RIO GRANDE VALLEY MPO
FY 2025 - 2028
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)



RESOLUTION 2024-13

SUBJECT: APPROVAL OF THE FY 2025-2028 COMPREHENSIVE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENTATION

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization {RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

WHEREAS RGVMPO staff has previously presented material to both the Technical Advisory Committee {TAC) and Transportation Policy Board {TPB) for review; and completed required public involvement

WHEREAS the approved, supporting text portion, federally required documents, and programming tables will be included within the FY 2023-2026 Comprehensive TIP

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 2025-2028 Comprehensive TIP document.

Passed and approved this 29th day of May 2024

The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board

Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District

Luis M. Diaz
RGV MPO Interim Executive Director

TABLE OF CONTENTS

1. Planning Area
2. Projects & Funding
3. Alternative Transportation
4. Planning Process
5. Additional Planning Aspects

- Appendices

Re-designation, Planning Agreement, Compliance Checklist, & Self Certification

- Planning Tables

Highway & transit projects for FY 2025-2028, grouped projects, & MTP

1. PLANNING AREA

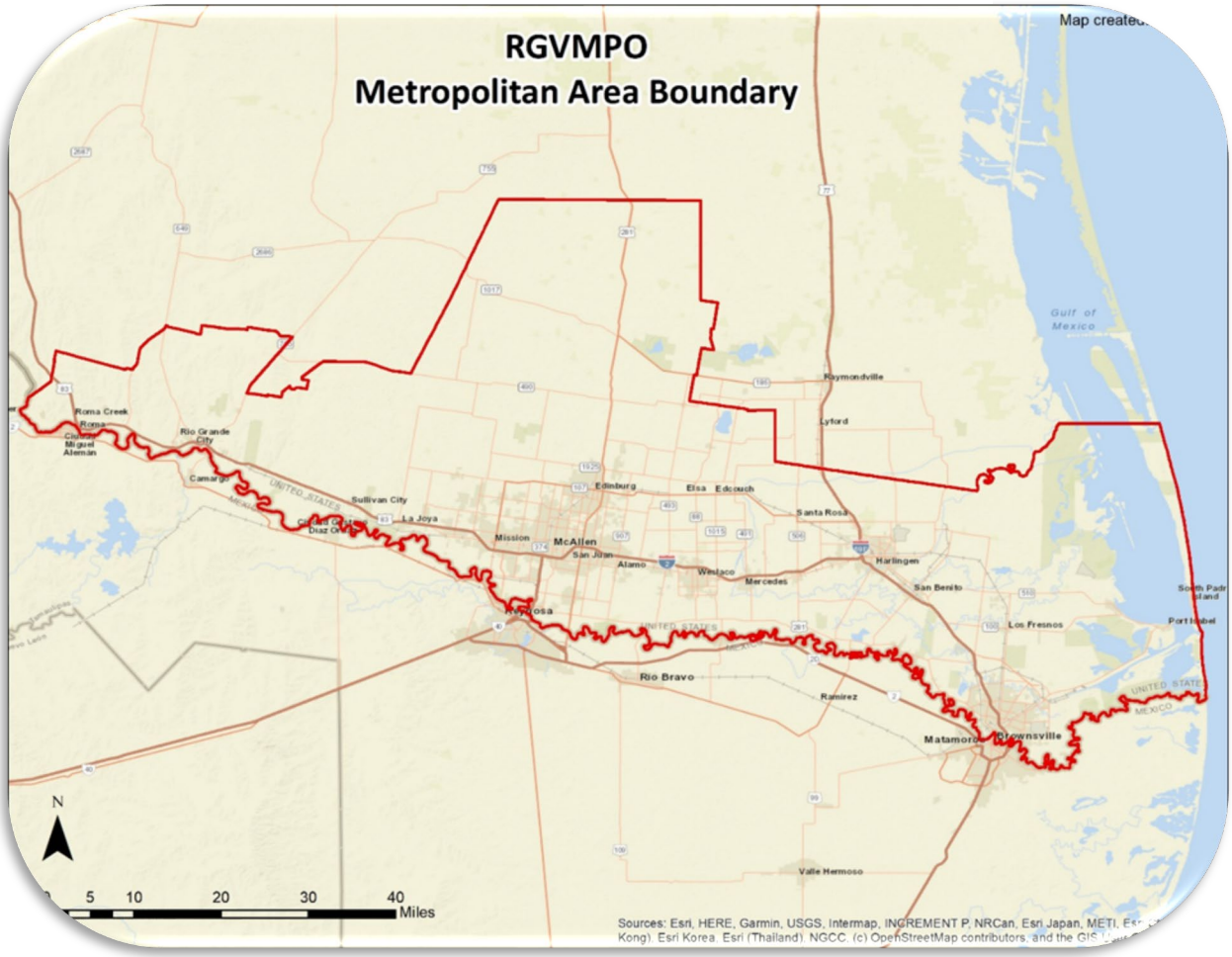
- In this Chapter:
  - Introduction
  - Purpose
  - Definition of Area
  - Public Involvement Process





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 exists 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 Administration (FTA) grant programs, 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 with 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



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, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA."

"The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in non-attainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

"The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:

(1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;

(2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);

(3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);

(4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Funds;

(5) Emergency relief projects (except those involving substantial functional, locational,or capacity changes);

(6) National planning and research projects funded under 49 U.S.C. 5314; and

(7) Project management oversight projects funded under 49 U.S.C. 5327."

"The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

(1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;

(2) Estimated total project cost, which may extend beyond the 4 years of the TIP;

(3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);

(4) Identification of the agencies responsible for carrying out the project or phase;

(5) In non-attainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;

(6) In non-attainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and

(7) In areas with Americans with Disabilities Act required para-transit and key station plans, identification of those projects that will implement these plans.

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/ or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In non-attainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP."

"(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(k)The TIP shall include a project, or a phase of 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. In non-attainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In non-attainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

(l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multi-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In non-attainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93."

"In metropolitan non-attainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to inter-agency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of § 450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330)."

Source: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326

The Transportation Improvement Program (TIP) is the RGVMPO's 4 year short range transportation planning document that identifies preliminary engineering, right-of-way acquisition, and construction projects. The TIP contains programmed funding for all projects including roadway, transit, and active transportation. The TIP is revised as needed on a quarterly basis to maintain communication and transparency on the programmed components involved in delivering Local, State and Federally funded projects. RGVMPO staff collaborates with our regional planning partners including cities, counties, regional mobility authorities, navigation districts, and the Texas Department of Transportation (TXDOT). The region's high demand for both state and federal funding requires prioritizing projects based upon readiness (development) and meeting the federally required measurements of performance.

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, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, Laguna Vista, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progresso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande City, Rio Hondo, Roma, 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 Cameron, Hidalgo, and Starr Counties.



Public Involvement Process

The federal requirements regarding public involvement processes emphasize establishing a participation plan. This plan should define 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 van-pool programs, transit benefits program, parking cash-out program, shuttle program or teleworker program, and other interested parties with reasonable opportunities for involvement 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 RGVMPO Public Participation Plan was adopted in September of 2019 and last amended in August of 2022. RGVMPO's mission statement is to develop and integrate a comprehensive multi-modal transportation system that supports the existing and future mobility needs and economic vitality of the metropolitan areas of Brownsville, Harlingen-San Benito, Hidalgo County, and Starr County under local direction and in accordance with federal and state mandates. This shall be accomplished by protecting the environment, safeguarding social equity, improving quality of life, growing the local economy, and providing safe, efficient, and financially feasible transportation options. This is achieved through the long-range transportation planning process, which includes a comprehensive, continuous, and cooperative approach partnering with citizens and participating planning members.

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 2025-2028 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 conducts virtual public involvement utilizing the organization's website and social media outlets. The organization welcomes public comments by email, phone, and/or social media outreach. During in-person activities, MPO staff, in coordination with TXDOT, contracted professionals, and our local planning partners work collaboratively to encourage our stakeholder to share their opinion through conversation, questionnaires, and/or surveys. MPO staff will respond immediately with supporting information, or within a timely manner as explained in our Public Participation Plan. The MPO's efforts provide a forum for ideas, concerns, and personal experiences which helps the MPO mature and accommodate accordingly. Creation of a Public Participation Plan, Unified Planning & Work Program, Active Transportation Plan, Resiliency Plan, Transportation Improvement Program, and Metropolitan Transportation Plan have all benefited from our community's involvement. Regional transit providers' Program of Federally funded projects, Short-Range Transit Plans, and actively operating routes and services are also incorporated throughout the 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 under-served 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 TXDOT E-STIP 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 Bicycle Pedestrian Advisory Committee (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, bike share 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 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.

RIO GRANDE VALLEY

METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT

Your Opportunity to Get Involved

As part of the 30-day public involvement process, the RGVMPO and the Texas Department of Transportation (TXDOT) are giving notice of programming our short and long-range planning tables: the **FY 2025-2028 Transportation Improvement Program (TIP)**, the FY 2020-2045 Metropolitan Transportation Plan (MTP), and Section 5307 Program of Projects for regional transit providers. The comprehensive TIP literature will also be available for review.

The MTP is the RGVMPO's 25-year, long range transportation planning document that serves as a blueprint for the next 25 years. The TIP is the RGVMPO's 4-year short range plan that programs preliminary engineering, right of way acquisition, construction, and construction engineering phases for the next 4 years. Both highway and transit projects are listed within our region's short-range plan, as well as the Statewide Transportation Improvement Program (STIP). Transportation alternatives, such as hike & bike trails, are also listed within our long-range plan.

This information will be available for public review and comment on our **Website's News Section** from **May 1 – May 31, 2024.** We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Public involvement briefings will be delivered via the RGVMPO website, social media outlets, and in-person engagement meetings. Drafted copies of our planning documents will be displayed, and an informational video will be available for viewing throughout the public involvement process.

Connect with us via social media or visit our website.



RGV MPO | Edinburg TX | Facebook

https://twitter.com/rgvmpo

RGV MPO - YouTube

Rio Grande Valley MPO, TX | Home (rgvmpo.org)



RGVMPO Staff will be hosting in-person public engagements at the following locations:

LRGVDC Ken Jones Small Boardroom

301 W Railroad St, Weslaco, TX 78596

May 9, 2024: from 2:00 PM – 4:00 PM

Metro McAllen Transit Center

1501 US - 83 BUS, McAllen, TX 78501

May 17, 2024: from 2:00 PM – 4:00 PM

Harlon Block Sports Complex

1020 West 18th Street, Weslaco, TX 78596

May 18, 2024: from 8:00 AM – 10:00 PM

**Additional locations pending & schedule is subject to change*

RGVMPO Public Involvement

May 1st – May 31st, 2024

*PLEASE PRINT

Location: METRO McALLEN

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Ruben Lopez	McALLEN TX		
2.	Marcial Ponce	McAllen		
3.	Rolando L. Valdez	McAllen TX		
4.	Sonia L. Alvarado			
5.	Elena Alvarado			
6.	Rene Zavala	McAllen, TX		
7.	Diego Lozano	Edinburg	Texas Edinburg	
8.	JOSE MENDOZA	McAllen		
9.	Fundacion Labores/H	McAllen		
10.	JOSE SALINAS	MCALLEN	TX	
11.	Juan Medina	Edinburg		
12.				
13.				
14.				
15.				

RGVMPO Public Involvement

May 1st – May 31st, 2024

***PLEASE PRINT**

Location: LRGVDC

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Johnny Peña Jr	Brownsville	juan.pena.jr@brownsvilletx.gov	956.596.0137
2.	Simon Ortiz	Brownsville	simon.ortiz@brownsvilletx.gov	
3.	Brian Boardley	Mc Allen Tx	brianb@raptorecg.com	734-260-8430
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

RGVMPO Public Involvement

May 1, 2024 – May 31, 2024

***PLEASE PRINT** **Location:** Weslaco

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	MARIO PINEDA	San Juan	mypineda@hotmail.com	283 5220
2.	Tristan Yoakey	Harlingen		
3.	Kassandra Cerda	Mission		
4.	Frances Villanueva	Weslaco		
5.	Miguel Cerda	mcallen		
6.	Cecilia Gutierrez	Weslaco	cgutie2357@yahoo.com	
7.	John Jansen			
8.	Cecilia Carr	Mission		
9.	Jaime Pena	Weslaco		
10.	Dina Murillo	Weslaco		
11.	Sonra Saucedo	NCHD		
12.	Sandra Lopez	NCHD		
13.	Joy Ley	H.C.H.D		
14.	Freddy Solis	HCHD		
15.	Marvel B Brandt	Weslaco		

RGVMPO Public Involvement

May 1st – May 31st, 2024

***PLEASE PRINT** **Location:** Weslaco

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Delma Cadena	Weslaco	delma.cadena@co.hidalgo.tx.us	956 968-8733
2.	Jennifer Rodriguez	Weslaco	jennrab@msn.com	956 532 9274
3.	Emanuel Rodriguez	Donna	emanuel.rodriguez24@gmail.com	956-587-6072
4.	Miguel Soto	Weslaco		
5.	David Fuentes	Weslaco		956-373-6682
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Rio Grande Valley Metropolitan Planning Organization

Public Involvement

We'd like YOUR input

LRGVDC Ken Jones Small Boardroom- 5/09
Metro McAllen Transit Center- 5/17
CycloBia- 5/24

2025-2028 Transportation Improvement Program (TIP)

Transit TIP

Ask us about these Transit Programs:

- Urbanized Area Formula Grant..... Section 5307
- Elderly & Individuals W/Disabilities... Section 5310
- Bus and Bus Facilities..... Section 5339

Bicycle & Pedestrian

Brownsville to Los Fresnos Hike & Bike Trail
Now Open!

1K and 3K Fun Run in Weslaco **May 18th** **8 am**
Activities Include: -Health and Wellness checks
-Emergency Management
-Bicycling Education
-Child Safety

May is National Bike Month!

