTALS	$15,019,236	$3,754,809	$0	$0	$18,774,045

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1803-01-094	FM 1925	C	Mcallen	TxDOT	$23,500,000

LIMITS FROM: Wallace Rd
LIMITS TO: 10th St
PROJECT DESCRIPTION: Widen from 2 to 6 lane with raised median
REMARKS
P7:
REVISION DATE: 7_2020
MPO PROJ NUMBER: HC-338
FUNDING CAT(S): 1,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$151,500	COST OF APPROVED PHASES: $23,500,000
ROW PURCHASE:	$0	
CONST COST:	$23,500,000	
CONST ENG:	$165,600	
CONTING:	$467,650	
IND COSTS:	$0	
BND FINANCING:	$0	
TOTAL PROJECT COST:	$24,284,750	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$2,800,000	$700,000			$3,500,000
Cat 2	$16,000,000	$4,000,000			$20,000,000
TOTALS	$18,800,000	$4,700,000	$0	$0	$23,500,000

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

Hidalgo County Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	3629-01-001	SH 68	C	PCT 1	TxDOT	$183,600,000

LIMITS FROM:	US 83	REVISION DATE:	7_2020
LIMITS TO:	FM 1925	MPO PROJ NUMBER:	HC-295c
PROJECT DESCRIPTION:	Divided Rural Highway Facility	FUNDING CAT(S):	1,2,12
REMARKS	New Location	PROJECT HISTORY:	New Project
P7:			

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,820,000	COST OF	
ROW PURCHASE:	$0	APPROVED	
CONST COST:	$183,600,000	PHASES:	
CONST ENG:	$8,226,000	$183,600,000	
CONTING:	$14,904,000		
IND COSTS:	$0		
BND FINANCING:	$0		
TOTAL PROJECT COST:	$215,550,000		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 1	$2,880,000	$720,000			$3,600,000
Cat 2	$18,736,000	$4,684,000			$23,420,000
Cat 12	$44,000,000	$11,000,000			$55,000,000
Cat 12 (TTC)	$81,264,000	$20,316,000			$101,580,000
TOTALS	$146,880,000	$36,720,000	$0	$0	$183,600,000

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

TEXAS DEPARTMENT OF TRANSPORTATION

TIP Highway Financial Summary - Year of Expenditure Cost

Brownsville Area - RGVMPO

Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$4,460,000	$4,460,000	$4,460,000	$4,460,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$0	$0	$15,120,000	$15,120,000	$30,100,000	$30,100,000	$45,220,000	$45,220,000
3	Non-Traditionally Funded Transportation Project	$0	$0	$377,830	$377,830	$405,213	$405,213	$14,757	$14,757	$797,800	$797,800
4	Urban and Regional Connectivity	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures - Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$30,200,235	$30,200,235	$380,300	$380,300	$0	$0	$30,580,535	$30,580,535
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP Set-Aside Program	$0	$0	$640,000	$640,000	$1,424,718	$1,424,718	$301,168	$301,168	$2,365,886	$2,365,886
10	Supplemental Transportation	$0	$0	$911,515	$911,515	$0	$0	$6,500,000	$6,500,000	$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	$0	$0	$0	$0	$9,100,000	$9,100,000	$9,100,000	$9,100,000
Rider 11	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$0	$0	$32,129,580	$32,129,580	$17,330,231	$17,330,231	$50,475,925	$50,475,925	$99,935,736	$99,935,736

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$0	$25,583,703	$13,540,014	$41,668,934	$80,792,652
State	$0	$0	$3,024,000	$8,732,000	$11,756,000
Local Match	$0	$6,168,047	$361,004	$60,234	$6,589,284
CAT 3 - Local Contributions (LC)	$0	$377,830	$405,213	$14,757	$797,800
Total	$0	$32,129,580	$17,330,231	$50,475,925	$99,935,736

Annotations

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

TEXAS DEPARTMENT OF TRANSPORTATION

TIP Highway Financial Summary - Year of Expenditure Cost

Harlingen San Benito Area - RGVMPO

Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$102,031	$102,031	$9,671,328	$9,671,328	$9,773,359	$9,773,359
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$2,758,554	$2,758,554	$5,101,566	$5,101,566	$44,558,434	$44,558,434	$52,418,554	$52,418,554
3	Non-Traditionally Funded Transportation Project	$25,692	$25,692	$0	$0	$0	$0	$0	$0	$25,692	$25,692
3DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Urban and Regional Connectivity	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures - Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$651,026	$651,026	$0	$0	$0	$0	$651,026	$651,026
9	TAP Set-Aside Program	$519,019	$519,019	$0	$0	$0	$0	$0	$0	$519,019	$519,019
10	Supplemental Transportation	$1,675,000	$1,675,000	$0	$0	$0	$0	$0	$0	$1,675,000	$1,675,000
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$1,325,000	$1,325,000	$0	$0	$0	$0	$0	$0	$1,325,000	$1,325,000
Rider 11	Energy Sector	$4,500,000	$4,500,000	$0	$0	$0	$0	$0	$0	$4,500,000	$4,500,000
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$8,044,711	$8,044,711	$3,409,580	$3,409,580	$5,203,597	$5,203,597	$54,229,762	$54,229,762	$70,887,650	$70,887,650

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$6,415,215	$2,792,766	$4,162,878	$43,383,809	$56,754,668
State	$969,203	$616,814	$1,040,719	$10,845,953	$13,472,689
Local Match	$634,601	$0	$0	$0	$634,601
CAT 3 - Local Contributions (LC)	$25,692	$0	$0	$0	$25,692
Total	$8,044,711	$3,409,580	$5,203,597	$54,229,762	$70,887,650

TEXAS DEPARTMENT OF TRANSPORTATION

TIP Highway Financial Summary - Year of Expenditure Cost

Hidalgo Area - RGVMPO

Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$4,682,750	$4,682,750	$19,658,422	$19,658,422	$24,341,172	$24,341,172
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$10,000,000	$10,000,000	$100,200,000	$100,200,000	$86,547,966	$86,547,966	$196,747,966	$196,747,966
3	Non-Traditionally Funded Transportation Project	$153,567,287	$153,567,287	$72,121,887	$72,121,887	$0	$0	$26,842,185	$26,842,185	$252,531,359	$252,531,359
3DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$10,900,000	$10,900,000	$10,900,000	$10,900,000
4	Urban and Regional Connectivity	$0	$0	$0	$0	$80,000,000	$80,000,000	$0	$0	$80,000,000	$80,000,000
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures - Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$13,533,700	$13,533,700	$29,034,530	$29,034,530	$30,949,028	$30,949,028	$10,500,000	$10,500,000	$84,017,258	$84,017,258
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP Set-Aside Program	$528,000	$528,000	$5,272,876	$5,272,876	$0	$0	$0	$0	$5,800,876	$5,800,876
10	Supplemental Transportation	$701,032	$701,032	$0	$0	$0	$0	$0	$0	$701,032	$701,032
10 CBI	Corridor Border	$22,537,243	$22,537,243	$17,591,709	$17,591,709	$0	$0	$0	$0	$40,128,952	$40,128,952
11	District Discretionary	$0	$0	$0	$0	$38,700,000	$38,700,000	$0	$0	$38,700,000	$38,700,000
Rider 11	Energy Sector	$4,462,757	$4,462,757	$4,000,000	$4,000,000	$0	$0	$12,000,000	$12,000,000	$20,462,757	$20,462,757
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$134,442,423	$134,442,423	$4,468,412	$4,468,412	$400,000	$400,000	$339,680,000	$339,680,000	$478,990,835	$478,990,835
	Total	$329,772,442	$329,772,442	$142,489,414	$142,489,414	$254,931,778	$254,931,778	$506,128,573	$506,128,573	$1,233,322,207	$1,233,322,207

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$171,652,609	$56,334,021	$203,945,423	$383,429,110	$815,361,163
State	$0	$9,721,077	$44,716,550	$93,757,278	$148,194,904
Local Match	$4,552,546	$4,312,430	$6,269,805	$2,100,000	$17,234,781
CAT 3 - Local Contributions (LC)	$153,567,287	$72,121,887	$0	$26,842,185	$252,531,359
Total	$329,772,442	$142,489,414	$254,931,778	$506,128,573	$1,233,322,207

TRANSIT TABLES

FY 2021-2024 RGVMPO TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		TIGER
MPO Project #	BMPO-TGR2	**Federal (FTA) Funds:**	$	3,140,141
		State Funds from TxDOT:	$	-
Apportionment Year:	2017	**Other Funds:**	$	1,358,997
Project Phase:	Project 1: Improve Operations and Passenger Facility	**Fiscal Year Cost:**	$	4,499,138
Brief Project Description:	Phase 1: Rehabilitation of transit maintenance facility. Local match to subsequent components of TIGER project. Completed 2017-1,800,000 *Part of Total Project. Phase 2: Site and Safety Improvements. TIGER: 3,140,141; Local: 1,358,997. Phase 3: New Passenger Facility-East Side Transfer Station. Funded via Category 9 Funds (Federal and Local). Improvements CSJ:# 0921-06-304, shown in this TIP document under Highway Improvements. *Part of Total Project. (Category 9: 407,486; Local: 405,376)	**Total Project Cost (YOE):**	$	4,499,138
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		TIGER
MPO Project #	BMPO-TGR4	**Federal (FTA) Funds:**	$	539,859
		State Funds from TxDOT:	$	-
Apportionment Year:	2017	**Other Funds:**	$	1,075,141
Project Phase:	Project 2: Improve Bus Stop Safety and Comfort	**Fiscal Year Cost:**	$	1,615,000
Brief Project Description:	Bus Stop Improvements - Improvements of approximately 54 bus stops. [Funding Breakdown TIGER: $539,859; CDBG: $350,000 = Total Federal: $889,859// COB: $326,131; Other: $399,010 = Total/ Local: 725,141] *11 Bus stops completed in 2017 with Local Match.	**Total Project Cost (YOE):**	$	1,615,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	-
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO112	**Federal (FTA) Funds:**	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2021	**Other Funds:**	$	1,005,788
Project Phase:		**Fiscal Year Cost:**	$	3,138,360
Brief Project Description:	Operating Assistance	**Total Project Cost (YOE):**	$	3,138,360
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO113	**Federal (FTA) Funds:**	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	272,679
Project Phase:		**Fiscal Year Cost:**	$	1,363,395
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	1,363,395
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO114	**Federal (FTA) Funds:**	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	6,649
Project Phase:		**Fiscal Year Cost:**	$	33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	**Total Project Cost (YOE):**	$	33,245
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO115	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO116	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	53,597
Project Phase:		**Fiscal Year Cost:**	$	357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment) Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	**Total Project Cost (YOE):**	$	357,315
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

* **BMPO-TGR2 & BMPO-TGR4** project listings are being rolled over/shifted from previous **FY 2019-2022 TIP** since these projects have not yet been executed. These projects are planned to be executed in **FY 2021**.

Federal Share (5307)	$	2,686,492
Local Share (5307)	$	1,285,116
State Share	$	563,392
Total Cost	$	4,535,000
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	166,311
Local Share 5310	$	41,579
Federal Share 5339	$	303,718
Local Share 5339	$	53,597
Federal Share 5311		
Local Share 5311		
Federal Share TIGER	$	3,680,000
Local Share TIGER	$	2,434,138
Total	$	**11,214,343**

Development Credits

FY 2022 TRANSIT PROJECT LISTING
BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO118	Federal (FTA) Funds:	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2022	Other Funds:	$	1,005,788
Project Phase:		Fiscal Year Cost:	$	3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	$	3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO119	Federal (FTA) Funds:	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	272,679
Project Phase:		Fiscal Year Cost:	$	1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	$	1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO120	Federal (FTA) Funds:	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	6,649
Project Phase:		Fiscal Year Cost:	$	33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	$	33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO121	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO122	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**	$	53,597
Project Phase:		**Fiscal Year Cost:**	$	357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment) Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	**Total Project Cost (YOE):**	$	357,315
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,686,492
Local Share (5307)	$	1,285,116
State Share	$	563,392
Total Cost	$	4,535,000
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	166,311
Local Share 5310	$	41,579
Federal Share 5339	$	303,718
Local Share 5339	$	53,597
Federal Share 5311		
Local Share 5311		
Federal Share TIGER		
Local Share TIGER		
Total	$	**5,100,205**
Development Credits		

FY 2023 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO125	**Federal (FTA) Funds:**	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2023	**Other Funds:**	$	1,005,788
Project Phase:		**Fiscal Year Cost:**	$	3,138,360
Brief Project Description:	Operating Assistance	**Total Project Cost (YOE):**	$	3,138,360
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO126	**Federal (FTA) Funds:**	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	272,679
Project Phase:		**Fiscal Year Cost:**	$	1,363,395
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	1,363,395
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO127	**Federal (FTA) Funds:**	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	6,649
Project Phase:		**Fiscal Year Cost:**	$	33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	**Total Project Cost (YOE):**	$	33,245
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO128	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO129	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	53,597
Project Phase:		**Fiscal Year Cost:**	$	357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment), Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	**Total Project Cost (YOE):**	$	357,315
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,686,492
Local Share (5307)	$	1,285,116
State Share	$	563,392
Total Cost	$	4,535,000
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	166,311
Local Share 5310	$	41,579
Federal Share 5339	$	303,718
Local Share 5339	$	53,597
Federal Share 5311		
Local Share 5311		
Federal Share TIGER		
Local Share TIGER		
Total	$	5,100,205

Development Credits

FY 2024 TRANSIT PROJECT LISTING
BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO130	Federal (FTA) Funds:	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2024	Other Funds:	$	1,005,788
Project Phase:		Fiscal Year Cost:	$	3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	$	3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO131	Federal (FTA) Funds:	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	272,679
Project Phase:		Fiscal Year Cost:	$	1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	$	1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
MPO Project #	PHRBMPO132	Federal (FTA) Funds:	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	6,649
Project Phase:		Fiscal Year Cost:	$	33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	$	33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO133	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM)	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO134	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	53,597
Project Phase:		**Fiscal Year Cost:**	$	357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment), Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	**Total Project Cost (YOE):**	$	357,315
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,686,492
Local Share (5307)	$	1,285,116
State Share	$	563,392
Total Cost	$	4,535,000
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	166,311
Local Share 5310	$	41,579
Federal Share 5339	$	303,718
Local Share 5339	$	53,597
Federal Share 5311		
Local Share 5311		
Federal Share TIGER		
Local Share TIGER		
Total	$	**5,100,205**
Development Credits		

Transit Financial Summary
Brownsville Area - RGVMPO
FY 2021 - 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Current as of June 2020

	Transit Program	FY 2021 Federal	FY 2021 State/Other	FY 2021 Total	FY 2022 Federal	FY 2022 State/Other	FY 2022 Total	FY 2023 Federal	FY 2023 State/Other	FY 2023 Total
1	Sec. 5307 - Urbanized Formula >200K	2,686,492	1,848,508	4,535,000	2,686,492	1,848,508	4,535,000	2,686,492	1,848,508	4,535,000
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	166,311	41,579	207,890	166,311	41,579	207,890	166,311	41,579	207,890
5	Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6	Sec. 5316 - JARC >200K	0	0	0	0	0	0	0	0	0
7	Sec. 5316 - JARC <200K	0	0	0	0	0	0	0	0	0
8	Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9	Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0
10	Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0
11	Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12	Sec. 5339 - Bus & Bus Facilities	303,718.00	53,597.00	357,315.00	303,718.00	53,597.00	357,315.00	303,718.00	53,597.00	357,315.00
13	Other FTA - 5311 (f)	0.00	0	0	0	0	0	0	0	0
14	Regionally Significant or Other	3,680,000	2,434,138	6,114,138	0	0	0	0	0	0
	Total Funds	**$6,836,521**	**$4,377,822**	**$11,214,343**	**$3,156,521**	**$1,943,684**	**$5,100,205**	**$3,156,521**	**$1,943,684**	**$5,100,205**
	Transportation Development Credits									
	Requested									
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2024 Federal	FY 2024 State/Other	FY 2024 Total	Total Federal	Total State/Other	Total Total
1	Sec. 5307 - Urbanized Formula >200K	2,686,492	1,848,508	4,535,000	10,745,968	7,394,032	18,140,000
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary	0	0	0	0	0	0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	166,311	41,579	207,890	665,244	166,316	831,560
5	Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6	Sec. 5316 - JARC >200K	0	0	0	0	0	0
7	Sec. 5316 - JARC <200K	0	0	0	0	0	0
8	Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9	Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
10	Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
11	Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12	Sec. 5339 - Bus & Bus Facilities	303,718.00	53,597.00	357,315.00	$ 1,214,872.00	214,388	1,429,260
13	Other FTA - 5311 (f)	0	0	0	0	0	0
14	Regionally Significant or Other	0	0	0	3,680,000	2,434,138	6,114,138
	Total Funds	**$3,156,521**	**$1,943,684**	**$5,100,205**	**$16,306,084**	**$10,208,874**	**$26,514,958**
	Transportation Development Credits						
	Requested						$0
	Awarded			$0			$0

FY 2021 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2021-001	**Federal (FTA) Funds:**	$	1,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	1,000,000
Project Phase:		**Fiscal Year Cost:**	$	2,000,000
Brief Project Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	2,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2021-002	**Federal (FTA) Funds:**	$	280,283
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	56,057
Project Phase:		**Fiscal Year Cost:**	$	336,340
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	336,340
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	-
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2021-003	**Federal (FTA) Funds:**	$	607,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	607,452
Brief Project Description:	Capital Involvement Plan (Fleet & Bus Stops)	**Total Project Cost (YOE):**	$	607,452
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	121,490
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2021-004	**Federal (FTA) Funds:**	$	300,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2020 ($80,000) | 2021 ($220,000)	**Other Funds:**	$	132,000
Project Phase:		**Fiscal Year Cost:**	$	432,000
Brief Project Description:	San Benito Sidewalk Project	**Total Project Cost (YOE):**	$	432,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	-
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,187,735
Local Share (5307)	$	1,188,057
State Share		
Total Cost	$	3,375,792
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	$	**3,375,792**
Development credits	$	121,490

FY 2022 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2022-001	Federal (FTA) Funds:	$	1,245,787
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	1,245,787
Project Phase:		Fiscal Year Cost:	$	2,491,574
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	$	2,491,574
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2022-002	Federal (FTA) Funds:	$	200,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	40,000
Project Phase:		Fiscal Year Cost:	$	240,000
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	$	240,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	$	-
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2022-003	Federal (FTA) Funds:	$	581,665
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	-
Project Phase:		Fiscal Year Cost:	$	581,665
Brief Project Description:	Capital Involvement Plan	Total Project Cost (YOE):	$	581,665
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	$	116,333
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

Federal Share (5307)	$	2,027,452
Local Share (5307)	$	1,285,787
State Share		
Total Cost	$	3,313,239
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	**$**	**3,313,239**
Development Credits	$	116,333

FY 2023 TRANSIT PROJECT LISTING
HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2023-001	Federal (FTA) Funds:	$	1,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	Other Funds:	$	1,000,000
Project Phase:		Fiscal Year Cost:	$	2,000,000
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	$	2,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2023-002	Federal (FTA) Funds:	$	280,283
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	Other Funds:	$	56,057
Project Phase:		Fiscal Year Cost:	$	336,340
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	$	336,340
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	$	-
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HSB-2023-003	Federal (FTA) Funds:	$	607,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	Other Funds:	$	-
Project Phase:		Fiscal Year Cost:	$	607,452
Brief Project Description:	Capital Involvement Plan (Fleet & Bus Stops)	Total Project Cost (YOE):	$	607,452
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	$	121,490
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2023-004	**Federal (FTA) Funds:**	$	300,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	132,000
Project Phase:		**Fiscal Year Cost:**	$	432,000
Brief Project Description:	San Benito Sidewalk Project	**Total Project Cost (YOE):**	$	432,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	-
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,187,735
Local Share (5307)	$	1,188,057
State Share		
Total Cost	$	3,375,792
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	$	**3,375,792**
Development credits	$	121,490

FY 2024 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-001	**Federal (FTA) Funds:**	$	1,245,787
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	1,245,787
Project Phase:		**Fiscal Year Cost:**	$	2,491,574
Brief Project Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	2,491,574
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-002	**Federal (FTA) Funds:**	$	200,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	40,000
Project Phase:		**Fiscal Year Cost:**	$	240,000
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	240,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	-
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-003	**Federal (FTA) Funds:**	$	581,665
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	581,665
Brief Project Description:	Capital Involvement Plan	**Total Project Cost (YOE):**	$	581,665
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	116,333
Amendment Date & Action:	New Project	**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,027,452
Local Share (5307)	$	1,285,787
State Share		
Total Cost	$	3,313,239
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	**$**	**3,313,239**
Development Credits	$	116,333

Transit Financial Summary
Harlingen-San Benito Area - RGVMPO
FY 2021-2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Current as of June 2020

	Transit Program	FY 2021 Federal	FY 2021 State/Other	FY 2021 Total	FY 2022 Federal	FY 2022 State/Other	FY 2022 Total	FY 2023 Federal	FY 2023 State/Other	FY 2023 Total
1	Sec. 5307 - Urbanized Formula >200K									
2	Sec. 5307 - Urbanized Formula <200K	2,187,735	1,188,057	3,375,792	2,027,452	1,285,787	3,313,239	2,187,735	1,188,057	3,375,792
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilities									
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities									
13	Other FTA									
14	Regionally Significant or Other									
	Total Funds	$2,187,735	$1,188,057	$3,375,792	$2,027,452	$1,285,787	$3,313,239	$2,187,735	$1,188,057	$3,375,792
	Transportation Development Credits									
	Requested			$121,490			$116,333			$121,490
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2024 Federal	FY 2024 State/Other	FY 2024 Total	Total Federal	Total State/Other	Total Total
1	Sec. 5307 - Urbanized Formula >200K						
2	Sec. 5307 - Urbanized Formula <200K	2,027,452	1,285,787	3,313,239	8,430,374	4,947,688	13,378,062
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilities						
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities						
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
	Total Funds	$2,027,452	$1,285,787	$3,313,239	$8,430,374	$4,947,688	$13,378,062
	Transportation Development Credits						
	Requested			$116,333			$475,646
	Awarded						

FY 2021 TRANSIT PROJECT LISTING
HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM
PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-047	**Federal (FTA) Funds:**	$	44,895
		State Funds from TxDOT:	$	-
Apportionment Year:		**Other Funds:**	$	8,979
Project Phase:	(2019) 44,895	**Fiscal Year Cost:**	$	53,874
Brief Project Description:	Capital/Operations/Admin.	**Total Project Cost (YOE):**	$	53,874
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-080	**Federal (FTA) Funds:**	$	420,023
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	230,006
Project Phase:		**Fiscal Year Cost:**	$	650,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	**Total Project Cost (YOE):**	$	1,150,029
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-081	**Federal (FTA) Funds:**	$	385,000
		State Funds from TxDOT:	$	-
Apportionment Year	2021	**Other Funds:**	$	96,250
Project Phase:		**Fiscal Year Cost:**	$	481,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	**Total Project Cost (YOE):**	$	481,250
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-082	Federal (FTA) Funds:	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year	2021	Other Funds:	$	2,100,000
Project Phase:		Fiscal Year Cost:	$	4,200,000
Brief Project Description:	Operations	Total Project Cost (YOE):	$	4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
		Federal (FTA) Funds:	$	400,000
MPO Project #	HCVM-083	State Funds from TxDOT:	$	250,709
Apportionment Year	2021	Other Funds:	$	100,000
Project Phase:		Fiscal Year Cost:	$	750,709
Brief Project Description:	Operations	Total Project Cost (YOE):	$	750,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5339
MPO Project #	HCVM-084	Federal (FTA) Funds:	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year	2021	Other Funds:	$	133,092
Project Phase:		Fiscal Year Cost:	$	665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	$	665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5310
MPO Project #	HCVM-085	Federal (FTA) Funds:	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year	2021	Other Funds:	$	146,031
Project Phase:		Fiscal Year Cost:	$	730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	$	730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-022	Federal (FTA) Funds	$	3,650,319
		State Funds from TxDOT:		
Apportionment Year	2015 ($ 1,740,000); 2016 ($ 320,000); 2017 ($ 950,319); 2018 ($ 640,000)	Other Funds		
Project Phase:		Fiscal Year Cost	$	3,650,319
Brief Project Description:	New Facility Construction	Total Project Cost (YOE)	$	3,650,319
Sec 5309 ID Number		Trans. Dev. Credits Requested	$	912,580
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-024	**Federal (FTA) Funds**	$	2,000,000
		State Funds from TxDOT:		
Apportionment Year	2016	**Other Funds**	$	-
Project Phase:		**Fiscal Year Cost**	$	2,000,000
Brief Project Description:	Accessibility Improvements & Pathways	**Total Project Cost (YOE)**	$	2,000,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**	$	500,000
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-025	**Federal (FTA) Funds**	$	887,831
		State Funds from TxDOT:	$	-
Apportionment Year	2017	**Other Funds**	$	887,831
Project Phase:		**Fiscal Year Cost**	$	1,775,662
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	1,775,662
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-028	**Federal (FTA) Funds**	$	556,978
		State Funds from TxDOT:	$	-
Apportionment Year	2018	**Other Funds**	$	556,978
Project Phase:		**Fiscal Year Cost**	$	1,113,956
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	1,113,956
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-029	**Federal (FTA) Funds**	$	2,610,929
		State Funds from TxDOT:	$	-
Apportionment Year	2018 ($2,217,192)| 2019 ($393,737)	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	2,610,929
Brief Project Description:	BUS PROCUREMENT - REPLACEMENT	**Total Project Cost (YOE)**	$	2,710,929
Sec 5309 ID Number		**Trans. Dev. Credits Requested**	$	534,769
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-036	**Federal (FTA) Funds**	$	687,831
		State Funds from TxDOT:	$	-
Apportionment Year	2019	**Other Funds**	$	687,831
Project Phase:		**Fiscal Year Cost**	$	1,375,662
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	1,375,662
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-037	**Federal (FTA) Funds**	$	582,321
		State Funds from TxDOT:	$	-
Apportionment Year	2019	**Other Funds**	$	145,580
Project Phase:		**Fiscal Year Cost**	$	727,901
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE)**	$	727,901
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	50,000
MPO Project Information (reference number, etc.)	HCMM-044	**State Funds from TxDOT:**		
Apportionment Year	2017	**Other Funds**	$	12,500
Project Phase:		**Fiscal Year Cost**	$	62,500
Brief Project Description:	Training			
		Total Project Cost (YOE)	$	62,500
Sec 5309 ID Number		**Trans. Dev. Credits Requested**	$	12,500
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project		**Federal (FTA) Funds**	$	109,570
Information (reference number, etc.)	HCMM-045	**State Funds from TxDOT:**		
Apportionment Year	2017	**Other Funds**	$	55,985
Project Phase:		**Fiscal Year Cost**	$	165,555
Brief Project Description:	Marketing			
		Total Project Cost (YOE)	$	165,555
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-039	Federal (FTA) Funds	$	687,831
		State Funds from TxDOT:	$	-
Apportionment Year	2020	Other Funds	$	687,831
Project Phase:		Fiscal Year Cost	$	1,375,662
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	$	1,375,662
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-040	Federal (FTA) Funds	$	1,134,384
		State Funds from TxDOT:	$	-
Apportionment Year	2020	Other Funds	$	208,596
Project Phase:		Fiscal Year Cost	$	1,342,980
Brief Project Description:	PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	$	1,342,980
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		
MPO Project Information (reference number, etc.)	HCMM-041	Federal (FTA) Funds		
		State Funds from TxDOT:	$	210,057
Apportionment Year	2020	Other Funds		
Project Phase:		Fiscal Year Cost	$	210,057
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	$	210,057
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-047	**Federal (FTA) Funds**	$	2,005,023
		State Funds from TxDOT:	$	-
Apportionment Year	2021	**Other Funds**	$	2,005,023
Project Phase:		**Fiscal Year Cost**	$	4,010,046
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	4,010,046
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-048	**Federal (FTA) Funds**	$	900,000
		State Funds from TxDOT:	$	-
Apportionment Year	2021	**Other Funds**	$	225,000
Project Phase:		**Fiscal Year Cost**	$	1,125,000
Brief Project Description:	PREVENTIVE MAINTENANCE	**Total Project Cost (YOE)**	$	1,125,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		
MPO Project Information (reference number, etc.)	HCMM-049	**Federal (FTA) Funds**		
		State Funds from TxDOT:	$	210,057
Apportionment Year	2021	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	210,057
Brief Project Description:	ADMINISTRATION / OPERATION	**Total Project Cost (YOE)**	$	210,057
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project Information (reference number, etc.)	HCMM-055	**Federal (FTA) Funds**	$	3,800,000
		State Funds from TxDOT:		
Apportionment Year	2017 ($ 682,321)| 2019 ($ 1,734,871)| 2020 ($ 1,382,808)	**Other Funds**	$	796,478
Project Phase:		**Fiscal Year Cost**	$	4,596,478
Brief Project Description:	Park and Ride South	**Total Project Cost (YOE)**	$	4,596,478
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

Federal Share (5307)	$	22,968,040
Local Share (5307)	$	8,795,889
State Share	$	670,823
Total Cost	$	32,434,752
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	629,019
Local Share 5310	$	155,010
Federal Share 5339	$	532,369
Local Share 5339	$	133,092
Total	**$**	**33,884,242**
Development Credits	$	1,959,848

FY 2022 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-086	Federal (FTA) Funds:	$	120,023
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	230,006
Project Phase:		Fiscal Year Cost:	$	350,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	$	1,150,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-087	Federal (FTA) Funds:	$	685,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	96,250
Project Phase:		Fiscal Year Cost:	$	781,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	$	481,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-088	Federal (FTA) Funds:	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	2,100,000
Project Phase:		Fiscal Year Cost:	$	4,200,000
Brief Project Description:	Operations	Total Project Cost (YOE):	$	4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		
MPO Project #	HCVM-089	Federal (FTA) Funds:	$	-
		State Funds from TxDOT:	$	250,709
Apportionment Year:	2022	Other Funds:	$	-
Project Phase:		Fiscal Year Cost:	$	250,709
Brief Project Description:	Operations	Total Project Cost (YOE):	$	250,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5339
MPO Project #	HCVM-090	Federal (FTA) Funds:	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	133,092
Project Phase:		Fiscal Year Cost:	$	665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	$	665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5310
MPO Project #	HCVM-091	Federal (FTA) Funds:	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	146,031
Project Phase:		Fiscal Year Cost:	$	730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	$	730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-050	Federal (FTA) Funds:	$	687,831
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	687,831
Project Phase:		Fiscal Year Cost:	$	1,375,662
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	$	1,375,662
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-051	Federal (FTA) Funds:	$	2,217,192
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	Other Funds:	$	454,124
Project Phase:		Fiscal Year Cost:	$	2,671,316
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	$	2,671,316
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		
MPO Project #	HCMM-052	Federal (FTA) Funds:		
		State Funds from TxDOT:	$	210,057
Apportionment Year:	2022	Other Funds:		
Project Phase:		Fiscal Year Cost:	$	210,057
Brief Project Description:	Administration/Operation	Total Project Cost (YOE):	$	210,057
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):		

Federal Share (5307)	$	5,810,046
Local Share (5307)	$	3,568,211
State Share	$	460,766
Total Cost	$	9,839,023
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	584,124
Local Share 5310	$	146,031
Federal Share 5339	$	532,369
Local Share 5339	$	133,092
Total	$	**11,234,639**

Development credits

FY 2023 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5310
MPO Project #	HCVM-103	Federal (FTA) Funds:	$	44,895
		State Funds from TxDOT:	$	-
Apportionment Year:		Other Funds:	$	8,979
Project Phase:	2023	Fiscal Year Cost:	$	53,874
Brief Project Description:	Capital/Operations/Admin.	Total Project Cost (YOE):	$	53,874
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-104	Federal (FTA) Funds:	$	420,023
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	Other Funds:	$	230,006
Project Phase:		Fiscal Year Cost:	$	650,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	$	1,150,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-105	Federal (FTA) Funds:	$	385,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds:	$	96,250
Project Phase:		Fiscal Year Cost:	$	481,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	$	481,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-106	Federal (FTA) Funds:	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds:	$	2,100,000
Project Phase:		Fiscal Year Cost:	$	4,200,000
Brief Project Description:	Operations	Total Project Cost (YOE):	$	4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-107	Federal (FTA) Funds:	$	400,000
		State Funds from TxDOT:	$	250,709
Apportionment Year	2023	Other Funds:	$	100,000
Project Phase:		Fiscal Year Cost:	$	750,709
Brief Project Description:	Operations	Total Project Cost (YOE):	$	750,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5339
MPO Project #	HCVM-108	Federal (FTA) Funds:	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds:	$	133,092
Project Phase:		Fiscal Year Cost:	$	665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	$	665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5310
MPO Project #	HCVM-109	Federal (FTA) Funds:	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds:	$	146,031
Project Phase:		Fiscal Year Cost:	$	730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	$	730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-056	Federal (FTA) Funds	$	687,831
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds	$	687,831
Project Phase:		Fiscal Year Cost	$	1,375,662
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	$	1,375,662
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-057	Federal (FTA) Funds	$	2,217,192
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds	$	554,298
Project Phase:		Fiscal Year Cost	$	2,771,490
Brief Project Description:	PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	$	2,771,490
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		
MPO Project Information (reference number, etc.)	HCMM-058	Federal (FTA) Funds		
		State Funds from TxDOT:	$	210,057
Apportionment Year	2023	Other Funds		
Project Phase:		Fiscal Year Cost	$	210,057
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	$	210,057
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

Federal Share (5307)	$	6,210,046
Local Share (5307)	$	3,768,385
State Share	$	210,057
Total Cost	$	10,188,488
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	629,019
Local Share 5310	$	155,010
Federal Share 5339	$	532,369
Local Share 5339	$	133,092
Total	$	**11,637,978**

Development credits

FY 2024 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-110	Federal (FTA) Funds:	$	120,023
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	230,006
Project Phase:		Fiscal Year Cost:	$	350,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	$	1,150,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-111	Federal (FTA) Funds:	$	685,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	96,250
Project Phase:		Fiscal Year Cost:	$	781,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	$	481,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5307
MPO Project #	HCVM-112	Federal (FTA) Funds:	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	2,100,000
Project Phase:		Fiscal Year Cost:	$	4,200,000
Brief Project Description:	Operations	Total Project Cost (YOE):	$	4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		
MPO Project #	HCVM-113	Federal (FTA) Funds:	$	-
		State Funds from TxDOT:	$	250,709
Apportionment Year:	2024	Other Funds:	$	-
Project Phase:		Fiscal Year Cost:	$	250,709
Brief Project Description:	Operations	Total Project Cost (YOE):	$	250,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5339
MPO Project #	HCVM-114	Federal (FTA) Funds:	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	133,092
Project Phase:		Fiscal Year Cost:	$	665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	$	665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	Federal Funding Category:		5310
MPO Project #	HCVM-115	Federal (FTA) Funds:	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	Other Funds:	$	146,031
Project Phase:		Fiscal Year Cost:	$	730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	$	730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-059	Federal (FTA) Funds	$	687,831
		State Funds from TxDOT:	$	-
Apportionment Year	2024	Other Funds	$	687,831
Project Phase:		Fiscal Year Cost	$	1,375,662
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	$	1,375,662
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project Information (reference number, etc.)	HCMM-060	Federal (FTA) Funds	$	2,217,192
		State Funds from TxDOT:	$	-
Apportionment Year	2024	Other Funds	$	554,298
Project Phase:		Fiscal Year Cost	$	2,771,490
Brief Project Description:	PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	$	2,771,490
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		
MPO Project Information (reference number, etc.)	HCMM-061	Federal (FTA) Funds		
		State Funds from TxDOT:	$	210,057
Apportionment Year	2024	Other Funds		
Project Phase:		Fiscal Year Cost	$	210,057
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	$	210,057
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)		

Federal Share (5307)	$	5,810,046
Local Share (5307)	$	3,668,385
State Share	$	460,766
Total Cost	$	9,939,197
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	584,124
Local Share 5310	$	146,031
Federal Share 5339	$	532,369
Local Share 5339	$	133,092
Total	$	**11,334,813**
Development credits		

Transit Financial Summary
Hidalgo County Area - RGVMPO
FY 2021-2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Current as of June 2020

	Transit Program	FY 2021 Federal	FY 2021 State/Other	FY 2021 Total	FY 2022 Federal	FY 2022 State/Other	FY 2022 Total	FY 2023 Federal	FY 2023 State/Other	FY 2023 Total
1	Sec. 5307 - Urbanized Formula >200K	22,968,040	9,466,712	32,434,752	5,810,046	4,028,977	9,839,023	6,210,046	3,978,442	10,188,488
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilities	629,019	155,010	784,029	584,124	146,031	730,155	629,019	155,010	784,029
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	532,369	133,092	665,461	532,369	133,092	665,461	532,369	133,092	665,461
13	Other FTA									
14	Regionally Significant or Other									
	Total Funds	$24,129,428	$9,754,814	$33,884,242	$6,926,539	$4,308,100	$11,234,639	$7,371,434	$4,266,544	$11,637,978
	Transportation Development Credits									
	Requested									
	Awarded			$1,959,848						

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2024 Federal	FY 2024 State/Other	FY 2024 Total	Total Federal	Total State/Other	Total Total
1	Sec. 5307 - Urbanized Formula >200K	5,810,046	4,129,151	9,939,197	40,798,178	21,603,282	62,401,460
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilities	584,124	146,031	730,155	2,426,286	602,082	3,028,368
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities	532,369	133,092	665,461	2,129,476	532,368	2,661,844
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
	Total Funds	$6,926,539	$4,408,274	$11,334,813	$45,353,940	$22,737,732	$68,091,672
	Transportation Development Credits						
	Requested						$1,959,848
	Awarded						

Transit Financial Summary
RGVMPO - Regional Totals
FY 2021 - 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Current as of June 2020

	Transit Program	FY 2021 Federal	FY 2021 State/Other	FY 2021 Total	FY 2022 Federal	FY 2022 State/Other	FY 2022 Total	FY 2023 Federal	FY 2023 State/Other	FY 2023 Total
1	Sec. 5307 - Urbanized Formula >200K	25,654,532	11,315,220	36,969,752	8,496,538	5,877,485	14,374,023	8,896,538	5,826,950	14,723,488
2	Sec. 5307 - Urbanized Formula <200K	2,187,735	1,188,057	3,375,792	2,027,452	1,285,787	3,313,239			
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilities	795,330	196,589	991,919	750,435	187,610	938,045	795,330	196,589	991,919
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	836,087.00	186,689.00	1,022,776.00	836,087.00	186,689.00	1,022,776.00	836,087.00	186,689.00	1,022,776.00
13	Other FTA - 5311 (f)									
14	Regionally Significant or Other	3,680,000	2,434,138	6,114,138						
	Total Funds	**$33,153,684**	**$15,320,693**	**$48,474,377**	**$12,110,512**	**$7,537,571**	**$19,648,083**	**$10,527,955**	**$6,210,228**	**$16,738,183**
	Transportation Development Credits									
	Requested			$2,081,338			$116,333			$121,490
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2024 Federal	FY 2024 State/Other	FY 2024 Total	Total Federal	Total State/Other	Total Total
1	Sec. 5307 - Urbanized Formula >200K	8,496,538	5,977,659	14,474,197	51,544,146	28,997,314	80,541,460
2	Sec. 5307 - Urbanized Formula <200K				4,215,187	2,473,844	6,689,031
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilities	750,435	187,610	938,045	3,091,530	768,398	3,859,928
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities	836,087.00	186,689.00	1,022,776.00	3,344,348	746,756	4,091,104
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				3,680,000	2,434,138	2,434,138
	Total Funds	**$10,083,060**	**$6,351,958**	**$16,435,018**	**$65,875,211**	**$35,420,450**	**$101,295,661**
	Transportation Development Credits						
	Requested			$116,333			$2,435,494
	Awarded						

APPENDIX C

Glossary

A

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

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

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

Appropriation - Authorization of funding expenditures from Congress.

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

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

Arterial Highway - A major highway used primarily for through traffic.

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

Association of Metropolitan Planning Organizations (AMPO) - is a nonprofit, membership organization established in 1994 to serve the needs and interests of "metropolitan planning organizations (MPOs)" nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications,

research a forum for transportation policy development and coalition building, and a variety of other services.

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

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

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

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

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

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

B

Bicycle and Pedestrian Advisory Committee (BPAC) – committee composed of employees from cities within Hidalgo County, planners, citizens at large, nature park representatives that meet on a monthly basis to discuss topics related to bike and hike topics.

Bike Friendly Business - any business member of the Bike Friendly Business Initiative that has met at least three qualifications from the application

Bike Friendly Business Initiative - Program started by the MPO aimed at recruiting businesses supportive of the cyclist community in Hidalgo County.

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

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

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

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

Bottleneck - The point of minimum capacity along a roadway segment.

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

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

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

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

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

C

Calendar Year - The period between January 1and December 31 of any given year.

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

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

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

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

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

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

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

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

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

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

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

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

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

Commuter Rail - Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. I t is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the

Central business district - Also known as "suburban rail." This service utilizes locomotive-hauled or self-propelled railroad cars on traditional rail lines. Stations are typically spaced at least 4 miles apart and use boarding platforms. Service can be limited to "rush-hour(s)" or it can be run all day and on weekends and holidays.

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

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

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

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

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

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

Criteria - A principle or standard by which the RGVMPO judges a project for project selection. Used to build performance measures.

D

Decision Lens - Software provided by TxDOT to implement performance measures into the project selection process. The software ranks projects by predetermined criteria with data that is manually input by staff.

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

Delay - The additional travel time experienced by a driver, passenger or pedestrian due to circumstances that impede the desirable movement of traffic

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

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

Developer impact fees - is a fee that is implemented by a local government on a new or proposed development to help assist or pay for a portion of the costs that the new development may cause with public services to the new development within the United States. This type of fees can be used for development of transit centers near planned office buildings or highway interchanges constructed in the vicinity of land which is zoned for malls or shopping centers.

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

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

E

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

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

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

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

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

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

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

Environmentally Sensitive Area - An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems1 drinking water sources, unique or declining species habitat, and other similar sites.

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

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

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

F

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

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

Fixing America's Surface Transportation (FAST) Act - Bill passed in 2015 to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

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

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

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

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

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

Financial planning- The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds

Financial programming- A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Plan (TIP).

Fiscal constraint- Making sure that a given program or project can reasonable expect to receive funding within the allotted time for its implementation

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

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

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

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

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

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

G

Geographic Information System (GIS) - (no mention) A geographical information system that captures, stores, analyzes, manages, and presents data that is linked to location.

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

H

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

Historic Preservation - no mention - Protection and treatment of the nation's significant historic buildings, landmarks, landscapes, battlefields, tribal communities and archeological sites, prominent federally owned buildings; and State and privately-owned properties.

I

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

Intermodal - the ability to connect, and the connections between, modes of transportation

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

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

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

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

L

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

M

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

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

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

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

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

Mobility – the ability to move or be moved from place to place

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

Multimodal – the ability of transportation options using different modes within a system or corridor

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

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

N

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

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

National Highway Traffic Safety Administration – The administration was established by the Highway Safety Act of 1970 (23 U.S.C. 401 note). The Administration was established to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 1,000 pounds.

National Trails System (NTS) – The network of scenic, historic and recreation tails created by the National Trails System Act of 1968. These trails provide for outdoor recreation needs,

promote the enjoyment, appreciation, and preservation of open-air, outdoor areas and historic resources, and encourage public access and citizen involvement.

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

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

O

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

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

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

Ozone (O3) – is a triatomic molecule, consisting of 3 oxygen atoms. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawnmowers, and other gasoline powered equipment, can contribute to the production of ozone. Ground-level ozone is an air pollutant with harmful effects on the respiratory system of animals.

P

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

Park-and-Ride Lot – any designated parking lot that is serviced with express or limited-express transit service.

Parking Management: is a variety of strategies that encourage more efficient use of existing

parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. A strategy for discouraging solo driving and encouraging use of ridesharing, transit, biking, and walking.

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

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

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

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

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

Performance Measures: Indicators of how well the transportation system is performing regarding such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

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

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

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

Public Transit: Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along

designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

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

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

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

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

R

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

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

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

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

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

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

Reversible Travel Lane: A traffic lane which is used to carry traffic in one direction during a specific period of the day, and carries traffic in the opposite direction, or is restricted to

turning movements, during another period of the day. Changeable electronic signs are used to inform motorist of how the lane can be used.

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

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

Right of Way (ROW): Public land reserved for locating infrastructure such as a roadway or a utility line. Sale/leaseback agreement: used by public agencies as a cash flow management technique. Government owned facilities, such as bus maintenance facilities, can be sold to private investors, who will expand or rehabilitate the facility and then lease it back to the public agency over a fixed period.

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

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

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

S

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

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

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

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

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

Special districts: Special Assessment Districts, Benefit Assessment Districts, and Road Utility Districts are used to help recover the capital cost of street or roads or to capture part of the potential value of these improvements for adjoining landowners or commercial businesses. As public entities, these districts can issue bonds secured only by fee income. This affects or

benefits specific constituents and can be politically sensitive. Revenues derived from special districts are potentially a good source of funds for maintenance reserve accounts.

Special Infrastructure Development Unit: A working group of planning, engineering and financial specialist which oversees a limited number of major transportation projects that are financed with public and private sector funds. Through a Joint Powers Resolution, the Unit's governance could be shared among local agencies such as the TxDOT Pharr District and a city and/or county transportation department, and the Unit would manage a single pipeline of public/ private sector projects for the region. Project implementation would remain with the relevant state and local agencies. The unit would finance its operations through fees payable at a financial closing.

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

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

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

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

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

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

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

Surface Transportation Program (STP) (part of ISTEA and TEA 21): A federal program designed to create flexible funding for transit and highway construction. Has since been replaces with the FAST ACT.

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

Surface Transportation Program – Metropolitan Mobility (STP MM): a funding category used to address transportation needs within the metropolitan area boundaries of MPO's having urbanized areas with populations of 200,000 or greater.

T

Tax exempt revenue bonds: Widely used by state and local government to finance revenue producing facilities such as airports, toll roads, sports complexes, hospitals, and wastewater plants. It is generally secured only by project revenues, without a backup pledge, and is regarded as off-balance sheet financing for the public agency issuing the bonds, under appropriate arrangements, revenue bonds can also be used for street rehabilitation and maintenance.

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

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

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

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

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

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

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

Traffic Counts - The number of vehicles that pass over a section of road.

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

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

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

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

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

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

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

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

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

Transportation Infrastructure: A federal credit program under which the USDOT may provide three forms of credit assistance – for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting

substantial private and non-federal co-investment in critical improvements to the nation's surface transportation system.

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

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

U

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

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

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

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

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

V

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

APPENDIX D

RGVMPO
SELF-CERTIFICATION

Transportation Improvement Program FY 2021-2024

MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

(1) 23 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 non-attainment 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 Fixing America's Surface Transportation Act FAST-Act (Pub. L. 114-94) 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.

PHARR
District
Texas Department of Transportation

District Engineer

6-24-2020
Date

Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

6/24/2020
Date

APPENDIX E

RE-DESIGNATION AGREEMENT, RGVMPO PLANNING AGREEMENT & RESOLUTIONS

Re-Designation Agreement

Original Copy 9 of 9

B. Official Actions and Voting by the Policy Board.

(i). Quorum: Sixty-five percent (65%) of members of the Policy Board (excluding ex officio members) must be present to constitute a quorum. If sixty-five percent (65%) of members of the Policy Board is a partial number, said number shall be rounded up to the nearest whole number.
(ii). Official Action: A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize Official Action of the Policy Board.

(iii). Amending the Bylaws: Bylaws may be amended by independent action of the Policy Board within the time limit set by the Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the Policy Board to receive written ballots. The following is required to amend the bylaws: (a) a supermajority seventy-five percent (75%) of the full Policy Board (regardless of presence or quorum) must agree to adopt the amendment and (b) the supermajority voting to adopt the amendment must include all Policy Board members from Cameron county, Hidalgo county, McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr voting for the amendment. The bylaws may not be amended to change the composition of the Policy Board, sub-region boundaries or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

C. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement, being the Cities of McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr and Hidalgo and Cameron Counties. The Chair/Vice Chair will also be Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Signed and approved to be effective as of the date of the last signatory hereto.

Richard T Cortez 4-24-19
Hidalgo County by: Date
Richard Cortez, County Judge

4-24-19
Cameron County by: Date
Eddie Trevino, Jr., County Judge

James E Darling 4-24-19
City of McAllen by: Date
James E. Darling, Mayor

4-24-19
City of Brownsville by: Date
Tony Martinez, Mayor

Mayor Pro-Tem 4-24-19
City of Edinburg: Date
Richard Molina, Mayor

4-24-19
City of Harlingen by: Date
Christopher Boswell, Mayor

4-24-19
City of Pharr: Date
Dr. Ambrosio Hernandez, Mayor

4-24-19
City of Mission by: Date
Dr. Armando Ocana, Mayor

Governor of Texas: Date
Greg Abbott

5

Approval of Re-designation of the Rio Grande Valley Metropolitan Planning Organization

In accordance with 23 U.S.C. §134(d), as implemented by 23 C.F.R. §450.310, an existing metropolitan planning organization (MPO) may be re-designated only by agreement between the governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city).

On April 24, 2019, elected officials from units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population in each of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs (including the largest incorporated city, based on population, in each MPO) executed an agreement to re-designate these three MPOs into one consolidated MPO, the Rio Grande Valley MPO, and to establish the metropolitan planning area boundary for the Rio Grande Valley MPO to include all of the territory in the existing boundaries of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs.

Texas Department of Transportation staff has reviewed and accepted the documentation and rationale supporting the proposed re-designation.

Recommended by:

James M. Bass Dated: May 6, 2019

James M. Bass
Executive Director
Texas Department of Transportation

Approved by the State's Chief Executive Officer:

Greg Abbott Dated: MAY 14, 2019

Greg Abbott
Governor, State of Texas

Planning Agreement

Contract No.:	50-20XF0026
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen** , urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

Contract No.:	50-20XF0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

Article 40. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Ambrosio Hernandez
Typed or Printed Name

RGVMPO Chairman
Title

2/17/2019
Date

THE FISCAL AGENT

Signature

Ron Garza
Typed or Printed Name

LRGVDC
Title

2/17/2019
Date

THE DEPARTMENT

Signature

PETER N. SMITH
Typed or Printed Name

Director, Transportation Planning and Programming Division, Texas Department of Transportation
Title

9/27/2019
Date

Resolutions

RESOLUTION 2020-11

SUBJECT: Approval of FY 2021-2024 Transportation Improvement Program (TIP)

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization, is the designated agency for Transportation Planning in the designated Transportation Management Areas; and

WHEREAS, the RGVMPO is required to have a systematic way to gather citizen input on Transportation issues; and

WHEREAS, these procedures have been duly discussed and gone through the required Public Comment Period; and

WHEREAS, According to the requirements of the Final Rule for Development and content of the Transportation Improvement Program, CFR Title 23, Subpart C, 450.326, the RGVMPO must:

- Develop a TIP for the metropolitan area which shall cover a period of no less than four years, be updated at least every four years and be approved by the MPO and the Governor.
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP.
- Assure the TIP includes capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding.
- Assure the TIP contains all regionally significant projects requiring an action by FHWA or FTA.
- Assure the TIP includes for each project:
  - Sufficient descriptive material of the project such as type of work, termini, and length
  - Estimated total project cost
  - Amount of Federal funds proposed to be obligated during each program year for the project
  - Identification of agencies responsible for carrying out the project
- Assure each project included in the TIP is consistent with the approved metropolitan transportation plan.
- Assure the TIP includes a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from private and public sources that are reasonably expected to be made available to carry out the TIP.
- The TIP shall include a project only if full funding can reasonably be anticipated to be available for the project within the period contemplated for completion of the project.
- Shall be designed such that once implemented, it makes progress toward achieving the performance targets established.

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the FY 2021-2024 Transportation Improvement Program (TIP), including highway project tables, transit project tables, and supporting literature.

PASSED AND APPROVED on this 24th day of June 2020.

