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September 17, 2025

Approval of Rio Grande Valley Metropolitan Planning Organization's (MPO)
FY 2026-27 Unified Planning Work Program (UPWP)

Mr. Raymond G. Sanchez
Transportation Planner
Texas Department of Transportation
Transportation Planning & Programming Division
125 East 11th Street
Austin, TX 78701-2483

Dear Mr. Sanchez:

We have reviewed the Rio Grande Valley Metropolitan Planning Organization's (MPO) FY 2026-27 Unified Planning Work Program (UPWP) adopted by the MPO policy board on July 21, 2025 and transmitted to our office with your e-mail of August 25, 2025.

Based upon our review and per your recommendation, the Rio Grande Valley MPO's FY 2026-27 UPWP is hereby approved. For questions or concerns regarding this approval, please contact Mr. Kwasi Bosompem, FTA at (817) 978-0553, or Mr. Kirk D. Fauver, FHWA at (512) 536-5952.

Sincerely yours,

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FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

Rio Grande Valley Metropolitan Planning Organization (RGVMPO)



TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This UPWP complies with federal and state requirements, is true and correct, and is approved by
(Transportation Policy Board): July 21, 2025

Federal Approval: September 17, 2025.

RGVMPO - 617 W University Dr. - Edinburg, TX 78589 - (956) 682-3481 - www.rgvmpo.org

Rio Grande Valley Metropolitan Planning Organization

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EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is the federally mandated biennial statement of work and fiscal plan for the RGVMPPO. It identifies the regionally significant transportation planning activities that will be conducted within the planning area during a two-year period (October 1, 2025 – September 30, 2027). It functions as an open and transparent public resource as required under the Infrastructure Investment and Jobs Act (IIJA). It delineates how the MPO will allocate its federal and state transportation planning funds in alignment with its long-term vision, goals, and objectives. The UPWP integrates a continuous, cooperative, and comprehensive (3C's) approach, and promotes the continued development and improvement of the transportation planning process. At a minimum, the UPWP contains a description of the planning work, expected products, who will perform the work, time frames for completion, sources of funding, and costs.

Rio Grande Valley Metropolitan Planning Organization Boundary Area

The RGVMPPO is the federally recognized Metropolitan Planning Organization for the southernmost region of Texas, the Lower Rio Grande Valley.

On April 24, 2019, elected officials representing the planning areas of Brownsville, Harlingen-San Benito, and Hidalgo County drafted an agreement requesting to merge into one consolidated MPO and established a proposed boundary to include all the territory in the existing metropolitan planning areas. On May 14, 2019, Governor Greg Abbott ratified the agreement, formally establishing the RGVMPPO.

On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map which was subsequently approved by Governor Abbott on March 5, 2021. Then, on April 28, 2021, the TPB amended the MAB to include Starr County, and on October 29, 2021, it was approved by Governor Abbott.

The updated RGVMPPO planning area jurisdiction encompasses the counties of Cameron, Hidalgo, and a portion of Starr County, along with their respective cities and towns. A map of the area can be found in Appendix B.

RGVMPPO FY 2026 – 2027 UPWP Tasks

The Rio Grande Valley MPO has identified the following tasks to be executed or addressed during the 2026 and 2027 fiscal years.

Administration and Management: Covers administrative activities, in support of the 3-C's transportation planning process.

Data Development and Maintenance: Covers work elements designed to collect, update, and report data required to perform both long and short-range transportation planning.

Short-Range Planning: Addresses planning activities related to immediate implementation and near-term time frame.

Metropolitan Transportation Plan: Includes work associated with the development and updating of the area's long range multi-modal transportation plan.

Special Studies: Provides work elements that are generally outside the scope of the planning process but are necessary for the continued development of a viable transportation plan in the area.

Rio Grande Valley Planning Goals and Priorities

The UPWP is guided by the RGVMPPOs goals to address mobility through added capacity and rehabilitation of the existing system, as well as public transportation needs with limited financial resources. Moreover, it encourages system continuity and collaboration with partners to advocate a system of national significance.

RGVMPO UPWP Funding Sources

The UPWP apportions planning funds for construction, corridor studies, feasibility studies, initiatives, transportation alternative set-aside programs and projects. RGVMPPO projects are primarily funded through PL funds [23 § U.S.C. 104] from the Federal Highway Administration (FHWA), intended to support significant transportation planning activities in the region. As well as funding from the Federal Transit Administration which under MAP-21 provides MPOs with funding through programs such as 5303 (Metropolitan Planning and Research), 5307 (Urbanized Area Formula Grants).

Total Funds

The FY 2026-2027 work program identifies \$11,040,250.17 in federal and non-federal funding for these efforts.

INTRODUCTION

The Federal Highway Act of 1962 set precedent by mandating that all urban areas with a population of 50,000 or more develop, maintain, and enforce a cooperative, comprehensive, and continuing (3-C's) planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis. The Unified Planning Work Program (UPWP) is the mechanism for coordinating metropolitan transportation and planning activities in the Rio Grande Valley area. This UPWP serves as a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed in the Metropolitan region for the period of October 1, 2026, to September 30, 2027. The RGVMPPO Transportation Policy Board (TPB) approved this UPWP on July 21, 2025.

A. Purpose

The UPWP serves as a guided document for annual and multi-year transportation planning efforts, highlighting the responsibilities of the RGVMPPO in supporting the continuing, cooperative and comprehensive transportation planning process (23 CFR § 450.500). MPO's in conjunction with state and transit operators, have been required to develop a Unified Planning Work Program that meets the requirements stipulated under 23 CFR § 420, and:

- (1) discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related planning activities anticipated within the next two-year period, regardless of funding sources or agencies, in sufficient detail to indicate who will perform the work, the schedule for completion, expected products, proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds.
- (2) document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C. To effectively identify all work tasks, RGVMPPO prepares this UPWP with input from federal, state, and local jurisdictions and transportation providers in the transportation planning region.

Work tasks within this UPWP also consider federal performance goals under 23 USC § 150 (b) in the following areas:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Conditions – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- 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.

