RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

TECHNICAL ADVISORY COMMITTEE MEETING

TUESDAY, SEPTEMBER 10, 2019 AT 10:00 A.M.
KEN JONES BOARDROOM
301 WEST RAILROAD - WESLACO

AGENDA

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I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. PRESENTATION, ACTION AND DISCUSSION ITEMS

A. Consideration and Action to Approve the minutes of July 25, 2019
B. Consideration and Action on MOU Regarding Performance Based Planning for RGVMPO Transit Providers (Brownsville-McAllen-Valley Metro)
C. Consideration and Action on MOA for RGVMPO Transit Providers (Brownsville-McAllen-Valley Metro)
D. Consideration and Action on RFP for Region Wide Congestion Management (CMP) Process
E. Consideration and Action Public Participation Plan (PPP)
F. Discussion and Action on Performance Measures for PM1, PM2, and PM3
G. Consideration and Action Request to Begin Cost Negotiations on MTP RFP Submittals
H. Consideration and Action on the 2020-2021 UPWP (Staff Budget)
I. Consideration and Action on the RGVMPO Draft Bicycle Plan

V. RGVMPO STAFF REPORTS AND UPDATES

*MTP/TIP Update
- RGVMPO FY2019-22 Transit TIP and Financial Summary

VI. STATUS REPORTS

A. TxDOT Project Status Reports
B. Cameron County RMA
C. Hidalgo County RMA
D. McAllen Metro
E. Brownsville Metro
F. Valley Metro

VII. NEW OR UNFINISHED BUSINESS

VIII. ADJOURNMENT

Rio Grande Valley Metropolitan Planning Organization
Technical Advisory Committee Meeting
Minutes
July 25, 2019

I) CALL TO ORDER

Ron Garza, Executive Director, Lower Rio Grande Valley Development Council (LRGVDC) noted that since this is the first RGVTAC Meeting and no Chairman or Vice Chairman has been appointed/nominated, Mr. Garza will be facilitating the RGVTAC meeting, until those two (2) positions have been appointed by RGVTAC members and have been approved by the RGV Transportation Policy Board. Mr. Garza called the meeting to order at 2:30 pm. The RGVTAC Meeting was held at the Ken Jones Boardroom located at 301 West Railroad, Weslaco, Texas

II) ROLL CALL

Attendance of all RGVTAC Members was provided by Debby Morales, Executive Secretary (LRGVDC): Present were representatives from the Cities of:

MEMBERS PRESENT:	
ENTITY	**VOTING MEMBERS**
City of Brownsville	Mark Lund
City of Edinburg	Tom Reyna
City of Harlingen	Gabriel Gonzalez
City of McAllen	Patrizia Longoria
City of Mission	JP Terrazas
City of Pharr	Com. Eleazar Guajardo
City of San Benito	Bernard Rodriguez
Cameron County	Paulina Vega
Hidalgo County	Anthony Garza
TxDOT Pharr District	Melba Shaus
Valley Metro	Frank Jaramillo
Brownsville Metro	ABSENT
McAllen Metro	Jon Ray Bocanegra
Port of Brownsville	ABSENT
Port of Harlingen	Neil Haman
Port Isabel-San Benito Navigation District	ABSENT
Cameron County RMA	Pete Sepulveda
Hidalgo County RMA	Pilar Rodriguez
Cameron County Spaceport Dev. Corp.	Mark Yates
NON-VOTING MEMBERS	
LRGVDC	Ron Garza
Brownsville MPO	Mark Lund
Harlingen/San Benito MPO	J. Joel Garza
Hidalgo County MPO	Andrew A. Canon
Federal Highways Administration	
Federal Transportation Administration	

II) PUBLIC COMMENTS

- Evelia Castillo, Program Manager for Texas A &M University made an announcement to the RGV Policy Members discussing the Active Transportation Learning Hub Committee. This committee will work in collaboration with Texas A&M Transportation Institute, Texas A&M Health Science Center, and Hidalgo County MPO. This learning hub will cover active transportation topics related to public health and the transportation field. While incorporating the Hidalgo County Mobility Plan and focus on Regional Planning and culminate in a POP-UP demonstration project in Jan 2020.

III) PRESENTATION, ACTION AND DISCUSSION ITEMS

Mr. Ron Garza provided a brief update on the Roll for RGVTAC Committee Members, which is not address in the RGVMPO Bylaws: 1) No Quorum Required; 2) These are recommendations to the Policy Board; and 3) These are not weighed votes (19 Members) define entities.

A. Consideration and Action to Approve Election of Chairperson and Vice Chairperson

- Mr. Garza open the floor for nominations for the positions of Chairperson and Vice Chairperson. He did inform the RGV TAC Committee present, that the meeting will still be facilitated by him (Mr. Garza), until the next RGV TAC meeting, which at that time the RGVTPB, would have approved the nominations recommended by the RGVTAC Committee respectfully. ***No discussion took place on the selection of the Chairperson and Vice Chairperson amongst the TAC Committee; Hidalgo County made a motion to nominate Pete Sepulveda with Cameron County RMA as Chairman and JP Terrazas, with the City of Mission as Vice Chairman and recommend those nominations to the RGVTPB for consideration and approval. The motion was seconded by Mark Lund, City of Brownsville; and upon a vote, the motion carried unanimously.***

B. Consideration and Action on the Planning Agreement

- Mr. Joel Garza informed the RGVTAC Committee members present that TxDOT Planning Agreement is the most important document that needs to be executed by the RGVTPB Committee by October 1, 2019. The document has been reviewed by TxDOT and the Brownsville Harlingen and McAllen Urbanized areas have been identified in the documents. Edits have been highlighted in red for TAC Committees' review***. After some discussion on this item, RGV TAC Members present were in consensus to have the Planning Agreement presented to the RGVTPB Committee for their consideration and approval. Report only, not action taken at this time.***

C. Consideration and Action of Letter to FHWA for Postponement of Certification Review

- Mr. Andrew Canon informed the RGVTAC Committee members present that a Letter on behalf of RGVTPB Chairman was prepared to Federal Highway Administration, respectfully requesting a one-year postponement of the Federal Certification review. Each MPO must undertake every four (4) years. This postponement would allow the newly formed RGVMPO to adequately address the transportation planning process and prepare for a favorable Certification Review in December 2020. Staff concluded by informing the RGVTAC Committee members present that this letter to FHWA will be mailed, once it has gone before to RGVMTPB for their review and approval. ***After some discussion on this on this item, the City of Pharr made a motion to recommend the letter submittal to "FHWA for Postponement of Certification Review" as presented by staff to the RGVTPB for approval. The City of Brownsville seconded the motion; and upon a vote, the motion passed unanimously.***

D. Consideration and Action on the 2020-2021 UPWP (Staff Budget)

- Mr. Canon noted that no action is required on the 2020-2021 UPWP (Staff Budget), however; staff will be seeking TAC / Policy approval at the August 2019 meeting, in order to meet the October 1, 2019 (MPO Merger) deadline. There are Two (2) RGVMPO meetings scheduled for August 7 and 28, 2019. Mr. J. Joel Garza noted that staff will also be seeking approval to hire a consultant to assist with staffing, once all three MPO merge. Mr. Mark Lund noted that FY 2020-21 UPWP document for RGVMPO does not list any of B Metro's 5307 transit activities. Mr. Lund also noted that BMPO and B Metro staff did not pursue having the 5307 activities incorporated into the RGVMPO UPWP, which staff was instructed not to do so by FTA. Andrew Canon noted that the 5307 has never being placed on the UPWP, funds are used to do external studies. After some discussion on this item, Mr. Garza noted that these items (5303 and 5307) will be discussed further with all three MPO Directors and would be resolved accordingly before the next RGVTAC/RGVTPB Meetings***. No further discussion took place on this item, RGV TAC Members present were in consensus to have this item presented to the RGVMPO TPB for their consideration and approval. Report only, not action taken at this time.***

E. Consideration and Action on the RGVMPO 2045 MTP Scope

- Mr. Canon noted that staff had met with TxDOT and Federal Highway regarding the RGVMPO 2045 MTP Model. Currently both Hidalgo and San Benito have the same consultant, and Brownsville have their own in-house consultant, that are working on the scope of work, with a deadline of December 2020. Staff will be bringing a consultant to work on their scope of work for the 2045 MTP, to include the Long-Range Plan, Travel Demand and Bicycle and Pedestrian Plan. ***After some discussion on this item, RGV TAC Members present were in consensus to have this item presented to the RGVTPB for their consideration and approval. Report only, not action taken at this time.***

F. Discussion and Presentation on the Public Participation Plan (PPP)

- J. Joel Garza noted that the Public Participation Plan is part of the packet, which includes the process of how to advertise for PPP, MTP and UPWP. The Public Participation Plan (PPP) is intended to provide direction for public involvement activities to be conducted by the MPO. The PPP includes descriptions of the roles and responsibilities of the MPO and other agencies in the public involvement process. The PPP also lists public involvement techniques that could be used by the MPO to encourage the public to engage in the planning process. As a part of the 45-day public involvement process, the RGVMPO is giving notice of the new RGVMPO Public Participation Plan. Also listed in the PPP are how /where Public Meetings will be held in each respective region (Hidalgo, Harlingen and Brownsville). This information will be available for public review and comment from July 26th - Sept 8, 2019. This will be for the September 2019 adoption, which means the (PPP) document would need to be adopted before the MTP or UPWP can be adopted/approved by RGVTPB. ***After some discussion on this item, RGVTAC Members present were in consensus to have this item presented to the RGVTPB for their consideration and approval. Report only, not action taken at this time.***

G. **Discussion and Presentation on the RGVMPO Draft Bicycle Plan**

- J, Joel Garza noted that this document (Bicycle Plan) will also be part of the PPP, MTP and UPWP documents. A Bicycle (BPAC) Planning Committee will also be selected at later date, that will also include representatives from all three regions (Hidalgo, Brownsville and Harlingen). Staff noted this was for information purposes. No further discussion took place on the RGVMPO Draft Bicycle Plan.

V) RGVMPO STAFF REPORT AND UPDATES

*** MTP/TIP UPDATES**

Andrew Canon noted that staff has been working collectively with Harlingen and Brownsville to update the Long-Range Plan and provided a brief update on **the Brownsville, Harlingen and Hidalgo Long Range Plan** and **RGVMPO Long Range Plan MTP** as follows:

Brownsville, Harlingen & Hidalgo MPO Long Range Plan

- Staff has developed a plan to update independent plans
- 3 MPO Plans will be merged into a singular document
- RGVMPO TPD will adopted at the October 30th Meeting
- Merged document will allow for continued TIP/MTP Amendments, except for November 2019 Amendment
- Public Involvement and adoption will NOT allow for November revisions, however; Staff will coordinate with TAC and TPB approval for a regionwide Congestion Study to address delay in the RGV.

RGVMPO Long Range Plan MTP

- Staff will work with LRGVDC Procurement Department for RFP Process
- Staff has developed a scope for MTP, Bike Ped and Long-Range Transit Plan
- Staff has developed a Timeline for RFP Process and hopes to bring executable contract to TPB by October 30, 2019.

RGVMPO Development Timeline

- 2025 MTP Model – Merging has begun, will be presented to RGV TAC for consideration and final approval by TPB at the October 2019 meeting.
- 2019-2022 Transportation Improvement Program staff have merged all three (3) TIP's after the portal upload on July 23, 2019, will merge (3) three TIPs into one document for TPB adoption on October 30, 2019.
- Public Participation Plan begins 45 days of Public Involvement July 27, 2019, staff will complete Federally Mandated 45 days public involvement for PPP and bring to TPB for adoption at the September 25, 2019 Meeting.
- UPWP, (2) Years staff budget – adoption no later than September 25th TPB meeting.
- 2045 MTP Model, Bike/Ped Plan and Long-Range Transit Plan, staff has produced a horizon timeline and scope for contract and TPB Committee will adopt no later than December 2020.

Documents to Approve for Advancement by TPB Committee

- 2020 – 2021 UPWP – 2 years Operational Budget
- Planning Agreement
- 2045 MTP Scope
- Public Participation Plan

Discussion on the RFP, whether they need to be approved by RGVTPB took place amongst RGVTAC members. Staff noted that RFP have never being brought / presented for approval to the Policy in the past, the TAC Committee gives the green light for approval. Contract usually take less than 3 months to get process and approved. With the understanding that RFP go through the LRGVDC Procurement guidelines. Mr. Ron Garza noted that there should not be any issues if modifications need to be done, regarding RFP's process procedures on whether it be RGVTAC or RGVTPB approving the final RFP's submittals.