The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGVMPO Policy Board

Pedro R. Alvarez, P.E.
District Engineer
TxDOT – Pharr District

Andrew A. Canon
RGV MPO Executive Director

RESOLUTION 2019-01

Adoption of Targets for Safety Performance Measures Established by the Texas Department of Transportation

WHEREAS, the Texas Department of Transportation has established targets for 5 Performance Measures based on five (5) year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation has officially adopted the safety targets in the Highway Safety Improvement Program Annual Report dated August 31, 2017, and has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan (HSSP), and

WHEREAS, Texas Department of Transportation's adopted safety targets will be reviewed at the two-year and four-year anniversary, and

NOW THEREFORE, BE IT RESOLVED, that the RGVMPO Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the five safety performance measures attached herein and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGVMPO Policy Board will plan and program projects that contribute to the accomplishment of said targets:

SAFETY PERFORMANCE TARGETS FOR FY2018

2018 Safety Targets	Number of Fatalities (FARS?CRIS/ARF DATA	Rate of Fatalities (FARS/CRIS/ARF DATA	Number of Serious Injuries (FARS/CRIS DATA	Serious Injury Rate (CRIS DATA	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

Approved September 25, 2019

The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGVMPO Policy Board

Pedro R. Alvarez, P.E.
District Engineer
TxDOT – Pharr District

Ron Garza Interim
Director RGVMPO

RESOLUTION 2019-02

Adoption of Targets for Infrastructure Condition, Asset Management (PM2), System Performance, Freight and CMAQ(PM3) as set forth by the Texas Department of Transportation

WHEREAS, the Texas Department of Transportation has established targets for the following Performance Measures:

1. % of Pavement on IH in "good" condition
2. % of Pavement on IH in "poor" condition
3. % of Pavement on Non-IH NHS in "good" condition
4. % of Pavement on Non-IH NHS in "poor" condition
5. % of NHS Bridge Deck in "good" condition
6. % of NHS Bridge Deck in "poor" condition
7. % revenue vehicles at or exceeding useful life benchmark (TAM)
8. % service vehicles (non-revenue) at or exceeding useful life benchmark (TAM)
9. % facilities rated below 3 on condition scale (TERM)
10. % track segments with performance restrictions
11. NHS IH Level of Travel Time Reliability
12. NHS non-IH Level of Travel Time Reliability
13. Truck Travel Time Reliability
14. Annual Hours of Peak Hour Excessive Delay per capita
15. % Non-SOV Travel
16. Total Emissions Reductions

WHEREAS, the Texas Department of Transportation has officially reported these targets to FHWA on June 21, 2018

WHEREAS, Texas Department of Transportation's adopted PM2 and PM3 targets will be reviewed at the two-year and four-year anniversary, and

NOW THEREFORE, BE IT RESOLVED, that the RGVMPO Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the PM2 and PM3 Performance Measures attached herein, and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGVMPO Policy Board will plan and program projects that contribute to the accomplishment of said targets:

Pavement on Interstate-Highway	Baseline	2020 Target	2022 Target
% in "Good" condition			66.40%
% in "Poor" condition			0.30%
Pavement on Non-Interstate Highway (National Highway System)	**Baseline**	**2020 Target**	**2022 Target**
% in "Good" condition	54.40%	52.00%	52.30%
% in "Poor" condition	13.80%	14.30%	14.30%
National Highway System Bridge Deck Condition	**Baseline**	**2020 Target**	**2022 Target**
% in "Good" condition	0.88%	0.80%	0.80%
% in "Poor" condition	50.63%	50.58%	50.42%
Transit Asset Management	**Baseline**	**2020 Target**	**2022 Target**
%Revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance measures			<15%
National Highway System Travel Time Reliability	**Baseline**	**2020 Target**	**2022 Target**
Interstate Highway Level of Travel Time Reliability	79.60%	61.20%	56.40%
Non-Interstate Highway Level of Travel Time Reliability			55.40%
Truck Travel Time Reliability	1.50%	1.70%	1.79%

Annual Hours of Peak Hour Excessive Delay Per Capita				
	Dallas-Fort Worth			15
	Houston Galveston			16
% Non-SOV Travel				
	Dallas-Fort Worth	**19.60%**	**19.21%**	**19.01%**
	Houston Galveston	**20.10%**	**19.70%**	**19.50%**
Total Emission Reduction				
	NCTCOG			
	NOX	**2410.8**	**2898.96**	**6509.16**
	VOC	**499.72**	**599.67**	**1399.23**
HGAC	NOX	**403.22**	**806.44**	**1612.87**
	VOC	**267.86**	**535.72**	**1071.44**
El Paso	CO	**580.24**		**891.11**
	PM 10	**0.97**		**13.71**
Statewide NOX		**2841.02**	**3699.4**	**8122.03**
Statewide VOC		**767.58**	**1135.39**	**2470.67**
Statewide CO		**580.24**		**891.11**
Statewide PM 10		**0.97**		**13.71**

Approved September 25, 2019

The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGVMPO Policy Board

Pedro R. Alvarez, P.E.
District Engineer
TxDOT – Pharr District

Ron Garza
RGV MPO Interim Director



CHAPTER 12:
MULTIMODAL COORDINATION PLANNING

The Rio Grande Valley MPO's regionally coordinated system for walking and bicycling is designed to provide world class facilities for active tourism and to integrate active transportation support for economic opportunity into local communities. The Valley's safe, comfortable and equitable system of active transportation facilities accommodates users of all ages and abilities, and supports increased public heath, excellent connectivity to transit and key destinations, simple and clear wayfinding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the Rio Grande Valley.

INTRODUCTION

Aside from traditional motorized travel along our region's roadways, RGVMPO's multimodal planning process incorporates various modes such as cycling, walking/hiking, and use of transit systems. Continued development of hike and bike trails and regional connectivity through non-motorized transportation complements active transportation initiatives. Examples of multimodal transportation initiatives within our region consist of municipal hike & bike trails, a bikeshare program, several open streets initiatives, safety improvements to existing sidewalks and crosswalks, transit stop enhancements, and continued coordination for a seamless regional trail system. In addition, the SpaceX South Texas Launch Site in Cameron County, near Boca Chica Beach, is a 'build-and-launch' site and unique addition to our region's multimodal transportation system. The Starship spacecraft, which launches from this site near the city of Brownsville, is a fully reusable transport system designed to carry both crew and cargo to outer space.

As part of the public and stakeholder engagement for multimodal coordination, the RGVMPO established the Bicycle & Pedestrian Advisory Committee (BPAC) and relies on their input and recommendations for decision-making. Their opinions and concerns provide perspective and generate ideas toward designing new infrastructure and improving the existing system. Planning coordination exists between the MPO, BPAC, local entities, institutions of higher education, and regional transit providers. When multimodal project calls are opened, the MPO accepts applications and the BPAC scores them through an evaluation process. The Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) review and approve selected projects. These projects are then programmed into the MPO's `short-range improvement program depending on funding availability and anticipated completion of the projects' planning and development process.

Most existing streets and highways already provide avenues needed for bicycle travel. Upgrading roadways for safer travel may only require signage and striping where necessary. If existing pavement widths can accommodate this improvement, it may result in low-cost enhancement. Priority should be given to establishing bike lanes or shoulders whenever an opportunity presents itself through project development. The RGVMPO continually works with public transportation providers in efforts toward completing an interconnected, seamless transportation network. The RGVMPO has examined various national/state guidelines and planning documents, researching best practices that could be implemented in this region. Regional mobility plans will enhance the environment for bicycle & pedestrian movement, along with transit operations and other forms of public transportation.

This all-inclusive transportation network should increase connectivity while maintaining precautionary measures. Recent initiatives supported by Federal and State agencies indicate a preference for developing complete streets, a method utilized to accommodate automobile, transit, bicycle, and pedestrian traffic simultaneously. The complete streets design contributes to safe and reliable environments for mixed modes of transportation. Regions that adopt and support these types of initiatives are recognized and often qualify for financial assistance. The MPO has worked in partnership with Texas A&M University's Health Science Center hosting workshops educating the community regarding complete streets and active transportation. Active transportation is described by the Center for Disease Control as any "self-propelled, human-powered mode of transportation." In addition to broadening travel alternatives and relieving roadway congestion, active transportation provides environmental benefits and opportunities for strong, healthy lifestyles. Fewer vehicles traveling on roadways reduces emissions and helps protect the region's air quality. Increased physical activity reduces chances of experiencing health risks such as obesity and diabetes.

The RGVMPO continually coordinates with public transportation providers in efforts to accomplish seamless connectivity throughout the Rio Grande Valley. Brownsville Metro, Metro McAllen, Valley Metro, Island Metro, and UTRGV all operate transportation services with access to hike & bike trails, sidewalks, bikeshare stations, and various parks & recreation centers within the local living space. Transit providers continue to expand their capabilities as innovative practices provide for methods such as rapid transit, micro-transit, and public rideshare.

RGVMPO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The RGVMPO Bicycle and Pedestrian Advisory Committee serves as a public link to assist MPO staff in developing and amending multi-modal projects and plans. Recommendations from the BPAC are considered by both the Technical Advisory Committee and Transportation Policy Board. Representatives from local entities, TXDOT, national & state parks, and various local organizations are members of this committee. Concerned citizens, avid cyclists and individuals who regularly utilize the active transportation network throughout the region are welcome to attend and participate in monthly meetings. The involvement of such a large and diverse group has been extremely beneficial as they provide input, concerns, and valuable data to MPO staff. The BPAC also serves as an evaluation committee when scoring projects selected for Transportation Alternatives Set-Aside project calls. The BPAC and RGVMPO staff work in coordination with local businesses, institutions of higher education, national & state parks, local grade schools, and cyclist groups to establish learning hubs, public outreach events, and opportunities to share ideas and initiatives amongst our community.

TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)

According to the FHWA, the FAST Act directs the Secretary to set aside, for Transportation Alternatives (TA), an amount from each State's STBG apportionment, such that the State receives a share of the national total TA funding that is determined by multiplying the amount of the national total TA funding by the ratio that the amount of FY 2009 transportation enhancements (TE) funding to the State bears to the total amount of TE funds apportioned to all States in FY 2009. The national total for TA is $835 million per year for FYs 2016 and 2017 and $850 million in FYs 2018-2020. The FAST Act has replaced the MAP-21 Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. As under TAP, the FAST Act requires all TA projects to be funded through a competitive process. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply. The FAST Act newly requires States and metropolitan planning organizations (MPOs) to report annually to DOT on project applications and projects that are awarded TA funding (including the Recreational Trails Program (RTP) set-aside). DOT must make these reports available to the public.

Transportation alternatives eligible projects include sidewalk construction & improvements, bicycle infrastructure, lighting and other safety related infrastructure, and transportation projects that achieve compliance with the Americans with Disabilities Act of 1990 (ADA). The application and scoring criteria include elements such as improving safety, linkages & connections, promoting active living, implementing mobility plans, and serving disadvantaged areas. Above and beyond criteria is also considered while scoring submitted projects, including funding matched by projects sponsors, project readiness, completion of segmented projects, and inclusion of a "safe passing" ordinance where project is located. The RGVMPO has advocated regional connectivity through development of shared paths, trails, improvements to sidewalks, bike lanes, and any project that contributes to a seamless active transportation. Over recent years, our region has experienced extensive growth in population and increased congestion on our roadways. Efforts to marginally relieve the reliance of automobile transportation have been made by both local cities and counties. Various transportation alternatives projects were selected and have been funded through the MPO for both planning and construction phases.

MULTIMODAL TRAVEL WITHIN THE RIO GRANDE VALLEY

Cyclists

Advanced or experienced riders generally use their bicycles as a primary form of transportation. They ride along the shoulder of roadways and use bike lanes or trails where available. Higher skill levels increase ability and confidence, therefore advanced cyclists are usually comfortable riding within the vicinity of motor vehicles. Safety risks aside, advanced cyclists are typically traveling at higher speeds and prefer direct routes to their destinations. Casual adult riders prefer to avoid roadways and motor vehicle traffic. Basic skill level riders are comfortable on neighborhood streets and bicycle paths, preferring designated facilities or wide shoulders on busier streets. The young or elderly cyclists, either traveling alone or accompanied, may not possess the ability to travel briskly or evade dangers encountered while riding. The transportation planning process incorporates safety measures when designing access to key destinations like schools and parks. Residential streets, bicycle paths, and sidewalks are essential when accommodating younger or senior cyclists. Encouragement for continued youth participation is paramount, however, safety is of the highest priority and proper guidance in necessary. An overall consideration of safety and efficiency provides essential and successful multimodal transportation projects.

CYCLING GROUPS FROM THE RIO GRANDE VALLEY

Many cycling groups of various skill levels exist in both Hidalgo and Cameron Counties. Established weekly rides are coordinated and these groups assist in the organization of promotional events throughout the year. These organized cycling groups encourage the use of helmets on their rides and educate less-experienced cyclists to follow safety protocols and increase their knowledge regarding cycling in general. The following groups are organized and participate in cycling throughout the region:

Bike Edinburg - promotes cycling as transportation for everyday activities as well as recreation and exercise. They provide a voice for cyclists in Edinburg.

Ciclistas Urbanos - advocates for livable communities and the development of a bicycle network that provides alternative transportation options. This cycling group emphasizes family rides with varying route lengths and speeds.

McAllen Police Cycling Team - promotes the growth of the sport of amateur cycling. The team participates and organizes cycling events benefiting the community and promotes cycling for riders of all levels.

Harlingen Social Bike Ride - advocates for livable communities and the development of a bicycle network that provides alternative transportation options. This cycling group emphasizes family rides with varying route lengths and speeds.

5AM Wake Up Ride – provides cyclists the opportunity to complete an early-morning ride on weekdays and endurance training on the weekends. Special emphasis is placed on group riding.

Team McAllen Cycling – This group was founded in 1982 and their mission is to better their community through the sport of cycling. The purpose of this organization is to provide opportunities, promotion, and education of recreational and competitive cycling.

RGV Cycling Team - Founded in 2013, this group encourages good health, wellness, friendship skill and personal accomplishment.

Bike Master's Ride - This group was formed in late 2007 by enthusiasts from Reynosa and the McAllen area who decided to become a public group to introduce cycling to the community. Their purpose is to educate cyclists on the rules of the road. This group has rides Monday through Friday and Saturday.

Bicycle World RGV - This group rides on Cycling group t r 22 to 35 miles evening 6.30 //Saturday ride starts at 6 am from 60-100 miles

Team Hidalgo Cycling - Their purpose is to unify, motivate and educate families from Hidalgo and neighboring communities about the importance of promoting cycling to maintain good health. Their rides range from 5 up to 50 miles.

Mission Police Department – This special unit assists in patrolling local businesses, assists in community events, and patrols the hike and bike trail. Thanks to a grant obtained in 2017, this unit has been more active.

Team Turbo – This team consists of a multisport racing team established in the Rio Grande Valley. Their mission is to promote and support the sports of swimming and cycling.

BICYCLIST DESTINATIONS

Bicycling destinations may include nearby commercial areas, parks, schools, libraries, recreation centers, and residential areas. In some cases, a cyclist will travel to his/her place of work, shopping destinations, or social events. Some bicyclists ride for leisure, with no destination in mind. The average cyclist travels three to five miles during a 20 to 30-minute period. Bicyclists riding for exercise or long-distance training may cover over 20 miles in one outing.

Existing Bikeway/Cycling Routes

The Rio Grande Valley Metropolitan areas are home to several cycling routes frequented by several cycling groups and individuals as well. The Bikeways included in this list are comprised of several rideable routes and bikeways suitable for experienced & non-experienced riders. In addition to these major destinations, RGVMPO staff encourages the public to visit the numerous bike-friendly businesses and parks located in our expansive region.

McAllen Area

The city of McAllen has a wide variety of bicycle lanes, paths, & routes creating a broad cycling network within the city. Some of these routes include:

- La Vista Park Trail & Fitness System
- Las Palmas Park Trail
- Los Encinos Park Trail & Fitness System
- McAllen Hike & Bike Trails
  -Second Street/Bicentennial (two separate trails)
- Retama Village Park Trail
- Schupp Park Trail & Fitness System
- Westside Park Trail

As part of a regional bikeshare initiative, the City of McAllen offers a total of eight B-Cycle Stations. Therefore, you can enjoy a nice meal at any restaurant from Palms Crossing Shopping Center, rent a bicycle, and ride around McAllen's Oval Park and Performing Arts Center.

Edinburg Area

The city of Edinburg has previously formulated a Bicycle and Pedestrian Master Plan and all current bicycle routes/lanes/paths can be found within its contents. Edinburg has also collaborated with UTRGV to construct and facilitate a broad bikeway network suitable for all users. The Jackson Hike and Bike Trail was finished in 2017 and connects Edinburg with both Pharr and McAllen. This facility is the largest of various trails in Edinburg, connecting the University of Texas-Rio Grande Valley, Hidalgo County Courthouse, Dustin Michael Sekula Library, and downtown Edinburg.

Mission Area

The Mission Hike and Bike Trail travels from S. Conway (FM 1016) to the World Birding Center. The trail is 5 miles long, and includes parking, a group pavilion, and both dirt & asphalt covered trails. The dirt trails consist of narrow paths with dense woodlands, necessitating riders to equip themselves with proper safety gear, to avoid accidents & injuries. Reviews posted online define these trails as safe havens for cycling, eliminating the worries of motor vehicle exposure.



Mission Hike and Bike Trail



Bicycle rack acquired through BFB Initiative at Bentsen-Rio Grande Valley State Park

Another great location to visit in Mission is the Bentsen-Rio Grande Valley State Park. This park is part of the World Birding Center, which classifies it as a world-class destination for birdwatching. We are proud to have the Bentsen-Rio Grande Valley State Park as a member of our Bike Friendly Business Initiative. In addition to welcoming cyclists, this Park also offers rental bicycles and trikes for children with prices ranging from $5.00 to $12.00 per day.



Bicycle parking and public repair station located at Mission Economic Development Corporation, 801 N. Bryan Rd., Mission,TX

For cyclists who notice their tires running low on air or experiencing other minor issues, a great bicycle repair station and air pump are available at the Mission Economic Development Corporation, located at 801 North Bryan Road in Mission. At this location, cyclists can comfortably park their bicycles at any of the four bicycle racks available. Additionally, from this destination cyclists can visit 4 bike friendly businesses within a few paces apart. Some of the amenities offered by Teach for America, Mission Economic Development Corporation, Jitterz Coffee Bar and Valley Technical Academy are free use of their restroom facilities, drinking water, first aid and continued support for local cycling teams and events.

Pharr Area

The City of Pharr is in the process of developing its bicycle facilities and creating connections with trails located in surrounding municipalities. Some bicycle facilities already exist within the city, but two major bicycle and pedestrian projects aim to address gaps in the system. The Pharr Pedestrian Improvement Projects and the PSJA Tri-City Project aim to connect Pharr with both McAllen and Edinburg bicycle trails. Improving safety conditions for multimodal travelers and promoting a healthier lifestyle are of utmost importance.

Harlingen-San Benito

The following material was retracted from a recently created bicycle and pedestrian plan for the Harlingen-San Benito area:

1 Arroyo Park Trail

An 8' asphalt trail, this trail is located in Arroyo Park. This trail connects residential neighborhoods on the south side of the Arroyo Colorado to the Arroyo Trail.



2 Arroyo Trail

The Arroyo Trail is a 2.2-mile long trail running east-west along the Arroyo Colorado. The trail is accessible to several residential areas, and provides connectivity to a number of other cultural and recreational opportunities. The Arroyo Trail provides access across the Arroyo Colorado as well as 77 Sunshine Strip, overcoming these barriers and providing the beginnings of excellent pedestrian and bicycle mobility across the city.



3 CB Wood Park Trail

CB Wood Park has a 0.1-mile asphalt trail that connects to the Arroyo Trail. While a short distance, the trail connects to the Arroyo Trail on the south end of the park.



6 Harlingen Sports Complex Trail

Like the Soccer Complex, the Sports Complex has a 1.0-mile crushed rock trail that loops around the park. Nearby residential neighborhoods provide access to the park, but there is a significant amount of vacant land around the park. Design of future developments should strive to connect to the Sports Complex and trail.



7 Hugh Ramsey Nature Trail

The nature trails in Hugh Ramsey Nature Park allow visitors to hike in the 54-acre wooded nature area. Trails lead to overlooks of the Arroyo Colorado and serve as a recreational and cultural amenity in Harlingen. There are approximately 1.5 miles of nature trails in this nature park. Because of the park's proximity to the Arroyo Colorado, there is potential to connect to the Arroyo Trail when it is expanded to the east.



8 Liberty Gardens Trail

Liberty Gardens is a meditation garden in central Harlingen with 0.25 miles of asphalt trails. The park and trails are a cultural amenity for Harlingen.



4 City Lake Park Trail

City Lake Park Trail is a 0.7-mile asphalt trail within City Lake Park, circling City Lake. The park and trail are located in a residential neighborhood and about 2 blocks north of the Historic Downtown District, providing a recreational opportunity to nearby residents and visitors to downtown. It is also surrounded by other cultural amenities including the Cultural Arts Center and Harlingen Library.

5 Harlingen Soccer Complex Trail

The Harlingen Soccer Complex has a 1.5-mile trail that loops throughout the park. The soccer complex is located in an undeveloped area of the City, therefore, users of this trail are probably limited to users of the Soccer Complex. However, as the area develops, it is expected that the trail will be used by future residents. Design of future developments around this park should strive to connect to the Soccer Complex and trail.





9 Rangerville Park Trail

Rangerville Park has a 0.9-mile asphalt loop. It is accessible to the surrounding residential areas and is adjacent to Milam Elementary School.

10 Thicket Nature Trail

The Harlingen Thicket has approximately 0.75 miles of nature and crushed rock trails through the 40-acre natural area. The park and trail is accessible to the residential areas on the north side of the Arroyo Colorado as well as by users of the Arroyo Trail that connects to this area on the south side of the nature area.





Bicycle and shared-use facility types that can be found in the Harlingen-San Benito area include traditional bike lanes, side paths, and shared-use paths. In addition, the City of Rio Hondo recently designed to a two-way cycle track from a lane of on-street parking. This created a potential shared-use loop for transport throughout the city. Sidewalks can be found all through Harlingen, San Benito, Palm Valley, and La Feria, with additional trails and paths within neighboring communities. Sidewalks exist within commercial/downtown areas and intermittently in residential neighborhoods. Additional sidewalks have been constructed to accommodate new development, over recent years.

Brownsville Area



Brownsville's Historic Battlefield Trail

This 9-mile Historic Battlefield Trail runs through the middle of Brownsville, allowing users to travel from Linear Park to Palo Alto Battlefield National Historical Park. The trail connects pedestrians and cyclists to several significant historical and cultural resources. Amenities along the trail include rest areas, water fountains, informational kiosks, and a public repair station at Linear Park. The Historic Battlefield Trail was designated as a National Recreation Trail in 2013.

The one-mile long Belden Trail was converted from an old rail corridor in 2013. The Belden Trail connects users to Riverside Park, Skinner Elementary School, Sam's Stadium, Prax Orive Jr. /Sunrise Park, and commercial areas such as the Palm Village Shopping Center. Amenities along the trail include benches, trash receptacles, pergolas, bike racks, and a public repair station near the Prax Orive Jr. /Sunrise Park. A Belden Trail Extension is also in the works to connect the existing trail to the bike lane on E. 6th St.



Brownsville's Belden Trail



Brownsville's Paseo de la Resaca Trail System

The Paseo de la Resaca trail system consists of 7 miles of paved hike and bike trails comprised of several sections: Central Parkway, Texas Trail of Trees Park, North Park & Tennis Center, and the Brownsville Events Center. In 2006, the trails were connected to the 9-mile Historic Battlefield Trail. Destinations include Margaret M. Clark Aquatic Center, Paredes Elementary School, Hudson Elementary School, IDEA Brownsville, and various commercial areas along E. Ruben M. Torres Sr. Blvd.

Monte Bella Park Trail is located at 2555 W. Alton Gloor Blvd. and extends over 6 miles. This is a single-track dirt trail with several small climbs, twists, and tight turns. This trail does not connect to other destinations but is surrounded by wildlife and exposes riders to the natural environment.



Brownsville's Monte Bella Park Trail

CARACARA TRAILS

The Caracara Trails is a vision for 230 miles of multi-use trails, 120 miles of federal bike routes, and 78 miles of paddling trails combined. The initiative not only promotes a healthy lifestyle but links the community with nature and its abundant resources. The Lower Rio Grande Valley Active Transportation and Tourism Plan aims to boost economic development, creating job opportunities for residents and increasing attractions for visitors. The region's beaches, wildlife, waterways, historic sites, and geographic landmarks complement this vast network. Aside from promoting the area economically, the trail system will encourage physical activity and ultimately promote alternative modes of transportation. The RGV region can greatly benefit from active transportation and transforming the health of inhabitants is of high importance. The connection of Caracara Trails with existing and future developments will expand on an already expansive trail system within the RGVMPO planning area. The region-wide network of hike & bike facilities, as well as transit routes can be found on the RGVMPO UMAP, located here: http://hcmpo.maps.arcgis.com/apps/webappviewer/index.html



Cameron County partners celebrate the ground-breaking of the Battlefield Trail Extension project.

BICYCLE FACILITY TYPES

With or without delineation through signage and striping, a bicycle is legally recognized as a vehicle in the State of Texas. Bicyclists share the same rights and responsibilities of motorists on all roadways except those specifically delineated, such as limited access highways. While permitted on most roadways, bicyclists tend to favor roadways that are safe, comfortable, and fun to ride.

BIKE LANES/ SHOULDER STRIPING

Striping a roadway is the most cost-effective way to create a bike lane within existing roadway pavement. New or refurbished roads can easily be striped to include a bike lane or shoulder. For safety reasons, bike lanes should not be considered for roadways with speed limits greater than 50 mph. Additionally, greater shoulder width is recommended if heavy trucks, buses, or large recreational vehicles share use of the roadway. When pavement width is limited, it is recommended to provide paved shoulders on both sides of a two-way road. Many shoulders are already utilized by bicyclists and can be transformed by adding proper signage and additional stripping. The addition of bicycle markings and signage heightens motorists' awareness and identifies alternate use of the shoulder area.

Bike lanes should be considered and incorporated where gaps create an increased demand. Bike lanes promote predictable movements and establish designated areas right-of-way. Based on the American Association of State Highway and Transportation Official's (AASHTO) standards of the cyclist's profile, a minimum of four feet is required for an exclusive bicycle lane. When motor vehicle traffic increases and speeds are lifted, a more comfortable operating space may equal up to five feet. These minimums also depend on the type of cyclist that is being accommodated on the roadway.

Benefits:

- Provides separation between cyclist and pedestrians
- Increases the perception of safety for bicyclist
- Low cost treatment for establishing a bicycle facility





The estimated cost for a bicycle lane generally totals around $55,000 per mile, including signage and marking on any existing street surface. To create or add a new roadway for use as a bicycle lane, the cost for marking, signage, and new paving may add up to $635,000 per mile.

SHARED LANES/ BIKE ROUTES

Bicycles and motor vehicles may share all roadways except when prohibited by statute or regulation. There are no bicycle-specific designs or dimensions for shared lanes, but all modes of transportation share the need for good pavement quality, appropriate signal timing, and safe railroad crossings. Any roadway with a minimum of 30 feet of pavement, low speeds, and relatively low traffic volume can be signed as a shared roadway or bike route. Ultimately, the creation of these pathways increases connectivity and expands the capacity of bicycle networks.

A bike route is a roadway signed for shared use between motorists and bicyclists without designated lanes or facilities. For vehicles to safely pass bicyclists, without switching lanes, a lane width of 14 to 15 feet should be provided. On roadways with slower speeds, a bike route may be considered. Cross sections of shared lanes and bike routes are based on the AASHTO Guide for Development of Bicycle Facilities.



CycloBia in Brownsville

Benefits:

- Relatively low cost to implement
- Provides cyclist guidance and contributes to way finding within the street cross section.
- Motorist are made aware of the presence of bicycles within the travel lane

The cost for a Shared Bike Lane generally cost $55,000 per mile for markings and signage on an existing street surface.



SHARED USE PATHS/TRAILS

Shared use paths are separate, improved facilities designed to avoid conflict with motor vehicle traffic. These paths, also called Hike and Bike Trails, are meant to accommodate both bicyclists and pedestrians. The separation of these paths from roadways prevents conflict with two-way motor vehicle traffic. The recommended minimum separation roadway and shared use path is 5 feet. The width of the path itself is generally a minimum of 10 feet, depending on the intensity and mixture of use. As with striping of bike lanes, the crossing of roadways, railroad tracks and other natural features should be given special consideration when designing shared use paths

Benefits:

- Attractive for both recreational riders and cyclist commuters
- Created for a wide variety of users.
- Highest level of comfort and safety for bicyclist and pedestrians

The Cost for a Shared Use Path/Trail ranges from $575,000 per mile for decomposed granite surface to $750,000 per mile for an asphalt surface.

SEPARATED BIKE LANES

A separated bike lane is an exclusive facility for bicyclists, located within or directly adjacent to a roadway. The lane is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths / trails by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities.

Separated bike lanes are also sometimes called “cycle tracks” or “protected bike lanes” and can operate as one-way or two-way facilities. Shared use paths are separate, improved facilities that have minimal conflicts with motor vehicle traffic. Separated bike lanes potentially improve traffic safety for all transportation modes by relieving congestion and assigning bicycle users their own protected lane.

Benefits:

- “Separated bike lanes have reduced cycle crashes by 90%” (American Journal of Public Health, 2012).
- Public input expresses cyclists are more likely to ride on separated bike lanes, rather than sidewalks



NACTO rendering of a separated and protected bike lane.

DESIGN GUIDEANCE

A Bicycle/Pedestrian or Active Transportation Plan heavily focuses on community input with addition of data gathered by MPO staff and local governments. Facilities need development and improvement where hazards and obstacles currently exist, while distinguishing feasibility for both individual and joint projects. When designing and constructing bicycle facilities within the Rio Grande Valley region, cities are encouraged to first reference and utilize, at a minimum, the most recent version of the following design manuals (as applicable):

- AASHTO, Guide for the Development of Bicycle Facilities, Fourth Edition (2012)
- FHWA, Manual on Uniform Traffic Control Devices for Streets and Highways (2009)
- ITE, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- NACTO, Urban Bikeway Design Guide, Second Edition (2014)
- NACTO, Urban Street Design Guide (2013)
- TxDOT, Texas Manual on Uniform Traffic Control Devices (2011)

These design manuals compose a set of nationally recognized guidelines that exist as “best practices” on the design and construction of future bicycle facilities

BUFFERS, STREETSCAPING, & LIGHTING

In some cases, buffers are placed between the roadway and the sidewalk to ensure separation between vehicle and cyclist traffic. At times, developers use a few feet of landscaping or streetscaping as means of separating each mode of transportation. Most cities within the RGVMPO study area do not require buffers between roadways and sidewalks, due to lack of available right-of-way (ROW). However, for example, the cities of Edinburg and Weslaco do require at least 3 feet between sidewalk and roadway. The city of Donna requires sidewalk placements of at least 1 foot from the ROW line. While streetscaping is not common in the RGV, every city requires essential lighting for new developments. The required distances vary between 240-600 feet, depending on the type of street. These lighting requirements are generalized to subdivision regulations; however, some cities include sidewalks and lighting as part of street improvement projects. Solar-powered light fixtures are also implemented, serving as both safety measures and environmental-friendly initiatives.

COMPLETE STREETS

According to the National Complete Streets Coalition (NCSC), Complete Streets are designed to accommodate all users, including bicyclists, pedestrians, transit riders, and motorists. Additionally, a Complete Street caters to the needs of all ages and abilities, establishing a safe and convenient transportation network. A Complete Street, as defined by NCSC, "may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more." Every community and its environment are different; therefore, a Complete Street in one city may not be appropriate for another city. Furthermore, each city may encourage such development in various ways, such as through a Complete Streets Policy, Resolutions, Complete Streets Ordinances, or by changing their city's design requirements.[1]

Several cities in the RGV have adopted Complete Streets policies to guide transportation facility development. These Complete Street policies are a step in the right direction, but more can be done to ensure proper project development and solid implementation of complete streets ideals. The RGVMPO suggests revisiting the Complete Streets policy of each municipality to strengthen their policies when planning transportation development.

[1] National Complete Streets Coalition (2010). *What are Complete Streets? | Smart Growth America*. Retrieved October 2013, from http://www.smartgrowthamerica.org/complete-streets/complete-streetsfundamentals/complete-streets-faq

Smart Growth America developed a scoring system for Complete Street Policies to determine how well these policies commit to reaching their goals of multimodal transportation. The criteria used to score the Complete Streets Policy include the following:

- Vision and Intent
- Users and Modes
- Projects and Phases
- Clear, accountable exceptions
- Network
- Jurisdiction
- Design
- Context Sensitivity
- Performance Measures
- Implementation Steps

These elements are integral to a Complete Streets policy that truly implements the intended goals laid out. Staff recommends reviewing the Complete Streets policy in every municipality, giving more credence to multimodal transportation, and reinvigorating the goals of the policy. Workshops should be held to promote better standards in the complete streets initiative and ensuring sustainable transportation project development across the region.

The RGVMPO can act as an administrative agency, facilitating the implementation of much needed policies and execution of multimodal projects throughout the area. Staff is responsible for organizing events and will utilize the criteria recommended by Smart Growth America, in effort to adjust existing policies.

SAFE PASSING ORDINANCE

Through encouragement by the RGVMPO, many cities have passed Safe Passing Ordinances to increase the safety of pedestrians and bicyclists. The ordinance protects “vulnerable road users” - pedestrians, runners, physically disabled persons, children, skaters, construction and maintenance workers, tow truck operators, stranded motorists, equestrians, and persons operating a bicycle, motorcycle, or unprotected farm equipment - by requiring a safe passing distance of 3 feet by motor vehicles (6 feet for commercial vehicles) when conditions allow.

STRAVA

Strava is a website and mobile app used to track running and cycling via satellite navigation. The information from each user is uploaded and can be shared with others within the Strava network. Friends and followers can comment, “like,” share routes, and present challenges. This app is compatible with iPhone, Android, GPS watches and head units. Before proceeding with their route, cyclists activate their app in preparation for keeping track of their performance. All data obtained is simultaneously stored by Strava.

TXDOT PARTNERSHIP

In September 2017, TxDOT acquired two to four years of crowd-sourced bicyclist and pedestrian data from Strava, Inc. Strava compiles geolocated data from bicyclists and pedestrians using the mobile application. Strava anonymizes the data and sells it to planning agencies with intent to enhance infrastructure planning. The data from Strava will help TxDOT and local entities analyze existing and proposed bicycle-pedestrian networks across Texas. Because Strava users represent a subset of the bicycling/walking population, the data only provides relative usage of the non-motorized network. Before this acquisition, entities within Texas obtained limited data regarding non-motorized usage.

Through TxDOT's contract, the data acquired from Strava is sub-licensed to MPOs, cities and other planners, benefitting communities statewide. The data retrieved by the MPO consists of activity counts for cyclists and pedestrians, as well as the location of their activities. These activities can be filtered in different ways including time of day, activity purpose, by month, day, or minute. This data helps the MPO comprehend where people are walking and riding, while allowing comparison between facilities. This serves as a planning tool, supporting data for future multi-modal projects throughout the region. Strava data provides input to members of our Bicycle-friendly Business program, presenting useful figures in preparation for future occasions.

TXDOT QUERY TOOL

The MPO uses CRIS (Crash Record Information Systems) Data to analyze where crashes occur in the region. This data is mainly derived from police reports and can be categorized in a variety of ways. With this data, we can extract pedestrian and cyclist accidents, analyze various crash "hotspots," and identify the factors causing these crashes. Annual reports generated from CRIS help us monitor crash trends in our region. This information is utilized when planning & designing safe multimodal facilities for the future. CRIS data is also available for public use.

SAFE ROUTES TO SCHOOL

In the late 1970's Denmark introduced the Safe Routes to School program to reduce the number of student fatalities that occurred while children walked or rode bicycles to school. This worldwide initiative provides safe accessibility for students walking or biking to and from school. Implementation of Safe Routes to School projects has reduced emissions and traffic congestion, as well as overall health and well-being of those who choose to utilize forms of active transportation.

In the United States, efforts to pass federal legislation in support of Safe Routes to School began in 2002. In 2003, the League of American Bicyclists discussed how a national Safe Routes to School Program may be beneficial, however, several states were developing and implementing their own programs. In 2005, Congress established a National Safe Routes to School Program, dedicating $612 million over a four-year period. Guidance, regulation, and administration authority for this program was given to the Federal Highway Administration. Each state received a minimum of $1 million with a distribution formula that awarded additional funding based on student enrollment. The safe routes to school was eliminated under the MAP 21 bill which began in 2014. Now the program is covered by the Transportation Alternatives Set-Aside Program.

FEDERAL FUNDING

Various federal funding sources are available for improving bicycle networks. Most of the funding derives from the Transportation Authorization Bill, while non-traditional entities with interest in the environment and health of the nation also contribute.

- Bicycle and pedestrian paths, and safety and education activities are eligible for funding through the ***Transportation Alternatives Set-Aside Program***. This program offers federal funding to expand transportation choices and enhance the transportation experience.
- The ***Congestion Mitigation and Air Quality Improvement Program*** invests in projects that reduce air pollutants from transportation related sources. Increased bicycle and pedestrian activity are included as measures to reduce vehicle use or improve traffic flow.
- Funding is provided to states for projects that correct or improve a hazardous road location though the ***Highway Safety Improvement Program***. Eligible projects include improvements for bicycle and pedestrian safety and installation and maintenance of signs at bicycle and pedestrian crossings or school zones.
- The Federal Highway Administration has an assistance program titled the ***Recreational Trails Program***. These funds are used to develop and maintain recreational trails and trail-related facilities.
- Another source that could fund bikeways is the ***State and Community Highway Safety Formula Program*** which supports state highway safety programs designed to reduce traffic crashes and the resulting injuries and property damage.
- The ***Center for Disease Control and Prevention*** awards grants and contracts for projects that promote health and quality of life by preventing and controlling disease, injury, and disability. They have developed a community-based program called Kids Walk-to-School that aims to increase opportunities for physical activity by encouraging children to walk to school in groups accompanied by adults.

- The ***Environmental Protection Agency*** is a potential source of funding for bikeways as they reduce the potential impact of emissions and air quality. The Education Division, Office of Children's Health Protection and Environmental Education specifically support environmental education projects that enhance the public's awareness, knowledge, and skills to help people make informed decisions affecting environmental quality.

RECOMMENDATIONS

I. Encourage use of the adopted Multi-Modal Plan as guidance for public and private transportation investments. New roadways and future maintenance projects on existing roadways should consider the inclusion of bikeways.

II. The RGVMPO Active Transportation Plan should be consulted as guidance for investments. This plan, completed with sufficient public input, provides scenarios for planning and building a livable, sustainable region.

III. Retain existing bikeways and expand the network whenever possible. Current bikeways should be expanded to connect to important destinations or other bikeways. Routes should be reasonably direct. This requires emphasizing the use of collector streets and the elimination of gaps in the network.

IV. Low cost improvements to existing roadways including paved shoulders, wider outside traffic lanes (14 ft minimum if no shoulder exists), bicycle compatible drainage grates, and at grade manhole covers should be considered during any development or construction project. Maintaining a clean riding surface is another low cost, yet important, continuous improvement that should be considered.

V. Education programs for bicyclists and motorists can help dispel myths and/or misconceptions, encourage courteous and lawful behavior, and enhance the skill level of bicyclists while increasing motorist awareness. Ultimately leading to a reduction in the number of accidents throughout the region. Educational events should educate avid cyclists of all ages, those who constantly walk, run, or hike along trails and roadways, transit users, and motorists. Educational events and materials should cover, at a minimum, the following topics:

1. Bicycle maintenance
2. Basic rules of the road and traffic laws, such as riding in the correct direction, proper hand signals, use of lights, reflectors, and helmets
3. Parents should assist their children in learning proper cycling techniques.
4. Motorists should be educated on the rights and responsibilities of themselves as well as bicyclists
5. Sectors of law enforcement and their responsibilities

VI. Advance Safe Routes to School and other multimodal projects by utilizing project calls such as the TASA Set-Aside

VII. Conduct periodic surveys of multimodal transportation participants to determine patterns and statistics. Maintain a GIS database of all regional trails and develop a regional map.

VIII. Develop standards for bicycle parking that can be incorporated into development plans.

IX. Enhance access to public transportation through continued coordination and integration of bicycle/pedestrian amenities at bus stops.

X. Encourage a Complete Streets Policy. Complete Streets provide options for expanded capacity by accommodating motor vehicles, bicyclists, pedestrians, and others traversing the roadway. Complete Streets are designed to improve safety, efficiency, and accessibility for all users.

XI. Develop directional and wayfinding signage to inform users of available trail systems and destinations.

XII. Consider the feasibility of a connected bikeshare program throughout the developed areas of the region.

XIII. The AASHTO Guide of the Development of Bicycle Facilities should be consulted whenever questions and concerns arise.

PEDESTRIAN PLANNING

The purpose of pedestrian planning is to complement existing multimodal facilities and infrastructure, as a part of an overall multimodal plan. Pedestrian planning promotes an efficient, continuous, and safe pedestrian network, addressing gaps within the system. Identifying safer approaches to designing street crossings, roundabouts, ADA compliant sidewalks, and encouraging an overall pedestrian-friendly environment are of high importance. Suggestions from the RGVMPO's Bicycle and Pedestrian Advisory Committee (BPAC), Technical Advisory Committee (TAC), and the general public contribute to the planning process and reflect the needs of our communities.

PEDESTRIAN ACCESSIBILITY

Hike and bike trails are prime sources for pedestrian transportation; however, sidewalks are predominately the main option for walking. For the most part, sidewalks are tied to city streets and provide access to destinations such as schools, public buildings, businesses, and will often connect neighborhoods. Alliance Transportation Group explains how a "denser, more connected street network will typically indicate lower vehicle speeds, shorter walking trip distances and a greater concentration of destinations. Intersection density is a measure of how many intersections exist per square mile. Intersection density is a major factor to the propensity for people to walk or bike, along with other supporting factors like, sidewalk setback, safe crossings, placemaking, and trees or shade. Intersection density was chosen to analyze as it is

the building block for all other factors. In a poorly connected street network with low intersection density, walkability can greatly suffer and only be encouraged to an extent with mentioned supporting factors."

Intersections where more than one roadway crosses were evaluated to calculate density. For an equal depiction of density region-wide, a ¼ square mile hexagonal layer was utilized. "This allows for representation that more closely aligns with roadway locations and shapes over other displays such as a census block group which varies in size and is often divided along roadways. The number of intersections were spatial joined to the hexagons, to display the density of intersections per square miles." Results from the analysis produce data supporting high intersection density in higher populated urbanized areas. However, smaller communities within the region also show high intersection density, proving that "if sidewalks are present in the areas with high intersection density, this would support a higher propensity for walking. Conversely, if sidewalks are not present, it may indicate a missed opportunity or unmet need for people who desire to walk. A major takeaway from this analysis is the supportive urban network that exists for walking, even outside of urban areas in the RGVMAB."

TRANSIT PLANNING

The RGVMPO is responsible for notifying eligible local entities of funding availability, publicizing the process, and coordinating a competitive selection. This selection process of projects using public transportation funds is ultimately the TPB's responsibility. As part of the selection process, the RGVMPO uses a set of project selection criteria. This selection criteria addresses gaps in the current service within the targeted community and considers the geographic distribution to encourage some level of diverse geographic disbursement. The project must show evidence of broad solicitation for input (coordination planning process). The RGVMPO ensures that the Regional Transit Development Plan is in coordination and supports the projects applying for funding.

The RGVMPO has successfully executed a Performance-Based Planning Memorandum of Understanding with the Texas Department of Transportation (TxDOT), and the Lower Rio Grande Valley Development Council – Valley Metro, the City of Brownsville, and the City of McAllen to ensure the performance measures and targets are met as required by federal law. The RGVMPO will continue to work closely with all agencies to achieve a more effective transportation planning process. All transit providers have been working together and are actively participating in a regional planning strategy. The Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse transportation agencies and companies, both public and private, in the Rio Grande Valley, have assisted in developing and implementing a regional transportation coordination plan for Cameron and Hidalgo Counties. The following excerpt was taken from a draft of existing conditions for creation of the Regional Transit Development Plan, by ATG.

As a major component of the RGVMPO 2045 MTP, the newly formed MPO is working collaboratively with regional transit providers to develop a Transit Development Plan (TDP). This plan will help tell the transit story of the RGV community. The development and delivery of tools and strategies will empower the MPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. This will build on the recent and successful coordination efforts among all the project partners, such as the formation of the Lower Rio Grande Valley Regional Transit Advisory Panel (RTAP).

The RGVMPO Transit TIP is dedicated to programming of transit projects for a length of four years. Currently, the region's three main transit service providers have projects programmed from FY 2021-2024. Projects consist of such types as purchasing new vehicles, building new transit stations & stops, rehabilitation of existing facilities and equipment, training for staff, and planning studies to assist with continued progression. Federal grant funding is awarded to providers and local entities contribute local match to total project costs. The state of Texas' Department of Transportation also contributes funding to transit projects. Projects are placed on the short-range plan according to priority and are fiscally constrained, like the programming of highway projects. The RGVMPO works closely with all transit agencies, closely monitoring the state of good repair for vehicles and equipment. Transit asset management is addressed quarterly when submitting administrative changes and revisions to the Transit TIP.

SPACEX LAUNCH SITE

As previously mentioned within the introduction to this chapter, SpaceX's Starship launch site is located near Boca Chica Beach, just off State Highway 4 in Cameron County. This is the world's first commercial launch site designed for orbital missions around the earth, as well as flights to the moon, planet Mars, and further into outer space. The Starship spacecraft can transport sizeable cargo, such as satellites and telescopes beyond all current capabilities. The on-board payload compartment is larger than any fairing currently operating, as well as anything planned or in development. With ambitions to carry passengers into orbit of the earth, and possibly to destinations such as the moon and planet Mars, SpaceX is most certainly included with our region's multimodal transportation network. The roadways leading to this facility are heavily trafficked by employees of SpaceX, tourists, residents of the area, and various amounts of freight. Construction of the South Port Connector roadway began on August 8, 2020, which will link the Port of Brownsville with State Highway 4. This project is the first phase of the Cameron County Regional Mobility Authority's (CCRMA) East Loop Corridor Project.



ACCOMPLISHMENTS

HIDALGO COUNTY AREA

• In addition to the extensive miles of bike lanes added to our network, two bike share companies have been introduced to Hidalgo County The first company to introduce Valley residents to the bike share world was B-Cycle. B-cycle also provides services in Dallas, Houston, San Antonio, and Austin. In 2015, the City of McAllen launched a total of eight stations with 80 bikes. This project was funded in part by a Federal Transit Administration grant. Four of these stations were originally located in downtown McAllen, which includes the downtown park and ride, the Broadway park and ride at Bicentennial Avenue, Archer Park and La Placita Heritage Center located at Main Street and Chicago Avenue. The remaining four stations were located at 2nd Street Hike and Bike Trail, Fireman's Park, Palms Crossing and McAllen Convention Center. B-Cycle offers different types of memberships that fit most needs. After receiving TASA funding through the FY 2019-2020 Project Call, the LRGVDC initiated a Regional B-Cycle bikeshare program, with plans to expand connectivity across Hidalgo and Cameron Counties. The city of McAllen has generously dedicated their B-Cycle equipment to assist in the completion of this regional project.

• Zagster was the second bike share company to be introduced in Hidalgo County. The City of Edinburg, through the Economic Development Corporation, partnered with the University of Texas Rio Grande Valley to offer four new bike stations. They planned for positive impacts on daily commutes of students and Edinburg residents who prefer an eco-friendly transportation

alternative. These four stations were located at Bicentennial Park, Gonzalez Memorial Park, South Middle School and the fourth station could be found at 212 W. McIntyre Street near the Hidalgo County Courthouse.

• During the 2017-2018 Transportation Alternatives Program (TAP) Call for Projects, two projects were awarded planning funds: the McAllen Vision Zero Planning Study and the City of Pharr Comprehensive Pedestrian Safety and Wellness Program. A total of three projects were awarded construction funding as well. The 2019-2020 TAP Call awarded funding for continuing projects in the Pharr - San Juan - Alamo areas, as well as Edinburg & McAllen's Hike and Bike Trail project. The city of Elsa received funds for their Community Trail Park project and the Lower Rio Grande Valley Development Council (LRGVDC) will begin a region-wide bike share initiative as well. Additionally, the LRGVDC earned planning funds for their Hidalgo County Active Mobility Plan.

• In July 2015 plans to expand the hike and bike trail on 2nd Street in McAllen were announced. The trail will now run from McAllen, South of Expressway 83 connecting to the hike and bike trail on 2nd Street, ultimately connecting to the existing Hike & Bike trail in Edinburg. This trail will also connect in San Juan, starting on South San Antonio Avenue, running west along the PSJA Bears Trail, ending on West Moore Road intersecting with a proposed hike and bike trail on Cage Boulevard in Pharr. There is a second phase to this project which will go from Ridge Road to Hall Acres Road, followed by an extension from Hall Acres Road to 2nd Street in McAllen.

• The Vision Zero Initiative approach started in Sweden and has been adopted around the world and across the United States. Vision Zero states no deaths or serious injuries are acceptable on our transportation system. The City of McAllen expects to use education, engineering, evaluation, enforcement, and policy to eliminate deaths and serious accidents. The Vision Zero Planning Study will seek to share data from different platforms including EMS, Police, and hospitals to analyze high accident areas and make improvements. This plan is aimed at changing the decision-making process, by putting user safety into account vs. the cost of a project. The McAllen Vision Zero Planning Study is anticipated to begin this year.

• The Pharr Comprehensive Pedestrian Safety and Wellness Plan was created to help identify the new construction of walkways that will connect several neighborhoods to schools, businesses, shopping plazas and recreational activities. This project will create a haven for pedestrians and cyclists, and it is anticipated to begin this year as well.

• The PSJA Tri-City Pedestrian Safety Improvements Project will fund the construction of approximately 27,784 square yards of concrete sidewalk within the tri-city district to make linkages and connections to surrounding cities, schools, neighborhoods, public parks and commercial businesses by extending sidewalks and closing gaps in service. This project is expected to break ground by 2021.

• Through coordination between the BPAC and Texas A&M University Health Science Center, businesses who applied and were designated as a Bike Friendly Business, received a bicycle rack free of cost as an incentive for joining. This initiative was a great approach for promoting cycling and exercise in Hidalgo County. The Bicycle racks were funded by the Centers for Disease Control and Prevention (CDC). Bike Friendly Businesses also received a window sticker that indicates their support to the cyclist community. The sticker provided is also used to identify members of the Bike Friendly Business Initiative. HCMPO Staff created the First Edition of the Hidalgo County Bike Map, which identifies the first 48 businesses who joined the Bike Friendly Business Initiative, ibike trails, speed limits, & bike lanes. Thanks to the continued support from TxDOT, the first 2,500 samples were printed in December of 2017. (https://www.rgvmpo.org/civicax/filebank/blobdload.aspx?blobid=24062)



*Due to file size downloading may take a few minutes

CAMERON COUNTY AREA

• Through its continuous planning efforts, the city of Brownsville has promoted the development of parks, hike & bike trails, and walkable pedestrian-friendly streets while preserving open spaces. The funding of improvements to the transit system and overall alternative transportation network has enhanced the multi-modal infrastructure.

• The Brownsville Historic Battlefield Trail Connection Plan was developed by the City of Brownsville and the National Park Service Palo Alto Battlefield National Historical Park. The plan focuses on the extension of the Historic Battlefield Trail, connecting three significant locations - Palo Alto battlefield, Resaca de la Palma battlefield and the Fort Brown site. Alongside the joining of three key destinations in Brownsville, the initiative provides connection to neighborhoods, parks, schools, the downtown area, and destinations such as museums and Gladys Porter Zoo.

• The city of Harlingen, in collaboration with the city of Brownsville, joined UTRGV and the city of Edinburg in contract with Zagster bike-share. With the edition of Edinburg, over 100 bikes and 21 stations were activated throughout the lower Rio Grande Valley.

• Viva Streets Harlingen is a 5K Adventure Run/Walk, followed by an open-street safe route to explore cycling, skateboarding, rollerblading, walking, and running on city streets. Activity booths with fun for the whole family are also part of the celebration.

• The city of Brownsville also entertains the public with an open-street event of its own. CycloBia closes miles of streets in the downtown area, creating a safe atmosphere for biking, walking, jogging, dancing, and general socialization. The city's Department of Public Health is joined by city police, traffic departments, local businesses, and volunteers who assist with road closures and security, before and during the event.

