FY 2024-25 Unified Planning Work Program

Transportation Management Area (TMA)

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Rio Grande Valley Metropolitan Organization
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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 to expand the role 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 defined 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 while placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

The 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 supports the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58, also commonly known as the Bipartisan Infrastructure Law (BIL). This new legislation is a once-in-a-generation investment to repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all road users. It reauthorizes surface transportation programs with 34% more funding than the FAST Act provided. In addition to the need for maintenance, there is an opportunity to diversify transportation options, invest in a multimodal transportation system, and innovate to safeguard against future problems with the incoming funds.

HISTORY OF THE RIO GRANDE VALLEY MPO

On April 24, 2019, regional elected officials 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 named 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 Dr. 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

This document presents the FY 2024-2025 UPWP for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Study Area, which is a two-year budget outlining the activities to be accomplished from October 1, 2023, through September 30, 2025. The UPWP defines the tasks to meet the requirements of the bipartisan Infrastructure Investment and Jobs Act (IIJA), as well as serve as an open and transparent resource for the public regarding the allocation of funds to fulfill these obligations. It also specifies the funding requirements and the agency responsible for carrying out the tasks.

The IIJA, is the first long-term surface transportation act since 2015's Fixing America's Surface Transportation (FAST) Act, and it includes a large investment in transportation over the next five

(5) federal fiscal years, from 2022 to 2026. Current requirements stipulate that MPOs conduct planning that explicitly considers and analyzes, as applicable, the ten planning factors as defined by federal law. The prior authorization, the FAST Act, added two new planning considerations: 1) enhance the resiliency and dependability of the transportation system and reduce or mitigate the impacts of surface transportation on stormwater runoff; and 2) boost travel and tourism. Listed below are the ten (10) planning factors.

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

In compliance with the IIJA, which upholds the principles of the FAST Act and Moving Ahead for Progress in the 21st Century (MAP-21), the RGVMPO is dedicated to enhancing safety and improving project efficiency. As part of our ongoing efforts, we are diligently working towards the development of performance measures to address the following objectives outlined 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.

Justice40 & Title VI

Under the guidance of Executive Order 14008, the Justice40 initiative was established with the objective of ensuring that 40 percent of the benefits derived from federal investments are directed towards disadvantaged communities. Within the framework of the FY 2024 and FY 2025 UPWP, administered by the RGVMPO, various programs have been included to support this initiative.

These programs encompass a wide range of areas, including climate change, clean energy, energy efficiency, sustainable transit, affordable and sustainable housing, training and workforce development, pollution reduction and remediation, as well as the development of clean water and wastewater infrastructure. It is important to note that compliance with Justice40 has become a significant consideration for numerous funding programs offered by the United States Department of Transportation (USDOT). Many jurisdictions within the RGVMPO rely on these programs to secure essential funding for their projects.

Embracing the vision of "Ladders of Opportunity" and recognizing the significance of access to essential services, the transportation planning process within the RGVMPO takes a proactive approach in identifying connectivity gaps.

The unique nature of the Rio Grande Valley, with its numerous colonias and a sizable population living below the poverty level, underscores the urgent need for the RGVMPO to address Title VI and Environmental Justice efforts. These endeavors serve as crucial opportunities for the RGVMPO to engage with underserved populations and understand their transportation and connectivity challenges. These efforts are outlined in Subtasks 1.2 Public Participation Plan, 2.2 Title VI, and 3.4 Complete Streets Planning.

With a commitment to comprehensive planning, the RGVMPO has taken the responsibility of producing and updating its transit plan, bike plan, and pedestrian plan in-house. By aligning these three plans, the RGVMPO aims to identify gaps that exist among pedestrian, bicycle, transit, and highway facilities. This holistic approach forms an integral part of the overarching multimodal

plan, ensuring that every individual has access to mobility through their preferred transportation alternative.

PUBLIC PARTICIPATION PLAN

The RGVMPO has demonstrated its commitment to transparency and meaningful public participation through the development and adoption of a comprehensive Public Participation Plan (PPP) on September 25, 2019. This plan serves as a guiding policy, ensuring that the public has ample opportunity to review and provide valuable input on initiatives undertaken or amended by the RGVMPO.

Recognizing the importance of collaboration and coordination, the RGVMPO actively engages with other esteemed transportation planning agencies such as Valley Metro, Metro McAllen, and Brownsville Metro. By fostering these partnerships, the RGVMPO strives to enhance the effectiveness and inclusivity of the transportation planning process.

The primary goal of the PPP is to facilitate cooperation and extend a reasonable opportunity for citizens, public agencies, transportation employees, freight shippers, transportation service providers, private transportation providers, public transportation users, representatives of the disabled community, and other interested parties to voice their opinions on planning activities.

To effectively engage with the stakeholders, the RGVMPO has initiated the creation of a user-friendly MPO Web Page. This online platform serves as a dynamic hub for sharing vital information, including meeting agendas, minutes (both written and oral in English and Spanish), amendments, calendar events, completed studies, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the UPWP, the Annual Performance and Expenditure Report (APER), the Annual Project Listing (APL), and any other relevant updates. In addition, the RGVMPO ensures broad dissemination of information by mailing out flyers of amendments and public meetings or hearings to libraries, city halls, and chambers of commerce, encouraging them to prominently display the materials for easy public access. Moreover, the location of public meetings and/or hearings is carefully chosen to ensure accessibility via transit routes, in line with the PPP's guidelines.

In alignment with the requirements of Senate Bill 1237, signed by the Governor on June 19th, 2015, the RGVMPO has made significant investments in hardware and software to fulfill the obligation of Internet broadcasting and archiving of open meetings. This dedication enables the RGVMPO to comply with Section 551.128(c) of the Government Code, providing live video and audio broadcasts of each open meeting via the organization's internet website, while also making archived video and audio recordings available for subsequent viewing.

B. Definition of Area

The Rio Grande Valley Metropolitan Planning Organization resides in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, La Feria, La Grulla, La Joya, La Villa, Laguna Vista, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr County, and on October 29, 2021 it was approved by Governor Greg Abbott. A map depicts the area in Appendix B.

C. Organization

The transportation planning process of the RGVMPO operates through two fundamental organizational units: the Transportation Policy Board (TPB) and the Technical Advisory Committee (TAC). Both units employ a committee structure that facilitates a collaborative and cooperative approach to planning. These are described as the following:

Transportation Policy Board

The Transportation Policy Board (TPB) is composed of elected and appointed officials representing the cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, San Benito, and Pharr; the counties of Cameron, Hidalgo, and Starr; as well as the Cameron County Regional Mobility Authority (RMA), Hidalgo County RMA, Lower Rio Grande Valley Development Council (LRGVDC), Texas Department of Transportation (TxDOT), and Valley Metro. Its responsibilities are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes, but is not limited to, performance measurement, congestion management process, and transportation conformity;
- Provide routine guidance to the planning process;

- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program, and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;
- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

An updated list of the policy committee members is enclosed in Appendix A.

Technical Advisory Committee

The Technical Advisory Committee membership consists of local officials and planners from the cities and the counties within the MPO boundary, which reports directly to the TPB has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the TPB;
- Review any item requested by the TPB and report its findings to the TPB;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan, and subsequent amendments to each;
- Establish or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the TPB for their review and, as necessary, the Board will take appropriate action; and
- Review recommendations from TAC subcommittees and, if appropriate, forward them to the TPB for their assessment.

Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. Private Sector Involvement

In pursuit of excellence and comprehensive planning, the RGVMPO acknowledges the value of expertise and collaboration, thus utilizing consultants on an as-needed basis for specific plans and programs. Embracing a versatile approach, the RGVMPO has engaged private consultants to provide a range of services, including legal expertise and invaluable assistance in the development of the Metropolitan Transportation Plan.