- Mr. Lund noted that staff have work as a Region on the Travel Demand Modal and should be ready for approval by September 2019. Hoping to have a draft of the MTP, and as per Categories (1, 8, and 11) hope to have everything wrap up and approved by September 18, 2019.

*** CMP UPDATES**

- Andrew Canon noted that a Regional Congestion Study is a requirement by all three MPO's. A Region Congestion Study RFP has been submitted, with a deadline of August 9, 2019.

VI) STATUS REPORTS

A. TxDOT Project Status Reports

➢ Melba A. Shaus with TxDOT provided an updated report on projects within the RGVMPO area. Monthly Letting Projects are listed from August 2018 thru October 2019 and are listed by counties. All projects are moving forward as scheduled and TxDOT Monthly Letting Report is filed with the July 25, 2019 RGVTAC packet. ***Report only, no action taken at this time.***

B. Cameron County RMA

➢ Pete Sepulveda with Cameron County RMA provided a brief presentation on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled and Cameron County RMA monthly report is filed with the July 25, 2019 RGVTAC Packet. ***Report only, no action taken at this time.***

C. Hidalgo County RMA

➢ Eric Davila, Chief Development Engineer with Hidalgo County RMA provided a brief overview on the following projects: 1) 365 Toll Project; 2) IBTC Project; 3) Overweight Permit Summary; and 4) Construction Economic Update. All projects are currently with in the Hidalgo County RMA and all projects continue to move. Hidalgo County RMA monthly report is filed with the July 25, 2019 RGVTAC Packet. ***Report only, no action taken at this time***.

D. McAllen Metro

➢ Jon Ray Bocanegra provided a brief update to RGVTAC Members present and noted that Ridership Report covers from October 2018 to June 2019. To date there has been a total of 484,000 Riders. Mr. Bocanegra concluded by letting RVGTAC Members know that McAllen Metro just went through their FY 2019 FTA Triennial Review. Full report will be provided at the next TAC Meeting**.** ***Report only, no action taken at this time***.

E. Brownsville Metro

➢ Mark Lund noted that staff re-organization is currently taking place, the three Planners will be moving to the City of Brownsville and will be working in the Transit and Multi-Modal Departments. For the next RGVTAC Meeting Norma Zamora will be available to provide an updated Brownsville Metro Report. Mr. Lund concluded by letting RGVTAC members know that he has been appointed to the RGVTAC Committee as the Representative for the City of Brownsville.

DRAFT

F. Valley Metro

- Frank Jaramillo provided a brief update to RGVTAC Members present and noted that Ridership continues to be study, aside the from school being out for the summer. Mr. Jaramillo also stated that Valley Metro also had their FY2019 FTA Triennial Review and are pleased to announce that Valley Metro had a positive review and were found to be incompliance as per FTA Triennial Review**.** ***Report only, no action taken at this time***.

VII) NEW OR UNFINSHED BUSINESS

- Mr. Ron Garza noted that he would like to submit to RGVTPB Members a fix schedule for future ongoing RGVTAC Meetings. Mr. Garza would like to make a recommendation to hold the RGVTAC Meeting two (2) weeks prior to the schedule RGVTPB Meetings, which means RGVTAC Meetings will take place on the second Wednesday of each month, at 10:00 AM at the Ken Jones Boardroom.

  The RGV Policy/TAC Meetings for August are as follows:
  - RGVTPB (Policy) Meeting is scheduled for Wednesday, August 7, 2019 at Noon at the Ken Jones Boardroom
  - RGVTAC Meeting is scheduled for Wednesday, August 14, 2019 at 10:00 AM at the Ken Jones Boardroom
  - RGV TPB (Policy) Meeting is scheduled for Wednesday, August 28, 2019 at Noon at the Ken Jones Boardroom.

  Finally, Mr. Garza noted that the RGV Policy Meetings after August 2019, will be held the last Wednesday of each month, unless otherwise scheduled on a different day by the RGVTPB Chairman. No discussion took place on this item, RGVTAC Members present were in consensus with Mr. Garza's RGVTAC Meetings schedule ***to be presented to the RGVTPB for consideration and approval.***

VIII) ADJOURNMENT:

There being no further business to come before the RGVTAC, Ron Garza called for a motion to adjourn. The City of Pharr made a motion to adjourn. The City of Mission seconded the motion, and the meeting was adjourned at 3:48 pm.

DRAFT

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

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

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

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

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

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

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

NOW THEREFORE, the parties agree as follows:

1. **Purpose**

   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley

MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), and **Brownsville Metro** in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

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

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

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

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

3. Performance Based Planning & Programming

a. Developing transportation performance data

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

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

b. Selection of transportation performance targets

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

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

c. Reporting of performance targets

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

ii. MPO performance targets will be reported to TxDOT.

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

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

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

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

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

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

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

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

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

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

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

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

4. <u>Responsibilities of the MPO</u>

The MPO will:

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

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

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

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

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

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

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

5. <u>Responsibilities of the Public Transportation Operator(s)</u>

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.

b. Assist in validation of data used as input into the transportation plan.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit obligated projects.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.

i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. <u>Responsibilities of TxDOT.</u>

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

b. Assist in the validation of data used input into the transportation plan.

c. Provide the MPO with the annual list of obligated projects

d. Serve on the MPO Technical Committee and Policy Board.

e. Notify the MPO of changes to projects that would affect the MTP or TIP.

f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.

g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

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

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

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

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

(Signature Page to Follow)

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

_____ Date: _____

Chairperson of the RGVMPO Policy Board

_____ Date: _____

Public Transportation Operator (Brownsville Metro)
Director/General Manager

_____ Date: _____

Texas Department of Transportation

District Engineer

Approved as to Content:

_____ Date: _____

Rio Grande Valley MPO

Director

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

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

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

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

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

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

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

NOW THEREFORE, the parties agree as follows:

1. **Purpose**

   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley

MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), and **Metro McAllen** in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

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

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

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

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

3. Performance Based Planning & Programming

a. Developing transportation performance data

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

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

b. Selection of transportation performance targets

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

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

c. Reporting of performance targets

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

ii. MPO performance targets will be reported to TxDOT.

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

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

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

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

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

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

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

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

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

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

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

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

4. <u>Responsibilities of the MPO</u>

The MPO will:

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

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

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

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

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

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

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

5. <u>Responsibilities of the Public Transportation Operator(s)</u>

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.

b. Assist in validation of data used as input into the transportation plan.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit obligated projects.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.

i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. <u>Responsibilities of TxDOT.</u>

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

b. Assist in the validation of data used input into the transportation plan.

c. Provide the MPO with the annual list of obligated projects

d. Serve on the MPO Technical Committee and Policy Board.

e. Notify the MPO of changes to projects that would affect the MTP or TIP.

f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.

g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

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

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

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

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

(Signature Page to Follow)

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

_____ Date: _____

Chairperson of the RGVMPO Policy Board

_____ Date: _____

Public Transportation Operator (Metro McAllen)
Director/General Manager

_____ Date: _____

Texas Department of Transportation

District Engineer

Approved as to Content:

_____ Date: _____

Rio Grande Valley MPO

Director

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

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

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

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

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

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

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

NOW THEREFORE, the parties agree as follows:

1. **Purpose**

   It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the

Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), and **Valley Metro** in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

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

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

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

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

3. Performance Based Planning & Programming

a. Developing transportation performance data

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

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

b. Selection of transportation performance targets

i. TxDOT will develop draft statewide federal performance targets in

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

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

c. Reporting of performance targets

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

ii. MPO performance targets will be reported to TxDOT.

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

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

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

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

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

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

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

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

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

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

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

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

4. <u>Responsibilities of the MPO</u>

The MPO will:

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

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

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

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

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

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

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

5. <u>Responsibilities of the Public Transportation Operator(s)</u>

The Public Transportation Operator will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.

b. Assist in validation of data used as input into the transportation plan.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit obligated projects.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.

i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. <u>Responsibilities of TxDOT.</u>

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

b. Assist in the validation of data used input into the transportation plan.

c. Provide the MPO with the annual list of obligated projects

d. Serve on the MPO Technical Committee and Policy Board.

e. Notify the MPO of changes to projects that would affect the MTP or TIP.

f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.

g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

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

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

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

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

(Signature Page to Follow)

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

_____ Date: _____

Chairperson of the RGVMPO Policy Board

_____ Date: _____

Public Transportation Operator (Valley Metro)
Director/General Manager

_____ Date: _____

Texas Department of Transportation

District Engineer

Approved as to Content:

_____ Date: _____

Rio Grande Valley MPO

Director

Memorandum of Agreement

This Memorandum of Agreement (MOA) is entered into, by and between, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Transportation Policy Board, acting as the legal representative of the RGVMPO urbanized area and Brownsville Metro, designated as a transit provider for the City of Brownsville.

This agreement is made between the two parties to satisfy the requirements of 23 CFR 450.310, which requires an agreement between a MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and sub-area studies) and programming.

It is in agreement by both parties that Brownsville Metro will perform transit operation activities as required by applicable Federal, State, and local laws and regulations within the RGVMPO Metropolitan Area Boundary.

The RGVMPO and Brownsville Metro will work together to ensure that transit-planning activities are carried out in a cooperative, continuing, and comprehensive manner.

It is agreed that Brownsville Metro will provide information necessary to the RGVMPO to satisfy applicable Federal, State, and local laws and regulations. Brownsville Metro shall also provide demographic information as requested by the RGVMPO concerning transit ridership.

It is further agreed that Brownsville Metro will assist the RGVMPO in preparing documents and reports necessary to satisfy Federal, State, and local laws and regulations. As a minimum, this shall include the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Public Participation Plan (PPP) and the Unified Planning Work Program (UPWP). The Highway & Transit TIP public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Program of Project requirements.

Brownsville Metro agrees to provide staff to attend public meetings scheduled by the RGVMPO during the revision of any of the above documents. Staff will assist in answering questions from the general public concerning transit operations. The RGVMPO will, to the greatest extent possible, coordinate meeting schedules with Brownsville Metro staff.

Brownsville Metro shall have representatives on the RGVMPO Transportation Policy Board and Transportation Advisory Committee.

Brownsville Metro will provide to the RGVMPO agendas and background material for all meetings of Brownsville Metro, as well as any public hearing or other officially called meetings. The RGVMPO will provide staff members to attend meetings of Brownsville Metro.

The RGVMPO will provide necessary support and information to Brownsville Metro, assisting in carrying out its responsibilities as outlined in this agreement, provided the work is included in the RGVMPO's Unified Planning Work Program.

This agreement remains in effect until cancelled by either party.

Cancellation of this agreement may be made by notification to the other party at least 60 days prior to the effective date of the cancellation.

Signed on this Day of _____ 2019

Rio Grande Valley Metropolitan Planning Organization	Brownsville Metro (Transit Operator)
_____	_____
RGVMPO Chairman	Authorized Representative

Memorandum of Agreement

This Memorandum of Agreement (MOA) is entered into, by and between, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Transportation Policy Board, acting as the legal representative of the RGVMPO urbanized area and Metro McAllen, designated as the Transit provider for the City of McAllen.

This agreement is made between the two parties to satisfy the requirements of 23 CFR 450.310, which requires an agreement between a MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and sub-area studies) and programming.

It is in agreement by both parties that Metro McAllen will perform transit operation activities as required by applicable Federal, State, and local laws and regulations within the RGVMPO Metropolitan Area Boundary.

The RGVMPO and Metro McAllen will work together to ensure that transit-planning activities are carried out in a cooperative, continuing, and comprehensive manner.

It is agreed that Metro McAllen will provide information necessary to the RGVMPO to satisfy applicable Federal, State, and local laws and regulations. Metro McAllen shall also provide demographic information as requested by the RGVMPO concerning transit ridership.

It is further agreed that Metro McAllen will assist the RGVMPO in preparing documents and reports necessary to satisfy Federal, State, and local laws and regulations As a minimum, this shall include the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Public Participation Plan (PPP) and the Unified Planning Work Program (UPWP). The Highway & Transit TIP public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Program of Projects requirements.

Metro McAllen agrees to provide staff to attend public meetings scheduled by the RGVMPO during the revision of any of the above documents. Staff will assist in answering questions from the general public concerning transit operations. The RGVMPO will, to the greatest extent possible, coordinate meeting schedules with Metro McAllen staff.

Metro McAllen shall have representatives on the RGVMPO Transportation Policy Board and Transportation Advisory Committee.

Metro McAllen will provide to the RGVMPO agendas and background material for all meetings of Metro McAllen, as well as any public hearing or other officially called meetings. The RGVMPO will provide staff members to attend meetings of Metro McAllen.

The RGVMPO will provide necessary support and information to Metro McAllen, assisting in carrying out its responsibilities as outlined in this agreement, provided the work is included in the RGVMPO's Unified Planning Work Program.