LEAGUE OF AMERICAN BICYCLISTS presents BIKE MONTH
MAY 2024
NAT'L RIDE A BIKE DAY • SUN MAY 5
BIKE TO WORK WEEK • MAY 13-19
BIKE TO WORK DAY • FRI MAY 17
BIKELEAGUE.ORG/BIKEMONTH

Highway TIP

Overview of Revised Projects

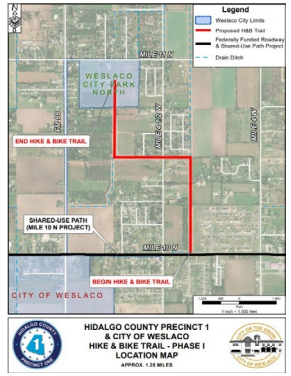
- South Parallel Corridor..... moved to 2025
- Taylor Road..... moved to 2025
- Bentsen Road..... moved to 2027
- Freddy Gonzalez..... moved to 2028
- Morrison Road..... moved to 2028
- IBTC .....moved to 2028

Carbon Reduction Program Projects

- Southmost Nature Trail Ph III & IV & V
- Bus Curb Cuts in Brownsville
- Los Fresnos Hike & Bike Trail
- Weslaco Hike & Bike Trail
- Signal Improvements



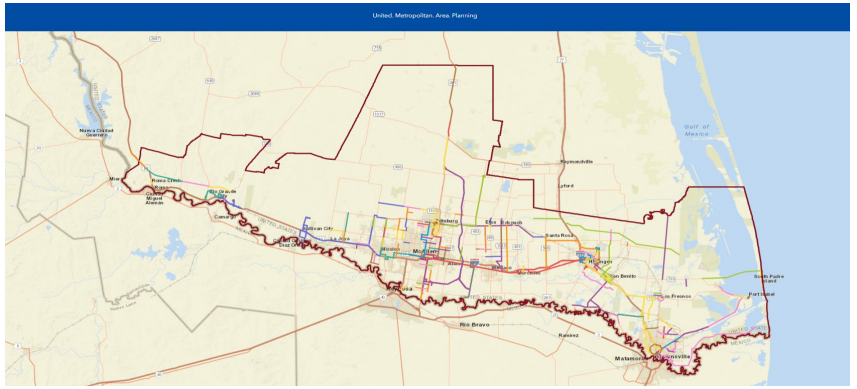




2045 Metropolitan Transportation Plan (MTP)

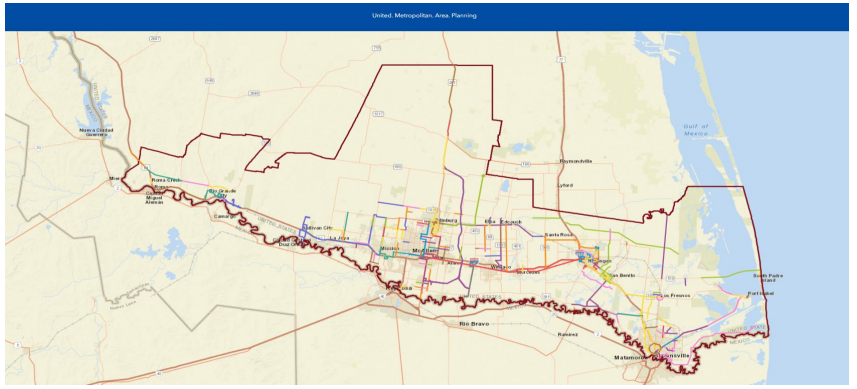
Provide input for the *August 2024* Revision cycle through a survey here

Long Range Transportation Improvements



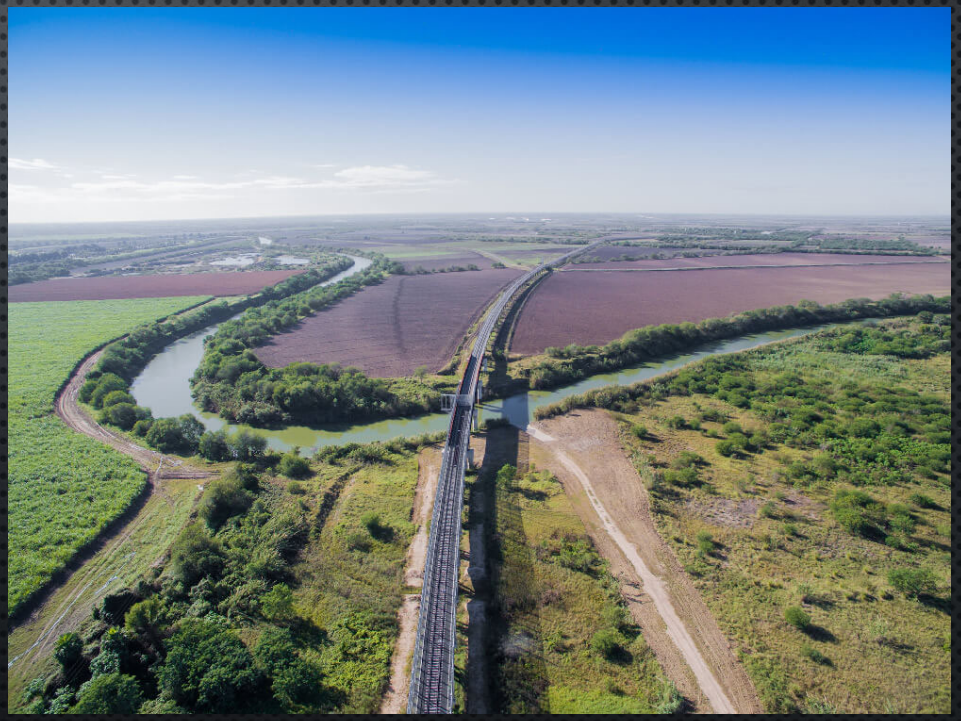
See current transit routes, previous crash data, and future projects programmed for the next 25 years here

Transit Routes



2. PROJECTS & FUNDING

- In this Chapter:
  - Grouped Projects
  - Funding Programs



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 each 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 RGVMPO Transportation Policy Board approved the grouping of Bicycle & Pedestrian Projects (funded with Category 9 – TASA), Category 7 Right-of-way phases, and Category 10 - Carbon Reduction funded projects with ambitions to streamline approval processes. A revision was proposed as per recommendation from the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) to update the Group Project Definitions which was revised in accordance with 23 CFR 450.218(g) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93 by Texas Park and Wildlife (TPWD) and TxDOT, the Federal Transit Agency (FTA) and Federal Highway Administration (FHWA). A copy of the informative letter (from FHWA, FTA, & TXDOT) was provided to the RGVMPO Transportation Policy Board for discussion and approval.

A list of projects, grouped by their respective funding category will be shown on RGVMPO's long-range planning table (MTP). Additionally, MPO staff will share individual project listings, identical to STIP entries, with TXDOT Pharr District and the Transportation Planning & Programming Division staff. If cost, funding, fiscal year programming, or scope of work needs modifying, an administrative amendment will be made and presented to the TAC & TPB during the following quarterly revision cycle. Aside from avoiding a lengthy approval process and mandatory public involvement for individual project listings on the STIP, grouping provides opportunities to utilize funding more efficiently and avoid lapsing.

As provided by TXDOT, further information regarding grouped projects, including their unique definitions, are displayed on the following pages.

Grouped Projects

General Guidance

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type and scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding (excluding Category 5/CMAQ funding).

What are the benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see Grouped Project Allowance Table).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on the TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Note: All phases of added capacity projects in non-attainment areas must be listed individually in the STIP.

Non-Attainment Areas

- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- Any work or phase for a non-federally funded added capacity project deemed to be regionally significant with respect to transportation conformity must be individually listed in the TIP/STIP.
- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- For non-added capacity projects, the PE and/or ROW phases may be grouped.



- Construction phase of most non-added capacity projects may be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be individually listed in the TIP/STIP.

Attainment Areas

- The PE and ROW phases for both non-added and added capacity projects and regionally significant projects may be grouped; however, the construction phase for federally funded added capacity projects must be specifically listed in the TIP/STIP if the construction is to be implemented within the timeframe of the TIP/STIP.



- The construction phase for most non-added capacity projects may also be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be specifically listed in the TIP/STIP.

Grouping Cat 10 Carbon Reduction Program Projects

- FHWA must receive proposed Grouped Projects from TPP in advance so they can review for approval of Carbon Reduction Program (CRP) funding.
- TxDOT (in coordination with MPOs) will identify projects proposed for grouping and CRP funding.
- TxDOT Districts send proposed Group Projects to TPP_STIP@txdot.gov, including:
  - Project Name
  - CSJ
  - Location
  - Scope
  - Eligibility rationale
  - Cat 10 CRP funding amount
  - Grouping rational

Allow 6 weeks for TPP + FHWA review time for Cat 10 projects that are grouped/groupable in the STIP.

- Projects may include those proposed for partial CRP funding (e.g., sidewalks on added capacity projects). Eligibility rationale must describe portion of project scope proposed for CRP funding.
- Refer to FHWA guidance for eligible activities (CRP Fact Sheet).
  - Activities listed as eligible do not require a demonstration of emissions reductions. Other projects may be eligible with a demonstration of emissions reductions.
  - Dedicated Truck Parking is eligible as an effort to reduce the environmental and community impacts of freight movement. It is groupable only if located at an open Safety Rest Area.

The Carbon Reduction Program is designed to fund projects that will help to reduce transportation emissions.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	ROW-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, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
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.

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects 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	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
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, preventative maintenance of transit vehicles and facilities. 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 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

RESOLUTION 2024-14

SUBJECT: APPROVAL OF GROUPING PROJECTS FUNDED BY CATEGORY 9 – TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA), CATEGORY 10 - CARBON REDUCTION PROGRAM (CRP), & CATEGORY 7 RIGHT-OF-WAY

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

WHEREAS the RGVMPO's Transportation Policy Board (TPB) is required to approve the action of Grouping for Category 9 – TASA, Category 10 - CRP, & Category 7 ROW funded projects.

WHEREAS these procedures have been discussed with RGVMPO's planning partners and will need TPB approval before submitting an update to TXDOT TP&P and FHWA.

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Grouping of Category 9, 10 (CRP), & 7 (ROW) projects.

Passed and Approved this 29th day of May 2024

The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board

For Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District

Luis M. Diaz
RGV MPO Interim Executive Director

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 Board (TPB) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts. "The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") provides approximately $350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the Bipartisan Infrastructure Law also provides funding through a wide range of competitive grant programs." Source: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding

[Category-1] Preventive Maintenance and Rehabilitation

Funding is to address preventive maintenance and rehabilitation, to preserve and repair, the existing state highway system, including pavement, traffic signals, signs, and other infrastructure assets. Examples include preservation of a pavement or structure, restoring drainage systems, patching concrete pavement, cleaning, and sealing joints and cracks, etc. The Texas Transportation Commission allocates funds through a formula allocation program and projects are selected by TxDOT districts using a performance-based prioritization process.

[Category-2] Metropolitan and Urban Area Corridor Projects

Funding for projects on the state highway system that addresses mobility and added capacity along a metropolitan and urbanized area corridor that improve transportation facilities to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) by formula, and projects for this category are selected and scored by the MPOs in consultation by TxDOT districts. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. Projects must be located on the state highway system.

[Category-3] Non-Traditionally Funded Transportation Projects

Funding for projects that are from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, passthrough toll financing, regional revenue and concession funds, and local funding. Category 3 also includes funding for the development costs of design-build projects. Projects are determined by legislation, Texas Transportation Commission approved minute order, or local government commitments.

[Category-4] Statewide Connectivity Corridor Projects

Funding for projects that address mobility and major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network comprised of the Texas Trunk System, National Highway System (NHS), Connections to major ports on international borders or Texas water ports, and hurricane evacuation routes. Selections are based on engineering analysis of projects by the Texas Commission designated connectivity network, which includes three corridor types:

- Mobility corridors: Based on traffic congestion.
- Connectivity corridors: Based on two lane roadways, requiring upgrade to four-lane divided roadways, and
- Strategic corridors: Which adds unique routes for statewide connectivity, such as Ports-to-Plains.

[Category-5] Congestion Mitigation and Air Quality Improvement

Funding that addresses attainment of National Ambient Air Quality Standard in the non-attainment areas of the state, which currently are Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas. The Texas Transportation Commission allocates funds distributed by population and weighted by severity of air quality to non-attainment areas. Non-attainment areas are designated by the US Environmental Protection Agency (EPA). Category 5 Projects are selected by MPOs in consultation with TxDOT, for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.

[Category-6] Structures Replacement and Rehabilitation (Bridge)

Funding is allocated by The Texas Transportation Commission through the Statewide Allocation Program to TxDOT's Bridge Division, which selects projects statewide to address bridge improvements through the following three sub-programs:

- The Highway Bridge Program: This program is for the replacement or rehabilitation of functionally obsolete or structurally deficient bridges on and off the state highway system. Bridges are eligible for replacement with a sufficiency rating below 50. Bridges are eligible for rehabilitation with a sufficiency rating of 80 or less. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. Ranking of these projects are first done by categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.
- In the Bridge Maintenance and Improvement Program (BMIP): Program for rehabilitation of eligible state highway system bridges. Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of bridges on the state highway system.
- The Bridge System Safety Program: For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. And for the elimination higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks. Projects are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings, and bridges identified with higher risk features that need to address safety concerns.

[Category-7] Metropolitan Mobility and Rehabilitation

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 with roadways with a functional classification greater than a local road or rural minor collector, can be funded under this category. Projects are selected by the MPO in consultation with TxDOT districts.

[Category-8] Safety

For projects addressing highway safety improvements, which include medians, turn lanes, traffic signal, intersections, and rumble strips, through the sub-programs listed below.

- The Federal Highway Safety Improvement Program (HSIP) addresses safety related projects on and off the state highway system administered by the Traffic Safety Division (TRF) with the purpose to achieve major reductions in traffic fatalities and serious injuries on all public roads. Projects must prioritize areas such as roadway and lane departures, intersections, older road users, and pedestrian safety which are all emphasized in the Texas Strategic Highways Safety Plan (SHSP). TRF provides funding projections to all TxDOT districts for their submission of review for project proposals and concurrence by TRF, for on-system targets, on-system systemic, and off-system projects. Funds are allocated to supervised by TRF. Evaluation of projects are done by the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.
- In the Systemic Widening Program (SSW), the allocations are made for roadway widening projects on high-risk narrow highways on the state highway system. Projects are evaluated using the Total Risk Factor Weights, by roadway safety features, for preventable severe crash types.
- Road to Zero (RTZ) Program targets to reduce fatalities and suspected serious injuries in the targeted top three contributing categories: roadway and lane departure, intersection safety, and pedestrian safety, by providing funds for projects on the state highway system. The evaluation of projects is done by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project.