E. Planning Issues and Emphasis

In 2021, The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2024 and 2025. The Planning Emphasis Areas are:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with metropolitan planning organizations (MPO) to ensure transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative-fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Subtask 2.2: Performance Measures and Targets - encourages developing measures that support the MTP, TIP, CMP, and other regional initiatives, including those aimed at reducing greenhouse gas emissions and improving transportation system sustainability. Subtask 3.2: Planning Assistance - The City of Brownsville and McAllen's plans to enhance public transportation options, reduce greenhouse gas emissions, and transition to electric and alternative-fueled vehicles directly contribute to the national greenhouse gas reduction goals. Subtask 3.4: Resiliency Planning - This task focuses on integrating regional sustainability and resilience into transportation infrastructure planning, identifying transportation system vulnerabilities to climate change, and proposing adaptive measures.

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with MPOs to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed

management; (3) reduce single occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit oriented development including affordable housing strategies and consideration of environmental justice populations.

Subtask 1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities - explicitly addresses the principles of equity and justice in transportation planning. Subtask 2.1: General GIS Activities - conducting inventories of neighborhoods, particularly colonias, to monitor developments and address food deserts. Subtask 3.2: Planning Assistance - I t addresses the needs of underserved and disadvantaged communities by ensuring connectivity and public transportation access and includes considerations for reducing single-occupancy vehicle travel and associated air pollution.

Complete Streets

FHWA Division and FTA regional offices should work with MPOs to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options - The work described in this subtask aligns closely with the principles of Complete Streets by emphasizing the need for safe and accessible transportation options for all road users. Subtask 4.1: Project Selection Criteria - emphasizes the importance of strengthening the connection between performance data and project selection, ensuring that projects align with established performance goals and targets. Subtask 4.3: County Thoroughfare & Functional Classification Plan - By incorporating safe pedestrian facilities, safe transit stops, and safe crossing opportunities into thoroughfare plans, jurisdictions can prioritize safety improvements and create complete travel networks for all road users.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Subtask 2.2: Public Participation Plan - emphasizes the use of various techniques, including virtual tools like questionnaires and newsletters, to facilitate meaningful public participation. Subtask 4.4: Metropolitan Transportation Plan – By creating virtual public involvement videos accessible through social media platforms, providing increased transparency and access to transportation planning activities.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity

needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Subtask 2.3: Model work - includes development of capabilities for connectivity of various transportation networks. TxDOT and the roadway system managed by local cities are seamlessly included in travel model network development and maintenance and used by the regional travel model. This inclusion enables the analysts to provide reports and planning activities that include all interested parties. Subtask 4.3: County Thoroughfare & Functional Classification Plan - is the system by which roads are grouped into functional systems according to the type of service and the amount of traffic the facility carries. RGVMPO staff continually monitors this system for the RGV TMA to ensure that roadways serving DOD installations are accurately classified. Federal Function Classification System status is interrelated to both the National Highway System and STRAHNET.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA encourage MPOs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, MPOs, Tribal Governments, FLMAs, and local agencies should focus on the integration of their transportation planning activities and develop cross-cutting MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). FY 2024 and FY 2025 UPWP Rio Grande Valley Metropolitan Planning Organization – RGVMPO Page 14 of 44 Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e))

RGVMPO coordinates with FLMAs on studies and projects that may connect to Federal lands. FMLAs are included in stakeholder engagement and consultation activities and are provided with specific opportunities for individual meetings and providing comments on plans as they are developed.

Planning and Environment Linkages (PEL)

FHWA Division and FTA encourage MPOs to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

RGVMPO will promote and encourage the use of PEL (in part and in whole) to regional transportation partners. RGVMPO has a Project Readiness Work Group that examines the project development process and outlines the planning efforts to make projects viable candidates for federal funding.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Division and FTA encourage MPOs to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making for all parties.

RGVMPO is consistently looking for data sources to complement, enhance, and improve the GIS, travel demand modeling and planning efforts. RGVMPO will continue to work closely with TxDOT to secure databases that monitor safety, demographics, freight movements, and other programs. Subtask 2.1: General GIS Activities - This task involves refining and documenting demographic data, presenting transportation data across all modes, and highlighting census data with a focus on Title VI/Environmental Justice considerations. Subtask 2.3: Model Work - This task involves conducting transportation modeling activities to forecast future demand on the transportation system, integrating regional travel survey information and valuable freight data into the regional model. Subtask 5.3: Traffic Counts / Bike Ped Counts - This task emphasizes the collection and utilization of traffic data for transportation planning purposes.

II. Task 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

The top objective of the RGVMPO is to ensure the consistent delivery of essential plans and programs required for administering Federal transportation planning grants. By upholding the principles of cooperation, comprehensiveness, and continuity (3C) in the planning process, the RGVMPO strives to serve the needs of its community effectively.

B. EXPECTED PRODUCTS

This task encompasses the day-to-day activities that drive the operational aspects of the RGVMPO. These activities are geared towards successfully executing the certified transportation planning process and generating the necessary documents and reports vital to its implementation.

C. PREVIOUS WORK

The RGVMPO has made substantial progress in fulfilling the requirements of the certified transportation planning process. Through ongoing efforts, significant strides have been made in this regard. Furthermore, the RGVMPO has diligently delivered a range of essential documents and reports that support the planning process and provide valuable insights to stakeholders.

In pursuit of our mission, the RGVMPO remains dedicated to building upon our previous accomplishments. By fostering a collaborative and proactive approach, the RGVMPO continues to enhance our planning efforts, ensuring that the community receives the utmost benefit from our initiatives.

D. SUBTASKS

Subtask 1.1: MPO Administration

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

This activity includes developing and implementing the policies and guidelines required to maintain the 3C planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings, including providing support to policy and advisory committees; and coordinating and collaborating with other agencies and organizations involved in planning, programming, and implementing transport.

Additionally, this task will be leveraged for essential organizational functions such as hiring staff, recruiting services from a hiring firm and acquire legal services with prior State and Federal approval for conformity determinations and other issues as determined to be necessary and reasonable to carry out the metropolitan planning process per 23 CFR 450 Subpart C, Metropolitan Transportation Planning and Programming, and consistent with 23 CFR 420.113. (Local funds may be utilized in instances where federal funds are not eligible.)

Subtask 1.2: Public Participation Plan

The RGVMPO's staff is actively engaged in implementing the Public Participation Plan, which encompasses a range of activities to ensure effective community engagement. This includes executing community outreach initiatives and organizing public meetings and hearings as needed, with a particular emphasis on Environmental Justice (EJ) populations. The staff also plays a crucial role in the development and review processes of key planning products, such as the Transportation Improvement Program and Metropolitan Transportation Plan.

To facilitate meaningful public participation, the staff employs various techniques, including the development and use of questionnaires, newsletters, and other participation tools. Additionally, they are responsible for the continuous development and redeployment of website updates, ensuring that the public has access to the most up-to-date information.

Recognizing the diverse linguistic needs of the community, the staff is committed to creating bilingual materials as appropriate, ensuring inclusivity and accessibility in all communication efforts.

In parallel, Brownsville Metro (B Metro) staff undertake public involvement and correspondence activities for special projects. They actively seek opportunities to leverage funds through partnerships with entities like the Cameron County Economic Development Corporations. Some of these projects may require revisions to the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents.

Together, these collaborative efforts by the RGVMPO and Brownsville Metro staff ensure comprehensive public involvement and correspondence, enabling effective project implementation and maximizing opportunities for community benefit.

Subtask 1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities

This activity is dedicated to monitoring, evaluating, and implementing compliance with Title VI, Environmental Justice (EJ), and Justice40 regulations, guidance, and requirements for plans and programs. It involves the ongoing collection and analysis of data pertaining to disadvantaged communities, minority or low-income populations, and the impact of transportation programs and systems on these communities. The objective is to identify strategies to mitigate the effects of the transportation system and programs on the identified populations.