This agreement remains in effect until cancelled by either party.

Cancellation of this agreement may be made by notification to the other party at least 60 days prior to the effective date of the cancellation.

Signed on this Day of _____ 2019

Rio Grande Valley Metropolitan Planning Organization	Metro McAllen (Transit Operator)
_____	_____
RGVMPO Chairman	Authorized Representative

Memorandum of Agreement

This Memorandum of Agreement (MOA) is entered into, by and between, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Transportation Policy Board, acting as the legal representative of the RGVMPO urbanized area and LRGVDC/Valley Metro, designated as a transit provider for the Rio Grande Valley region.

This agreement is made between the two parties to satisfy the requirements of 23 CFR 450.310, which requires an agreement between a MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and sub-area studies) and programming.

It is in agreement by both parties that LRGVDC/Valley Metro will perform transit operation activities as required by applicable Federal, State, and local laws and regulations within the RGVMPO Metropolitan Area Boundary.

The RGVMPO and LRGVDC/Valley Metro will work together to ensure that transit-planning activities are carried out in a cooperative, continuing, and comprehensive manner.

It is agreed that LRGVDC/Valley Metro will provide information necessary to the RGVMPO to satisfy applicable Federal, State, and local laws and regulations. LRGVDC/Valley Metro shall also provide demographic information as requested by the RGVMPO concerning transit ridership.

It is further agreed that LRGVDC/Valley Metro will assist the RGVMPO in preparing documents and reports necessary to satisfy Federal, State, and local laws and regulations. As a minimum, this shall include the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Public Participation Plan (PPP) and the Unified Planning Work Program (UPWP). The Highway & Transit TIP public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Program of Project requirements.

LRGVDC/Valley Metro agrees to provide staff to attend public meetings scheduled by the RGVMPO during the revision of any of the above documents. Staff will assist in answering questions from the general public concerning transit operations. The RGVMPO will, to the greatest extent possible, coordinate meeting schedules with LRGVDC/Valley Metro staff.

LRGVDC/Valley Metro shall have representatives on the RGVMPO Transportation Policy Board and Transportation Advisory Committee.

LRGVDC/Valley Metro will provide to the RGVMPO agendas and background material for all meetings of LRGVDC/Valley Metro, as well as any public hearing or other officially called meetings. The RGVMPO will provide staff members to attend meetings of LRGVDC/Valley Metro.

The RGVMPO will provide necessary support and information to LRGVDC/Valley Metro, assisting in carrying out its responsibilities as outlined in this agreement, provided the work is included in the RGVMPO's Unified Planning Work Program.

This agreement remains in effect until cancelled by either party.

Cancellation of this agreement may be made by notification to the other party at least 60 days prior to the effective date of the cancellation.

Signed on this Day of _____ 2019

Rio Grande Valley Metropolitan Planning Organization	LRGVDC/Valley Metro (Transit Operator)
_____	_____
RGVMPO Chairman	Authorized Representative

Rio Grande Valley Metropolitan Planning Organization

510 South Pleasantview Drive, Weslaco, TX. 78596

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

September 1, 2019

RGVMPO
Technical Advisory Committee

Dear Committee Member:

The Lower Rio Grande Valley Development Council (LRGVDC) issued advertisements soliciting Request for Proposals (RFP) for a region wide Congestion Management Process (CMP).

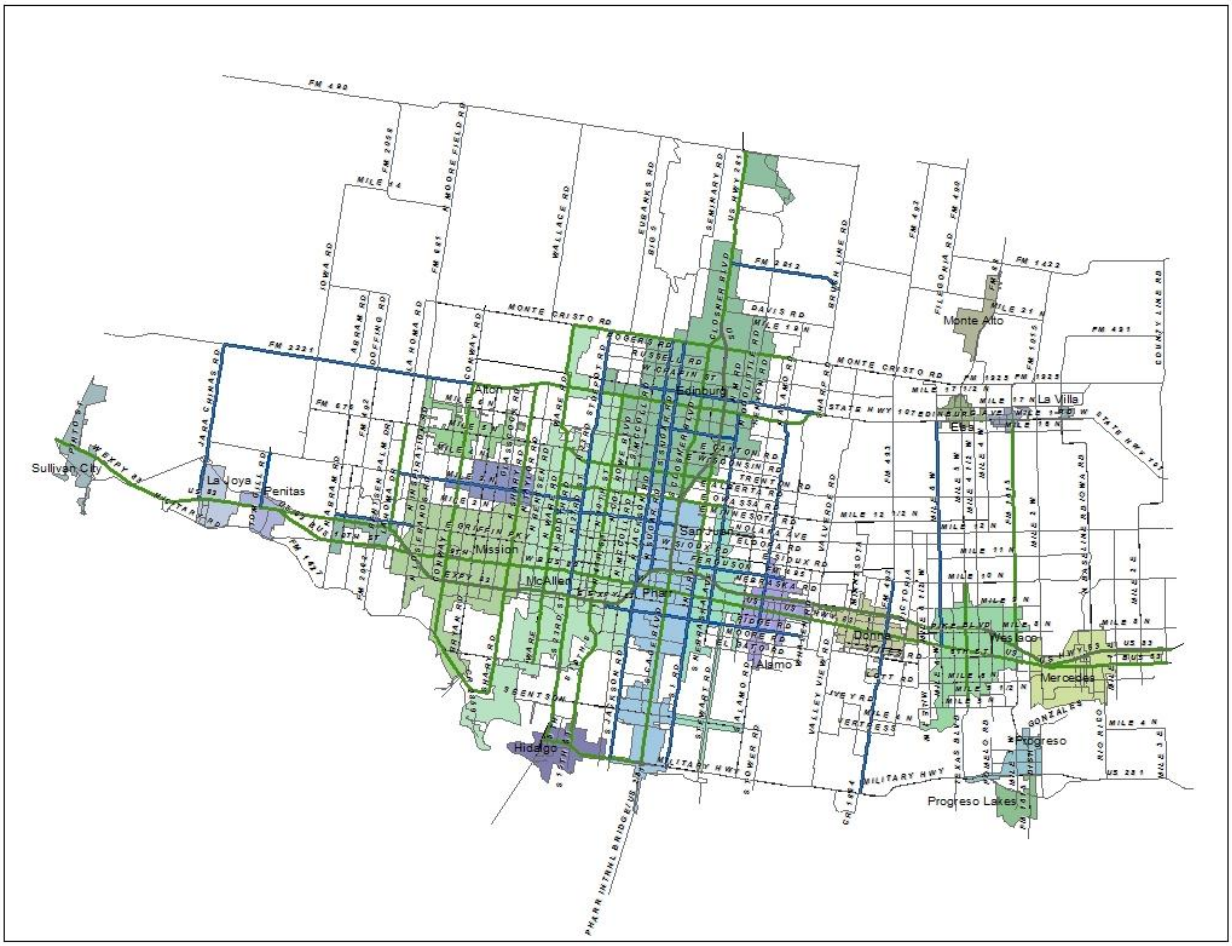
The LRGVDC received one (1) submittal from CoPlan for consideration. Co Plan has performed CMP studies for all 3 regions of the RGV, Brownsville, Harlingen-San Benito and Hidalgo County previously. Although the RFP references the HCMPO, as you will recall we were given guidance and approval by TxDOT and FHWA to expand the contract to incorporate the region for a true regional CMP.

In compliance with the LRGVDC procurement procedures staff is requesting approval to request for a cost break down from CoPlan and begin a cost analysis for possible approval to enter into contract at the October meeting.

Should you need any additional assistance with this, or any matter please feel free to contact me or Interim Director, Ron Garza.

Sincerely,

Andrew A. Canon



PROPOSAL FOR CONGESTION MANAGEMENT DATA COLLECTION – *Fall 2019*

Hidalgo County Metropolitan Planning Organization

Submitted by: CoPLAN LLC The Planning Collaborative
5508 Sandalwood Drive, McKinney, Texas 75070

August 9, 2019

Procurement Director
LRGVDC
301 W. Railroad
Weslaco, Texas 78596

Re: Hidalgo County Metropolitan Planning Organization
Congestion Management Data Collection – Fall 2019

CoPLAN, LLC (CoPLAN) is pleased to submit this proposal to support the Hidalgo County MPO Congestion Management Process. CoPlan is committed to successfully providing the services required by the LRGVDC and the HCMPO and exceeding your expectations. Our proposal is valid for 90 days from the submittal deadline, August 9, 2019. This letter is signed by the project manager from our team who is legally authorized to bind us to the representations in this proposal. CoPLAN has received all Addenda and have considered the applicable changes in this proposal.

CoPLAN and Steve Taylor have been working in the Valley for over 18 years. During that time, Mr. Taylor was responsible for the development of the inaugural Congestion Management Process plans for all three area MPOs. Now on the cusp of the merger of those same MPOs, it is critical that the history and data are brought together in a combined database to be utilized by the RGV MPO staff. CoPLAN is the only one in position to support the three MPOs coming together as one because they created these systems, collected all the data, processed the data, calculated performance measures, developed recommendations, and implemented many of the recommendations. CoPLAN is currently completing the latest update to the Brownsville MPO CMP and will complete it just prior to the official merger. CoPLAN also recently completed the deployment of optimized signal timing for 100 of the Hidalgo County region signals and prioritized $1 million in equipment for procurement that is currently in the process with delivery expected very shortly. Once again, there is a chance that this project could become involved in the deployment and comparison of the benefits of said improvements to those prior to deployment of signal timing and new hardware (before / after for Winter 2015 vs. current Fall 2019).

It is possible that this project will play a role in collecting data outside of Hidalgo County in the Harlingen – San Benito area to compliment the southern portion of Cameron County data recently collected for the Brownsville MPO. CoPLAN is in a unique position to seamlessly perform that also after Mr. Taylor developed the first CMP for that area in 2004.

CoPLAN and Steve Taylor have been dedicated to supporting MPOs by performing Congestion Management Process plans since 2001. Mr. Taylor has been part of CoPLAN since 2012 which now allows him to be more intimately and personally involved in every element of the projects. With a smaller organization that is more specialized, he is able to be immediately responsive to client / project needs, independent, and more flexible to project

dynamics. His experience during this time includes having managed over 50 CMPs for all sizes of MPOs.
CoPLAN staff are the most qualified along with GRAM traffic as a sub-consultant for your Fall 2019 Congestion Management Data Collection having managed the Hidalgo MPO Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015, and Signal Timing Operations Deployment 2018 studies.

In previous studies, CoPlan staff initiated the use of GPS for travel time runs. This method was so successful that it is now the required method of data collection. Our method collected data automatically, provided more and better data, allowed for more accurate improvement recommendations, and greatly reduced the potential for human error.

With each year that CoPLAN staff have led the Hidalgo County CMP, the system has expanded with the addition of more transportation-related detail. The methodology has been consistent, but the detail behind the numbers continues to grow. The efficiencies allowed through consistent staffing, management, and technology allows CoPLAN to deliver the best value for the funds available. Once again, this year CoPLAN is ready to keep the Hidalgo County CMP on the leading edge of CMPs around the Country.

CoPLAN continues to support Hidalgo County MPO's commitment to being good stewards of the limited funds available. CoPLAN is always evolving with technology to the benefit of MPOs and introducing new sources of data wherever possible. An example of this is the development of a workshop as part of the 2011 Transportation Research Board (TRB) in Washington, DC. Our project manager, Mr. Taylor, organized and hosted a session on the use of private sector data for operations and planning. Those new data sources are gaining momentum for use as part of the congestion management process. This is demonstrated by the recent change by TTI to use INRIX data for its Annual Mobility Report and Texas Top 100 for TxDOT. This is one area where the Hidalgo MPO could benefit in quality, detail, and cost savings. This can be discussed in more detail with the committee if interested.

We are confident that we are the most qualified team to perform your Fall 2019 study. As in the 2001-2015 studies, we will use our technology to give you value-added deliverables beyond your study dollar. We look forward to an interview where we can show you our new additions, and to working with you on this project. If you have any questions, please feel free to call Steve Taylor at 214-502-7412.

Sincerely,



Steve T. Taylor, P.E.
Partner - Project Manager
CoPLAN, LLC

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Executive Summary

The following proposal address all requirements outlined in the request for proposal.

The CoPLAN Team

CoPLAN, LLC. (CoPLAN) is teaming with GRAM Traffic Counting (GRAM) to provide congestion management and transportation planning services in support of the Hidalgo MPO's Congestion Management Process (CMP). CoPLAN as a company is relatively young, but includes staff that are the most experienced in supporting the congestion management process in the country and specifically in the Rio Grande Valley. Steve Taylor has always been a hands-on project manager and is able to take an active role in the projects and be an integrated part of the process. Over the last 18 years, Mr. Taylor has become one of the leading experts in the field of congestion management in the country having completed more than 50 CMPs from coast to coast. This experience goes back to the first congestion management study in 2001 for Hidalgo County.