[Category-9] Transportation Alternatives (TA) Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. TxDOT distributes federal TA funds through Category 9 to MPOs. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. The Texas Transportation Commission allocates the statewide TA Flex funding allocations and distributions. Areas with less than 200,000 in population, TxDOT's Public Transportation Division allocates TA funds. TA project eligibility is determined by TxDOT and FHWA. The Safety Rest Area Expansion Program, which addresses truck parking needs, also falls under this category.

Funds may be awarded to projects that include the following activities:

- Construction of sidewalks
- Bicycle infrastructure
- Pedestrian and bicycle signals
- Traffic-calming techniques
- Lighting and other safety-related infrastructure
- Transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

[Category-10] Supplemental Transportation Programs

Addresses the following sub-programs:

- Carbon Reduction Program (CRP) - Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- Coordinated Border Infrastructure (CBI) – Are for TxDOT districts selected projects, with the review and approval of FHWA, that addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Discretionary funds are congressionally designated.
- Supplemental Transportation Projects (Federal) – Projects that federal discretionary funds and congressional high-priority projects.
- Federal Lands Access Program (FLAP) – Projects selection is based on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands. The Program Decision Committee rank and score project applications.
- Texas Parks and Wildlife Department (TPWD) – Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. This is a Texas Transportation Commission allocation program and the Texas Parks and Wildlife Department (TPWD), in coordination and subject to Memorandum of Agreement between TxDOT Districts, selects State Park Roads projects.
- Green Ribbon Program – Addresses new landscape development and establishment projects, such as planting trees and other landscaping, to mitigate air pollution within TxDOT districts that have air quality non-attainment or near non-attainment counties.
- Safety Rest Area/Truck Parking - This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.

- Allocations to districts that have air quality non-attainment or near non-attainment counties, are based on one-half percent of the estimated letting capacity. The State's Design Division selects, ranks, and manage projects in this program.
- American with Disabilities Act (ADA) – targets more accessibility of intersections to pedestrians with disabilities, by addressing the construction or replacement of curb ramps at on-system intersections. The Design Division manage and select projects based on conditions of curb ramps or the location of intersections without ramps.
- Landscape Incentive Awards – This program allows TxDOT, in association with the nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program, to execute joint landscape development projects. The awards managed by TxDOT Design Division, recognize participating cities or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Re-planking Program – Addresses rough railroad crossing surfaces replacements on the state highway system (an estimate of 50 installations per year statewide).
- Railroad Signal Maintenance Program – Provides funding contributions for signal maintenance to each railroad. TxDOT districts jointly coordinate with the TxDOT Rail Division in the selection of Railroad Grade Crossing Re-planking and Railroad Signal Maintenance projects.
- Intelligent Transportation Systems (ITS) - Improve Traffic Asset Management and Device Monitoring for better security controls.

[Category-11]

Projects under this category include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). Sub-programs that help address TxDOT district Transportation needs are:

- District Discretionary – Projects selected at the discretion of each TxDOT District. Most projects are 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.
- Energy Sector – Eligible State Highway, safety, and maintenance work, that are impacted by the energy sector. Allocation of funds are through a formula allocation program by The Texas Transportation Commission. Allocated funds may be supplemented to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.

- Border Infrastructure- Rider 11(b) – Distribution of funds for this program are for highway projects within 50 miles of a port of entry to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts). Border state infrastructure using designated federal funds, follow project selection guidelines outlined under the CBI program (see Category 10). Project selection criteria addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. 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

[Category-12] Strategic Priority

Addresses projects with specific importance to the state to improve:

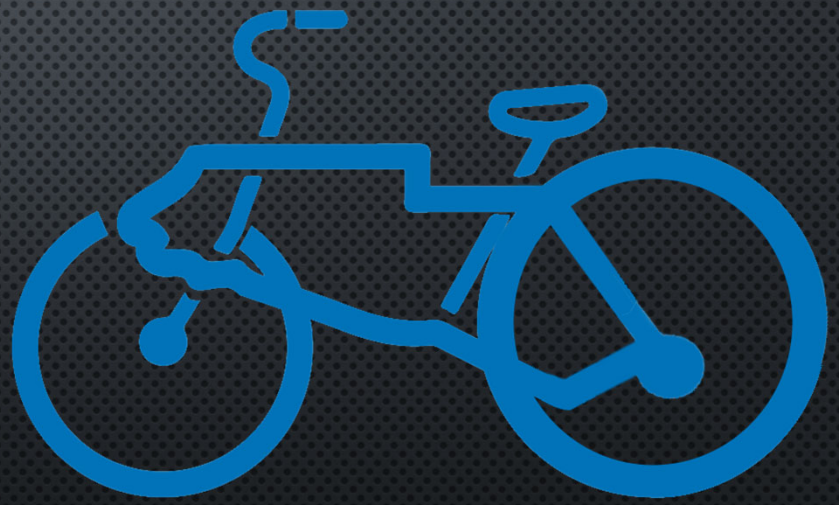
- Connectivity and Congestion under the Texas Clear Lanes program
- Energy sector access
- Economic opportunity
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies

Also, widening (both freeway and non-freeway), interchange improvements, and new-location roadways are all common project types. Projects are selected using a performance-based prioritization process by the Texas Transportation Commission. Discretionary funding decisions, are of no more than 10% of TxDOT's current biennial budget, are made per state law by the Texas Transportation Commission.

Traditional State Highway Projects revenues are generated from Proposition's 1 and 7 funding. Proposition 1 funding is a portion of the oil and gas extraction taxes to the State Highway Fund, while proposition 7 funding is a portion of the state's Sales and Use Tax, Tax of Motor Vehicle sales and rental. Recently passed, in November of 2021, Proposition 2 authorizes counties to raise transportation and infrastructure funds for underdeveloped areas by issuing bonds or notes.

3. ALTERNATIVE TRANSPORTATION

- In this Chapter:
- Public Transportation
  - Funding Programs
  - TAM & PTASP
- Active Transportation





Public Transportation

Public transportation can be multi-modal with options such as buses, trolleys, commuter rail, light rail, and public ride-share services. 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. 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 Multi-modal 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 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 WiFi.

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.



Texas State Legislature passed House Bill 71, 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.

Funding Programs Used

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), was signed into law by President Joe Biden in November 2021 and is the largest federal investment in public transportation in U.S. history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to $108 billion to support federal public transportation programs, including $91 billion in guaranteed funding. Annually, FTA apportions 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 via FTA's website and utilized by our region's 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.

- 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.

- Operating costs have been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary para-transit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas, public transportation systems within the urbanized area are to allocate funds by methods other than measuring vehicle revenue hours.
- Recipients may use up to 20% of their 5307 allocations for the operation of para-transit 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 allocations on Workforce Development activities.

As described by the Federal Transit Administration, the Coronavirus Aid, Relief, and Economic Security (CARES) Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. CARES funding will be disbursed through FTA apportionments to its Urbanized Area (Section 5307) and Rural Formula (Section 5311) programs. Additionally, the American Rescue Plan Act included $30.5 billion in supplemental appropriations allocated to support the transit industry during the COVID-19 public health emergency.

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

- 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.

- 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 allocations 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) enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. TAM is reported by transit agencies with the requirement from FTA that transit agencies and MPOs coordinate to the maximum extent practicable in selecting targets. For many MPO regions across the nation, this has so far been an exercise in transit agencies sharing targets with the MPO for communication purposes. MPO's, however, are encouraged to provide resources and grant support where plausible in support of transit agencies achieving their targets.

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.

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

Public Transportation Agency Safety Plan (PTASP)

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), doing business as 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.



Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures

Valley Metro/B-Metro/Metro McAllen

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	Fixed Route	DR	Fixed Route	DR	Flex Route	DR
Total number of reportable fatalities			0	0		
*Rate of reportable fatalities per total vehicle revenue miles by mode			0	0		
Total number of reportable injuries			35	0		
*Rate of reportable injuries per total vehicle revenue miles by mode			.000015	0		
Total number of reportable events			36	0		
*Rate of reportable events per total vehicle revenue miles by mode			.000015	0		
Mean distance between major mechanical failures by mode			4114	0		

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

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

Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures

Brownsville Metro

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	Fixed Route	DR	Fixed Route	DR	Flex Route	DR
Total number of reportable fatalities					0	0
*Rate of reportable fatalities per total vehicle revenue miles by mode					0	0
Total number of reportable injuries					5.6	1
*Rate of reportable injuries per total vehicle revenue miles by mode					.0000028	.0000072
Total number of reportable events					6.2	1.2
*Rate of reportable events per total vehicle revenue miles by mode					.0000031	.0000087
Mean distance between major mechanical failures by mode					82,200	57,738

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

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

RESOLUTION 2024-15

SUBJECT: APPROVAL OF TRANSIT ASSET MANAGEMENT (TAM) & PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS FY 2025-2028

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for 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 comment period; and

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve TAM & PTASP measures for RGVMPO's Regional Transit Providers: Metro McAllen, Brownsville Metro, & Valley Metro.

Passed and Approved this 29th day of May 2024

The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board

For Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District

Luis M. Diaz
RGV MPO Interim Executive Director

Public Transportation Agency Safety Plan (PTASP) & Transit Asset Management (TAM)

FY 2025-2028 Transit TIP Project List

FTA Transit Asset Management (TAM) - *Revenue, Equipment, & Facility assets - (vehicles/equipment) that have met or exceeded their useful life benchmark should be repaired or replaced and facilities with a condition rating below 3.0 should be repaired or replaced. Initiatives and investments incorporated into programming of Transit TIP projects will address concerns related to asset management.*

FTA Public Transportation Agency Safety Plan (PTASP)*- initiatives and investments for reducing fatalities, injuries, reportable events, and mechanical failures are incorporated into programming of Transit TIP projects.*

City of Brownsville Area – B-Metro

PHRBMPO141 - ADA Coordinator ($27,163) Preventative Maintenance ($181,255)

PM: Safety, Equipment, & Facilities

PHRBMPO142 - Mobile Fare Collection/Kiosk

PM: Revenue & Equipment

PHRBMPO149 - Operating Assistance

PM: Safety & Revenue

PHRBMPO150 – Preventative Maintenance

PM: Safety & Equipment

PHRBMPO151 - Dispatching Software

PM: Equipment

PHRBMPO130 – Operating

PM: Safety & Revenue

PHRBMPO131- Preventative Maintenance

PM: Safety

PHRBMPO132 – Dispatching Software

PM: Equipment

PHRBMPO133 - ADA Coordinator ($27,163) Preventative Maintenance ($187,611) Scheduling Software ($11,760)

PM: Safety, Equipment, Facilities, & Revenue

PHRBMPO134 - Rehab/Renovate - Stations/Stops/Terminals

PM: Safety, Equipment, & Facilities

PHRBMPO121- Other Capital Program Items (PM), ADA Coordinator, Software & Rolling Stock

PM: Safety, Revenue, Equipment, & Facilities

PHRBMPO164 – Scheduling Software

PM: Revenue & Equipment

PHRBMPO154 - Operating Assistance

PM: Safety & Revenue

PHRBMPO155 - Preventative Maintenance

PM: Safety

PHRBMPO156 - Dispatching Software

PM: Equipment

PHRBMPO157 - ADA Coordinator ($27,163) Preventative Maintenance ($181,255)

PM: Safety, Revenue, & Equipment

PHRBMPO158 - Rehab/Renovate: Admin./Maint. Facility ($141,162) Stations/Stops/Terminals ($141,161)

PM: Safety, Facilities, Equipment, & Revenue

PHRBMPO165 – Scheduling Software

PM: Equipment

Harlingen-San Benito Area – Valley Metro

HSB-2025-001- Operations - Harlingen Urbanized Area

PM: Revenue & Facilities

HSB-2025-002 – Preventive Maintenance

PM: Safety

HSB-2025-003 - Software/Annual Subscriptions

PM: Equipment

HSB-2025-004 - Hardware & Surveillance Equipment

PM: Equipment & Safety

HSB-2025-005 - Bus Overhaul & Support Equipment

PM: Equipment & Safety

HSB-2025-006 – Capital Improvement

PM: Revenue

HSB-2026-001 - Operations - Harlingen Urbanized Area

PM: Revenue & Facilities

HSB-2026-002 - Preventive Maintenance

PM: Safety

HSB-2026-003 - Software/Annual Subscriptions

PM: Equipment

HSB-2026-004 - Hardware & Surveillance Equipment

PM: Equipment & Safety

HSB-2026-005 - Bus Overhaul & Support Equipment

PM: Equipment & Safety

HSB-2026-006 – Capital Improvement

PM: Revenue

Hidalgo County Area – Valley Metro & Metro McAllen

HCVM-123 - Valley Metro Transit Terminal and Maintenance Facility Construction

PM: Facilities & Equipment

HCVM-124 - Preventive Maintenance

PM: Safety

HCVM-125 – Operations

PM: Revenue, Safety, Facilities

HCMM-079 – Paratransit

PM: Safety & Equipment

HCVM-126 - Administration (88,848) Mobility Management (799,631)

PM: Revenue & Safety

HCVM-127 – Fleet Overhauls

PM: Equipment & Safety

HCVM-128 – Capital

PM: Revenue

HCMM-069 – Operating Assistance

PM: Safety & Revenue

HCMM-070 – Preventive Maintenance

PM: Safety

HCMM-071 – Administration/Operation

PM: Revenue & Facilities

HCVM-087 - Operations $3,986,710 - Prevenitve Maint. $1,200,000 - Fairbox Collection Equipment & Supplies $200,000 - Software Subscriptions $300,000

PM: Safety, Facilities, Equipment, & Revenue

HCMM-084 - Paratransit ADA Accessible Vehicle Purchase

PM: Safety, Equipment & Revenue

HCMM-085 - Paratransit ADA Accessible Vehicle Purchase (Part 2)

PM: Safety, Equipment & Revenue

HCMM-086 - Acquire Support Vehicles

PM: Safety, Equipment, & Revenue

HCMM-087 – Facility Improvements

PM: Safety, Equipment & Revenue

HCMM-088 – Bus Shelters

PM: Safety & Equipment

HCVM-129 - Valley Metro Transit Terminal and Maintenance Facility Construction

PM: Facilities & Equipment

HCVM-130 – Preventive Maintenance

PM: Safety

HCVM-131 – Operations

PM: Revenue, Safety, & Facilities

HCVM-132 - Administration (88,848) Mobility Management (799,631)

PM: Revenue & Safety

HCVM-133 – Fleet Overhauls

PM: Equipment & Safety

HCVM-134 – Capital

PM: Revenue

HCMM-072 – Operating Assistance

PM: Safety & Revenue

HCMM-073 – Preventive Maintenance

PM: Safety

HCMM-074 – Administration/Operation

PM: Revenue, Safety, & Facilities

Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, 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. Public input, our TAC, BPAC, and Policy Board members comments and/or concerns also play a vital role in project priority. 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.