Additionally, this activity aims to expand the database of citizens and businesses in low-income or minority areas. This database facilitates effective outreach and engagement with these populations, ensuring their voices are heard and their needs are addressed in the planning and decision-making processes. By prioritizing compliance, data analysis, and community engagement, the RGVMPO works towards creating a transportation system that promotes equity, inclusivity, and the well-being of all residents.

Subtask 1.4: TAC and TPB Workshops

The RGVMPO values continuous learning and professional growth, conducting workshops for TPB and TAC members on various MPO topics whenever possible. Previous workshops covered subjects such as multimodal transportation, reviewing essential MPO documents, and introducing new members to the MPO. A Policy Board workshop, facilitated by an external consultant, will update objectives, prioritize projects, discuss rankings and development strategies. It will also reflect on successes post-merger and consider other factors. The workshop budget includes provisions for meeting space and meals for the policy board, ensuring a productive and enjoyable experience. These workshops foster collaboration, informed decision-making, and a positive atmosphere among TPB and TAC members.

Subtask 1.5: Equipment/Office Space & Computer Hardware/Software

As part of our commitment to maintaining efficient data usage and analysis capabilities, this activity focuses on the upgrade/addition of office equipment (Desk, Chairs, etc.), office space, server equipment, computer hardware (PC, Laptops, Tablets, etc.), and software (Adobe, Microsoft, ESRI, etc.). To comply with the guidelines outlined in 2 CFR § 200.439, any equipment or software purchases with a unit cost of $5,000 or more will be carefully described and submitted to the Texas Department of Transportation for approval before acquisition. This ensures transparency and adherence to the necessary procedures for acquiring high-value equipment and software.

Subtask 1.6: Travel and Training

To enhance the expertise and technical proficiency of our staff in the transportation planning process, this activity focuses on supporting their professional development. This includes

attending relevant conferences, courses, seminars, and workshops that contribute to their knowledge and skills. For out-of-state travel, the RGVMPO will proactively seek prior approval from the Texas Department of Transportation (TxDOT) to ensure alignment with regulations and guidelines. Travel includes but not limited to TxDOT Planning Conference, Border Trade Advisory Committee meetings, Esri User Conference, AMPO Annual Conference, and TEMPO meetings.

Subtask 1.7: 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.

Subtask 1.8: Transit Administration/McAllen Metro

Federal 5307 funding will be used to cover the salary for the Metro McAllen Planner position for a period of 12 months or longer. McAllen Metro staff will administer the associated transit planning activities for the McAllen urbanized area, including but not limited to revisions and updates to the transit asset management plan, development of the public transportation agency service delivery and safety plan, and liaison work with local agencies. This support ensures continuity in transit planning efforts, including local transit studies and operational planning.

E. FUNDING SUMMARY

Task 1 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	**MPO**	$694,846.00	$694,846.00	$0.00	$0.00	$0.00	$0.00	$694,846.00	$694,846.00
1.2	**MPO,** Brownsville	$25,177.60	$25,177.60	$8,000.00	$8,000.00	$2,000.00	$2,000.00	$35,177.60	$35,177.60
1.3	**MPO**	$9,449.00	$9,449.00	$0.00	$0.00	$0.00	$0.00	$9,449.00	$9,449.00
1.4	**MPO**	$11,889.80	$11,889.80	$0.00	$0.00	$0.00	$0.00	$11,889.80	$11,889.80
1.5	**MPO**	$58,500.00	$58,500.00	$0.00	$0.00	$0.00	$0.00	$58,500.00	$58,500.00
1.6	**MPO**	$116,143.00	$116,143.00	$0.00	$0.00	$0.00	$0.00	$116,143.00	$116,143.00
1.7	Brownsville	$0.00	$0.00	$12,000.00	$12,000.00	$3,000.00	$3,000.00	$15,000	$15,000
1.8	McAllen	$0.00	$0.00	$0.00	$120,000.00	$0.00	$30,000.00	$0.00	$150,000.00
TOTAL		**$916,005.40**	**$916,005.40**	**$20,000.00**	**$140,000.00**	**$5,000.00**	**$35,000.00**	**$941,005.40**	**$1,091,005.40**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The RGVMPO Staff is dedicated to advancing the Performance Based Planning Process by updating and maintaining crucial data for Travel Demand Modeling (TDM), Geographic Information Systems (GIS), and analysis performance. This supports agency tasks and provides valuable information for our regional and local government partners. Through data-driven approaches, we enhance the effectiveness and efficiency of our planning efforts, promoting informed decision-making and collaboration for sustainable transportation systems.

B. EXPECTED PRODUCTS

The expected products from this task include:

1. Series of technical reports documenting the continuing demographic data updating process
2. Updates to the interactive map United Metropolitan Area Planning (UMAP)
3. Updated data tables and GIS layers
4. Updates to the TDM
5. Updates to the Land Use data
6. Coordination of target selection and tracking for performance measures identified in the IIJA

C. PREVIOUS WORK

Our dedicated staff collaborates closely with local municipalities and planning partners to execute travel demand models for local projects within the area. In preparation for the 2045 Metropolitan Transportation Plan (MTP) update, our team diligently updates parcel data and land use data to ensure accurate and comprehensive information. Additionally, we actively engage with transit providers to assist in geocoding bus signs, bus stops, and other transit assets, enhancing the efficiency and accessibility of our transit system. Through these efforts, we strive to facilitate effective transportation planning and improve the overall mobility experience for our community.

D. SUBTASKS

Subtask 2.1: General GIS Activities

In this task, the RGVMPO staff engages in a range of activities to ensure accurate and comprehensive data for effective transportation planning and equitable community development. These activities encompass refining and documenting demographic data, presenting transportation data across all modes, and highlighting census data with a focus on Title VI/Environmental Justice considerations. This includes conducting regular inventories of

neighborhoods, including colonias, to monitor any new developments. A significant aspect of our work involves addressing food deserts, areas that lack access to affordable and nutritious food according to the CDC's definition. Through various measures, such as evaluating the number of food sources and their proximity to residents, we identify and gather relevant data within the RGVMPO MAB (Metropolitan Area Boundary).

Furthermore, the staff utilizes and documents GIS data to facilitate the integration of planning efforts with the National Environmental Policy Act (NEPA). This involves updating and creating new GIS data layers as necessary. Additionally, the team analyzes public meeting attendance data to enhance public engagement and participation. To support effective communication, staff also design and prints presentation materials as needed.

Subtask 2.2: Performance Measures and Targets

Performance measures play a crucial role in assessing the effectiveness and impact of transportation investments and resource allocation strategies. These measures provide key metrics that help us understand the current, anticipated, and desired performance levels of our transportation systems. They also enable us to evaluate tradeoffs between different scenarios and investment strategies.

The RGVMPO staff is committed to monitoring the adopted federal performance measures and working in coordination with our transportation planning partners. Together, we will regularly reassess regional target values for each performance measure to ensure they align with our regional goals and priorities. Additionally, we will develop additional performance measures that support the MTP, TIP, Congestion Management Process (CMP), and other regional initiatives.

By actively monitoring, reassessing, and expanding our performance measures, we can make informed decisions, track progress, and continuously improve the efficiency, reliability, and sustainability of our transportation systems.

Subtask 2.3: Model Work

RGVMPO staff is actively engaged in conducting transportation modeling activities to accurately forecast the future demand on our region's transportation system. Through these efforts, we ensure thoroughfare planning, consider potential updates to the transportation needs assessment, and meticulously update and code the region's roadway, transit, and bicycle networks as necessary.

To enhance the accuracy and effectiveness of our modeling, we integrate regional travel survey information, including valuable freight data, into our regional model. This comprehensive approach allows us to capture the diverse travel patterns and needs of our community. Additionally, our staff actively participates in the review of demographic forecasts and modeling output, ensuring the models reflect the most up-to-date and reliable data.

To support our modeling efforts, we collaborate with TxDOT for data collection, conducting travel surveys, and performing traffic saturation counts within the MPO region. These data serve as vital inputs for our travel demand models and transportation analysis, which guide pavement and geometric design decisions.