Now, Mr. Taylor brings that experience full circle to once again lead the project with the same support team as with previous updates. The data processing, database management, data analysis, and graphics development will be completed by CoPLAN. The majority of the data collection effort will be conducted by GRAM, a registered DBE firm.

Project Understanding

The CMP is used to identify problem areas, to develop recommendations to address system deficiencies, and to prioritize those improvements. The Hidalgo CMP analysis is based on travel times and delays on key corridors throughout the region. As travel times and delay increase, detailed information is used to determine needed improvements and allocate resources to provide quality transportation for the region.

The Hidalgo MPO has used various performance measures with the primary one being Congestion Index (CI) to determine how well a roadway is operating. The Congestion Index is the ratio of the actual travel speed during the peak periods to the posted speed limit, and CIs less than 0.75 indicate congestion. Segments with CIs less than 0.75 are reviewed in detail, prioritized, and appropriate improvement recommendations made. Recent enhancements of the performance measures have included the addition of volume delay. This element brings a deeper level of analysis and better identifies those areas with congestion.

CoPLAN and Steve Taylor have been working in the Valley for over 18 years. During that time, Mr. Taylor was responsible for the development of the inaugural Congestion Management Process plans for all three area MPOs. Now on the cusp of the merger of those same MPOs, it is critical that the history and data are brought together in a combined database to be utilized by the RGV MPO staff. CoPLAN is the only one in position to support the three MPOs coming together as one because they created these systems, collected all the data, processed the data, calculated performance measures, developed recommendations, and implemented many of the recommendations. CoPLAN is currently completing the latest update to the Brownsville MPO CMP and will complete it just prior to the official merger. CoPLAN also recently completed the deployment of optimized signal timing for 100 of the Hidalgo County region signals and prioritized $1 million in equipment for procurement that is currently in the process with delivery expected very shortly. Once again, there is a chance that this project could become involved in the deployment and comparison of the benefits of said improvements to those prior to deployment of signal timing and new hardware (before / after for Winter 2015 vs. current Fall 2019).

Through the last Hidalgo County CMP update in the Winter 2015 and follow-up include in the Tier II that followed, it was determined and demonstrated that much of the observed delay was caused by aging vehicle detection systems at the signalized intersections. When vehicle detection systems fail at an intersection, it puts in a continuous call for that lane or approach. As a driver, everyone has observed times when you are stopped for a red-light with the other movements are given a green signal but no cars are seen. This happens frequently in the area on all arterials. CoPLAN inspected over 150 signals on priority corridors in the Tier II study and determined that over 65% of the intersections had failed detection. This has led to "artificial congestion" or unnecessary delays. These findings led to discussions with the respective cities and staff to address those deficiencies. Following those repairs, CoPLAN made recommendations and assigned priorities for replacement of aging signal hardware that would provide another step forward in improving arterial operations in the region. The initiative by the TPC to set aside funds for this were key in improving the regions delays that have been highlighted in the CMP for many years. The benefit / cost of such a program far exceed those of much more expensive projects for added capacity. This also is the root and foundation of the Congestion Management Process (CMP). It is the intent to optimize the existing system and manage what you have prior to taking the next step to add capacity.

CoPLAN is dedicated to support the Hidalgo County MPO in being good stewards of the limited funds available. CoPLAN evolves with technology to the benefit of MPOs and introducing new sources of data wherever possible. An example of this is the development of a workshop as part of the 2011 Transportation Research Board (TRB) in Washington, DC. Our project manager, Mr. Taylor, organized and hosted a session on the use of private sector data for operations and planning. Those new data sources have gained momentum for use as part of the congestion management process and performance monitoring. This is demonstrated by the recent change by TTI to use INRIX data for its Annual Mobility Report and Texas Top 100 for TxDOT. This is one area where the Hidalgo MPO could benefit in quality, detail, and cost savings. This can be discussed in more detail with the committee if interested.

As in the past, CoPLAN staff will work closely with the MPO staff through training in use of the deliverables for this CMP. A CMP has limited value to the MPO as a stand along report, but the power of the system is in how it is integrated into the overall transportation planning "process" and other related tasks for the MPO and its members. In order to broaden the use and understanding of the CMP, toward the end of the project following completion of the data collection and analysis, CoPLAN will dedicate up to a full day to training of the HCMPO staff and agency members in the use of the GIS tools and databases produced.

Schedule

The proposed schedule, as requested in the RFP, will begin with the anticipated Notice to Proceed in November 2019. By having the contract begin during the holiday, this will allow time for network planning and mobilization so the travel runs can begin once school is back in session. Pan American University is anticipated to return for the Spring 2020 classes on or around January 13, 2020. Prior to this time, the roadway network will be driven to validate the attributes including speed limits, traffic signal locations, number of lanes, construction, etc. The travel times will begin soon after University classes begin and should be completed within approximately 6 weeks. With the data processing being completed simultaneous to the data collection, the draft results will be ready for review within 4 weeks of completing the travel time run. Given appropriate review time, the draft report will be ready for technical advisory committee (TAC) review and discussion for the May meeting. After receiving and addressing comments from the committee, the final approval by TAC would occur at the June meeting and then be forward to the Transportation Policy Committee (TPC) for July / August.

Firm Qualifications

CoPLAN staff are the most qualified to manage and conduct the Fall 2019 Congestion Management Data Collection, having acted as project manager to all the previous CMP updates since 2001 including: Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015. In addition to the CMP effort for the Hidalgo County MPO, CoPLAN staff have and continue to support the Brownsville MPO after completing the inaugural study in 2011 and will complete the most recent update prior to the official merger. CoPLAN staff also developed and performed the inaugural study for the Harlingen-San Benito MPO CMP in 2004.

CoPLAN staff initially developed the methodology used in the Spring 2001 study to improve the Congestion Management System. Previously, travel time data was collected manually using a stopwatch and intersections were used as segment endpoints. The improved methodology allowed a more detailed look at the delay along the corridors. The specific reasons for the delays were recorded and were used later to develop appropriate recommendations. This improved methodology allowed the Hidalgo MPO to make the best use of its funds in developing and prioritizing network improvements. The methodology has captured the attention of FHWA. They have used this approach for training other FHWA staff in the latest state of the practice for CMP.

CoPLAN staff have completed a number of similar studies in addition to those for the Hidalgo MPO, including:

- Hidalgo MPO CMP - Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015,
- Brownsville MPO – 2012 inaugural CMP and current 2019 update,
- Harlingen – San Benito MPO – 2004 CMP,
- Northwest Arkansas Regional Planning Commission – inaugural CMP in 2015,
- Laredo Urban Transportation Study – inaugural CMP in 2014,
- Congestion Management Agencies in the California Bay Area including:
  - San Francisco County since 2007,
  - San Mateo County since 2011,
  - Marin County since 2011,
  - Alameda County (Oakland) since 2006,
- CAMPO – Austin, the CMP data collection support including updates since 2008,
- Corpus Christi MPO – Congestion Management Process since 2006,
- Maricopa Association of Governments in Phoenix since 2002,
- Pima Association of Governments in Tucson since 2002,
- Savannah Georgia MPC – inaugural CMP in 2005,
- Nashville Area MPO in Tennessee - a regional travel speed study 2003-2006.

This experience, along with many others not listed, demonstrates the unmatched experience the CoPLAN Team brings and the local knowledge of the Hidalgo MPO CMP included in this RFP.

Proposed Subcontractor's Identifying Information and Statements

CoPLAN will have one subcontractor including GRAM Traffic Counting. GRAM will provide data collection services for this project. The addresses and phone numbers for the respective office is shown on the following page.

As required by the RFP, the Proposed Subcontractor's statement is included below.

GRAM Traffic Counting Inc

Corporate Office
3751 FM 1105, Bldg. A
Georgetown, TX 78626
info@gramtraffic.com
Office: 512-832-8650
Fax: 512-833-6471
Toll Free: 888-315-6141

Houston Office
1506 Festival
Houston, TX 77062
vance@gramtraffic.com
Office: 832-752-3303
Fax: 512-833-6471

San Antonio Office
6323 Sovereign Drive,
Suite 178
San Antonio, TX 78229
info@gramtraffic.com
Office: 210-348-6067
Fax: 512-833-6471

www.gramtraffic.com

August 5, 2019

Proposed Subcontractor To collect traffic data

GRAM Traffic Counting Inc. will act as a sub consultant to CoPlan for its traffic data collection needs. GRAM Traffic Inc. will provide any and all traffic data collection needed for this project.

GRAM Traffic Inc.
3751 FM 1105 Bldg. A
Georgetown, TX 78626

(512) 832-8650

As Required by the RFP, below are the Proposed Subcontractor's Statement:

"As a Representative of GRAM Traffic Counting Inc., I hereby attest that, pending the selection of the firm to provide services, all traffic data collection as represented in the respondent's proposal will be performed"

Ben Flores
Director of Operations

GRAM Traffic Counting Inc

3751 FM 1105 Bldg A
Georgetown, TX 78626

Office: 512-832-8650
Cell: 512-659-0438
Email: ben@gramtraffic.com

Visit us on the web At: Gramtraffic.com

Understanding of Proposed Project

The Congestion Management Process (CMP) is conducted to document the congestion and delays on key corridors throughout a region. The information is used to track changes in transportation demand and to identify and prioritize needed improvements. It is a tool the MPO and region use to allocate resources to provide quality transportation to its residents and visitors.

One of the many performance measures generated in the CoPLAN approach is the use of the Congestion Index (CI). The Congestion Index is the ratio of the actual travel speed during the peak periods to the posted speed limit. Historically, the threshold to identify those deemed to be congested was any segment with the average speed in a peak period less than 75% of the posted speed. The congestion threshold should continue to be established locally based on acceptable public levels of delay.

By calculating the CI for each one-second interval and for the roadway segment, the user can view the AM information separate from the PM information, and the one-second CIs separate from the overall CIs for a corridor. This allows for a more detailed analysis and specific recommendations for improvements. For example, areas of high delay may be due to inefficient signal operations or access management issues rather than a need for increased capacity.

In addition to CI, the most recent addition to the various performance measures used in prioritizing the results is the use of volume delay. This was added to the Spring 2013 effort to better differentiate between side street delays and those areas that may have lower delay but higher volumes. Volume delay should continue to be calculated this year in order to evaluate its application to the regions goals / objectives and trends compared to the Spring 2013 study.

The project requires conducting travel time runs during the peak periods on the study roadways to determine actual travel speed so that the CI can be calculated and the segment designated as congested, stable, or free flow. The travel time runs require using GPS equipment to record speed and location every second and the ability to manipulate the data for inclusion in the MPO's GIS.

By incorporating the current years' results into the MPOs GIS, the historic trends can be evaluated by comparing the results of this 2019 update all the way back to the initial GPS study in 2001 and most recent Fall update in 2010, as applicable.

Results from past studies indicated the operations on the local arterials were contributing to delays and congestion. After extensive discussions within the MPO, a regionwide initiative was funded to optimize the signal timing on key corridors to better promote progression in the regional sense. This was a major hurdle the region has begun to address and it is hoped the results will be a big success. Documenting the benefits will be a high priority to demonstrate to the MPO members the value of such investments.

In addition to the typical CMP initiative, this years update will have a unique one-time need to integrate past CMP study databases from Hidalgo, Harlingen-San Benito, and Brownsville. CoPLAN is ready and able to do this given that its staff have performed the CMP for all agencies since 2001.

Proposed Work Plan

The responsibilities of the MPO have been increasing as the area continues to grow. In the past, the CMP included approximately 500 miles of roadway. The MPO has expressed a desire to expand on the base 500 miles and include more miles each year. The MPO is responsible for approximately 3200 miles of roadway.

Because access management is a local concern, CoPLAN will make note of corridors and areas where congestion and delay are likely due to multiple access points and could be improved by combining and minimizing access points. By using the GIS base created as part of the 2001 CMS, CoPLAN is able to expand on the detail.

Test Vehicle
The test vehicle will meet the definition of the *Highway Capacity Manual's* "passenger car" with one passenger car equivalent. This will represent the majority of vehicles on the County roadways.

Travel Time Runs
One method to monitor the congestion along corridors is to conduct travel time studies. Travel times are an indicator of congestion or efficiency of the system. Congestion may be caused by high traffic volumes, inefficient signal timing and coordination, heavy turning movements at intersections, bottlenecks, construction, and incidents. Travel times along a corridor identify areas where the speeds are restricted and the flows are impeded.