FUTURE GOALS, FUNDING, INTERESTS AND NEED OF IMPROVEMENT

In terms of safety, all pedestrians should be able to travel safely, with a sense of security, regardless of their destination or time of day. Improving pedestrian safety through constructing well-designed facilities will promote confidence and participation. Not only sidewalk projects along roadways, but hike & bike trails, crosswalks, and concepts applied to complete streets initiatives should continue to be including in the MPO's planning process. By promoting safe driving, walking, and bicycling behaviors, RGVMPO and its communities can greatly contribute to the safety and reliability of its multimodal transportation system. Improving the community's access to multimodal facilities will promote healthy lifestyles, improving the ability to utilize pedestrian facilities for exercise. Pedestrian facilities that are complete, free of obstacles, and have a high capacity for travelers are ideal and will increase the region's walkability. Through a competitive process, entities of the region can apply for available

funding when project calls are announced. Depending on scoring results from evaluation, selected projects will be placed on a short-range, fiscally constrained transportation program. Highly anticipated projects usually include design or improvement to sidewalks, transit stops, street lighting, crosswalks, hike & bike trails, signage, and overall safety components. The lack of these types of multimodal projects contributes to obstacles faced by pedestrians and cyclists alike. Common destinations include shopping centers, schools, parks, and transit stops. Without safe and reliable infrastructure connecting travelers to common destinations, multimodal transportation suffers from lack of dependability. While municipalities within the RGVMPO have incorporated bicycle & pedestrian policies, programs, and infrastructure into their local planning process, the RGVMPO encourages all cities and counties to familiarize themselves with MPO plans and recommendations, as well.

THE 5 E'S

The recommendations included in the multimodal planning process can be divided into five main sections, typically referred to as the "5Es".

- **Engineering** refers to any physical improvement intended to enhance the safety of travelers. Design standards and policies that require the consideration and due care of transportation facilities also fall into this category.
- **Education** encompasses all efforts to teach, train, and facilitate discussions regarding safe skills and techniques that raise the awareness of multiple road users.
- **Enforcement** identifies the needed cooperation of law enforcement officials, legislative bodies, and judicial systems to ensure equitable application of law, respecting the rights and responsibilities of motorists, cyclists, and pedestrians alike.
- **Encouragement** activities motivate travelers to participate in the use of multimodal transportation infrastructure. Often, these activities are coordinated for broad impacts across municipal boundaries.
- **Evaluation** refers to the data collection and methods of analysis used to identify proper use and provide justification for future developments and programs.

ENGINEERING

The most visible, and perhaps most tangible evidence of commitment to multimodal movement is the presence of supporting infrastructure. A combination of public outreach efforts has indicated the physical environment as a key determinant in whether people choose to walk, bike, use transit services, or operate motorized vehicles when traveling. Most respondents voiced their concerns regarding a lack of sidewalks and having to cross major barriers when

choosing to walk or bike. The stress of distance, climate, and time were also expressed, as well as inadequate lighting when traveling at night. For most residents, transit services are available and utilized frequently. However, for those who have access to a personal motorized vehicle, the physical factors mentioned, and overall convenience persuades them to use their personal vehicles most often. Physical factors can be addressed by implementing a Complete Streets Policy, consisting of encouraging initiatives for active and livable streets. These streets are designed for all ages of pedestrians, cyclists, and transit users while accommodating those who struggle with disabilities. These policies set design standards by employing the best available design standards and maintenance practices.

EDUCATION

Engineering alone cannot produce a safer environment for multimodal travel. Education must also be incorporated into the planning process. The public must be informed of bicycle and pedestrian safety, as well as good practices when using transit services. The location of hike & bike trails, with knowledge of transit stops and stations, helps provide an opportunity to plan and prepare for travel, accordingly. Furthermore, public comment periods have revealed citizens' concerns with the lack of multimodal transportation education in general. If citizens retain a clear understanding of the planning process, they might feel encouraged to express their interests willingly. RGVMPO staff strives to both educate and encourage public participation by scheduling public outreach events throughout the region. Strategies include informational pamphlets, videos, 3-D renderings, poster boards, and general face-to-face conversations dedicated to transportation in its various forms. When in-person outreach is not possible, RGVMPO provides as much material as possible via our online platforms. MPO informational videos on YouTube, updates via social media outlets such as Facebook & Twitter, as well postings to the RGVMPO website, all support efforts to educate the public and promote transparency.

ENFORCEMENT

Enforcing traffic laws and regulating movement of pedestrians, motorists, and cyclists are key elements for ensuring a safe and healthy transportation environment. It is important for planning organizations and communities to develop strong partnerships with law enforcement and help enforce safety. Protecting the rights of pedestrians, cyclists, and motorists alike, transportation laws and regulations promote the safety and well-being of all travelers. Pedestrians and cyclists should be protected from reckless and un-safe driving while following the rules that apply to them as well. RGVMPO encourages law enforcement officers to understand and protect transportation related laws to the same extent as other constitutional laws. An understanding of these laws and the needs of our citizens can be met through participation on RGVMPO's Bicycle and Pedestrian Advisory Committee, Technical Advisory Committee, and Transportation Policy Board. By participating, law enforcement and

community members can gain an understanding of local transportation issues and better serve the needs of our community.

ENCOURAGEMENT

Drastic changes in daily routines like choosing to walk or bike instead of using a motor vehicle, can be challenging, and discouraging. However, with proper guidance and encouragement, small increments of non-motorized travel can be introduced into our daily lives. Public outreach events help bring community members together, providing opportunities to both educate and encourage multimodal transportation. Signature nationwide events and initiatives make a difference on a larger scale, but still have significant impacts on local communities. They provide a framework and focus for advocates, concerned citizens, walking/cycling clubs, and businesses to assist with encouragement and promote active forms of transportation. Understanding the benefits of utilizing multiple forms of transportation is only part of the process. Encouraging everyone to participate and integrate biking, running, walking, and using transit services on a regular basis creates the difference. Promoting a healthier lifestyle while preserving the environment is an investment in both adults and our children's futures.

EVALUATION

A long-term multimodal or active transportation plan should always incorporate an evaluation method. Evaluation involves monitoring outcomes and documenting trends through data collection, before and after activities associated with the previous four E's are conducted. Evaluation is necessary in assessing advancements in implementing the plan, recognizing progress toward completion of each element, and identifying successes in achieving goals and objectives. Resources for multimodal projects may be scarce but having readily available data helps entities prioritize and demonstrate needs for development. Support from local officials and significant leaders helps promote successful planning and recommendation of significant courses of action. Local influences and attitudes can be collected through various forms of public engagement such as outreach events, public meetings, surveys, and social media interaction. Citizen's perceptions and concerns aid policy makers and planners in updating transportation plans, ultimately suiting the needs of all residents.

Appendix A

Memorandum:

Guidelines Emphasizing Bicycle
and Pedestrian Accommodations

U.S. Department of Transportation
Federal Highway Administration

Memorandum

SENT BY ELECTRONIC MAIL

Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd
Associate Administrator for Planning, Environment and Realty

Walter C. (Butch) Waidelich, Jr.
Associate Administrator for Infrastructure

Jeffrey A. Lindley
Associate Administrator for Operations

Tony T. Furst
Associate Administrator for Safety

In Reply Refer To:
HEPH-10

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* and the Institute of Transportation Engineers (ITE) *Designing Urban Walkable Thoroughfares* guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

AASHTO Guides

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004, (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.

- *Guide for the Development of Bicycle Facilities 2012, Fourth Edition* (AASHTO Bike Guide) provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation,

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the *Urban Bikeway Design Guide* (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create "complete streets" that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in Section 1A.10 of the MUTCD and a table on the FHWA's bicycle and pedestrian design guidance Web page is regularly updated (FHWA Bicycle and Pedestrian Design Guidance), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide's new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

ITE Guide

In 2010, FHWA supported production of the ITE Guide *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO "Green Book," *A Policy on Geometric Design of Highways and Streets*. The chapters emphasize thoroughfares in "walkable communities" – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

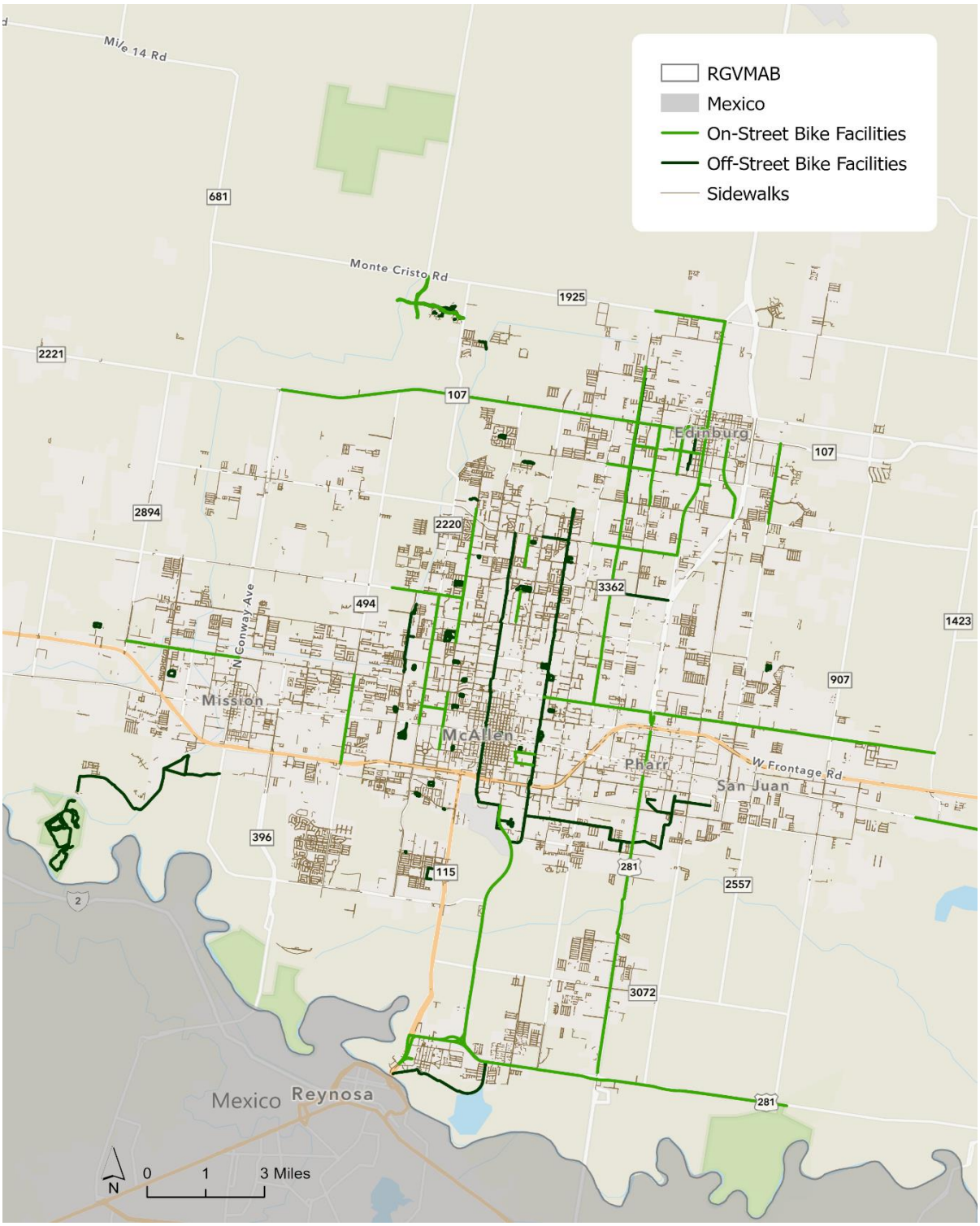
Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the *2010 US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* – "…DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."

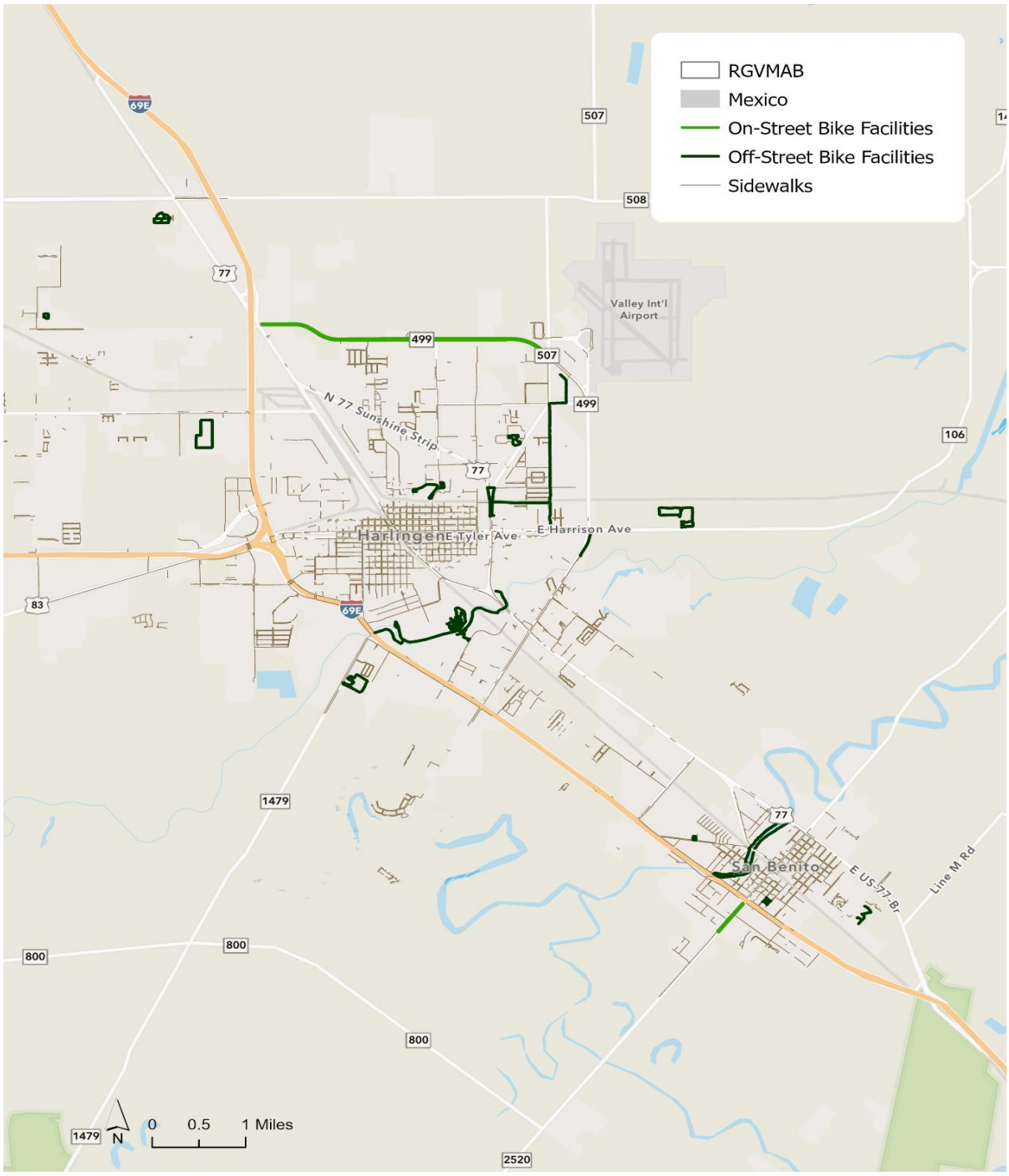
Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide, 2) NACTO Bike Guide; and 3) the ITE *Designing Walkable Urban Thoroughfares* Guide.

Appendix B

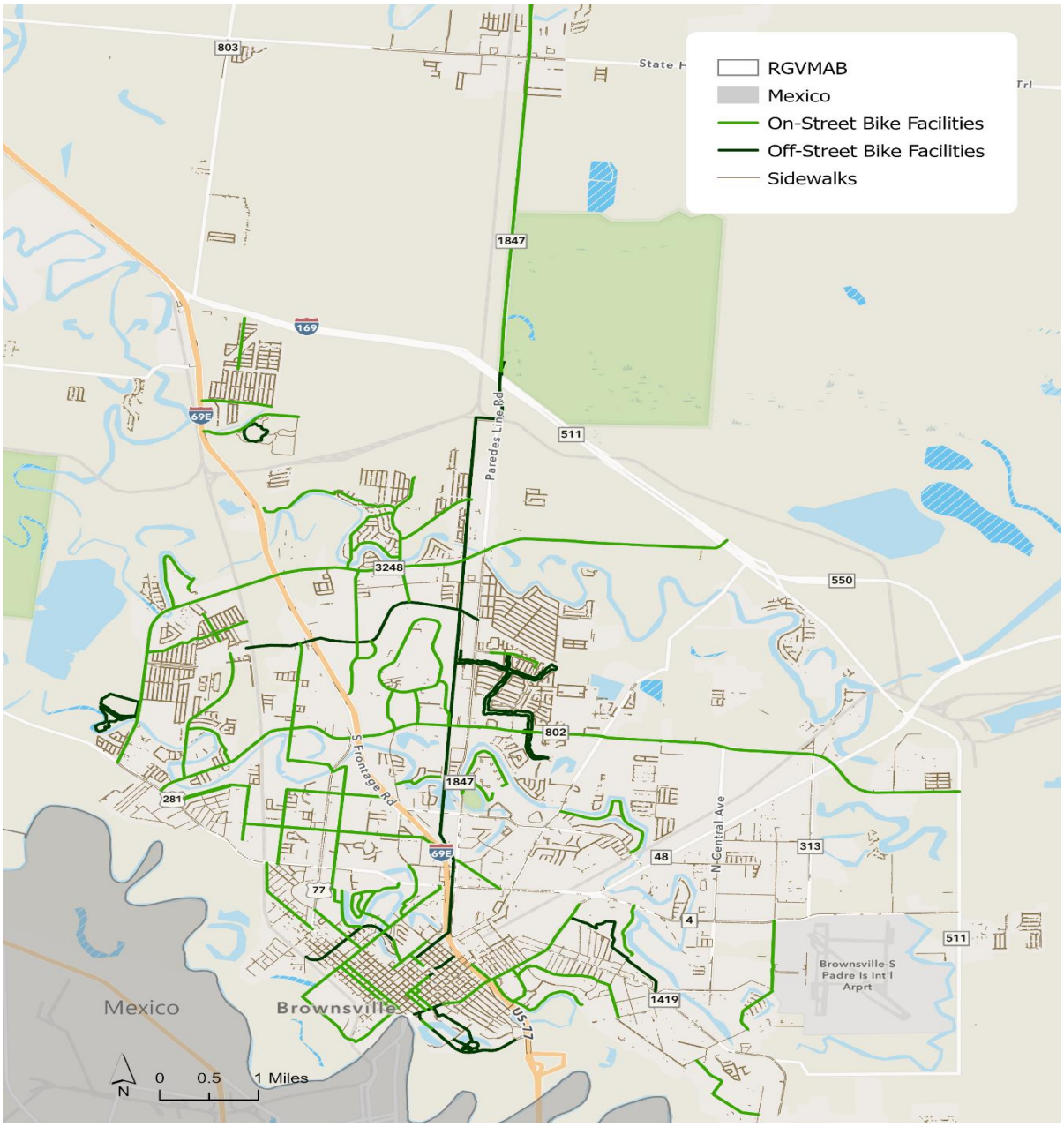
Bicycle System Maps and Sidewalk Mileage & Coverage



Bike Facilities in McAllen & Edinburg Area



Bike Facilities in the Harlingen & San Benito Area



Sidewalk Mileage and Coverage by City within the RGVMAB

City	Miles of Sidewalk	Sidewalk Coverage
Alamo	31.4	18%
Alton	21.5	19%
Brownsville	412.9	30%
Combes	1	2%
Donna	43.2	24%
Edcouch	3.6	10%
Edinburg	238.1	34%
Elsa	6.9	13%
Granjeno	2	43%
Harlingen	159.7	20%
Hidalgo	30.1	26%
La Feria	10.3	12%
La Joya	12.6	26%
La Villa	2.8	11%
Los Fresnos	18.1	33%
Los Indios	1.2	4%
McAllen	533.7	45%
Mercedes	39.2	21%
Mission	263.3	35%
Palm Valley	0.8	5%
Palmhurst	3.8	7%
Palmview	4.4	7%
Penitas	7.2	24%
Pharr	162	32%
Primera	3.9	10%
Progreso	2.6	6%
Progreso Lakes	0.4	2%
Rancho Viejo	0.3	1%
Rio Hondo	2.2	8%
San Benito	48.4	17%
San Juan	60	24%
Santa Rosa	0.6	2%
Sullivan City	0.3	1%
Weslaco	83.8	22%
Total	**2,212.20**	--



13. CONGESTION MANAGEMENT PROCESS

Chapter 13: Congestion Management Process

INTRODUCTION

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has an established congestion management process (CMP) to monitor the transportation network in Hidalgo and Cameron Counties. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In 2015, the Winter season was studied in Hidalgo County for the HCMPO. Past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, and Spring 2013. Past CMP studies were performed in the Brownsville region in 2011 and 2019. At the time of this Tier 2 study, it was prior to the merger of the three Valley MPO's, so it only includes corridors and intersections within Hidalgo County. Given the timing of the completion of the study and the timing of this summary, the Tier 2 results are being addressed and submitted to the RGVMPO.

Over the years, most of the recommended mitigation for the "congested" segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. The most common situation that results in a "congested" determination is travel unconstrained for most of the link at or above posted speed, but the driver is forced to stop at the downstream intersection long enough to bring the average speed for the segment down to a lower average speed. This condition is being referred to as "delay" instead of "congestion" … a small but very important distinction. In order to mitigate "delay", it will more commonly be a local intersection or corridor signal system operational issue, thus much lower capital cost vs. "congestion" that may more typically be a capacity issue with a large, required investment.

This study that started in late 2016 was focused on the implementation of many of the recommendations of past congestion and delay studies. Most of the study network includes arterials and thus many traffic signals. It has been observed over the years, that most of the signalized corridors do not include coordinated signal timing. Therefore, there is a large amount of delay that is not due to capacity issues, but more operational in nature and considered more delay than congestion.

Many of the current and past study recommendations to address delay includes signal timing improvements. Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are low cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs.

Brownsville Subregion

The Brownsville Metropolitan Planning Organization (BMPO) subregion conducted a 2019 Congestion and Delay Study to re-evaluate the transportation system and prepare a report as part of the Congestion Management Process (CMP) in compliance with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. The secondary purpose of the study was to identify trends in congestion and travel time to identify problem locations for possible improvements.

Since the 2019 was the first update since the inaugural study, the MPO was able to compare to the baseline 2011 results. To help establish the CMP network, the MPO staff invited representatives of local agencies and units of government to a kick-off meeting in May 2019 for two purposes. The initial goal of the meeting was to have a CMP workshop to provide an overview of the CMP objectives. This discussion was very helpful to those in attendance to help guide the local approach for the CMP update. The second goal of the kick-off meeting was for the committee to identify the study network. This was an iterative process with an eye on CMP objectives. The result of this 2019 update effort included a network of approximately 104 (211 in 2011) centerline miles of roadways in the region. The study included 23 (41 in 2011) different roadways divided into 330 (629 in 2011) directional links bound by a traffic signal, stop sign, or major cross street. For added functionality, each segment was assigned a jurisdiction (City / County) depending on its location within the MPO boundaries. improvement opportunities.

The Brownsville MPO introduced the use of congestion index (CI) for the primary performance measure in the inaugural CMP. This performance measure allows easy comparison of the efficiency of roadways as a ratio of average travel speed to the posted speed limit. Being the first update to the inaugural 2011 study, the MPO technical committee evaluated thresholds to define what will be used as “unacceptable” congestion. In order to

narrow the focus on those roadway segments that need attention and commonly have recurring delay, a CI rate of 0.60 or 60% of posted speed has been established. Those with a ratio of 0.60 - 0.99 will be considered stable and those ≥1.00 will be considered as free-flow.

To help establish the CMP network, the BMPO staff invited representatives of local agencies and units of government to a kick-off meeting in May 2019 for three purposes. The initial goal of the meeting was to have a CMP workshop to provide an overview of the CMP objectives. This discussion was very helpful to those in attendance to help guide the local approach for the inaugural CMP. The second goal of the kick-off meeting was for the committee to identify the study network. This was an iterative process with an eye on CMP objectives. The third objective of the meeting was for the committee to recommend 8 signalized intersections where CoPLAN would do additional analysis of within Synchro to identify possible localized improvement opportunities.

The 2019 CMP network included a large portion of the roadway network functionally classified as an arterial. This will allow a comparison to the 2011 baseline to be made of the existing delay for the MPO. In 2011, together with the technical committee, a portion of the urban network was identified as "preserved". By associating this identification with the corridors, the committee wants to maintain the character and low speeds of the corridor for various reasons and is not interested in reducing congestion, delays or increasing speeds. This applies to areas with high density of pedestrians, on-street parking, minimum ROW, etc. These corridors are primarily in the CBD area. These corridors were evaluated in 2011 but were not included in the congestion analysis or mitigation considerations.

As part of the 2019 study, the base conditions collected in 2011 for the selected corridors were updated including: roadway characteristics, field-measured travel time, and speed data for use in calibrating and validating the regional transportation model.
One of the objectives of the 2019 update is to compare and review possible trends to the inaugural 2011 CMP. Mapping and travel time runs were conducted on arterials and freeways. The breakdown of mileage by peak period is shown below:

- 104 centerline miles AM and PM peak periods

The routes that were studied in 2019 are shown in Figure 1. As recommended in 2011, a small set of roadways were included in this update to focus more on those that demonstrated delays in the 2011 baseline study. That way, the MPO was able to maximize the detail collected on a smaller roadway set, while not collecting data just for the sake of treating the entire network the same. FHWA favors using professional judgment on defining the network with consideration given for a systematic data collection plan that may include cyclical analysis of

certain roadways based on historic results or known changes since the last update.
The 2019 network also reflects the existence of the transit network. Details on the transit operations are not currently included in the analysis. The CMP can and should reflect various performance measures to evaluate the components of an integrated multimodal transportation system.

Performance measures are a critical component of the CMP. According to Federal regulation, the CMP must include "appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area."23 CFR 450.320 (c) 2

The Brownsville MPO's primary performance measure on the intersection segment level was Congestion Index (CI). Being the inaugural study, the MPO technical committee evaluated thresholds to define what will be used as "unacceptable" congestion. To narrow the focus on those roadway segments that need attention and commonly have recurring delay, a CI rate of 0.60 or 60% of posted speed has been established. A 0.60 CI relates to an average speed through a segment of 24 mph when the posted speed is 40 mph. With relation to travel time, if a commuter was able to drive through a corridor at the posted speed and arrive at the destination in 20 minutes, the delay encountered with a CI of 0.6 would result in a travel time of 33 minutes. Those with a ratio of 0.60 - 0.99 are considered stable and those ≥1.00 are free-flow. Overtime, with future updates, the committee will be able to revisit these thresholds and adjust is desired. FHWA encourages MPO's to be flexible with the process and customize the methodology and performance measures to respond to the local and regional objectives.

Based on the local conditions in the Brownsville region, attention was focused on the peak periods and intersection level delays. The duration of congestion and other performance measures were not as much of a concern with the short peaking of congestion within the region. This also is applicable in most areas of the region to performance measures based on volume. There are a few areas within the region where capacity is an issue, but most delay occurs at the node level and is not a link problem. Because volume is measured mid-block and does not consider the operations of the nodes (intersections), attention is being focused now where the MPO can get the most benefit.

The MPO can also consider adding other performance measures in future updates that are multi-modal based that reflect the accessibility of transit, bike, and pedestrian facilities. This can be as direct on the regional level as the % of jobs or households within ¼ mile of transit. This will serve as an indicator of the accessibility to transit and should have some correlation to the ridership.

Study's like a CMP are data intensive and typically require a large amount of the overall resources and time to assemble. The MPO can serve as the clearinghouse of data from the various components of the transportation system and its members. The data flow can be continuous and not only limited to the update cycle of the CMP. Use the GIS created with this CMP to host and integrate all available datasets.

The 2011 inaugural CMP established a foundation for the MPO to build on over time. Through the methodology developed and the additional data assembled, the data collected in this study has a variety of additional uses outside the CMP. Because the information is all housed in the GIS system, queries can group data by area for use in individual planning processes. Within the GIS, the RGVMPO will have access to the following:

CMP Routes
Speed Limits---------- (Figure 2)
School Zones ---------- (Figure 3)
Intersections-------- (Figure 4)
Number of Lanes
Median Type
Jurisdiction
Transit Routes
Transit Stops
Average Speed

- Congestion Index (% posted speed)
- Free Flow Travel Time
- Peak Period Travel Time
- Segment Delay

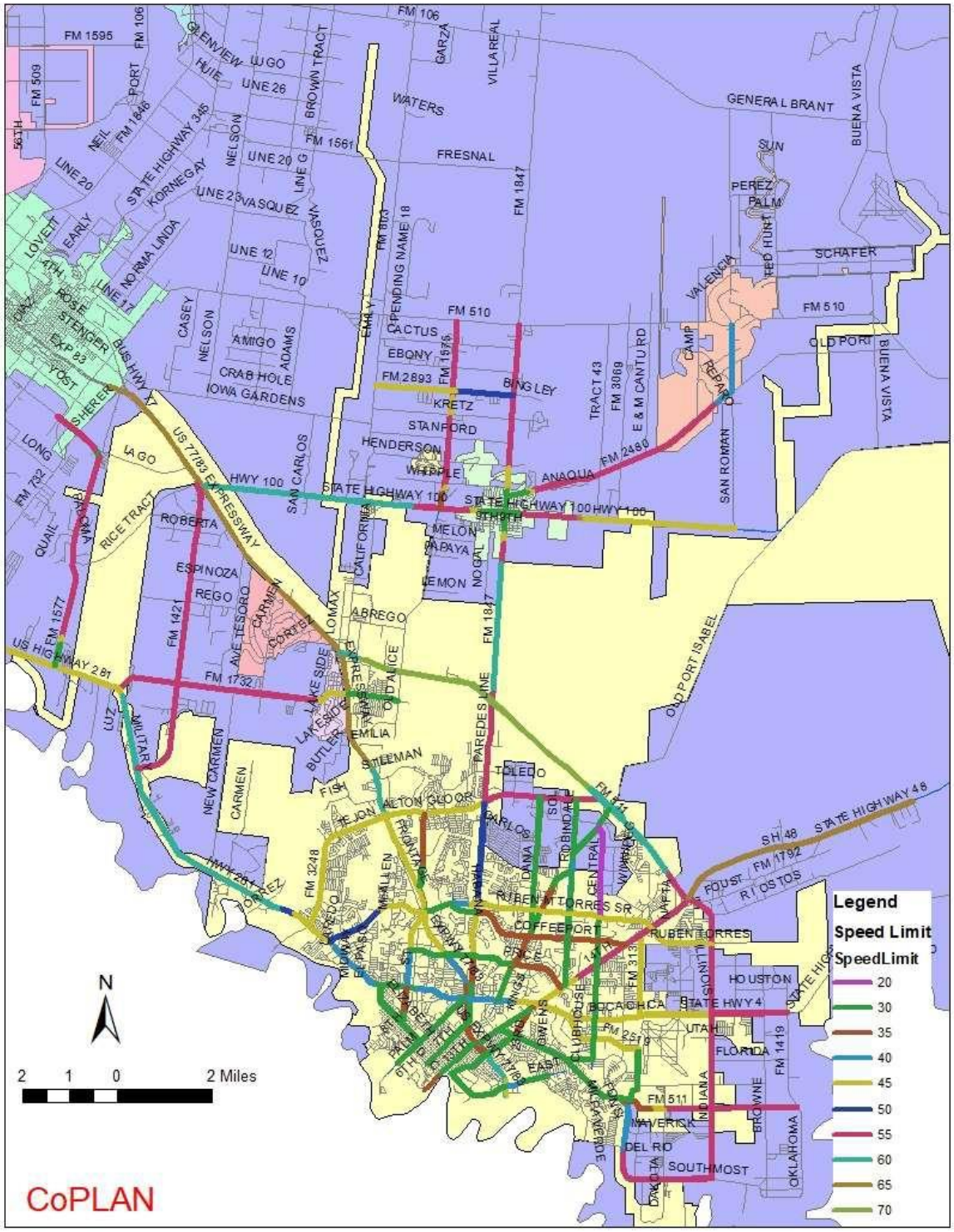


Figure 2 – BMPO Speed Limits

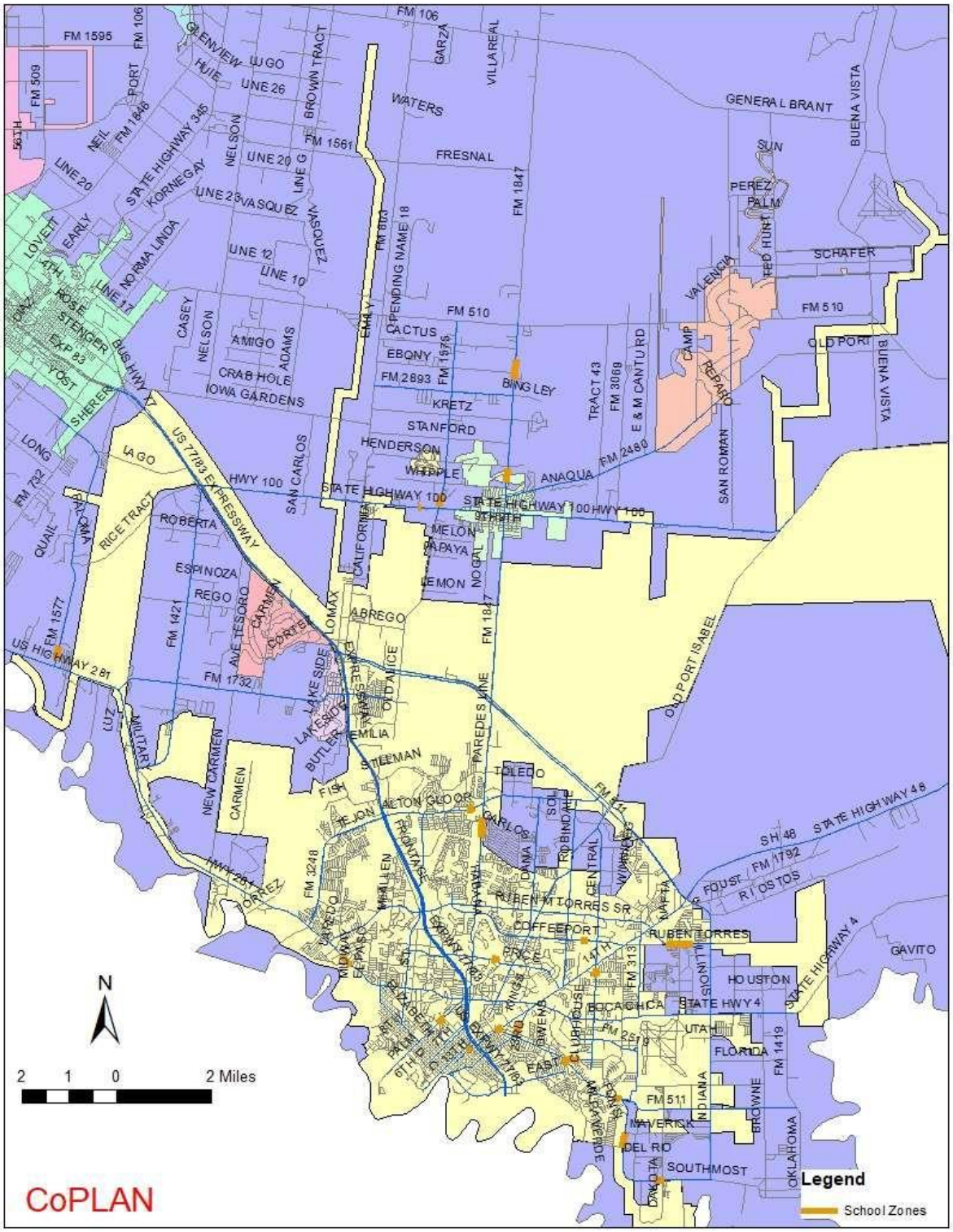


Figure 3 – BMPO School Zones

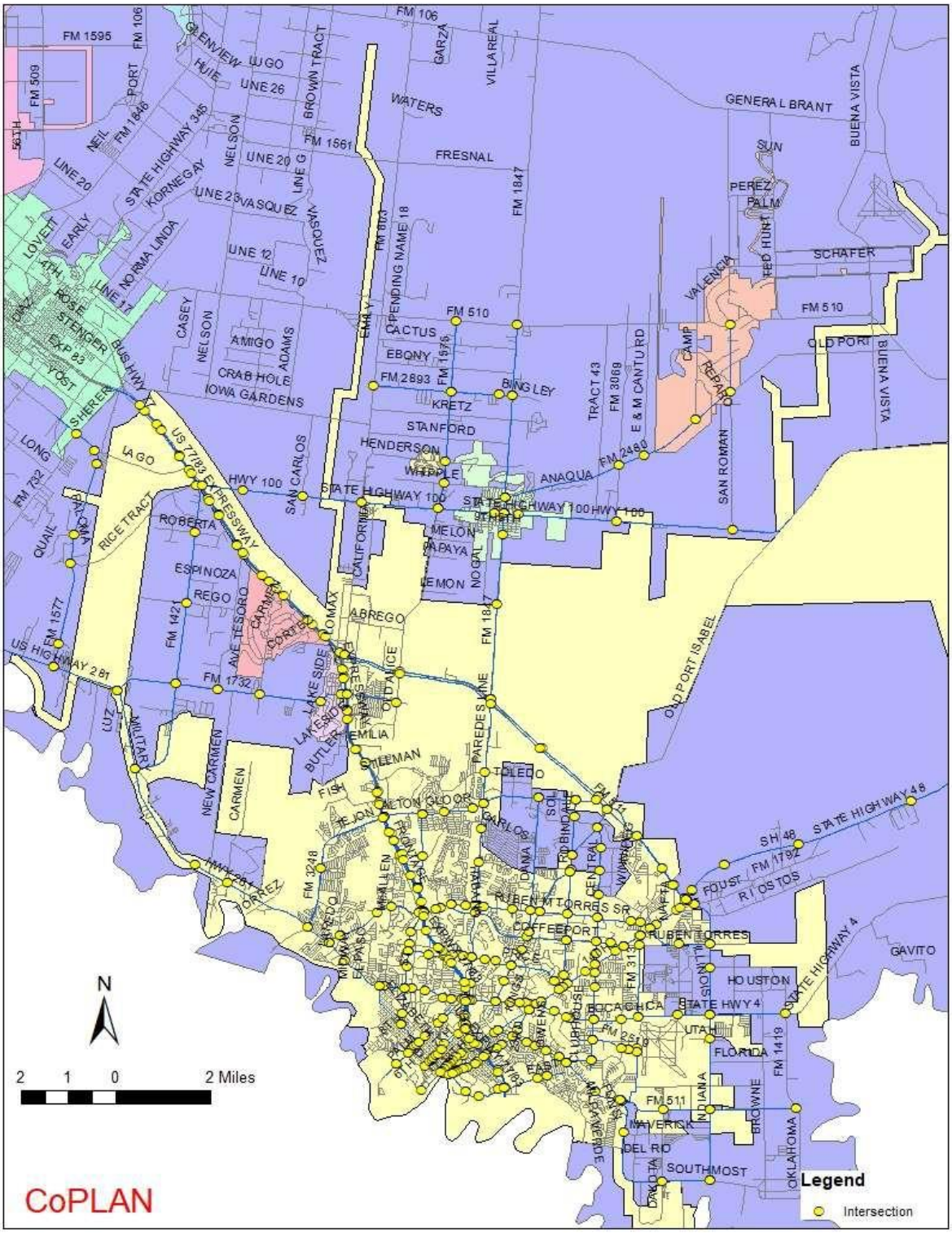


Figure 4 – BMPO Intersections

Given the data collected and dataset assembled, the primary performance measure that is used in this CMP is Congestion Index (CI). CI is the ratio of the actual average speed to the weighted average posted speed limit.

CI = Actual Average Speed / Weighted Average Posted Speed Limit CI =

Congestion Index

Actual Average Speed = Average speed of all runs on a segment
Weighted Average Posted Speed Limit = Average of all posted speed limits on the segment weighted by length

According to the BMPO thresholds developed by the technical committee in consultation with the CMP Advisory Committee, a CI less than 0.60, indicates a congested section. For example, this would be traveling less than 24 mph when the posted speed limit is 40 mph. A CI of 0.60 to 0.99, or approximately 24 mph to 39 mph, indicates a section of stable flow. And a CI greater than 0.99, or 40 mph or higher, indicates free flow conditions. Table 1 defines the Congestion Index criteria.

The travel speeds on congested segments are slower than drivers typically want to drive, and there may be less opportunity for lane changing and maneuvering. Stable sections are accommodating volumes less than capacity. Travel speeds are somewhat slower than the speed limit, but generally acceptable to drivers. Lane changing and maneuvering is less difficult than in congested segments. Free-flow sections are operating well below capacity. Travel speeds equal or exceed the speed limit and traffic can maneuver without interference.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has produced a video showing that retiming traffic signals is one of the more cost-effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand. The video, "It's About Time, Traffic Signal Management: Cost-Effective Street Capacity and Safety," demonstrates how signal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion, and saving time for commercial and emergency vehicles. Two-thirds of all highway miles in the United States are roads with traffic signals. According to the Institute of Transportation Engineers, the United States has about 300,000 traffic signals. The performance of about 75 percent of them could be improved easily and inexpensively by updating equipment or by simply adjusting the timing. As transportation funding continues to be limited, operations are being highlighted by

many MPOs across the country. It has been clearly proven locally and nationally that operational improvements provide the highest benefit/cost ratio and on a regional scale as compared to local capacity projects that benefit a smaller portion of the county.

One-tenth of a mile (0.1 mile) Segments

Intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root and location of congestion / delay. Most of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that most of the congestion is limited to the controlled intersection segment and not those mid-blocks. **Table 1** below shows for the HCMPO sub-region, the number of congested, stable, and free-flow miles on 0.1-mile segments. In contrast to the summary of congested intersection segments, the number of congested miles is far less based on 0.1 mile segments which can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion within the segments. This helps further narrow down the congestion in the region.

Of the 831 directional miles of roadways studied in Winter 2015, during the PM Peak Period, 39.4 miles were free-flow, 374.6 miles were stable, and 417.0 miles were congested. Therefore, for the Winter 2015 season, 50% of the roadways operated within an acceptable range during the PM Peak Period.

Within the Top 20 worst segments for the 2015 study, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In order to address this issue, a new performance measure was first introduced with the Spring 2013 update and is once again included this year. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the 2004 validated travel demand model, which was the most recent MPO travel demand model maintained by TxDOT. The average daily volumes are conflated to the intersection segments in GIS where a weighted average volume is determined based on the lengths of each model link. One element to note in using the model volumes is the distinction that the volumes represent daily (24 hour) volumes combined for both directions, while the delays calculated are directional for a specific time period (AM or

PM peak period). Therefore, the performance measure is solely a relative measure of the magnitude of delay for a peak period which highlights the expected daily volumes along the link in question. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlines, or 1-way streets.

As expected, the results found with this new performance measure vary substantially from those using only Congestion Index. Congestion Index has been used exclusively for over 15 years by the MPO to rank deficient segments on the network. Over the years, it was seen that many of the higher ranked "congested" segments were secondary approaches or intersections that had high delays but lower volumes. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very high volumes. Thus, the list will represent those approaches where the most vehicles could benefit from some form of improvement.

In addition to the introduction of the new performance measure, together with the TAC, a list of intersections was compiled to analyze further in the form of case studies. The 20 intersections chosen are a combination of those represented in Top 20 list along with consideration of those intersections that are adjacent and may influence their operations. The case study results highlighted the benefits of operational improvements. The results demonstrated the benefits of signal timing optimization while maintaining the existing geometry of each intersection by slightly increasing delay on adjacent secondary intersections, the overall corridor benefits.

Following the demonstration of the potential benefits of coordinated signal timing, the TAC and Policy Committees dedicated funds to perform an assessment of a large number of intersections, develop coordinated timing plans, implement optimized corridor timing, and procure signal hardware to address deficiencies and outdated signal controllers and cabinets for regionally significant intersections and corridors. **The Policy Committee dedicated $1,000,000 of Category 7 funding, toward the procurement of equipment for locations identified in the study as deficient.**

The results of the 2015 CMP identified the relative priority for intersections and corridors based on congestion / delay. Those priorities were further refined in discussions with TxDOT and each respective City based on planned or programmed improvements already in the works. The base list included 159 intersections within the cities of Edinburg (47), McAllen (68), Mission (15), and Pharr (29) who are responsible for the signal maintenance. TxDOT manages

all signals on state routes outside those cities that have population less than 50,000. TxDOT initiated a parallel effort to that managed by the MPO to address similar issues for the 72 intersections they maintain outside the "Big 4" along with all diamond intersections along I-2 and US 281. This Executive Summary focuses on the results of the study for the 159 intersections within the Big 4 while TxDOT will document the results of the others later.

In review of the results of the 2015 Winter CMP, 159 priority 1 locations were identified to be included in the 2016 Tier 2 study. The initial task included to performance of a "Self-Assessment" with City with responsibility for signal maintenance. CoPLAN, along with City representative, visited each intersection and performed a 97-point assessment of the signal equipment contents, working condition, capabilities, and limitations. The number 1 issue identified through the assessment was the determination that most of the intersections had limited vehicle detection. The percentages within each city ranged from 54% – 90%+. These findings are the primary factor contributing to the unnecessary intersection delay caused by poor performing traffic signals. When detection fails, as a safety measure, the approach will put in a continuous call even though at times there are no vehicles. This leads to times when the minor side streets are given an extended green signal while the major arterial and high-volume approaches are forced to stop and be delayed while no vehicles are pass through the intersection.

The results of the "self-assessment "were presented to the committees. To optimize the operations of the corridors and get the most value out of the coordinated signal timing, the intersection detection needed to be addressed by the cities responsible for the signals. These repairs were required of the cities prior to the implementation of the coordinated signal timings. The cities addressed these deficiencies either using in-house crews or hired contractors.

CoPLAN worked directly with designated representatives for each City (McAllen, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative, visited each study intersection as shown in **Figure 2,** and performed an assessment of the signal equipment contents, working condition, capabilities, and limitations. The results of the assessment have been digitally coded with highlights included in **Tables 2** and **3**. As included in **Table 2**, those intersections with at least 1 failing detector exceeded at least 56% and as high as 87% for those intersections maintained by the Cities. This along with the less than optimal signal timing are the two large contributing factors for the observed delay on the arterial network. Ideally, we would hope to see number closer to 10% of the intersection needing maintenance. This need to be given more attention by the cities to make sure things continue to function well following the completion of this project.

In addition to highlighting the need repair detection at a large percentage of intersection, the assessment also documented the need to replace many aging signal controllers and cabinets. The age of many of the signal hardware are causing equipment failures and are beginning to act as roadblocks to addressing national requirements for standardization. What that means is that all TS 1 cabinets need to be replaced at all the intersection to meet national requirements. This relates to not only dependability needs within the City for maintenance but for the required implementation of "flashing yellow" left turns and "countdown" pedestrian heads. Many of the regions' cabinets do not have the capacity to incorporate these left turn treatments. To comply, this is an initiative each City needs to dedicate funds to address over the next 6-8 years.

Therefore, those intersections were set-aside and the various hardware components were prioritized to be included in the procurement of equipment through the MPO funds and local match. Once again, the detection issues were solely a city maintenance responsibility and were not including in the funding allocation.

Based on the results of the assessment and consultation with each city, a few of the study intersections were removed while others were added. The number of study intersections were maintained while keeping a focus on those intersections and corridors identified as regionally significant. Factors to be considered include maintenance needs, presence of and working condition of traffic detection (loops, video, etc.), controller model and software version, communications, pedestrian amenities, and ability to accommodate GPS clock if applicable. Some of the intersections were removed after TxDOT received grant funding for safety improvements along the northern section of Cage in Pharr and Business 83 in Mission. The updated prioritization, **Table 4**, was presented to the CMP Committee for review, discussion, edits, and approval.



Figure 2 – Base Study Intersections

Table 2 – Self Assessment Highlights (Detection)

	McAllen	Mission	Pharr	Edinburg	Overall
Included Intersections	68	15	29	47	159
Intersections w/ bad Loops	33	12	25	23	93
Avg.	49%	80%	86%	49%	58%
Intersections w/ bad Pedestrian Buttons	13	2	10	10	35
Avg.	19%	13%	34%	21%	22%
Intersections w/ bad Loop or Ped Button	37	12	26	25	100
Avg.	54%	80%	90%	53%	63%

Table 3 – Self Assessment Highlights (Controllers)

	Cabinet / Controller			
	TS 1 Type 1	TS 1 Type 2	TS 2 Type 1	TS 2 Type 2
Edinburg	0	20	19	8
McAllen	27	0	35	2
Mission	8	0	0	7
Pharr	0	8	14	7
	35	28	68	24

To further demonstrate the partnerships and coordination that led to substantial savings, the City of Mission volunteered to act as the fiduciary for the combined group. This allowed them to be able to do the combined paperwork and agreements with TxDOT to procure the regions equipment.

Signal Timing Model Development

CoPLAN worked with each City to collect copies of the existing timing plans. These timing plans were used to assess the existing parameters used by each City and how they may vary between adjacent cities. The existing timing plans were used to create the initial Synchro baseline traffic signal model. During development of the scope, the Cities of McAllen and Pharr stated that they will provide a copy of their citywide Synchro model. Based on that pledge, the proposed effort for this scope accounted for this reduction. When it came time for collection of said models, it was determined that Pharr did not have a Synchro model of any portion of the city. Therefore, the additional effort for development of the model was absorbed by CoPLAN even though the scope allowed for a change order.

Following the development of the baseline model, CoPLAN had one-on-one meetings to discuss local details and progress. CoPLAN facilitated discussions with representatives of each city to address timing parameter differences and work through options for those corridors that serve multiple cities. It was expressed by each City that they were flexible and willing to adjust local timing parameters based on what is best for the region.

Recommended Equipment and Early Deployment

Based on the agreed to parameters, CoPLAN developed the optimized traffic signal model for both and AM and PM periods. The AM and PM models reflected the recommended timing and include the results of discussions with each City regarding preferences for signal phasing. The existing signal phasing was maintained even though many intersections would benefit from the implementation of lead/lag left turns. This would be beneficial especially when trying to provide 2-way progression vs. giving priority in the higher peak direction. Lead/Lag was set aside for now but should be reconsidered once the region completes the implementation of "flashing yellow" left turns. Nationally it is felt that lead/lag left turns should not be used with protected/permission left turns without also having implemented "flashing yellow" arrows.

Coupled with the results of the assessment, city maintenance efforts, and optimized signal timing, CoPLAN identified a portion of the network where the optimized signal timings could be implemented ahead of the equipment procurement where needed. The intersections included for implementation, **Figure 3**, of the optimized signal timings is being referred to as "early deployment".

Simultaneous to the "early deployment", CoPLAN facilitated discussions with each city about the option for them to install the procured equipment with either in-house services or contractors at their cost. The benefits of this option allow for maximizing procurement power of much needed equipment and creates a true partnership with the study cities. This would allow 100% of the funds to be used to procure equipment and not need to set aside a portion for construction. This partnership allowed the HCMPO to leverage this partnership to get substantially more equipment than would have been otherwise possible. The recommended equipment to be procured based on the findings of this study are included in **Table 5** with corresponding estimated procurement costs summarized in **Table 6.**

The replacement equipment, coupled with existing equipment that is in good shape, along with new equipment locally procured and installed during this project will allow the traffic signal timing to be coordinated time-based without the need for physical communication (fiber, wireless, etc.). The improved timing plans and maintenance of loop detectors will show a substantial improvement in operations. The tabulation of such benefits will be documented with the next CMP update following the installation of the new equipment, balance of signal timing not included in the "early deployment" and fine-tuning of all the signal timing.