Subtask 2.4: Land Use Map

The staff will collaborate with Cameron, Hidalgo, and Starr County Appraisal Districts to obtain parcel data, which will be accessible during the first quarter of each year. The data on parcels is cleaned and any voids are filled in. These materials will enable the staff to lay the foundation for a comprehensive countywide map. Changes in residential and employment growth, both in terms of design and location, may prompt people to reconsider how they navigate throughout the region. If available, the staff will attend workshops and peer-to-peer programs to gain knowledge of the Land Use and Scenario Planning processes.

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 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
2.1	**MPO**	$66,143.00	$66,143.00	$0.00	$0.00	$0.00	$0.00	$66,143.00	$66,143.00
2.2	**MPO**	$37,796.00	$37,796.00	$0.00	$0.00	$0.00	$0.00	$37,796.00	$37,796.00
2.3	**MPO**	$47,245.00	$47,245.00	$0.00	$0.00	$0.00	$0.00	$47,245.00	$47,245.00
2.4	**MPO**	$75,592.00	$75,592.00	$0.00	$0.00	$0.00	$0.00	$75,592.00	$75,592.00
2.5	Brownsville	$0.00	$0.00	$12,000.00	$12,000.00	$3,00.00	$3,00.00	$15,000.00	$15,000.00
TOTAL		**$226,776.00**	**$226,776.00**	**$12,000.00**	**$12,000.00**	**$3,000.00**	**$3,000.00**	**$241,776.00**	**$241,776.00**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

This task focuses on providing information and conducting investigations for near-term comprehensive transportation planning. These planning activities are time-bound and directly contribute to implementation strategies. The objective is to address immediate implementation needs within a specific timeframe.

Examples of these activities include the development and revision of the Transportation Improvement Program (TIP), the establishment of criteria for project selection and award of Transportation Alternative Set Aside (TASA) funds, transit planning initiatives, development and revision of the UPWP, annual project listings, Annual Performance & Expenditure Report, as well as the establishment and implementation of planning procedures to comply with the requirements of Section 5303 of the Federal Transit Act of 1991.

B. EXPECTED PRODUCTS

The Expected Products from this task include:

1. Transportation Improvement Program
2. Unified Planning Work Program
3. Annual project listings
4. Annual Performance & Expenditure Report
5. Regional bicycle and pedestrian planning data and presentations
6. Multimodal Planning Study
7. Truck Route & Freight Plans
8. Regional Transit Study
9. Development of project selection criteria and award
10. Provide technical assistance to member cities as needed
11. Feasibility Rail Study
12. RGVMPO Resiliency and Sustainability Analysis

C. PREVIOUS WORK

RGVMPO staff assisted in the amendments to the FY 2020-2023 TIP and the development of the FY 2022 – 2022 TIP. RGVMPO 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. As part of the UMAP live interaction initiative, RGVMPO staff compared existing GIS transit data to current data from the region's transit providers in order to update the live interactive map. RGVMPO staff also developed selection criteria and were awarded 2023-2024 TASA funding programs.

D. SUBTASKS

Subtask 3.1: Service Coordination

This task serves multiple purposes within the RGVMPO's responsibilities. Firstly, it involves conducting quick reviews of traffic impact studies received by city Planning and Zoning Boards, providing member cities with essential feedback and guidance. Additionally, this task serves as a valuable resource for new members, assisting them in navigating the Transportation Improvement Program (TIP) process for the first time. Moreover, the RGVMPO plays a crucial role as an expert witness when requested, offering expertise and insights into relevant matters. The task does not involve hiring external consultants as the RGVMPO staff handles the responsibilities.

Under this subtask, RGVMPO staff actively participate in the district's Regional Transit Advisory Panel (RTAP). This involvement includes coordinating efforts related to FTA 5303 funds, as well as the JARC and New Freedom programs, which have been incorporated into FTA Categories 5307 and 5310 under MAP-21. The RGVMPO staff will also contribute to upcoming Program Calls, demonstrating their commitment to enhancing regional transit initiatives.

Subtask 3.2: Planning Assistance

This task focuses on providing planning assistance for the regional transit service area development project. It involves activities such as data sharing, map preparation, attending meetings, and offering transportation planning expertise. The staff has coordinated efforts with TxDOT and planning partners, specifically for the development of a financial forecast tool for future Metropolitan Transportation Plans (MTPs). Travel expenses related to meetings outside the Metropolitan Area Boundary (MAB), including discussions with Mexico on transportation planning, are attributed to this subtask.

Under this subtask, the RGVMPO will support Brownsville and McAllen in developing their respective local transit plans. The City of Brownsville aims to enhance public transportation options and community connectivity through a Transit Study. The study will identify needs, define goals and objectives, and project costs and revenues over the next decade. It will also evaluate scenarios to reduce greenhouse gas emissions and transition to electric and alternative-fueled vehicles.

Similarly, the City of McAllen seeks funding to support projects aligned with its recently adopted Short Range Transit Plan. Due to the COVID-19 pandemic, service modifications were implemented and need to be incorporated into the plan. With the reopening of the US/Mexico border, there is a need to address increased capacity demands. The Short-Range Transit Plan also aims to reduce greenhouse gas emissions and explore methods to accelerate the transition

to electric and alternative-fueled vehicles. McAllen Metro will also use funds for a consultant, who will provide technical support services to assist Metro McAllen through the defined transit planning period (October 31 - December 31, 2023) of the service redesign program for fixed-route service, identified for December implementation.

Additionally, the RGVMPO will collaborate with Brownsville Metro, Island Metro, McAllen Metro, and Valley Metro to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The task involves identifying barriers to and opportunities for the deployment of fueling and charging infrastructure, evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, and shifting to lower emission modes of transportation. It also involves identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Staff will also manage grant applications, overseeing them from inception to completion, including grant identification, proposal development, administration, monitoring project progress, and collaborating with stakeholders.

Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options

The IIJA, commonly known as the Bipartisan Infrastructure Law (BIL), dictates that all MPOs must conduct specified Complete Streets planning activities. The term "Complete Streets standards or policies" is defined as "Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." With this guidance, the RGVMPO Staff will carry out comprehensive Complete Streets Planning activities. These activities, or this task, will encompass multiple initiatives: integrating Complete Streets principles into MPO planning documents, enhancing project evaluation criteria, and assisting municipal partners in developing their own Complete Streets Policies.

In FY2023 the RGVMPO developed the first Complete Streets Policy (Policy) for the region. The Policy provides information, recommendations, and guidance to municipalities for addressing the needs of all road users through context-appropriate solutions. In addition, RGVMPO Staff will also be aligning the Complete Streets Planning activities with the Safe Streets for All (SS4A) grant received for the development of a regional Safety Action Plan. While the grant will fund the consultant services for the plan, RGVMPO Staff will be administering related activities and ensuring Complete Streets policies/recommendations complement the SS4A recommendations, and vice versa.

The ongoing involvement of the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) and the Lower Rio Grande Valley (LRGV) Regional Transit Advisory Panel (RTAP) will be crucial in updating the multimodal plan and shaping the selection criteria and funding process for

TASA projects. Continued engagement and involvement with these groups will promote cross-sector collaboration for addressing transportation connectivity disparities and essential services while adhering to the Complete Streets criteria outlined in the IIJA. These criteria entail implementing standards and policies that guarantee the secure and sufficient accommodation of all individuals who utilize the transportation system, encompassing pedestrian, cyclist, public transportation users, children, senior citizens, individuals with disabilities, motorist, and freight vehicles.

Collaboration with local transit agencies, including Brownsville Metro, Island Metro, McAllen Metro, and Valley Metro, will be a key component of this task. Together, they will develop a comprehensive 10-year Long Range Transit Plan for existing service areas and potential expansion areas. The plan aims to improve facilities, address identified issues, and establish a financial framework for the newly approved Regional Transit Authority, which will be administered by the LRGVDC.