This information will be collected for the MPO using the "floating car method". The number of runs per direction on each route will be determined through discussions with the MPO prior to notice to proceed. The runs will be completed during both the AM and PM peak periods.

Methodology
CoPLAN staff has managed the past eleven (12) Congestion Management studies since 2001 for the Hidalgo MPO. The projects included approximately 500 miles of roadway throughout the County each year.

Travel time studies will be conducted using global positioning satellite (GPS) system. Instead of manually recording travel time and delay data by a second person in the vehicle, the GPS system will capture vehicle position at the MPO-defined interval. This requires only one technician. As the technician drives the corridor, the GPS position is automatically recorded onto the Personal Digital Assistant (PDA).

Enhancements to the Scope
In order to continue advancing the CMP and take advantage of the efficiencies within the CoPLAN data system, CoPLAN proposes to add the determination of volume weighted delay to the performance measure tool box once again this year.

CoPLAN continues to support the Hidalgo County MPO in being good stewards of the limited funds available. CoPLAN is always evolving with technology to the benefit of MPOs and introducing new sources of data wherever possible. As TTI has done nationally and for TxDOT, the use of private sector data should be considered for the region. This can be discussed in more detail with the committee if interested.

As in the past, CoPLAN staff will work closely with the MPO staff through training in use of the deliverables for this CMP. A CMP has limited value to the MPO as a report, but the power of the "process" is in how it is used and

applied to not only the CMP, but other related tasks for the MPO and its members. CoPLAN will dedicate a full day of training to the HCMPO staff and any agency members in the use of the GIS tools and databases produced through this effort.

Over the last 18 years, Mr. Taylor has been responsible for the development of the inaugural Congestion Management Process plans for all three Valley MPOs. Now on the cusp of the merger of those same MPOs, it is critical that the history and data are brought together in a combined database to be utilized by the RGV MPO staff. CoPLAN is the only one in position to support the three MPOs coming together as one because they created these systems, collected all the data, processed the data, calculated performance measures, developed recommendations, and implemented many of the recommendations. CoPLAN is currently completing the latest update to the Brownsville MPO CMP and will complete it just prior to the official merger. CoPLAN also recently completed the deployment of optimized signal timing for 100 of the Hidalgo County region signals and prioritized $1 million in equipment for procurement that is currently in the process with delivery expected very shortly. Once again, there is a chance that this project could become involved in the deployment and comparison of the benefits of said improvements to those prior to deployment of signal timing and new hardware (before / after for Winter 2015 vs. current Fall 2019).

Deliverables

CoPLAN will provide reports documenting the study progress. Reports will include information on data collection such as completed roadway segments, partially completed roadway segments, schedule for the upcoming travel time runs, problems that occurred during data collection and the steps taken to resolve the problems, and other related information. Monthly cost reports will be provided to document the man-hours used and all expenses associated with the project.

The primary deliverables will include a set of ArcGIS shape files including: roadway centerline, speed limits, school zones, number of lanes, functional class (if available), and current construction limits. A report will be developed to document the methodology and recommendations for those areas found to have delays greater than the threshold established locally.

The robust system CoPLAN maintains for the Hidalgo MPO contains data and results back to 2001 and is in place to be updated with each year's results. This is where the advantage of the CMP system shines. The ESRI ArcGIS is off the shelf and when coupled with the customized personal geo-database, it allows extensive comparisons of the datasets and development of historical trends. The limits of these assessments are only bound by the imagination of the user and MPO members. The standardized databases allow for user-defined queries and analysis with little training or expertise.

Schedule

The proposed schedule, as requested in the RFP, allows sufficient time for the MPO and CoPLAN to work together to identify the study routes based on the historic results.

The data will be collected during the Fall 2019 season. The exact dates for the study will be decided with the guidance of the MPO, but are anticipated to be mid-November 2019. The overall project, including data collection, report preparation, and presentation of findings to the MPO will be completed in mid-2020.

Tasks will be completed in order to provide the maximum possible review time for the MPO. The major tasks include the base mapping (verification of existing base updated each cycle since 2001), conducting travel times, calculating performance measures, preparing GIS graphics and the draft report, public meetings with the technical committee, and preparing the final report and Policy presentation.

Verification of the base model will focus on the study roadways and will include speed limits, school zone locations, access management considerations, number of lanes, and other miscellaneous elements. New routes not included in past studies will be coded and added to the GIS network. They will be important for the GIS and for future CMP studies. Base mapping will begin immediately upon notice to proceed and will include driving all roadways included in the study. Travel time runs will be conducted during the months of January - February to capture peak seasonal conditions. The bulk of the schedule will be conducting travel times on the roadway network. Travel time runs will be made in each direction during the morning and afternoon peak periods (two hours each). Runs will be made Monday through Friday (if determined to be acceptable by the MPO). However, as travel time runs are completed, they will be forwarded to the MPO for concurrent review. This will save time in the schedule, will allow for maximum review time, and will allow the MPO to make smaller, more manageable reviews, rather than being overburdened by one large review.

Calculation of the performance measures for each of the roadways will also occur concurrently with the travel time run processing. As the data are available, they will be downloaded and the measures calculated. GIS graphics and the draft report can be started prior to all the data being available, but the majority of this work will be completed after travel time runs are complete.

The proposed schedule, as requested in the RFP, will begin with the anticipated Notice to Proceed in November 2019. By having the contract begin during the holiday, this will allow time for network planning and mobilization so the travel runs can begin once school is back in session. Pan American University is anticipated to return for the Spring 2020 classes on or around January 13, 2020. Prior to this time, the roadway network will be driven to validate the attributes including speed limits, traffic signal locations, number of lanes, construction, etc. The travel times will begin soon after University classes begin and should be completed within approximately 6 weeks. With the data processing being completed simultaneous to the data collection, the draft results will be ready for review within 4 weeks of completing the travel time run. Given appropriate review time, the draft report will be ready for technical advisory committee (TAC) review and discussion for the May meeting. After receiving and addressing comments from the committee, the final approval by TAC would occur at the June meeting and then be forward to the Transportation Policy Committee (TPC) for July / August.

Firm Qualifications

CoPLAN, LLC
The CoPLAN Team is the most qualified for this project. No other team can match the CMP and travel time experience offered by CoPLAN team staff in the Valley area and nationwide.

CoPLAN is very familiar with the study area and the travel patterns of the region. This proposal not only meets the requirements of the RFP; it EXCEEDS them. Additional features have been developed for other CMP studies and again CoPLAN is proposing to add value to the Hidalgo CMP project by including the geo-coded roadway attributes along the study corridors and volume delay performance measures.

Similar Work
The following project descriptions are evidence that CoPLAN has the experience necessary to perform the work required, and will provide the Hidalgo MPO with the best service possible.

CoPLAN conducted the Hidalgo MPO CMS studies for Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015 including the development and application of the technology specified in this proposal. CoPLAN staff performed the inaugural CMP for the Brownsville MPO in 2012 and is currently completing the update in 2019, managed the CMP for the Capital Area MPO (CAMPO – Austin) in both 2006, 2008, and 2010, completed both the 2003, 2006, and 2010 CMP for the Corpus Christi MPO, a travel time project for the Phoenix Regional Travel Speed Study (MAG – Maricopa Association of Governments), the largest travel time project ever undertaken in the Country, with 75,000 miles of analysis. CoPLAN staff have also completed data collection for a similar travel time studies in San Francisco, California, Oakland, California, Tucson, Arizona for the Pima Association of Governments (PAG), and most recently completed the inaugural CMP studies for both Laredo Urban Transportation Study and the Northwest Arkansas Regional Planning Commission, Savannah Georgia MPC, and Nashville Tennessee Area MPO. All of these projects together have produced over 500,000 miles of experience with the methodology originally developed/applied for the Hidalgo Spring 2001 CMS.

Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015 CMP
Hidalgo County, TX

Travel time studies were conducted on 500 miles of roadway in Hidalgo County for the Hidalgo County MPO. The travel time studies were conducted as part of the MPO's Congestion Management Process to determine high congestion areas and develop improvement recommendations to mitigate congestion. Travel time studies were conducted using a GPS unit rather than the standard stopwatch method, as was done in the previous study. The floating car method was used while the GPS unit recorded vehicle location and time every two seconds. An Access database program was used to convert the raw data to the format required for the report. The Congestion Index (CI) was calculated for each roadway. CI was defined as the average travel speed divided by the roadway speed limit. The CI was used to identify high-congestion areas. A continuous video log was recorded during the travel time runs to show conditions in the high congestion areas. The video was geo-referenced and included in the GIS so that a user can see the actual conditions that technicians saw while conducting the travel time runs. A roughness measurement was conducted during the travel time runs and geo-referenced to aid in improvement development and prioritization. The congestion was shown graphically in ArcMap by color-coding each data point along the segment. Deliverables included a bound report with tables and GIS shape files.

Personnel Participating in Project:	Steve Taylor & Brian Hoeschen
Client:	Hidalgo County MPO
Contact Person:	Andrew Canon, Director Hidalgo County MPO 510 S. Pleasantview Drive Weslaco, TX 78596

TIER II CMP - 2017-2018 TRAFFIC SIGNAL TIMING DEPLOYMENT
HIDALGO COUNTY, TX

Following the results of the Winter 2015 CMP, the MPO was able to continue the work through a Tier II initiative. This project was able to follow-up the recommendations of the most recent CMP and implement many of them in the field. This required prioritizing the recommendations to identify those that were "shovel ready". In regard to signal timing, that meant performing an inventory of the priority regionally significant corridors and determining the working condition of all the signal hardware. For those intersections that required capital procurement of signal hardware prior to implementing new timing, those would be set aside for later implementation. CoPLAN worked with each City and the regional partners to assemble the needed documents with TxDOT in order to procure this priority hardware through the MPO and TxDOT. Other intersections were found to have vehicle or pedestrian detection failures. A list of those were provided to each respective city and they either addressed those with in-house maintenance staff or through contractors. Once the needed repairs were made, CoPLAN worked closely with McAllen, Edinburg, Pharr, and Mission to implement optimized signal timing for around 100 intersections. These coordinated timing plans extended outside each city and truly allowed improved travel times across jurisdictional boundaries like never before. CoPLAN also negotiated with each of the four cities and were able to gain a consensus from all for them to perform the installation of all hardware being procured, thus eliminating the need for engineering plans and construction by an outside contractor. This greatly increased the leverage with the MPO funds to procure more equipment through a partnership with the cities.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Hidalgo County MPO
Contact Person:	Andrew Canon, Director Hidalgo County MPO 510 S. Pleasantview Drive Weslaco, TX 78596

2012 AND 2019 CONGESTION MANAGEMENT PROCESS
BROWNSVILLE, TX

CoPLAN staff developed the methodology used to prepare the initial congestion management process and most recent update in 2019. The system included the creation of a GIS network that documented each roadway feature that impacted speed. That included speed limits, number of lanes, intersection control (signal, etc.), school zones, and construction. The travel times were then processed against this base and for those areas where delay was found, recommendations for mitigation were prepared.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Mark Lund - Director
Contact:	Brownsville MPO

1150 E. Adams Street, 3rd Floor
Brownsville, TX 78621
(956) 548-6154

2004 Congestion Management Process
Harlingen, TX

Being a smaller MPO with population below the threshold of a Transportation Management Agency (TMA), they were not required to perform a Congestion Management Process. After seeing the benefits of the CMP maintained by the Hidalgo MPO, Harlingen decided to perform a study to evaluate the local conditions in the region. CoPLAN staff developed the methodology used to prepare the initial congestion management process. The system included the creation of a GIS network that documented each roadway feature that impacted speed. That included speed limits, number of lanes, intersection control (signal, etc.), school zones, and construction. The travel times were then processed against this base and for those areas where delay was found, recommendations for mitigation were prepared.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Contact:	Harlingen – San Benito MPO 502 E. Tyler Street Harlingen, TX 78550

2003, 2006, and 2010 Congestion Management Process
Corpus Christi, TX

Beginning in 2003, CoPLAN staff worked closely with the Corpus Christi MPO to support its effort to advance its CMP. CoPlan staff conducted the 2003 travel time study that included 150 miles of roadway within the MPO limits. The project was originally scoped to include only 40-50 miles, but through efficiencies of the methodology and the experience of CoPLAN, the scope was able to expand to include more roadways for the same budget. The project included the creation of a linear reference system and coding of all elements that impact speed such as speed limits, school zones, traffic signals, advisory speed, etc. The initial effort in 2003 laid the foundation of its program by creating an integrated GIS system that stores all the related data in a form most accessible to all elements of the organization. Through the efficiencies of the system, the program has continued to grow each year to become more and more comprehensive for the transportation system. The success of and interest in the program continues to expand with limited additions to the funding, but additions to the network and performance measures.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Corpus Christi MPO
Contact:	5151 Flynn Parkway, Suite 404 Corpus Christi, TX 78411 (361) 884-0687