Table 4 – Final Study Intersections

Intersection #	Major Approach	Minor Approach	City
1	FM 494 (SHARY)	FM 1016 (Military)	Mission
2	FM 494 (SHARY)	Los Milagros	Mission
8	BUSINESS 83	FM 494 (SHARY)	Mission
9	FM 494 (SHARY)	Los Indios	Mission
10	Dove	Bicentennial	McAllen
11	FM 495	SH 107 (CONWAY)	Mission
12	Trenton	Bicentennial	McAllen
13	FM 494 (SHARY)	VICTORIA	Mission
14	FM 494 (SHARY)	E 4th St	Mission
15	FM 494 (SHARY)	FM 495 (PECAN)	Mission
16	BUSINESS 83	TAYLOR	McAllen
17	BUSINESS 83	BENTSEN	McAllen
18	BUSINESS 83	29th St	McAllen
19	BUSINESS 83	23RD ST	McAllen
21	BUSINESS 83	Bicentennial	McAllen
22	BUSINESS 83	17TH STREET	McAllen
23	BUSINESS 83	16TH STREET	McAllen
24	BUSINESS 83	15TH STREET	McAllen
25	BUSINESS 83	MAIN STREET	McAllen
26	BUSINESS 83	BROADWAY	McAllen
27	BUSINESS 83	12TH STREET	McAllen
29	BUSINESS 83	6TH STREET	McAllen
30	BUSINESS 83	2ND ST	McAllen
32	BUSINESS 83	MCCOLL RD	McAllen
33	23RD ST	UVALDE	McAllen
34	23RD ST	JACKSON	McAllen
35	23RD ST	HOUSTON	McAllen
36	23RD ST	GALVESTON	McAllen
37	23RD ST	DALLAS	McAllen
38	23RD ST	EBONY	McAllen
39	23RD ST	HACKBERRY	McAllen
40	23RD ST	KENDLEWOOD	McAllen
41	23RD ST	PECAN	McAllen
42	23RD ST	QUINCE	McAllen
43	23RD ST	TAMARACK	McAllen
44	23RD ST	LA VISTA/SIOUX	McAllen

Intersection #	Major Approach	Minor Approach	City
45	23RD ST	HARVEY	McAllen
46	23RD ST	DAFFODILL	McAllen
47	23RD ST	NOLANA LOOP	McAllen
48	23RD ST	PRIMROSE	McAllen
49	23RD ST	3 MILE (BUDDY OWENS)	McAllen
50	23RD ST	INDUSTRIAL	McAllen
51	23RD ST	DOVE (OWASSA)	McAllen
52	23RD ST	LARK	McAllen
53	23RD ST	TRENTON	McAllen
54	2ND ST	RIDGE ROAD	McAllen
55	RIDGE RD W	CYNTHIA	McAllen
56	RIDGE RD W	MCCOLL RD	McAllen
57	RIDGE RD W	K CENTER	McAllen
58	NOLANA LOOP	FM 2220 (WARE)	McAllen
59	NOLANA LOOP	34th ST	McAllen
60	NOLANA LOOP	29th St	McAllen
61	NOLANA LOOP	26th - WALMART	McAllen
62	NOLANA LOOP	Bicentennial	McAllen
63	NOLANA LOOP	MAIN STREET	McAllen
64	NOLANA LOOP	6TH STREET	McAllen
65	NOLANA LOOP	2ND ST	McAllen
66	NOLANA LOOP	N 1ST STREET	McAllen
67	NOLANA LOOP	MCCOLL RD	McAllen
68	WARE	OWASSA RD	McAllen
69	WARE	MILE 4/LARK	McAllen
70	WARE	MILE 5 / TRENTON	McAllen
71	OWASSA RD	6TH STREET	McAllen
72	OWASSA RD	2ND ST	McAllen
73	Dove / OWASSA RD	MCCOLL RD	McAllen
74	TRENTON	21ST STREET	McAllen
75	TRENTON	MAIN STREET	McAllen
76	TRENTON	8th - HOME DEPOT	McAllen
77	CAGE BLVD	ANAYA RD	Pharr
78	CAGE BLVD	LAS MILPAS	Pharr
79	CAGE BLVD	FM 3072 (DICKER)	Pharr
80	CAGE BLVD	THOMAS	Pharr
81	CAGE BLVD	Balli Rd	Pharr

Intersection #	Major Approach	Minor Approach	City
82	CAGE BLVD	HALL ACRES	Pharr
83	CAGE BLVD	MOORE RD	Pharr
84	JACKSON	MOORE RD	Pharr
85	JACKSON	RIDGE ROAD	Pharr
86	JACKSON	JACKSON/SAM HOUSTON	Pharr
87	JACKSON	KELLY AVE	Pharr
88	JACKSON	HACKBERRY	Pharr
89	JACKSON	FM 495 (PECAN)	Pharr
90	JACKSON	LA VISTA/SIOUX	Pharr
91	JACKSON	ELDORA/FERN	Pharr
92	JACKSON	FM 3461 (NOLANA LOOP)	Pharr
93	BUSINESS 83	SUGAR RD	Pharr
94	BUSINESS 83	BLUEBONNET	Pharr
95	BUSINESS 83	FIR	Pharr
96	BUSINESS 83	I ROAD	Pharr
97	I RD	ALAMEDA / POLK	Pharr
98	FM 495	I ROAD	Pharr
99	FM 495	SUGAR RD	Pharr
100	NOLANA LOOP	SUGAR RD	Pharr
101	TRENTON	MCCOLL RD	Edinburg
102	TRENTON	JACKSON	Edinburg
103	TRENTON	SUGAR RD	Edinburg
104	TRENTON	BUS 281	Edinburg
105	TRENTON	COMMERCIAL	Edinburg
106	CANTON	JACKSON	Edinburg
107	JACKSON	FREDDY GONZALEZ	Edinburg
108	JACKSON	SPRAGUE	Edinburg
109	JACKSON	SH 107	Edinburg
110	JACKSON	SCHUNIOR	Edinburg
111	SUGAR RD	CANTON	Edinburg
112	SUGAR RD	FREDDY GONZALEZ	Edinburg
113	SUGAR RD	SPRAGUE	Edinburg
114	SUGAR RD	SH 107 (FM 491-FM 681)	Edinburg
115	CAGE BLVD	Rancho Blanco	Pharr
116	BUSINESS 83	JACKSON	Pharr

Intersection #	Major Approach	Minor Approach	City
117	SH 107	Joe Ochoa	Edinburg
118	BUSINESS US 281	Wisconsin	Edinburg
119	BUSINESS US 281	CANTON	Edinburg
120	BUSINESS US 281	ECHO HOTEL	Edinburg
121	BUSINESS US 281	PALM	Edinburg
122	BUSINESS US 281	FREDDY GONZALEZ	Edinburg
123	BUSINESS US 281	EBONY/CANAL	Edinburg
124	BUSINESS US 281	SPRAGUE	Edinburg
125	BUSINESS US 281	FAY	Edinburg
126	BUSINESS US 281	SCHUNIOR	Edinburg
127	BUSINESS US 281	CHAPIN	Edinburg
128	BUSINESS US 281	RUSSELL	Edinburg
129	BUSINESS US 281	RODGERS	Edinburg
130	BUSINESS US 281	FM 1925	Edinburg
131	SH 107 (FM 491-FM 681)	10TH STREET	Edinburg
132	SH 107 (FM 491-FM 681)	MON MACK	Edinburg
133	SH 107 (FM 491-FM 681)	MCCOLL RD	Edinburg
134	SH 107 (FM 491-FM 681)	Montevideo Ave	Edinburg
135	SH 107 (FM 491-FM 681)	NEVAREZ 4TH AVE	Edinburg
136	JACKSON	US 83 EB FR	Pharr
137	JACKSON	US 83 WB FR	Pharr
138	FM 494 (SHARY)	Colorado	Mission
139	FM 1426 (Raul Longoria)	SH 107	Edinburg
140	SCHUNIOR	18TH STREET	Edinburg
141	SCHUNIOR	M ROAD	Edinburg
142	JACKSON/SAM HOUSTON	CENTER	McAllen
143	FM 494 (SHARY)	Plantation	Mission
144	FM 1924 (BUDDY OWENS)	BENTSEN	McAllen
145	FM 1924 (BUDDY OWENS)	34th ST	McAllen
146	FM 1924 (BUDDY OWENS)	29th St	McAllen
147	OWASSA RD	29th St	McAllen
148	23RD ST	SH 107	Edinburg
149	BUSINESS 83	US 83 EB FR / Petunia	Pharr
150	Freddy Gonzalez	4TH	Edinburg
151	Freddy Gonzalez	I RD / 18th	Edinburg
152	FM 1426 (Raul Longoria)	CANTON	Edinburg
153	FM 1426 (Raul Longoria)	IOWA RD	Edinburg
154	FM 1426 (Raul Longoria)	FREDDY GONZALEZ	Edinburg

Intersection #	Major Approach	Minor Approach	City
155	FM 1426 (Raul Longoria)	SPRAGUE	Edinburg
156	FM 1925 (Monte Cristo)	MCCOLL RD	Edinburg
157	FM 1925 (Monte Cristo)	JACKSON	Edinburg
158	FM 1925 (Monte Cristo)	SUGAR RD	Edinburg
159	FM 1925 (Monte Cristo)	SALINAS	Edinburg

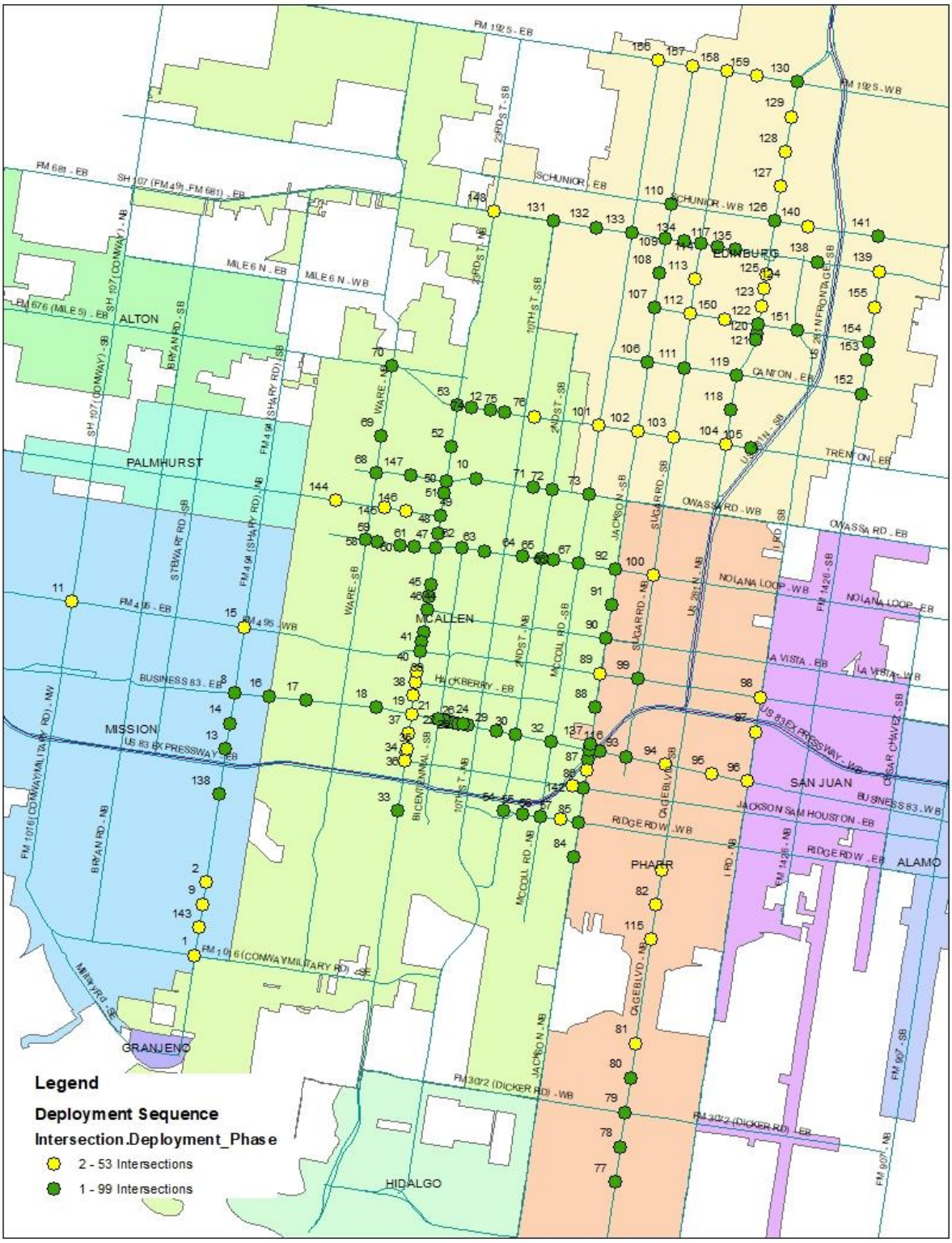


Figure 3 – Early Deployment Intersections

Table 5 – Recommended Equipment Procurement

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
101	TRENTON	MCCOLL RD	Edinburg	1	Intelight	ATc x1L		TS1 Type 2
102	TRENTON	JACKSON	Edinburg	1	Eagle	Epic 300		TS1 Type 2
103	TRENTON	SUGAR RD	Edinburg	1	Intelight	Arc x1		TS1 Type 2
104	TRENTON	BUS 281	Edinburg	1	Eagle	Epic 300		TS1 Type 2
105	TRENTON	COMMERCIAL	Edinburg	3	Naztec	Ts2		TS2 Type 1
106	CANTON	JACKSON	Edinburg	3	Eagle	Epic 300		TS2 Type 1
107	JACKSON	FREDDY GONZALEZ	Edinburg	3	Eagle	Epic 300		TS2 Type 1
108	JACKSON	SPRAGUE	Edinburg	3	Eagle	Epic 300		TS2 Type 1
109	JACKSON	SH 107	Edinburg	3	Eagle	Epac 300		TS2 Type 1
110	JACKSON	SCHUNIOR	Edinburg	3	Siemens	M50		TS2 Type 2
111	SUGAR RD	CANTON	Edinburg	3	Eagle	Epic 300		TS2 Type 1
112	SUGAR RD	FREDDY GONZALEZ	Edinburg	1	Naztec	Ts1		TS1 Type 2
113	SUGAR RD	SPRAGUE	Edinburg	1	Naztec	Ts2		TS1 Type 2
114	SUGAR RD	SH 107 (FM 491-FM 681)	Edinburg	3	Eagle	Epac 300		TS2 Type 2
117	SH 107	Joe Ochoa	Edinburg	3	Siemens	M50		TS2 Type 2
118	BUSINESS US 281	Wisconsin	Edinburg	3	Eagle	Epic 300		TS2 Type 1
119	BUSINESS US 281	CANTON	Edinburg	3	Intelight	Atc x1L		TS2 Type 2
120	BUSINESS US 281	ECHO HOTEL	Edinburg	3	Eagle	Epic 300		TS2 Type 1
121	BUSINESS US 281	PALM	Edinburg	3	Intelight	Atc x1L		TS2 Type 2
122	BUSINESS US 281	FREDDY GONZALEZ	Edinburg	3	Intelight	Atc x1L		TS2 Type 1
123	BUSINESS US 281	EBONY/CANAL	Edinburg	1	Eagle	Epac 300		TS1 Type 2
124	BUSINESS US 281	SPRAGUE	Edinburg	1	Eagle	Epac 300		TS1 Type 2
125	BUSINESS US 281	FAY	Edinburg	1	Naztec	Ts1		TS1 Type 2
126	BUSINESS US 281	SCHUNIOR	Edinburg	3	Eagle	Epac 300		TS2 Type 1

CONGESTION MANAGEMENT PROCESS

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
127	BUSINESS US 281	CHAPIN	Edinburg	1	Naztec	Ts1		TS1 Type 2
128	BUSINESS US 281	RUSSELL	Edinburg	1	Intelight	Atc x1L		TS1 Type 2
129	BUSINESS US 281	RODGERS	Edinburg	1	Eagle	Epac 300		TS1 Type 2
130	BUSINESS US 281	FM 1925	Edinburg	3	Eagle	Epac 300		TS2 Type 1
131	SH 107 (FM 491-FM 681)	10TH STREET	Edinburg	3	Eagle	Epac 300		TS2 Type 1
132	SH 107 (FM 491-FM 681)	MON MACK	Edinburg	3	Eagle	Epac 300		TS2 Type 1
133	SH 107 (FM 491-FM 681)	MCCOLL RD	Edinburg	3	Eagle	Epac 300		TS2 Type 1
134	SH 107 (FM 491-FM 681)	Montevideo Ave	Edinburg	3	Eagle	Epac 300		TS2 Type 2
135	SH 107 (FM 491-FM 681)	NEVAREZ 4TH AVE	Edinburg	3	Eagle	Epac 300		TS2 Type 2
139	FM 1426 (Raul Longoria)	SH 107	Edinburg	1	Naztec	Ts1		TS1 Type 2
140	SCHUNIOR	18TH STREET	Edinburg	1	Eagle	Epac 300		TS1 Type 2
141	SCHUNIOR	M ROAD	Edinburg	3	Eagle	Epac 300		TS2 Type 1
148	23RD ST	SH 107	Edinburg	1	Naztec	Ts1		TS1 Type 2
150	Freddy Gonzalez	4TH	Edinburg	3	Naztec	Ts2		TS2 Type 1
151	Freddy Gonzalez	I RD / 18th	Edinburg	3				TS2 Type 1
152	FM 1426 (Raul Longoria)	CANTON	Edinburg	3	Eagle	Epac 300		TS2 Type 1
153	FM 1426 (Raul Longoria)	IOWA RD	Edinburg	3	Naztec	Ts2		TS2 Type 1
154	FM 1426 (Raul Longoria)	FREDDY GONZALEZ	Edinburg	3	Intelight	Atc x1L		TS2 Type 2
155	FM 1426 (Raul Longoria)	SPRAGUE	Edinburg	1	Intelight	Atc x1L		TS1 Type 2
156	FM 1925 (Monte Cristo)	MCCOLL RD	Edinburg	1	Eagle	Epac 300		TS1 Type 2
157	FM 1925 (Monte Cristo)	JACKSON	Edinburg	1	Eagle	Epac 300		TS1 Type 2
158	FM 1925 (Monte Cristo)	SUGAR RD	Edinburg	1	Siemens			TS1 Type 2
159	FM 1925 (Monte Cristo)	SALINAS	Edinburg	1	Naztec	Ts1		TS1 Type 2
			Edinburg	0	(0) - Nothing Needed			

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
				20	(1) - Full Cabinet/Controller/GPS			
				0	(2) - Controller/GPS			
				27	(3) - GPS Only			
10	Dove	Bicentennial	McAllen	3	Econolite	Cobalt		TS2 Type 1
12	Trenton	Bicentennial	McAllen	3	Econolite	Cobalt		TS2 Type 1
16	BUSINESS 83	TAYLOR	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
17	BUSINESS 83	BENTSEN	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
18	BUSINESS 83	29th St	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
19	BUSINESS 83	23RD ST	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
21	BUSINESS 83	Bicentennial	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
22	BUSINESS 83	17TH STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
23	BUSINESS 83	16TH STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
24	BUSINESS 83	15TH STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
25	BUSINESS 83	MAIN STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
26	BUSINESS 83	BROADWAY	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
27	BUSINESS 83	12TH STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
29	BUSINESS 83	6TH STREET	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
30	BUSINESS 83	2ND ST	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
32	BUSINESS 83	MCCOLL RD	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
33	23RD ST	UVALDE	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
34	23RD ST	JACKSON	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
35	23RD ST	HOUSTON	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 2
36	23RD ST	GALVESTON	McAllen	0	Shared	Shared	GPS	Shared w/35
37	23RD ST	DALLAS	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1

CONGESTION MANAGEMENT PROCESS

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
38	23RD ST	EBONY	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
39	23RD ST	HACKBERRY	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
40	23RD ST	KENDLEWOOD	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
41	23RD ST	PECAN	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
42	23RD ST	QUINCE	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
43	23RD ST	TAMARACK	McAllen	1	Econolite	Cobalt	Fiber	TS1 Type 1
44	23RD ST	LA VISTA/SIOUX	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
45	23RD ST	HARVEY	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
46	23RD ST	DAFFODILL	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
47	23RD ST	NOLANA LOOP	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
48	23RD ST	PRIMROSE	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
49	23RD ST	3 MILE (BUDDY OWENS)	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
50	23RD ST	INDUSTRIAL	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
51	23RD ST	DOVE (OWASSA)	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
52	23RD ST	LARK	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
53	23RD ST	TRENTON	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
54	2ND ST	RIDGE ROAD	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
55	RIDGE RD W	CYNTHIA	McAllen	2	Naztec	921-TRM		TS2 Type 1
56	RIDGE RD W	MCCOLL RD	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
57	RIDGE RD W	K CENTER	McAllen	1	Naztec	921-TRM		TS1 Type 1
58	NOLANA LOOP	FM 2220 (WARE)	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
59	NOLANA LOOP	34th ST	McAllen	3	Econolite	Cobalt		TS2 Type 1
60	NOLANA LOOP	29th St	McAllen	1	Econolite	Cobalt		TS1 Type 1
61	NOLANA LOOP	26th - WALMART	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
62	NOLANA LOOP	Bicentennial	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
63	NOLANA LOOP	MAIN STREET	McAllen	3	Econolite	Cobalt		TS2 Type 1
64	NOLANA LOOP	6TH STREET	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
65	NOLANA LOOP	2ND ST	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
66	NOLANA LOOP	N 1ST STREET	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
67	NOLANA LOOP	MCCOLL RD	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
68	WARE	OWASSA RD	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
69	WARE	MILE 4/LARK	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
70	WARE	MILE 5 / TRENTON	McAllen	3	Econolite	Cobalt		TS2 Type 2
71	OWASSA RD	6TH STREET	McAllen	2	Naztec	920-TRS2		TS2 Type 1
72	OWASSA RD	2ND ST	McAllen	0	Econolite	Cobalt	GPS	TS2 Type 1
73	Dove / OWASSA RD	MCCOLL RD	McAllen	1	Econolite	Cobalt	GPS	TS1 Type 1
74	TRENTON	21ST STREET	McAllen	1	Econolite	Cobalt		TS1 Type 1
75	TRENTON	MAIN STREET	McAllen	1	Econolite	Cobalt		TS1 Type 1
76	TRENTON	8th - HOME DEPOT	McAllen	1	Naztec	920-TRS2		TS1 Type 1
142	JACKSON/SAM HOUSTON	CENTER	McAllen	1	Naztec	920-TRS2		TS1 Type 1
144	FM 1924 (BUDDY OWENS)	BENTSEN	McAllen	0	Econolite	Cobalt	Fiber	TS2 Type 1
145	FM 1924 (BUDDY OWENS)	34th ST	McAllen	1	Naztec	920-TRS2		TS1 Type 1
146	FM 1924 (BUDDY OWENS)	29th St	McAllen	1	Naztec	920-TRS2		TS1 Type 1
147	OWASSA RD	29th St	McAllen	2	Naztec	981		TS2 Type 1
			McAllen	30	(0) - Nothing Needed			
				27	(1) - Full Cabinet/Controller/GPS			
				3	(2) - Controller/GPS			
				5	(3) - GPS Only			

CONGESTION MANAGEMENT PROCESS

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
1	FM 494 (SHARY)	FM 1016 (Military)	Mission	1	Eagle	Epac 300		TS1 Type 1
2	FM 494 (SHARY)	Los Milagros	Mission	3	Eagle	Epac 300		TS2 Type 2
3	BUSINESS 83	MAYBERRY	Mission	1	Eagle	Epac 300		TS1 Type 1
4	BUSINESS 83	HIGHLAND PARK	Mission	3	Eagle	Epac 300		TS2 Type 2
5	BUSINESS 83	BRYAN RD	Mission	1				TS1 Type 1
6	BUSINESS 83	STEWART RD	Mission	1	Eagle	Epac 300		TS1 Type 1
7	BUSINESS 83	GLASSCOCK	Mission	1	Eagle	Epac 300		TS1 Type 1
8	BUSINESS 83	FM 494 (SHARY)	Mission	3	Siemens	M50		TS2 Type 2
9	FM 494 (SHARY)	Los Indios	Mission	1	Eagle	Epac 300		TS1 Type 1
11	FM 495	SH 107 (CONWAY)	Mission	1	Naztec			TS1 Type 1
13	FM 494 (SHARY)	VICTORIA	Mission	3	Siemens	M50		TS2 Type 2
14	FM 494 (SHARY)	E 4th St	Mission	3	Siemens	M50		TS2 Type 2
15	FM 494 (SHARY)	FM 495 (PECAN)	Mission	1	Naztec			TS1 Type 1
138	FM 494 (SHARY)	Colorado	Mission	3	Eagle	Epac 300		TS2 Type 2
143	FM 494 (SHARY)	Plantation	Mission	3				TS2 Type 2
			Mission	0	(0) - Nothing Needed			
				8	(1) - Full Cabinet/Controller/GPS			
				0	(2) - Controller/GPS			
				7	(3) - GPS Only			
77	CAGE BLVD	ANAYA RD	Pharr	3	Eagle	Epac		TS2 Type 1
78	CAGE BLVD	LAS MILPAS	Pharr	3	Naztec	900		TS2 Type 1
79	CAGE BLVD	FM 3072 (DICKER)	Pharr	1	Eagle	Epac 300		TS1 Type 2
80	CAGE BLVD	THOMAS	Pharr	2	Naztec	900		TS2 Type 1

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2
81	CAGE BLVD	Balli Rd	Pharr	2	Naztec	900		TS2 Type 1
82	CAGE BLVD	HALL ACRES	Pharr	1	Naztec	900		TS1 Type 2
83	CAGE BLVD	MOORE RD	Pharr	3	Naztec	980		TS2 Type 1
84	JACKSON	MOORE RD	Pharr	3	Naztec	900		TS2 Type 2
85	JACKSON	RIDGE ROAD	Pharr	3	Naztec	900		TS2 Type 2
86	JACKSON	JACKSON/SAM HOUSTON	Pharr	3	Naztec	900		TS2 Type 2
87	JACKSON	KELLY AVE	Pharr	2	Naztec	900		TS2 Type 1
88	JACKSON	HACKBERRY	Pharr	3	Naztec	980		TS2 Type 1
89	JACKSON	FM 495 (PECAN)	Pharr	2	Eagle	Epac 300		TS2 Type 2
90	JACKSON	LA VISTA/SIOUX	Pharr	3	Eagle	Epac 300		TS2 Type 1
91	JACKSON	ELDORA/FERN	Pharr	3	Naztec	980		TS2 Type 1
92	JACKSON	FM 3461 (NOLANA LOOP)	Pharr	3	Naztec	980		TS2 Type 1
93	BUSINESS 83	SUGAR RD	Pharr	3	Naztec	900		TS2 Type 2
94	BUSINESS 83	BLUEBONNET	Pharr	1	Naztec	900		TS1 Type 2
95	BUSINESS 83	FIR	Pharr	1	Naztec	900		TS1 Type 2
96	BUSINESS 83	I ROAD	Pharr	1	Naztec	900		TS1 Type 2
97	I RD	ALAMEDA / POLK	Pharr	1	Naztec	900		TS1 Type 2
98	FM 495	I ROAD	Pharr	1	Naztec	900		TS1 Type 2
99	FM 495	SUGAR RD	Pharr	3	Naztec	980		TS2 Type 1
100	NOLANA LOOP	SUGAR RD	Pharr	1	Naztec	900		TS1 Type 2
115	CAGE BLVD	Rancho Blanco	Pharr	3	Naztec	900		TS2 Type 1
116	BUSINESS 83	JACKSON	Pharr	3	Naztec	980		TS2 Type 1
136	JACKSON	US 83 EB FR	Pharr	3	Naztec	900		TS2 Type 2
137	JACKSON	US 83 WB FR	Pharr	3	Naztec	980		TS2 Type 2
149	BUSINESS 83	US 83 EB FR / Petunia	Pharr	3	Naztec	980		TS2 Type 1

Intersection #	Approach 1	Approach 2	City	Replace Cabinet (1) / Controller (2) / GPS (3)	Existing Controller Make	Existing Controller Model	GPS / Fiber	TS1 or TS2

Pharr	0	(0) - Nothing Needed	TS1 Type 1	35
	8	(1) - Full Cabinet/Controller/GPS	TS1 Type 2	28
	4	(2) - Controller/GPS	TS2 Type 1	68
	17	(3) - GPS Only	TS2 Type 2	24

"Big 4" Total	30	(0) - Nothing Needed
	63	(1) - Full Cabinet/Controller/GPS
	7	(2) - Controller/GPS
	56	(3) - GPS Only

Table 6 – Recommended Equipment Summary

				Cabinet / Controller	
	# Loop Faults	# Ped Faults	GPS Clocks Only	TS 1 Replace Full Cabinet	TS 2 Controller & GPS Only
Edinburg	68	40	27	20	0
McAllen	68	56	5	27	3
Mission	51	2	7	8	0
Pharr	99	41	17	8	4
	286	139	56	63	7
		Unit Costs	$300	$13,000	$3,500
		Pharr		$15,000	

		Cabinet / Controller				
	GPS Clocks	TS 1 Replace Full Cabinets	TS 2 Controller & GPS Only (Dark Monitor)	Total Cost	City Match (20%)	% Share of Total Cost
Edinburg	$8,100	$260,000	$0	$268,100	$53,620	30.6%
McAllen	$1,500	$351,000	$10,500	$363,000	$72,600	41.4%
Mission	$2,100	$104,000	$0	$106,100	$21,220	12.1%
Pharr	$5,100	$120,000	$14,000	$139,100	$27,820	15.9%
	$16,800	$835,000	$24,500	$876,300	$175,260	

On April 8, 2019, the City of Mission agree to be the Fiduciary Agent in the procurement of traffic signal equipment s identified as part of the CMP. Mission entered into an Interlocal Agreement with the cities of Edinburg, McAllen and Pharr for the procurement of the identified equipment for a total of $956,300.00. Copies of the Interlocal Agreement and Advance Funding Agreements (AFA) with TxDOT are attached for review.

RGVMPO Conclusions

After formation of the RGVMPO was finalized in early FY 2019, RGVMPO staff proposed to the newly formed Transportation Policy Board (TPB) the need to update and formulate a combined region wide CMP. At the end of FY 2019, CoPLAN was hired to conduct a region wide study and incorporate the previous findings of the FY 2018 HCMPO report and FY 2019 BMPO. CoPLANs' knowledge of the region and the previous studies conducted allowed for immediate procurement of their services and allowed for no further delays to a regional congestion study.

CoPLAN was contracted for the collection of data at 80 intersections regionally and congestion levels in the urbanized area of the Rio Grande Valley and the analysis and development of a plan to relieve congestion in several corridors identified in the Rio Grande Valley MPO's Congestion Management Process. The data to be gathered includes the following:

- Mapping
- Travel times on included roadways
- Summary of travel times and respective congestion indices
- Volume Based Performance Measure
- Ranking of congested segments
- Recommendations for improvements for congested segments
- Operational Case-Study
- Traffic Signal Hardware Assessment and Prioritization
- Based on findings and related costs, review and update recommended prioritization for TAC approval
- Develop planning level Regional Synchro Mode based on anticipated delay reduction, review and update recommended prioritization for TAC approval
- Implement Recommended Signal Timing
- Presentation of preliminary and final report to the RGVMPO Technical Committee and the RGVMPO Policy Board

There are mainly 3 areas of data collection for this project, including:

· Travel time runs – GPS equipped vehicles driving all the study corridors collecting location and speed every 1-second to identify areas of congestion or delay

· Traffic Signal Hardware – assessment of the working condition of traffic signal hardware at the study intersections including controllers, vehicle detection, pedestrian detection when applicable, and current timing plans / approach

· Intersection volumes – intersection turning movement counts for the study intersections that are used to develop optimized signal timings for identified intersections and corridors

CoPLAN and the RGVMPO were able to collect the majority of the travel time runs before the travel limitations of Covid-19 and school closings but still have some routes that require additional runs. Those are on hold and will continue to be until school return.



14. HIGHWAY SAFETY PROGRAM

Chapter 14: Highway Safety Program

FAST-ACT

On December 4th 2015, President Barrack Obama signed into law the transportation bill Fixing America's Surface Transportation (FAST) Act and as with MAP-21, and SAFETEA-LU, safety throughout all transportation programs remains the Department of Transportation's number one priority. FAST-Act continues the successful HSIP, to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. FAST-Act provides estimated safety funding in the amount of $2.226B for 2016, $2.275B for 2017, $2.318B for 2018, $2.360B for 2019 and $2.407B for 2020.

As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that to correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects, however, the list was non-exhaustive, and a State could use HSIP funds on any safety project infrastructure or non-infrastructure that met the overarching requirement.

In contrast, FAST Act limits HSIP eligibility to only those listed in statute most of which are infrastructure-safety related. In addition to this change, the FAST Act specifically identifies activities on the inclusion list such as installation of vehicle-to-infrastructure communication equipment, pedestrian hybrid beacons, roadway improvements that provide separation between pedestrians and motor

vehicles, including medians and pedestrian crossing islands, and other physical infrastructure projects not specifically enumerated in the list of eligible projects.

The primary features of the current HSIP are retained, including the requirement for a comprehensive, data driven, SHSP that identifies State safety goals and describes a program of strategies to improve safety.

To obligate HSIP funds, a State must develop, implement, and update a SHSP, produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP on a regular basis. States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems and establish evaluation procedures.

STATE SAFETY PERFORMANCE

Consistent with the purpose and scope of the HSIP, a State shall have in place a safety data system to perform safety problem identification and countermeasure analysis. The statute also specifies that a State shall advance the capabilities of the State for data collection, analysis, and integration in a manner that includes all public roads, including non-State-owned public roads and roads on tribal land in the State. Safety data means crash, roadway, and traffic data on a public road, and includes in the case of a railway-highway grade crossing, the characteristics of highway and train traffic, licensing, and vehicle data.

States are required to use their safety data systems to identify hazardous locations, sections, and elements that are a danger to all road users, including vehicle occupants and non-occupant users of the roadway such as pedestrians and bicyclists, and to identify fatalities and serious injuries on all public roads by location. In the case of the State of Texas, the Crash Records Information System or CRIS, serves this purpose.

Crash, roadway, and traffic data shoulder linkable by geolocation, a unique location identifier, or a highway base map which is defined as a representation of all public roads that can be used to geolocate attribute data on roadway. States should put in place methodologies to assure that the location of crashes, roadway elements, and traffic data re consistent with the most current base map.

Strategic Highway Safety Plan (SHSP)

SHSP's will be used in the Highway Safety Improvement Program to identify and analyze highway safety problems and opportunities, include projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements. The SHSP must be based on accurate and timely safety data, consultation with safety stakeholders, and performance-based goals that address infrastructure and behavioral safety problems on all public roads. States are also required to develop an evaluation process to assess results and use the information to set priorities for highway safety improvements.

The performance-based elements in the SHSP process should help States determine the effectiveness of highway safety improvement projects in reducing the number of highway fatalities and serious injuries on all public roads. The evaluation process should capture these results and feed them back into the planning process for consideration when revisiting priorities included in the SHSP. The State's evaluation process should evaluate the plan on an annual basis to ensure the accuracy of the data, priority of proposed improvements and effectiveness of the projects and plan.

As part of the SHSP, a State shall: have in place a crash data system with the ability to perform safety problem identification and countermeasure analysis (currently done thru the Crash Records Information System or CRIS in the State of Texas); identify hazardous locations sections or elements that constitute a

danger to motorists, bicyclists, and pedestrians; establish the relative severity of these locations; adopt strategic and performance-based goals; advance the

capabilities of the State for traffic records data collection, analysis, and integration; determine priorities for the correction of hazardous road locations, sections, and elements as identified thru crash data analysis; and establish an evaluation process to assess results achieved by improvement projects.

A SHSP is a state-wide coordinated safety plan that provides a comprehensive framework, and specific goals and objectives, for reducing highway fatalities and serious injuries. This statewide document, developed by the State DOT in a cooperative process, includes input from the public and private safety stakeholders. The SHSP is a data-driven, four to five-year comprehensive plan that integrates the four E's, engineering, education, enforcement, and emergency medical services (EMS).

The SHSP establishes statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders.

An SHSP shares similar goals with the transportation planning process: to increase State and local decision maker's awareness of safety needs to improve the effectiveness of planning and programming through the use of accurate and timely data, and to expand the participation of major State and local stakeholders. State and local DOT's and MPO's are required to consider safety as a factor in the transportation planning process. It ensures that the appropriate SHSP initiatives are incorporated into the planning and policy documents of State DOT's and MPO's; into the program of projects in the Transportation Improvement Programs/Statewide Transportation Improvements Programs (TIP's/STIP's); and are eligible for federal–aid transportation funding.

2017-2022 Texas Strategic Highway Safety Plan

In 1998, the American Association of State Highway and Transportation Officials (AASHTO) with the assistance of the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) approved its Strategic Highway Safety Plan. That plan identified 22 key emphasis areas that, if focused on, would reduce the annual highway deaths by 5,000 to 7,000 nationwide.

In 2005, Section 1401 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required each state to develop and implement a Strategic Highway Safety Plan (SHSP). The purpose of the SHSP is to identify key safety needs and guide investment decisions to achieve significant reductions in highway fatalities and severe injuries on all public roads. SAFETEA-LU required that each state have a SHSP signed and in place by October 1, 2007 in order to receive a fully apportioned share of federally allocated Highway Safety Improvement Program (HSIP) funds.

In 2009, AASHTO and FHWA developed Toward Zero Deaths: A National Strategy on Highway Safety, the function of which is to provide a framework for national, state, and local traffic safety planning efforts. The focus of this strategy is to first, identify and create opportunities for changing the culture as it relates to highway safety and second, to develop strong leadership that can impact highway safety through engineering, enforcement, education, and emergency medical services (EMS), public policy and health, media and through other efforts.

In 2006, the Texas Department of Transportation (TxDOT) led the effort to produce the first Strategic Highway Safety Plan (SHSP). Strategic planning in Texas builds on existing safety programs and provides a comprehensive

framework for data driven decision-making. Further, the Texas SHSP establishes statewide goals, objectives, and key emphasis areas in consultation with Federal, State, local, and private sector safety stakeholders.

In addition to satisfying federal requirements for highway safety planning, it served as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and severe injuries on all public roads. The 2006 SHSP provided a detailed description of the analysis of crash data, stakeholder survey and workshop of safety professionals used to guide TxDOT in identifying special highway safety emphasis areas. Further, it described crash reduction goals and objectives related to those issues and countermeasures that might be used to achieve them. Because the SHSP is intended to be a living document, iterations include either an updated version of the Plan from the previous year or a Report of Progress. Updates use new information to build upon the previous framework. Therefore, the current year's update repeats a great deal of the previous plans and adds newer crash data. Readers in search of a complete history are referred to previous versions of the Plan and Progress Reports.

The mission of the Texas Strategic Highway Safety Plan (SHSP) is to reduce the human and societal costs of highway traffic crashes, deaths, and injuries by:

- Implementing effective highway safety countermeasures; and by
- Changing the current driving culture in Texas to a Traffic Safety Culture, one that emphasizes:

  - Safety
  - Economy
  - Civility

Texas' most recent SHSP is the 2017-2022 Texas Strategic Highway Safety Plan. The 2017 Strategic Highway Safety Plan (SHSP) was developed through collaboration across disciplines, modes, and public and private sector agencies and organizations and represents an effort to stem the tide and begin reducing traffic fatalities and injuries. The SHSP is structured around seven emphasis areas (EAs) identified through extensive data analysis and discussion throughout a comprehensive development, implementation, and evaluation structure. This process was overseen by the executive committee (EC) and supported by a stakeholder group (SG), EA teams to address each of the subjects, and a management team. The EAs will ensure resources are used where they can most effectively and efficiently improve road safety. The areas are presented below in alphabetical order rather than prioritized, because each of them is a priority:

- Distracted driving.
- Impaired driving.
- Intersection safety.
- Older road users.
- Pedestrian safety.
- Roadway and lane departures.
- Speeding.

The EA teams with support from the other working groups met several times to identify and develop strategies and countermeasures or programs with a history of effectiveness. The stakeholders and executives involved in the SHSP came to a very clear consensus that the long-term aspirational goal for fatalities and serious injuries in Texas is zero, and indeed, the branding being developed for the Texas SHSP will reflect that sentiment. However, several analytic methods used to explore future fatality levels suggest that the risk of fatal and serious injuries crashes on Texas roadways is expected to remain relatively constant in terms of economic influences and behavioral laws. For the purposes of near-term target setting, it was determined that the target should reflect a realistic assessment of

both the likely amount of exposure (travel), and the potential to reduce risk over the five-year SHSP period given expected levels of resources.

A 2009 Safety Bond Program was funded with $600 million and accomplished the following safety improvements:

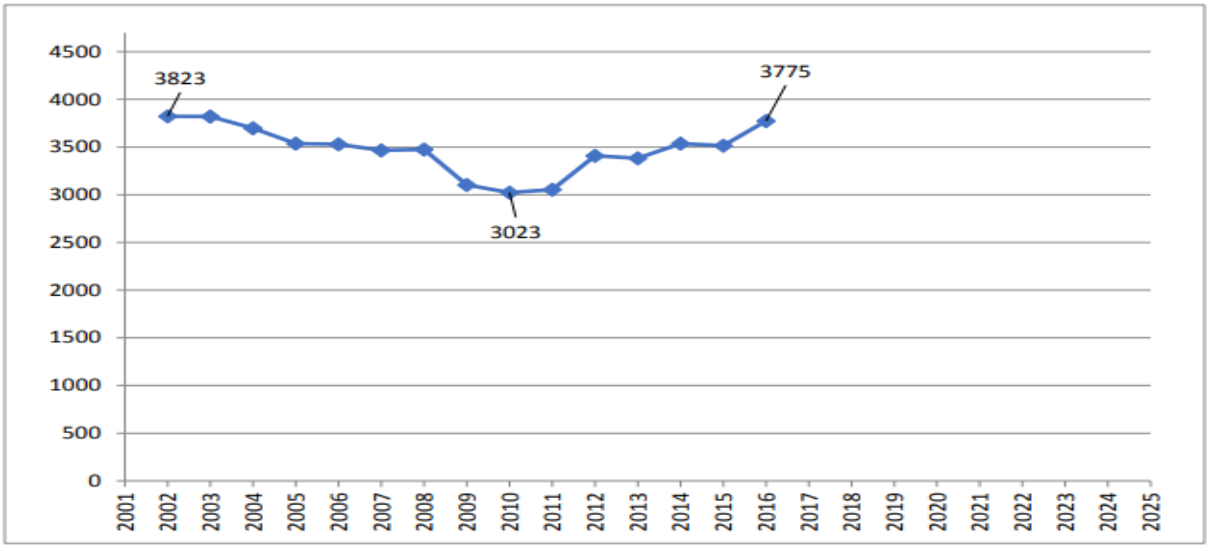
- Widened 588 miles of narrow highways.
- Installed 290 miles of new concrete or cable median barrier on divided highways.
- Installed 101 new left-turn lanes or two-way, continuous left-turn lanes on rural highways.
- Converted 9 projects from existing four-lane undivided highways to four-lane divided highways and constructed additional shoulders.
- Built 28 grade separations at existing highway intersections.

In conjunction with an earlier safety bond program implemented in 2005, it was estimated these safety improvements saved more than 180 lives and prevented more than 680 incapacitating injuries annually over the life of the projects. TxDOT has programmed nearly $700 million of highway safety projects for FY 2017 through FY 2020 in the Highway Safety Improvement Program (HSIP), focusing on barriers, curve improvements, intersection improvements, pedestrians, rumble strips, widening highways, and off-system improvements submitted by local agencies. TxDOT developed the Crash Analysis and Visualization Tool to enhance the process of selecting safety projects for HSIP funding. In 2013, TxDOT began programming an additional $15.5 million of state funds per year for systemic widening of narrow rural two-lane two-way highways. Projects are evaluated using a systemic analysis method that calculates a total risk factor weight based on roadway characteristics such as paved surface width, average daily traffic, roadway alignment, and truck percentages. TxDOT also funds $15 million per year in rail-highway grade crossing safety improvements.

In addition to these physical safety improvements, TxDOT also programmed more than $105 million of FY 2017 state and federal funds for traffic safety programs in:

- Alcohol and other drug countermeasures.
- Emergency medical services.
- Motorcycle safety.
- Occupant protection.
- Pedestrian and bicyclist safety.
- Police traffic services.
- Speed control.
- Traffic records.
- Driver education and behavior.
- Railroad/highway crossing safety.
- Roadway safety.
- Safe communities.
- School bus safety.

Fatalities on Texas Roadways have steadily increased from just at 3,000 to over 3,700 since 2012 despite extensive efforts to improve road user behavior and upgrade roadway conditions. The 2017 Strategic Highway Safety Plan (SHSP), developed through collaboration across disciplines, modes, and public and private sector agencies and organizations, represents an effort to stem the tide and begin reducing traffic fatalities and injuries.



Traffic Fatality Trends in Texas, 2002-2016 (2017-2022 SHSP)

The 2017 SHSP long-term vision is to achieve zero fatalities and serious injuries on the Texas roadways. In the interim, the current SHSP establishes five targets to be achieved over the next five years or by the end of 2022. These targets are aligned with the HSIP and the Highway Safety Plan.

SHSP 2022 Targets

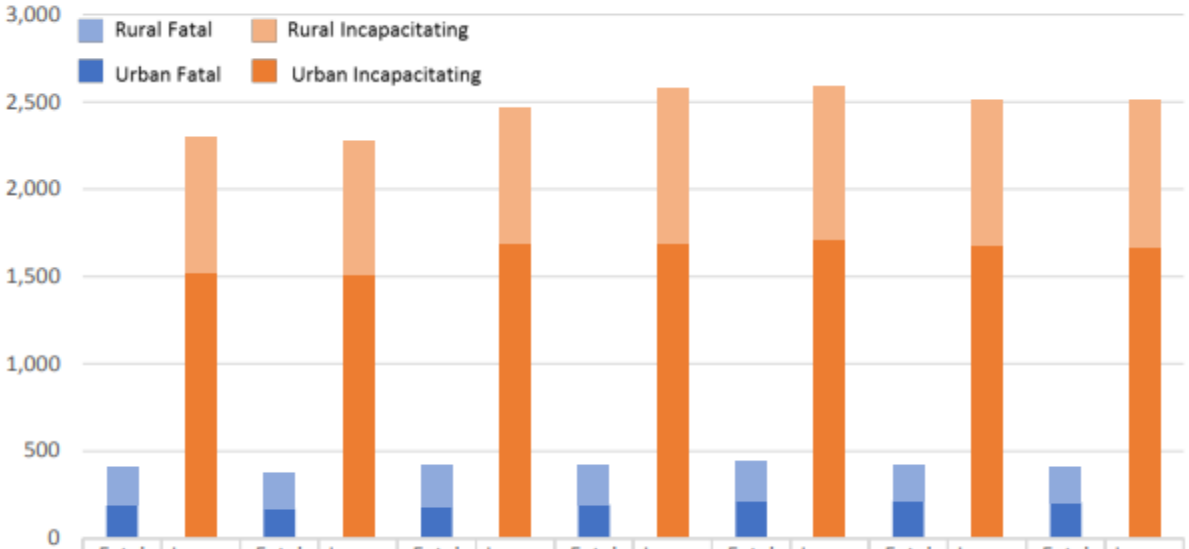
Target Area	Definition	Linear Trend	SHSP Target
Number of Fatalities	Total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year	4,327	4,241
Rate of Fatalities	Ratio of total number of fatalities to the number of VMT (in 100 million VMT) in a calendar year	1.53	1.50
Number of Serious Injuries	Total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year	19,454	19,065
Rate of Serious Injuries	Ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year	6.47	6.47
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year	2,696	2,642

Below are statistical figures based on the seven emphasis areas outlined in the 2017-2022 Texas Strategic Highway Safety Plan. Emphasis areas (EAs) and their associated strategies focus resources on areas of greatest need. Strategies are selected such that they have the greatest potential to reduce highway fatalities and serious injuries. Specific countermeasures are selected to specifically address each strategy. The selection of EAs, strategies, and countermeasures is based on crash data, other evidence, and stakeholder input.

Distracted Driving

The Distracted Driving EA includes a range of driver distractions. It encompasses crashes where distraction in vehicle, driver inattention, or cell phone or mobile use was cited as a contributing factor. Distracted driving, specifically texting while driving, is a growing concern in Texas. As evidence of this trend, Texas recently

became the 47th state to pass a statewide ban on texting while driving. Distracted driving was identified as a factor for 2,906 fatal crashes (14 percent) and 17,221 severe crashes (19 percent) from 2010–2016. Crash counts by year are shown in the graph following this section. These crashes resulted in 3,218 fatalities (14 percent) and 21,447 serious injuries (19 percent) from 2010–2016. It should be noted that these numbers may be an undercount because it can be difficult to identify distracted drivers.



	2010		2011		2012		2013		2014		2015		2016	
	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
Rural	213	782	205	761	242	782	234	893	225	873	212	829	204	846
Urban	189	1516	171	1508	177	1686	194	1688	216	1709	216	1683	208	1665
Total	402	2,298	376	2,269	419	2,468	428	2,581	441	2,582	428	2,512	412	2,511

Fatal and Serious Injury Distracted Driving, 2002-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Males approximately ages 16 to 70 years and females approximately ages 16 to 33 years are overrepresented for drivers involved in fatal and severe crashes who are identified as distracted.

• Overall, the majority of distracted driving crashes occurred in urban areas (64 percent) and on the state system (66 percent). Of those crashes occurring on the

state system, 43 percent were in urban areas. For crashes occurring off the state system (34 percent), a much greater proportion (79 percent) was in urban areas.

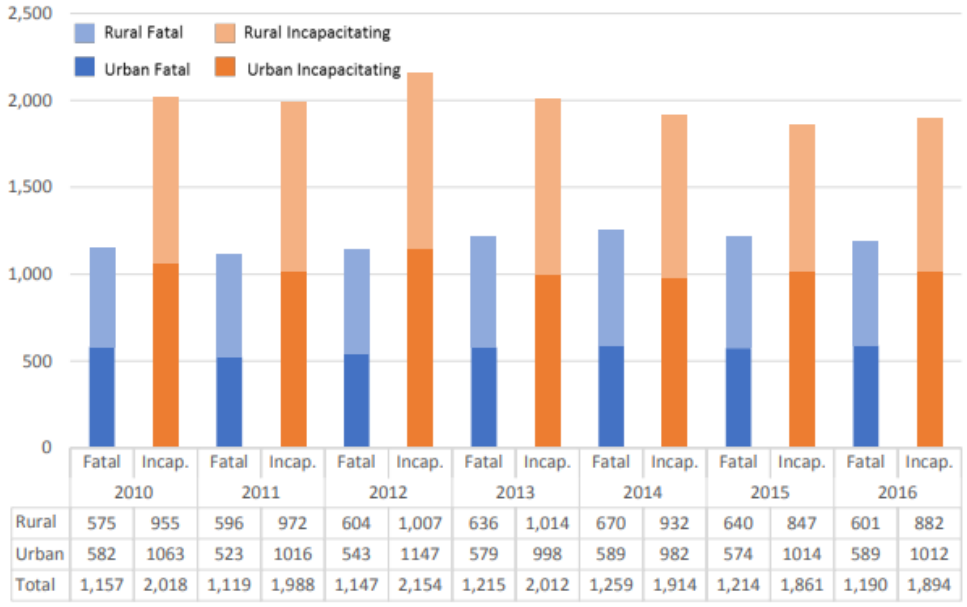
• Nearly 80 percent of distracted driving crashes also involved speeding, failure to yield the right of way, faulty evasive action, or problems with lane keeping.

The Distracted Driving EA team identified 5 strategies and 28 countermeasures to address these strategies.

Number	Strategy
1	Reduce fatalities and serious injuries by identifying and implementing education and awareness strategies to reduce distracted driving.
2	Improve the effectiveness of distracted road user educational techniques, tools, and strategies.
3	Improve and increase enforcement capabilities for addressing distracted driving.
4	Increase the installation of engineering countermeasures known to reduce distracted driving.
5	Use technology to reduce distracted driving crashes, serious injuries, and fatalities.

Impaired Driving

Impaired driving was the most common factor among fatal crashes in Texas from 2010–2015. In addition, the rates of alcohol-impaired fatal crashes often exceed national rates. The Impaired Driving EA includes those crashes where at least one driver was identified as having been drinking, having taken medication, been under the influence of alcohol or drugs, a blood alcohol content greater than zero, or a positive drug test. Impaired driving was identified as a factor for 8,301 fatal crashes (39 percent of all fatal crashes) and 13,841 serious injury crashes (15 percent of serious injury crashes) from 2010–2016. Crash counts by year are shown in the graph following this section. These crashes resulted in to 9,389 fatalities (39 percent of all fatalities) and 19,495 serious injuries (17 percent of all serious injuries).



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	575	955	596	972	604	1,007	636	1,014	670	932	640	847	601	882
Urban	582	1063	523	1016	543	1147	579	998	589	982	574	1014	589	1012
Total	1,157	2,018	1,119	1,988	1,147	2,154	1,215	2,012	1,259	1,914	1,214	1,861	1,190	1,894

Fatal and Serious Injury Impaired Driving Crashes, 2010-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Male drivers ages 16 to 60 years and female drivers ages 21 to 25 years of age were overrepresented for drivers involved in fatal and severe crashes who were identified as impaired.

• Impaired driving crashes occurred equally in rural (50 percent) and urban (50 percent) areas.

• The majority of impaired driving crashes occurred on the state system (65 percent). Of those that occurred on the state system, 48 percent were on arterials, 28 percent were on freeways or freeway frontage roads, and 24 percent were on collector roadways. For crashes that occurred off the state system (35 percent), 43 percent were on local roadways, 32 percent were on arterials, and 22 percent were on collector roadways.

• The majority (70 percent) of impaired crashes occurred on weekends at night from 9:00 p.m. to 2:00 a.m.