Active Transportation

In coordination with the 2045 Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Metropolitan Transportation Plan (MTP), the RGVMPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the Rio Grande Valley. The region is unified by three key principles that prioritize improving connectivity, accessibility, and community health, while planning for a comprehensive active transportation system. Supporting each of the key principles are goals, outlined in Figure 1-2, that enhance non-motorized modes of transportation. Five critical success areas (Planning & Design; Policy & Programs; Education & Encouragement; Safety; and Active Tourism) that contain supporting initiatives are also identified. Of the short-term initiatives outlined in the Action Plan, RGVMPO will continue collaborating with local governments to expand on regional connectivity through multi-modal project development.

The RGVMPO's regionally coordinated system for walking and bicycling is designed to provide world class facilities for active transportation and to integrate active tourism to support economic opportunity in local communities. The Rio Grande Valley's safe, comfortable, inclusive, 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 way-finding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the RGV.

Figure 1-2: Key Principles and Supporting Goals

Connectivity: *Increasing mobility across active transportation modes, while creating an integrated regional transportation network*

Connect Transit with Active Transportation	Establish a Regional Hike/Bike Network	Connect Pedestrian Network
Connecting the first and last mile of public transit trips to create a realistic and comprehensive network	Link existing pedestrian routes, increase connectivity, and increase user comfort via a system of safe facilities	Filling sidewalk gaps and improving the quality of the pedestrian network

Accessibility: *Establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region*

Improve Connections to Key Destinations	Ensure Equity	Support Education and Encouragement
Improving connections to key destinations promotes more frequent participation in active transportation	Enhancing travel choices for underserved people while increasing access to basic needs, services, and employment	Encouraging user participation through education and empowering residents to engage with the community

Community Health: *Promoting active transportation modes that improve public health and support local economies*

Build Active Tourism Network	Improve Mental and Physical Health	Improve System Safety
Supporting job creation and local spending through active tourism	Integrating activity to lower the effects of obesity, heart disease, mental health issues and other chronic conditions	Reducing speeds and minimizing conflicts with motorized vehicles to increase safety for all users

Bicycle and Pedestrian Counts [Planning & Design Initiative]

In 2020-2021, the RGVMPO, in coordination with the LRGVDC, established a regional bicycle and pedestrian (trail) count program. The initiation phase of the Program utilized private funds from the Valley Baptist Legacy Foundation to support the installation of eighteen (18) Eco-Counters on eleven (11) trails, in nine (9) cities. The data collected is being shared with TxDOT and TTI, to be used in the Texas Bicycle and Pedestrian Count Exchange (BP|CX) Program for managing and analyzing count data. Ongoing coordination, management, improvements, and expansion of the program is anticipated during FY 2025-2028 if funding opportunities remain available. The benefit: an on-going count dataset can better provide insights and data-driven support for future projects, promoting efficient system management and operation.

Complete Streets [Policies & Programs Initiative]

Complete streets are urban planning and design principles that prioritize the safety, accessibility, and comfort of all road users, including pedestrians, cyclists, public transit riders, and motorists. The concept recognizes the diverse needs of a community and aims to create a safe and comfortable multimodal transportation network. The goal of complete streets is to create a balanced and user-friendly environment that caters to the needs of everyone, regardless of their mode of transportation. A complete street typically features well-designed sidewalks, dedicated bike lanes, efficient public transit options, safe crosswalks, and landscaping. By integrating these elements, complete streets promote a more inclusive and sustainable transportation system, enhancing the overall livability of communities. This approach not only fosters healthier and more active lifestyles but also contributes to improved air quality, reduced traffic congestion, and increased social connectivity. Complete streets policies will be implemented through regional design standards.

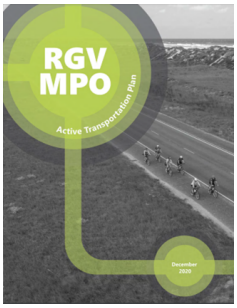
Active Transportation Facility Inventory [Planning & Design Initiative]

Planning efforts depend upon the availability of a comprehensive inventory of active transportation facilities. Municipalities and the RGVMPO have begun working together to develop regional standards for a facility inventory, and a strategy for cyclical review and updates. The regional geospatial database is planned to include the following attributes/features:

- Pedestrian network facilities: sidewalk location, width of sidewalk, spacing from curb, physical barriers present, etc.
- On-street bicycle network facilities: facility type (shared lane/sharrow; bike lane; cycle track), width of facility, pavement conditions, etc.
- Off-street network facilities: facility location, width of facility, surface material, location of amenities (restrooms, rest areas, water fountains), etc.

https://rgvmpo.maps.arcgis.com/apps/webappviewer/index.html?id=fa1a603b77194af39a1ca0110d6c348f

RGVMPO Staff will guide the completion of the first regional active transportation facility inventory and subsequent annual data collection coordination. The benefit: establishment of data benchmarks according to community goals. In addition, a facility inventory emphasizes the preservation and improvement of the existing regional active transportation system. Additionally, the facility inventory will assist with the establishment of an active transportation regional data portal, to be developed through FY2025-2028 to be used for future plans and assist with project planning and development.



Visit our Active Transportation Implementation page

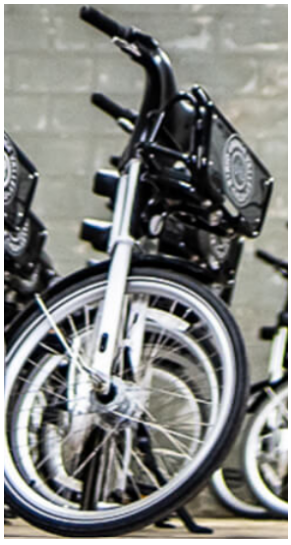
https://www.rgvmpo.org/our-work/active-transportation-implementation

Advisory Committees [Policies & Programs Initiative]

Coordination and communication between local and regional communities is key for the success of a regional trails system. As introduced in the Public Involvement Process section, the RGVMPO Bicycle and Pedestrian Advisory Committee helps ensure the planning process and implementation of plans meet the needs of the community. With its adoption in December 2020, the BPAC began implementing the RGVMPO ATP in 2021. In addition to the BPAC's work implementing several initiatives, two Working Groups were recently established to kickoff efforts for the RGV Traffic Safety Initiatives and the designation of a United States Bicycle Route (USBR). The USBR effort is additionally being coordinated and supported by the Caracara Trails Advisory Committee, another great regional committee who oversee the implementation of the proposed active transportation network outlined in the LRGV Active Plan (focused on Cameron County). The benefits: enhancing the integration and connectivity of the transportation system, across and between modes.

Bike Share [Education & Encouragement Initiative]

In 2015, the City of McAllen introduced McAllen B-Cycle to the Rio Grande Valley as the first bikeshare program. In recognizing the interest of the region, the LRGVDC – and by extension, Valley Metro - partnered with the City of McAllen to expand their program to the entire RGV. In 2021, the LRGVDC launched RGV B-Cycle with station locations in McAllen, Brownsville, and Harlingen. This regional bikeshare program allows users to rent bicycles for short-term or monthly use as one of the public transportation options for the community. A successful bikeshare program is an important tool to support the key principles of accessibility and community health. FY2025-2028 will include ongoing coordination between the RGVMPO BPAC and LRGVDC/Valley Metro Staff to manage and improve the regional bikeshare program.



RGV B Cycle

https://rgv.bcycle.com/

Law Enforcement Trainings [Safety Initiative]

The RGVMPO applied for Category 8, Safety Funds from the Federal Highway Safety Improvement Program. A total of $41,500 was awarded for the RGV Traffic Safety Initiative:

- To distribute 2,725 bike helmets throughout the RGVMPO jurisdiction.
- To distribute 5,000 bike lights throughout the RGVMPO jurisdiction.
- To administer hybrid trainings for 50 project managers on safety strategies and project development.
- To administer hybrid trainings for 100 law enforcement officers from the RGV on traffic safety problems/goals.

While the distribution of bike helmets and lights will assist with public safety education and encouragement, the law enforcement trainings are critical to increase the safety of the transportation system for non-motorized users. The trainings will include information about the regional active transportation facilities, current bicycle and pedestrian laws at the local and state levels, information on common collision types and locations, and enforcement procedures. In addition, officers will be trained protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such protocols ensure the necessary details of the crash are properly recorded for crash analysis that will take place during FY 2025-2028.

The RGVMPO continues to cultivate a safe, comfortable, inclusive, and equitable system of active transportation facilities to accommodate users of all ages and abilities, and support increased public health, 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.

Safe Streets for All - Safety Action Plan

"In response to the significant number of collisions, the RGVMPO is adopting a proactive strategy to decrease and eliminate severe injury and fatal accidents in the area. Through the development of a Safety Action Plan (SAP), the RGVMPO aims to establish a systematic approach that delineates measures to reduce collisions, improve safety, and establish a fair transportation network. This framework is anticipated to be developed through thorough examination and extensive public input. The intent of a SAP is straightforward: reduce and eventually eliminate serious injury and fatal crashes.

A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then provide a methodical approach to addressing them. Ultimately, a CSAP seeks to answer three questions:

- What are the potential risks and hazards?
- How can these risks be mitigated and prevented?
- What should be done in the event of an incident?" Source: TJKM RFP, December 2023

4. PLANNING PROCESS

- In this Chapter:
  - Performance Based Planning
  - TIP Project Selection Process
  - TIP Modification & Amendment Procedures
  - Year of Expenditure





Performance Based Planning for Metropolitan Planning Organizations

The last three federal transportation bills, the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and the current Infrastructure and Investment Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law (BIL)), contain requirements for State Departments of Transportation (DOTs), Transit operators, and Metropolitan Planning Organizations (MPOs) to establish and conduct performance-based planning and programming. This includes the establishment of targets for measures as they relate to the following topics:

- Safety
- Bridge and Pavement Condition
- Performance of the National Highway System (NHS), Freight and Congestion Mitigation and Air Quality (CMAQ)
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP)

In general, MPOs have the option to either adopt state/transit operator targets or establish their own for their respective MPO planning area; except for CMAQ Traffic Congestion measures which require unified targets with all State DOTs and MPOs in the urbanized area. In addition to establishing targets MPOs are required to monitor and track progress towards meeting these targets. 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 developing 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.

Performance Management Framework

Alliance Transportation Group comprised methodology to monitor the performance of our region's transportation system, and the "effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in and 23 CFR Part 4901 and 49 USC 6252 .The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals.

Transportation Performance Management Framework:

• Is systematically applied.
• Provides key information to help decision makers to understand investment outcomes across transportation assets or modes.
• Improves communication between decision makers, stakeholders, and the public.
• Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

This first version of a TPM Framework for the RGVMPO is based on guidance provided by FHWA and is comprised of ten (10) primary components that reflect either the steps involved in ongoing Metropolitan Transportation Planning or the facets and characteristics that comprise an MPO. The numbering of the components, it should be noted, does not reflect the order in which steps necessarily occur. The first six (6) components illustrate categories of processes involved in metropolitan transportation planning and are as follows:

1. Strategic Direction
2. Target Setting
3. Performance Based Planning
4. Performance Based Programming
5. Monitoring and Adjustment
6. Reporting and Communication

The above six (6) components are used as the outline for the first 6 chapters of this framework and are intended to both document the current state of the RGVMPO as well as provide guidance on continued implementation and maintenance of the framework. The remaining four (4) components are related to characteristics of the MPO and its functions and are as such:

A. Organization and Culture
B. External Collaboration and Coordination
C. Data Management
D. Data Usability and Analysis

These four (4) components provide the outline for the remaining four (4) chapters of this framework and are likewise intended to provide a basis for continued implementation and maintenance of the framework moving forward. The final chapter of this document summarizes the key takeaways and recommendations from each chapter and provides strategies for next steps and continued implementation. Understanding Performance Management as a strategy for tracking achievement of goals will help RGVMPO staff and planning partners in implementing and maintaining this framework." Source: RGVMPO TPM Framework, ATG/DCCM, 2024

Performance Measures

The RGVMPO 2045 MTP update fulfilled the RGVMPO's TPM responsibility for the previous MTP update cycle 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 performed as part of the 2045 MTP provided existing target measures, which created a base to understand the state of the current RGVMAB transportation system in comparison to assigned TxDOT targets. The System Performance Report of the 2045 MTP (Chapter 9) described the RGVMPO's approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b).

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), the Highway Performance Monitoring System (HPMS), TxDOT's open GIS database, and through coordination with regional FTA funded transit agencies. Due to the RGVMPO's current air quality attainment status, the organization currently reports performance measures for 15 of the 18 federal performance measures (Table 4).

Table 4: 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
	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	**System Performance:** Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)
Performance/ Freight/ CMAQ	**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
	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.*

"The RGVMPO staff are diligently working to address project readiness and support LG needs for project health. It is recommended that the RGVMPO continue to apply a project readiness assessment to proposed projects.

It is likewise recommended that RGVMPO continue to meet with TxDOT to review project health and consider incorporating a "lessons learned" component in these meetings, at least on a yearly basis.

It is recommended that the RGVMPO promote best practice project level strategies for performance outcomes, either through literature, coordination with TxDOT workshop opportunities, or through workshops hosted directly by the RGVMPO. That is, the RGVMPO should provide resources to LGs on what programmatic elements of a project are expected to have the best outcomes for a given goal area. Similarly, lessons learned on project readiness and project delivery should be shared and promoted across the agency and with planning partners." Source: RGVMPO TPM Framework, ATG/DCCM, 2024

Table 15: Performance-Based Programming Relationship to TPM Components

Component	Summary Definition	Relationship to Performance-Based Programming
01. Strategic Direction	The establishment of an agency's focus through well-defined goals/objectives and a set of aligned performance measures.	Programmed projects are linked directly to the strategic direction since they are prioritized by their potential ability to address goals and objectives.
02. Target Setting	The use of baseline data, information on possible strategies, resource constraints and forecasting tools to collaboratively establish targets.	Programmed projects are selected and funded based on how they help achieve performance targets.
03. Performance-Based Planning	Use of a strategic direction to drive development and documentation of agency strategies and priorities in the long-range transportation plan and other plans.	Performance-based programming allocates funding to projects identified as part of the strategies developed and documented in performance-based plans.
05. Monitoring and Adjustment	Processes to track and evaluate actions taken and outcomes achieved that establish a feedback loop to adjust planning, programming, and target setting decisions. Provides key insight into the efficacy of investments.	Completed projects from the STIP and TIP should be assessed to determine whether they provided the expected progress toward performance targets.
06. Reporting and Communication	Products, techniques and processes to communicate performance information to different audiences for maximum impact.	The programming process must be transparent and well communicated to ensure support and understanding of prioritization framework by stakeholders.

