FY 2020-21 Unified Planning Work Program

RGV MPO

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I. INTRODUCTION

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

In 1973, the Federal-Aid Highway Act formally created Metropolitan Planning Organizations (MPOs), which had the ability to choose a transportation planning process that would best fit the community. MPOs would prepare Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs) [currently required under 23 CFR Part 420 and 23 CFR Part 450.308], and long-range plans, but could not prioritize projects depending on their degree of importance for the urbanized area.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expanded the roles of the MPOs as well as the states making them more powerful as a decision-making organization. They were also required to prioritize their projects, placing emphasis on those needed due to financial constraints. Projects in the Transportation Improvement Program (TIP) were now obligated to precisely follow the recommendations of the adopted Long-Range Plan in the metropolitan area.

The Transportation Equity Act for the 21st Century (TEA 21) of 1998 continued the expanded roles of MPOs in the planning process. The sixteen factors of planning were then rolled into seven areas of planning emphasis known also as planning factors. TEA21 further refined many questions that arose out of ISTEA.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.
SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Moving Ahead for Progress on the 21st Century (MAP-21) signed into law in 2012 supports the same transportation factors with the difference of placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

The new Transportation Bill Fixing America's Surface Transportation Act (FAST-Act) signed into law by President Obama on December 4th, 2015, is the first federal law in over ten years to provide long-term funding for surface transportation. It authorizes funding for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research technology and statistics programs. FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

HISTORY OF THE RIO GRANDE VALLEY MPO

On April 24, 2019, regional elected leaders held a signing ceremony at the Lower Rio Grande Valley Development Council requesting a re-designation for the 3 Metropolitan Planning Organizations located in in the Rio Grande Valley, Brownsville MPO, Harlingen-San Benito MPO and Hidalgo County MPO, into a singular regional planning organization names the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). On May 14, 2019 Governor, Greg Abbott signed and approved the re-designation and creation of the RGVMPO and on June 26, 2019 the RGVMPO Policy Board held its first official meeting. By-laws and Chairman Ambrosio Hernandez, Mayor of Pharr and Vice Chairman, Eddie Trevino, Cameron County Judge were the first officers elected to the newly formed RGVMPO.

A. PURPOSE

The FY 2020-2021 UPWP is a two-year budget in which the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff defines the tasks that are to be undertaken to meet the requirements of MAP-21 and FAST-Act, and to provide an open, transparent resource for the public on what funds are being expended to meet these requirements.

FAST-Act amended the Scope of the Planning Process to include the following planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

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

3) Increase the security of the transportation system for motorized and non-motorized users
4) Increase the accessibility and mobility of people and for freight

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

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

7) Promote efficient system management and operation

8) Emphasize the preservation of the existing transportation system

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

10) Enhance travel and tourism

In compliance with FAST-Act just like with MAP 21, the RGVMPO will be working and will continue working on developing performance measures to address the following goals identified in 23 USC 150:

1) Safety. - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2) Infrastructure condition. - To maintain the highway infrastructure asset system in a state of good repair

3) Congestion reduction. - To achieve a significant reduction in congestion on the National Highway System.

4) System reliability. - To improve the efficiency of the surface transportation system.

5) Freight movement and economic vitality. - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

6) Environmental sustainability. - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7) Reduced project delivery delays. - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

ADDRESSING MAP-21 PLANNING EMPHASIS AREAS

As conveyed by the US Department of Transportation on April 23rd, 2014 where it stated "With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations.
Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs". We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

MAP-21 Implementation. - Transition to Performance Based Planning and Programming.

RGVMPO Expected Activities. - The development of performance measures in consultation with local transit providers and planning partners in establishing, developing, and monitoring performance measures as they relate to safety and congestion. Some of these MAP-21 efforts are already part of the RGVMPO's planning activities as identified in Subtask 5.2 Incident Management Program and Subtask 5.3 Congestion Data Collection. In these subtasks the RGVMPO has been utilizing the Crash Records Information System (CRIS) created by the Texas Department of Transportation to monitor and analyze crash and fatality incidents in Hidalgo County. Just as other MPO's, the RGVMPO is new in establishing performance measures and will do so as soon as possible.

Ladders of Opportunity. - Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many *colonias*, and a large number of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan.
The RGVMPO will be producing its transit plan, bike plan and pedestrian plan thru the facilitation of a consultant. Once the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility thru the transportation alternative of their choice.

PUBLIC PARTICIPATION PLAN

The RGVMPO at a minimum, has produced a written and adopted on September 25, 2019, a Public Participation Plan. This policy covers minimum time periods for public review and comments on initiatives undertaken or amended by the RGVMPO.

The RGVMPO will consult and coordinate with other transportation planning agencies such as Valley Metro and McAllen and Brownsville Metro to partner with them in the transportation planning process.

Becoming a cooperative and continuing effort to provide citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on any planning activity.

To reach out to citizens and agencies listed above, the RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates. In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for public access. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.
In accordance to Senate Bill 1237 signed by the Governor on June 19th, 2015 requiring "Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code.
A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio has provided under this section". The RGVMPO staff purchased hardware and software to have the capability to comply with this requirement.

B. DEFINITION OF THE AREA

The Rio Grande Valley Metropolitan Planning Organization is in the southern part of the state of Texas, sharing an international border with Mexico, and within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Granjeno, Harlingen, Hidalgo, Indian Lake, La Feria, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Hondo, San Benito, San Juan, Santa Rosa, Sullivan City, and Weslaco. The MPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County.