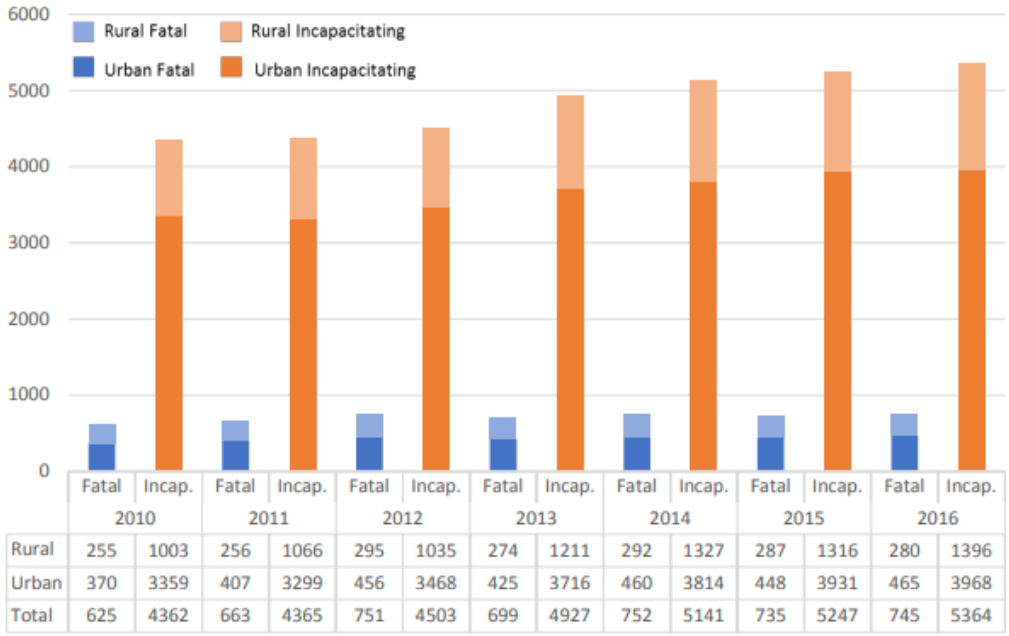
• Nearly 60 percent of impaired driving crashes also involved a single vehicle running off the road or a head-on crash type. About 26 percent involved speeding while 24 percent involved an intersection.

The Impaired Driving EA team identified 5 strategies and 29 countermeasures to address these strategies.

Number	Strategy
1	Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol related crashes.
2	Increase education for all road users on the impact of impaired driving and its prevention.
3	Increase officer contacts with impaired drivers through regular traffic enforcement.
4	Improve mobility options for impaired road users.
5	Increase data, training, and resources for prosecutors and officers in the area of drugged driving.

Intersection Safety

An intersection crash is one that occurs within the boundaries of an intersection or in which the first harmful event occurred on an approach to or an exit from an intersection and is related to movement through the intersection. As such the Intersection Safety EA includes crashes at or related to an intersection. Intersection crashes are the second most common type of crash in Texas. Intersection crashes was the identified crash type for 4,970 fatal crashes (23 percent of all fatal crashes) and 33,909 serious crashes (37 percent of all serious injury crashes) from 2010–2016. Crash counts by year are shown in the table below. These crashes resulted in 5,467 fatalities (23 percent of all fatalities) and 42,419 serious injuries (37 percent of all serious injuries) from 2010–2016.



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	255	1003	256	1066	295	1035	274	1211	292	1327	287	1316	280	1396
Urban	370	3359	407	3299	456	3468	425	3716	460	3814	448	3931	465	3968
Total	625	4362	663	4365	751	4503	699	4927	752	5141	735	5247	745	5364

Fatal and Serious Injury Intersection Crashes, 2010-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Male drivers under the age of 35 years and older than the age of 74 years and female drivers under age 25 years and older than 79 years were overrepresented for drivers involved in fatal and severe intersection crashes.

• Intersection crashes largely occurred in urban areas (74 percent) and on the state system (56 percent). Of those on the state system, 67 percent occurred on arterial roadways.

• In urban areas, 52 percent of crashes on the state system involved signalized intersections. Off the state system, 39 percent of crashes occurred at signalized locations.

At least 67 percent of intersection crashes also involved failure to yield the right of way, speeding, disregarding a signal or light, distracted driving, or impaired driving.

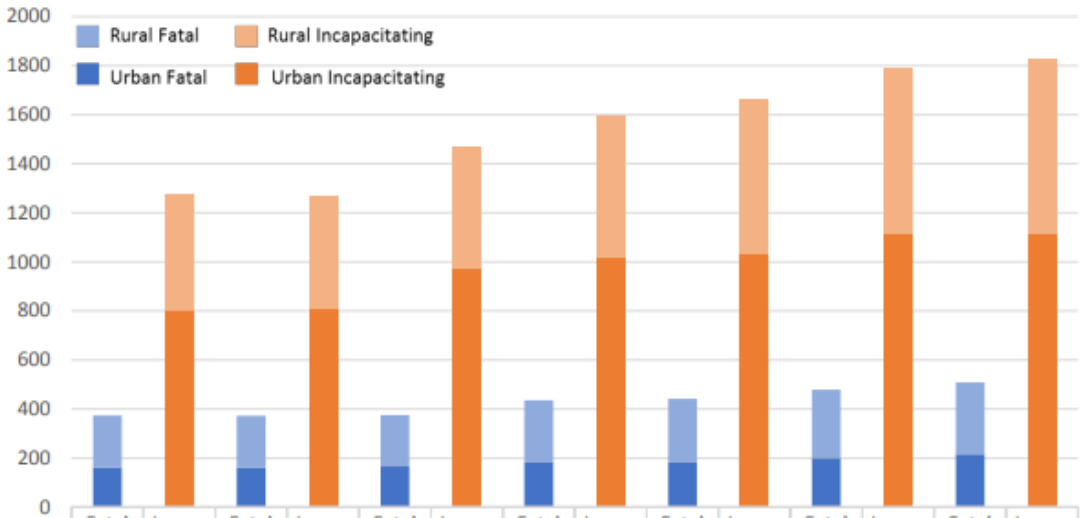
The Intersection Safety EA team identified 6 strategies and 20 countermeasures to address these strategies.

Number	Strategy
1	Improve data systems for identifying specific intersections and intersection types at high probability for serious injury crashes.
2	Consider alternative design strategies for improving intersection safety.
3	Improve pedestrian safety at intersections with high probability of crashes.
4	Increase driver awareness of intersections.
5	Develop educational campaigns incorporating data analysis to improve intersection safety.
6	Reduce red light running.

Note: All intersection strategies and countermeasures should consider the needs of persons with disabilities.

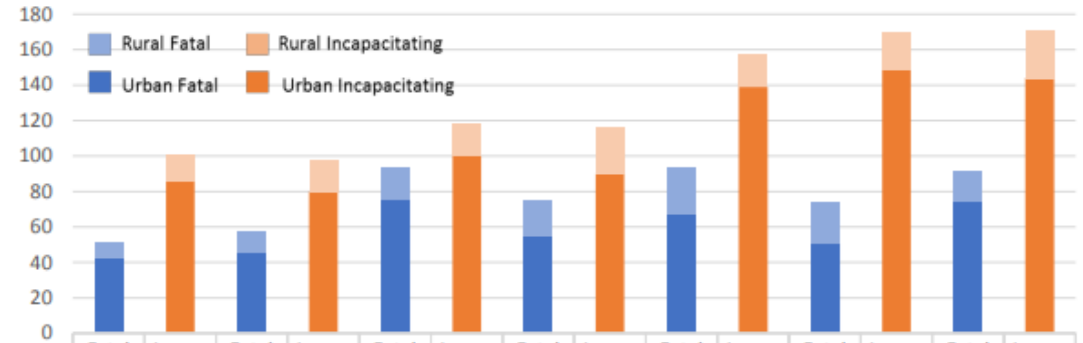
Older Road Users

With the continued aging of the baby boomer generation, more system users will be older drivers and pedestrians. This is a concern given that physical frailty may put older road users at an increased risk of sustaining a fatal or serious injury. The Older Road Users EA focuses on drivers and pedestrians who are ages 65 years and older. There were 2,983 fatal crashes (14 percent of all fatal crashes) and 10,882 serious injury crashes (12 percent of all serious injury crashes) involving older drivers from 2010–2016. Crash counts by year are shown in the graph following this section. These crashes resulted in 3,335 fatalities (14 percent of all fatalities) and 14,018 serious injuries (12 percent of all serious injuries) from 2010–2016.



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	211	477	212	460	209	493	255	579	259	628	277	671	292	713
Urban	162	798	160	807	166	977	181	1,018	182	1,032	201	1114	216	1115
Total	373	1,275	372	1,267	375	1,470	436	1,597	441	1,660	478	1,785	508	1,828

Fatal and Serious Injury Crashes Involving Older Drivers, 2010-2016 (2017-2022 SHSP)



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	9	15	12	18	18	18	20	26	26	18	23	21	17	27
Urban	42	86	45	80	75	100	55	90	67	139	51	149	74	144
Total	51	101	57	98	93	118	75	116	93	157	74	170	91	171

Fatal and Serious Injury Crashes Involving Older Pedestrians, 2010-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Male drivers ages 75 years and older and females ages 80 years and older are overrepresented in crashes based on the amount of vehicle miles that older drivers travel. For pedestrians, older males are overrepresented.

• The rates of older driver and older pedestrian crashes have increased steadily at least since 2010. The rate for older pedestrians increased three times faster than older driver rates.

Older driver crashes occurred in both urban (59 percent) and rural (41 percent) areas. Older pedestrian crashes largely occurred in urban areas (82 percent).

• Of older pedestrian crashes that occurred on the state system (44 percent), 71 percent occurred on arterial roadways. Of older pedestrian crashes that occurred off the state system (56 percent), 42 percent occurred on arterial roadways and 39 percent occurred on local roadways.

For the crash type, older drivers were more likely to have angle, same direction, and opposite direction crashes and less likely to have single motor vehicle crashes compared to drivers under age 65 years. The percentages for older drivers versus drivers under age 65 years is as follows: 27 versus 15 percent for angle crashes, 25 versus 19 percent for same direction crashes, 21 versus 13 percent for opposite direction crashes, and 27 versus 53 percent for single vehicle crashes, respectively.

• For the first harmful event, older drivers were more likely to hit another moving vehicle and less likely to hit a fixed object/overturning or hit a pedestrian compared to drivers under age 65 years. The percentages for older drivers versus drivers under age 65 years are: 73 versus 47 percent for hit another moving vehicle, 19 versus 39 percent for hitting a fixed object/overturning, and 5 versus 8 percent for hitting a pedestrian.

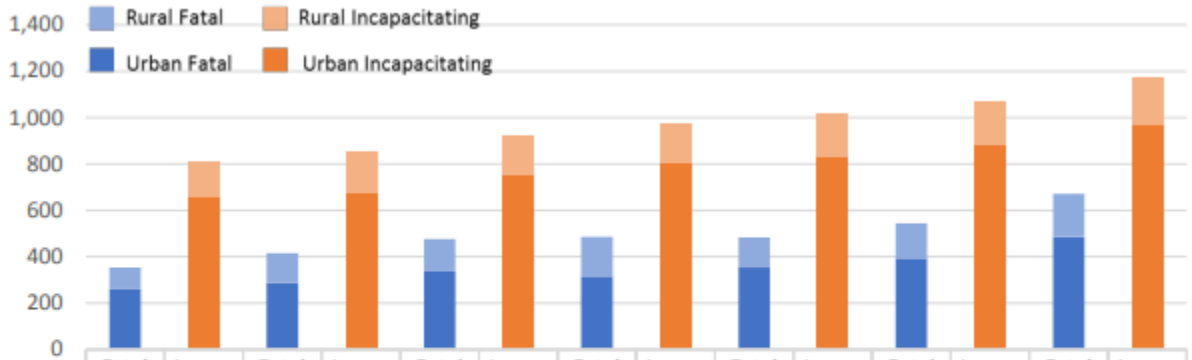
The Older Road Users EA team identified 5 strategies and 21 countermeasures to address these strategies.

Number	Strategy
1	Reduce wrong way crashes.
2	Design and operate roadways to meet the needs of older road users.
3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process.
4	Improve mobility options for older road users.
5	Implement methods to reduce injury severity among older road users.

Note: All older system users strategies and countermeasures should consider the needs of persons with disabilities.

Pedestrian Safety

Crashes with pedestrians are a concern given that the pedestrians are more likely to sustain fatal or severe injuries compared to vehicle occupants. The Pedestrian Safety EA encompasses crashes that involve at least one pedestrian and one motor vehicle. Pedestrian crashes accounted for 3,434 fatal crashes (16 percent) and 6,815 severe crashes (7 percent) from 2010– 2016. Crash counts by year are shown in the graph following this section. These crashes resulted in to 3,490 fatalities (15 percent) and 7,179 serious injuries (6 percent) from 2010–2016.



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	95	155	127	177	140	171	170	169	130	182	151	182	184	202
Urban	259	657	289	675	337	752	317	803	354	830	394	888	487	972
Total	354	812	416	852	477	923	487	972	484	1,012	545	1,070	671	1,174

Fatal and Serious Injury Pedestrian Crashes, 2010-2016 (2017-2022 SHSP)

Key points for fatal and severe crashes from 2010–2015:

• Overall, male pedestrians approximately ages 15 years and older were overrepresented. For drivers involved in pedestrian crashes, the greatest proportion were younger (under age 35 years) and male drivers

• Most pedestrian crashes occurred in urban areas (78 percent). Of crashes in urban areas, 65 percent occurred at a midblock location away from an intersection and 31 percent at or near the intersection. In rural areas, the majority (82 percent) occurred at locations other than at intersections.

• Pedestrian crashes occurred on the state system (45 percent) and off the state system (55 percent) to a similar degree. The majority on both types of roadways occurred in urban areas. For crashes on the state system, 64 percent were in large urban areas (greater than 100,000 population) compared to the 89 percent of off-state system crashes that occurred in large urban areas.

• Approximately one-quarter of pedestrian crashes involve impairment. Of those identified as impaired, 33 percent were the driver and 67 percent were the pedestrian. This translates to 8 percent of all pedestrian crashes involved an impaired driver while 16 percent involved an impaired pedestrian.

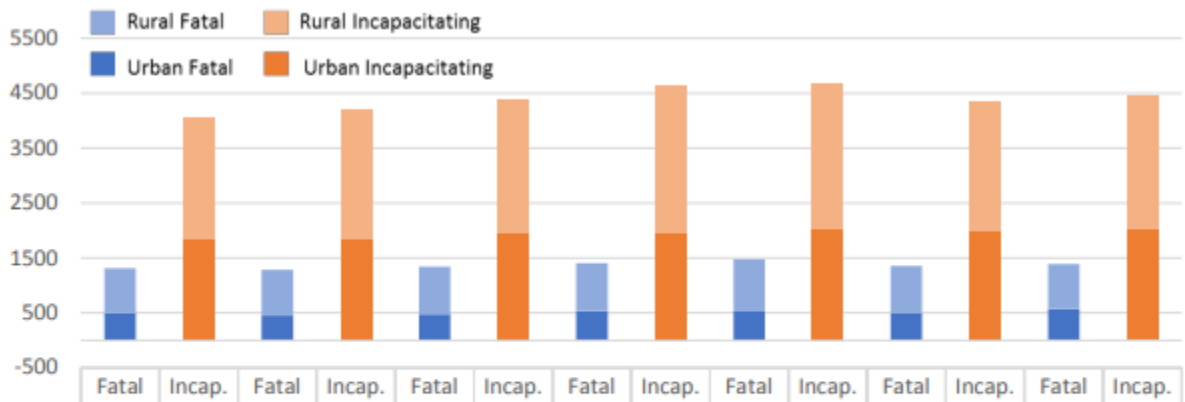
The Pedestrian Safety EA team identified 7 strategies and 28 countermeasures to address these strategies.

Number	Strategy
1	Improve driver and pedestrian safety awareness and behavior.
2	Reduce pedestrian crashes on urban arterials and local roadways.
3	Improve pedestrians' visibility at crossing locations.
4	Improve pedestrian networks.
5	Improve pedestrian involved crash reporting.
6	Establish vehicle operating speeds to decrease crash severity.
7	Develop strategic pedestrian safety plans tailored to local conditions.

Note: All pedestrian strategies and countermeasures should consider the needs of persons with disabilities.

Roadway and Lane Departures

The Roadway and Lane Departures EA encompasses two crash types pertaining to difficulties with lane keeping: single motor vehicles that run off the road (SVROR) and head-on collisions. SVROR describes a crash where only one vehicle is involved and the first harmful event impact occurred on the shoulder, beyond the shoulder, or in the median of the roadway. Head-on crashes involve two motor vehicles traveling straight and in opposite directions prior to impact. Roadway and lane departure crashes are the most common type of crash in Texas. These types of crashes were the identified crash type for 9,560 fatal crashes (45 percent of all fatal crashes) and 30,766 serious injury crashes (34 percent of all serious injury crashes) from 2010–2016. Crash counts by year are shown in Figure 18. These crashes resulted in to 10,652 fatalities (45 percent of all fatalities) and 38,205 serious injuries (33 percent of all serious injuries) from 2010–2016.



	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
	2010		2011		2012		2013		2014		2015		2016	
Rural	806	2213	830	2359	864	2425	865	2663	955	2635	866	2365	816	2426
Urban	505	1841	452	1834	478	1974	539	1979	523	2023	489	1988	572	2041
Total	1311	4054	1282	4193	1342	4399	1404	4642	1478	4658	1355	4353	1388	4467

Fatal and Serious Injury Lane Departure Crashes 2010-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Male drivers under the age of 35 years and older than the age of approximately 71 years and female drivers under the age of approximately 27 years were overrepresented for drivers involved in fatal and severe lane and roadway departure crashes.

• Lane and roadway departure crashes are common in rural (58 percent) and urban (42 percent) areas.

• Of the 68 percent of lane and roadway departure crashes that occurred on the state system, 72 percent occurred on arterial roadways and freeways. Of those crashes that occurred off the state system (32 percent), 70 percent occurred on collector and local roadways.

• Over 50 percent of lane and roadway departure crashes involved hitting a fixed object as a first harmful event across all functional class of road types. The percentage increased to 74 percent on urban freeways. Overturning as a first harmful event differed across functional class of road type from 13 to 17 percent in urban areas and 27 to 39 percent in rural areas.

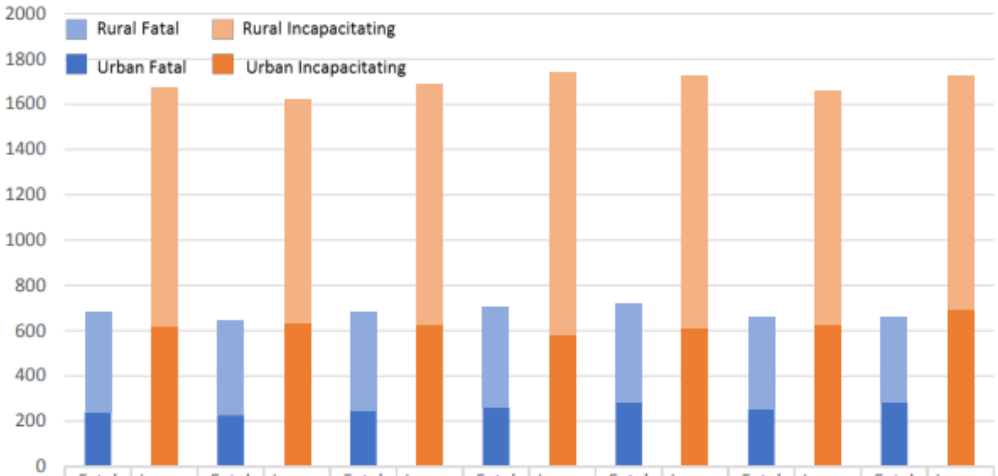
• Common factors in lane and roadway departure crashes included the following. Crashes occurred equally during daytime (50 percent) and nighttime (50 percent). Approximately 80 percent occurred under dry conditions. Other factors in these crashes were speeding (44 percent), impaired driving (29 percent), and distraction (15 percent).

The Roadway and Lane Departures EA team identified 6 strategies and 16 countermeasures to address these strategies.

Number	Strategy
1	Analyze run off the road and head-on crashes and roadway characteristics using the new safety methodologies (e.g., Highway Safety Manual and systemic approaches).
2	Keep vehicles from encroaching on the roadside or opposite lane.
3	Minimize the consequences of vehicles leaving the road.
4	Minimize the likelihood of crashing in adverse conditions.
5	Identify and address behavioral characteristics associated with roadway departure.
6	Improve emergency response time in rural areas.

Speeding

Speeding is a concern because the injury severity of crashes increases as speed increases. The Speeding EA includes those crashes where unsafe speed under the limit or speeding over the limit was cited as a contributing factor. Speeding was identified as a factor for 4,762 fatal crashes (22 percent of all fatal crashes) and 11,840 serious injury crashes (13 percent of all serious injury crashes) from 2010–2016. Crash counts by year are shown in the graph following this section. These crashes resulted in 5,360 fatalities (22 percent of fatalities) and 15,612 serious injuries (14 percent of all serious injuries) from 2010–2016



	2010		2011		2012		2013		2014		2015		2016	
	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.	Fatal	Incap.
Rural	443	1057	417	989	438	1063	446	1159	436	1112	403	1033	379	1032
Urban	241	620	228	634	245	626	261	584	283	614	258	623	284	694
Total	684	1677	645	1623	683	1689	707	1743	719	1726	661	1656	663	1726

Fatal and Serious Injury Speeding Crashes, 2010-2016 (2017-2022 SHSP)

Key points for fatal and serious injury crashes from 2010–2015:

• Male drivers approximately ages 16 to 63 years and female drivers approximately ages 18 to 25 years of age were overrepresented for drivers involved in fatal and severe crashes who were speeding.

• Driving at an unsafe speed under the limit was more common in rural areas and accounted for 63 percent of these type of speeding crashes. Conversely, driving

over the speed limit was more common in urban areas and accounted for 62 percent of these type of speeding crashes.

• The majority (62 percent) of speeding crashes occurred on the state system. Of crashes that occurred on the state system, 49 percent were in rural areas while 26 percent occurred in large urban areas (greater than 100,000 population). Of crashes that occurred off the state system, 24 percent were in rural areas while 50 percent occurred in large urban areas (greater than 100,000 population).

• Approximately 70 percent of speeding crashes also involved a single motor vehicle running off the road or a head-on collision. Of speeding crashes, 35 percent also involved impaired driving, 18 percent occurred at an intersection, and 12 percent involved a distracted driver.

The Speeding EA team identified 5 strategies and 19 countermeasures to address these strategies.

Number	Strategy
1	Use the concept of establishing target speed limit and road characteristics to reduce speeding.
2	Educate law enforcement on contributing crash factors to improve crash data collection.
3	Leverage data to improve engineering, education, and enforcement.
4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities).
5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups).

Rio Grande Valley MPO Safety Data Analysis

As part of the 2020-2045 MTP update, a safety data analysis was included to provide planners, policy makers, and the public with a better understanding of where critical safety issues are occurring in the transportation system and what factors may be contributing to regional crashes and crash rates. As such, safety data analysis is a critical component of regional transportation planning.

Highway Safety Program

This analysis was conducted to support the RGVMPO's contributions to the vision expressed in the SHSP and to support an effective data driven process for prioritizing transportation safety improvements in the region.

Crash counts and crash rates are examined by individual year in comparison to statewide data and as a 5-year rolling average for comparison to FAST Act Roadway Safety Performance Measures (PM1) and Texas statewide safety performance targets. Crashes by severity are compared to the regional totals to examine propensity for harm in the case of a crash.

A review of contributing factors was performed to gain insight on operational vulnerabilities and inform strategy development. Crash hotspots, and top crash intersections and segments are delineated to identify location specific safety needs.

In addition to identifying issues that need to be addressed, the results of this analysis can be used to inform the development of need and purpose for safety strategies and design elements in future transportation projects, as well as inform the assessment and scoring of proposed projects by providing data-driven benchmarks for safety performance measures. Reviewing regional safety patterns in comparison to statewide statistics and targets also provides the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) with a benchmark and tools to assess and compare progress in contributing to PM1 statewide targets in subsequent reports.

The iterative process of evaluating safety performance metrics and investments in safety improvements over time can help RGVMPO members, state, and federal planning partners continue to develop effective strategies to improve safety for the multimodal transportation system.

Data Overview

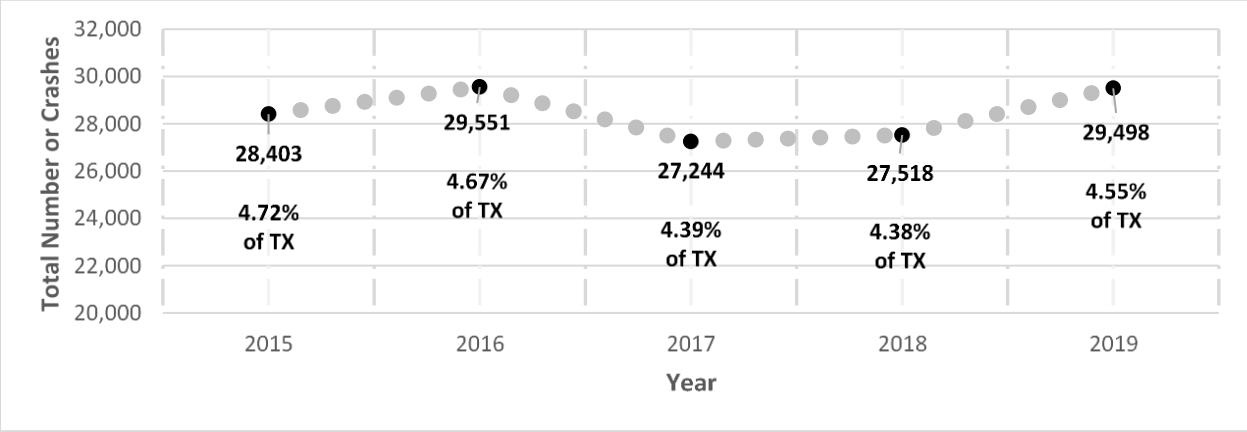
The data used in this analysis was obtained from the Crash Records Information System (CRIS) and covers the most recent five year period (2015-2019) of data available in support of the requirements set forward in the Safety Performance Management Measures Final Rule (49 CFR part 490). CRIS is maintained by the Texas Department of Transportation (TxDOT) and is a database that contains a collection of records regarding motor vehicle traffic crashes as submitted by law enforcement officers through a standardized crash report. These reports are processed to exclude personal information but include other crash details relevant to analysis, such as crash severity, contributing factors, time of day, location, and roadway condition. The summaries and figures in this analysis provide illustrations to better understand regional crash trends in the RGVMAB, including total crashes regionwide, crash rates, crashes by severity, and crashes involving pedestrians or bicyclists (active transportation crashes).

Crash Trends

Total Crashes by Year

Between 2015 and 2019, a total of 142,216 crashes occurred within the RGVMAB. Over this five-year period, the total number of crashes per year has remained between the range of 27,000 to 30,000, with the largest single-year total (29,551) occurring in 2019. The region experienced an 8% decrease in the total number of crashes between 2016 and 2017 and a 7% increase between 2018 and 2019. Error! Reference source not found. summarizes the annual number of reported crashes in the region between 2015 and 2019.

Figure 1: Regional Crash Totals by Year and as a % of Total Statewide Crashes, 2015-2019



Total Crash Rates by Year

Crash rate is a metric that illustrates the ratio of crashes that occurred per vehicle miles traveled (VMT) within the region. This provides a method to normalize the gross crash count by including a consideration of roadway usage (i.e. VMT). Crash rates over the five-year period remain consistent, with a gradual decrease from 2016 to 2018 and a gradual increase from 2018 to 2019. Over this five-year period, VMT gradually increased from 22.5 million VMT to 25.2 million VMT. These trends reveal that crashes do not necessarily correlate directly with the amount of travel (i.e. VMT), as the crash rate did not consistently increase along with VMT. Annual VMT for 2015 to 2018 was retrieved from TxDOT's Roadway Inventory Annual Report. 2019 VMT estimation was extracted from the current regional Travel Demand Model (TDM). **Figure 1** shows the crashes per 100 million vehicle miles traveled for the region between 2015 and 2019.

Figure 1: Regional Crashes per 100 Million VMT by Year, 2015-2019

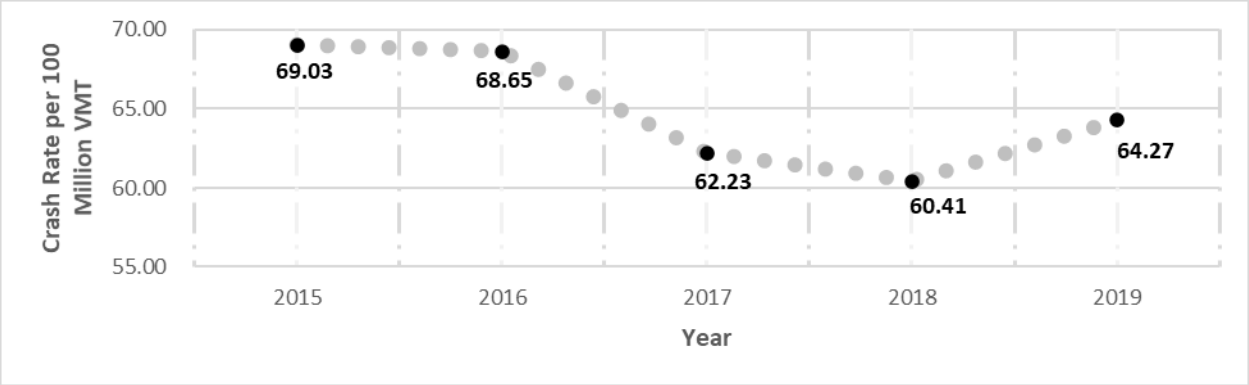
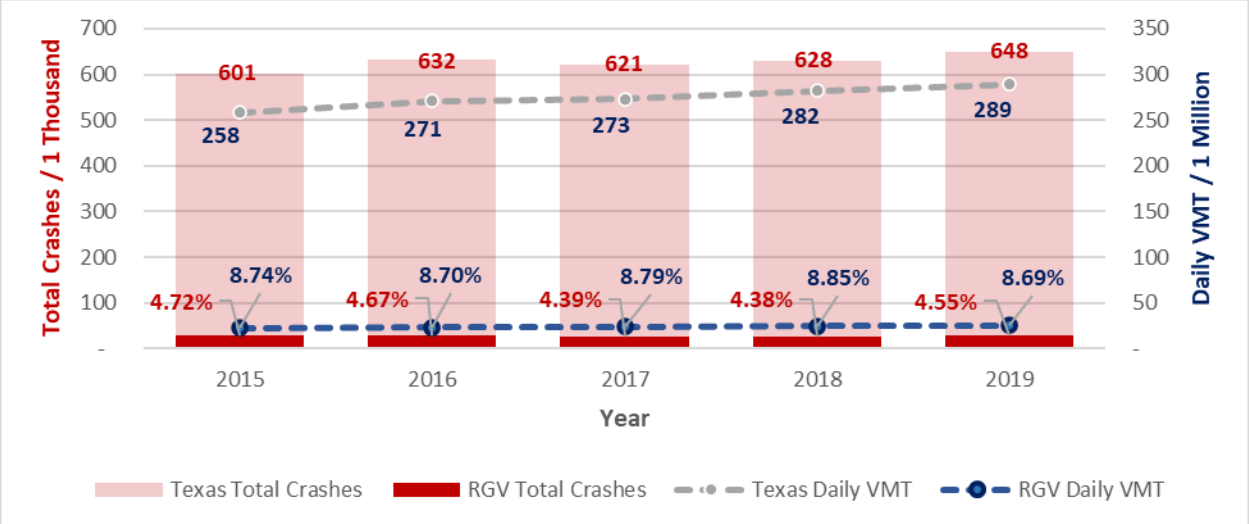


Figure 2 further illustrates the comparison of regional crashes to statewide crashes as a function of VMT. While the total number of crashes for the region is between 4.38% and 4.72% of the statewide total crash count by year, the region has represented a higher percentage of the statewide VMT, which indicates that the RGVMAB has a lower occurrence of crashes for every mile traveled when compared to the statewide rate for all crashes. Total crash counts shown in **Figure 2** are represented by the thousands and daily VMT is represented by the millions.

Figure 2: Regional Crash Totals and VMT by Year as a Percent of Statewide Values



Crashes by Severity

Crash severity is a crucial aspect of each reported accident because crashes that result in fatalities or serious injuries represent a higher risk to life and safety, and understanding where there are concentrations of these types of crashes can illuminate opportunities for operational or design improvements. The following section reviews crash data in three different ways – total crashes/crash rate, the total number/rate of crashes resulting in fatality, and the total number/rate of crashes resulting in serious injury – and compares the rolling averages of these values to those at the statewide level. The data represented in Error! Reference source not found. demonstrates that, on average, only 1.38% of crashes in the region resulted in a serious injury, and just under 0.31% resulted in a fatality. Error! Reference source not found. compares the regional five-year rolling average to the statewide average.

Table 1: : RGVMAB Crash Totals & Rates by Year and 2019 5 Yr. Rolling Average

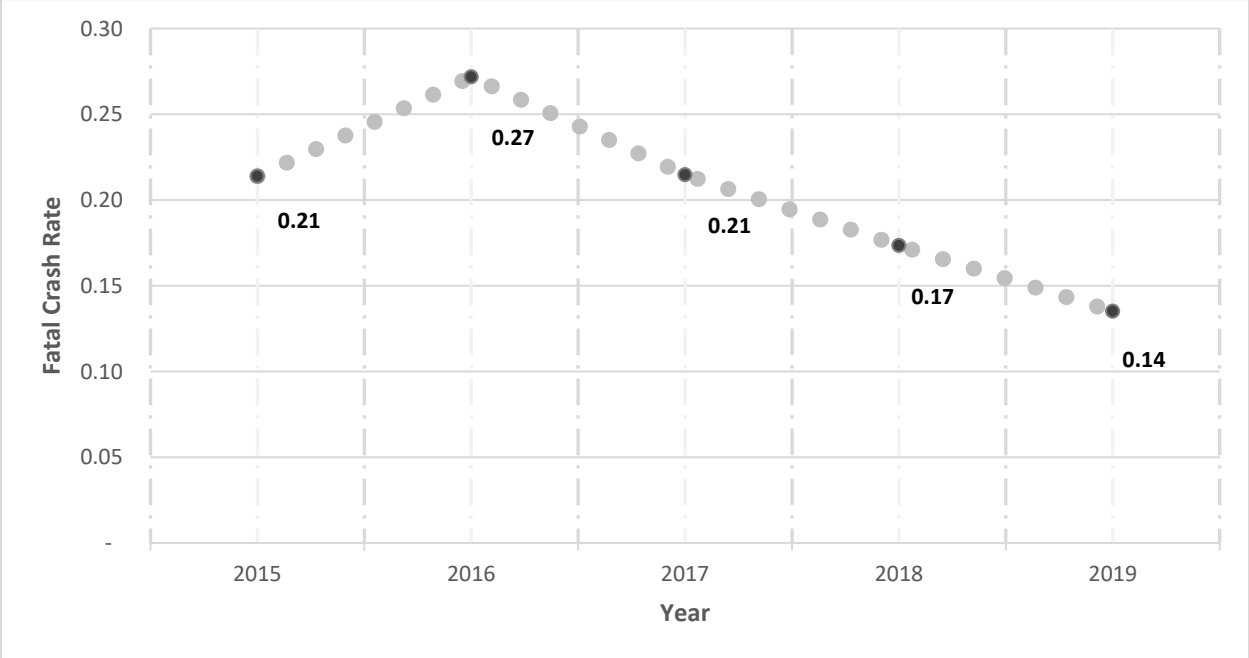
Measure	2015	2016	2017	2018	2019	2019 5 Yr. Rolling Average	% of Total
Number of Crashes	28,403	29,551	27,244	27,518	29,500	28,443.2	100%
Rate of Crashes per 100 million VMT	69.03	68.65	62.23	60.41	64.27	64.92	-
Number of Fatalities	88	117	94	79	62	88	0.309%
Rate of Fatalities per 100 million VMT	0.21	0.27	0.21	0.17	0.14	0.20	-
Number of Serious Injuries	384	421	398	338	427	393.6	1.384%
Rate of Serious Injuries per 100 million VMT	0.93	0.98	0.91	0.74	0.93	0.90	-

Table 2: RGVMAB and Statewide Comparison; 2019 5 Year Rolling Average

Measure	RGVMAB 2019 5 Yr. Rolling Average	TX 2019 5 Yr. Rolling Average	% of TX Crashes	TxDOT 2028 Target
Number of Crashes	28,443.2	626,172	4.54%	-
Rate of Crashes per 100 million VMT	64.92	124.53	-	-
Number of Fatalities	88	3,363	5.00%	3,708
Rate of Fatalities per 100 million VMT	0.2	1.35	-	1.16
Number of Serious Injuries	393.6	13,836	5.49%	-
Rate of Serious Injuries per 100 million VMT	0.9	6	-	-

Though the region experienced its second highest total number of crashes in 2019 (29,551) compared to the other four years in the five-year period, 2019 also had the lowest number of crashes resulting in fatality (62). The five-year rolling average rate of fatal crashes per 100 million VMT in the RGVMAB over the reporting period was 0.20. A comparison to the Statewide five-year rolling average rate of fatal crashes (1.35) indicates that fewer crashes in the region have resulted in fatality compared to the rest of the State over the last five years. **Figure 3** illustrates annual rates of fatal crashes and **Figure 4** shows annual rates of serious injury crashes. It is worth noting that while the total crash rate over the five-year period has varied with an increase in 2019, the rate of fatalities has decreased over the same period.

Figure 3: Regional Rate of Fatal Crashes per 100 Million VMT by Year, 2015-2019



In contrast to the downward trend in fatality rates, the rate of serious injury crashes seems to follow a similar trend in variance over the five-year period as the total crash rate.

Figure 4: Regional Rate of Serious Injury Crashes per 100 Million VMT by Year, 2015-2019

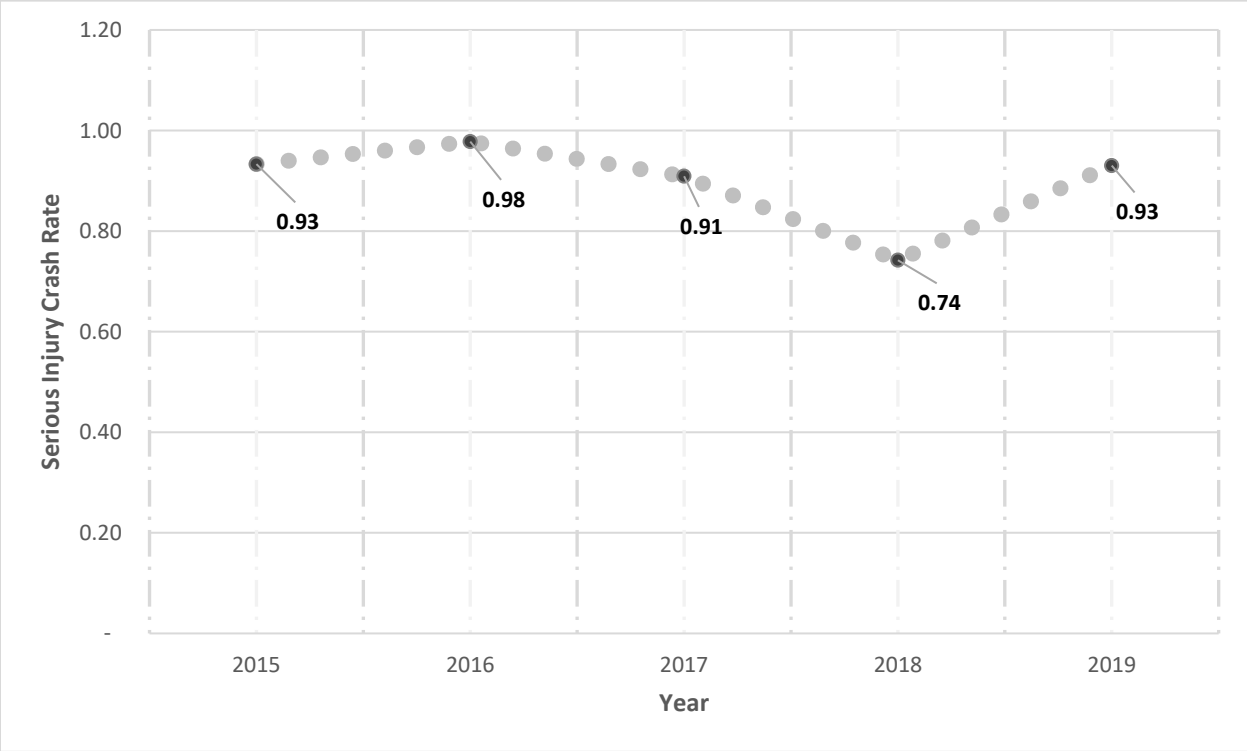
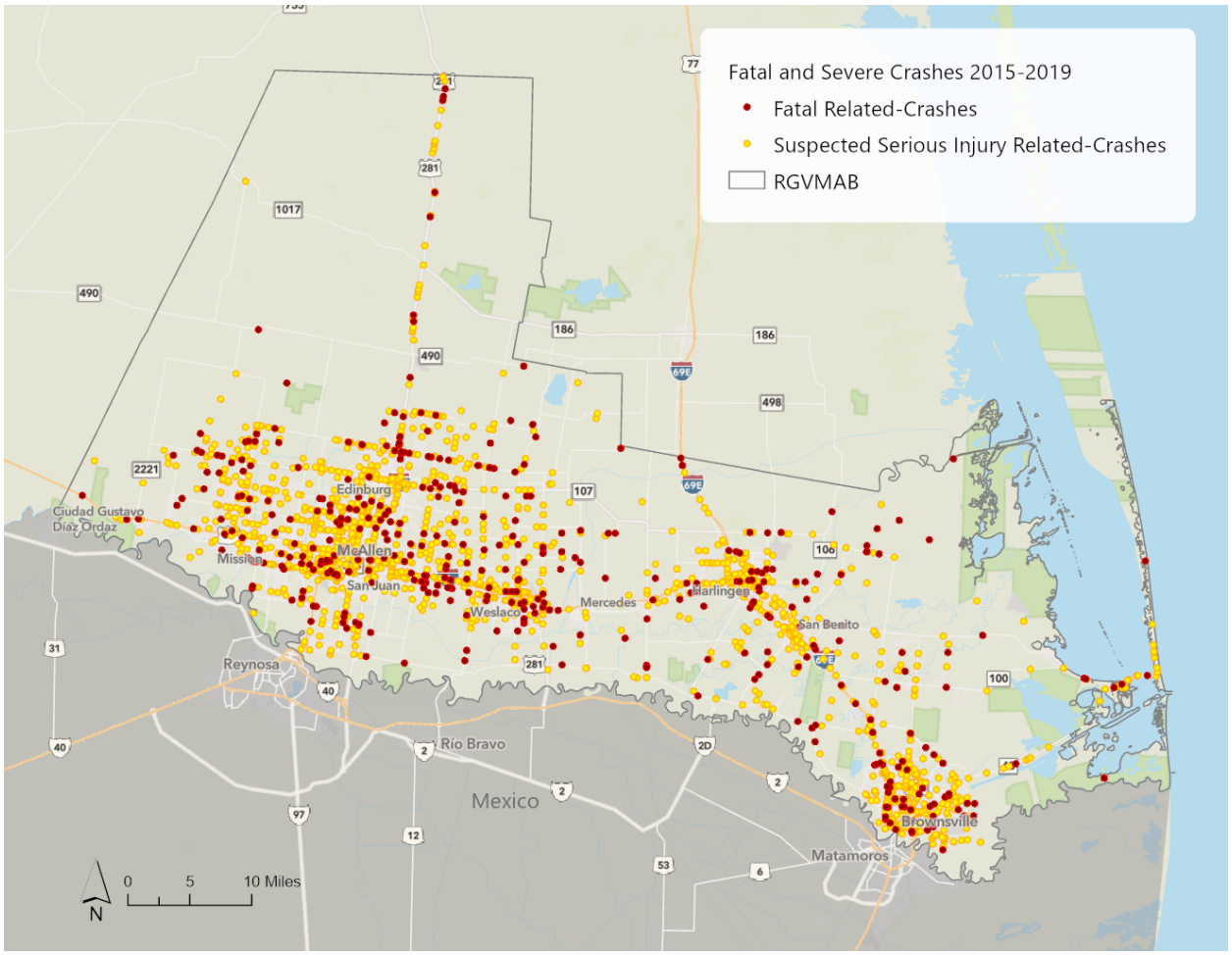


Figure 5 maps the location of all crashes resulting in fatality or serious injury between 2015 and 2019.

Figure 5: Regional Crashes by Resulting Severity, 2015-2019

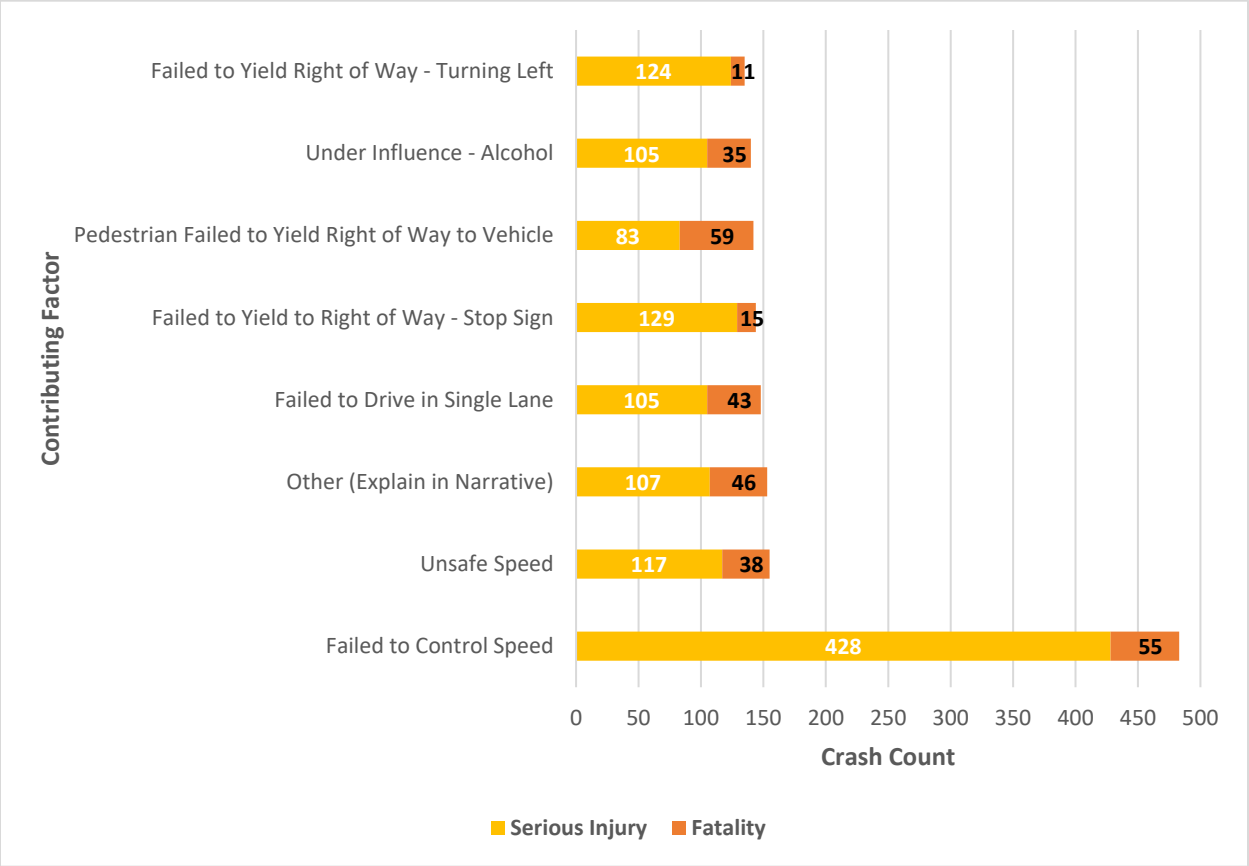


Top Contributing Factors

It is vital to understand common factors that contribute to crashes, especially those resulting in serious injuries or fatalities. Identifying the top contributing factors allows the RGVMPO and its planning partners to incorporate proven safety countermeasures and crash modification factors into the design and prioritization of future roadway investments in order to address or mitigate these contributing factors.

Of the top eight contributing factors, the top two (in terms of total crashes) involved speeding, while three others involved failing to yield the right of way. The top eight contributing factors are represented in **Figure 6** and categorized by crash severity.

Figure 6: Number of Fatal and Serious Injury Crashes by Contributing Factor, 2015-2019



FHWA has set out a variety of proven safety countermeasures, such as implementing a roundabout at an intersection with a high crash rate or installing walkways to increase safety for pedestrians on segments where pedestrian-related crashes were higher than others (**Figure 7**).

In some cases where the implementation of a proven safety countermeasure in response to a top contributing factor is not possible, a risk management

approach can be used by applying crash modification factors. One example of this concept can be illustrated using the top contributing factor represented in **Figure 6**. Failure to control speed might indicate that the improvement of a roadway should incorporate traffic calming techniques, however, if the roadway is an interstate, the application of traffic calming measures would be prohibited.

In this case, several crash modification factors (CMF) could be considered with the goal to reduce the risk and/or severity of a crash where speeding was a factor. One such CMF would be to install cable rails in the clear zone for non-elevated portions of the interstate. A crash might still occur in this location, but the likely severity of the crash could be greatly reduced by the cable rail compared to the potential severity if no rail or concrete barriers were present.

Additionally, the consideration of safety countermeasures and CMFs can be used when scoring and comparing new roadways where no data is yet available. In these instances, the design and scope of the new roadway can be scored based on what safety countermeasures and CMFs it incorporates in comparison to the region's top contributing factors.
A new commercial corridor that implements access management should ostensibly receive a better score than a roadway that allows any number of driveways, as the first example has a higher likelihood of improving regional safety performance because it directly addresses the top contributing factor of failure to yield.

Point scale and range for this scoring process would need to be considered thoroughly and carefully to avoid creating a false sense of bias. **Figure 7** shows the safety countermeasures promoted by FHWA, and further detail can be found

on FHWA's safety page.[1] Additional information on CMFs can be found on the CMF Clearinghouse.[2]

Figure 7: FHWA Proven Safety Countermeasures[3]



Active Transportation Crashes

Of the 142,203 (

Table 2) crashes that occurred during the five-year period, a total of 2,238 crashes were categorized as active transportation crashes, which is 1.6% of the total number of crashes for the RGVMAB.

Table 1 shows the total and severity of active transportation crashes and five-year rolling average. Reviewing crash severity for non-motorized users, 5% resulted in a fatality.

[1] https://safety.fhwa.dot.gov/provencountermeasures/fhwasa18029/
[2] http://www.cmfclearinghouse.org/
[3] https://safety.fhwa.dot.gov/provencountermeasures/

Additionally, the five-year rolling average indicates that approximately 12% of active transportation accidents resulted in serious injuries.

Table 1: Regional Active Transportation Crashes, 2015-2019

Measure	2015	2016	2017	2018	2019	5 Year Rolling Average	Percent of AT Crashes Total
Total Number – AT Crashes	472	475	424	418	449	447.6	100%
AT Crashes Resulting in Fatality	25	30	26	23	19	24.6	5%
AT Crashes Resulting in Serious Injury	64	55	49	45	63	55.2	12%

Table 2 summarizes the five-year counts and percentage of active transportation crashes in comparison to regional totals for all crashes. While non-motorized crashes comprise only 1.57% of all crashes for this period, they comprise 26.14% of all fatal crashes.

Table 2: Comparison of Five-Year Crash Totals; Active Transportation vs. All Users, 2015-2019

Measure	All Users	Active Transportation	Percent of Measure
Crash Count	142,216	2,238	1.57%
Fatalities	440	115	26.14%
Serious Injuries	1,968	248	12.60%

Figure 8 shows the total number of active transportation crashes resulting in fatality per year throughout the region between 2015 and 2019.