Component	Summary Definition	Relationship to Performance-Based Programming
A. TPM Organization and Culture	Institutionalization of a TPM culture within the organization, as evidenced by leadership support, employee buy-in, and embedded organizational structures and processes that support TPM.	The link between programming and performance must be supported by and understood by leadership and agency-wide to comprehensively implement the process.
B. External Collaboration and Coordination	Established processes to collaborate and coordinate with agency partners and stakeholders on planning/ visioning, target setting, programming, data sharing, and reporting.	The programming process must be clearly communicated to external stakeholders and coordinated with partner agencies. For example, a State DOT's STIP and an MPO's TIP must align.
C. Data Management	Established processes to ensure data quality and accessibility, and to maximize efficiency of data acquisition and integration for TPM.	Programming relies on data managed from various sources, including those from partner agencies.
D. Data Usability and Analysis	Existence of useful and valuable data sets and analysis capabilities, provided in usable, convenient forms to support TPM.	The programming process is based on good analysis of scenarios derived from an understanding of funding and baseline data projected forward into the future.

Highway Performance Measures Project List

FY 2025-2028 Transportation Improvement Program

(PM) Performance Measure(s)

TXDOT Projects – On-System

Safety Projects PM1

CSJ# 2717-01-027 - FM 3248 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 7.1% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ # 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 33.5% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 0865-01-108 - SH 495 Project consists of constructing a 4-lane divided urban section. Based on the TxDOT PMDIS system, it scores a 63.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 1228-03-041 - FM 1015 Project consists of a proposed 4-lane divided urban. Based on the TxDOT PMDIS system, it scores a 44.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 1803-01-094 - FM 1925 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 30.3% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 0342-01-103 - SH 107 Project consists of the construction of a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 36.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes. The Project location is part of a Hurricane Evacuation Route.

CSJ# 1429-02-036 - FM 1426 Project consists of widening from a 4-lane to a 6-lane with raised median. Based on the TxDOT PMDIS system, it scores an 8.9% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

Other projects with Safety Improvements (PM1):

(CSJ# - HWY Name)

0255-07-140 - US 281 Project

1803-01-092 - FM 1925

0528-01-118 - SH 107

0255-06-073 - US 281

0342-01-093 - SH 107

0220-04-049 - US 281

2094-01-063 - FM 2220

1429-02-036 - FM 1426

0864-01-069 - FM 494

System Preservation Projects (PM2)

CSJ# 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 25% for the system preservation category and is estimated to have an impact on lane miles receiving preventative maintenance (by ride score) and an impact to lane miles receiving preventative maintenance (by distress score).

CSJ# 0342-01-093 - SH 107- Project consists of operational improvements & rehabilitation. Based on the TxDOT PMDIS system, it scores 12.5% for the preservation category and is estimated to have an impact on the reduction in poor lane miles (by ride score).

System Reliability – PM3

CSJ# 2717-01-027 - FM 3248 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 100% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1429-02-036 - FM 1426 Project consists of widening from a 4-lane to a 6-lane with a raised median. Based on the TxDOT PMDIS system, it scores a 40.3% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 21.7% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 0528-01-118 - SH 107 Project consists of widening from a 4 lane to a 6 lane with a raised median. Based on the TxDOT PMDIS system, it scores a 24.3% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1064-01-027 - FM 676 Project consists of widening from a 4 lane to a 6 lane with a left turn lane. Based on the TxDOT PMDIS system, it scores a 21.9% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1803-01-094 - FM 1925 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores an 11.8% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 2094-01-063 - FM 2220 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 7.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 0327-08-098 - BU 77X Project consists of the construction of a raised median. Based on the TxDOT PMDIS system, it scores a 3.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1803-01-092 - FM 1925 Project consists of widening from a 4 lane to a 6 lane with a raised median. Based on the TxDOT PMDIS system, it scores a 1.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

Brownsville Area – Off-System

CSJ # 0921-06-315 - On East Loop, from I-69E to SH4

Description: Construction of 4 to 6 lane roadway partially on new location

PM: System Performance/Freight – facilitates international trade and serves as an overweight corridor

CSJ # 0921-06-291 - On Morrison Rd., from FM 1847 to Dana Rd.

Description: Construct 4 lane urban roadway

PM: Congestion Reduction & System Reliability - This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.

CSJ # 0921-06-371 - Signal Improvements, Various Locations within Cameron County (Grouped)
Description: Signalization Improvements to reduce congestion and carbon emissions

PM: Congestion Reduction – improved timing and/or detection at intersections, System Reliability – improved traffic flow diminishing congested areas throughout the county, Environmental Sustainability – carbon reduction by lowering emissions (less idling)

CSJ # 0921-06-372 - Construction of bus passenger loading areas and facility improvements, Various locations throughout the City of Brownsville (Grouped)

PM: Safety & Environmental Sustainability – Improving safety along B-Metro Transit routes and alleviating carbon emissions from extended bus idling in traffic lanes.

CSJ # 0921-06-289 - Southmost Nature Trail, from La Posada Dr. to Alamada Dr./Monsees Rd
Description: Construct 5' wide concrete trail, drinking fountains, benches, curb ramps, and a re-designation of an adjacent lane into a shared road (Grouped)

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-06-360 - Southmost NT Ph. III, from Calle Milpa Verde to Manzano St (Grouped)
Description: Construct a 10’ concrete hike & bike trail

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-06-361 - Southmost Nature Trail Ph. V, from International Blvd to Los Ebanos Blvd/Historic Battlefield Trail (Grouped)
Description: Construct 10' concrete trail

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0684-01-068 - SH 550 Gap 2, from 0.203 Mi. S. of FM 1847 to 1.13 Mi. SE of UPRR OVRPSS FM 3248
Description: Construct Controlled Access Tolled Facility

PM: System Performance/Freight - Connecting the Port of Brownsville and State Highway 48 to Interstate 69E, this roadway creates access through a previously undeveloped area.

Harlingen San Benito Area – Off-System

CSJ # 0921-06-257 - On S. Parallel Corridor, from FM 2520 to FM 1577
Description: New Location - 2 lane rural roadway in a proposed 120 ft. ROW

PM: System Performance & Congestion Reduction - a new location corridor designed to alleviate congestion along the I-2 interstate, previously the US77/83 Expressway, by creating an option to link cities and larger towns

CSJ # 0921-06-370 - Stenger St., from BUS 77 W. to Fannin St. (Grouped)
Description: Construct 10' Concrete Shared Use Path

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

Hidalgo County Area – Off-System

CSJ # 0921-02-328 - On Taylor Rd, from Mile 2 N to Business 83 (ROW phase grouped)
Description: Widen from 2 to 4 lanes divided urban

PM: System Performance & Safety - This is a transportation corridor (two phases) for the Cities of McAllen, Mission, Palmhurst as well as Hidalgo County adds capacity for system performance and increased safety.

CSJ # 0921-02-442 - On Trenton Rd., from I-69 C to FM 907
Description: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban

PM: System Performance, Safety, & Congestion Reduction - connects County Pct. #4 and the City of Edinburg city limits and offers a significant east/west corridor travelling to and from commerce and entertainment for occupational commuters

CSJ # 0921-02-512 - On Bentsen Rd., from FM 676 (Mile 5) to FM 1924 (Mile 3)
Description: Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter

PM: Safety & System Performance - this roadway widening project improves safety & efficiency of the thoroughfare and offers better interconnectivity between neighboring economic sectors

CSJ # 0921-02-396 - Nolana Loop, from FM 2220 to FM 1926
Description: Widen to 6 lanes w/ median, continuous left turn lane, & bike lanes

PM: Safety & System Performance - this roadway widening project (with raised median) improves safety & efficiency of the thoroughfare and offers better multimodal interconnectivity with inclusion of bike lanes

CSJ # 0921-02-254 - On Mile 1 East, from Bus 83 to Mile 8 North
Description: Reconstruct & widen to urban 2 lanes & shoulders

PM: System Performance - Increasing capacity along this corridor improves access and increases mobility while relieving congestion

CSJ # 0921-02-440 - On Freddy Gonzalez, from US BUS 281 (Closner Blvd.) to I-69C (US 281)
Description: Widen and reconstruct to 4 lanes divided urban

PM: System Performance & Safety - Widening and reconstructing along this corridor improves safety and increases mobility while relieving congestion

CSJ # 0921-02-522 - Signal Improvements, Various Locations within Hidalgo County (Grouped)

Description: Signalization Improvements to reduce congestion and carbon emissions

PM: Congestion Reduction – improved timing and/or detection at intersections, System Reliability – improved traffic flow diminishing congested areas throughout the county, Environmental Sustainability – carbon reduction by lowering emissions (less idling)

CSJ # 0921-02-539 - Weslaco Hike & Bike Ph. I, from Weslaco City Park N. to Mile 10 N. (Grouped)

Description: Construct a 10' Shared Use Path

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-02-322 - Liberty Blvd (Phase II), from FM 2221 to Mile 3 Rd. (ROW phase grouped)

Description: Construct 2 lane roadway with shoulders (on New Location from Mile 4 to FM 2221)

PM: System Performance – New roadway, adding capacity while relieving congestion

CSJ 0921-02-403 - Eldora Rd, from FM 3362 (Jackson Rd) to Veterans Blvd (I Rd) (ROW phase grouped)

Description: Widen from 2 to 4 Lane Divided

PM: System Performance & Safety - Widening along this corridor improves safety and increases mobility while relieving congestion

CSJ # 0921-02-360 - Mile 10 North, from Westgate (Mile 6W) to FM 1015 (ROW phase grouped)

Description: Widen from 2 to 4 lanes

PM: System Performance - this widening project will alleviate congestion and contribute to system performance

CSJ # 0921-02-448 - C, CE – Mile 6 W Rd, from SH 107 to Mile 14 1/2
Description: Widen to from 2 to 4 lanes

PM: System Performance - this widening project will alleviate congestion and contribute to system performance

CSJ # 0921-02-442 - C, CE – Trenton Rd, from I-69C/US 281 to FM 907
Description: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban

PM: System Performance & Safety - Widening and reconstructing along this corridor improves safety and increases mobility while relieving congestion

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. The three different sets of performance measures that the MPO must comply with are reported and adopted by the Transportation Policy Board. The RGVMPO continues to monitor updates to performance targets using the performance dashboard tools that TxDOT has made available. The RGVMPO has resolutions supporting TxDOT's performance targets.

TIP Project Selection Process

The selection of projects for the Surface Transportation Program (STP), Transportation Alternatives Set-Aside (TASA) and Proposition 1, Proposition 2 (newly passed legislation in November of 2021), 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 Technical Advisory Committee (TAC) and Bicycle-Pedestrian Advisory Committee as critical analysts toward project selection. RGVMPO staff utilizes a project scoring system for Category 7 – Metropolitan Mobility and Rehabilitation funded projects. Category 2 – Metropolitan and Urban Corridor projects, along with categories 1,4,8,10,11, & 12 are scored by TXDOT. A ranking of projects is comprised based on readiness, score, and priority, ultimately leading to programming within the short-range TIP and/or long-range MTP. Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds. MPO staff collaborates with regional transit providers to prioritize projects for inclusion to the Transit TIP.



The Lower Rio Grande Valley Development Council (LRGVDC) is the designee for public transportation funds, 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 planning and project selection process, and coordinating a competitive selection. This selection process of projects using public transportation funds is approved by the Transportation Policy Board. As part of the selection process, the RGVMPO utilizes project selection criteria, critique and analysis from advisory committees, and overall judgement from TPB members who represent our local governments, TXDOT-Pharr District, regional mobility authorities, and ports of entry. Selection criteria address gaps in current service within targeted communities and considers geographic distribution to encourage levels of diverse geographic disbursement. Projects selected 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 programming into short- and long-range planning documents, Category 7 Funding allocation should be assigned to projects designated as Off-System, while On-System projects are 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 roadways). Each entity shall submit a RGVMPO TIP/MTP Update Form, identifying project status through various facets of project development (Environmental Clearance, ROW Acquisition, Design, Project Costs, etc.) while MPO staff and TXDOT conduct a scoring process and seek guidance from advisory committees. Projects will be scheduled in accordance with timelines submitted by entities and financial constraints, however, projects that are ready to let may accelerate regardless of ranking.

Project selection procedures vary from locations within a transportation management area (TMA) versus a non-TMA, as well as which type of federal funding is involved. According to 23 C.F.R. Part 450, a TMA will require collaboration between the commission, MPO, and/or public transportation operator to select projects for implementation (with use of federal funds) on an approved TIP. In designated TMA's an MPO, in consultation with the state's DOT and public transportation operators, shall select all federally funded projects, except those listed on the National Highway System (NHS) and projects funded under bridge, interstate maintenance, safety, or federal lands highways.