- 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.

Bipartisan Infrastructure Law (BIL)

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation carries on the eight planning factors established under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The current transportation-enabling legislation, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) adds further considerations.

- Consideration of state and local housing patterns in the planning process
- Requires MPOs to ensure the consistency of data in the planning process
- Permits the use of social media and other web-based tools to encourage public participation
- Requires MPOs to consider an impartial and proportional representation of the population when initially designating officials
- Permits a greater than 80 percent federal share for transportation planning in certain circumstances

Planning Factors

The work tasks contained in this UPWP for the 2026-2027 fiscal years have considered the following factors as expressed under 23 CFR 450.306 (b):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available for 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 throughout the State for people and freight.
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.
- Improve the reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

B. Definition of Area

On May 14, 2019, Governor Greg Abbott ratified the re-designation agreement, thus merging the three previously existing MPOs: Brownsville, Harlingen-San Benito, and Hidalgo County; into a singular regional planning organization named the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). Further expansion occurred on April 28, 2021, when the Transportation Policy Board (TPB) amended the MAB to include a portion of Starr County. This collaborative effort has solidified the RGVMPO's role in overseeing regional transportation planning and coordination across the Rio Grande Valley.

The updated RGVMPO planning area jurisdiction encompasses the counties of Cameron, Hidalgo, and a portion of Starr County, along with their respective cities and towns. (See Appendix B for a full map of the region.)

Texas Department of Transportation

The RGVMPO planning area is served by the Texas Department of Transportation Pharr District. The Pharr District plans, designs, builds, operates, and maintains the state transportation system.

Public Transit Providers

Valley Metro, Metro McAllen, and Brownsville Metro are the three public transit providers in the Metropolitan Planning Area. They are responsible for providing transit planning in the region, and have the duty to ensure the safe, reliable, and accessible operation of public transportation systems. A Memorandum of Understanding was signed on September 27, 2019, between the three transit providers, TxDOT, and the MPO. This MOU formally established provisions to cooperatively develop and share information that supports the metropolitan planning process and performance-based planning in accordance with 23 CFR 450.314 (a).

C. Organization

The Transportation Policy Board (TPB) serves as the decision-making body of the Rio Grande Valley MPO and was created to ensure that all regional transportation studies, plans, projects, and programs are performed in accordance with local governments' desires and in conformance with federal and state laws, regulations, and rules. The board is composed of 13 voting members and is comprised of local elected officials, county representatives, transit agencies, and transportation agencies. A complete membership list can be found in Appendix A.

The TPB has the sole responsibility of creating and implementing regional transportation policy for the RGVMPO. The TPB is responsible for the RGVMPO's regional transportation planning and programming process. This ensures the proper coordination of transportation modes; cooperatively establishes transportation needs; proposes projects from all transportation modes for recommendation to those governmental entities responsible for program development and project implementation.

To aid in further decision-making, the TPB established the following committees.

- Technical Advisory Committee (TAC) reviews technical matters and develops preferred technical alternatives and recommendations for TPB action.

- Bicycle and Pedestrian Advisory Committee (BPAC) established to promote biking and walking across the community, including but not limited to incorporating the consideration of the needs of cyclists and pedestrians in the RGV. As well as ensuring education and outreach efforts involving city officials, residents, and commercial entities. The committee evaluates and makes recommendations to the Technical Advisory Committee/Transportation Policy Board regarding bike and pedestrian initiatives.

D. Non-MPO/Private Sector Involvement

The private sector is encouraged, to the maximum extent feasible, to participate in the MPO planning process. Consultants have and will continue to be used on an as-needed basis as allowed under 23 CFR 450.310 (f). These consultants will provide specialized services, including but not limited to; legal assistance, corridor studies, enhancements to the regional travel demand model, and Metropolitan Transportation Plan, to support transportation programs and planning processes.

Private, non-profit organizations, and member agencies are encouraged to actively participate in public meetings. In addition, the RGVMPPO will also engage private entities, such as economic development councils, through targeted presentations that highlight the dynamics between transportation planning and economic opportunity. These efforts also include initiating discussions on key planning tools and strategies, such as the Congestion Management Process (CMP) and deploying a demographic Delphi committee.

E. Planning Issues and Emphasis

This UPWP addresses several interrelated multimodal transportation issues identified in the RGVMPPO planning area. The RGVMPPO is dedicated to addressing these issues and facilitating the implementation of transportation projects and programs through a performance-based planning and programming approach.

The FY 2026-2027 UPWP addresses several interrelated transportation issues aimed at facilitating the implementation of transportation projects and programs. The activities outlined in this UPWP fall into five primary tasks:

- **Administration and Management:** Contains the work associated with administrative support of the 3-C transportation planning process.
- **Data Development and Maintenance:** Covers work elements designed to collect, update, and report data required to perform both long and short-range transportation planning.
- **Short-Range Planning:** Addresses planning activities related to immediate implementation and near-term time frame.
- **Metropolitan Transportation Plan:** Includes work associated with the development and updating of the area's long range multi-modal transportation plan.
- **Special Studies:** To provide for work elements that are generally outside the scope of the planning process but are necessary for the continued development of a viable transportation plan in the area.

Planning and Environmental Linkages (PEL)

FHWA and FTA encourage MPOs to implement PEL as part of the transportation planning and environmental process. 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 process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects to serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

The use of data in the transportation planning process aids in addressing emerging topic areas of data sharing, needs, and analytics. FHWA and FTA regional offices should encourage State DOTs, MPOs, and public transportation providers 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/ped planning, performance management, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional and local levels for all parties.

Public Involvement

It is the policy of the RGVMPPO, and established under the Texas Government Code, Sec. 551, that all meetings of the Transportation Policy Board and its committees are to be open to the public. Agendas with open comment opportunity as a standing item, shall be posted on the RGVMPPO website. Open meetings will be announced on the RGVMPPO official website, as well as in RGVMPPO's social media pages.