Figure 8: Activation Transportation Crashes Resulting in Fatality by Year, 2015-2019

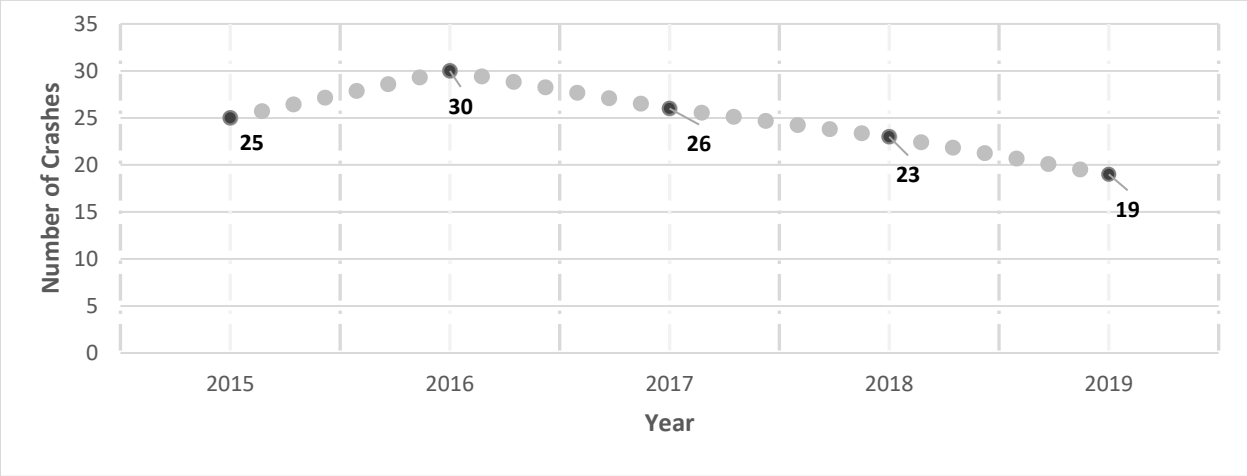
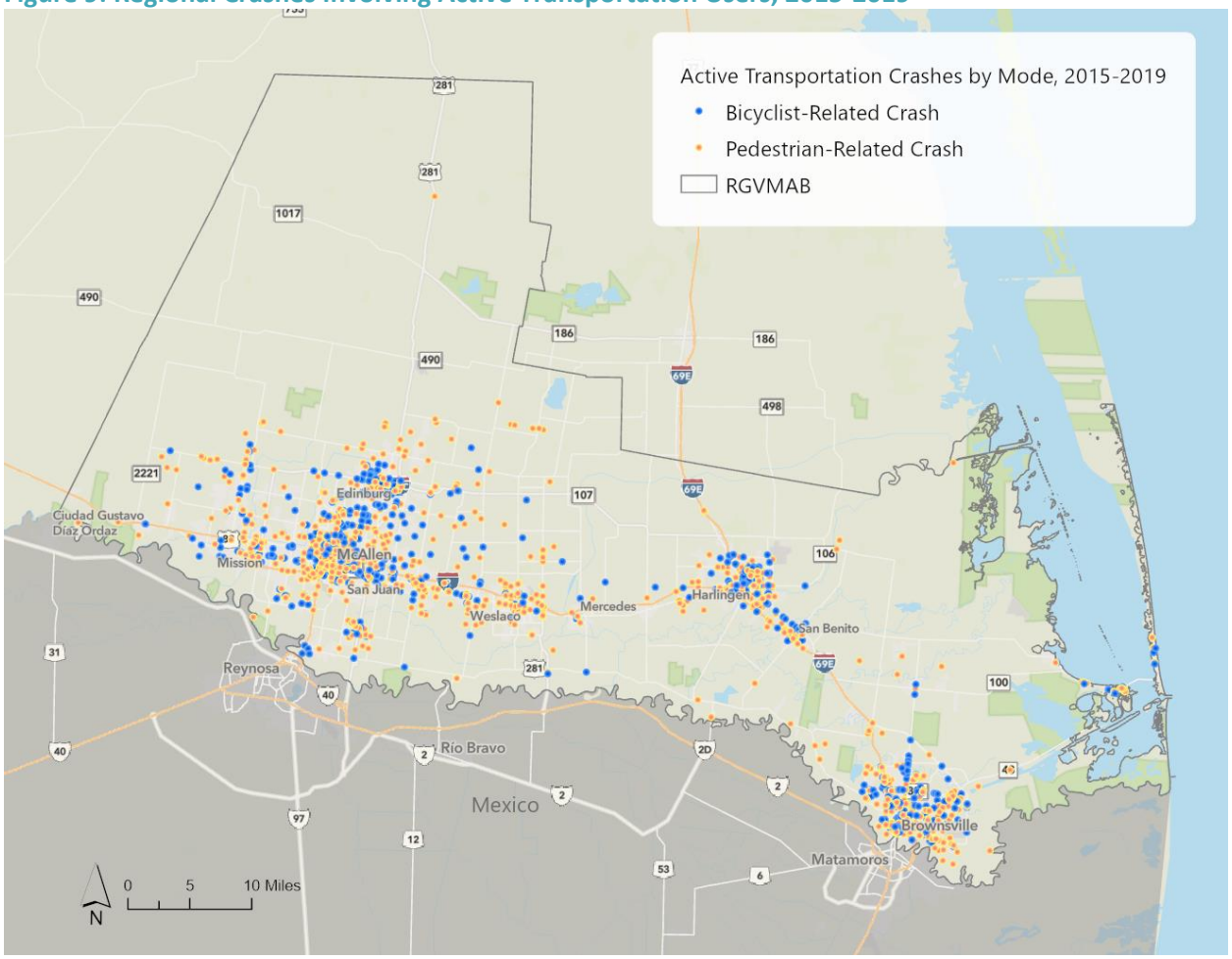


Figure 9 shows the location of crashes involving bicyclists and pedestrians throughout the region between 2015 and 2019.

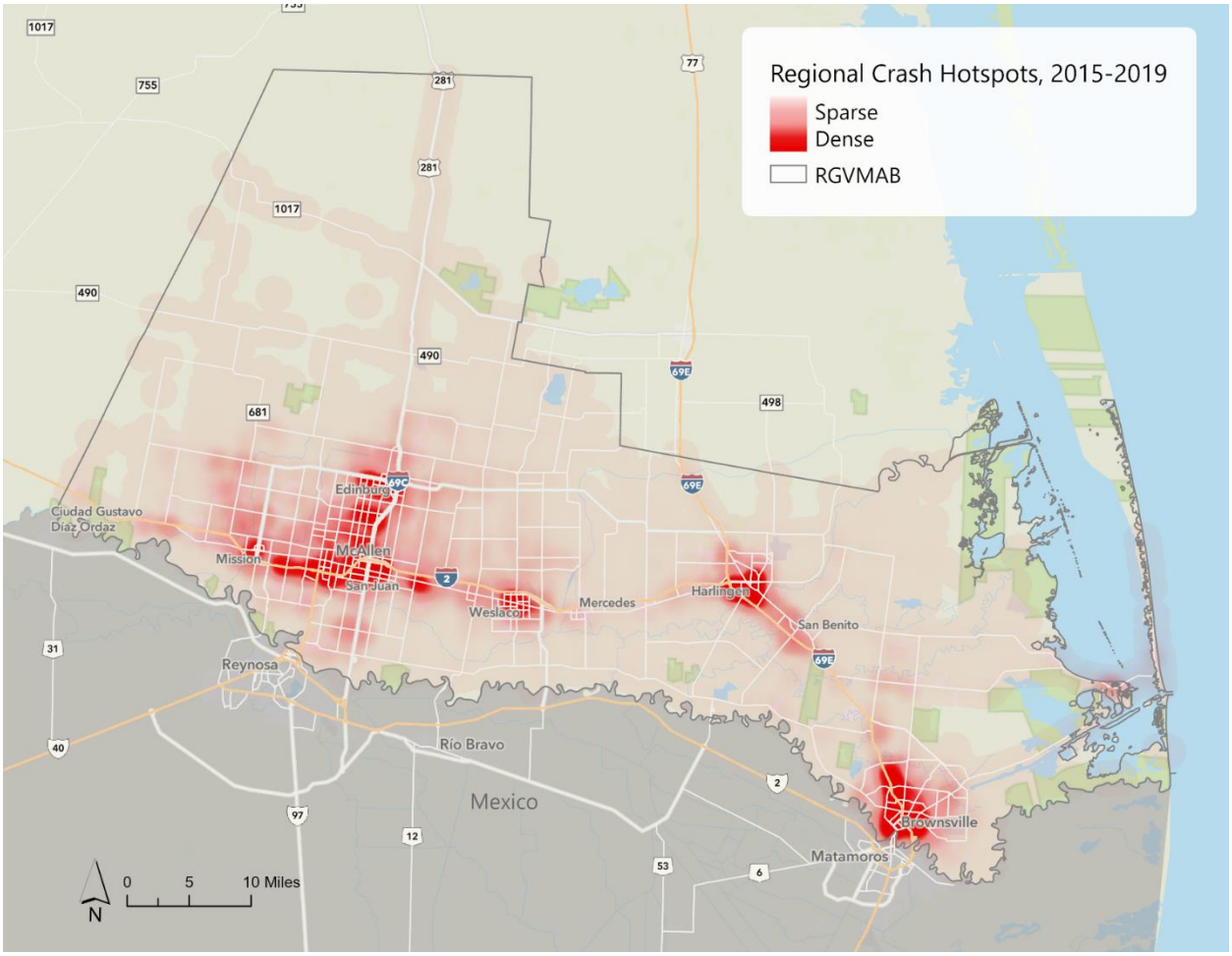
Figure 9: Regional Crashes Involving Active Transportation Users, 2015-2019



Crash Hotspots

Crash hotspots were identified within the RGVMAB through spatial analysis of intersections and roadway segments that experienced the highest number of crashes over the five-year period. Total crashes, crashes involving pedestrians, crashes involving bicyclists, and crashes resulting in serious injury or fatality are all considered in this analysis. Figure 10 displays crash hotspots identified through geolocation of the collected crash data.

Figure 10: Regional Crash Hotspots, 2015-2019



Top Crash Intersections

Using the TDM network, a GIS points layer was generated to identify all intersections in the roadway network for the region. Along with crash point data, these intersection points were used to conduct a proximity analysis that associated intersection crashes to the nearest intersection. Texas crash data was filtered using attributes provided in the dataset that flagged crashes occurring at intersections. Once the crash data was narrowed down, the number of crashes for each intersection was calculated by assigning each crash to its closest intersection. The analysis below lists and summarizes the intersections that experienced the most crashes between 2015 and 2019.

Top Intersections – Total Crashes

Nine of the top twenty intersections with the highest total crashes are located along frontage roads. Two of the top twenty intersections are located on E. Ruben M. Torres Blvd., two on N. Cage Blvd., and two more are located on Harrison Ave./Tyler Ave. (Spur 206). The intersection of be E. Ruben M. Torres Sr. Blvd. at Old Hwy 77 topped the list with the highest total number of crashes (106) between 2015 and 2019. Table 3 shows the number of crashes experienced at the top 20 crash intersections in the region and provides details on whether active transportation users were involved and how many fatal or serious injury crashes occurred at these locations.

Table 3: Top 20 Crash Intersections, 2015-2019

Intersection	Crash Count	Bicyclist Crashes	Pedestrian Crashes	Serious Injury Crashes	Fatal Crashes
E. Ruben M. Torres Sr. Blvd. & Old Hwy 77	106	0	0	24	0
E./W. Frontage Rd. (US-83) & S. Ware Rd.	86	0	1	1	0
Spur 206 & IH-69E	80	0	2	1	0
E./W. Frontage Rd. (US-83) & S. Shary Rd.	79	0	1	1	0
E./W. Frontage Rd. (US-83) & S. Bryan Rd.	67	0	0	1	0
E. Tyler Ave. (Spur 206) & S. 15th St.	67	1	3	0	0
E./W. Frontage Rd. (US-83) & N. Cage Blvd.	66	0	1	1	0
E. Earling St./E. Nolana Loop & N. Cage Blvd.	61	0	2	1	0
E. Rueben M. Torres Blvd. & N./S. Frontage Rd. (IH-69E)	56	0	0	1	0
W. Alton Gloor Blvd. & N./S. Frontage Rd. (IH-69E)	54	0	0	0	0
W. Price Rd. & N./S. Frontage Rd. (IH-69E)	54	0	0	0	0
Ed Cary Dr. & N./S. Frontage Rd. (IH-69E)	53	0	0	0	0
W. Wisconsin Rd. & S. McColl St.	53	1	0	2	0
US-83 & Jackson Rd.	50	1	1	1	0
E./W. Frontage (US-83) & S. 10th St.	47	1	3	2	0
Wilson Rd. & IH-69E	46	0	0	0	0
W. Ferguson Ave. & N. Cage Blvd.	46	0	0	0	0
TX-54-SPUR & IH-69E	45	1	0	1	0
Primera Rd./TX-499-Loop & N. 77 Sunshine Strip	44	0	0	1	0
BUS-83 & Alamo Rd.	43	0	0	0	0

Top Intersections – Crashes Involving Pedestrians

Out top twenty intersections for all crashes, eight of those intersections involved pedestrian collisions. Both the intersection of E. Tyler Ave. (Spur 206) & S. 15th St. and E./W. Frontage (US-83) & S. 10th St. involved three pedestrian crashes

Top Intersections – Crashes Involving Bicyclists

Although the number of bicycle-related crashes accounts for around 0.5% of all crashes in the region, only five of those crashes took place at one of the top twenty intersections identified within the RGVMAB, which all reported involving just one bike related crash.

Top Intersections – Crashes Resulting in Serious Injury or Fatality

For intersections where crashes resulting in serious injury or fatality occurred over the five-year period, six of the intersections are located along frontage roads. The intersection of E. Ruben M. Torres Blvd. & Old Hwy 77 experienced 24 crashes involving serious injury during the five-year period, which is the highest amount of this type of crash for all intersections. None of the top twenty intersections involved any crashes that resulted in fatalities.

Top Crash Roadway Segments

To identify the roadway segments with the highest crash counts in the RGVMAB over the five-year period, the RGVMPO 2045 MTP utilizes the same proximity analysis used for the intersection hotspots applied instead to the roadway segments in the RGVMAB. Intersection crashes were excluded from this analysis. The analysis first determines a 150-foot buffer around RGV TDM network segments. The next step is to assign any crashes within the buffer to a segment, indicating that the crash likely occurred along that portion of the roadway. The result of this analysis is a list of top roadway segments in the region with potential safety issues (i.e. road segments that experienced the highest number of crashes between 2015 and 2019).

Top Segments – Total Crashes

Seven of the top twenty high-crash segments are located along IH-2/US-83, indicative of both the high degree of traffic flowing along the freeway and the increased safety concerns generated by high-speed roadway facilities. Three other high-crash segments are located on IH-69E, three are located on IH-69C, and two are located on E. Ruben M. Torres Blvd./FM 802. The roadway segment of IH-2/US-83 from S. Jackson Rd. to Sugar Rd. topped the list with 664 crashes between 2015 and 2019.

Figure 11 presents the locations of both the top twenty intersections and segments with the highest crash total over the five-year period from 2015 to 2019.

Figure 11: Top 20 Most Dangerous Intersections & Segments, 2015-2019

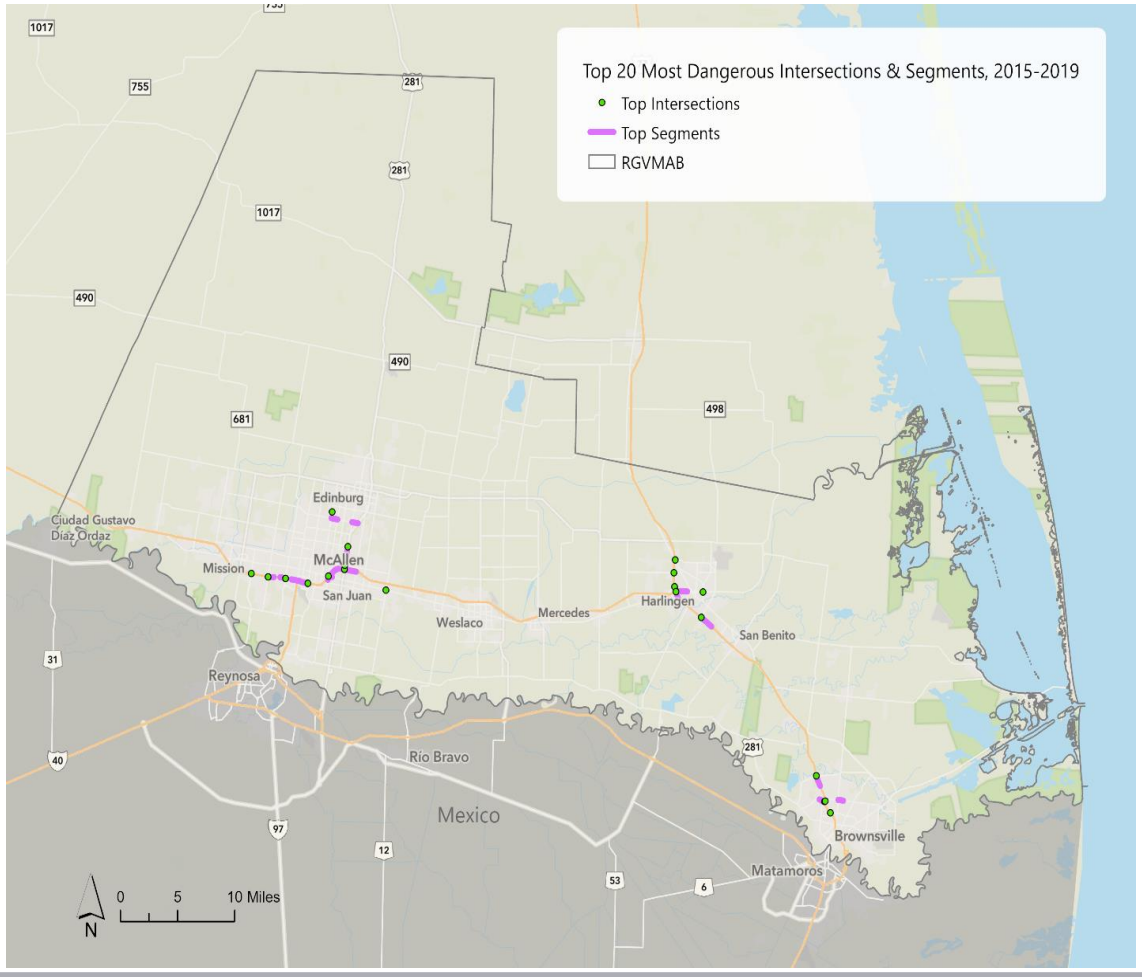


Table 4 describes the roadway segments that experience the largest number of crashes and provides a total number of crashes that occurred along these segments during the five-year period.

Table 4: Top 20 Crash Segments, 2015-2019

Roadway	Limit To	Limit From	Crash Count	Bike Crashes	Pedestrian Crashes	Serious Injuries	Fatal Crashes
I-2/US-83	Jackson Rd.	Sugar Rd.	664	0	2	3	0
I-2/US-83	N. Cage Blvd.	N. Veterans Blvd.	606	0	1	3	1
I-2/US-83	S. 23rd St.	S. 10th St.	558	0	0	6	1
I-69E	Spur 206	W. Lincoln Ave.	555	0	0	6	0
N. Cage Blvd./I-69C	W. Sioux Rd.	W. Earling St.	455	0	1	4	0
SS 206	I-69E	S. F St.	425	2	3	1	2
I-2/US-83	Sugar Rd.	N. Cage Blvd.	406	0	0	0	1
I-2/US-83	S. Shary Rd.	S. Taylor Rd.	370	0	2	4	0
W. Trenton Rd.	S. McColl St.	Jackson Rd.	344	0	0	4	0
N. Cage Blvd/I-69C	IH-2	E. Ferguson Ave.	292	0	1	1	0
I-69E	Morrison Rd.	W. Alton Gloor Blvd.	289	0	2	7	1
Jackson Rd.	W. Kelly Ave.	US-83-BR	287	1	1	1	0
I-69E	Ed Carey Dr.	Helen Moore Rd.	261	0	1	4	1
N. Cage Blvd./I-69C	E. Ferguson Ave.	W. Sioux Rd.	250	0	0	1	0
US-83-BR	Jackson Rd.	S. Casa Rd.	246	1	0	4	0
I-2/US-83	Bentsen Rd.	S. Ware Rd.	244	0	0	3	0
I-2/US-83	S. 29th St.	S. 23rd St.	232	0	1	2	1
E. Rueben M. Torres Blvd.	McFadden Dr.	Old Hwy 77	209	0	1	2	2
W. Trenton Rd.	S. Closner Blvd.	I-69C	201	0	0	0	0
E. Ruben M. Torres Blvd.	Paredes Line Rd.	Hudson Blvd.	171	0	1	1	0

Top Segments; Crashes Involving Pedestrians

Focusing on roadway segments with relatively high counts of crashes involving pedestrians, four of the top segments are along I-2/US-83. The roadway segment

that experienced the highest number of crashes involving pedestrians is SS 206 from I-69E to S. F St. with three crashes between 2015 and 2019.

Top Segments; Crashes Involving Bicyclists

Analysis of crashes involving cyclists revealed that there are three segments where this type of crash occurred. SS 206 from I-69E to S. F St. experienced the highest number of accidents (2) involving bicycles between 2015 to 2019.
The other two segments recorded one cyclist related crash each, which were the segments of US-83-BR from Jackson Rd. to S. Casa Rd. and Jackson Rd. from W. Kelly Ave. to US-83-BR.

Top Segments; Crashes Resulting in Serious Injury or Fatality

Of the top twenty roadway segments with the highest total number of crashes resulting in serious injury or fatality, thee of the top five are located on I-69E, and the other two are located along I-2/US 83. The segment of I-69E from Morrison Rd. to W. Alton Gloor Blvd. topped the list with eight (8) crashes resulting in serious injury or fatality over the five-year period.

Conclusion

The primary takeaways from the RGVMPO 2045 MTP safety analysis for the RGVMAB include:

- Although crash locations occur in areas of higher VMT, they do not necessarily correlate directly with the amount of travel (i.e. VMT), as the crash rate did not consistently increase along with VMT over the five-year period.
- The serious injury and fatality rates for the RGVMAB are all significantly lower in comparison to the Texas statewide average.
- The total number of crashes involving pedestrians is around 2.41 times higher than the number of crashes involving cyclists.

- The interstates and frontage roads within the region seem to have the highest crash rates and should be considered a priority when considering safety improvements.

The RGVMAB is a very large region and although some segments may be viewed as having higher crash rates than others, all crash hotspots within the region should be reviewed to determine proper safety improvements moving forward. The analysis of observed crash hotspots and overall safety trends is intended to help the RGVMPO and its planning partners prioritize projects and safety improvement strategies based on a data driven approach to address regional safety and mobility. This information is also intended to help the MPO's planning partners identify factors that contribute to crash prevalence and severity (including speed, lack of pedestrian and bicycle facilities, and geometric design issues) that can be used to inform future planning efforts and project identification moving forward in future efforts.

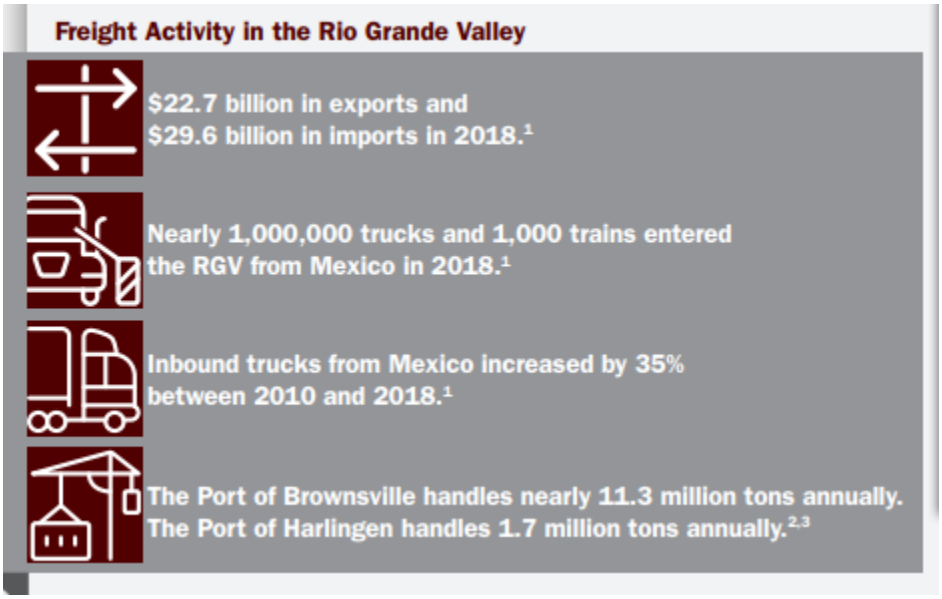


15. INTERNATIONAL COMMERCE & FREIGHT MOVEMENT



Chapter 15: International Commerce and Freight Movement

In deep south Texas lies a region known as the Rio Grande Valley, an international trade hub with a growing population and thriving economy. The Texas-Mexico border currently generates more than $325 billion annually in GDP and generates 6.2 million jobs in both countries. By 2050, the economic impact of the border will increase to over 20 million jobs and nearly $1.1 trillion in GDP. The Rio Grande Valley / Tamaulipas, Mexico region impacted the 2017 GDP by a total of $36.7 billion. This region's commerce and freight movement also produced more than 1.4 million jobs. These amounts reflect movement of goods by trucks through border crossings and the highway network. Freight rail movements generate $0.7 billion annually and people movements contribute $3.1 billion annually, while generating over 150,000 jobs combined (all within the RGV/Tamaulipas region).



1 U.S. Department of Transportation, 2018 - https://www.bts.gov/transborder
2 Port of Brownsville, 2019 - https://www.portofbrownsville.com
3 Port of Harlingen, 2019 - http://portofharlingen.com

The RGVMPO freight and trade planning procedures are aimed at targeting regional connectivity, efficiency at intermodal facilities and border crossings, and continued economic prosperity. Maintaining participation in both regional and state transportation committees fosters alliances between freight and trade stakeholders. The Border Trade Advisory Committee, RGV Freight & Trade Plan Committee, and Binational Regional Steering Committee serve as forums for sharing insight and concerns crucial to the freight and trade network. Constant analysis of data from both land and seaport of entries is paramount to essential short & long-term planning policies.

BORDER TRADE ADVISORY COMMITTEE

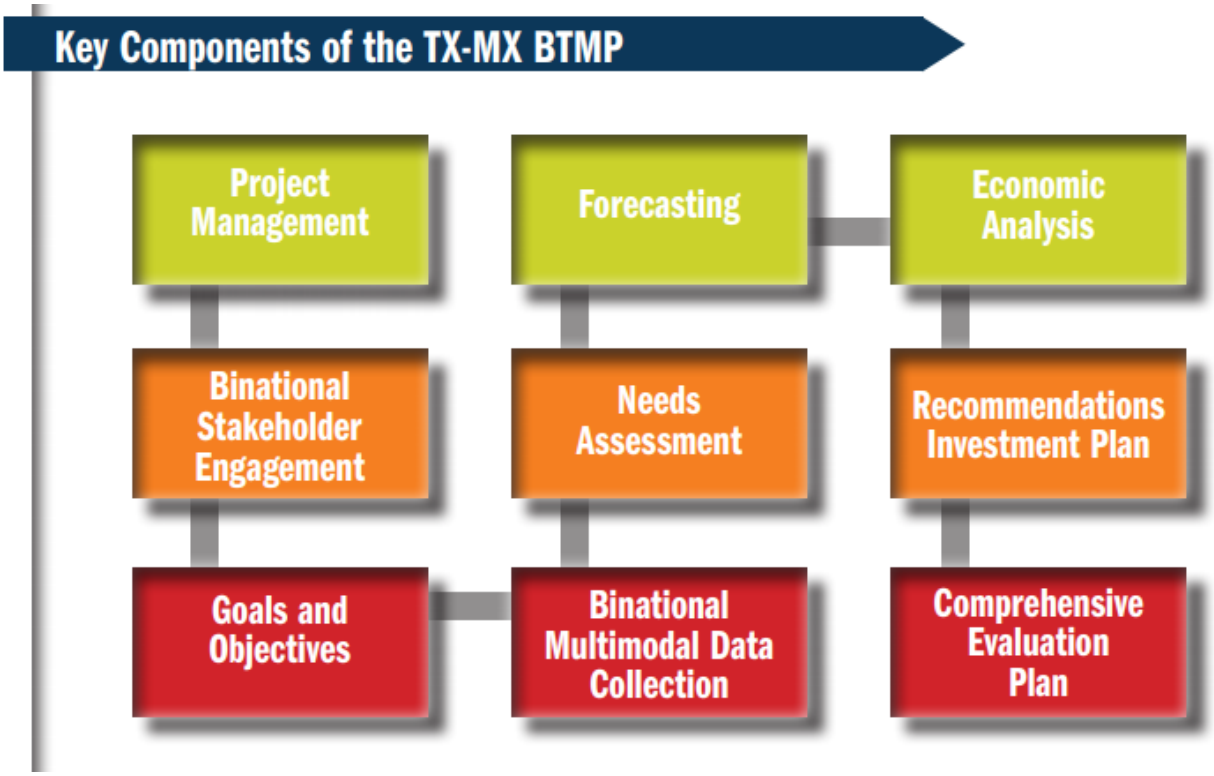
The Border Trade Advisory Committee (BTAC) is comprised of members from stakeholders in the transportation planning process for the Texas-Mexico Border Region. The committee meets monthly and discusses transportation concerns affecting movement of freight and trade across the Texas-Mexico border. Recommendations from this committee assist both state transportation commissioners and the governor when addressing high priority border trade transportation relations. Through participation in TXDOT's planning process, this committee provides insight to creation of strategic transportation initiative plans, including a Texas Border Transportation Master Plan. Members opinions vary from issues on trade to prioritizing funding for freight improvements that support the state's economy and contribute to global competitiveness. RGVMPO Executive Director Andrew Canon is a member of the BTAC and serves as Chairman of the Rio Grande Valley Freight & Trade Plan Steering Committee.



Texas Border Transportation Master Plan (TX-MX BTMP)

Binational, federal, state, regional, and private sector stakeholders are assisting TXDOT and the BTAC in the development of this plan. The TX-MX BTMP is comprehensive in identifying challenges to the movement of both people and goods. This plan will supplement investment strategies pertaining to transportation and binational, state, regional, and local economic ambitions. The purpose of this plan is to promote collaboration between Texas and Mexico on binational planning, programming, and implementation of policies, programs, and projects for border crossings and facilities that support multimodal transportation. The BTMP will serve as reference when meeting federal and state requirements in relation to policies, programs, and project recommendations.

Objectives for the BTMP include: (1) Conduct a binational analysis of the existing transportation systems (roadway, transit, pedestrian, pipeline, and rail, etc.) and analyses of current and future transportation (2) Assess all ports-of-entry (POE) support facilities that facilitate the cross-border movement of people and goods. (3) Develop an extensive and collaborative binational public and private-sector stakeholder engagement.

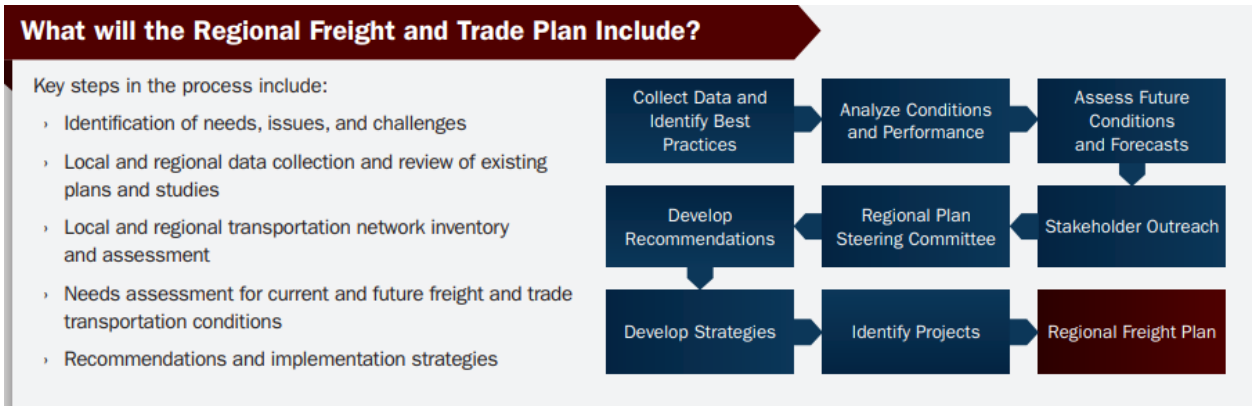


RIO GRANDE VALLEY REGIONAL FREIGHT AND TRADE

The RGV Freight and Trade Plan Steering Committee is dedicated to the development of a regional freight and trade plan. This group also serves as a sub-committee to the Texas Freight Advisory Committee, who advises TXDOT on issues, priorities, projects, and funding related to freight infrastructure. Ensuring participation from private sector freight agencies and identifying freight transportation needs is vital to planning, programming, investing, and implementing processes. Additionally, identifying high priority and strategic projects that generate safe & efficient movement of freight, is a key factor in prioritizing investments.

RGV Regional Freight & Trade Plan

The purpose of the regional freight & trade plan is to identify activities, opportunities, challenges, and strategies pertaining to freight & trade within the Rio Grande Valley region. This plan will also identify impacts on local, regional, and statewide transportation networks and economic competitiveness. Objectives for this plan include: (1) Local and Regional Data Collection, (2) Analysis of Local Land Use and Freight Mobility,
(3) Enhanced Regional Freight and Trade Forecasts, (4) Identification of Regional, Statewide, National, and International Spheres of Influence, (5) Identification of a Regional Multimodal Freight and Trade Transportation Network, and (6) Recommendation of Strategies for Freight and Trade Mobility, Connectivity, and Safety





The Rio Grande Valley study area includes Brooks, Cameron, Hidalgo, Kenedy, Starr, and Willacy counties.

BINATIONAL REGIONAL STEERING COMMITTEE (BNRSC)

The BNRSC is composed of stakeholders with interests in binational and multimodal corridor identification, designation, and needs assessment. Members of this committee are heavily involved in cross-border commodity flow, forecasting the movement of people & goods, and the economic importance of the Texas-Mexico border. In assistance to the Border Trade Advisory Committee and TXDOT, the BNRSC's main goal has been to complete and implement the Border Trade Master Plan. This committee has met for four separate sessions this year, with meetings held in three regions along the Texas-Mexico border:

- El Paso/Santa Teresa/Chihuahua Región
- Laredo/Nuevo Laredo Region
- Rio Grande Valley/Tamaulipas Region

OVERVIEW OF INTERNATIONAL BRIDGE CROSSINGS

There are currently ten international border crossings within the RGVMPO study area: 9 international bridges and one international ferry crossing. By working cooperatively with Mexico, the transportation system can be improved throughout the region and across national boundaries. An improved transportation system provides safe and efficient movement of people and goods and in turn leads to an increase in economic opportunities.

ANZALDUAS INTERNATIONAL BRIDGE



The Anzalduas International Bridge was completed and opened in 2009 and connects the South McAllen / Mission area to the west side of Reynosa. This approximately 3-mile long bridge is expected to decrease travel time for those wishing to get from Mexico City, Mexico to Houston, Texas and beyond without traveling through Laredo. On August 19, 2016, McAllen Mayor Jim Darling drove the first truck Southbound on the Anzalduas Bridge, to signify the opening of the bridge for truck traffic. The City of McAllen helped fund a lane for southbound empty trucks from 3 PM to 10 PM.

BROWNSVILLE & MATAMOROS INTERNATIONAL BRIDGE

The Brownsville & Matamoros International Bridge, also known as B&M International Bridge, Brownsville-Matamoros International Bridge and Express Bridge, is one of three international bridges that cross the U.S.-Mexico border between the cities of Brownsville, Texas, and Matamoros, Tamaulipas. It is popularly called the old bridge because its original incarnation, still standing, is the city's oldest international bridge. In 1999, Texas state Historical marker 11778 was placed at the site by the Texas Historical Commission and the Cameron County Historical Commission to recognize the bridge's historical significance. Currently, the B&M Bridge Company is jointly owned by the federal government of Mexico and the Union Pacific Railroad Company. Union Pacific trains cross the original International Bridge. The B&M Bridge Company is now calling its automobile bridge the Express Bridge in honor of its issuance in 1999 of prepaid toll express cards. The Express Bridge is also open to, and collects tolls from, bicyclists and pedestrians.



DONNA-RIO BRAVO INTERNATIONAL BRIDGE



This is Hidalgo County's newest international bridge which opened in November 2010. The history of this international crossing dates back to 1979 when the initial presidential permit was issued. After many years of funding shortages, the cities of Donna and Mercedes created the Donna-Mercedes International Bridge Corporation which was able to help facilitate the completion of this project. The international bridge is located approximately 10 miles West of the Progreso International Bridge at the intersection of FM 493 and US 281 (Military Highway). This bridge connects the Donna-Weslaco-Mercedes area in the United States to the Rio Bravo area in Mexico and is expected to ease traffic congestion at other international crossings and increase economic growth on both sides of the border. The Rio Bravo municipality stretches southward into less densely populated territory and is slowly becoming a large and popular industrial center conveniently located right next to the booming "Maquiladora" centers in Reynosa and Matamoros.

FREE TRADE INTERNATIONAL BRIDGE AT LOS INDIOS

Also known in Mexico as Puente Internacional Libre Comercio Lucio Blanco-Los Indios. The Free Trade International Bridge at Los Indios is jointly owned by the cities of San Benito, Harlingen and Cameron County. The county operates and maintains the facility. A new cold storage facility was recently added to the bridge to accommodate vegetable and fruit produce shippers from Mexico crossing into the United States. Truck drivers importing produce from Mexico are able to prolong the life of their produce at the facility while being inspected by U.S. Customs and Border Protection officers.

Sources: http://rgvpartnership.com/,

http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf

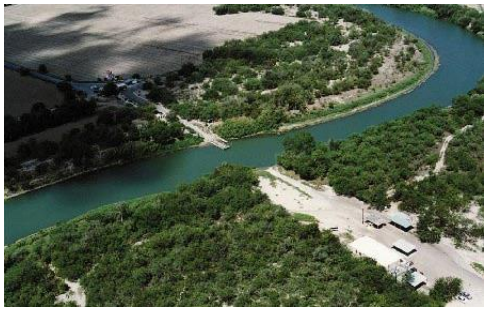
GATEWAY INTERNATIONAL BRIDGE

Gateway International Bridge is one of three international bridges that cross the U.S.-Mexico border between the cities of Brownsville, Texas, and Matamoros, Tamaulipas. It is owned and operated by Cameron County. Over the past century, it has developed the nickname of the New Bridge when the bridge was remodeled back in the 20th century. Despite the fact that the Veterans International Bridge is newer than the Gateway, it still retains its nickname. The Gateway International Bridge is located in Downtown Brownsville and a block from the University of Texas Rio Grande Valley at Brownsville. It is the most used international bridge in the city for pedestrian crossings. People on the U.S. side walk over to Mexico and have access to several tourist attractions in Matamoros.



LOS EBANOS FERRY

The Los Ebanos Ferry is the last hand-operated ferry on the Rio Grande River. It connects Los Ebanos, Texas to Gustavo Diaz Ordaz, Tamaulipas, Mexico. The ferry is anchored to a large Ebony tree which is how the town got its name. This crossing has been in operation since the 1950's and became a state historical marker in 1975. The current ferry has a maximum capacity of three cars with twelve pedestrians and operates year- round, weather permitting.





Sources: http://rgvpartnership.com/,

http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf

MCALLEN-HIDALGO-REYNOSA INTERNATIONAL BRIDGE



The McAllen-Hidalgo-Reynosa International Bridge connects the City of Hidalgo, Texas to Reynosa, Tamaulipas, Mexico. This bridge, opened in 1926, is operated by City of McAllen staff even though its physical location is in Hidalgo. The McAllen-Reynosa area has established itself as a leading industrial center and as such, this is one of the busiest and most congested border crossings. Beginning September 1, 1996, all northbound commercial vehicles were directed from this crossing to the Pharr-Reynosa International Bridge on the Rise. Southbound commercial vehicles are permitted to use the international bridge. This bridge serves to facilitate trade between Mexico and the United States. Plus, the bridge is located in a highly developed, commercial area; identified needs include the separation of vehicles using the nearby commercial retail, parking lots and duty-free stores.

PHARR INTERNATIONAL BRIDGE



Pharr International Bridge serves as one of the most important ports of entry for the U.S.-Mexico border. The bridge handles commercial vehicles as well as passenger-operated vehicles. The Pharr International Bridge connects U.S. Route 281 in Pharr, Texas, to the city of Reynosa, Tamaulipas. The residents from Mexico call it The Intelligent Bridge, due to the state-of-the-art technology. The Pharr International Bridge connects U.S. 281 to the city of Reynosa, an important industrial city in northeastern Mexico, and one of the fastest growing cities in Latin America. TxDOT has invested 25 million dollars to open a new Border Safety Inspection Facility (BSIF) that quickly checks commercial vehicles for safety on Texas/U.S. highways.

Sources: http://rgvpartnership.com/,

http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf

PROGRESO-NUEVO PROGRESO INTERNATIONAL BRIDGE



In 1928, by an Act of The United States Congress, the B&P Company was granted a permit to operate an international bridge across the Rio Grande River near the newly found, at the time, the City of Progreso. The bridge was destroyed by a disastrous flood in 1941. With the scarcity of building materials during WWII, a hand-pulled ferry was in operation until 1946, when a pontoon bridge was constructed. The pontoon bridge proved to be unsatisfactory, and in 1951, with Mexico's concurrence, construction of the first steel bridge was begun. The bridge was completed on July 22, 1952. The Progreso/Nuevo Progreso International Bridge has been in operation since then. During the first years of operation the bridge had relatively low crossings of pedestrians, automobile, and commercial traffic, even though, toll was for the southbound traffic only. Beginning in the 1970's, an increase in all three categories of crossing was seen. The bridge was renovated and completed in 2003. The bridge included broad covered walkways on each side, and it was an instant success. Bridge traffic has been very substantial over the past decade, both southbound and northbound.







VETERANS INTERNATIONAL BRIDGE

The Veterans Internal Bridge is an eight-lane bridge with two pedestrian walkways and four lanes dedicated for commercial traffic. The bridge is also known as Veterans International Bridge at Los Tomates. This bridge is located in Brownsville, Texas on the United States side and on the northern terminus of the Mexican Federal Highway 77 (Calle U.S. Hwy. 77) in Matamoros, Tamaulipas Mexico. It operates from 6 A.M. to 12:00 A.M. Midnight. It is currently the newest of the three international bridges serving the twin cities and is approximately one mile long (1.60934 km) long. Because of its length, very few pedestrians use it.



Sources: http://rgvpartnership.com/,

http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/texas-mexico-bridges-crossings-2019.pdf

BORDER CROSSING INFORMATION

The RGVMPO collects data from each border crossing that lies within its planning area. This data is being used to develop a trend in border crossings and use this information to plan for transportation improvements for the region. Border Crossing information can be seen on pages 15-22.

COORDINATED BORDER INFRASTRUCTURE PROGRAM

The Coordinated Border Infrastructure (CBI) program, Section 1101(a)(11) 1303 of SAFETEA-LU, was created to improve the safe movement of motor vehicles at or across the land borders between the United States, Canada and Mexico. CBI funds are distributed by a formula based on the following factors:

- 20% - number of incoming commercial trucks
- 30% - number of incoming personal motor vehicles and buses
- 25% weight of incoming cargo by commercial trucks
- 25% number of land border ports of entry

All projects approved for funding under this program must have a clear and direct connection to cross-border movement of vehicles which the state must document. To be eligible for CBI funds a project must be within 100 miles of an international border and must improve and facilitate / expedite cross-border motor vehicle and cargo movements. The following is a list of the types of improvements that can be made with CBI funds:

- Improvements to existing transportation and supporting infrastructure
- Construction of highways and related safety and safety enforcement facilities related to international trade
- Operational improvements, including those related to electronic data interchange and use of telecommunications
- Modifications to regulatory procedures
- International coordination of transportation planning, programming and border operations with Canada and Mexico

A border state may use these funds to construct projects in Canada or Mexico if the project directly facilitates cross-border vehicle and cargo movement at an international port of entry. If funded, Canada / Mexico must assure that the project will be constructed to standards equivalent to those in the United States and must be maintained and used only for the purpose for which the funds were allocated.

PORT OF BROWNSVILLE

The Port of Brownsville is a deep-water seaport in Brownsville, Texas. The port is connected to the Gulf of Mexico by a 17-mile-long ship channel. With approximately 40,000 acres of land and 17 miles of waterfront access, the port offers a direct route to international bridge crossings and rail connections. The Port of Brownsville manages a wide range of cargo including steel, liquids, break bulk, and dry bulk imports & exports. This port prides itself on facilitating efficient trade and commerce, while providing a secure and environmentally friendly setting. The Port of Brownsville is an essential asset to this region's economy. An economic impact study by Martin & Associates released in August 2019 stated "the port is responsible for more than 51,000 jobs and $3 billion in annual state economic activity, with more than 8,500 Rio Grande Valley workers directly employed by activities of the port."



PORT OF BROWNSVILLE
the port that works

PORT OF HARLINGEN

The Port of Harlingen provides an efficient and economical transportation option as a shallow draft inland port. This port is located near the southernmost tip of Texas on the Arroyo Colorado River. The Port is 25 miles inland of the Gulf Intracoastal Waterway and provides a route for multimodal and barge transportation. Sitting on more than 2,000 acres of land, the port contributes to global commerce as part of Foreign Trade Zone #62. Roughly 2 million tons of cargo travel through the Port of Harlingen by barge, truck, rail, and air. This port generates more than $1 billion in economic activity while sustaining over 4,600 jobs. Additionally, the Port of Harlingen contributes more than $17 million to both local and state tax revenue.



REGIONAL FREIGHT & TRADE RELATED PROJECTS

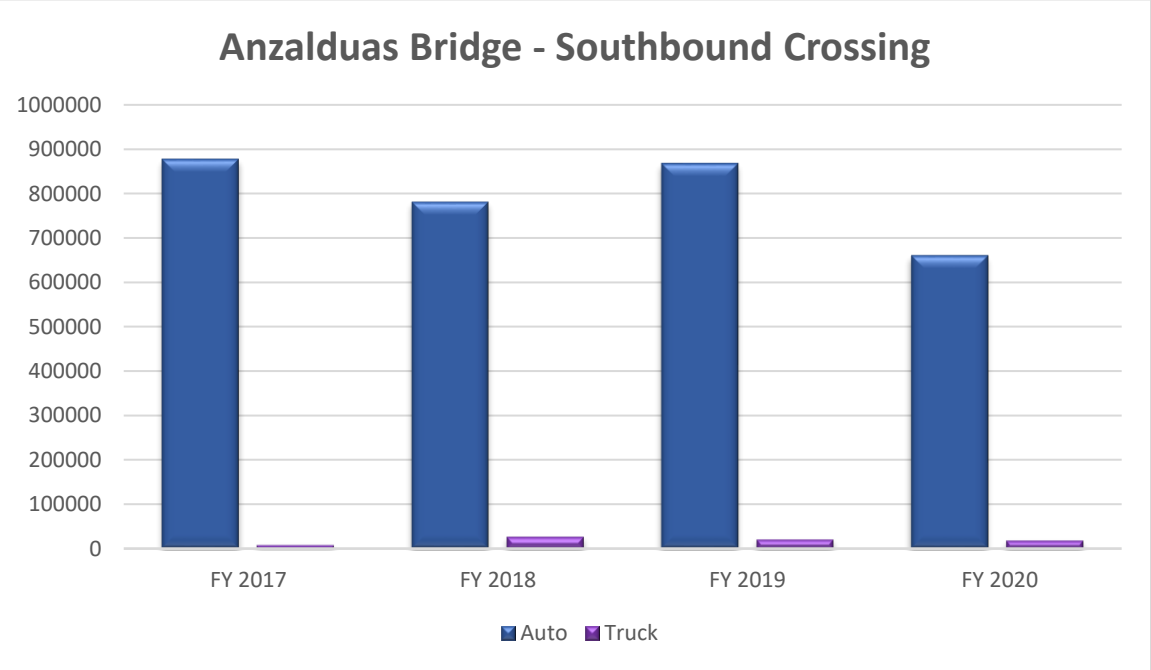
- **U.S. 77/I-69** - This collaborative multi-county project will extend existing U.S. 77 from Corpus Christi to Brownsville at Interstate standards. This potential project is under consideration as a multi-modal Corridor.
- **SH 550** – The SH 550 is a limited access toll route, 10 miles in length connecting the Port of Brownsville and State Highway 48 to Interstate 69E.
- **East Loop** - The East Loop Project consists of constructing a four to six-lane roadway from SH 4 to I-69E (U.S. 77/83) and the Veterans International Bridge at Los Tomates. The SH 32 (East Loop Project) consists of two sections along with the Port Connector Road. SH 32 East is approximately 5.6 miles long and includes the construction of a new four-lane divided highway from FM 3068 to SH 4.
- **Outer Loop** - The FM 1925 project is being developed in partnership by the CCRMA, Hidalgo County Regional Mobility Authority and TxDOT. The 26-mile project will provide a vital connection between Hidalgo and Cameron Counties.

- The proposed project will link I-69C in the City of Edinburg to I-69E north of the City of Harlingen. The Outer Parkway project will provide a new east-west travel route, improving connectivity in rural and underdeveloped areas in northeastern Cameron County. The project will extend from I-69E to General Brant Road and end near FM 1847. The 22-mile project will connect near the FM 1925 project on the west end, leading into Hidalgo County and connect to the proposed SPI 2nd Access on the east end.
- **SH 365** – is a planned 12.2 mile, four-lane divided controlled access toll facility, divided by a grassy median with rights-of-way (ROW) reserved for future widening for the ultimate facility. Additionally, there are proposed grade separations for East-West traffic between Anzalduas and Pharr International. This project also proposes to provide appropriate pavement for overweight truck utilization.
- **International Bridge Trade Corridor (IBTC) –** is a non-tolled 4 lane divided (at-grade) highway. HCRMA's SH 365 & IBTC projects provide a new set of regionally significant corridors to move traffic onto sustainable roadway links that would provide much-needed added capacity. The proposed network by the HCRMA is a cost-effective force-multiplier for both security and trade interests by providing secure / rapid routing from the ports of entry to their destinations.

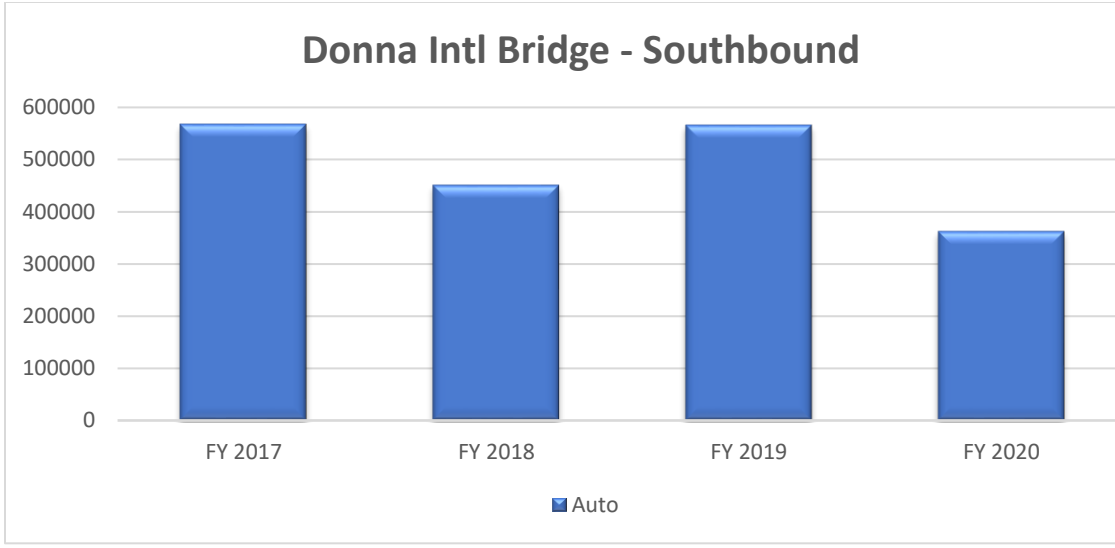
RGVMPO and its planning partners intend to continuously identify issues and cater to needs of travelers within our region. Review and analyses of regional data collection & existing plans and studies will assist in overcoming future challenges. An inventory and assessment of freight and trade transportation conditions, while considering recommendations from stakeholders, will implement the most effective strategies. Once both RGV Freight and Trade Plan and Texas-Mexico Border Master Plan are completed, a reliable framework will be established, and progressive actions can be taken.