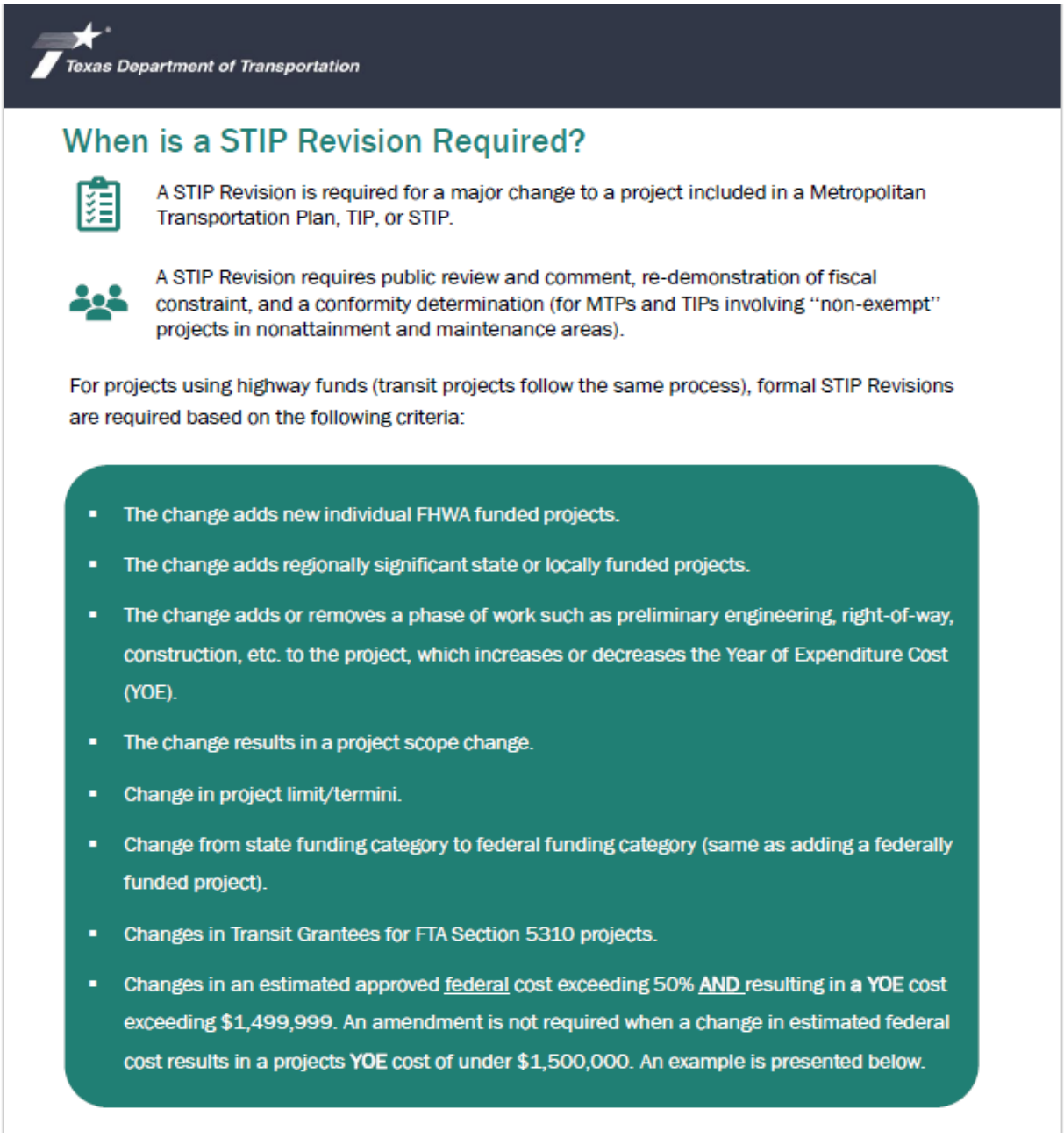
Strategies to help optimize the use of federal funds are shared during Project Readiness Sub-committee meetings, TAC, & TPB meetings regularly. MPO staff maintains consistent communication with planning partners and project readiness is highly stressed. MPO staff will continue to regularly calculate utilization and carryover estimates for each fiscal year (FY). Project prioritizing is based on a performance measures framework with emphasis on avoiding delays and utilizing funding efficiently.

The practice for project selection is currently evolving due to Federal and State restraints. One initiative of 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 with legislation, 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. The planning partners of our Rio Grande Valley region convene regularly to accomplish the goals stipulated through legislation. This group coveys the importance of implementing project selection, based on the performance measures and values adopted by RGVMPO, where projects are 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 projects.

TIP Modification and Amendment Policies and Procedures

Federal planning regulations 23 CFR Part 450 allows states and MPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328, a TIP is subject to modification at any time consistent with the procedures established for its development and approval. A Statewide Transportation Improvement Program (STIP) revision is required for major changes in project details. An example, originally provided by TXDOT, of comparing a STIP Revision to an Administrative Amendment is listed below, along with detailed examples of revisions and modifications:



Texas Department of Transportation

When is a STIP Revision Required?

A STIP Revision is required for a major change to a project included in a Metropolitan Transportation Plan, TIP, or STIP.

A STIP Revision requires public review and comment, re-demonstration of fiscal constraint, and a conformity determination (for MTPs and TIPs involving "non-exempt" projects in nonattainment and maintenance areas).

For projects using highway funds (transit projects follow the same process), formal STIP Revisions are required based on the following criteria:

- The change adds new individual FHWA funded projects.
- The change adds regionally significant state or locally funded projects.
- The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project, which increases or decreases the Year of Expenditure Cost (YOE).
- The change results in a project scope change.
- Change in project limit/termini.
- Change from state funding category to federal funding category (same as adding a federally funded project).
- Changes in Transit Grantees for FTA Section 5310 projects.
- Changes in an estimated approved federal cost exceeding 50% AND resulting in a YOE cost exceeding $1,499,999. An amendment is not required when a change in estimated federal cost results in a projects YOE cost of under $1,500,000. An example is presented below.

Changes that Do Not Require a STIP Revision (Administrative Amendment)

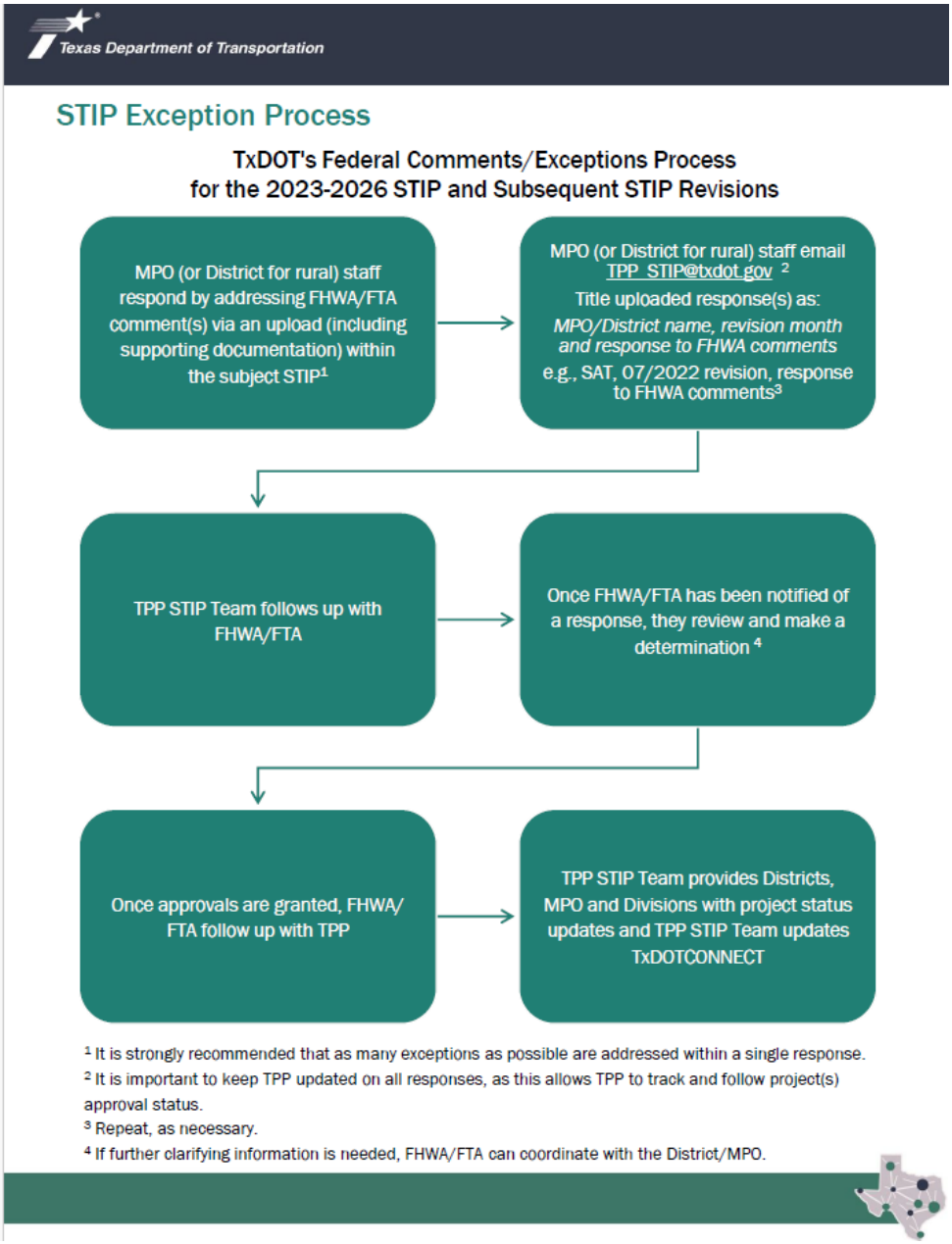
Not all project changes require a STIP Revision. A STIP Administrative Amendment can be used for minor changes to a project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to a project/project phase initiation dates. STIP Administrative Amendments for federally funded and state/locally funded regionally significant projects include the following:

- Change in project ID, Control-Section Job (CSJ) or inclusion of CSJ.
- Change in estimated federal cost resulting in a YOE cost < $1.5M, unless changes break 50% rule.
- Change in one federal funding program to another federal funding program (unless that category needs Commission approval (Categories 2, 4 and 12) or category is specific to that project, i.e., Category 5 (CMAQ), or Project Specific Grants, i.e., RAISE Grant, SS4A Grant, etc.
- Change in one state funding category to another state funding category.
- Addition of a Grouped Project using a statewide CSJ.
- Change in letting date (within the 4 years).
- Change in the project limits for a state-funded project.
- Change in TIP year for a state-funded project (within the 4 years).
- Change in TIP year for a federal, state, local or regionally significant project (that **DO NOT** cross AQ analysis years in non-attainment or maintenance areas consistent with policy procedures).
- Change in project scope of work for a state-funded project.

Reminders:

Administrative Amendments do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (nonattainment/maintenance areas).

MTPs, TIPs, and STIP must be consistent and synchronized. Changes in the TIP must be reflected in the MTP.



Amendments to TIP documents require abiding to the MPO's Public Participation Plan. A call for project revisions and amendments is announced by MPO staff. A timeline consisting of project submittal deadlines, meeting dates, beginning to end of public involvement, and the ultimate approval date of all necessary documentation, is shared with members of TAC and TPB. Fulfilling the obligation of project sponsors, the region's local governments will inform MPO staff of project removal, major revisions to cost, funding, and/or project scope, movements in programmed fiscal years, and new project phases for inclusion. A scoring process is utilized when prioritizing/ranking of projects seeking federal funding. The MPO is responsible for ranking Category 7 - Metropolitan Mobility and Rehabilitation projects, while TXDOT ranks larger on-system projects. Category 9 – Transportation Alternatives Set-Aside funds are distributed by the MPO through project calls held every two years. The project selection process involves the Bicycle Pedestrian Advisory Committee, who scores project submittals and recommends potential recipients to TAC & TPB. Category 9 projects are listed within the MTP and included within an appendix to the Comprehensive TIP document.

To permit adequate public review and comment, amendments to the TIP are introduced and discussed at TAC & TPB meetings, while public involvement is either held virtually or in-person, at various locations within the planning boundary. The 30-day public involvement period is announced and hosted by RGVMPO as an effort to maintain transparency with members of the community. A summary of updates is comprised while executing changes to highway & transit TIP tables. The individual TIP project entries are labeled appropriately, depicting revisions and/or administrative changes where needed. Both the Summary of Updates and TIP tables are displayed during Public Involvement, inevitably leading to presentation and discussion with TAC & TPB members. Once highway and transit TIP tables are approved by TPB, MPO staff will upload required documentation to the E-STIP online Portal, while executing administrative modifications as necessary. All projects listed on the TIP must be consistent with RGVMPO's MTP and TXDOT's online databases – the E-STIP Portal and TXDOT Connect.

Year of Expenditure

Federal legislation requires planning documents (such as the STIP, MTP, and TIP) maintain financial plans that reflect "year of expenditure dollars" (YOE) 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 - Preliminary Engineering costs are given a standard 4.9% of the construction estimate cost
- Indirect Cost - As per Design Division, Pharr District has a rate of 4.77% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages are listed within the following table: (next page)

5. Additional Planning Aspects

- In this Chapter:
  - Air Quality
  - Transportation Resilience
  - Americans with Disabilities
  - Freight Planning





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. Through analyzing results from five Texas Commission on Environmental Quality (TCEQ) monitoring sites within our MAB, our region is at 53-54 ppb (3-year avg.).

Transportation Resilience

Transportation Resilience is an ongoing planning effort that is currently under development by the RGVMPO to address reliability and resiliency measures on our regions' transportation system. Natural disasters and climate change have caused significant impacts in the Rio Grande Valley's Road systems, the RGVMPO plans on reducing vulnerability risks by using strategies to prepare for disaster recovery and improve safety on our roads. In coordination with the Texas Department of Transportation (TxDOT), Texas Transportation Institute (TTI), the Association of Texas Metropolitan Planning Organizations (TEMPO), and other resiliency working groups, some critical factors identified for the Rio Grande Valley are flooding, hurricanes, evacuation routes and shelters, public health, emergency response, border and freight security, and wind impacts. Alliance Transportation Group designed RGVMPO's Resiliency & Sustainability Analysis in 2023. The plan explains decisions regarding investments in the regional transportation network. The ultimate achievement involves balancing multiple goals and priorities to gain maximized performance. Our MPO's guiding principles include adaptive development, a sustainable future, connected communities, collaborative governance, making just decisions.

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.

Freight Planning

The RGV Freight and Trade Transportation Plan addresses the unique binational and multimodal freight and trade challenges and opportunities in the Rio Grande Valley. The RGV region incorporates truck, rail, maritime, air, and international bridges as well as space operations (Space X, Boca Chica Beach).

Additionally, the plan was developed alongside TxDOT's concurrent Texas-Mexico Border Transportation Master Plan, which focusses on cross-border movement of people and goods at the statewide level.