Public review of new planning or programming documents will occur with consideration of the 30-day minimum rule. Public meetings/hearings and document review sessions will be held for major projects such as those in the Metropolitan Transportation Plan (MTP), or the Transportation Improvement Plan (TIP). With consideration to certain situations where an in-person meeting may not be feasible, the RGVMPPO will utilize virtual public involvement strategies.

In rare instances, which may require urgent modification of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), or Congestion Management Process (CMP) due to funding requirements or timeliness, there shall be an exception to the 30-calendar day comment period, and an abbreviated comment period of at least 7 days will supersede. Adequate public notice of the abbreviated period will be communicated to the public.

Longer comment periods are preferred and will be offered whenever possible. RGVMPPO's Public Participation Plan is available on the [RGVMPPO website](#).

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To execute, on an ongoing basis, the necessary plans, programs, and activities required to successfully facilitate the transportation planning process and administer federal transportation funding in and for the Rio Grande Valley Metropolitan Planning Area.

B. EXPECTED PRODUCTS:

Expected Product	Estimated Timeframe for Product Delivery
General administration and management of the RGVMPPO, including coordination with legal counsel	N/A - Continuous
Host and/or attend workshops, conferences, and other training opportunities	N/A – As needed
Annual Listing of Obligated Projects (ALOP)	FY 2025 – 12/2025 FY 2026 – 12/2026
Annual Performance Expenditure Reports (APER)	FY 2025 – 12/2025 FY 2026 – 12/2026
Development of the FY 2028-2029 UPWP, and management of the FY 2026-2027 UPWP.	FY 2026/27: N/A – to be amended as needed FY 2028-2029: FY 2027
Maintenance of the RGVMPPO Website and applicable software	N/A – As needed
Metro McAllen Transit Planner acquisition	FY 2026

C. PREVIOUS WORK-

- Purchased materials necessary to enhance office functionality and data analysis in the 2024-2025 fiscal years.
- Conducted organizational tasks such as hiring staff, engaging recruitment firms, and procuring legal services.
- Supported staff development by facilitating attendance at relevant conferences, courses, seminars, and workshops.
- Facilitated and provided support for TPB and TAC meetings and will continue to do so as part of ongoing coordination efforts.

- Collaborated with partner agencies on planning and implementation efforts, with continued engagement moving forward.
- Developed and maintained key planning documents such as the MTP, PPP, and TIP, with efforts ongoing.
- Conducted capacity-building workshops for TPB and TAC and will continue offering these sessions regularly.

D. SUBTASKS

Subtask 1.1: Program Administration

This activity includes the development and implementation of essential policies and guidelines necessary to maintain the cooperative, comprehensive, and continuous transportation planning process.

This activity includes:

- Coordinating and working with other agencies and organizations involved in planning, programming, and implementation of transportation projects,
- Budgeting and management of transportation planning funds,
- Sponsoring and conducting meetings including providing support to policy and advisory bodies,
- Managing the cost of operating the RGVMPPO, including the management of office lease
- Procuring equipment, audio/video equipment, servers', computers, computer hardware and software, to include the maintenance of state of practice platforms.
 - The purchasing of equipment in excess of \$10,000 will necessitate TxDOT and FHWA approval in accordance with 2 CFR §200.439: "Capital expenditures for special purpose equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of the Federal agency or pass-through entity." For a list of equipment expenditures over \$10,000, please see Appendix G.

Subtask 1.a: Legal Counsel

The RGVMPPO Transportation Policy Board will retain independent legal counsel to render legal advice relating to transportation issues. This activity will involve collaborating with legal counsel to support planning efforts and ensure compliance with relevant regulations and requirements.

Subtask 1.2: Unified Planning Work Program (UPWP)/Annual Performance Expenditure Report (APER), and Annual Listing of Projects (ALOP)

Maintain and revise the FY 2026-2027 UPWP by developing and processing changes for any future amendments. Develop the upcoming UPWP for the 2028-2029 Fiscal Years.

Prepare the APER for Fiscal Years 2025 and 2026, analyzing the amount of transportation planning funds budgeted to the amount expended. Develop the ALOP for transportation projects that used federal aid during FY 2025 and FY 2026.

Subtask 1.3: Professional Development/ Training and Travel

Organize relevant training and workshops for the Transportation Policy Board, subcommittees, local governments, as well as participating agencies with planning funds. These funds will also be used to provide and develop learning materials, as well as pay for any venue expenses incurred.

Transportation planning funds will also be utilized to support MPO staff attendance at conferences, courses, seminars, and workshops, which may include international travel. Funds will also be used to cover any expenses incurred such as registration fees. *

*The RGVMPPO will ensure TxDOT pre-approval for any out-of-state travel according to 43 TAC §16.52(b), prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the department.

MPO staff will attend trainings, conferences, and workshops provided by, but not limited to, the following associations:

- American Association of State Highway and Transportation Officials (AASHTO)
- Association of Metropolitan Planning Organizations (AMPO)
- American Planning Association (APA)
- Institute of Transportation Engineers (ITE)
- Texas Department of Transportation (TxDOT)
- Texas A&M Transportation Institute (TTI)
- Transportation Research Board (TRB)

Subtask 1.4: Software and Website Maintenance

General information about MPO activities and events will continue to be posted, as part of the Public Participation Process, and will allow all users to provide comments. MPO staff will provide routine updates to general information regarding activities and events, as well as providing video streaming for applicable meetings. This task will also include the management and upkeep of any applicable software.

Subtask 1.5: Employee Time

This task addresses employee time including sick and vacation hours.

Subtask 1.6: Transit Administration/Metro McAllen

Federal 5307 funding will be utilized to cover the salary for the Metro McAllen Transit Planner position for a period of 12 months or longer. This ensures continuity and support in transit planning efforts, including local transit studies and operational planning. [Originally programmed in FY 2024-2025 UPWP and expected to be complete FY 2027]

Subtask 1.7: Audit

The RGVMPPO will implement an internal annual audit process to assess the effectiveness of financial management practices, ensure compliance with federal funding requirements, strengthen internal controls, and promote organizational accountability, in alignment with applicable federal regulations and best practices. The audit will evaluate financial integrity, ensure regulatory compliance and support transparent and responsible use of funds in accordance with statutes, MPO policies, and grant requirements.