Governor Greg Abbott approved the re-designation agreement for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) on May 14, 2019. The three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County merged their planning areas and thus created the RGVMPO Metropolitan Area Boundary (MAB) as approved by the newly formed Transportation Policy Board (TPB) for the RGVMPO on June 26, 2019. A letter was submitted to Peter Smith, Director of TPPP on November 5, 2019 seeking approval of the newly formed MAB along with minutes of the Policy Board adoption on June 26, 2019 and staff are awaiting approval. A map depicts the area in Appendix B.

C. ORGANIZATION

The RGVMPO is composed of a Technical Advisory Committee (TAC) and a Transportation Policy Board (TPB). The TAC membership consists of local officials and planners from the cities and the counties within the MPO boundary. The TAC is responsible for making planning recommendations to the TPB for action. The TPB is responsible for policymaking in transportation planning issues. An updated list of the policy committee members is enclosed in Appendix A.

The RGVMPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. PRIVATE SECTOR INVOLVEMENT

The private sector has been utilized in the past to develop plans for special studies. A consultant has been engaged by the MPO's of the region before merging, in developing Long Range Plans (MTP) as well as a Transit Short Range plan for McAllen Metro. Furthermore, a consultant has been contracted by TxDOT, Transportation and Planning Program (TPP) to coordinate and create a regional Transportation Demand Model (TDM). Brownsville MPO secured professional services to help conduct two MPO-sponsored studies: (1) Brownsville Metro Strategic Transit Plan and (2) Rancho Viejo Bicycle & Pedestrian Master Plan. A contract for the Brownsville Metro Strategic Transit Plan was signed with Nelson/Nygaard.

E. PLANNING ISSUES AND EMPHASIS

The RGV MPO as in many other areas has the need to address mobility thru both added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required, thus, public participation as well as the participation of the transportation planning partners is critical in order to prioritize projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role.
The active participation of the RGVMPO TPB and Technical Advisory Committees as well as the subcommittees will make it possible for the RGVMPO to accomplish successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

II. TASK 1.0- ADMINISTRATION/MANAGEMENT

A. OBJECTIVE

This task includes coordinating of transportation planning activities among local, state, and federal participating agencies. It also includes training, supply/equipment purchases, the hiring and training of new MPO Staff and MPO Public Participation Plan.

Additional objectives:

- To develop public information exchange and education program which increases public interest and participation in ongoing transportation planning activities.
- To promote public involvement and communication in “best practices” for land use/transportation interactions.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation planning activities.
- To re-develop the RGVMPOs website to meet the growing needs of the organization. For the website to meet all work aspects, the RGVMPO needs to migrate from a freeware content management system to a better supported content management system that will tie in with our current video live stream provider. The RGVMPO has contracted a consultant to design and develop a new intuitive and modern website.

B. EXPECTED PRODUCTS

LRGVDC staff in coordination with RGVMPO staff will submit billing statements to the Texas Department of Transportation (TxDOT), implement Transportation Systems Management Elements, and coordinate public participation programs. These tasks will be distributed between the Administration, Public Participation, and Staff Development sub-tasks.

Travel for the director and and/or staff to attend the annual Transportation Research Board (TRB) conference and the annual Association of MPO's (AMPO) conferences will be allocated to this task. Staff is also expected to have representation at the Texas Association of MPO's (TEMPO) meetings.

C. PREVIOUS WORK

The Brownsville, Harlingen-San Benito and Hidalgo County MPO Staff performed a number of activities under this task, including, but not limited to, the development and management of the planning work program; the coordination of transportation planning activities; the development of the budget and management of transportation planning funds; the development and implementation of policies necessary to maintain the "3-C" planning process; the development of a process to obtain public input and participation; as well as the provision of staff access to appropriate courses, workshops, and seminars. RGVMPO staff coordinated efforts with Reynosa in transportation planning.

D. SUBTASKS

Subtask 1.1: Program Support
This task will be performed entirely by the staff of the MPO. The primary activities, which take place under Program Support, include the following:

1.1.1 Development and printing of reports required by the federal government or by the Transportation Policy Committee.

1.1.2 Development of transportation planning activities

1.1.3 Coordination of transportation planning activities

1.1.4 Budgeting and management of transportation planning activities.

1.1.5 Development and implementation of the policies/guidelines necessary to maintain the "3-C" planning process.

1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.

1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.

1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.

1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

Subtask 1.2: Public Participation Plan (adopted September 25, 2019)

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPO.org, via mail, e-mail, Facebook, Twitter and You Tube, as well as posted in several locations within Hidalgo County, including but not limited to, Libraries, Transit Routes, City Halls, Chambers of Commerce, and the Lower Rio Grande Valley Development Council (LRGVDC). MPO Staff will continuously update the MPO website through coordination with the Webmaster. The RGVMPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. The RGVMPO will also look for other advertisement options such as radio, public outreach at special events, bus wraps and other venues that will allow the staff to reach the public. MPO Staff will also work with guidance from the TPB to assure that the current Public Participation Plan process is updated and reflective of the current needs and assessments of the RGVMPO. RGVMPO staff will also continue with the Bicycle and Pedestrian Advisory Committee. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act by utilizing Spanish material to target the under-served populations in Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

Brownsville Metro staff will undertake public involvement and correspondence activities for special projects that would involve the leveraging of funds through Cameron County, leveraging 5307 funding as well as Economic Development Corporations, and other opportunities, some of which may require revisions to the TIP/MTP documents.