URL: https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf

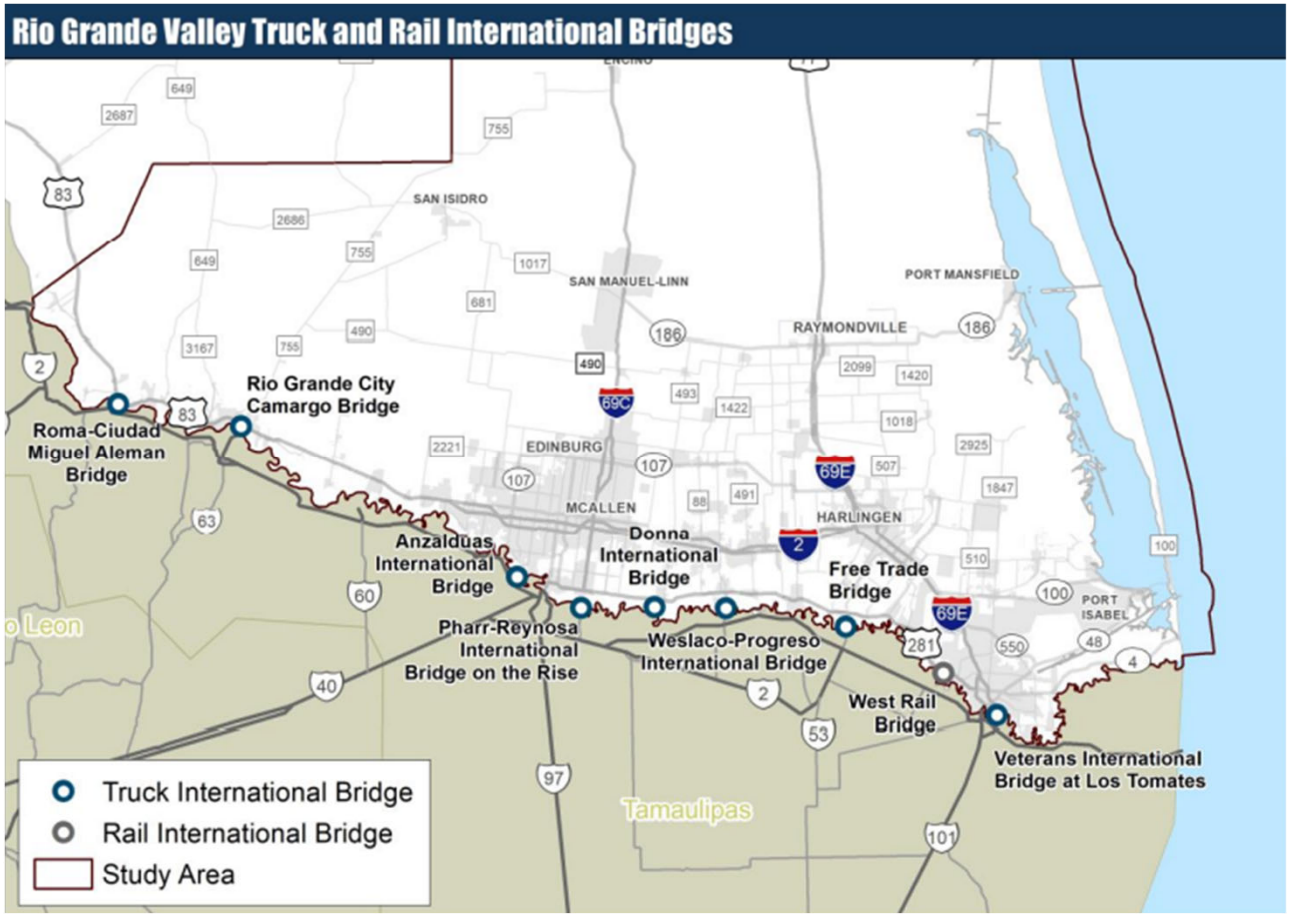


Source: TXDOT, RGV Freight Plan

Land Port of Entries – Truck and Rail International Bridges

There are eight international bridges serving commercial vehicle traffic in the Rio Grande Valley (RGV):

- **Roma-Ciudad Miguel Aleman Bridge**
- **Rio Grande City Camargo Bridge**
- **Anzalduas International Bridge**
- **Pharr-Reynosa International Bridge on the Rise**
- **Donna International Bridge,**
- **Weslaco-Progreso International Bridge**
- **Free Trade Bridge at Los Indios,**
- **Veterans International Bridge at Los Tomates**
- **West Rail Bridge –** International Rail Bridge



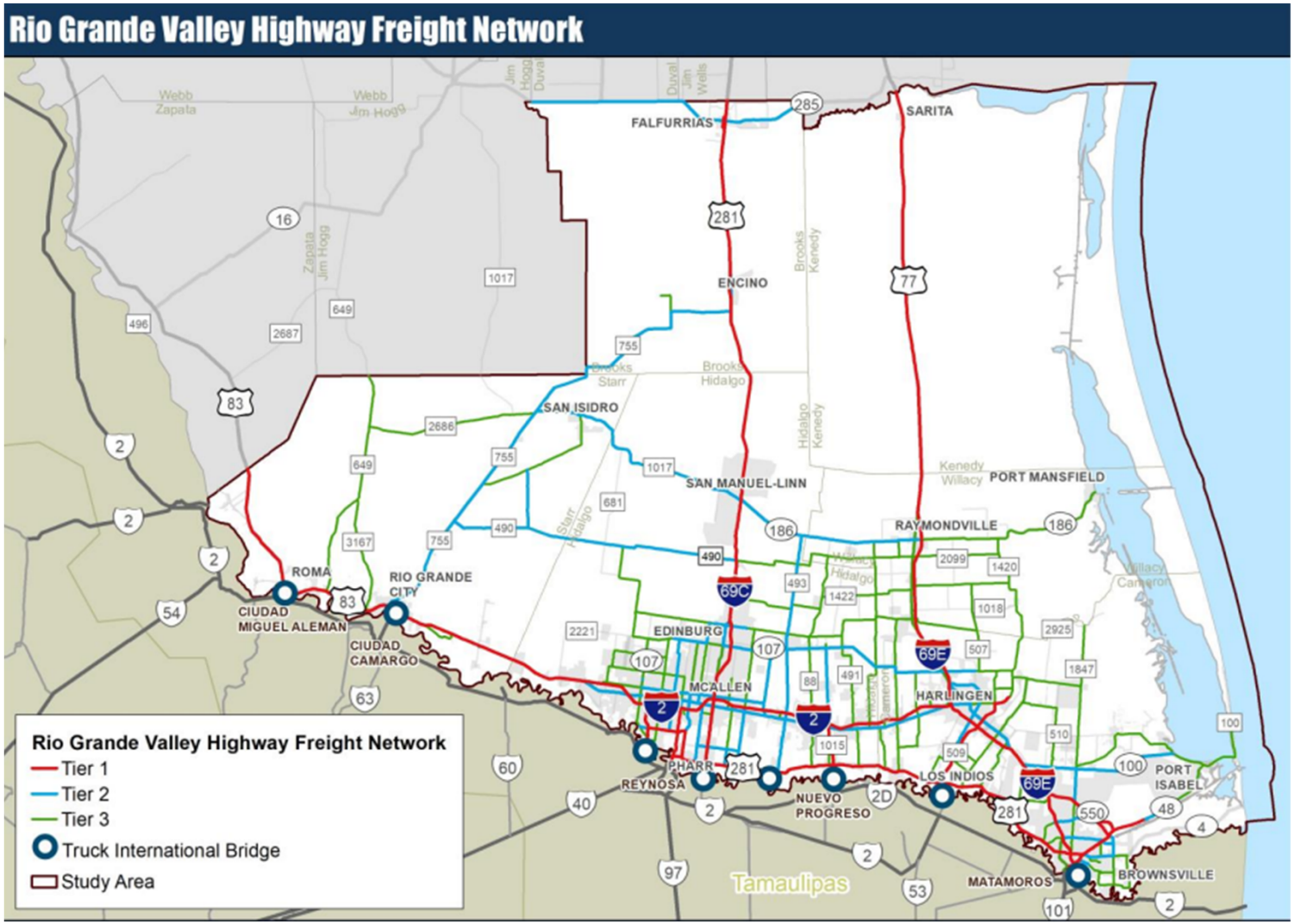
Source: TXDOT, RGV Freight Plan

The Rio Grande Valley is vital to freight movement both statewide and nationally. The region is linked to various, strategic Texas supply chains such as manufacturing, agriculture, and energy production. A significant amount of freight transportation is the result of increased international commerce.

417 Tier 1 Miles
- includes the roadways most critical for freight transportation

459 Tier 2 Miles
- includes roadways providing significant regional connection

671 Tier 3 Miles
- includes additional connections within the network and to freight generating and producing businesses in the region



Source: TXDOT, RGV Freight Plan

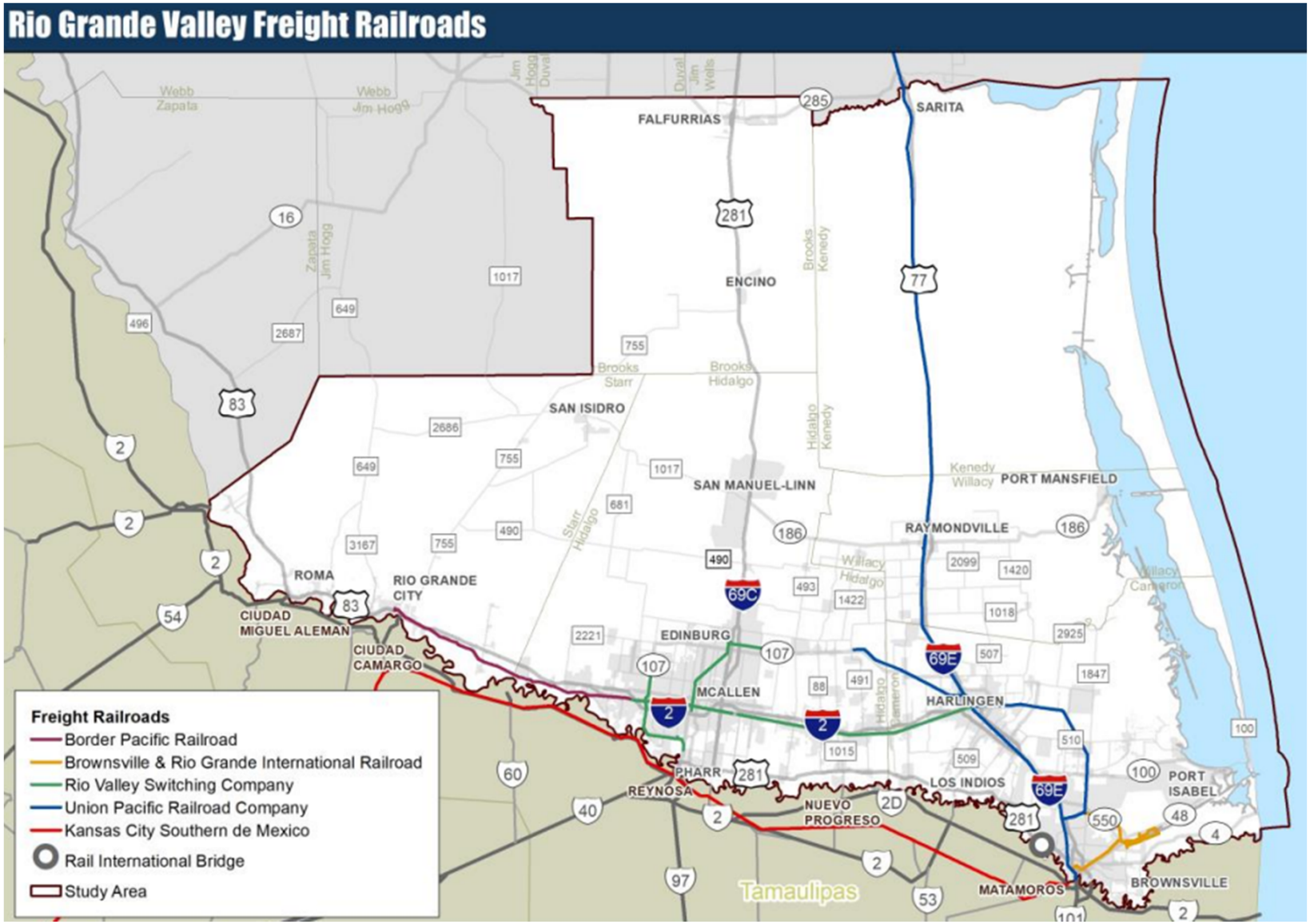
Operating freight rail infrastructure within the RGV includes one Class I and three short line railroads.

Union Pacific (UP) owns track alongside the I-69E corridor and connecting to the region's only rail international bridge (the West Rail Bridge).

The Border Pacific Railroad connects Rio Grande City to McAllen, and the Rio Valley Switching Company operates along the same corridor to Harlingen with spurs to Edinburg and Pharr.

The Brownsville & Rio Grande International Railroad connects the Port of Brownsville to the UP line and the West Rail Bridge.

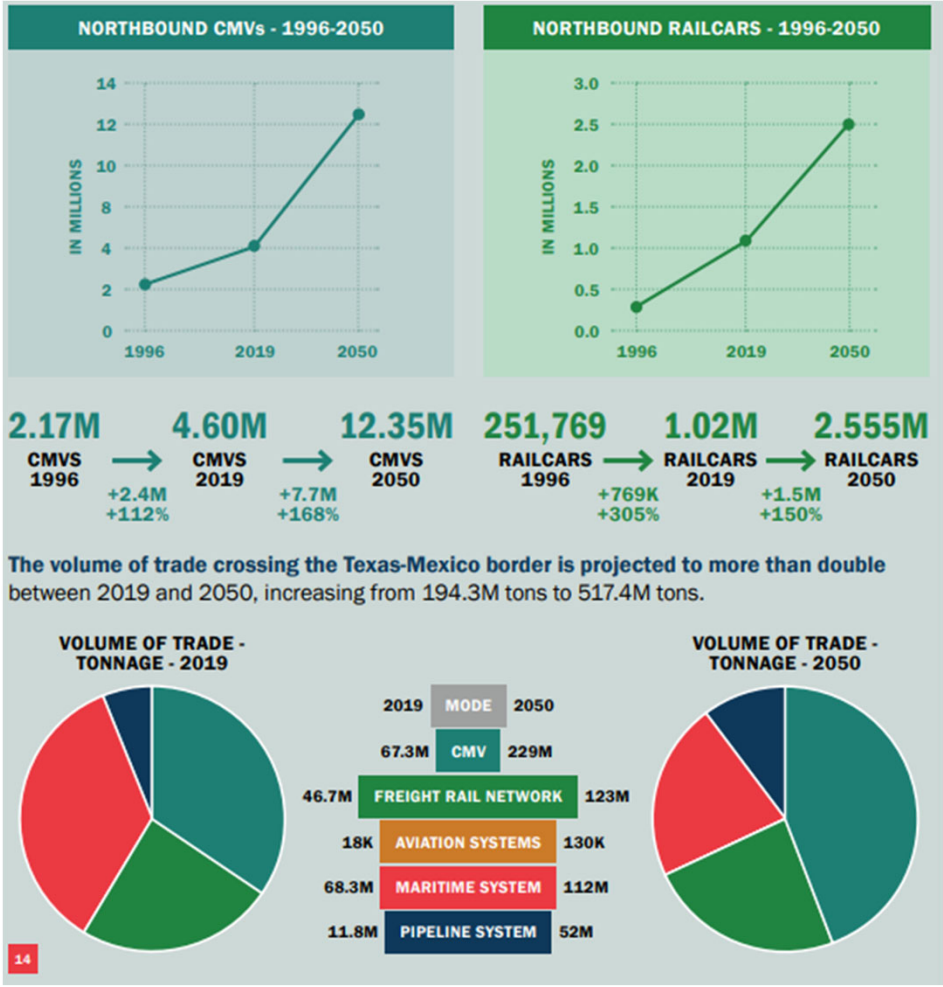
Source: TXDOT, RGV Freight Plan



The economic impact of goods transported across the Texas-Mexico border reaches the entire United States and Mexico. In 2019, movements of people and goods through the Texas-Mexico border generated over 7 million jobs and more than $350 billion GDP in both countries. By 2050, the economic
impact of cross-border trade will increase to over 20 million jobs and nearly $1.2 trillion in GDP.