Responsible Agency for Subtask 1.1 – 1.7: RGVMPPO, Consultants, TxDOT, Metro McAllen

Funding Requirements: \$4,070,000

Product(s): Program Administration, UPWP, APER, ALOP, audit, professional development, software and website maintenance, Metro McAllen TOD/BRT.

E. Task 1 – Funding Summary

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	MPO	\$1,650,000	-	-	-	\$1,650,000	-
1.a	MPO	\$60,000	-	-	-	\$60,000	-
1.2	MPO	\$10,000	-	-	-	\$10,000	-
1.3	MPO	\$10,000	-	-	-	\$10,000	-
1.4	MPO	\$60,000	-	-	-	\$60,000	-
1.5	MPO	\$20,000	-	-	-	\$20,000	-
1.6	Metro McAllen	-	\$60,000	-	\$15,000	\$75,000	-
1.7	Consultant	\$200,000	-	-	-	\$200,000	-
Total		\$2,010,000	\$60,000	-	\$15,000	\$2,085,000	-

¹TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	MPO	\$1,650,000	-	-	-	\$1,650,000	-
1.a	MPO	\$60,000	-	-	-	\$60,000	-
1.2	MPO	\$10,000	-	-	-	\$10,000	-
1.3	MPO	\$10,000	-	-	-	\$10,000	-
1.4	MPO	\$60,000	-	-	-	\$60,000	-
1.5	MPO	\$20,000	-	-	-	\$20,000	-
1.6	Metro McAllen	-	\$60,000	-	\$15,000	\$75,000	-
1.7	Consultant	\$100,000	-	-	-	\$100,000	-
Total		\$1,910,000	\$60,000	\$0	\$15,000	\$1,985,000	-

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

To provide updated planning information, Geographic Information Systems data, demographic data and analysis to support the Metropolitan Planning Organization's efforts.

B. EXPECTED PRODUCTS

Expected Products:	Estimated Timeframe for Product Delivery
Continue ongoing work/data collection and analysis to support the CMP	N/A - Continuous
Update Data Tables and GIS Layers	N/A - Continuous
Develop Regional and Corridor Transportation Model	N/A - Continuous
Continuing UMAP development and updates	N/A - Continuous

C. PREVIOUS WORK

- Ensured the compilation of accurate transportation data by refining demographic datasets and analyzing transportation and census data.
- Monitored neighborhood developments.
- Evaluated food source proximity by gathering data within the RGV MAB.
- Assessed current, anticipated, and desired performance levels; analyzed trade-offs between scenarios; and tracked progress to enhance system efficiency, and reliability
- Collaborated with County Appraisal Districts to obtain parcel data, to aid in the development of a comprehensive countywide map.
- B-Metro staff completed transit route and service area maps to enhance connectivity within the service area.
- Conducted transportation modeling activities to forecast and analyze future regional transportation demand, with modeling efforts continuing as an integral part of planning operations.
- Monitored performance measures and collaborated with planning partners to evaluate and update regional targets, this is an ongoing effort.

D. SUBTASKS

Subtask 2.1: Geographic Information System (GIS) Data Development and Analysis

Specific activities to be undertaken will include reviewing and providing directions on the development and dissemination of geospatial databases on residential and commercial growth and transportation data, as well as:

- Mapping databases supporting RGVMPPO programs.
- Providing maintenance to the demographic and modeling databases of the MTP and TIP amendments.
- Providing enhancements to the interactive online mapping application UMAP.
- Continuation and support of the interactive web viewer for sharing GIS data on growth, demographic forecasts, travel demand modeling output, the MTP and TIP.
- Developing maps and materials for work groups and public meetings.
- Providing technical memoranda documenting completed work.

Subtask 2.2: Congestion Management Process (CMP) and Operations Planning

This subtask will cover activities related to managing the Congestion Management Process (CMP), and Operations Planning. Specific activities include:

- Updating, refining, and implementing the CMP.
- Incorporating congestion analysis findings into the regional planning process.
- Post-CMP Analysis

Subtask 2.3: Performance Based Planning and Programming

The development and implementation of a performance-based approach to transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. The RGVMPPO sets targets for federal performance measures in three categories: safety, maintenance, and system reliability. The activities to be conducted under this task include:

- Continuous monitoring of adopted federal performance measures and collaborating with transportation planning partners to set and reassess regional targets.
- Post-performance reporting.
- Reviewing evolving regulations, overseeing data collection and analysis, as well as enhancing coordination between staff, regional partners, elected officials, and the public.
- Integration of a project selection process

Subtask 2.4: Regional Transportation Modeling Activities

Develop, amend, and/or update regional and corridor travel demand modeling including sketch planning methods, four-step demand models, activity models, and other advanced disaggregate modeling techniques which enable applications for all types of data, to include surveys and for all modes of transportation ideally for building transportation information and decision support systems. A consultant will be retained for these activities.

Subtask 2.5: Open Data Repository

Continue development of the transportation-related geospatial data warehouse, known as United Metropolitan Area Planning (UMAP). The open data repository contains data and links to participating entities' transportation-related data elements such as thoroughfare plans. Open data sites users (citizens and agency staff) can query, view, download, and disseminate data. Data updates to UMAP online viewers will continue.

Responsible Agency for Subtasks 2.1 – 2.5: RGVMPO, TxDOT, Consultants

Funding Requirement: \$1,920,000

Product(s): Geographic Information System activities, maintenance or updates to Congestion Management Process, Performance Based Planning and Programming, Planning, Regional Transportation Modeling Activities and Open Data Repository development.