Border Crossing Information

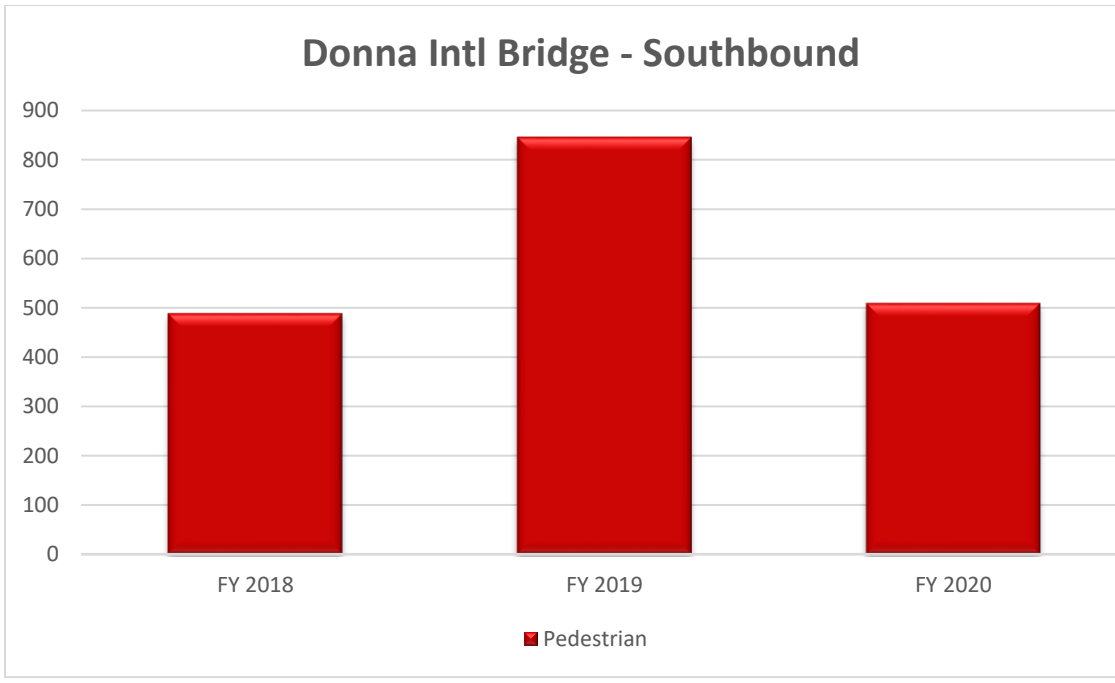
Border Crossing	POV	Pedestrian	Bus	Commercial Truck	Rail
Anzalduas International Bridge	✓		✓		
B & M Bridge	✓	✓			
Donna International Bridge	✓				
Free Trade Bridge	✓	✓	✓	✓	
Gateway International Bridge	✓	✓			
Los Ebanos Ferry	✓	✓			
McAllen-Hidalgo-Reynosa International Bridge	✓	✓	✓		
Pharr-Reynosa International Bridge	✓	✓	✓	✓	
Veterans International Bridge	✓	✓		✓	
Weslaco-Progreso International Bridge	✓	✓	✓	✓	
West Rail Bridge					✓



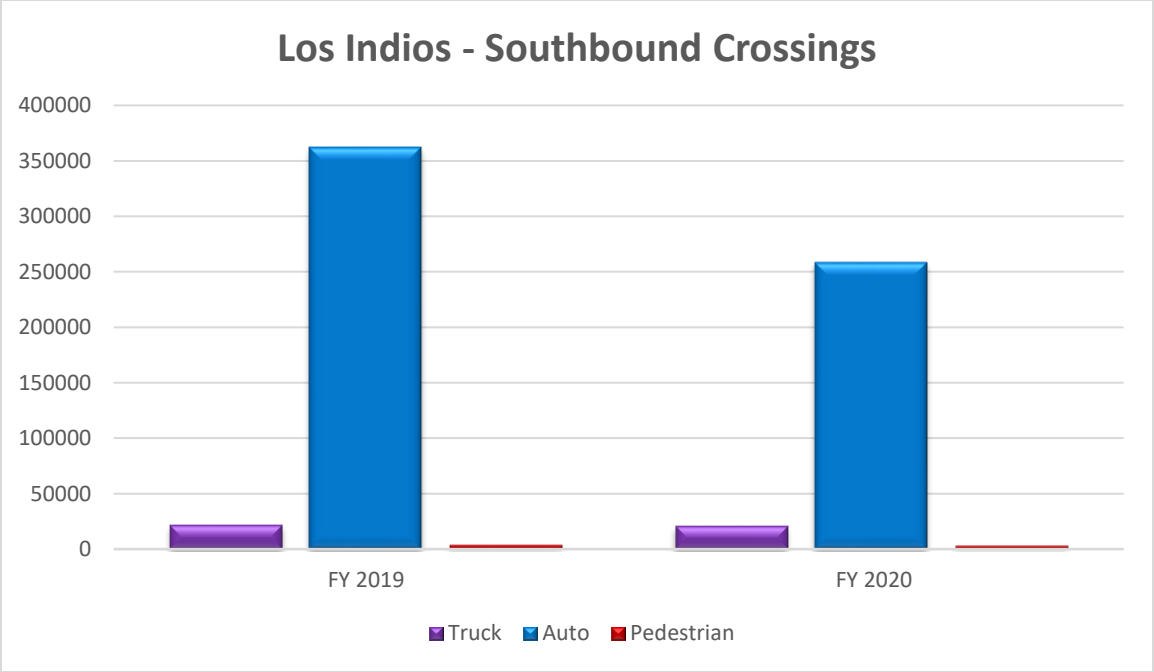
	Auto	Truck		
FY 2017	**877446**	**8621**		
FY 2018	**780655**	**25591**		
FY 2019	**868283**	**19819**		
FY 2020	**660417**	**17631**		



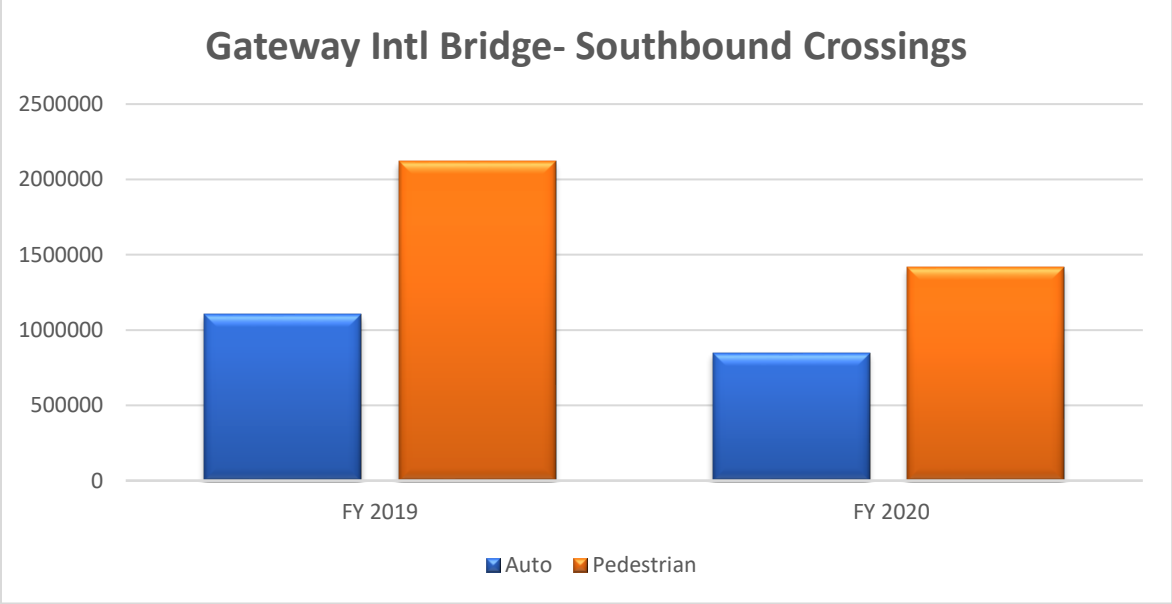
Bridge Crossings – Auto	
FY 2017	**566404**
FY 2018	**450225**
FY 2019	**564562**
FY 2020	**361420**



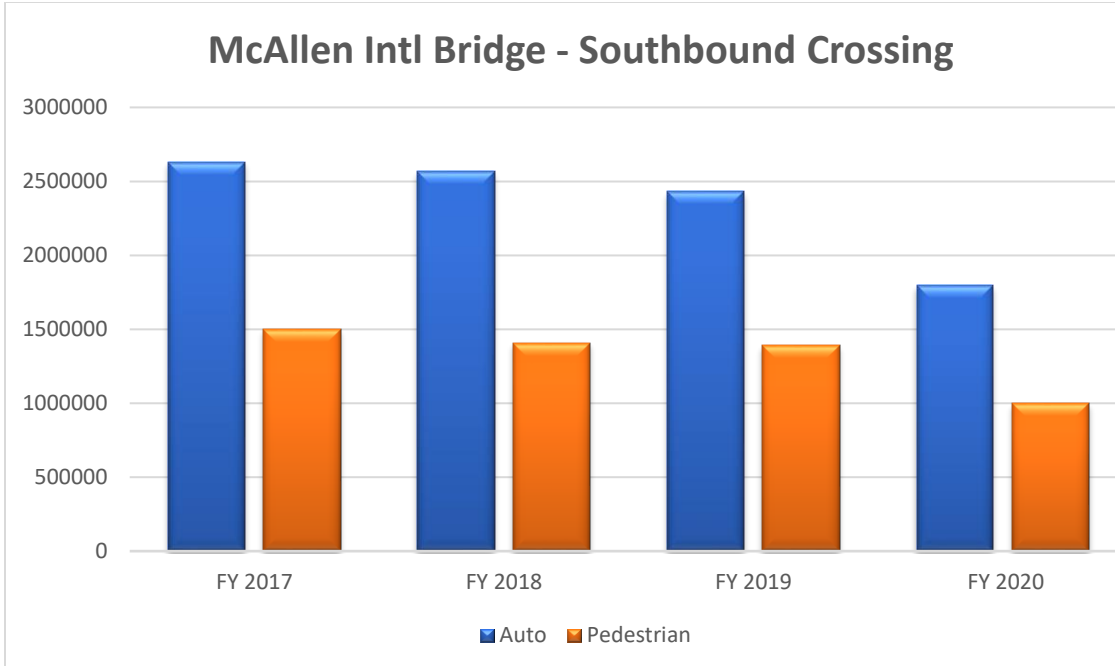
Bridge Crossings – Pedestrian	
FY 2018	488
FY 2019	845
FY 2020	509



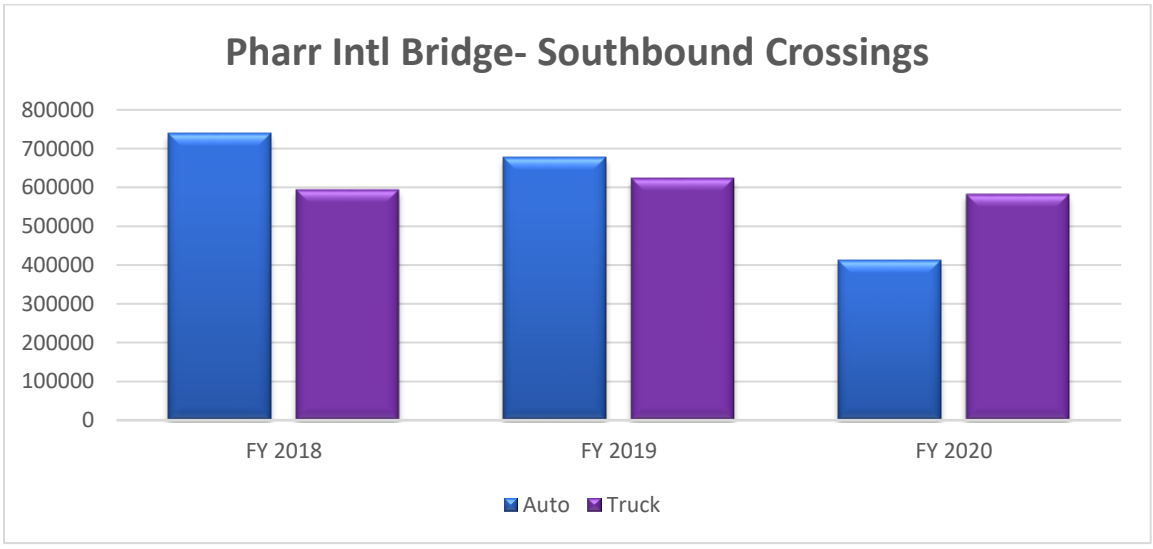
	Auto	Truck	Pedestrian
FY 2019	**361742**	**21416**	**2951**
FY 2020	**258149**	**20479**	**2438**



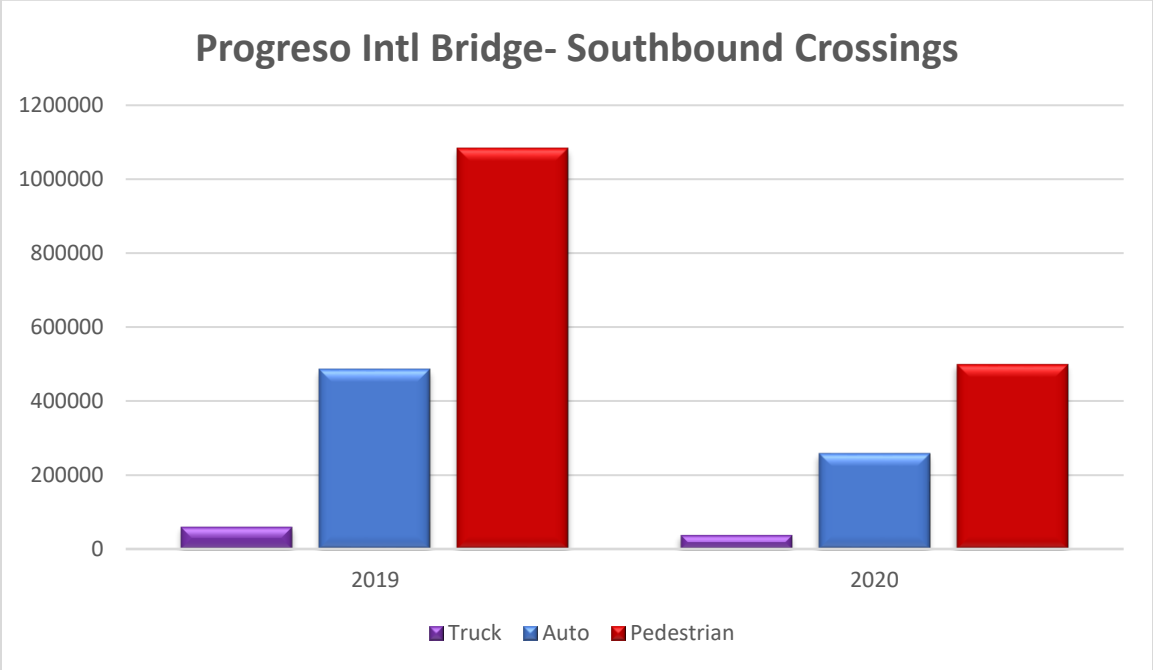
	Auto	Pedestrian	
FY 2019	1103945	2120540	
FY 2020	847998	1415231	



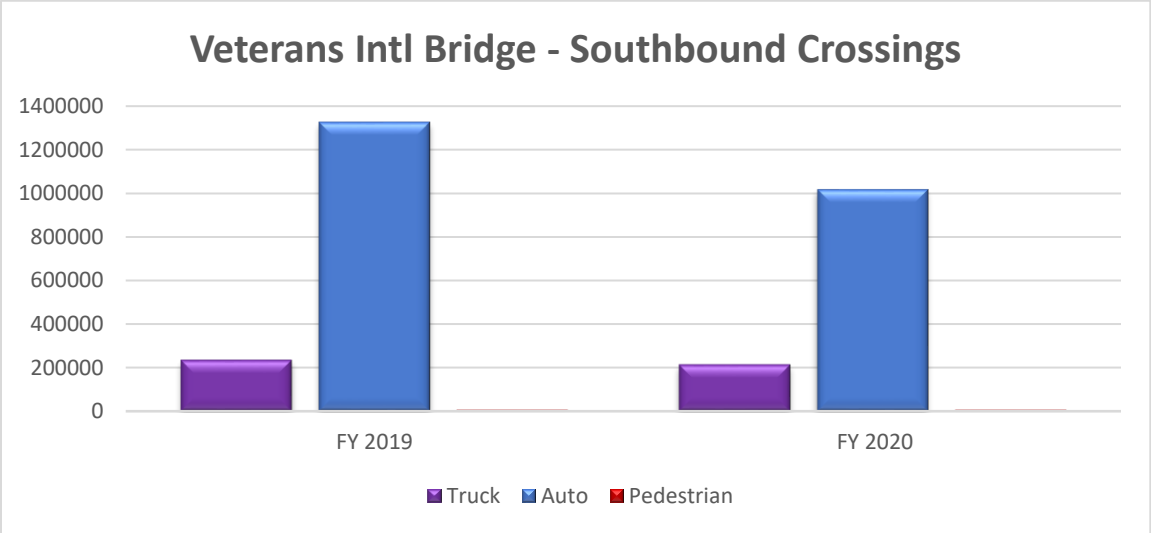
	Auto	Pedestrian		
FY 2017	2632874	1503675		
FY 2018	2565125	1405946		
FY 2019	2432219	1389401		
FY 2020	1795826	1000087		



	Auto	Truck		
FY 2018	738686	594126		
FY 2019	677062	623155		
FY 2020	412192	582475		

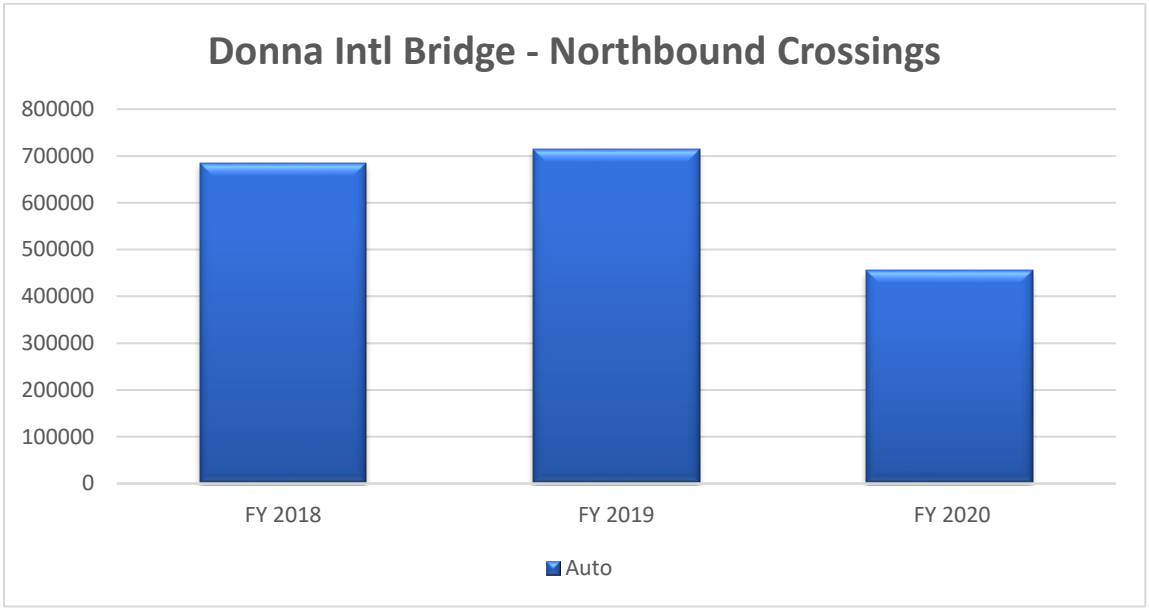


	Auto	Pedestrian	Truck	
FY 2019	484538	1083454	59645	
FY 2020	258263	500313	37623	

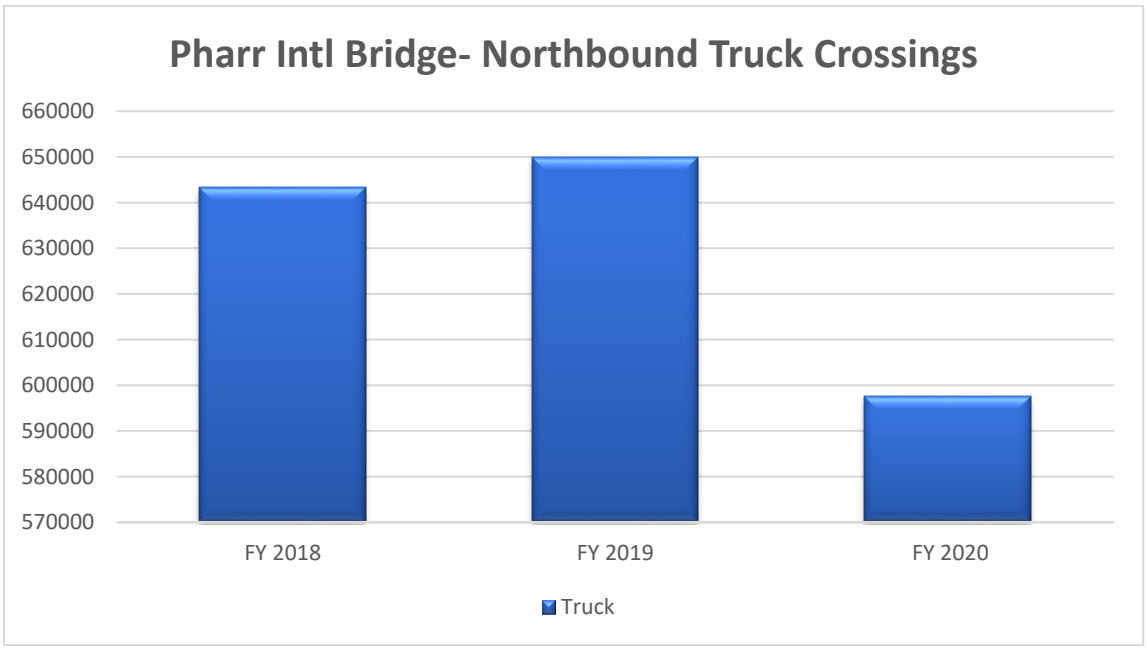


	Auto	Pedestrian	Truck	
FY 2019	1324892	1699	232701	
FY 2020	1017454	1688	211732	

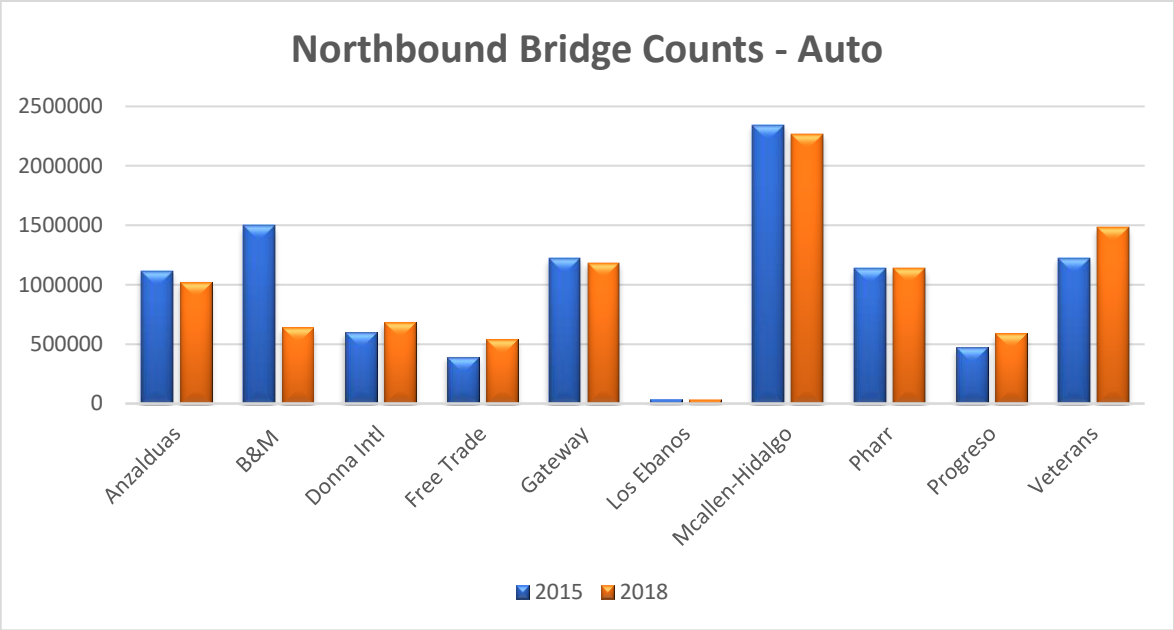
Northbound Crossing Information

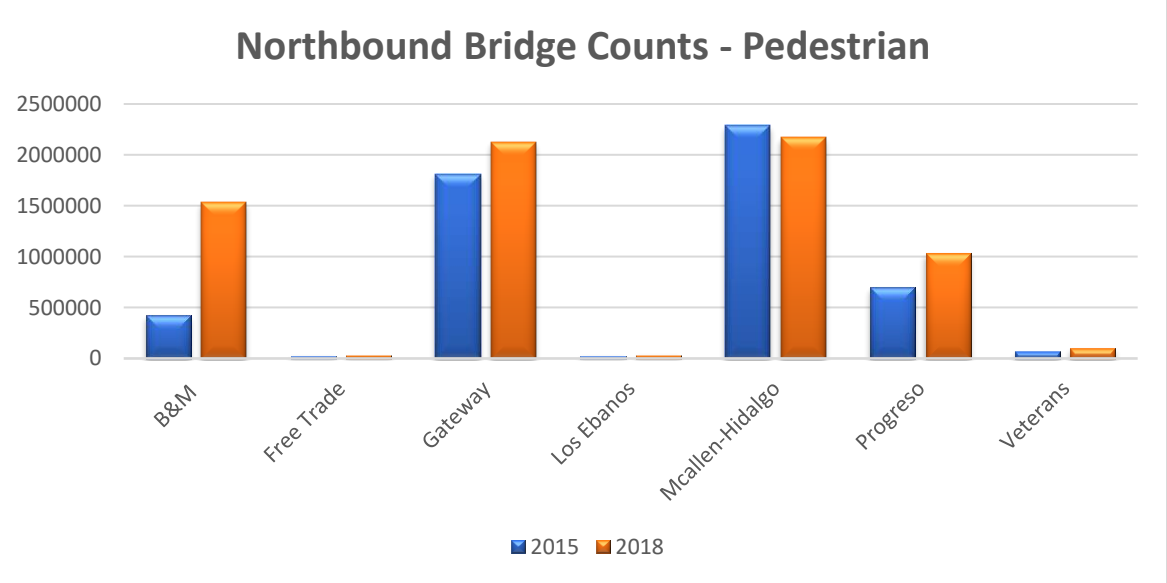


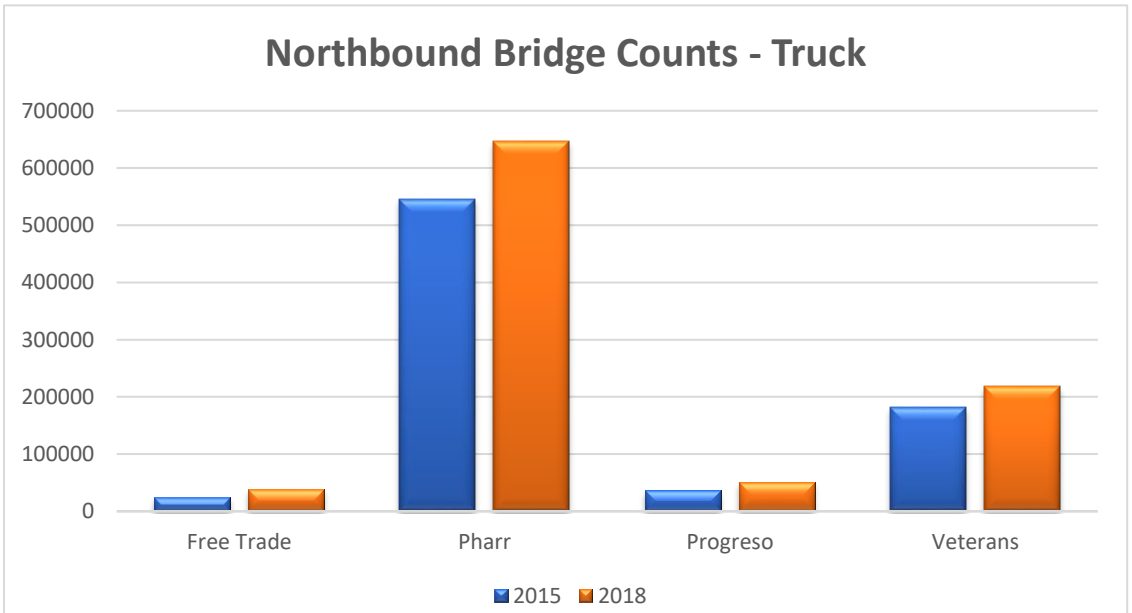
	Auto
FY 2018	685403
FY 2019	714717
FY 2020	455839



	Truck
FY 2018	643313
FY 2019	649978
FY 2020	597593


Northbound Bridge Counts - Auto
2500000
2000000
1500000
1000000
500000
0
Anzalduas
B&M
Donna Intl
Free Trade
Gateway
Los Ebanos
Mcallen-Hidalgo
Pharr
Progreso
Veterans
2015
2018


Northbound Bridge Counts - Pedestrian
2500000
2000000
1500000
1000000
500000
0
B&M
Free Trade
Gateway
Los Ebanos
Mcallen-Hidalgo
Progreso
Veterans
2015
2018


Northbound Bridge Counts - Truck
700000
600000
500000
400000
300000
200000
100000
0
Free Trade
Pharr
Progreso
Veterans
2015
2018



16. COORDINATION EFFORTS

CHAPTER 16: COORDINATION EFFORTS

OVERVIEW

Since 2019, the Rio Grande Valley MPO (RGVMPO) has served to address the transportation needs of both Cameron and Hidalgo Counties. The RGVMPO is responsible for the regional planning process for all modes of transportation. Transportation planning in metropolitan areas requires a collaborative process with the MPO and its planning partners working together to create the best transportation system possible. The current memberships of the RGVMPO Technical and Policy Board consist of representatives from 7 cities, 2 counties, Cameron and Hidalgo County, 2 regional mobility authorities, Cameron and Hidalgo County Regional Mobility Authority 4 transit providers Brownsville Metro, McAllen Metro, Valley Metro and Island Metro.

METROPOLITAN PLANNING ORGANIZATION COORDINATION

The RGVMPO is in TxDOT's Pharr District in South Texas. During the past two cycles of the Metropolitan Transportation Plan update, there were three MPOs within the region that worked together with TxDOT's Planning and Programing Division and the Texas Transportation Institute to develop a regional Travel Demand Model. By working together and coordinating efforts, the MPOs efficiently improved the transportation system across the two county and three MPO boundaries. This provided a foundation by which the RGVMPO was able to incorporate for a singular, regional travel demand model.

TEXAS DEPARTMENT OF TRANSPORTATION COORDINATION

The amount of coordination required and accomplished between the RGVMPO and TxDOT is necessary for a complete planning effort. TxDOT has been a paramount partner in the planning process and has provided information and updates when requested and has assisted the RGVMPO in areas of information sharing when appropriate.

REGIONAL MPO EFFORTS

In 2016 TxDOT along with the Texas A&M Transportation Institute (TTI) coordinated efforts to analyze the possibilities and benefits of a regional MPO serving both Cameron and Hidalgo Counties. A series of workshops were held beginning in February of 2016 comprised of committee members made up of members from each of the three MPO's in the region, Brownsville, Harlingen-San Benito, and Hidalgo. On April 24, 2019, local elected officials held a signing ceremony where elected officials from Cameron County, Hidalgo County, the cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, and Pharr agreeing to the re-designation of the three metropolitan planning organizations of the Rio Grande Valley, Brownsville, Harlingen-San Benito and Hidalgo County in to the singular entity, the Rio Grande Valley MPO (RGVMPO).

On May 14, 29019 Governor Greg Abbott, held a signing ceremony at the State Capitol where local elected officials as well as officials from TxDOT were invited to participate in a ceremony approving the request of formation for a singular RGVMPO. Finally, on June 24, 2019, James Bass, Executive Director of TxDOT wrote the Federal Highway Administration, Texas Division seeking approval of the formation of the RGVMPO with an effective date of October 1, 2019.

On June 26, 2019, the RGVMPO held its first Transportation Policy Board (TPB) meeting and elected its first Chairman, Dr. Ambrosio Hernandez, Mayor of Pharr and Judge Eddie Trevino, Cameron County Judge. The TPB also confirmed the appointment of Technical Advisory Committee members and interim staff as to specifics on the forthcoming TPB meetings and the items needing to be adopted to function properly. On August 7, 2019, the TPB adopted a multitude of planning documents as well as regular meeting schedules. The TPB adopted the Planning agreement between the RGVMPO, TxDOT and the fiscal agent, Lower Rio Grande Valley Development Council (LRGVDC).



17. PERFORMANCE MEASURES

Chapter 17: Performances Measures

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

The implementation of TPM provides the following general benefits: [1]

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

To do so, the RGVMPO strives to achieve targets set by the Texas Department of Transportation (TxDOT) compliant with FHWA rules, and continuously reports on progress towards these targets to align with federal and state regulations. RGVMPO performance reporting is accomplished primarily through the Metropolitan Transportation Plan (MTP) planning process, which performs detailed systems analyses to produce necessary TPM measures.

Previous Rio Grande Valley Area Performance Reporting

This transportation systems report is the first report covering the RGVMAB as a comprehensive study area and therefore documents the RGVMPO baseline transportation system performance. To gain historical perspective, interested parties can obtain additional information from earlier performance-based planning reports developed by the three previous

[1] Source: https://www.fhwa.dot.gov/tpm/about/tpm.cfm

MPOs from which the RGVMAB was formed. This information is available in the consolidated MPO 2019 MTP update hosted on the current RGVMPO website.

RGVMPO Performance Based Planning

The following sections represent federal performance measures for the current RGVMPO 2045 MTP update. This is the first set of performance measures attributed to the RGVMAB following the consolidation of the three former MPOs found in the region (HCMPO, HSBMPO, and BMPO). Accordingly, these performance measures serve as the baseline for the RGVMPO's TPM process.

The RGVMPO 2045 MTP update fulfills its TPM responsibility using Federal performance goals and measures, as well as compliant TxDOT performance measure targets to align with guidelines created by MAP-21 and continued by the FAST Act. The transportation system needs assessment provides existing target measures, which creates a base to understand the state of the current RGVMAB transportation system in comparison to assigned TxDOT targets. Additionally, this section describes the RGVMPO's approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b) discussed in chapter 2 of the 2045 MTP.

To track progress towards goals, federal performance measures are continuously tracked in coordination with TxDOT's TPM targets (Table 0-1). Due to the RGVMPO's current air quality attainment status, the organization currently reports performance measures for 15 of the 18 federal performance measures.

These measures focus on the safety of the RGV Metropolitan Area Boundary (MAB) transportation network, condition and reliability of interstate and remaining National Highway System (NHS) infrastructure, and reliability of freight movement throughout the region. Data producing these measures derives from TxDOT's Crash Record Information System (CRIS), FHWA's National Performance Management Research Data Set (NPMRDS), and through coordination with regional FTA funded transit agencies.

Table 0-1: Federal Performance Measures applicable to RGVMPO

Goal Area	Measure
FHWA PM1 Safety	Number of Fatalities
	Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries

Performance Measures

Goal Area	Measure
	Rate of serious injuries per 100 million VMT
	Number of non-motorized fatalities
	Number of non-motorized serious injuries
FHWA PM2 Infrastructure Condition	Percentage of pavements of the Interstate System in Good condition
	Percentage of pavements of the Interstate System in Poor condition
	Percentage of pavements of the non-Interstate NHS in Good condition
	Percentage of pavements of the non-Interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor condition
FHWA PM3 System Performance/Freight/CMAQ	**System Performance:** Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)
	System Performance: Percentage of person-miles traveled on the non-Interstate NHS that are reliable (LOTTR)
	Freight Movement: percentage of Interstate system mileage providing for reliable truck travel time (TTTRI)
	***CMAQ:** Annual Total Tailpipe CO2 Emission on NHS
	***CMAQ:** Annual Hours of Peak Hour Excessive Delay (PHED) per capita
	***CMAQ:** Percent of Non-SOV Travel on network
FTA Transit Asset Management (TAM)	Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB)
	Percentage of non-revenue service vehicles (by type) that exceed ULB
	Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale
FTA Public Transportation Agency Safety Plan (PTASP)	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries

Goal Area	Measure
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable events
	Rate of reportable events per total vehicle revenue miles by mode
	Mean distance between major mechanical failures by mode

**Applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter.*

Category 7 Scoring

In addition to the continuous comprehensive coordination on regional needs for UTP funding categories with the Pharr TxDOT district mentioned in chapter 8 of the 2020-2045 MTP Z, the RGVMPO has also developed a performance-based scoring process for projects submitted for Category 7 funding consideration.

A spectrum of methods exists for prioritizing projects using data and performance-based planning (PBP) principles. Regardless of the method, the various factors and considerations that contribute to the process of applying existing and historical performance measures to the evaluation of expected performance of proposed investments rely on one core principle which is using and referencing data to perform due diligence in assessing expected performance of investments as much as is possible.

The PBP project scoring process applies due diligence by reviewing contributing factors and applying technical expertise to gauge and score how well proposed improvements will contribute to national, state, and regional goals and targets to improve the system. The RGVMPO staff have coordinated extensively with the Technical Advisory Committee to develop scoring criteria that reflect the regional and national priorities.

Through an iterative discussion, the RGVMPO staff and TAC refined a scoring for Category 7 projects to both leverage the technical expertise embodied in the TAC and reference performance criteria and regional goals to provide a robust scoring process for vetting and promoting projects geared to contribute towards targets.

This scoring process likewise provides a platform to communicate with project sponsors and decision makers about project implications. The process also investigates what conditions a proposed project is improving and asks the sponsor to reflect on why they are submitting the project being reviewed. The continuity of this process invariably will refine and improve the process by which projects are submitted for consideration as well as the projects themselves.

Performance Measures

Table 0-2 shows the Scoring Criteria used by the staff and TAC when evaluating the submitted projects. The table contains evaluation criteria, the maximum points a project can receive for each criteria, the description and factors related to each criteria, and the evaluation method that instructs evaluators on how to assign points to the projects based on the criteria.

Table 0-2: RGVMPO Category 7 Scoring Criteria

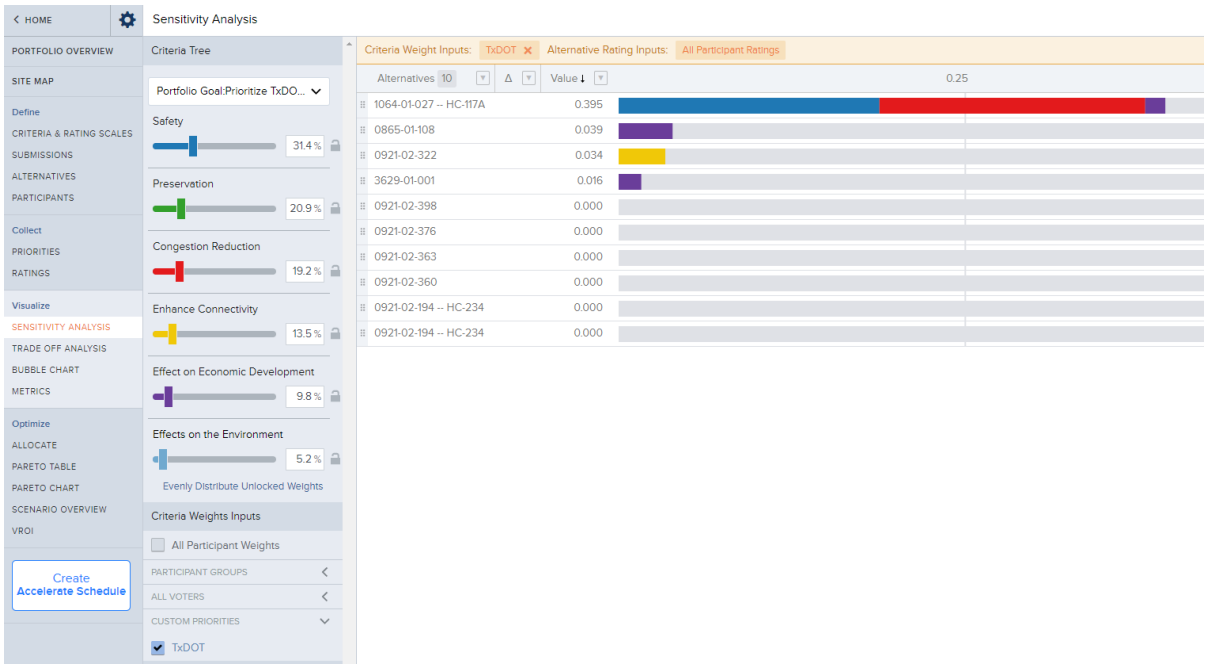
Evaluation Criteria	Evaluation Method - Scoring	Goal Area
Increased Safety	Submitting sponsor is asked to provide explanation of Safety improvements and attach available supportive documentation. Project reviewed against safety data and regional contributing factors. **10 Points**	Safety
Fills gaps in current roadway network	Submitting sponsor is asked to provide explanation of Roadway Network Gaps Filled and attach available supportive documentation. **10 Points**	Connectivity (people & freight)
Regionally Significant	Within Local Government, **0 Points** Connects 2 Local Governments, **5 Points** Connects 3 or more Local Governments, **10 Points**	
Increases economic development opportunities	Submitting sponsor is asked to provide explanation of Economic Development Opportunities and attach available supportive documentation. **10 Points**	Freight Movement and Economic Vitality
Corridor completes or aides International Trade / Port Connectivity	Submitting sponsor is asked to provide explanation of corridor relation to international trade / port connectivity and attach available supportive documentation. **10 Points**	

Evaluation Criteria	Evaluation Method - Scoring	Goal Area
Access to Transit Facility in Miles	Project distance from transit facility in miles Greater than .75, **0 Points** 0.5 to 0.75, **2 Points** 0.25 to 0.5, **5 Points** 0 to 0.25, **10 Points**	Mobility and Accessibility (Increase multi-modal options)
Access to Pedestrian Facility in Miles (Bicycle / Trail)	Project distance from pedestrian facility in miles Greater than .75, **0 Points** 0.5 to 0.75, **2 Points** 0.25 to 0.5, **5 Points** 0 to 0.25, **10 Points**	
Adds Sidewalks	None, **0 Points** One Side, **5 Points** Both Sides, **10 Points**	
Most Recent ADT Count	1000 - 5000, **5 Points** 5000 - 10000, **10 Points** 10000 - 15000,**15 Points** 15000 - 40000, **20 Points**	
* Congestion Reduction	*For Internal Use (Based on TDM) 0-25%, **5 Points** 25-50%, **10 Points** 50-75%, **15 Points** 75-100%, **20 Points**	Congestion Reduction and System Reliability
* Improves Travel Time *	*For Internal Use (Based on TDM) Less than 10%, **0 Points** 10% - 20%, **5 Points**	

Evaluation Criteria	Evaluation Method - Scoring	Goal Area
	Greater than 20%, **10 Points**	
ROW Status	Pending, **0** Started, **5** Complete, **10**	Reduced Project Delivery Delays
Environmental Status	Pending, **0** Started, **5** Complete, **10**	
Project Schematic Status	Pending, **0** Started, **5** Complete, **10**	
Local Match Available	Pending, **0** Started, **5** Complete, **10**	
Total Points	**170**	

Decision-Lens

The Decision-lens tool is made available through TXDOT to MPO's across the state. The Decision-Lens software is used across numerous organizations for better strategic prioritization and resource allocation. Within the Decision-lens tool, the PM-DIS system is also made available for MPO use. PM-DIS (Performance Metrics: Data Integration System) generates a set of performance ratings, project categories, and costs from multiple TxDOT systems. Once gathered, this data is processed and sent to a Decision Lens portfolio for review and prioritization purposes. The MPO has the ability to establish their own priorities and criteria within the software in order to rank projects depending on the goal and desired outcome. An example of project ranking in the Decision-lens software is shown in the following table:



Transportation Alternatives Set Aside (TASA) Scoring

RGVMPO uses a set of specific criteria to evaluate and score projects submitted for TASA funding in the MAB to ensure an equitable and calculated approach for prioritizing projects. Table 0-3and Table 0-4 show the Scoring Criteria used by the BPAC and TAC when evaluating the submitted projects. The table contains evaluation criteria, the maximum points a project can receive for each criteria, the description and factors related to each criteria, and the evaluation method that instructs evaluators on how to assign points to the projects based on the criteria.

Table 0-3: RGVMPO TASA Scoring Criteria

Evaluation Criteria	Description/Factors	Evaluation Method
Improving Safety (Please use whole numbers)	Provides safer and less intimidating facilities for pedestrians, bicyclists, or other non-drivers by improving safety in areas with high numbers of crashes. This involves improved crossing, signalization, traffic calming and other safety improvements.	**13 PTS** - Improves safety in area with high # of crashes within a block (300ft) **8 PTS** - Improves mobility for elderly, disabled, and/or youth (disadvantaged population) **8 PTS** - Improves visibility of non-drivers to vehicular traffic

Evaluation Criteria	Description/Factors	Evaluation Method
Making Linkages and Connections (Please use whole numbers)	Improves connections between neighborhoods, cities, transit services, bicycle facilities, or schools. This can be achieved through gap closures, extension of regional facilities, linking multiple jurisdictions, and providing access to rail stations, bus stops, & bicycle facilities via trails and sidewalks.	**6 PTS** - Connects other cities/ neighborhoods **6 PTS** - Connects to schools/public building **6 PTS** - Extends existing system (bike/ped/transit) **6 PTS** - Eliminates gaps in system (bike/ped/transit)
Incorporates Pedestrian and Bicycle Design Enhancements and Promotes Active Living (Please use whole numbers)	Provides pedestrian and bicycle areas with landscaping, sidewalk design, crossing treatments, street furniture, bike racks, or lighting which encourages pedestrian and cyclists to utilize area, thus providing health and environmental benefits	**5 PTS** - Provides design enhancements **5 PTS** - Provides bicycle parking/ seating for pedestrians, rest areas **5 PTS** - Provides trailheads, staging area and parking
Implementing Active Transportation or Mobility Plan (Please use whole numbers)	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping as described in RGVMPO's Regional Bike Plan, Regional Pedestrian Plan, Regional Transit Plan, or other related community Master Plan adopted by a city or county's governing body	**4 PTS** - City Plan **3 PTS** - Regional Plan **3 PTS** - MPO Plan
Connecting to Employment, Households, and Activity Centers. Activity Centers include schools, gyms, birding centers, parks, Boys and Girls Club, etc. (Please use whole numbers)	Provides access to major entertainment destinations, parks & recreation, residencies, and general businesses for large numbers of residents and/or employees.	**4 PTS** - Improves access to commercial areas **4 PTS** - Improves access to parks and recreational areas **4 PTS** - Improves access to educational areas
Serving Disadvantaged (Environmental Justice) Areas (Please use whole numbers)	Provides access for underserved communities	**10 PTS** - Improves access to areas of commerce within or adjacent to 50% of households

Evaluation Criteria	Description/Factors	Evaluation Method
		below poverty rate, as defined by Census
	Total Points	**0 to 100 Points**

Table 0-4: RGVMPO TASA 'Above and Beyond Criteria'

Evaluation Criteria	Evaluation Method
Local Match is: (Please use whole numbers)	• **2 PTS** = 21-30% • **4 PTS** = 31-40% • **6 PTS** = 41-50% • **8 PTS** = 51-60% • **10 PTS** = Above 61%
Project Readiness: PS&E, ROW (Please use whole numbers)	• **1 PT -** If ROW acquisition is 90% complete or not required • **2 PTS -** PS&E is at least 90% Complete
Funding completes the project (Please use whole numbers)	• **5 PTS -** Yes
Location of project has safe passing ordinance (Please use whole numbers)	• **2 PTS -** Yes
Total Points	**120 Points**

RGVMPO 2045 MTP Update Performance Reporting

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

PM1 Safety Performance

Current safety performance measures are presented in Table 0-5 below:

Table 0-5: Safety Performance Measures

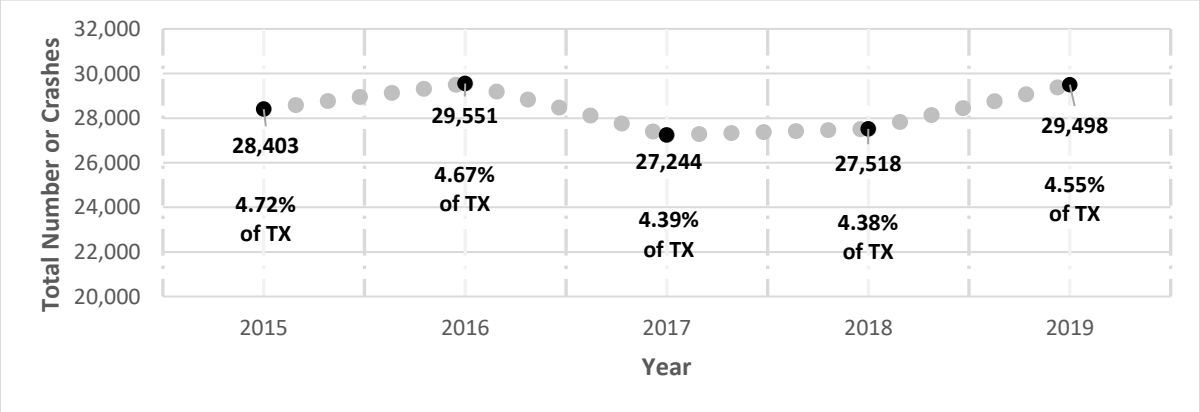
Measures	RGVMPO	2020 TxDOT Target	2030 TxDOT Target
Number of fatalities	88	3,840	2,280
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	0.20	1.406	0.70
Number of serious injuries	393.6	17,394	-
Rate of serious injuries per 100 million VMT	0.90	6.286	-
Number of non-motorized fatalities	24.6	*	
Number of non-motorized serious injuries	55.2	*2,285	

**Target represents combined Non-Motorized Fatalities & Serious Injuries*

REGIONAL CRASH TRENDS

Between 2015 and 2019, a total of 142,216 crashes occurred within the RGVMAB. Over this five-year period, the total number of crashes per year has remained between the range of 27,000 to 30,000, with the largest single-year total (29,551) occurring in 2019. The region experienced an 8% decrease in the total number of crashes between 2016 and 2017 and a 7% increase between 2018 and 2019. Figure 0-1 summarizes the annual number of reported crashes in the region between 2015 and 2019.

Figure 0-1: Regional Crash Totals by Year & as a % of Total Statewide Crashes, 2015 - 2019



ASSESSMENT OF PROGRESS

RGVMPO PM1 performance measures, specifically rate of fatalities per 100 million VMT and Rate of serious injuries per 100 million VMT are currently below 2020 TxDOT targets

suggesting successful regional safety performance. The remaining four measures are not included in the TxDOT 2030 targets, however, should be continuously tracked to better understand RGVMPO safety performance as they are federally required performance measures. They also provide important insight into other harmful incidents related to automobiles as well as active transportation modes of transportation.

As noted in the Safety Analysis portion of chapter 4 of the 2045 MTP, though regional rate if fatality and serious injury are relatively low compared to statewide performance targets, the percentage of non-motorized users involved in fatal and sever crashes warrants a focus on bicycle and pedestrian safety and infrastructure improvements. Strategies to address these needs are implemented through the TASA scoring process as well as the RGVMPO Active Transportation Plan.

PM2 Infrastructure Condition Performance

Current infrastructure condition performance measures are presented in Table 0-6 below:

Table 0-6: Infrastructure Condition Performance Measures

Measures	2019 Value - RGVMPO	2019 TxDOT Target	2030 TxDOT Target*
Percentage of pavements of the Interstate System in good condition.	84%	92.2%	--
Percentage of pavements of the Interstate System in poor condition.	1%	-	--
Percentage of pavements of the non-Interstate NHS in good condition.	57%	52%	-
Percentage of pavements of the non-Interstate NHS in poor condition.	9%	14.3%	-
Percentage of NHS bridges classified as in good condition.	51%	50.58%	-
Percentage of NHS bridges classified as in poor condition.	0%	0.8%	-

*TxDOT Targets represent 2030 available reported targets as published in 2021

ASSESSMENT OF PROGRESS

RGVMPO PM2 performance measures currently all meet or contribute to TxDOT available reported targets. Percent of pavements of the non-interstate NHS in good condition demonstrates successfully achieving the target by exceeding the target by 5%, while percentage in poor condition demonstrates successfully achieving the target by measuring below the TxDOT target by roughly 5%. Similarly, percentage of NHS bridges classified as in good condition successfully measures just above the TxDOT target, while those classified as in poor condition successfully measure at 0%, which is 0.8% below target. Percentage of pavement of the Interstate System in good and poor condition should continue to be monitored, not just because it is a federally required performance measures, but also because it provides the MPO and decision-makers with information on pavement conditions for some of the region's most heavily used roadways (e.g. I-2).