2006, 2008, and 2010 Congestion Management Process
Austin, TX

CoPLAN staff have worked closely with CAMPO since 2006 in developing their CMP. Together they completed the development and transition of CAMPO's CMP into GIS with great success. The results from the network assessment and recommendations received much attention in the community struggling to deal with the growing levels of congestion. Current issues in the capital town include the introduction of tollways to address the funding

shortfalls for capital projects. The network assessment and CMP evaluated the freeway and arterial conditions for close to 1,000 centerline miles of roadway. The integrated program has led to a very successful program that continues to gain momentum and respect within the MPO. Given the limited funds available these days, the CMP has played a large role in identifying and prioritizing projects that would use those funds most efficiently. The results have been used to focus attention on operations throughout the region including rejuvenating the Bottleneck Task Force within TxDOT.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Capital Area MPO
Contact:	505 Barton Springs Road Austin, TX 78704 (512) 944-9267

2011, 2013, 2015, 2016, 2017, and 2019, Congestion Management Data Collection, San Mateo, CA

CoPLAN staff supported the SFCTA by performing the data collection for each of the six years. 2011 was the first year for the C/CAG to use GPS. As expected, this did introduce some issues that were addressed to allow this baseline data to be compared to those of previous years. The historic data was geo-coded to allow digital comparisons and trend analysis. Simultaneous with changes in methodology came changes in HCM criteria. Recommendations were made to the C/CAG on updating segment criteria with the latest HCM that may impact the resulting LOS. These criteria are being reviewed by the C/CAG and how it will impact any deficiencies found.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	City / County Association of Governments of San Mateo
Contact:	Jeffrey Lacap 555 County Center, 5th Floor Redwood City, CA 94063 (650) 599-1455

2006, 2008, 2010, and 2012 Traffic Data Collection, Alameda County, CA

CoPLAN staff supported the CMA by performing the data collection for each of the four update cycles. These years were transitional for the CMA. 2006 included the collection of the data with stop-watch while CoPLAN introduced the use of GPS as a value added item. The GPS methodology was included as an extra to help the CMA understand the technological options available while maintaining the historical consistency that is so critical. Between the four sets of data collection, the CMA was able to work with the Board to approve the change in methodology to GPS for 2008. Once again, 2008 and 2010 were a transitional year to then create the GIS base for which the GPS data would be applied. Extensive effort was included to assure the CMA of the process and the results, maintaining valid comparisons to the historic trends and link LOS.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Alameda County Congestion Management Agency
Contact:	Saravanna Suthanthira 1333 Broadway, Suite 220 Oakland, CA 94612 (510) 836-2560

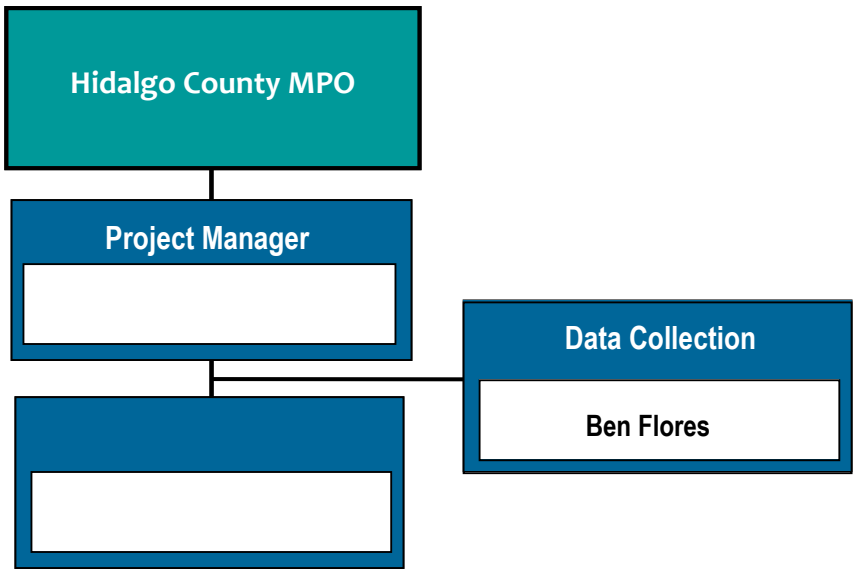
2002 AND 2007 MAG REGIONAL TRAVEL SPEED STUDY
PHOENIX, AZ

Maricopa Association of Government (MAG) selected CoPLAN staff to perform a regional travel speed study in 2002. Together, the team conducted a travel speed study that included almost 75,000 miles of runs. This project was the largest effort of its kind in the nation. Through the efficiency of a methodology developed, the scope of the project was able to expand within the same budget. The project included the development of a linear reference system, geo-coding of all speed limits, school zones, intersection geometry, and geo-referencing digital video. The resulting dataset was processed against various measures of effectiveness (MOE) within the sizable database. Those MOEs included: stopped delay, approach delay, level of service, queue length, and CI. CI is a factor that relates the operating speed to posted speed, showing the percent of posted speed that the traffic is experiencing.

Personnel Participating in Project:	Steve Taylor and Brian Hoeschen
Client:	Maricopa Association of Governments (MAG)
Contact Person:	Wang Zhang 302 North 1st Avenue Phoenix, AZ 85003 (602) 254-6490

Personnel and Staffing

Project Organization Chart



The Organization Chart displays the project leadership, team composition and reporting responsibilities of the CoPLAN Team. This structure will allow CoPLAN to function as an extension of the MPO staff.

The key to the success of this project is a strong Project Manager who understands the importance of being responsive and has hands-on experience in all aspects of the project. Our project manager, **Steve Taylor, PE**, will be responsible for project management and will select the appropriate persons from our team based on the requirements of the task. He will be the MPO's single point of contact and will be available for the duration of the project. Mr. Taylor will be supported by a strong and highly experienced team that was selected based on their extensive qualifications and previous similar work.

Brian Hoeschen, PE. Mr. Hoeschen will serve as Database Manager. He is a transportation engineer with 19 years of experience in research, traffic operations and programming. He has used GPS and GIS linear databases for the past nine years to perform travel speed and congestion management studies. He is proficient in many different software applications relating to data collection, traffic analysis and traffic forecasting. Many of these are directly relevant to this project, including SQL Server, MS Access, Excel, Visual Basic and Arc/Info. He is certified as a Microsoft Office User Specialist, Master Level, allowing him to teach these software packages.

Ben Flores. Mr. Flores will manage the data collection effort with GRAM Traffic. The Hidalgo County MPO does have a 3% DBE goal associated with this project. CoPLAN is a big supporter of this program and always strives to assemble the best team possible, including DBE firms whenever possible. We have included GRAM Traffic Counting for data collection, and estimate they will support the team with approximately 20% of the project budget. GRAM is a certified DBE/HUB firm by the City of Austin (applicable to all Texas entities per DOT Standards) South Central Texas Regional Certification Agency (SCTRCA) and the State of Texas.

Steve Taylor, P.E., PTOE

Education
M.E., Civil Engineering, 1991, Texas A&M University
B.S., Civil Engineering, 1989, Texas A&M University

Professional Registrations
Registered Professional Engineer: 1995, TX, 80690; 2001, OK, 20038, 2014, AR, 16028
Professional Traffic Operations Engineer, 2000

Relevant Experience and Experience with Technology
Mr. Taylor has taken full advantage of recent developments in technology, applying new tools to a variety of traffic engineering studies. Mr. Taylor has used GPS and geo-referenced digital video to conduct travel time studies, sign inventories, and asset management. He has developed powerful and efficient tools for performing traffic engineering studies by linking this information with GIS. He is thoroughly familiar with the equipment that will be used in this project.

Through the development of this approach and application of technology to the Hidalgo MPO studies, he determined that many of the recommendations from the past that focused on the need for additional capacity were not necessary, and that better management of the system with improved signal operations would relieve congestion. The use of GPS and digital video has allowed detailed data collection and focused improvement recommendations.

These efforts have attracted the interest of FHWA. FHWA in Washington D.C. invited Mr. Taylor and the Hidalgo MPO to present the technology developed and other applications in the area of schematic design, design visualization, and geo-referenced roadway video logging to the planning and research divisions.

Role in the Project / Work to be Performed
Mr. Taylor will serve as the project manager and single point of contact for the Hidalgo MPO. He will oversee all of the work conducted and provide quality assurance and quality control. Mr. Taylor will attend meetings and give presentations to the MPO. He will provide any training on equipment and software for the MPO and assist in uploading data from the study.

Additional Information
Mr. Taylor served as project manager on the Hidalgo MPO Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2004, Fall 2006, Spring 2007, Winter 2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015; Brownsville 2012 and 2019 CMP; and Harlingen-San Benito Winter 2004 CMS; Laredo 2014 CMP; and Northwest Arkansas 2015 CMP studies and was responsible for instituting the technology. He has first-hand experience in the development, use, and trouble shooting of all the equipment and technology used in this project for travel time runs, data collection using GPS, digital video and digital stills, and presentation in GIS. He has proven himself by successfully completing these previous studies.

Mr. Taylor has developed a good working relationship with the MPO staff. He and the MPO staff worked together to collect data in a format that would be compatible with the MPO's GIS system and to transfer all data to the MPO's system. He understands the capabilities and limitations of the MPO's equipment. He will consider these and make appropriate decisions as he manages and provides direction for this project.

Brian Hoeschen, P.E.

Education
M.S., Civil Engineering, 1999, University of Colorado at Denver
B.S., Civil Engineering, 1997, Colorado School of Mines

Professional Registration
Registered Professional Engineer, 2002, CO, 36705

Relevant Experience and Experience with Technology
Mr. Hoeschen is a transportation engineer with 19 years of experience in research, traffic operations, and programming. He has used GPS, GIS, and linear databases to perform travel speed and congestion management studies. He is the developer of the Travel Speed PDA data collection program and related ArcGIS applications. He has used ESRI's Spatial Database Engine (SDE) running on Microsoft SQL Server 2000 to manage travel speed data and perform analysis for the 2003 Regional Travel Time and Travel Speed Study for the Pima Association of Governments, the 2002 Regional Travel Speed Study for the Maricopa Association of Governments, the 2002 Denver Area Speed Study for Denver County, and the Hidalgo County MPO Congestion Management System 2001 - 2015 studies.

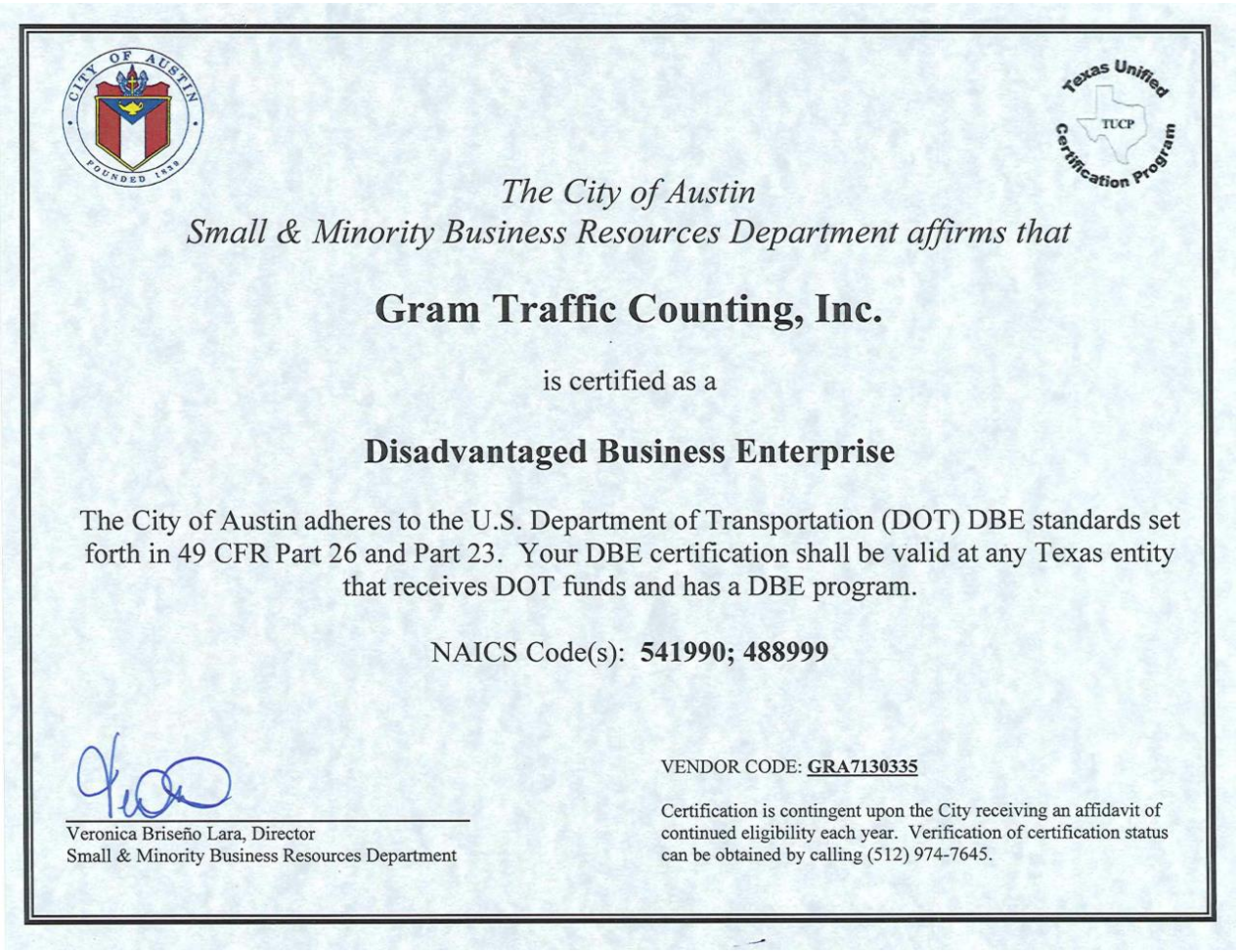
Role in the Project
Mr. Hoeschen will serve as the GIS/database task manager. He will be responsible performing quality control/assurance checks and summarizing the results.