E. Task 2.0 – Funding Summary

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
2.1	MPO	\$40,000	-	-	-	\$40,000	-
2.2	Consultant	\$50,000	-	-	-	\$50,000	-
2.3	MPO	\$40,000	-	-	-	\$40,000	-
2.4	MPO/ Consultant	\$800,000	-	-	-	\$800,000	-
2.5	MPO	\$80,000	-	-	-	\$80,000	-
Total		\$1,010,000	-	-	-	\$1,010,000	-

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
2.1	MPO	\$40,000	-	-	-	\$40,000	-
2.2	Consultant	\$50,000	-	-	-	\$50,000	-
2.3	MPO	\$40,000	-	-	-	\$40,000	-
2.4	MPO/ Consultant	\$700,000	-	-	-	\$700,000	-
2.5	MPO	\$80,000	-	-	-	\$80,000	-
Total		\$910,000	-	-	-	\$910,000	-

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

Conduct transportation and transportation-related planning activities with a focus on short-term planning and implementation, including the development and administration of the Transportation Improvement Program.

B. EXPECTED PRODUCTS

Expected Products	Estimated Timeframe for Product Delivery
Amendments to FY 2025 – 2028 Transportation Improvement Program	N/A – Continuous, Quarterly STIP Revisions
Development and upkeep of project requests, evaluation and scoring methods	N/A - Continuous
Development of the FY 2027 – 2030 TIP & amendments processing	N/A – Continuous as needed
Maintenance, updates, and dissemination of the Public Participation Plan	N/A – As needed
Metro McAllen TOD/BRT study	FY 2026

C. PREVIOUS WORK

- Developed and maintained the 2025-2028 TIP.
- Reviewed traffic impact studies for city Planning and Zoning Boards, providing feedback and guidance.
- Participated in the district’s Regional Transit Advisory Panel (RTAP).
- Provided planning assistance for regional transit development projects through data sharing, map preparation, and coordination with TxDOT and planning partners.
- Developed a financial forecast tool.
- Developed, maintained, and updated the Unified Planning Work Program (UPWP), with continued updates to support evolving planning priorities.
- Prepared the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL) and will continue to do so as part of annual reporting requirements.

- Updated the Short-Range Transportation Plan, with ongoing efforts to keep it aligned with current transit needs and priorities.
- Engaged in performance management to align activities and outputs with defined goals, a practice that continues to guide planning and implementation.

D. Subtasks

Subtask 3.1: Transportation Improvement Program

Maintain and revise the current TIP as necessary to program projects and demonstrate year of expenditure and associated revenues for federal, state, and local sponsors. Total project costs, which include construction, preliminary engineering, right of way, and other associated costs, will be provided. RGVMPO staff will also develop and maintain the FY 2027-2030 TIP. Quarterly project readiness and completion reports will be developed to track TIP project development and construction status.

Subtask 3.2: Public Participation

This activity supports the implementation of RGVMPO's Public Participation Plan (PPP), to include the conduct of community outreach and public meetings/hearings as needed. Efforts involve the use of questionnaires, online surveys, newsletters, and other engagement techniques. As well as:

- Creating and providing materials where appropriate.
- Promoting public information exchange and educational programs to enhance public interest and participation in transportation planning.
- Development and use of online tools, platforms, and software, including surveys, polling, and live streaming of Transportation Policy Board meetings and other events are utilized to increase regional participation.
- Maintenance, updates, and dissemination of the Public Participation Plan.

Subtask 3.3: Metro McAllen Transit Oriented Development/Bus Rapid Transit Study

Metro McAllen will conduct a Transit Oriented Development/Bus Rapid Transit study through 5307 funds. With an aim to increase housing and enhance walkability around downtown McAllen Central Station, which houses the city's primary transit terminal. There is also an opportunity to explore potential for mixed-use development and multimodal connections that would connect transit services offered with the city's new North Transfer Station. [Originally programmed in FY 2024-2025 UPWP and expected to be completed in FY 2026].

Subtask 3.4: Call for Projects

Coordinate and manage the process of receiving, evaluating, and developing recommendations to the TAC and TPB on project applications for funding opportunities. This subtask includes staff time devoted to the development of the project request form, project call timelines, development of project evaluation methods, production, and dissemination of informational materials, providing technical assistance, assisting in requests for functional classification, interfacing with applicants and potential applicants, and management of project call-related ad-hoc committees, and project application review/evaluation. Call for projects, RFP’s, and RFQ’s will be posted on the RGV MPO website.

Responsible Agency subtask 3.1 – 3.4: RGV MPO, TxDOT

Funding Requirements: \$870,000

Product(s): Transportation Improvement Program, Public Participation Plan, Transit Oriented Development/Bus Rapid Transit Study

E. Task 3.0 Funding Summary Table

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
3.1	MPO	\$150,000	-	-	-	\$150,000	-
3.2	MPO	\$10,000	-	-	-	\$10,000	-
3.3	Metro McAllen	-	\$500,000	-	-	\$500,000	-
3.4	MPO	\$25,000	-	-	-	\$25,000	-
Total		\$185,000	\$500,000	-	-	\$685,000	-

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 - FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
3.1	MPO	\$150,000	-	-	-	\$150,000	-
3.2	MPO	\$10,000	-	-	-	\$10,000	-
3.3	Metro McAllen	-	-	-	-	-	-
3.4	MPO	\$25,000	-	-	-	\$25,000	-
Total		\$185,000	-	-	-	\$185,000	-

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To develop, maintain, and update the long-range multi-modal Metropolitan Transportation Plan (MTP) and address related transportation activities for the RGVMPO planning area.

B. EXPECTED PRODUCTS

Expected Products	Estimated Timeframe for Product Delivery
Development and Maintenance of the 2050 MTP	2050 MTP: 12/2025 N/A – Continuous
Amendments and maintenance of the 2045 MTP	12/2025; until 2050 MTP implementation
Completion of various tasks by a general planning consultant	N/A – Continuous, As-needed

C. PREVIOUS WORK

- Collaborated with federal and state partners to maintain and update functional classification documentation for the RGV MAB, including monitoring and amending classifications as needed.
- Collaborated with local trucking and freight stakeholders and companies to initiate the development of a comprehensive freight plan for integration into MTP.
- Developed and refined project selection criteria to enhance performance-based planning and decision-making for the MTP, TIP, TASA, and other federal funding programs, with ongoing refinement as planning needs evolve.
- Reviewed project submittals, scored them against streamlined criteria, and assessed factors such as project readiness and priority, with these activities continuing to support transparent and data-driven investment decisions.
- Maintained and updated the 2045 Metropolitan Transportation Plan (MTP), with updates continuing to ensure alignment with regional goals and federal requirements.