Subtask 1.3: TAC and TPB Workshops

When feasible, the MPO staff will conduct a workshop on a variety of MPO topics for the TPB and TAC members. Some past examples include: a Multimodal Workshop, a review of basic MPO documents, including the UPWP and TIP, and an Introduction to the MPO for newer members.

Subtask 1.4: Computer and Equipment Purchases

This task consists of MPO software licenses and agreements for the computer system within the RGVMPO offices. The RGVMPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPO network of computers, plotters, printers, iPads, server, etc. RGVMPO Staff will continue upgrading computer(s)/server, hardware and software as the budget allows. As a result from the purchase of an additional GIS server in 2016, the RGVMPO Staff was able to create the United Metropolitan Area Planning (UMAP) database which is an interactive system that reflects all types of data such as geographic, statistical, economic, and demographic data and information for Counties of Cameron and Hidalgo, and which is accessible to the general public and planning partners for their review and consultation. As the server becomes outdated, or out of space, RGVMPO Staff will need to purchase a server upgrades and supporting hardware and software in order to save and store the day to day work projects. As the number of RGVMPO Staff grows, the RGVMPO will need to purchase laptops, GIS devices and/or GIS desktop computers, to accommodate RGVMPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPO will also be seeking software and updated aerial photos that will help improve in the required visualization aspects of FAST-Act. All LRGVDC Procurement Regulations and Federal Regulations will be followed during the purchase of all new MPO computer and office equipment, and equipment purchases greater than $5,000 will require prior approval from FHWA and TxDOT.

In accordance to Senate Bill 1237 signed by the Governor on June 19th, 2015 and taking effect on September 1st, 2015, requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code.

A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio has provided under this section".

Subtask 1.5: Staff Development

This subtask is to allow the Directors and staff to attend appropriate courses, seminars, and workshops in order to develop expertise in technical and policy transportation planning as the budget and staff workloads allow. Travel for the directors and/or staff to attend the annual TRB conference in January and the annual AMPO conference and TEMPO meetings will be allocated to this subtask. Out of state travel will require prior TPP approval.

Subtask 1.6: Transit Administration/Brownsville Metro

- Brownsville Metro staff will administer the associated transit planning activities for the Brownsville urbanized area. These activities include revisions/updates to the transit asset management plan, development of the public transportation agency safety plan, as well as liaison work with the regional transit advisory panel and other local agencies.

E. FUNDING SUMMARY

Task 1 –FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Sect. 5307	Local	Total
1.1	**MPO**	**$ 1,569,299.00**	$0	$0	**$ 1,569,299.00**
1.2	**MPO,** Brownsville	**$ 243,570.00**	$16,000	$4,000	**$ 263,570.00**
1.3	**MPO**	**$ 4,500.00**	$0	$0	**$ 4,500.00**
1.4	**MPO**	**$ 47,100.00**	$0	$0	**$ 47,100.00**
1.5	**MPO**	**$ 110,640.00**	$0	$0	**$ 110,640.00**
1.6	Brownsville	$0	$24,000	$6,000	$ 30,000.00
TOTAL		**$1,975,109.00**	**$40,000**	**$10,000**	**$2,025,109.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The main objective of this task is to maintain and update the databases we have established. The databases have been created for the provision of information and analysis in order to support the Metropolitan Planning Organization's planning efforts. This includes population forecasting, employment information, and income growth information contained within the national emphasis on Title VI of the Civil Rights Act of 1964.

- To collect, process and analyze demographic and geographic data necessary to develop and implement regional transportation plans and systems.
- To develop and maintain advanced state-of-the-practice travel demand modeling tools and explore *advanced practice* modeling methods that enhances the region's capabilities for regional, sub regional, and corridor planning and analysis.
- To participate in the ongoing data collection efforts of other transportation agencies in the region and expedite the sharing of roadway inventory data and candidate roadway project information between transportation agencies.
- Enhance the understanding of regional impacts of commercial vehicle operations and traffic accidents in the region.
- To develop the technical expertise to support for emergency evacuation planning for the region.

B. EXPECTED PRODUCTS

Data base development and maintenance involves continuously updating the transportation model network and trip generation base. RGVMPO staff will update the FY 2045 Forecast Model and continue to develop a comprehensive scenario planning based Land Use Plan.

C. PREVIOUS WORK

Staff worked with TxDOT, Transportation Planning and Programing (TPP) to update demographic data for the forecasted 2040 travel demand model. Staff updated parcel data and land use data in preparation for a 2040 MTP update. Staff worked with transit providers to assist in identification of possible transit needs of Colonia residents.

D. SUBTASKS

Subtask 2.1: Demographic Data

This task involves the continued updating of land use and socio-economic data as the member cities provide. The MPO Staff will be responsible for gathering all data pertinent to this task, except, data purchases from vendors. Examples of such vendors that the MPO would obtain socio-economic data from include Dun & Bradstreet, Manta, Texas Workforce Commission, or calling/visiting the vendor. RGVMPO staff is planning to integrate Land Use into the demographic update for the FY 2045 model. Staff will continue development and updating of its land use database for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO Staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing]

Subtask 2.2: Title VI Civil Rights Evaluation

The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO's adopted performance measure of Travel Time Savings for each community.

RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and *colonia* populations, are located within Cameron and Hidalgo County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, *colonias*, historical landmarks, wildlife refuges, elderly communities and grocery store locations (to mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region's greater benefit.