The number of northbound Commercial Vehicles (CMV) crossing the Texas-Mexico border has more than doubled
from 2.17 million in 1996 to 4.60 million in 2019. The forecasted amount is predicted to rise to 12.35 million in 2050.

The number of northbound railcars has quadrupled from 251,769 in 1996 to 1.02 million in 2019. Year 2050 projections
Are estimated at over 2.5 million in 2050.



Source: TXDOT, TX-MX Border Transportation Master Plan

Rio Grande Valley Freight and Trade Projects by Funding Status and Priority, 2020-2030

Funding Status	High		Medium		Low		Total	
	Number of Projects	Funding Gap (Millions $)	Number of Projects	Funding Gap (Millions $)	Number of Projects	Funding Gap (Millions $)	Number of Projects	Funding Gap (Millions $)
FULLY FUNDED	57	$0.00	34	$0.00	59	$0.00	150	$0.00
PARTIALLY FUNDED	27	$252.23	24	$164.18	23	$185.74	74	$602.14
UNFUNDED	11	$335.43	11	$648.73	8	$134.28	30	$1,118.44
TOTAL	**95**	**$587.65**	**69**	**$812.91**	**90**	**$320.01**	**254**	**$1,720.58**

Funding amounts shown are subject to change. The RGVMPO short- & long-range planning tables are amended quarterly. The TXDOT Unified Transportation Plan (UTP) is updated annually, but there is no guarantee that projects in the UTP will be fully funded or implemented. RGVMPO staff is constantly researching additional funding opportunities for improvements to system performance and infrastructure. RGVMPO staff works collaboratively with TXDOT Pharr District staff and regional planning partners to prioritize transportation projects.



URL: https://ftp.txdot.gov/pub/txdot/get-involved/phr/rgv-freight-plan/020921-rgv-freight-trade-transportation-plan.pdf







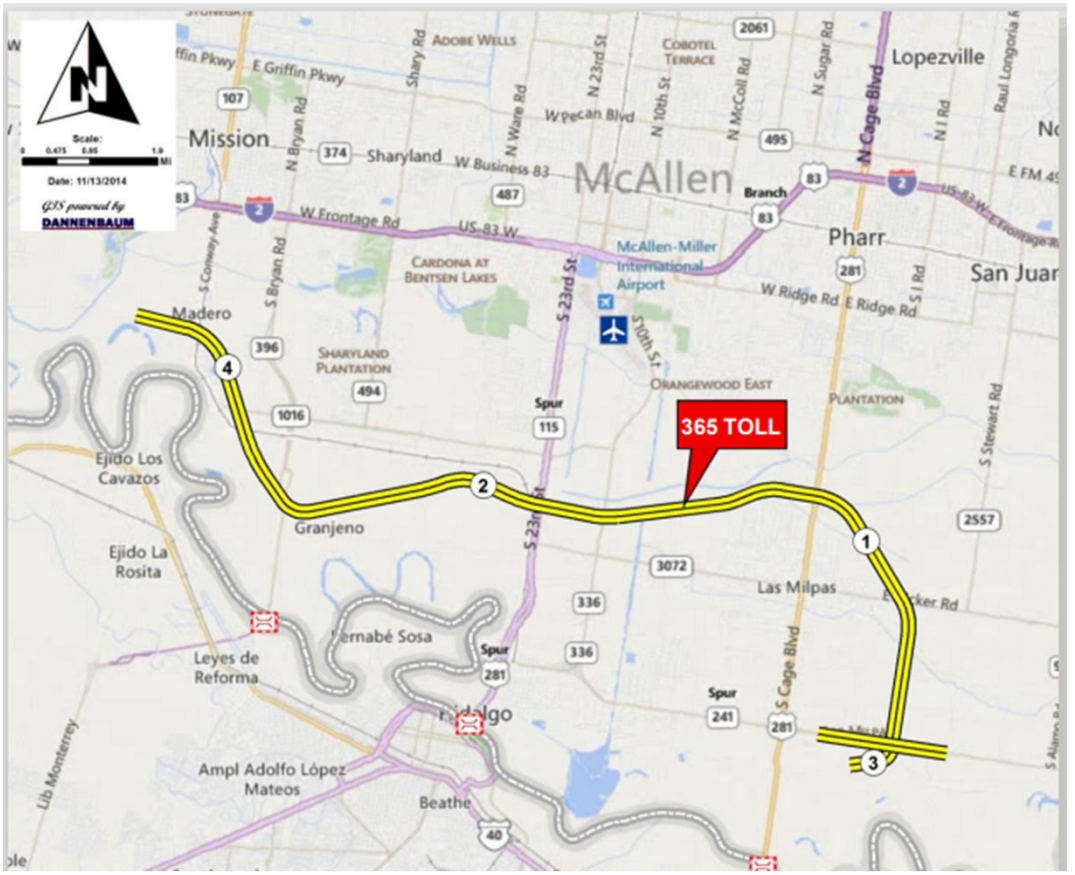
Key improvements to note for our region:

- Upgrade to interstate standard portions of US 77, US 281, and SH 550
- Expansion of primary lanes for passenger vehicles at Veteran's International Bridge at Los Tomates
- Improved truck parking, inspection, and flow of traffic for Pharr International Bridge
- Donna and Anzalduas International Bridges are improving facilities to accommodate northbound and southbound loaded trucks

International Bridge Trade Corridor (IBTC) – a non-tolled 4 lane divided (at grade) highway (interim) from 365 Tollway & FM 493 to IH-2 – Construction Cost: $237,845,395

East Loop – a four to six-lane roadway from I-69E (U.S. 77/83) to SH 4 – Construction Cost: $113,405,678

365 Tollway, Phase II – Currently under construction: a 4-lane controlled access toll facility – Total Project Cost: $310,040,879



Source: Hidalgo County Regional Mobility Authority



APPENDICES

Re-designation Agreement

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

June 24, 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: Re-designation of the Rio Grande Valley Metropolitan Planning Organizations (MPOs)

Dear Mr. Alonzi:

Enclosed for your review is an approval for the re-designation of the Rio Grande Valley Metropolitan Planning Organizations. This re-designation consolidates three existing MPOs into one MPO for the region. The State of Texas approved the re-designation on May 14, 2019.

We are requesting an effective date of October 1, 2019 for the redesignation of the Rio Grande Valley MPO. This will allow time to facilitate the transition to one MPO. We will work closely with your staff and the region to ensure an effective and efficient transition.

If you have questions or need additional information, please contact Peter Smith at (512) 486-5001.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Marc D. Williams, P.E. Deputy Executive Director, TxDOT
Peter Smith, P.E., Transportation Planning & Programming, Division Director, TxDOT

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

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

RESOLUTION NO. 2021-6

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF RIO GRANDE CITY SUPPORTING THE ANNEXATION OF THE CITY OF RIO GRANDE CITY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, the City of Rio Grande City lies outside the boundaries of the RGVMPO.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of Rio Grande City requests that the RGVMPO Policy Committee annex the City of Rio Grande City into the boundaries of the RGVMPO.

PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of Rio Grande City, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.

JOEL VILLARREAL, MAYOR

Attest:

Melissa Garza, City Secretary

Approved as to Form:

Calixtro Villarreal, City Attorney

RESOLUTION NO. 2021-6

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LA GRULLA SUPPORTING THE ANNEXATION OF THE CITY OF LA GRULLA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, the City of La Grulla lies outside the boundaries of the RGVMPO.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of La Grulla requests that the RGVMPO Policy Committee annex the City of La Grulla into the boundaries of the RGVMPO.

PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of La Grulla, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.

Pedro Flores

PEDRO FLORES, MAYOR

Attest:

Marlen Garza

Marlen Garza, City Secretary

CITY COUNCIL

JAIME ESCOBAR, JR., *Mayor*
GABY RODRIGUEZ, *Councilwoman*
JOSE G. CANTU, JR., *Councilman*
GILBERTO RAMIREZ, JR., *Councilman*
JOEL HINOJOSA, JR., *Councilman*

RESOLUTION NO. 2021-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROMA SUPPORTING THE ANNEXATION OF STARR COUNTY AND THE ROMA AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, planning needs to reflect the region's shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, Starr County and the Roma Area lie outside the boundaries of the RGVMPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the City Council of the City of Roma requests that the RGVMPO Policy Committee annex Starr County and the Roma Area into the boundaries of the RGVMPO.

PASSED AND APPROVED THIS THE 10th DAY OF FEBRUARY 2021.

Jaime Escobar, Jr., Mayor

ATTEST:

Liliana Sandoval, City Secretary

P. O. BOX 947 ROMA, TEXAS 78584-0947 956-849-1411 FAX 956-849-3963

This Institution is an Equal Opportunity Provider and Employer.

RESOLUTION NO. 2021-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCOBARES SUPPORTING THE ANNEXATION OF THE LAGUNA MADRE AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, planning needs to reflect the region's shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives: and

WHEREAS, the City Of Escobares area lies outside the boundaries of the RGVMPO

NOW THEREFORE, IT IS HEREBY RESOLVED, that The City of Escobares requests the RGVMPO Policy Committee annex The City of Escobares area into the boundaries of the RGVMPO.

PASSED AND APPROVED on this 8 day of February 2021.

Lorena Cantu
Lorena Cantu
Mayor Pro Tem

ATTEST:

Lynette Monte
Lynette Montemayor
City Secretary

RESOLUTION

A RESOLUTION OF THE COUNTY OF STARR SUPPORTING THE ANNEXATION OF STARR COUNTY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately, and

WHEREAS, planning needs to reflect the region's shared vision for its future, and

WHEREAS, adequate transportation planning requires a comprehensive examination of region's future and investment alternatives, and

WHEREAS, the Starr County area lies outside the boundaries of RGVMPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the County of Starr requests that the RGVMPO Policy Committee annex the Starr County Area in the boundaries of the RGVMPO.

PASSED AND APPROVED THIS 22nd Day of February 2021.

Eloy Vera, Judge
County of Starr

ATTEST:

Humberto Gonzalez, Jr.
Starr County Clerk

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

RGV MPO 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

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

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  *. 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 (PPP) on November 17, 2017 to make it FAST-Act compliant. This document can be found under: https://rgvmpotx.prod.govaccess.org home/showdocument?id=712&t=637985960158030000

   - ✓ The RGVMPO PPP was revised and adopted 9/25/19 and administratively amended on 8/31/22

   - ✓ The transit providers of the MPO MAB, Brownsville, McAllen and Valley Metro provide regional connectivity through various fixed-route services, flexible on-demand services, micro-transit operations, and connectivity to various higher education institutions. Jag Express is a shuttle service for South Texas College. Vaquero Express provides service for UTRGV students including both campuses (Edinburg & Brownsville), with additional on-campus electric transit named Volt.

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 on the RGVMPO's Resiliency & Sustainability Analysis, pg.30: https://rgvmpotx.prod.govaccess.org/home/showdocument?id=1440&t=638399614519457199 and by accessing our UMAP.

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

- ✓ **Public Transit Providers Memorandum of Understanding is previously provided**

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.**

   - ✓ **The RGVMPO Resiliency Plan is under creation and will implemented through our regional planning process. A Resiliency & Sustainability Analysis was completed in 2023.**
   - ✓ **Regional and Local eco-tourism plans, initiatives, and brochures are evaluated and shared by MPO staff and ultimately utilized when updating comprehensive planning documents.**

✓ Please refer to the RGVMPO's UMAP application at 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. B- Metro, 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 https://www.rgvmpo.org/maps - UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that may be 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:

✓ Transit providers B-Metro, Valley Metro and McAllen Metro have provided PTASP/ TAM targets

✓ The RGVMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) (PM2) and (PM3), last approved in 2023 & 2024. A new 2050 MTP is under development.

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:

- ✓ The MPO submits a performance measures report on all projects submitted for a new TIP/STIP Creation. Upon each quarterly revision cycle, a new list is comprised (PTASP/ TAM, PM1, PM2, & PM3) and uploaded for federal review.

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:

✓ The 2050 MTP is currently under development. Alliance Transportation Group has been contracted to complete this task.

✓ 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 TPB 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:

✓ TXDOT and MPO staff rank projects by priority, emphasizing PM's 1, 2, & 3 while promoting project readiness. The TIP & MTP are fiscally constrained and MPO staff monitor federal transactions to promote utilization of funds allocated.

- ✓ An RGVMPO Performance Management Framework was authored by Alliance Transportation Group in 2024.

Amended for Approval by RGVMPO TPB: May 2024

Self-Certification

METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Rio Grande Valley Metropolitan Planning Organization for the Brownsville-Harlingen-McAllen Urban Area(s), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-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.

Texas Department of
Transportation District Engineer

RGV Metropolitan Planning
Organization Policy Board
Chairperson

8-31-22
Date

Date