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan

Activities related to maintenance of the 2045 Metropolitan Transportation Plan (MTP), and development of its successor, the 2050 MTP. A contract with a consultant group was acquired in FY 2024 and is expected to be completed in FY 2026. This subtask involves continuous development, refinement, and documentation of the region's transportation system. RGVMPO is also in the process of updating the project readiness report/project evaluation framework and will utilize it to develop project prioritization for the next MTP.

Subtask 4.2: General Planning Consultant

This task involves utilizing a general planning consultant contract to assist with the following tasks in support of RGVMPO's transportation planning requirements:

- Development and maintenance of long and short-range transportation plans.
- Development and maintenance of the Unified Planning Work Program and Annual Performance and Expenditure Report.
- Assistance with web-based applications.
- Assistance with travel demand modeling.
- Assistance with transportation performance measurement and management.
- Compiling data as required for planning activities.
- Assistance with new federal/state planning requirements.
- General transportation planning support.

Responsible Agency for Subtasks 4.1 – 4.2: RGVMPO, Consultants, TxDOT

Funding Requirements: \$ 800,000

Product(s): MTP related activities, utilization of a planning consultant

E. Task 4.0 Funding Summary

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
4.1	MPO	\$200,000	-	-	-	\$200,000	-
4.2	Consultant	\$250,000	-	-	-	\$250,000	-
Total		\$450,000	-	-	-	\$450,000	-

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
4.1	MPO	\$100,000	-	-	-	\$100,000	-
4.2	Consultant	\$250,000	-	-	-	\$250,000	-
Total		\$350,000	-	-	-	\$350,000	-

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

Grants awarded by federal, state, and/or local agencies for planning activities that are of regional significance, specific studies, and transportation planning reports and/or documents as directed by the Transportation Policy Board are not traditionally programmed in the UPWP and non-reoccurring transportation planning activities.

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Develop a Dynamic Traffic Assignment Model	N/A: Continuous
International Border Crossings System-Wide Analysis	N/A: Continuous
Develop a Multi Mobility Strategy reporting tool for the RGV region	N/A: Continuous
Summary of Complete Streets efforts	N/A: TBD
Hidalgo County West Loop PEL Study	N/A: TBD
RTA Feasibility Study	N/A: TBD
Transit-Oriented Development/Bus Rapid Transit Study	N/A: TBD

C. PREVIOUS WORK

- Completed monitoring of crash locations using TxDOT’s Crash Records Information Systems (C.R.I.S) to identify statistically significant “hot spots”.
- Finalized a Comprehensive Transportation Safety Study, to proactively identify areas of safety concern within the Metropolitan Area.
- Collected and mapped data to streamline public accessibility.
- Completed the development of a Congestion Management Plan (CMP).
- Collaborated with local governments to assess off-system roadways, particularly functionally classified roads in a thoroughfare plan.
- Conducted motor vehicles, pedestrians, and cyclist counts.
- Completed the monitoring of congestion as required for TMAs under the FAST Act, with continued efforts to track and analyze congestion trends in support of performance-based planning.

D. SUBTASKS

Subtask 5.1: International Border Crossings System-Wide Analysis

This subtask will involve the development of a dynamic traffic assignment model encompassing all international border crossings within the RGVMPO region. The study will examine extant passenger and freight movements to understand cross-border origin destination patterns and to develop multiple “what-if” scenarios, such as opening new crossings, converting a crossing to cargo only, or implementing programs like SENTRI-type lanes in both northbound and southbound directions. The study will also examine potential disruption scenarios to understand the economic impact on the region. Strong participation and coordination with stakeholders on the Mexican side will be a priority.

Subtask 5.2: Complete Streets

RGVMPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

The expected efforts include the compilation and sharing of data and information on active transportation, evaluating the active transportation system to understand system performance, researching methods to optimize funding for active transportation projects, support, and align statewide and regional active transportation strategies, and working with other interested parties to advance and improve the program.

Subtask 5.3: Multi Mobility Strategy (MMS)

The purpose of MMS is to develop a mobility vision and funding strategy for the RGVMPO region that can be used to develop policies, programs, and projects that will provide guidance to the development of the Metropolitan Transportation Plan. This will include roadway improvements, transit, active transportation and international ports of entry priorities.

Subtask 5.4: Regional Transit Authority Feasibility Study

Conduct a feasibility study to assess the potential establishment of a Regional Transit Authority. This initiative aims to identify and evaluate alternative modes of transportation that enhance regional mobility while integrating with the existing network.

Subtask 5.5: Transit Oriented Development – Bus Rapid Transit Study

Valley Metro will conduct a Transit-Oriented Development study to develop a conceptual master plan featuring a Bus Rapid Transit (BRT) system connecting Hidalgo and Cameron counties. The proposed BRT corridor, between Weslaco and Harlingen, is intended to enhance regional mobility and serve as a foundational framework for future development. Enhanced connectivity along this corridor will support economic growth and increase access to employment, education, and essential services.

Subtask 5.6: Hidalgo County West Loop Planning Environmental Linkages Study

Conduct a PEL study to assess multiple route alternatives based on environmental, logistic, and economic criteria. These efforts will guide the development of a transportation solution that involves mobility, supports freight movement, and fosters economic growth.