The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron and Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

Subtask 2.3: Model Work

In 2009, regional MPO Staff began work on the joint district wide transportation model, as well as the new base year 2009 model for Hidalgo County, as provided by the Texas Department of Transportation, and the Transportation Planning and Programming Division. MPO Staff will coordinate the new model work with the Harlingen-San Benito and Brownsville MPOs in order to assure a true reflection of traffic movement throughout the valley region. MPO staff will attend training courses pertaining to the different computer programs and/or databases being utilized by the RGVMPO. RGVMPO Staff in coordination with TxDOT has contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which will produce a 2045 forecasted TDM, ATG has 19 years' experience in TDM development. The scope of work includes: 1) Holding Delphi meetings with all stakeholders to acquire demographic information, 2) Working with RGVMPO staff to collect and verify demographic data, 3) Review and revise traffic analysis zones (TAZs), 4) Review and analyze existing roadway network and attribute, 5) Develop a forecast year network, 6) Present final TDM to RGVMPO, and 7) Train RGVMPO staff on TDM functionality.

TxDOT Data Collection - to conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design.

Subtask 2.4: Land Use Map

Staff will coordinate efforts with Cameron and Hidalgo Counties Appraisal Districts to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such materials will allow staff to prepare the basis for county wide comprehensive map. Changes in the development for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the region. If available, Staff will attend workshops and peer-to-peer programs to educate themselves on Land Use, and Scenario Planning process.

Subtask 2.5: Transit Planning/Brownsville Metro Geographic Information System (GIS)

Brownsville Metro staff will undertake the production of transit route(s) maps and service area maps needed for connectivity within the Brownsville Metro service area to facilitate pedestrian access to bus stops and frequent destinations.

E. FUNDING SUMMARY

Task 2 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
2.1	**MPO**	**$103,550.00**	$0	$0	**$103,550.00**
2.2	**MPO**	**$84,040.00**	$0	$0	**$84,040.00**
2.3	**MPO, TPP**	**$ 64,532.00**	$0	$0	**$ 64,532.00**
2.4	**MPO, Cities**	**$ 64,532.00**	$0	$0	**$ 64,532.00**
2.5	**Brownsville**	**$0**	$24,000	$6,000	**$ 30,000.00**
TOTAL		**$ 316,654.00**	**$24,000.00**	**$6,000.00**	**$ 346,654.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to include planning activities associated with immediate implementation relating to the near time frame. Examples include development and revision of the TIP, project development of selection process criteria and award of Transportation Planning Alternative funds known as TAP, Americans with Disabilities (ADA) implementation, transit planning, UPWP development and revisions, annual listing of projects, annual performance and expenditure reports, as well as establishing and implementing the planning procedures necessary to fulfill the requirements of Section 5303 of the Federal Transit Act of 1991.

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2019-2022 TIP, the development of the new FY 2021-2024 TIP, development of project selection criteria and award of the FY 2021-2022 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed.
For example, the RGVMPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. PREVIOUS WORK

Regional MPO Staff assisted in the amendments to the FY 2017-2020 TIP and the development of the FY 2019 – 2022 TIP. The regional MPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. Brownsville and HCMPO staff also developed selection criteria and awarded 2015-2016 and 2017-2018 Transportation Alternative Program (TAP) funding programs.

D. SUBTASKS

Subtask 3.1: Service Coordination

This task is intended to provide member cities with a quick review of the traffic impact study the city Planning and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPO Staff shall participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls. Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPO local governments.

Subtask 3.2: Planning Assistance

This task will provide planning assistance to the regional planning project in order to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2019-2022 TIP, annual list of projects, the development of project selection criteria and award of the 2021-2022 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

Subtask 3.3: Transit Planning/Brownsville Metro-short range planning

Brownsville Metro staff will work on enhancing existing bus stops, and developing new bus stops that will incorporate bike and pedestrian amenities, in addition to, carrying out the necessary reporting requirements to meet grant compliance.

E. FUNDING SUMMARY

Task 3 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
3.1	**MPO, TxDOT, Cities**	**$124,610.00**	$0	$0	**$124,610.00**
3.2	**MPO, TxDOT, Cities**	**$176,840.00**	$0	$0	**$176,840.00**
3.3	**Brownsville**	**$0**	**$32,000.00**	**$8,000.00**	**$ 40,000.00**
TOTAL		**$301,450.00**	**$32,000.00**	**$8,000.00**	**$341,450.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

The objective of this task is to develop, maintain, and update a multi-modal Metropolitan Transportation Plan for the RGVMPO, while keeping a 25-year horizon always. Previously referred to as the Long-Range Plan, the MTP will address the previous needs identified in Tasks 2.0 & 5.0.

B. EXPECTED PRODUCTS

In continuation from FY 2018-2019, the RGVMPO Staff intends to address components of the 2020-2045 MTP to make it FAST-Act compliant and incorporate relevant reports into the plan to ensure that it remains as complete as possible and incorporating the newly mandated performance measures. Also, as part of this effort, the RGVMPO Staff will work closely with TxDOT's adopted application to identify performance measures and values that are important to the communities within Hidalgo County.

C. PREVIOUS WORK

The regional MPO staff continued to work with the TAC, TPC and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet MAP-21 compliance.

D. SUBTASKS

Subtask 4.1: Project Selection Criteria
This task will be developed in coordination with a consultant who will be contracted to develop the RGVMPO 2045 MTP.