PM3 System Performance & Freight Reliability Performance

Current safety performance measures are presented in Table 0-7 below:

Table 0-7: System Performance and Freight Reliability Performance Measures

Measures	2019 Value - RGVMPO	2020 TxDOT Target	2030 TxDOT Target*
Percentage of person-miles traveled on the interstate that are reliable.	94%	61.2%	
Percentage of person-miles traveled on the non-Interstate NHS that are reliable.	88%		
Truck Travel Time Reliability Index (TTTRI)	1.39	1.7	

* TxDOT Targets represent 2030 available reported targets as published in the 2021

ASSESSMENT OF PROGRESS

While TxDOT currently does not provide targets for 2030 PM3 targets, it is critical for the RGVMPO to continue to monitor percentage of person-miles traveled on the interstate that are reliable and unreliable, as well as TTTRI. These are federally required performance measures and provide the region with information that suggests which segments of interstate roadway may be inconsistently congested and cause increased delays for both automobile and freight traffic.

Additional Performance Measures

The RGVMPO also calculates and monitors performance measures additional to those provided in the FAST Act TPM guidelines. Incorporating additional measures which summarize regional performance and trends further helps decision-makers make enhanced investment decisions. This in turn leads to a better performing transportation system which produces safe, connected, and productive communities within the RGVMAB.

Travel Demand Model Performance Measures

These additional performance measures derive from the RGVMPO TDM and provide further information on system congestion in terms of delay. The measures help bolster the NPMRDS national performance measure information for existing multimodal transportation system conditions. Explanations for each measure can be found in Chapter 4 of the 2045 MTP. Table 0-8 through Table 0-10 display the additional performance measures provided by the RGVMPO. Current year (2019 E+C) outputs were compared to both the 2045 no-build (Table 0-8) and build outputs (Table 0-9) to emphasize potential issues on the RGVMAB roadway network, as well as highlight expected improvements and performance resulting from the implemented set of MTP projects (2045 build scenario).

Table 0-8: RGVMPO TDM Performance Measures – E+C No Build Analysis

Measures	2019 – Existing Conditions*			2045 – No Build			% Change for Totals
	Interstate & Toll	Arterials	Total	Interstate & Toll	Arterials	Total	
Daily VMT**	1,253	3,659	4,912	2,030	6,501	8,531	74%
per person			3.44			3.69	7%
Daily VHT	28,422	124,215	152,637	70,253	763,769	834,022	446%
per person			0.11			0.36	237%
Annual Weekday Vehicle Hours of Delay**	1,019	9,157	10,176	7,998	196,716	204,714	1912%
per person			7.13			88.53	1142%
Weighted Avg. TTI	1.17	1.61	1.39	1.84	6.79	4.32	211%

**2019 was used as stand in for current conditions because it is the most recent year for which complete data is available*

***VMT & Annual Weekday Vehicle Hours of Delay represent metrics/1,000 and rounded to nearest whole number*

Table 0-9: RGVMPO TDM Performance Measures – Build Analysis

Measure	2019 – Existing Conditions*			2045 – Build			% Change for Totals
	Interstate & Toll	Arterials	Total	Interstate & Toll	Arterials	Total	
Daily VMT**	1,253	3,658	4,911	1,932	6,668	8,600	75%
per person			3.44			3.72	8%
Daily VHT	28,422	124,215	152,637	57,739	379,881	437,621	187%
per person			0.11			0.19	77%
Annual Weekday Vehicle Hours of Delay**	1,019	9,157	10,176	5,154	72,227	77,381	660%
per person			7.13			33.46	369%
Weighted Avg. TTI	1.17	1.61	1.39	1.18	1.06	1.12	45%

**2019 was used as stand in for current conditions because it is the most recent year for which complete data is available*

***VMT & Annual Weekday Vehicle Hours of Delay represent metrics/1,000 and rounded to nearest whole number*

Table 0-10 compares the E+C No Build with the Build network, which is comprised of the capacity projects represented in the current MTP. The difference in the metrics between No-Build and Build scenarios helps provide a decision-making tool to gauge expected improvements in reducing congestion and delay for future demographic, job growth, and land use scenarios represented in the TDM.

Table 0-10: RGVMPO TDM Performance Measures – E+C No Build Vs Build Analysis

Measure	2045 – No Build			2045 – Build			Change from No Build
	Interstate & Toll	Arterials	Total	Interstate & Toll	Arterials	Total	
Daily VMT**	2,030	6,501	8,531	1,932	6,668	8,600	0.81%
per person			3.69			3.72	1%
Daily VHT	70,253	763,769	834,022	57,739	379,881	437,621	-48%

per person			0.36			0.19	-47%
Annual Weekday Vehicle Hours of Delay**	7,998	196,716	204,714	5,154	72,227	77,381	-62%
per person			88.53			33.46	-62%
Weighted Avg. TTI	1.84	6.79	4.32	1.18	1.06	1.12	-74%

***VMT & Annual Weekday Vehicle Hours of Delay represent metrics/1,000 and rounded to nearest whole number*

ASSESSMENT OF PROGRESS

The comparison of the no-build and build TDM outputs suggests substantial improvements created by the build scenario across most measures. Negative values are highlighted in darker green as they represent measures that have decreased after project implementation, and therefore project decreases in regional and per capita congestion and delay. Only Daily VMT at the regional and per capita level show increases, however, these are incremental as they do not exceed 1%. All other measures are projected to decrease significantly with the implementation of RGVMPO capacity projects.

Transit Performance Measures

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

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

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. One element of the NSP is the Transit Asset Management

(TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subsequent final ruling by FTA to implement the NSP is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

PTASP PERFORMANCE MEASURES

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

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, The City of Brownsville and B-Metro, City of McAllen and Metro McAllen, and the Lower Rio Grande Valley Development Council (LRGVDC), dba Valley Metro all have recently adopted their respective PTAPs and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).2 Though the RGVMPO is not yet required to report these targets, they have been included and considered throughout the planning process.

Table 0-11: Rio Grande Valley 5307 Agencies: PTASP Performance Measures Table 0-11 displays the five-year average safety performance measures by mode of service provided by each agency. The modes of service represented in the table are fixed route, flex route, and demand response (DR). As the development and implementation of SMS is a relatively new requirement, each agency has also elected to maintain the benchmark performance as the first reporting year's target.

Table 0-11: Rio Grande Valley 5307 Agencies: PTASP Performance Measures

Measure/Target	B Metro		Metro McAllen		Valley Metro	
	Fixed Route	DR	Fixed Route	DR	Flex Route	DR
Total number of reportable fatalities	0	0	0	0	0	0

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

Measure/Target	B Metro		Metro McAllen		Valley Metro	
	Fixed Route	DR	Fixed Route	DR	Flex Route	DR
*Rate of reportable fatalities per total vehicle revenue miles by mode	0	0	0	0	0	0
Total number of reportable injuries	5.8	2	35	0	5.6	1
*Rate of reportable injuries per total vehicle revenue miles by mode	0.78	1.26	1.5	0	0.28	0.72
Total number of reportable events	0	0	36	0	6.2	1.2
*Rate of reportable events per total vehicle revenue miles by mode	0	0	1.5	0	0.31	0.87
Mean distance between major mechanical failures by mode	4,175	18,468	4,114	81,795	82,200	57,738

*rate = total number x 100,000/total revenue vehicle miles traveled

ASSESSMENT OF PROGRESS

Because the rule establishing safety performance targets for urban transit agencies is a new requirement, as of yet there is no measurable assessment of progress. RGVMPO coordination and participation in the RTAP will help provide a clearinghouse for transit capacity and safety grant coordination and will ensure ongoing maintenance and evaluation of these metrics.

TRANSPORATION ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES

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

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

The transit providers in the RGVMAB are dedicated to continuously providing transportation solutions for accessibility to employment, education, medical care, grocery stores, and other services. With limited funding and a growing backlog of needs, it is critical to maximize

existing resources, maintain a State of Good Repair (SGR), and provide the tools necessary for Public Transportation providers to provide safe, reliable, and cost-effective services.

Though asset management is a data focused endeavor, developing a plan is a collaborative process, requiring coordination and data sharing from many different agencies with different operating systems and reporting processes. Table 0-12 through Table 0-14 represent the TAM targets of the three 5307 transit agencies in the RGVMAB.

Table 0-12: B-Metro TAM Targets

Measure	Asset Class	2021	2022
Revenue			
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	0%	11%
	Cutaway	0%	7%
Equipment			
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0%	0%
Facilities			
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	5%
	Maintenance	0%	2%
	Parking Structures	0%	2%
	Passenger Facilities	5%	0%

Table 0-13: Metro McAllen TAM Targets

Measure	Asset Class	2021	2022	2023	2024
Revenue					
% of revenue vehicles within a particular asset class that have met	Bus	0%	20%	12%	8%
	Cutaway	0%	0%	0%	0%

or exceeded their useful life benchmark	Sport Utility Vehicle	0%	0%	0%	0%
Equipment					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%
Facilities					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%

Table 0-14: Valley Metro TAM Targets

Measure	Asset Class	2021	2022	2023
Revenue				
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	1%	1%	1%
	Cutaway	14%	14%	14%
	Van	36%	36%	36%
Equipment				
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	1%	1%	1%
Facilities				
	Administration	1%	1%	1%

Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	1%	1%	1%
	Parking Structures	1%	1%	1%

ASSESSMENT OF PROGRESS

As the goal of TAM targets is preservation of the conditions of public transportation vehicles and facilities and moving to a State of Good Repair priority, maintenance and capital projects for transit have a positive effect in moving TAM performance targets. Ultimately, Transit is an integral part of the multimodal network for the region and dependability is a key factor. Target achievement is based upon the actual conditions derived from the region's public transit providers, as reported in Transit Asset Management Plans, as of July 2020. For all three reporting agencies, targets are manageable for all four transit asset performance areas, though with expected reductions in funding, in some instances future targets reflect a managed decline in SGR.



18. PUBLIC TRANSPORTATION COORDINATION

Chapter 18: Public Transportation Coordination

SUPPORTING PUBLIC TRANSPORTATION

Public transportation consists of a variety of modes of transportation such as buses, trolleys, commuter rail, and public rideshare services. The Rio Grande Valley Metropolitan Planning Organization strongly supports public transportation and the continuing expansion of services in place. Sustained coordination between transit agencies, the MPO, and community stakeholders is necessary for providing the best public transportation system possible. A successful, seamless public transportation system ensures access to employment, education, medical facilities, commercial businesses, entertainment venues and recreational opportunities. An increase in transit service ridership, as well as any other form of public transportation, can reduce congestion on local roadways and help preserve existing infrastructure. The RGVMPO has successfully executed a Performance-Based Planning Memorandum of Understanding (Appendix A) with the Texas Department of Transportation (TxDOT), and the Lower Rio Grande Valley Development Council – Valley Metro, the City of Brownsville, and the City of McAllen to ensure the performance measures and targets are met as required by federal law. Alliance Transportation Group is currently contracted by the MPO for designing a Regional Transit Development Plan, integrating transit operations with continued development of a multimodal transportation network.

In the Rio Grande Valley, buses are available for use by the public and there are three major providers: Brownsville Metro, Valley Metro and Metro McAllen. Island Metro is a service provided free of charge, which services the locality of South Padre Island. RGVMPO receives funding from the Federal Transit Administration for coordinated transportation planning. Federal, state, and local funds support transit projects placed in the Transit Transportation Improvement Program. It is important for the MPO to incorporate the needs of the region, along with opinions and concerns from transit providers when planning for transit projects. A

great effort is made to foster relationships with transit service providers, local entities, colleges & universities, rideshare agencies, and bikeshare programs to fulfill the needs of the public. RGVMPO is an active member of the Regional Transit Advisory Panel (RTAP), a multi-disciplinary committee of transit agencies, non-profit organizations, and health and human service agencies. RTAP members share a common goal of providing quality transportation alternatives for residents of the region. The main goal of the RTAP is to observe public transportation in the region and maintain a Regional Public Transportation Coordination Plan.

PUBLIC TRANSPORTATION LEGISLATION

The United States Congress authorizes Federal Transit Administration (FTA) programs and the Fixing America's Surface Transportation (FAST) Act amends Chapter 53 of Title 49 of the U.S. Code. FTA's Bus and Bus Facilities program obtained an increase of funding while the Bus Discretionary Program permits states to apply for grants through a competitive process. States are persuaded to divide resources and create partnerships rather than seeking funding resources independently. The methodology for purchasing has evolved and now allows for increased options, regardless of the size of any transportation system. The FAST Act has increased requirements for obtaining products from domestic sources while maintaining a high priority for state of good repair. Transportation services that connect users with non-emergency medical care may also be funded in efforts to improve strategy and tactics. As for research, the FTA's Public Transportation Innovation Program funds demonstration, deployment, and evaluation research projects.

Article 13 of Texas State House Bill 3588 dictates statewide coordination of public transportation. House Bill 3588 requires the DOT to identify inefficiencies in public transportation services, including services that could be provided more effectively by privately funded transportation resources and to eliminate inefficiencies. It requires each health and human services agency to contract with the department for transportation services for agency clients. The enactment of House Bill 3588 by the 78th Texas Legislature altered the way certain public transportation services are administered. The Texas Department of Transportation

(TxDOT) was given the added responsibility for direct funding, management, and oversight of selected client services delivered under the Texas Health and Human Services Commission (HHSC) and the Texas Workforce Commission (TWC) programs. The Texas State Legislature recently passed a bill authorizing the creation of a Regional Transit Authority (RTA) for the Lower Rio Grande Valley region. The RTA will help create new opportunities for growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

PUBLIC TRANSPORTATION SERVICES

The diverse region of the Rio Grande Valley requires a variety of public transportation services. The large number of disadvantaged populations scattered throughout the service area require adaptable routes and affordable rates. Senior citizens, whether they are permanent residents or visitors to the area, often necessitate transportation to medical facilities with paratransit options. The proximity to Mexico promotes daily commuting across the international border via multiple ports of entry. Whether the purpose of travel is for business or pleasure, a demand for public transportation in route to and from our border crossings is high. All public transit providers in our region offer both fixed route and paratransit services. Paratransit service (curb to curb) is available for individuals hindered by disabilities, preventing them from utilizing regular fixed route services. Flexible route services are made available when possible, eliminating gaps from scheduled courses. According to the Transit Needs Analysis performed by Alliance Transportation Group (ATG), “the Rio Grande Valley Metropolitan Area Boundary (MAB) has a population of 1,271,139. It is estimated that 478,554 people (38% of the population) have access to transit. Transit access at the regional level is defined as 0.25-mile distance to at least one of the regional provider routes. Around 60% of employment is accessible by transit in the region. It is estimated that 39% of target transit riders and 67% of all businesses in the region are within this 0.25-mile buffer.”

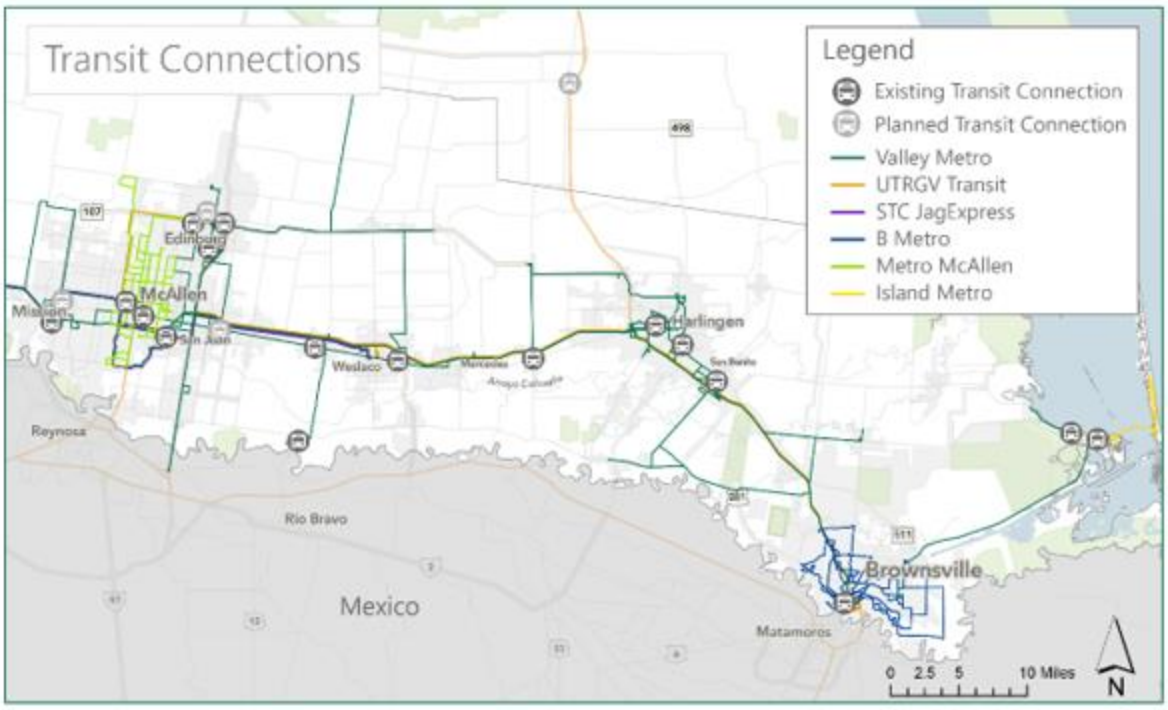
LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL:

VALLEY METRO



As a region-wide public transportation provider, Valley Metro operates 38 routes and demand response services including 20 Valley Metro Bus Routes, 1 Metro Express Route, 7 UTRGV Vaquero Express Routes, 5 UTRGV VOLT Routes, 3 South Texas College Routes, and 2 Demand Response Areas. The flex route services operate in both Cameron and Hidalgo Counties, as well as within neighboring Starr County. Willacy County, which exists directly north of Cameron County, and Zapata County (north of Starr County) also receive transit services from Valley Metro. Valley Metro collaborates with the University of Texas Rio Grande Valley (UTRGV) providing ridership to students attending both main campuses, located in Edinburg and Brownsville. Multiple campuses and satellite facilities are scattered across the Rio Grande Valley Metropolitan Area Boundary (RGVMAB). In combination with Valley Metro buses, the Vaquero Express shuttle service and VOLT micro mobility program interconnect numerous locations within the university's network. Major transit providers Brownsville Metro, Metro McAllen, and Valley metro all provide transportation for students at a reduced rate or free of charge. In efforts to connect Brownsville, Harlingen, and McAllen public transit terminals, a service titled Metro Express is also provided by Valley Metro. 30 vehicles are deployed during the peak hours of service time.

PUBLIC TRANSPORTATION COORDINATION



Mission
Foy's Supermarket
Mission Station

McAllen/San Juan
South Texas College Pecan Campus
McAllen Central Station
STC Nursing & Allied Health Center
San Juan Station

Edinburg
UT Rio Grande Valley Visitor's Center
UTRGV Visual Arts Building
Hidalgo County Courthouse
Edinburg Transit Terminal

Donna/Weslaco
Donna City Square Park
Donna Park & Ride
Weslaco Transit Center

Harlingen/San Benito
Harlingen Transit Terminal & Greyhound Station
UTRGV Regional Academic Health Center
San Benito City Hall

Brownsville
La Plaza Terminal

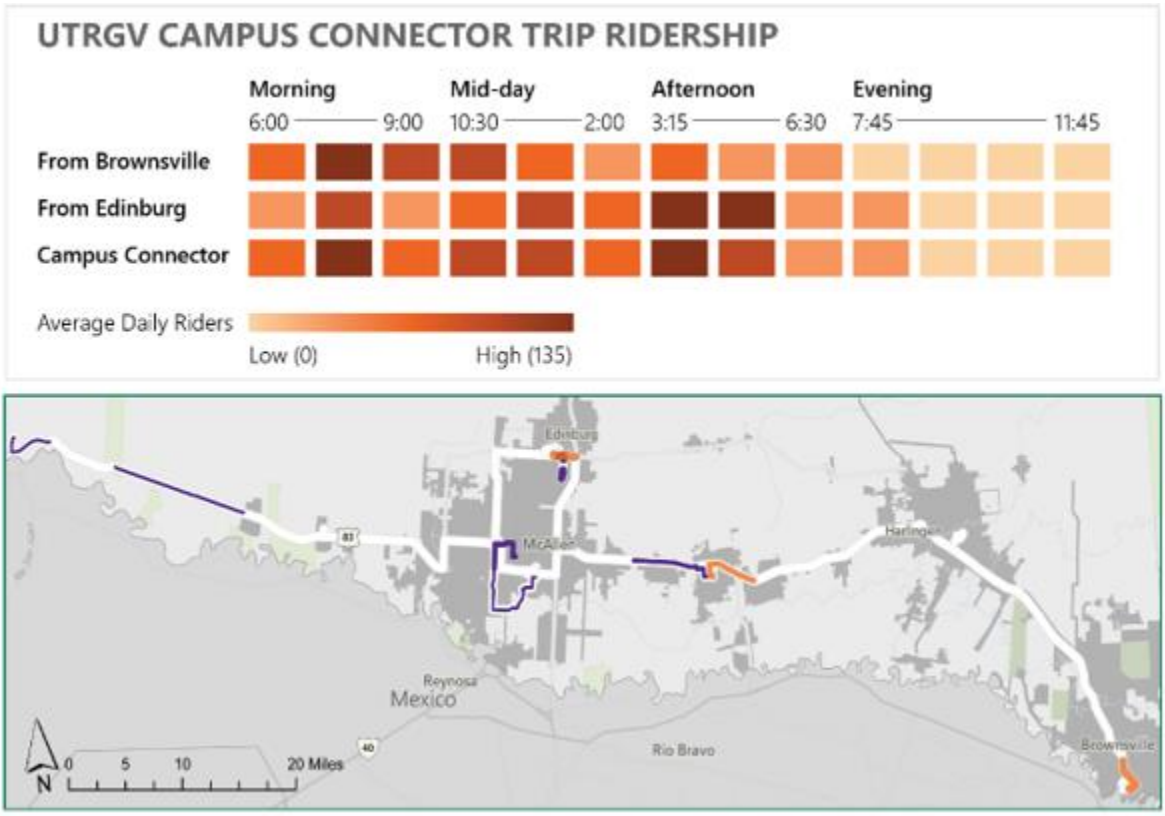
South Padre Island
Port Isabel
Laguna Heights

Raymondville
Raymondville Park & Ride

La Feria
La Feria City Hall

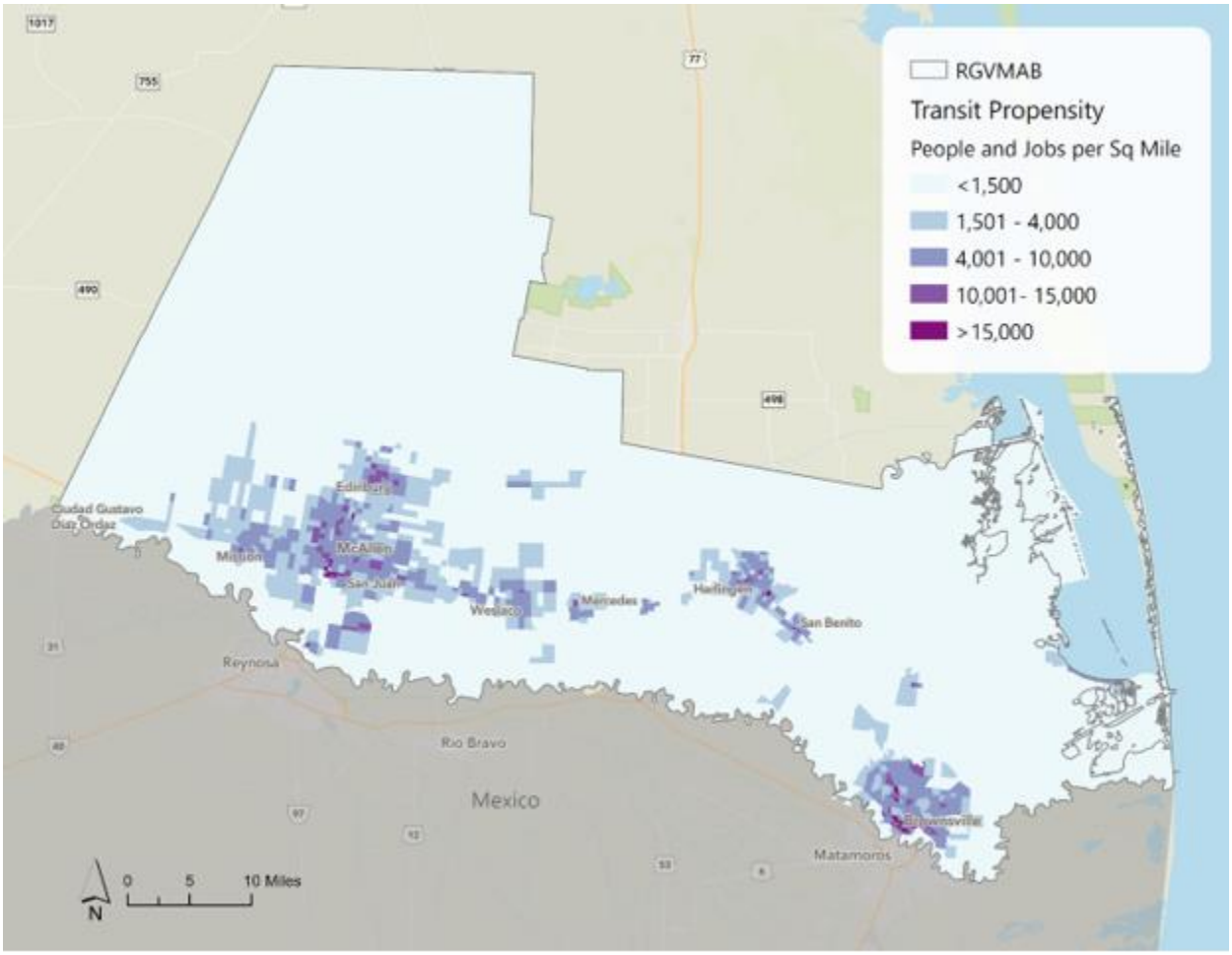
The University of Texas Rio Grande Valley and South Texas College combine for a total of over 1,500 transit users daily. UTRGV carries 298,916 riders annually, while STC provides transport for 14,421 passengers. UTRGV also provides a Campus Connector service that operates daily, with morning, afternoon, and early evening shuttle services.





Approximately 26% of the RGVMAB is serviced by the combined efforts of Valley Metro and UTRGV. The Transit Need Analysis conveyed that "the two services are estimated to provide public transportation to 43% of employment. Transit access is available to approximately 32% of area target transit riders and 48% of all businesses. Valley Metro transit services generate 6,384,393 passenger miles annually including 2,195,682 of those miles being vehicle revenue

miles. Annual ridership figures reflect a total 515,900 passengers. The Rio Grande Valley is growing exponentially in both economics and habitation. Numerous jobs, retail outlets, and neighborhoods have benefitted from land use and development. Heightened activity in evolving areas have increased potential for future use of transit services. Through an analysis of transit potential, Alliance Transportation Group measured 'transit propensity' by examining population and employment density throughout the region. The following figure displays the dispersion of transit propensity within the Rio Grande Valley Metropolitan Area Boundary.



In 2018, Valley Metro's Transit Asset Management (TAM) Plan was completed. TAM Plans are required by the FTA for transit agencies receiving federal funding. The purpose of a TAM plan is to help ensure that transit agencies maintain a state of good repair for all their assets. This will allow for operations to continue in a safe and cost-effective manner. The Valley

Metro TAM Plan sets forth a series of performance targets and measures relating to asset replacement and the amount of allowable assets past their useful life benchmark (ULB). As a major component of the RGVMPO 2045 MTP, the newly established RGVMPO is working collaboratively with Alliance Transportation Group to develop a Transit Development Plan (TDP). This plan, being comprised concurrently with the 2045 MTP, will help describe the regional transit story of the Rio Grande Valley area. The development and delivery of tools and strategies will empower the MPO and regional transit providers to evaluate, coordinate, and deliver transit on behalf of community needs. ATG's 2030 Transit Development Plan will be presented in December of 2020.

The Rio Grande Valley's population is growing at a rapid rate and Valley Metro is adding transit hubs as often as possible, to accommodate. Valley Metro now operates three major hubs with a fourth edition being added to the city of Harlingen. Valley Metro has recently opened a new transit station in the city of Edinburg between the city hall and the University of Texas RGV campus. Thanks to federal funding increases and contributions from local entities, transit centers such as Edinburg's are now feasible. With continued growth, the Valley's population and economy requires an increase in transit service with efficient volume and frequency. The collaboration between Valley Metro and UTRGV has transformed public transportation throughout the region. Ultimately, with planning assistance from RGVMPO staff, the cities of McAllen, Brownsville, South Padre Island, and UTRGV will create a seamless network of transit transportation.



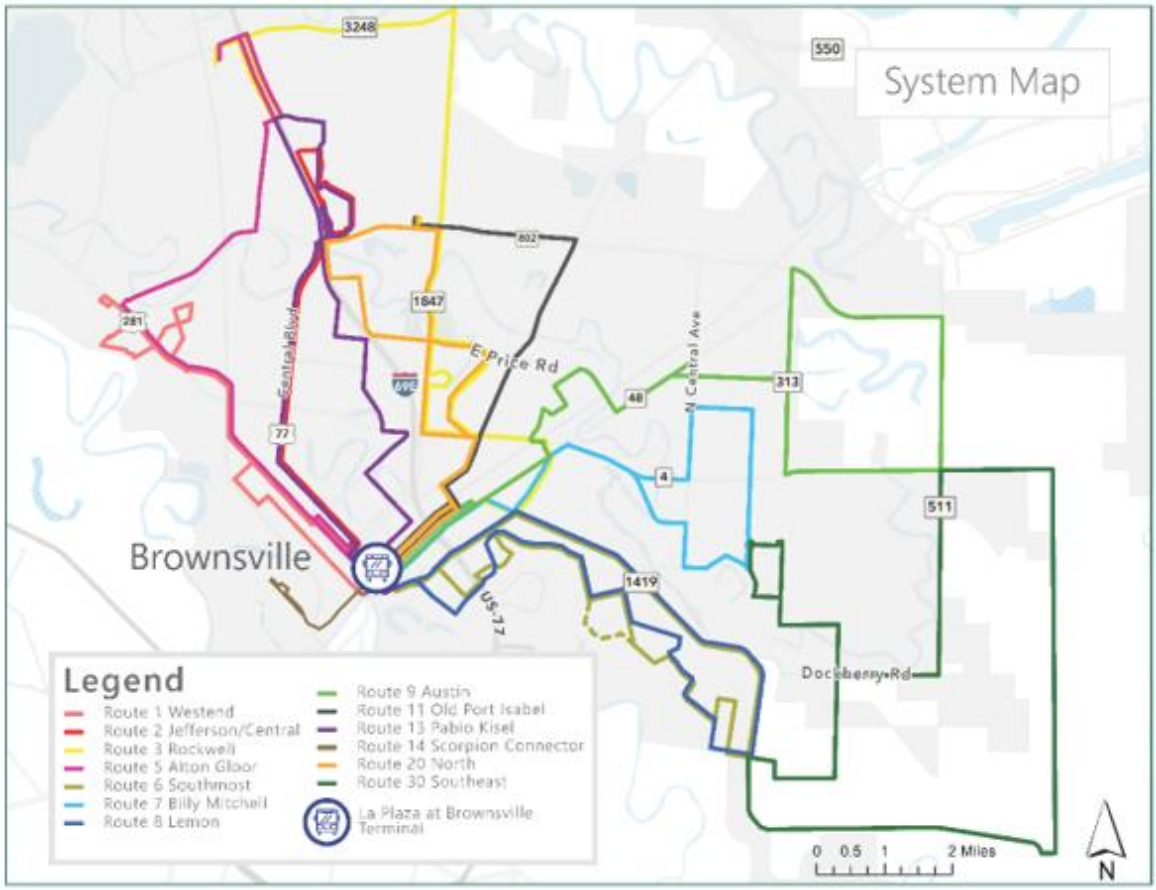
Edinburg Transit Terminal

CITY OF BROWNSVILLE: BROWNSVILLE METRO



Brownsville Metro, or B-Metro, operates 13 fixed bus routes throughout the city of Brownsville. The city's multimodal terminal, La Plaza, is located within the downtown area and most operations begin their duties from this headquarters. A smaller secondary transit hub named as the Northside Transit Station is also located within the city. B-Metro connects with various intercity transit providers linking travelers to multiple cities throughout the United States and Mexico. Aside from all fixed route services capable of catering to those with mobility aids, B-Metro also provides paratransit service on a next-day reservation basis for people with disabilities. Approximately 63% of Brownsville's population is covered by transit

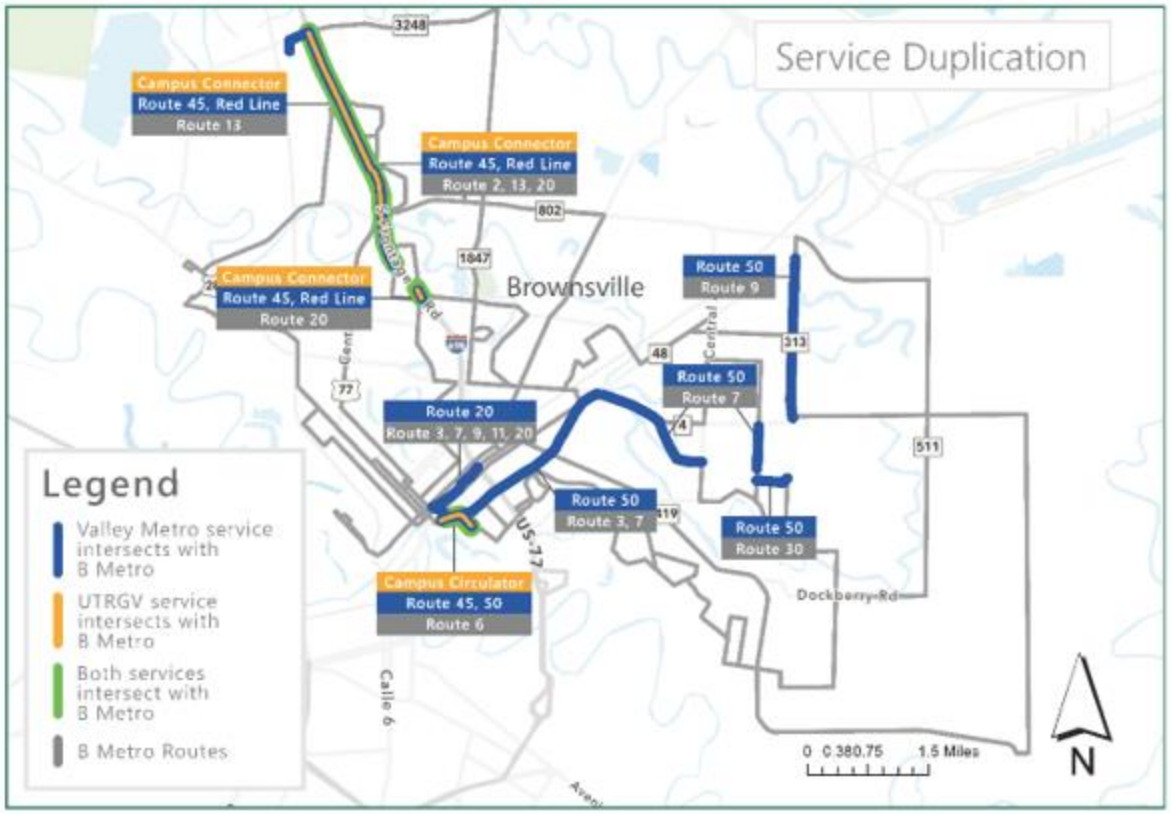
services, with over 116,000 residents residing within a reasonable walking distance of bus routes. ATG has gathered data reflecting transit access available to "76% of employment within the city of Brownsville. Transit access is available to approximately 71% to target transit riders and 72% of all businesses in Brownsville."



B-Metro's System Map

B-Metro currently provides transport to more than 1.8 million passengers annually and serves as an essential asset to the local economy. 17 vehicles are deployed during peak operating times and 12,504,691 passenger miles are traveled annually. A total of 1,578,247 annual passengers account for an average of 5,130 daily riders. The following figure displays intersecting transit routes between Valley Metro, Brownsville Metro, and UTRGV lines of service.

PUBLIC TRANSPORTATION COORDINATION



The population of Brownsville's urban area is dense, meeting the threshold for supporting fixed route transit service. Brownsville's highest population density is located within the downtown areas such as is the Southmost neighborhood, Brownsville-South Padre Island International Airport, and within the vicinity of the Cameron Park residences. Previous transit studies portray most areas of the city's population density is supported by fixed route service. Existing roadways within the network present some challenges in attempting to serve relatively high population density, however, B-Metro will benefit from the regional planning efforts currently under development.

Adopted in 2017, the Brownsville Public Transit Plan was comprised of an assessment of existing conditions in the Brownsville area, a transit market analysis, the identification of service issues and opportunities, the development of service scenarios, and final service recommendations. The final recommendations included a mixture of elements from the service scenarios developed, which incorporated immediate, short, and long-term implementation strategies. The proposed service changes resulted in a 0.14% increase in annual revenue service, which ultimately resulted in a cost-neutral upgrade to the past services. Detailed route

alignments and service schedules were produced because of this plan for all routes and ADA paratransit services.

SOUTH PADRE ISLAND: ISLAND METRO



The South Padre Island and Port Isabel area are serviced by a free shuttle system transporting riders to destinations such as hotels, restaurants, commercial establishments, and beach access points. The community consists of a population just over 4,200 and statistics prove that 51% have access to Island Metro service. The Transit Analysis found that "31% of employment is accessible by transit. It is estimated that 69% of target transit riders, 75% of all businesses, and 62% of key destinations are within this 0.25-mile access to routes." Island Metro manages 4 routes in Port Isabel and South Padre Island and is funded by the TXDOT Section 5311 Rural Transit Program, the City of South Padre Island, and the City of Port Isabel Economic Development Corporation. 9 vehicles are deployed during peak service hours and over 360,000 vehicle revenue miles are traveled annually. An average of 1,035 daily riders board Island Metro transit, equaling a grand total of 463,926 riders annually.



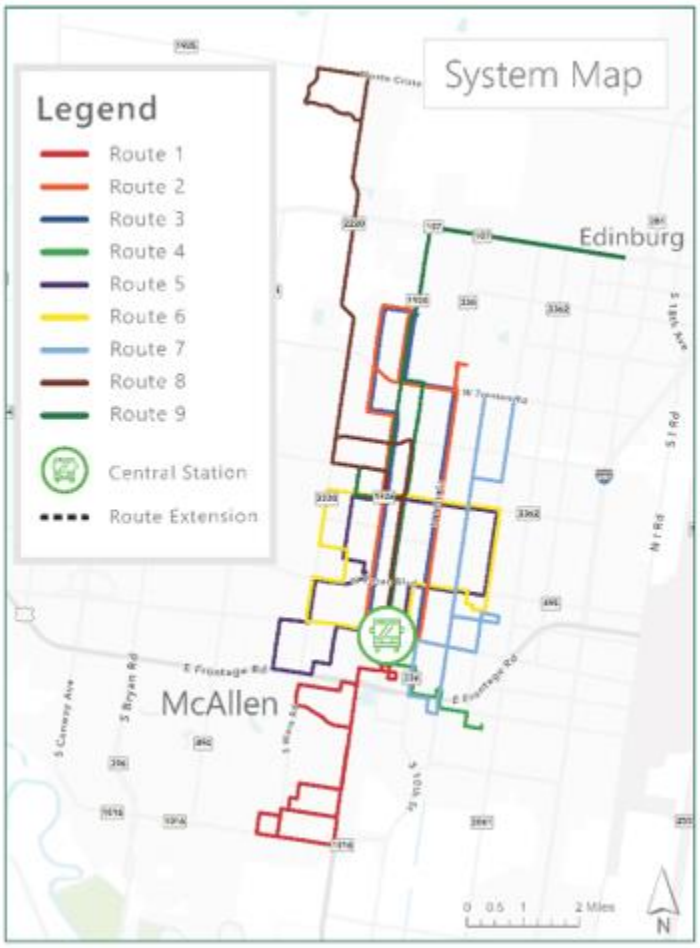
Island Metro's System Map

CITY OF MCALLEN: METRO MCALLEN



Metro McAllen operates a total of 9 fixed routes daily and paratransit services are available free of charge. 8 vehicles are deployed at peak service times. Transit service coverage exceeds 80% for the city of McAllen's population. Nearly 110,000 people reside within manageable walking distance of public transportation routes. Transit Analysis research discovered an

estimated service amount of 82% for employment. "Transit access is available to approximately 90% of target transit riders and 87% of all businesses in McAllen. Transit is accessible to 97% of key destinations, including one route that extends into the neighboring city of Edinburg." An average of 3,300 passengers board Metro McAllen's buses daily, while 633,495 patrons utilize their services annually.



Metro McAllen's System Map

The MPO hosted a program call through its Unified Planning & Work Program for a Short-range Transit Study to benefit Metro McAllen's operations. A total of four proposals were received for consideration and evaluation. Through a competitive process, Alliance Transportation Group was selected for creation of the short-range transit plan. An extensive examination of various aspects including a comprehensive operational analysis, market analysis, public engagement process, service standards, and final recommendations were

incorporated into this plan. As a result, Metro McAllen has developed a more effective bus route system with improved coverage and scheduling. Future development will rely on the data-driven analysis taken from this study. Metro McAllen's Short-Range Transit Plan can be found on their website: https://drive.google.com/file/d/1gSav3IxRI8ralB2auUi0nO_SwHMMDPvG/view. The short rage plan is titled "Move McAllen" and targets demands of the community by utilizing a data driven process. The plan's goal was to gain community input support the recommendations of citizens. The plan was developed in a fiscally responsible and sustainable manner. Coverage levels were preserved to maintain a quarter mile distance of existing service. The goal of minimizing travel time is established by improving system circulation and the scheduling of transfers at both existing and future transfer center locations. Capitalizing on productive routes and strategic locations of bus stops will help expand on their success. The creation of a more intuitive transit system will be the result simplifying route configurations by eliminating "loop riding" and out-of-direction travel. Ultimately, increased efficiency can be developed through research influenced route design. The short and long-range planning processes developed for RGV's transit providers serve as excellent resources for creation of a regional transit development plan.

Ride Systems & RGVMPO U.M.A.P.



An application by the name of Ride Systems is utilized by all transit providers within the RGVMPO planning area. Users rely on this application to provide real-time vehicle location and estimated time of arrival. The system is user friendly and providers can update route

alignments, timing, and locations with ease. There is a dispatch module where vehicles are assigned. Additionally, a web-based reporting tool provides information such as on-time reports (did driver arrive at designated stop at designated time). Reports with previous vehicle locations, such as where a vehicle deviated from, are also available. Great feedback has resulted from implementation and customers find Ride Systems convenient and easy to use. All local services can be found by accessing: http://mobile.ridesystems.net/.

The RGVMPO United Metropolitan Area Planning (UMAP) map provides a multitude of interactive maps that display information such as projects located on both short and long-range transportation plans, transit routes, thoroughfare planning, functional classification, regional bike network, and many more features pertaining to transportation planning. The UMAP is available for use on both desktops and mobile devices. This web map allows for seamless online viewing and can be accessed at this location: http://hcmpo.maps.arcgis.com/apps/webappviewer/index.html?id=a21dc22ec10c4ccb96923ab55170e530

FUNDING PROGRAMS USED

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Federal funding used by the public transportation providers is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal or state law and a local match is not required. Listed below are the funding categories listed in the FTA website and used by both public transit providers.

PUBLIC TRANSPORTATION COORDINATION

49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

As per FTA, what has changed with FAST-ACT:

Increases funding levels.

• Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters.

• Clarifies the selection and role of the representative of public transportation providers on the MPO board.

• Expands the scope of the planning process to include resiliency and reliability of the transportation system.

• Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans.

• Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals.

• Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

49 U.S.C. Chapter 53, Sections 5307 & 5340

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

As per FTA, what has changed with FAST-ACT:

• The Special Rule relating to operating costs for "100 bus providers" has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service.

Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas under the Special Rule, public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours.

• Recipients may now use up to 20% of their 5307 allocation (previously 10%) for the operation of paratransit service if certain conditions are met.

• A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

• Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

• Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent.

• Grantees may use up to 0.5% of their 5307 allocation on Workforce Development activities.

Chapter 53 Section 5310

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The funding in this category should at least 55% of program funds must be used on capital or "traditional" 5310 projects. The remaining 45% is for other "nontraditional" projects.

As per FTA, what has changed with FAST-ACT:

• A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.

• FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.

• Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of

transportation services and non-emergency medical transportation (NEMT) services, such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.

• Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and

related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

As per FTA, what has changed with FAST-ACT:

• State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipient of Section 5339 funds, regardless of their designated recipient status.

• Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.

• A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.

• Allows states to submit statewide applications for bus needs.

• The minimum state allocation under the formula was raised to $1.75M from $1.25M; the territory allocation was unchanged.

• Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally approved tolled facilities including toll roads and bridges. These credits can then be used as a "soft match", meaning that they do not represent an actual source of funding. Essentially, these

credits reduce the amount of funding a state or local entity must contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

TRANSIT ASSET MANAGEMENT (TAM)

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance-based approach to planning. With this purpose in mind, FTA established requirements for the Transit Asset Management plan (TAM) thru a Final Rule establishing October 1st, 2016 as the deadline to comply with such requirements. A TAM plan's main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and

improving performance. The TAM Final Rule requires transit providers to set performance targets for state of good repair (SGR) by January 1st, 2017. All regional transit providers have followed established requirements.

As part of the Fast Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency's assets should be within their articulated useful life, with remaining assets performing as designed for function.

Summary of Transit State of Good Repair Targets

Revenue Vehicles

Performance Measure	**Asset Class**	**2020 Target**	**2021 Target**	**2022 Target**	**2023 Target**
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	*Bus*	<15%	<15%	<15%	<15%
	Cutaway Bus	<15%	<15%	<15%	<15%
	Van	<15%	<15%	<15%	<15%

Equipment

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	*Non - Revenue/Service Automobile*	<15%	<15%	<15%	<15%

Facilities

Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	*Administration*	<15%	<15%	<15%	<15%
	Maintenance	<15%	<15%	<15%	<15%
	Parking Structures	<15%	<15%	<15%	<15%

*Transit State of Good Repair targets are re-established with transit providers before submitting quarterly revisions to the Transit TIP

Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, to develop strategies for ultimately maintaining a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment. Projects selected are programmed into the 4-year Transit TIP, fiscally constrained according to availability of FTA/State grant funding. Transit providers and local entities are obligated to match the "Local" portion of funding for individual projects, when necessary. Project calls are opened by the MPO when funding is available for a competitive process. A workshop, project application, and evaluation of

submitted projects will be provided by the MPO accordingly. Most importantly, the RGVMPO TAC and Policy Board will review and formally approve all transit projects before programming them into the TIP.

Expected Results

The RGVMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

Plans for Future Forms of Public Transportation

Micotransit providers design their services in effort to expand on existing transit service while matching the needs of a demand responsive environment. Vehicles used might consist of minibuses, vans, minivans, trolleys, SUVs, or even full-size cars. Since microtransit caters to smaller groups traveling directly to destinations, smaller, more efficient vehicles add to the convenience. Demand responsive transportation is regularly offered by private sector companies such as Uber or Lyft. Shuttle services are commonly used by airports, hotels, theme parks, arenas, and stadiums, with some vehicles operating electronically and autonomous. But on demand public transport is also growing in popularity with services operating in metropolitan areas around the country. The Rio Grande Valley RTAP has discussed the possibility of developing a microtransit service for our region soon. An experimental phase could be launched within highly populated urban areas such McAllen, Harlingen, and Brownsville. A small fleet of minivans could accommodate the needs of travelers seeking short-distance, on-demand travel. Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) and 5311 (Formula Grants for Rural Areas) are the most utilized funding programs for specialized transit.

PUBLIC TRANSPORTATION COORDINATION

Rapid transit has prevailed internationally in its many forms, such as railways, subways, and buses operating with high-capacity and high-frequency. Electric railways, for example, run either above or below ground and are separated from other modes of travel, such as vehicles, pedestrians, and cyclists. The isolated location of railways allows for less interference, while limited scheduled stops compliment the efficiency of rapid transit. While each system is unique in its design, the goal of rapid transit is to connect passengers to destinations or other forms of transport, as quickly and safely as possible. Currently, the most relatable means of rapid transit in the RGV would be the bus service Metro Express. Metro Express operates regionally by connecting the cities of McAllen, Harlingen, and Brownsville running on a fixed schedule with limited stops. A student attending classes at the UTRGV campus in Edinburg can board Metro Express at 8:00 AM, conveniently travel to campuses in both Harlingen and Brownsville, with the option of returning to Edinburg by either 4:00 or 8:00 PM. Arrival and departure times are displayed below:

Route Time Schedule

Departure	Departure	Departure	Arrival	Departure	Departure	Departure	Departure	Arrival	Departure
Central Station	**UTRGV - E**	**UTRGV - B**	**La Plaza**	**La Plaza**	**UTRGV - H**	**VM Station**	**RGV Outlets**	**UTRGV - E**	**UTRGV - E**
7:30 A.M.	8:00 A.M.	9:20 A.M.	9:25 A.M.	9:30 A.M.	10:05 A.M.	10:25 A.M.	10:45 A.M.	11:15 A.M.	12:15 **P.M.**
12:45 **P.M.**	---	2:05 **P.M.**	2:10 **P.M.**	2:15 **P.M.**	2:45 **P.M.**	3:00 **P.M.**	---	3:55 **P.M.**	4:00 **P.M.**
4:30 **P.M.**	---	5:50 **P.M.**	5:55 **P.M.**	6:00 **P.M.**	6:30 **P.M.**	6:45 **P.M.**	7:05 **P.M.**	7:55 **P.M.**	8:00 **P.M.**
8:30 **P.M.**									

Monday - Friday

By use of existing railways needing maintenance and development, or by constructing an entirely new rail system altogether, the idea of a light rail transit system has previously been considered for this region. After a feasibility study conducted in 2010, Representative Armando Martinez explained to the LRGVDC Council of Governments that “light rail in the Valley is economically viable. The cost of building the system is about $310 million. We would have a ridership of 16,000 per day, just in Hidalgo County. We think we could raise $1.6 million a month or $19 million a year, just from user fees alone. It will cost about $15 to $16 million to run it. So, we would be $4 million in the black.” The passing of Rep. Martinez’s Texas State House Bill has established a Regional Transit Authority, allowing for further discussion, potential funding opportunities, and planning for a light rail project.

Appendix A – Memorandum of Understanding between RGVMPO, TXDOT, & Regional Transit Providers

MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State *DOT,* and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance *data,* the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**
   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties**

All parties will:

a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.

b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.

c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. **Performance Based Planning & Programming**

a. Developing transportation performance data

1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of Performance Targets

1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

2) MPO performance targets will be reported to TxDOT.

3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.

1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27,2018.

5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673

c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.

d. The collection of data for the State asset management plans for the NHS

1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.

b. Work in consultation with Public Transportation Operator(s)and TxDOT in developing the financial plan for the TIP.

c. Conduct Technical and Policy Board meetings as required and necessary.

d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

e. Invite Transit Districts to participate in all public participation processes.

f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.

g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
b. Assist in validation of data used as input into the transportation plan.
c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
e. Provide the MPO with the annual list of transit obligated projects.
f. Serve on the MPO Technical Committee and Policy Board as applicable.
g. Notify the MPO of changes to projects that would affect the MTP or TIP.
h. Invite the MPO to participate in all public participation processes.
i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

   a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
   b. Assist in the validation of data used input into the transportation plan.
   c. Provide the MPO with the annual list of obligated projects
   d. Serve on the MPO Technical Committee and Policy Board.
   e. Notify the MPO of changes to projects that would affect the MTP or TIP.
   f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
   g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(Signature Page to Follow)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

Chairperson of the RGVMPO Policy Board

Date: 9/25/19

Public Transportation Operator (Brownsville Metro)
Director/General Manager

Date: 9-25-19

Public Transportation Operator (Metro McAllen)
Director/General Manager

Date: 9/27/19

Public Transportation Operator (Valley Metro)
Director/General Manager

Date: 9/25/19

Texas Department of Transportation
District Engineer

Date: 9-25-19

Approved as to Content:

Rio Grande Valley MPO
Director

Date: 9-25-19