Responsible Agency subtask 5.1 – 5.6: RGVMP

Funding Requirements: \$2,579,890.78

Product(s): International Border Crossing System Analysis, Complete Streets, Multi Mobility Strategy, RTA Feasibility Studies, BRT/TOD Study, HC West Loop PEL Study

E. E. Task 5.0- Funding Summary

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
5.1	MPO	\$280,000	-	-	-	\$280,000	-
5.2	MPO	\$228,195.75	-	-	-	\$228,195.75	\$228,195.75
5.3	MPO	\$75,000	-	-	-	\$75,000	-
5.4	MPO	\$165,000	-	-	-	\$165,000	-
5.5	MPO	\$165,000	-	-	-	\$165,000	-
5.6	MPO	\$475,000	-	-	-	\$475,000	-
Total		\$ 1,388,195.75	-	-	-	\$1,388,195.75	\$228,195.75

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
5.1	MPO	\$280,000	-	-	-	\$280,000	-
5.2	MPO	\$56,695.03	-	-	-	\$56,695.03	\$45,109.22
5.3	MPO	\$50,000	-	-	-	\$50,000	-
5.4	MPO	\$165,000	-	-	-	\$165,000	-
5.5	MPO	\$165,000	-	-	-	\$165,000	-
5.6	MPO	\$475,000	-	-	-	\$475,000	-
Total		\$1,191,695.03	-	-	-	\$1,191,695.03	\$45,109.22

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

VI. Budget Summary:

Table 6a: Funding Summary - FY 2026

UPWP Task	Description	TPF ²⁴	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹³
1.0	Administration - Management	\$2,010,000	\$60,000	-	\$15,000	\$2,085,000	-
2.0	Data Development and Maintenance	\$1,010,000	-	-	-	\$1,010,000	-
3.0	Short Range Planning	\$185,000	\$500,000	-	-	\$685,000	-
4.0	Metropolitan Transportation Plan	\$450,000	-	-	-	\$450,000	-
5.0	Special Studies	\$1,388,195.75	-	-	-	1,388,195.75	\$228,195.75
Total		\$5,043,195.75	\$560,000	-	\$15,000	\$5,618,195.75	\$228,195.75

²⁴ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

¹³ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6a: Funding Summary – FY 2027

UPWP Task	Description	TPF ²⁴	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁴
1.0	Administration -Management	\$1,910,000	\$60,000	-	\$15,000	\$1,985,000	-
2.0	Data Development and Maintenance	\$910,000	-	-	-	\$910,000	-
3.0	Short-Range Planning	\$185,000	-	-	-	\$185,000	-
4.0	Metropolitan Transportation Plan	\$350,000	-	-	-	\$350,000	-
5.0	Special Studies	\$1,191,695.03	-	-	-	\$1,191,695.03	\$45,109.22
Total		\$4,546,695.03	\$60,000	-	\$15,000	\$4,621,695.03	\$45,109.22

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027	\$2,535,503.98 (2) =\$5,071,007.96
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$5,969,242.21
TOTAL TPF for FY 2026 and FY 2027	\$11,040,250.17

¹⁴ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

¹⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

APPENDIX A

Transportation Policy Board (TPB)

<p>Honorable Ellie Torres Chair Hidalgo County, Precinct 4 Commissioner Ellie.torres@co.hidalgo.tx.us</p>	<p>Honorable John Cowen Vice-Chair City of Brownsville-Mayor John.cowen@brownsvilletx.gov</p>
<p>Honorable Norma Sepulveda City of Harlingen – Mayor nsepulveda@myharlingen.us</p>	<p>Honorable Eddie Trevino Cameron County–Judge etrevino@co.cameron.tx.us</p>
<p>Honorable- Ramiro Garza City of Edinburg – Mayor rgarza@rgeconomicadvisors.com</p>	<p>Honorable Norie Gonzalez Garza City of Mission-Mayor mayorgarza@missiontexas.us</p>
<p>Honorable Javier Villalobos City of McAllen – Mayor jvillalobos@mcallen.net</p>	<p>Robert L. Lozano Hidalgo County RMA Robert.Lozano@hcrma.net</p>
<p>Honorable Ricardo “Rick” Guerra City of San Benito – Mayor rguerra2@cityofsanbenito.com</p>	<p>Honorable Ambrosio “Amos” Hernandez City of Pharr – Mayor mayor@pharr-tx.gov</p>
<p>Frank Parker Jr. Cameron County RMA fparker@parker-logistics.com</p>	<p>Honorable Eloy Vera Starr County- Judge eloy.vera@co.starr.tx.us</p>
<p>Pedro “Pete” Álvarez, P. E TxDOT Pharr District – Engineer Pedro.alvarez@txdot.gov</p>	<p>Tom Logan Valley Metro –Director tlogan@lrgvdc.org</p>
<p>Manuel Cruz LRGVDC – Executive Director – (Ex Officio) mcruz@lrgvdc.org</p>	<p>Michael Medina, PTP Executive Director – RGVMPPO – (non-voting) mmedina@rgvmppo.org</p>

Technical Advisory Committee (TAC) Membership

<p>Benjamin L. Worsham, P.E. Chair Cameron County benjamin.worsham@co.cameron.tx.us</p>	<p>Ramon Navarro, P.E Vice Chair Hidalgo County RMA ramon.navarro@hcrma.net</p>	<p>Pete Sepulveda, Jr. P.E Cameron County RMA psepulveda@ccrma.org</p>
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Bicycle & Pedestrian Advisory Committee Membership