Subtask 4.2: Metropolitan Bike and Pedestrian Plan
Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plans to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system.

The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in late 2014 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2021-2022 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning

Staff plans to work with members of local trucking companies and freight stakeholders to develop a freight plan that could be incorporated into future MTP developments once the RGVMPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPO staff for attending TxDOT freight committee meetings.

Subtask 4.4: County Thoroughfare Plan

The Hidalgo County Thoroughfare Plan was last adopted in 1996 and last amended in March 2017. This subtask involves amending the thoroughfare plan (changing periodically) and updating information that is inclusive of both Cameron and Hidalgo Counties by obtaining the thoroughfare plans of member cities (as well as the counties) and synthesizing these respective plans into the RGVMPO thoroughfare plan. The Thoroughfare plan will be used as a tool for effective planning and Right of Way preservation. This plan is expected to be amended every year.

Subtask 4.5: Metropolitan Transportation Plan

The RGVMPO will be adopting a new 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design and function of future transportation projects.

RGVMPO staff in conjunction with TxDOT has hired Alliance Transportation Group to update the transportation model attributes to make the MPO's 2045 forecast models more accurate by utilizing more up to date information than currently utilized. The RGVMPO will hire a consultant to develop the new 2020-2045 MTP by December of 2019.

E. FUNDING SUMMARY

Task 4 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
4.1	**MPO**	**$19,512.00**	$0	$0	**$19,512.00**
4.2	**MPO**	**$368,660.00**	$0	$0	**$368,660.00**
4.3	**MPO**	**$58,532.00**	$0	$0	**$58,532.00**
4.4	**MPO**	**$25,762.00**	$0	$0	**$25,762.00**
4.5	**MPO**	**$310,525.00**	$0	$0	**$310,525.00**
TOTAL		**$782,991.00**	**$0**	**$0**	**$782,991.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF- This includes both FHWA PL-112 and FTA Section 5303 funds.

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

The objectives of this task are: to optimize the performance of current and future transportation systems through the maximum utilization of management system outputs; to develop management systems, which provide information and strategies to improve the performance of existing and future facilities; to provide input into the transportation planning process for consideration at the system level; to undertake studies of specific aspects of the transportation system in order to provide the specialized information required in developing an efficient, multi-modal mobility system for the RGVMPO.

B. EXPECTED PRODUCTS

The RGVMPO staff in coordination with the counties of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2020 will be awarded to a consultant thru the adopted Request for Proposal (RFP) process. Staff will continue monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations.

Staff will continue processing information from the Crash Report Information System (CRIS) data received from TxDOT for incorporation into the Incident Management Program (IMP), now called the Transportation Incident Management (TIM) under FAST-Act. Program Staff has been asked to possibly examine the regional Intelligent Transportation System and explore possible recommendations for further integration into the transportation network. RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year "Long Range Transit Plan" in their current service areas and in the areas where expansion may occur. The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. PREVIOUS WORK

The Brownsville and Hidalgo staff completed through a consultant contract the FY2019 Congestion Management Process (CMP) in Brownsville and Hidalgo County which identified the most congested corridors based upon congestion levels. The Brownsville and HCMPO staff through consultants from the private sector also completed the McAllen Metro short range study, as well as MTP updates for the Harlingen-San Benito and Hidalgo County MPO areas.

D. SUBTASK

Subtask 5.1: Regional Transit Plan

RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year "Long Range Transit Plan" in their current service areas and in the areas where expansion may occur. This study intends to develop a three-phased ten-year plan to improve the existing facility and its resources, address the issues in the facility and to provide an action plan to systematically overcome those identified issues and develop a financial plan for the recently approved Regional Transit Authority which will be administered by the LRGVDC.

Subtask 5.2: Incident Management & Safety Study

This task involves the continuous monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as "Hot Spots". After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Through the Transportation Incident Management (TIM), we place primary planning emphasis on safety. This task will also involve a Transportation Safety Study which will be an extension to identifying the "Hot Spots". The safety study will keep safety at the forefront of the RGVMPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGVMPO will develop safety performance measures in FY 2020-2021utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and continued with FAST-Act.

Subtask 5.3: Congestion Data Collection

This task involves the continuous monitoring of congestion, which is required of all Transportation Management Areas (TMAs) under FAST-Act. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act. Recommendations to address delay within the region will be a paramount outcome of this study.

Subtask 5.4: Corridor Study

RGVMPO Staff will collect data and evaluate the traffic impact on S.H. 48 in Cameron County. Due to the tremendous growth of the only deep water along the U.S/Mexico border located in Brownsville and the growth of the LNG industry; safe, efficient corridors are even more of a local concern. The S.H. 48 corridor would include, but not limited to, the segment from S.H. 802 to the planning boundary of the RGVMPO. The study shall provide recommendations such as additional frontage roads, overpasses and exit ramps, signal improvements, improved drainage and other related improvements.

Subtask 5.5: Traffic Counts

The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. Staff is planning on purchasing additional traffic counter equipment and software as necessary in order to work on this task. This will be a continuous task.

E. FUNDING SUMMARY

Task 5 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
5.1	**MPO Regional Transit Plan**	**$495,020.00**			**$495,020.00**
5.2	**MPO TxDOT**	**$58,530.00**	$0	$0	**$58,530.00**
5.3	**Consultant CMP**	**$373,802.00**	$0	$0	**$373,802.00**
5.4	**MPO Corridor Study**	**$69,562.00**	$0	$0	**$69,562.00**
5.5	**MPO Traffic Counts**	**$37,000.00**	$0	$0	**$37,000.00**
TOTAL		**$1,033,914.00**			**$1,033,914.00**

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) **TPF-** This includes both FHWA PL-112 and FTA Section 5303 funds.