Additional Information
Mr. Hoeschen has worked on the 2001 - 2015 Hidalgo MPO, 2012 and 2019 Brownsville CMP, Laredo 2014 CMP, Northwest Arkansas Regional Planning Commission 2015 CMP, and Harlingen-San Benito Winter 2004 congestion management studies and was responsible for developing the technology required for these studies. He was the database designer and programmer for the GPS equipment and related ArcGIS applications used for these projects.

He is familiar with the study area because he developed the GIS linear reference system used in the previous study. Most of the roads for this years' study were included in the previous CMP projects. He developed the database relationships between the results for the different studies and will be able to apply that experience to relate the Winter 2015 data to the previous studies.

Required Certifications and Submittals

CoPLAN has included GRAM Traffic Counting, Inc. for data collection services. GRAM is a certified Disadvantaged Business Enterprise (DBE) through the City of Austin (TxDOT Standards) and a Historically Underutilized Business (HUB) through the State of Texas. A copy of each certificate is located below.



The City of Austin
Small & Minority Business Resources Department affirms that

Gram Traffic Counting, Inc.

is certified as a

Disadvantaged Business Enterprise

The City of Austin adheres to the U.S. Department of Transportation (DOT) DBE standards set forth in 49 CFR Part 26 and Part 23. Your DBE certification shall be valid at any Texas entity that receives DOT funds and has a DBE program.

NAICS Code(s): **541990; 488999**

Veronica Briseño Lara, Director
Small & Minority Business Resources Department

VENDOR CODE: **GRA7130335**

Certification is contingent upon the City receiving an affidavit of continued eligibility each year. Verification of certification status can be obtained by calling (512) 974-7645.

GLENN HEGAR TEXAS COMPTROLLER OF PUBLIC ACCOUNTS

The Texas Comptroller of Public Accounts (CPA) administers the Statewide Historically Underutilized Business (HUB) Program for the State of Texas, which includes certifying minority, woman, and service disabled veteran-owned businesses as HUBs and facilitates the use of HUBs in state procurement and provides them with information on the state's procurement process.

We are pleased to inform you that your application for certification/re-certification as a HUB has been approved. Your company's profile is listed in the State of Texas HUB Directory and may be viewed online at https://mycpa.cpa.state.tx.us/tpasscmblsearch/index.jsp. Provided that your company continues to meet HUB eligibility requirements, the attached HUB certificate is valid for the time period specified.

You must notify the HUB Program in writing of any changes affecting your company's compliance with the HUB eligibility requirements, including changes in ownership, day-to-day management, control and/or principal place of business. *Note: Any changes made to your company's information may require the HUB Program to re-evaluate your company's eligibility.*

Please visit our website at http://comptroller.texas.gov/procurement/prog/hub/ and reference our publications (i.e. Grow Your Business pamphlet, HUB Brochure and Vendor Guide) providing addition information on state procurement resources that can increase your company's chances of doing business with the state.

Thank you for your participation in the HUB Program! If you have any questions, you may contact a HUB Program representative at 512-463-5872 or toll-free in Texas at 1-888-863-5881.

Texas Historically Underutilized Business (HUB) Certificate

HUB
Statewide Historically Underutilized Business Program

Certificate/VID Number:	**1742883266500**
File/Vendor Number:	**077936**
Approval Date:	**05-NOV-2018**
Scheduled Expiration Date:	**05-NOV-2022**

The Texas Comptroller of Public Accounts (CPA), hereby certifies that

GRAM TRAFFIC COUNTING, INC.

has successfully met the established requirements of the State of Texas Historically Underutilized Business (HUB) Program to be recognized as a HUB. This certificate printed 09-NOV-2018, supersedes any registration and certificate previously issued by the HUB Program. If there are any changes regarding the information (i.e., business structure, ownership, day-to-day management, operational control, business location) provided in the submission of the business' application for registration/certification as a HUB, you must immediately (within 30 days of such changes) notify the HUB Program in writing. The CPA reserves the right to conduct a compliance review at any time to confirm HUB eligibility. HUB certification may be suspended or revoked upon findings of ineligibility.

Laura Cagle-Hinojosa, Statewide HUB Program Manager
Statewide Support Services Division

Note: In order for State agencies and institutions of higher education (universities) to be credited for utilizing this business as a HUB, they must award payment under the Certificate/VID Number identified above. Agencies, universities and prime contractors are encouraged to verify the company's HUB certification prior to issuing a notice of award by accessing the Internet (**https://mycpa.cpa.state.tx.us/tpasscmblsearch/index.jsp**) or by contacting the HUB Program at **512-463-5872** or toll-free in Texas at **1-888-863-5881**.

Rev. 06/16

LRGVDC FORM (A)

DBE FORM 1

FALL 2019 CONGESTION MANAGEMENT DATA COLLECTION

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: CoPLAN, LLC

Project: Fall 2019 Congestion Management Data Collection

Project No.: N / A

Proposal No: N / A

Total Proposal Amount: TBD

NAME OF DBE SUBCONTRACTOR	ADDRESS (COUNTY,	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
GRAM Traffic Counting	Williamson County	Data Collection	Yes	$ TBD
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

The attainment of DBE participation goals for this contract will be measured as a percentage of the total dollar value of the contract.

The undersigned will enter into a formal agreement with the DBE Subcontractors identified herein for work listed in this schedule conditioned upon execution of a contract with

LRGVDC

FORM (A) DBE FORM 2

FALL 2019 CONGESTION MANAGEMENT DATA COLLECTION

DBE SUBCONTRACTOR IDENTIFICATION

I HEREBY DECLARE AND AFFIRM THAT I AM THE (President) and duly authorized representative of (GRAM Traffic Counting, Inc.) and I hereby declare and affirm that I am a certified DBE.

(Signed)

Audrey Bielss

(Printed)

This firm has current DBE certification from the following agencies and/or state(s):

Texas - City of Austin - Texas Unified Certification Program

A copy of the current certification letter notifying the firm that it has been DBE certified must be attached to this form.

LRGVDC

FORM (A) DBE FORM 3

FALL 2019 CONGESTION MANAGEMENT DATA COLLECTION

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

TO: Steve Taylor (CoPlan)

PROJECT:

The undersigned intends to perform work in connection with the above project.

The status of the undersigned is confirmed on the attached DBE Contractor Identification (DBE FORM 2).

The undersigned is prepared to perform the following described work in connection with the above project:

GRAM Traffic Counting, Inc.

(Specify in detail, work items or parts thereof to be performed)

GPS Travel Time Runs and Intersection Traffic Counts

at the following price: $TBD.

The undersigned agrees to enter into a contract with you to perform the above work, if you are awarded the prime contract.

08/05/2019 512-832-8650	GRAM Traffic Counting, Inc.
(Date) (Telephone No.)	(Name of DBE Subcontractor)

By:

3751 FM 1105, Bldg. A

(Firm Address)

Name: GRAM Traffic Counting, Inc.

Georgetown, TX 78626

(City and State)

Audrey Bielss

(Signature)

Audrey Bielss

(Typed)

Title:

President

LRGVDC

FORM (A) DBE

FORM 4

FALL 2019 CONGESTION MANAGEMENT DATA COLLECTION

UNAVAILABILITY CERTIFICATION

I, Steve Taylor, of CoPLAN, LLC

certify on the dates below that
I invited the following DBE Subcontractor(s) to Proposal work items to be performed on
Hidalgo County MPO 2019 Congestion Management Data Collection

DATE OF REQUEST	DBE	NAME OF SUBCONTRACTOR	ITEMS SOUGHT
08/05/2019		GRAM Traffic Counting, Inc.	Traffic Data Collection

The following Subcontractors submitted Proposals, which were not the low responsible Proposal:

N / A $

$

$

$

$

Tools, Equipment and Supplies

CoPLAN will provide all necessary equipment for the completion of this project. This includes:

- Personal Data Assistants (PDA)
- GPS Units
- ArcView 10.1

Cost Proposal

The CoPLAN cost proposal will be submitted in a separate sealed envelope at a later date as required in the RFP.

Lower Rio Grande Valley Development Council Contract Contact Form

Part IX

LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL CONTRACT CONTACT FORM

Contact for Contract Administration

For use in the event that your firm receives a contract as a result of this RFP, please designate on the attached form, the person whom the LRGVDC may contact, during the period of the contract, for prompt action on matters pertaining to your administration of the contract.

AUTHORIZED ADMINISTRATOR:

NAME: Steve Taylor
TITLE: Partner

ADDRESS: 5508 Sandalwood

McKinney, TX 75070

TELEPHONE NO.: 214-502-7412

INTERNET EMAIL ADDRESS: cooper1steve@yahoo.com

Contact for Authorized Negotiator

The person designated below will be authorized to negotiate terms, conditions, and pricing on behalf of your firm until a contract is awarded and can contractually commit your firm.

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: Steve Taylor
TITLE: Partner

ADDRESS: 5508 Sandalwood

McKinney, TX 75070

TELEPHONE NO.: 214-502-7412

INTERNET EMAIL ADDRESS: cooper1steve@yahoo.com

Rio Grande Valley Metropolitan Planning Organization

Public Participation Plan

Good Ideas often occur through an open exchange of information and viewpoints.





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MISSION STATEMENT

The mission of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is to develop and integrate a comprehensive multi-modal transportation system that supports the existing and future mobility needs and economic vitality of the metropolitan areas of Brownsville, Harlingen-San Benito and Hidalgo County under local direction and in accordance with federal and state mandates. This shall be accomplished by protecting the environment, safeguarding social equity, improving quality of life, growing the local economy, and providing safe, efficient and financially feasible transportation options. This is achieved through the long-range transportation planning process, which includes a comprehensive, continuous and cooperative approach partnering with citizens and participating planning members.

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"PUBLIC PARTICIPATION PLAN" - POLICY STATEMENT

Transportation affects all individuals; making up the public within a community, bringing communities together as cities, all cities creating a region; but most importantly as citizens of the Rio Grande Valley. Therefore, as public citizens, everyone should have the opportunity to get involved in the Rio Grande Valley Metropolitan Planning Organization's (RGVMPO) transportation planning process. Given increasing demands on limited public funds, transportation programs and projects cannot proceed without public support and acceptance, which comes through open inclusive planning and continuous public participation. As the organization in charge of all transportation needs in the RGV Metropolitan areas, the RGVMPO highly encourages public participation and involvement. Good ideas often occur through an open exchange of information and viewpoints; we encourage the public to voice their opinions, we're here to listen.

The organization responsible for transportation planning for the Rio Grande Valley Metropolitan area is the RGVMPO. A metropolitan planning organization is a regional planning agency established by federal law to assure a continuous, comprehensive and cooperative multimodal transportation planning and in decision making process for metropolitan areas containing a population of 50,000 or more. The RGVMPO's Environmental Justice initiatives will strive to accomplish this by involving the potentially affected public through a Citizen's Outreach Program. This program consists of MPO staff activities designed to develop partnerships with, and enhance the participation in the transportation planning process, by groups and individuals of "traditionally underserved" communities.