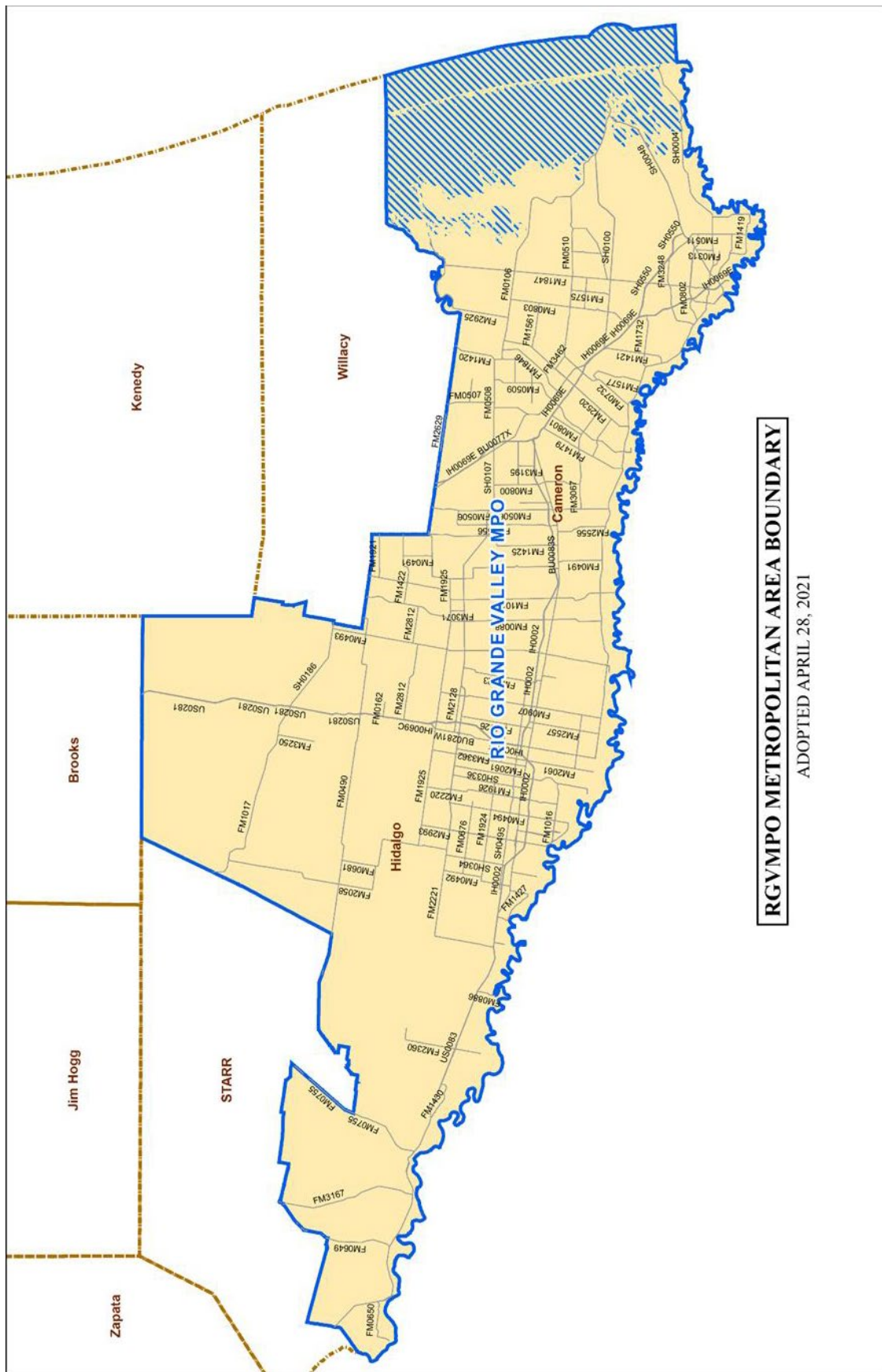
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Rio Grande Valley MPO Staff

info@rgvmppo.org

Michael Medina, PTP Executive Director	Adriana Estrada, CPM Executive Assistant	Rudy Zamora Transportation Manager
Claudia Salinas Program Manager II	Melany Rodriguez Planner II	Klarissa González Planner I
Clara Munoz Planner I	Shana Bricker GIS Specialist I	

APPENDIX B Metropolitan Planning Area Boundary Map



RGVMPO METROPOLITAN AREA BOUNDARY

ADOPTED APRIL 28, 2021

APPENDIX C

**Debarment Certification
(Negotiated Contracts)**

(1) The RGVMPO MPO 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;

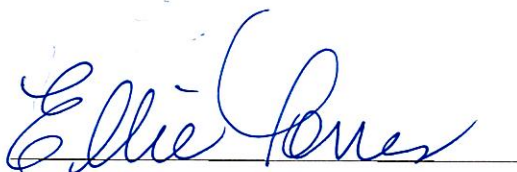
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and

(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



July 21, 2025

Ellie Torres, Hidalgo County Precinct 4 Commissioner
RGVMPO Policy Board – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

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.

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.

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.



July 21, 2025

Ellie Torres, Hidalgo County Precinct 4 Commissioner
RGVMPO Policy Board – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Ellie Torres, Hidalgo County Precinct 4 Commissioner,

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

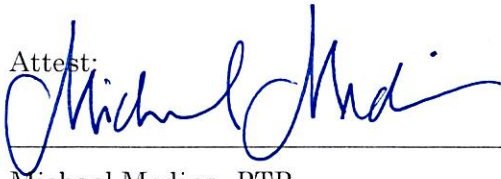


Ellie Torres, Hidalgo County Precinct 4 Commissioner
RGVMPO Policy Board – Chair
Rio Grande Valley Metropolitan Planning Organization

July 21, 2025

Date

Attest:



Michael Medina, PTP
RGVMPO Executive Director

APPENDIX F
Certification of Internal Ethics and Compliance Program

I, Ellie Torres, Hidalgo County Precinct 4 Commissioner,
a duly authorized representative of the Rio Grande Valley Metropolitan Planning Organization,
do hereby certify that

the aforementioned MPO has adopted and does enforce an internal ethics and compliance program that is designated to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and hat the internal ethics and compliance program satisfies the requirements of 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.



July 21, 2025

Ellie Torres, Hidalgo County Precinct 4 Commissioner
RGVMPO Policy Board – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

Attest:



Michael Medina, PTP
RGVMPO Executive Director

APPENDIX G
Amendment Summary

Rio Grande Valley Metropolitan Planning Organization

FY 2026 (and 2027) UPWP Amendment Summary

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting- DBE Goal	UPWP Amendment Summary

APPENDIX H
Equipment Expenditures over \$10,000

2YR- QTY	Description of Purchases over \$10,000	Estimated Price