VII. BUDGET SUMMARY FY 2020

TABLE 1 – RGVMPO

UPWP Task	FTA Task	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration-Management	$ 647,941.00	$20,000.00	$5,000.00	$ 672,941.00
2.0		Data Development & Maintenance	$ 158,327.00	$12,000.00	$3,000.00	$ 173,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	$ 150,725.00	$16,000.00	$4,000.00	$ 170,725.00
4.0		Metropolitan Transportation Plan	$ 657,028.00			$ 657,028.00
5.0		Special Studies	$ 932,202.00			$ 932,202.00
		Total	$ 2,546,223.00	$48,000.00	$12,000.00	$ 2,606,223.00

[1]TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) [2]	$ 1,897,412.00
2019 Expected Carryover	$ 684,811.00
TOTAL TPF	$ 2,546,223.00
TOTAL 5307	$60,000.00

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

BUDGET SUMMARY FY 2021

TABLE 2 – RGVMPO

UPWP Task	FTA Task	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	**44.21.00 44.22.00 44.23.01 44.23.02**	**Administration-Management**	**$1,327,168.00**	**$20,000.00**	**$5,000.00**	**$1,327,168.00**
2.0		**Data Development & Maintenance**	**$158,327.00**	**$12,000.00**	**$3,000.00**	**$158,327.00**
3.0	**44.23.02 44.24.00 44.25.00**	**Short Range Planning**	**$150,725.00**	**$16,000.00**	**$4,000.00**	**$150,725.00**
4.0		**Metropolitan Transportation Plan**	**$125,963.00**	$0	$0	**$125,963.00**
5.0		**Special Studies**	**$101,712.00**	$0	$0	**$101,712.00**
		Total	**$1,863,895.00**	**$48,000.00**	**$12,000.00**	**$1,863,895.00**

[1]TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)[2]	**$ 1,863,895.00**
FY 2020 Expected Carry-Over	**$ 00**
TOTAL TPF	**$ 1,863,895.00**
TOTAL 5307	**$60,000.00**

[2]Estimate based on prior year's authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

APPENDIX A

POLICY BOARD MEMBERSHIP

RIO GRANDE METROPOLITAN PLANNING ORGANIZATION
510 South Pleasantview Drive, Weslaco, Texas 78596
(956) 969-5778 – Office Number

Policy Transportation Board (RGVTPB)

Members

The Policy Transportation Board consist of Elected Official who serve as spokesperson for the citizens of the County and Cities in the Metropolitan Area.

Chairperson – Honorable
Ambrosio "Amos" Hernandez – Mayor
City of Pharr
mayor@pharr-tx.gov

Vice-Chairman – Honorable
Eddie Treviño, Jr.– Judge
Cameron County
etrevino@co.cameron.tx.us

Frank Parker, Jr.
Cameron County RMA
fparker@parker-logistics.com

Trey Mendez - Honorable
City of Brownsville – Mayor
Trey.mendez@cob.us

Richard Molina – Honorable
City of Edinburg – Mayor
Richmolina111@gmail.com

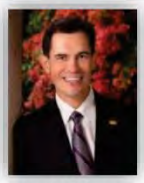
Chris Boswell – Honorable
City of Harlingen - Mayor
cboswell@southtexlaw.com

Jim Darling - Honorable
City of McAllen – Mayor
jdarling@mcallen.net

Armando O'Caña – Honorable
City of Mission – Mayor
mayor@missiontexas.us

Benjamin Gomez – Honorable
City of San Benito – Mayor
Ben.gomez@cityofsanbenito.com

Eduardo "Eddie" Cantu
Hidalgo County – Comm. Precinct 2
Eduardo.cantu@co.hidalgo.tx.us