Subtask 3.4: Resiliency Planning

The RGVMPO hopes to develop strategies and recommendations tying regional sustainability and resilience to impacts from transportation infrastructure. These strategies could include, but not be limited to, indicators and metrics to be used in project scoring (applicable to all projects) to be incorporated into MPO's prioritization process, and hosting a strategic resilience planning workshop presenting findings, strategies, and recommendations. Include implementation scheme development, incorporate outcomes from the workshop into findings and implementation report. Finally, develop a report, including strategies, recommendations, and preliminary project priorities.

This approach provides the RGVMPO with both a resource vulnerability assessment and recommended strategies that can be integrated into project prioritization, encouraging more sustainable strategies in approaching mobility solutions. This resulting report will outline the methodology used to develop a scalable framework within the MTP update process that allows the RGVMPO to leverage existing processes.

Subtask 3.5: Performance-Based Planning

Performance management is the process of ensuring that a set of activities and outputs meets a set of defined goals in an effective and efficient manner. A high-level perspective of the intent of performance-based planning is necessary to synthesize seemingly disparate inputs.

A consultant will be used to review and synthesize reports of regional, state, and federal performance goals and targets. They will create an assessment of tools, data, and capacity needed for performance target development and reporting. Additionally, consultants will develop a report on indicators of expected performance, to be used in establishing assessment criteria in support of defined goals. Their tasks include developing proposed scoring categories applicable to all projects, synthesizing high-level goals with data-driven and technical expertise—including

compliance with Bipartisan Infrastructure Law (BIL) requirements—and developing recommendations along with an implementation scheme/toolkit.

Staff will use this task as an ongoing effort to support performance-based planning within the organization. They will participate actively in the assessment and review of performance data, ensuring alignment with both internal goals and external regulatory frameworks. Staff responsibilities will also include supporting the integration of these performance indicators into everyday operations and planning, maintaining continuous coordination with partners, and monitoring the implementation of tools and recommendations generated from performance planning efforts.

Subtask 3.6: Feasibility Rail Study

The RGVMPO is undertaking an important initiative to update the Hidalgo County Commuter Rail Feasibility Study. Since its publication in August 2011, significant changes have occurred, including the merger of three RGV MPOs and the expansion of the Metropolitan Area Boundary to include populated areas of Starr County.

Given the region's growing traffic congestion, increasing number of Personally Occupied Vehicles (POVs), and projected population growth, there is a pressing need for additional transportation alternatives across cities and throughout the entire Rio Grande Valley. The updated study aims to encompass the entire RGVMPO Metropolitan Area Boundary and evaluate the feasibility of implementing passenger rail as a transportation solution.

Considering the exponential growth of the RGV's economy and the diversification of job opportunities, it is important to explore a range of options beyond POV to cater to the evolving needs of the population. The primary objective of this study is to identify the most suitable passenger rail option for the Rio Grande Valley and establish the necessary steps for the RGVMPO to progress from the feasibility study phase to the construction phase in the near future.

Subtask 3.7: 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.

Subtask 3.8: Transit Planning/McAllen Metro-Short Range Planning

The McAllen Metro staff will conduct a comprehensive study to assess current service levels and explore the viability of implementing high-capacity transit to restore and surpass pre-COVID-19 service standards. The project will be funded through 5307-9A - 5307- Urbanized Area Formula - Discr. Planning (ARPA).

Subtask 3.9: Transit Planning/McAllen Metro Transit-oriented development

Metro McAllen receive funding to plan for Transit-oriented development. The plan will seek to increase housing and enhance walkability around the Central Station in downtown McAllen,

which houses the city's primary transit terminal, and explore opportunities for mixed-used development and multimodal connections that would connect transit services offered with the city's new North Transfer Station.

E. FUNDING SUMMARY

Task 3 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
3.1	**MPO** TXDOT Cities	$19,398.00	$19,398.00	$0.00	$0.00	$0.00	$0.00	$19,398.00	$19,398.00
3.2	**MPO** TXDOT Cities Consultant	$136,694.00	$56,694.00	$0.00	$0.00	$0.00	$0.00	$136,694.00	$56,694.00
3.3	**MPO**	$124,726.80	$124,726.80	$0.00	$0.00	$0.00	$0.00	$124,726.80	$124,726.80
3.4	**MPO** Consultant	$100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$100,000.00	$0.00
3.5	**MPO** Consultant	$80,000.00	$40,000.00	$0.00	$0.00	$0.00	$0.00	$80,000.00	$40,000.00
3.6	**MPO** Consultant	$200,000.00	$100,000.00	$0.00	$0.00	$0.00	$0.00	$200,000.00	$100,000.00
3.7	Brownsville	$0.00	$0.00	$16,000.00	$16,000.00	$4,000.00	$4,000.00	$20,000.00	$20,000.00
3.8	McAllen	$0.00	$0.00	$500,000.00	$0.00	$125,000.00	$0.00	$625,000.00	$0.00
3.9	McAllen	$0.00	$0.00	$0	$500,000.00	$0	$0	$0	$500,000.00
TOTAL		**$660,818.80**	**$340,818.80**	**$516,000.00**	**$516,000.00**	**$129,000.00**	**$4,000.00**	**$1,305,818.80**	**$860,818.80**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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

The expected products from this task include:

1. Project selection criteria for awarding for federal funds
2. Regional Truck route and Fright Plan
3. Throughfare Plan and map
4. Functional Classification Plan and map
5. Maintenance and update Metropolitan Transportation Plan

C. PREVIOUS WORK

The regional MPO staff continued to work with the TAC, TPB and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet IIJA compliance. In October of 2019, Alliance Transportation Group (ATG) was selected to perform multiple tasks for the newly created RGVMPO, to assist in meeting federal certification requirements and compliance. ATG was selected to provide a regional 2045 MTP (long range transportation plan), develop a transit plan, as well as a regional bicycle and pedestrian plan, which became renamed to the Active Transportation Plan. The RGVMPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the RGV while recognizing the unique community identities throughout the region. The development and delivery of tools and strategies will empower the RGVMPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. MTP updates are conducted every four to five years to ensure that the MPO is basing its decisions on the latest planning assumptions and that changing local conditions and trends are being taken into consideration in the long-range transportation planning process The initial planning is also followed by a performance management process that collects data on the performance of the regional transportation system to track progress over time and ensure that the MTP results in the continuous enhancement of the region's transportation system. RGVMPO staff follows federal and state guidelines by incorporating performance measures and uses these performance measures to score Category 7 projects.

D. SUBTASKS

Subtask 4.1: Project Selection Criteria

Develop and refine project selection criteria to further enhance the performance-based planning and decision-making processes in the Metropolitan Transportation Plan, Transportation Improvement Program, Transportation Alternative Set Aside, and other federal funds. Emphasize the importance of strengthening the connection between performance data and project selection, ensuring that projects align with established performance goals and targets. This task review project submittals and systematically score them against one another using the established project selection criteria. This task requires a thorough assessment of each project's alignment with the defined criteria, considering factors such as project readiness, project priority, and other relevant considerations. Utilize a transparent and objective scoring process to compare and rank projects based on their merits, ensuring fairness and consistency in the evaluation process. The outcome of this task will inform the decision-making process and guide the selection of projects that best align with the goals and priorities of the transportation planning effort.

Subtask 4.2: Truck Route & Freight Planning

Staff will actively collaborate with local trucking companies and freight stakeholders to develop a comprehensive freight plan that can be integrated into future Metropolitan Transportation Plan developments. This initiative will be undertaken once the RGVMPO has obtained a modal split on its travel demand model. The freight plan will address key considerations such as efficient goods movement, infrastructure needs, and freight-related challenges in the region.

Additionally, this task includes supporting travel expenses for RGVMPO staff to attend TxDOT freight committee meetings. By participating in these meetings, staff members can stay informed about the latest developments and discussions pertaining to freight transportation and contribute valuable insights from the RGVMPO's perspective.

The ultimate goal of this task is to ensure that the RGVMPO's transportation planning efforts incorporate a robust freight plan, promoting effective and sustainable freight movement in the region while addressing the specific needs and priorities of local trucking companies and freight stakeholders.

Subtask 4.3: County Thoroughfare & Functional Classification Plan

Transportation Planning Funds will be allocated for various initiatives during FY 2024-2025. RGVMPO staff will undertake the task of collecting and consolidating thoroughfare plans from local governments, ensuring a regional perspective and resolving boundary issues to enhance consistency and continuity between local partners and regional planning efforts. This endeavor will encompass the creation of a documented inventory of thoroughfare plans integrated into transportation networks, as well as the development of a geographic information system (GIS)-based regional arterial system map. The thoroughfare plan will serve as a valuable tool for effective planning and the preservation of right of way, with an expectation for annual amendments to accommodate evolving needs.

Furthermore, RGVMPO staff will collaborate with federal partners and the Pharr District of TxDOT to uphold the functional classification documentation for the RGVMPO's MAB. Continuous activities will involve monitoring the status of functional classification submittals and making amendments as requested by local planning partners. This collaborative effort ensures accurate and up-to-date functional classification data for effective transportation planning in the region.

Subtask 4.4: Metropolitan Transportation Plan

The Metropolitan Transportation Plan serves as the long-term, financially constrained, multimodal transportation blueprint for the region, and it undergoes regular updates at least every quarter. The MTP encompasses a wide range of projects, including transit, highway, local roadway, and bicycle and pedestrian initiatives.

Changes to the MTP are incorporated through various processes such as updates, amendments, or administrative modifications. To ensure transparency and public engagement, a 30-day period is provided for public input before the adoption of a resolution for any amendment. The RGVMPO recognizes the importance of involving stakeholders at all levels, from government agencies to individual community members.

As part of the public outreach efforts, the RGVMPO organizes public meetings in each sub-region, namely McAllen/Edinburg, Harlingen/San Benito, Brownsville, and Rio Grande city. These meetings are strategically located within a quarter-mile radius of transit routes, enabling participation from underserved and disadvantaged communities. Additionally, to enhance accessibility, all MTP updates feature a virtual public involvement video that can be accessed through social media platforms like YouTube and Facebook. This allows the public to download and review all materials presented during the process.

In line with the requirements set by MAP-21, the RGVMPO staff will develop visualization techniques to provide the citizens of the Lower Rio Grande Valley (LRGV) with a deeper understanding of the impact, design, and functionality of future transportation projects. These techniques aim to improve public awareness and facilitate informed decision-making regarding regional transportation development.

The MPO will use a consultant to review and validate the development of the Travel Demand Model. This model is crucial for forecasting future travel patterns and assessing the impact of planned transportation projects on the region's network. The consultant's expertise will ensure that the model is accurate, reliable, and reflective of current and anticipated conditions. By incorporating professional oversight, the MPO aims to enhance the precision of its projections, thereby supporting more effective planning and decision-making. This initiative underscores the MPO's commitment to employing rigorous methodologies and external expertise to optimize transportation planning for the benefit of the community.

E. FUNDING SUMMARY

Task 4 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
4.1	**MPO**	$18,933.00	$18,933.00	$0.00	$0.00	$0.00	$0.00	$18,933.00	$18,933.00
4.2	**MPO**	$18,933.00	$18,933.00	$0.00	$0.00	$0.00	$0.00	$18,933.00	$18,933.00
4.3	**MPO**	$18,933.00	$18,933.00	$0.00	$0.00	$0.00	$0.00	$18,933.00	$18,933.00
4.4	**MPO**	$316,643.00	$166,643.00	$0.00	$0.00	$0.00	$0.00	$316,643.00	$166,643.00
TOTAL		**$373,442.00**	**$223,442.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$373,442.00**	**$223,442.00**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

The objectives of this task are to achieve optimal performance of current and future transportation systems by maximizing the utilization of management system outputs. This includes developing effective management systems that offer valuable information and strategies to enhance the performance of existing and future transportation facilities. The task also aims to contribute input to the transportation planning process at the system level. This involves providing valuable insights and recommendations based on the specialized information gathered through studies conducted on specific aspects of the transportation system. The goal is to contribute to the development of an efficient, multi-modal mobility system for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). By conducting in-depth studies and utilizing management systems, this task seeks to improve the overall performance and effectiveness of the transportation network, benefiting both current and future transportation users in the region.

B. EXPECTED PRODUCTS

Expected products encompass a range of technical reports and documentation that will provide a concise summary of the discoveries made during the diverse transportation planning endeavors carried out within this task.

1. Incident Management & Safety Study
2. Congestion Data Collection
3. Weslaco Loop Corridor Study
4. Traffic Counts Data Program
5. RGV Bicycle and Pedestrian Count Data Program

C. PREVIOUS WORK

In 2019-2020, CoPlan was contracted to perform a travel time delay study and assist in establishing a congestion management process (CMP) for the RGVMPO region. CoPLAN met with the CMP sub-committee to identify the 1,000 centerline miles to be part of the study. In addition to the study routes, CoPLAN made recommendations to the sub-committee for the 80 intersections to be evaluated for possible operational improvements. Regarding the timing of the signals, vehicle detection is the key element for efficient operation of a traffic signal. As determined during the previous CMP Tier II, a large majority of the regions' traffic signals do not have a full complement of vehicle detection for all movements. CoPLAN worked directly with designated representatives for each City (Brownsville, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative,

visited each study intersection and performed an assessment of the signal equipment contents, working conditions, capabilities, and limitations.

D. SUBTASKS

Subtask 5.1: Incident Management & Safety Study

This task involves the ongoing monitoring of crash locations to identify statistically significant areas known as "Hot Spots." By utilizing data from the Texas Department of Transportation's Crash Records Information Systems (C.R.I.S.), we can pinpoint these locations. Once identified, further analysis is conducted to understand the causes of incidents and determine safety improvements that can be implemented in these areas.

The emphasis on safety is a key component of our planning efforts, and this task includes a Transportation Safety Study that extends beyond identifying the "Hot Spots." The safety study aims to proactively identify transportation safety problem areas within the Metropolitan Areas and keep safety at the forefront of RGVMPO's planning initiatives. The data collected will be mapped and made accessible through our website for public reference.

As part of our commitment to Bipartisan Infrastructure Law Implementation Planning Emphasis Area, the RGVMPO will develop safety performance measures in FY 2024-2025. These measures will be derived from the data obtained through this subtask, aligning with the requirements set forth by IIJA and continued with the MAP-21 & FAST-Act. By integrating safety considerations into our planning processes, we strive to create a safer transportation environment for our communities.

Subtask 5.2: Congestion Data Collection

This task focuses on the continuous monitoring of congestion, a requirement for all Transportation Management Areas (TMAs) under the FAST-Act. In FY 2022, the RGVMPO has planned a CMP data collection initiative and intends to hire a consultant to conduct this study. The study will involve comparing previous CMP studies conducted in the Brownsville and Hidalgo County areas, with a particular focus on data collection in identified corridors where early deployment initiatives were implemented.

Through this subtask, the RGVMPO aims to develop congestion performance measures in FY 2023. These measures will be derived from the data collected during the study, aligning with the requirements of the MAP-21 Implementation Planning Emphasis Area mandated by MAP-21 and the FAST-Act. The study's primary objective is to provide recommendations to address delay within the region, ensuring a smoother and more efficient transportation network.

Subtask 5.3: Traffic Counts / Bike Ped Counts

Under this task the RGVMPO staff will collaborate with local governments to coordinate and conduct assessments for off-system roadways. This is particularly relevant for functionally

classified roads and that included in the RGVMPO thoroughfare plan, as they are not assessed by TxDOT for on-system roadways. and collecting traffic data, ensuring accurate and comprehensive information is gathered.