S. David Deanda, Jr.
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David.Deanda@hcrma.net

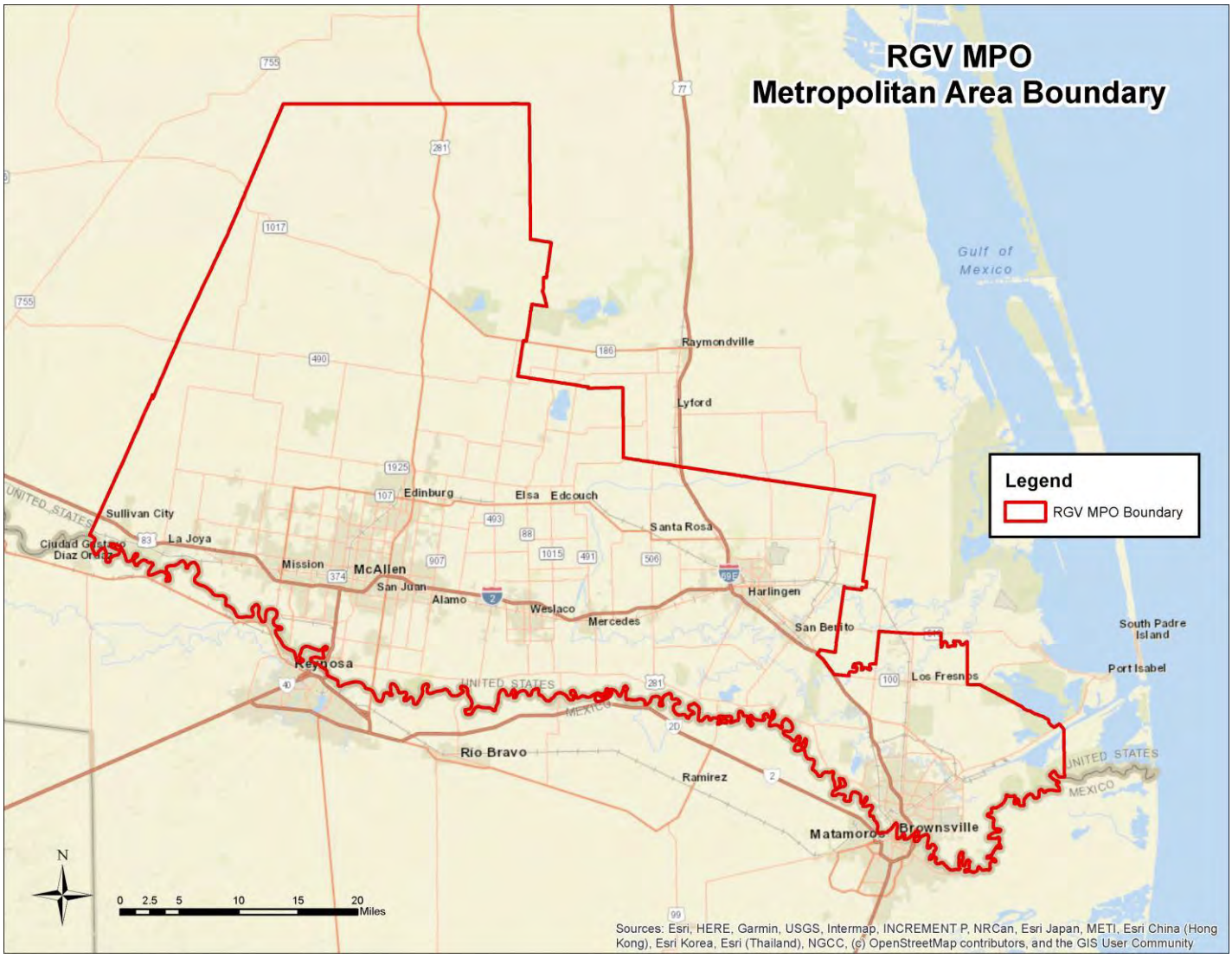
Pedro "Pete" Alvarez, P.E.
TxDOT Pharr District – Engineer
Pedro.alvarez@txdot.gov

Tom Logan
Valley Metro
tlogan@lrgvdc.org

Ron Garza – Interim Director
RGVTPB
rongarza@lrgvdc.org

APPENDIX B

RGV MPO METROPOLITAN AREA BOUNDARY MAP



(adopted September 25, 2019)

APPENDIX C
DEBARMENT CERTIFICATION

DEBARMENT CERTIFICATION

(Negotiated Contracts)

(1) The RGVMPO as CONTRACTOR certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

**federal, state or local*

Signature – Chairman, RGVMPO Policy Board

Chairman, Transportation Policy Board

Title

9/25/19

Date

APPENDIX D

LOBBYING CERTIFICATION

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

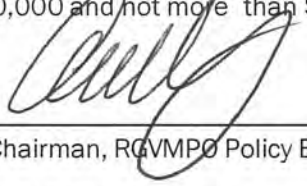
The undersigned certifies to the best of his or her knowledge and belief, that

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

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.



Signature – Chairman, RGVMPO Policy Board

Chairman, RGVMPO Policy Board

Title

Rio Grande Valley MPO

Agency

9/25/19

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

CERTIFICATION OF COMPLIANCE

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN**

(Name and Position, Typed or Printed)

a duly authorized officer/representative of the **RIO GRANDE VALLEY** (MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Signature - Chairman, MPO Policy Committee

Attest:

Name

RGV MPO Interim Director

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the RIO GRANDE VALLEY
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX G

MPO SELF-CERTIFICATION

MPO Self-Certification Guidelines

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area, or withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds will be restored to the metropolitan area, unless they have lapsed.

(23 CFR 450.334; 49 CFR613; USC Title 23, Sec. 134; and USC Title 49, CH. 53, Sec's 5303 –5306)

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act.

The State will carry out the long-range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments.

Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicate resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

(23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec 5307-5311,5323(l))

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State prohibiting discrimination on the basis of sex or disability.
(23 USC 324,29 USC 794)

Environmental Justice

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. Recipients of federally assisted programs shall keep documentation, for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.
(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9(b))

Disadvantage Business Enterprises

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The Statute provides that at least 10% of the amounts made available for any Federal – aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.
(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

Americans with Disabilities Act of 1990

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.
(Pub.L. 101-336, 104 Stat.327 as amended; 49 CFR Parts 27,37 and 38)

Restrictions on influencing certain Federal activities

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a federal employee regarding the award of Federal contracts, grants, loans or cooperative agreements.
(49 CFR, Part 20)

MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

(1) 23 United States Code (U.S.C.) 134, 49 U.S.C. 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;

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

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

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

(5) Section 1101(b) of the Fixing America's Surface Transportation Act FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