In addition to collecting motor vehicle traffic counts, RGVMPO Staff will continue to manage the RGV Bicycle & Pedestrian Count Data Program (Program). These regional activities also assist with statewide efforts. In coordination with TxDOT and Texas Transportation Institute (TTI), the RGVMPO participates in the Texas BikePed Count Exchange (TX BP|CX) by submitting and quality checking data counts on a quarterly basis. Quarterly count data reports are also presented to the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) Meetings.

To support these efforts, the RGVMPO staff plans to acquire additional traffic counter equipment and software as needed. This task also covers travel expenses incurred by RGVMPO staff for the purpose of deploying, maintaining/repairing, and collecting data from various counters/locations.

Subtask 5.4: Corridor Study

A consultant will be procured to conduct the corridor study in accordance with the procurement guidance provided by the Lower Rio Grande Valley Development Council (LRGVDC), in collaboration with the City of Weslaco. The selection process will adhere to the established guidelines and ensure transparency and fairness.

The City of Weslaco and Hidalgo County have requested the RGVMPO to conduct a planning corridor/alignment study to assess the feasibility and necessity of the Weslaco Southwest Loop. This project aims to address the need for enhanced safety and efficiency by separating passenger vehicular traffic from freight commercial international truck traffic, ultimately reducing accidents and alleviating delays.

The primary objective of the study is to evaluate the feasibility of the proposed Weslaco Southwest Loop and determine its potential benefits. By conducting a thorough analysis of the existing transportation infrastructure, traffic patterns, and anticipated future growth, the RGVMPO will provide valuable insights into the necessity and viability of the project.

Through this planning corridor/alignment study, the procured consultant will assess the potential impacts of implementing the Weslaco Southwest Loop, such as improved safety conditions, reduced congestion, and enhanced travel efficiency. The study will consider factors such as alignment options, environmental considerations, economic viability, and community needs.

RGVMPO staff proposes to collect traffic data and evaluate the traffic impact of FM509 from US 281 (Military Highway) to I-69E in Cameron County. Due to the tremendous growth, safe and efficient corridors are even more of a local concern. A consultant for the corridor study will be acquired in compliance with LRGVDC procurement guidance, in participation with the Harlingen-San Benito sub-region. The Consultant shall develop the opening-year and design-year (opening year +20) travel forecasts, and related traffic analysis in coordination with the City of Harlingen utilizing the Metropolitan Planning Organization's (MPO) traffic demand model, historic traffic, and existing count data. The Engineer shall document inputs,

assumptions, and outcomes in a brief Average Daily Corridor Traffic Projections Report review historical crash data from the three most recent years and compare to the statewide averages for similar facilities to look for any statistically significant locations along the corridor. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements.

E. FUNDING SUMMARY

Task 5 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
5.1	**MPO** TxDOT	$18,933.00	$18,933.00	$0.00	$0.00	$0.00	$0.00	$18,933.00	$18,933.00
5.2	**MPO** Consultant	$28,347.00	$28,347.00	$0.00	$0.00	$0.00	$0.00	$28,347.00	$28,347.00
5.3	**MPO** Cities	$11,449.00	$11,449.00	$0.00	$0.00	$0.00	$0.00	$11,449.00	$11,449.00
5.4	**MPO** Consultant	$225,000.00	$62,500.00	$0.00	$0.00	$62,500.00	$0.00	$287,500.00	$62,500.00
TOTAL		**$283,729.00**	**$121,229.00**	**$0.00**	**$0.00**	**$62,500.00**	**$0.00**	**$346,229.00**	**$121,229.00**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

VII. Budget Summary

2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.0	Administration Management	$916,005.40	$916,005.40	$20,000.00	$140,000.00	$5,000.00	$35,000.00	$941,005.40	$1,091,005.40
2.0	Data Development and Maintenance	$226,776.00	$226,776.00	$12,000.00	$12,000.00	$3,000.00	$3,000.00	$241,776.00	$241,776.00
3.0	Short Range Planning	$660,818.80	$340,818.80	$516,000.00	$516,000.00	$129,000.00	$4,000.00	$1,305,818.80	$860,818.80
4.0	Metropolitan Transportation Plan	$373,442.00	$223,442.00	$0.00	$0.00	$0.00	$0.00	$373,442.00	$223,442.00
5.0	Special Studies	**$283,729.00**	**$121,229.00**	**$0.00**	**$0.00**	**$62,500.00**	**$0.00**	**$346,229.00**	**$121,229.00**
Total:		**$2,460,771.20**	**$1,828,271.20**	**$548,000.00**	**$668,000.00**	**$199,500.00**	**$42,000.00**	**$3,208,271.20**	**$2,538,271.20**

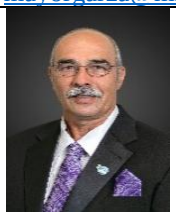
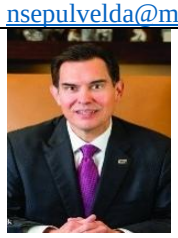
[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds[2]	$	5,746,542.40
Estimated Unexpended Carryover	$	4,099,395.62
TOTAL TPF:	**$**	**9,845,938.02**

[2] Estimate based on prior years' authorizations

APPENDIX A

POLICY TRANSPORTATION BOARD MEMBERSHIP

Chairperson- Honorable Ellie Torres Hidalgo County-Comm'r Precinct 4 Ellie.ttorres@co.hidalgo.tx.us	**Vice-Chairperson- Honorable – John Cowen – Mayor** City of Brownsville John.cowen@brownsvilletx.gov	**Frank Parker, Jr.** Cameron County RMA fparker@parker-logistics.com
Honorable Eddie Treviño, Jr. – Judge Cameron County etrevino@co.cameron.tx.us	**Honorable – Ramiro Garza – Mayor** City of Edinburg rgarza@rgeconomicadvisors.com	**Honorable – Norie Gonzalez-Garza – Mayor** City of Mission mayorgarza@missiontexas.us
Honorable – Javier Villalobos – Mayor City of McAllen jvillalobos@mcallen.net	**Honorable – Norma Sepulveda – Mayor** City of Harlingen nsepulvelda@myharlingen.us	 **Honorable- Mayor Ricardo "Rick" Guerra** City of San Benito rguerra2@cityofsanbenito.com
Honorable Ambrosio "Amos" Hernandez- Mayor City of Pharr mayor@pharr-tx.gov	 **S. David Deanda, Jr.** Hidalgo County RMA David.deanda@hcrma.net	**Honorable Eloy Vera Judge** Starr County eloy.vera@co.starr.tx.us
Pedro "Pete" Alvarez, P.E. TxDOT Phar District – Engineer Pedro.alvarez@txdot.gov	**Tom Logan** Valley Metro – Executive Director tlogan@lrgvdc.org	**Michael Medina** RGVMPO – Executive Director Mmedina@rgvmpo.org

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

Benjamin L. Worsham, P.E. Chairman Cameron County benjamin.worsham@co.cameron.tx.us	**Ramon Navarro** Vice Chairman Hidalgo County RMA ramon.navarro@hcrma.net	**Pete Sepulveda, Jr.** Cameron County RMA psepulveda@ccrma.org
Joel Garza City of Brownsville joel.garza@brownsvilletx.gov	**Tomas D Reyna** City of Edinburg treyna@cityofedinburg.com	**Ana Hernandez** City of Harlingen ahernandez@harlingentx.gov
Rene Gonzalez City of McAllen rgonzalez@mcallen.net	**Daniel Chavez-** City of Pharr Commissioner4@pharr-tx.gov	**Mayor Ricardo Guerra** City of San Benito rguerra2@cityofsanbenito.com
Armando Garza Hidalgo County armando.garzajr.@co.hidalgo.tx.us	**JP Terrazas, P.E.** City of Mission jpterrazas@missiontexas.us	**Dora E Robles** TXDOT (Pharr District) dora.robles@txdot.gov
Tom Logan Valley Metro tlogan@lrgvdc.org	**Simon Ortiz** Brownsville Metro simon.ortiz@brownsvilletx.gov	**Jon Ray Bocanegra** McAllen Metro jbocanegra@mcallen.net
Alan Johnson Port of Harlingen Alanjohnson7@me.com	**Mark Yates** Cameron Co. Spaceport Dev. Corp Mark.yates@co.cameron.tx.us	**Ariel Chavez III** Port of Brownsville achavez@portofbrownsville.com
Victor Barrera Port Isabel – San Benito Nav. District vbarrera@pi-isd.net	**Jose (Joe) Escamilla** Starr County skamia@aol.com	

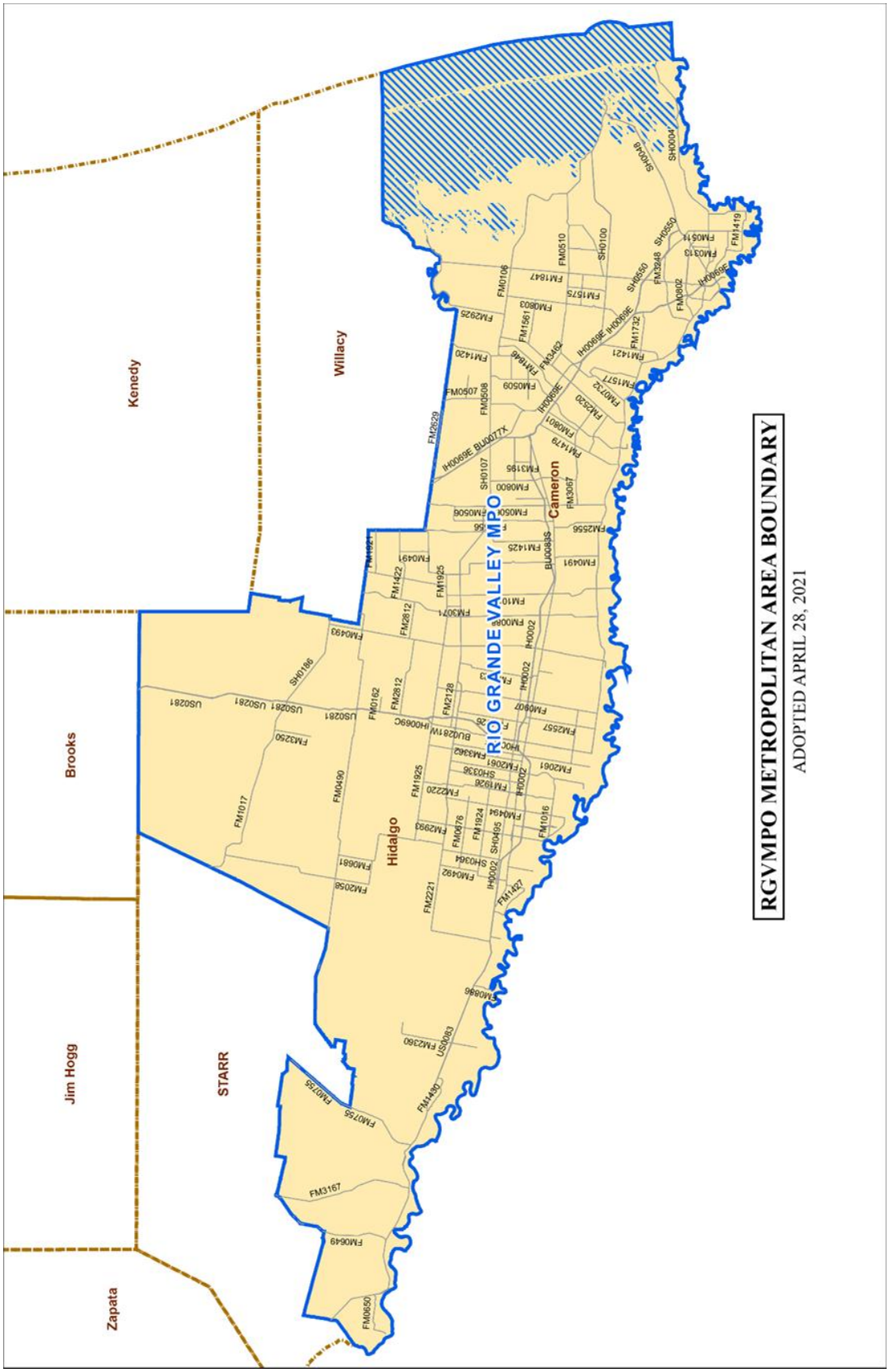
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP

	Representative of	Appointed Designee	Alternate Representative	TERM EXPIRES
Public Agency (1 of 8)	Hidalgo County	Velinda Reyes	Nick Perez	July 2025
Public Agency (2 of 8)	City of Sullivan City	Mayor Alma Salinas	Ana Mercado	August 2024
Public Agency (3 of 8)	TxDOT Pharr District	Craig Wuensche	Agustin Ramirez	August 2024
Public Agency (4 of 8)	City of Edinburg	Lorenzo "Larry" Ayala	Valentin Sanchez Jr.	August 2024
Public Agency (5 of 8)	City of Pharr	Ruben Alfaro	Maria Rangel	August 2024
Public Agency (6 of 8)	City of Brownsville	Christopher Nelson	Juan "Johnny" Pena	August 2024
Public Agency (7 of 8)	Valley Metro	Claudia Olmedo	Stacie Garcia	Sept. 2024
Public Agency (8 of 8)	LRGV Development Council	Javier Dominguez	Nancy Sanchez	Sept. 2024
Economic Development Agency (1 of 1)	Vacant Position			
Bicycle-Oriented Agency (1 of 2)	Valley Off-Road Bicycling Association	David Hernandez BPAC CHAIR	Marcel Fortuin	October 2024
Bicycle-Oriented Agency (2 of 2)	Caracara Trails	Dr. Rose Gowen	BPAC Vice-Chair (elected Oct. '22)	October 2024
Stakeholder Organization (1 of 2)	University of Texas Rio Grande Valley	Rodney Gomez	Pablo Aguilar	August 2024
Stakeholder Organization (2 of 2)	Texas Parks & Wildlife Department	Javier De Leon	Orlando Carranco	Sept. 2024
Bike/Ped Citizen (1 of 4)	Vacant Position			
Bike/Ped Citizen (2 of 4)	At-Large	Nina Torkelson	Robert Ordez	August 2024
Bike/Ped Citizen (3 of 4)	At-Large	Michael McNew	Jon Ray Bocanegra	August 2024
Bike/Ped Citizen (4 of 4)	At-Large	Richard Cavin		Sept. 2024

MPO STAFF

Michael Medina Executive Director Ldiaz@rgvmpo.org	**Luis M. Diaz** Director Ldiaz@rgvmpo.org	**Adriana Estrada** Executive Assistant Aestrada@rgvmpo.org
Fernando Cantú Planner III Fcantu@rgvmpo.org	**Eva L. Garcia** Planner III: Bike/Ped Coordinator Egarcia@rgvmpo.org	**Melany Rodriguez** Planner II Mrodriguez@rgvmpo.org
Rudy Zamora Planner II Rzamora@rgvmpo.org	**Klarissa Gonzalez** Planner I Kgonzalez@rgvmpo.org	**Clara Munoz** Planner I Cmunoz@rgvmpo.org
Shana Bricker GIS Specialist I Sbricker@rgvmpo.org	**Haoji He** GIS Specialist I Hhe@rgvmpo.org	

APPENDIX B
METROPOLITAN AREA BOUNDARY MAP



APPENDIX C

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*

6/28/23

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

APPENDIX D

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 disclose 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.

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

1/28/23
Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Eddie Treviño Jr , Chairman ,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,
(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.

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

6/28/23
Date

Attest:

Name

Executive Director
Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Eddie Treviño Jr , Chairman ,

(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,

(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 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

6/28/23
Date

Attest:

Name

Executive Director
Title