PHARR
District
Texas Department of Transportation

District Engineer

9-25-19
Date

Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

9/25/19
Date

APPENDIX H

TECHNICAL ADVISORY COMMITTEE (TAC)
MEMBERSHIP
AND
TECHNICAL SUBCOMMITTEES

Technical Advisory Committee (TAC) Membership

RIO GRANDE METROPOLITAN PLANNING ORGANIZATION
510 South Pleasantview Drive, Weslaco, Texas 78596
(956) 969-5778 – Office Number
Technical Advisory Committee (TAC)
Members

Pete Sepulveda, Jr. - Chairman **Cameron County RMA** psepulveda@ccrma.org	**JP Terrazas, P.E. - Vice Chairman** **City of Mission** jpterras@missiontexas.us	**Paolina Vega** **Cameron County** paolina.vega@co.cameron.tx.us
Mark Lund **City of Brownsville** bmpo@cob.us	**Tomas D. Reyna** City of Edinburg treyna@cityofedinburg.com	**Gabriel Gonzalez** City of Harlingen ggonzalez@myharlingen.us
Patrizia Longoria City of McAllen plongoria@mcallen.net	**Eleazar Guajardo - Commissioner** City of Pharr Commissioner1@pharr-tx.gov	**Bernard Rodriguez** City of San Benito brodriguez@cityofsanbenito.com
Jacinto Garza **Hidalgo County** jacinto@lgengineers.com	**Eric Davila** Hidalgo County RMA eric.davila@herma.net	**Melba Schaus** **TxDOT (Pharr District)** Melba.schaus@txdot.gov
Frank Jaramillo **Valley Metro** fjaramillo@lrgvdc.org	**Norma Zamora** **City of Brownsville** normaz@cob.us	**Jon Ray Bocanegra** **McAllen Metro** jbocanegra@mcallen.net
Alan Johnson **Port of Harlingen** Alanjohnson7@me.com	**Mark Yates** **Cameron Co. Spceport Dev. Corp** mark.yates@co.cameron.tx.us	**Port of Brownsville**
Port Isabel – San Benito Nav. District		

TECHNICAL SUB-COMMITTEES
Transit Subcommittee

Freight Subcommittee

Congestion Subcommittee

Multi-Modal Sub-Committee

Data Criteria Sub-Committee

Land Use Sub-Committee

Scenario Planning Sub-Committee

Bicycle and Pedestrian Advisory Committee

Congestion Management Process Committee

Pete Sepulveda, Jr.	Cameron County RMA
Armando Garza, Jr.	Hidalgo County
Mardequero Hinojosa	City of Edinburg
Melba Schaus	TxDOT
Yvette Barrera	City of McAllen
Armando Gutierrez, Jr.	City of Brownsville

Metropolitan Transportation Plan Committee

Benjamin Worsham	Cameron County
Gabriel Gonzalez	City of Harlingen
Yvette Barrera	City of McAllen
Eric Davila	HCRMA
Melba Schaus	TxDOT
Mark Lund	City of Brownsville

APPENDIX I

TITLE VI ANALYTICAL FRAMEWORK

The RGVMPO is committed to being in the forefront of Title VI analysis and identifying Environmental Justice needs. Many MPOs have adopted elements of the framework referenced below and included a written description in their planning work products.

1. Develop maps with EJ information (race, income or proxies such as households receiving TANF, or other forms of public assistance) with existing and planned transportation facilities (including transit) overlaid. The RGVMPO has placed major destinations and/or critical service providers that EJ populations depend upon (e.g. schools, hospitals, public housing, daycare centers, grocery stores, social service agencies, employment centers, homeless shelters, etc.) or where other special populations exist (e.g. retirement communities) on maps for analysis as a part of the Job Access and Reverse Commute program. The RGVMPO has partnered with TxDOT and the regional transportation providers of both Hidalgo and Cameron County, as well as the Harlingen-San Benito and Brownsville MPOs to identify any gaps in the service provider network that EJ populations and individuals who are part of the JARC program may depend upon. Bicycle networks were also added to the network overlay to assist in identifying gaps in multi-modal transportation needs. Using the map, the MPO will do a spatial/access analysis to see if there are any potential equity issues.

2. The RGVMPO TAC will evaluate the previously identified maps annually for updates and enhancements.

3. The RGVMPO uses the maps when considering public involvement activities and make reference to this in the MPO's Public Involvement Policy (PIP).

4. RGVMPO staff and the TAC will consult the maps after project selections and perform spatial/access analysis.

5. Populations with limited-English proficiency (LEP) fall under Title VI and are addressed in the MPO's Title VI discussions and in its Public Involvement Policy.

TITLE VI
NON-DISCRIMINATION POLICY STATEMENT

The Hidalgo County Metropolitan Planning Organization is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to discrimination in the receipt of its services or programs on the basis of race, color or national origin or any other characteristics protected by law, including Title I of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disabilities Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service.

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

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

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

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

APPENDIX J

RESOLUTIONS

RESOLUTION 2019-03

SUBJECT: APPROVAL OF FY 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

WHEREAS, these procedures have been duly discussed and gone through the required Public Comments Period; and

NOW THEREFORE, BE IT RESOLVED, that the **Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO)** agreed by a majority vote to approve the **FY2020-2021 Unified Planning Work Program (UPWP).**

APPROVED THIS **25TH DAY** OF **SEPTEMBER 2019**.

The Honorable Ambrosio "Amos" Hernandez
Mayor City of Pharr
Chairman of the RGVMPO Policy Board

Pedro "Pete "Álvarez
District Engineer
TxDOT – Pharr District

Ron Garza
RGVMPO
Interim Director