These communities include minorities, transit dependent citizens, low income, the elderly and persons with disabilities. Staff activities include, but are not limited to: MPO staff participation in

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groups and coalitions serving within these communities, targeted communications with local media outlets, conducting meetings at times and locations that are accessible to transit dependent or non-driving individuals when possible and publication of MPO documents in non-technical web based or other easily accessible formats as necessary and appropriate for purposes of obtaining input and comment into the metropolitan transportation planning process and for Transportation Improvement Program (TIP) updates. The RGVMPO is committed to a public involvement program that will involve all citizens within the Metropolitan Area Boundaries (MAB). Public participation throughout the planning process is imperative. It allows individuals and organizations to voice their transportation needs, provides suggestions for solutions and be an important part of planning an efficient transportation system for everyone's use.

The following document constitutes the RGVMPO public participation plan as prescribed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the "Moving Ahead for Progress in the 21st Century" legislation, also known as MAP-21, and upheld by the "Fixing Americas Surface Transportation-Act" (FAST-Act). As such, this document is issued on this date, for public comment for a period of not less than 45 days prior to formal adoption or revision by the RGVMPO Regional Transportation Committee (RTC). The public involvement process described herein applies, at a minimum, to the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP) and other significant transportation studies.

In carrying the public involvement process forward, the RGVMPO **shall** (1) hold any public meetings at convenient and accessible locations and times per urban region; (2) employ visualization techniques to describe metropolitan and short range transportation plans; and (3) make public information available in electronically accessible formats and means, such as the MPO website, international/regional print media (The Monitor newspaper, El Mañana newspaper and The Coastal Current Weekly), and social media (Facebook, Twitter, and YouTube) as appropriate to gain opportunities for consideration of public comment and opinion. The goal of the MPO's Outreach Program is to ensure that all citizens regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO's decision-making process.

The RGVMPO is responsible for the regional planning process for all modes of transportation. The RGVMPO provides technical assistance to the local governments of Cameron and Hidalgo County in planning, coordinating and implementing transportation decision for the area. The RGVMPO administers all federal funds for urban transportation improvement in the RGV planning areas, including road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency

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response planning, rail studies and transit planning.

Federal funds for conducting the transportation planning process are limited to the Brownsville, Harlingen-San Benito and Hidalgo County metropolitan areas, which covers approximately 2224 Square Miles and includes the existing urbanized area and the neighboring area expected to be urbanized within the next 20 years. This urbanized area currently includes its planning partners, which are 37 cities and the unincorporated areas of Cameron and Hidalgo County. After the 2010 Census was conducted, the smoothed out urbanized area was updated to include 1369 square miles and a population of almost 1,284,386.

The principal responsibilities of the RGVMPO include the development of a 25-year Metropolitan Transportation Plan for the metropolitan area. A metropolitan transportation plan adopted by the Regional Transportation Committee (RTC). The Plan is updated every 5 years. Projects listed in the metropolitan plan are intended to meet travel needs within the RGV metropolitan area. The plan addresses elements including congestion management, public transportation, transit, bicycles and pedestrians, roadways, freight and finances.

Planning activities also include the Highway and Transit Transportation Improvement Program (TIP) which is a program that identifies federally funded and regionally significant projects funded by non-federal sources that will be implemented each year. The TIP is adopted by the TPC every two years. Projects include roadway improvements, new roadways, public transportation, bicycle and pedestrian facilities, project feasibility and environmental studies. All projects in the TIP must first appear in the metropolitan plan and follow the RGVMPO's Congestion Management Program.

By Federal and State law, all regionally significant multi-modal transportation improvement projects (regardless of funding source) must be included in and be consistent (to the maximum extent feasible) with the MPO's TIP and Metropolitan Transportation Plan in order to be eligible for Federal-aid and State funding.
Therefore, the MPO's TIP is the primary plan that guides all state and federally funded transportation improvements in the urbanized area. Upon adoption of the TIP, the document is sent to TxDOT for inclusion into the State Transportation Improvement Program (STIP). The STIP is a four-year work program as prescribed by federal law which includes the TIPs for all 25 MPOs in the state of Texas. The TIP's amendments are coordinated with the cycled STIP revisions.

A TIP revision is necessary when "changes in an estimated federal cost exceeds 50 percent and results in a revised total cost exceeding $1,499,999.00." Further, a TIP revision is not required when a cost revision results in a "change in estimated federal cost resulting in a total project cost of under $1,500,000.00." When a change in estimated federal cost is under $1,500,000, it is considered an administrative amendment or modification.

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DEFINITION OF ADMINISTRATIVE vs AMENDMENT CHANGES

The Unified Planning Work Program (UPWP) is a guide for all planning-related work to be completed or continued during the year. Work performed by RGVMPO staff is outlined in each task as it relates to the ten planning factors identified under FAST-Act. Subtasks are specific projects, plans, or programs in which the RGVMPO and local jurisdiction staffs participate. Funding for the year is also identified within the UPWP.

Unless otherwise specified, the definitions in 23 U.S.C. 101(a) and 49 U.S.C. 5302 are applicable to this part.

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/ project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Documents

There are four significant transportation planning documents that the MPO must regularly prepare and make available for public viewing/comment. This process must take place before the MPO Policy Committee can approve and adopt the document.

1. Metropolitan Transportation Plan (MTP) - guides transportation planning for twenty-five (25) years and is updated at least every five (5) years in attainment areas such as the Rio Grande Valley. Projects listed in the MTP are intended to meet the travel needs within the region. The plan provides the context from which the region's TIP, a short-range capital improvement program for implementing highway, transit and bike and pathways projects are drawn. The plan addresses elements including congestion management, public transportation, transit, bicycles and pedestrians, roadways, freight, and finances.

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2. Transportation Improvement Program (TIP) - is the priority spending program developed out of the MTP, prepared at a minimum of every two (2) years. and is by the Statewide Transportation Improvement Program (STIP). By Federal and State law, all regionally significant multi-modal transportation improvement projects, regardless of funding source, must be included in and be consistent, to the maximum extent feasible, with the MPO's MTP and TIP in order to be eligible for Federal-aid and State funding. Therefore, the MPO's TIP is the primary plan that guides all state and federally funded transportation improvements in the urbanized area.

3. Unified Planning Work Program (UPWP) - is the MPO's annual program of projects and budget. It outlines the administrative and transportation planning activities the MPO will undertake in the current fiscal year. The document is divided into work tasks allocating the amount of funding the MPO will spend on each activity during the fiscal year. The MPO operates on the fiscal year October 1 through September 30.

4. Public Participation Plan (PPP) – this plan strives to be proactive by involving the public in transportation planning. The MPO supports and encourages early and continuous opportunities for the public to express its views on transportation issues and become active participants in the decision-making process. This document is continuously reviewed for possible revisions.

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Program Adoption	Public Meetings	Comment Period	Remarks
MTP	2 Meetings prior to TPC approval	30 days	Written and oral comments are provided to TPC and available for public review
Highway/Transit TIP & Program of Projects	2 Meetings prior to TPC approval	30 days	
UPWP	NA	30 days	Joint public meetings with TPC & TAC
PPP	NA	45 days	As needed
Annual Project Listing	N/A	N/A	An update is provided by TxDOT at all TPC meetings and made available for viewing at HCMPO website

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PUBLIC PARTICIPATION PLAN (PPP) LEGAL REQUIREMENTS

The most current transportation legislation, "Fixing Americas Surface Transportation-Act" (FAST-Act) was signed by President Barack Obama on December 4th, 2015 and became effective on January 1st, 2016. The new legislation upheld public involvement strategies required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress on the 21st Century (MAP-21). FAST-Act requires the MPOs to provide for consideration of projects and strategies that will serve to **advance ten (10)** transportation planning factors identified under FAST-Act as follows [per Section 1201 (h)].

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

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

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

4. Increase accessibility and mobility of people and freight.

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

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

7. Promote efficient system management and operation; and

8. Emphasize the preservation of the existing transportation system.

9. water impacts of surface transportation

10. Enhance travel and tourism

Under FAST-Act, and 23 CFR 450.316 the RGVMPO is encouraged to consult with agencies responsible for other planning activities that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) via Section 1201 (g)(3) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.



As part of the development of a Metropolitan Transportation Plan update, FAST-Act requires that types of mitigation shall be discussed within the 20-year planning document along with potential sites to carry out the activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion of potential environmental mitigation shall be developed by the MPO in consultation with Federal, State, and tribal wildlife, land management and regulatory agencies per Section 1201(i)(2)(D)(ii) of FAST-Act.

The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a metropolitan transportation plan. The consultation shall involve, as appropriate: (i) comparison of transportation plans with State conservation plans or maps, if available; or (ii) comparison of metropolitan transportation plans to inventories of natural or historic resources, if available per Section 1201(i)(5)(B) of FAST-Act.

The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the metropolitan transportation plan and TIP and major revisions. [1201(i)(6)(A)]

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This MPO's Public Participation Plan shall be developed in consultation with all interested parties; and shall provide that all interested parties have a reasonable opportunity to comment on the contents of the metropolitan transportation plan and TIP updates and major revisions. [1201(i)(6)(B)] The Public revisions. Revisions to previous plans are summarized in Appendix A.

PUBLIC PARTICIPATION PROCESS

A. General Guidelines

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

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

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

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

4. Give adequate public notice of public participation activities utilizing electronic accessible formats and means such as the World Wide Web, and allow time for public review and comment at key decision points, including, but not limited to, approval of the Metropolitan Transportation Plans, the Highway and Transit TIP, Section 5307 Program of Projects, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.

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

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

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

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

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

B. **Public Participation Goals and Objectives**

The Brownsville, Harlingen and Hidalgo shall actively engage the public in the transportation planning process and employ visualization techniques to depict transportation plans. Examples of visualization techniques include charts, graphs, photo interpretation, maps, use of GIS systems and/or computer simulation. The RGVMPO shall keep the public informed of on-going transportation related activities on a continues basis by making all publications and work products available electronically to the public via the MPO's web home page (via internet) and at the MPO office by furnishing CDs and displaying maps, as a visualization technique, to describe transportation actions as part of the Metropolitan Transportation Plan.

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The RGVMPO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

The RGVMPO shall produce a quarterly newsletter for distribution by mail and via email to the RGVMPO contact list, available at public libraries and city halls, and available at the RGVMPO website www.RGVMPO.org. The newsletter includes, at a minimum, updates on current or recently completed projects, announcements of upcoming meetings, and contact information.

The RGVMPO shall maintain an internet website that will be compliant with Section 508 of the Americans with Disabilities Act for disabled users. The website shall be updated and maintained to provide the most current and accurate transportation planning information available. The website shall, at a minimum, contain the following information:

The RGVMPO shall encourage the involvement of all area citizens in the transportation planning process. The target audiences shall be identified for each planning study conducted by the MPO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income and minority households, within the study area. The Limited English Proficiency (LEP) Plan identifies populations within the study area with limited proficiency in reading, speaking, or writing in English (See Appendix A). The RGVMPO shall, when feasible, hold public meetings at a site convenient to potentially affected citizens.

The RGVMPO shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction. The MPO shall actively assist the Texas Department of Transportation, local governments and transportation agencies in the development and implementation of public involvement techniques for planning and other studies, including Arterial Investment Studies, Major Corridor/Feasibility Studies, and Project Development and Environmental Studies or other documents to support planning. The RGVMPO shall cooperate with the Texas Department of Transportation and member cities to implement the MPO Community Assessment Study.

The RGVMPO shall strive to continuously improve public participation. The MPO shall continuously evaluate public involvement techniques. This Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years in order to improve the effectiveness of public involvement.

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C. **Public Participation Techniques**

Public participation is an ongoing activity of the RGVMPO. Public participation is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual Transportation Improvement Program process and Metropolitan Transportation Plan updates.

This section contains descriptions of public participation tools currently being used by the RGVMPO:

MPO Website

Description: The site was established to provide basic information about the MPO process, members, meeting times and contact information. The site has been expanded recently to include information about specific projects undertaken by the MPO. Work products, such as the Draft, and Adopted, Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program, Metropolitan Transportation Plan, Congestion Management Process, and other studies are available from the site. Most recently, the website was upgraded to accommodate LEP populations by adding a translator with the capabilities of translating the entire website into over 60 languages, including Spanish, Korean, German, French, etc. Through the website, the citizens can listen to the Transportation Policy Committee and Technical Advisory Committee meeting minutes in both English and Spanish. Also, citizens can submit comments and sign up to be added to the various distribution lists maintained by the MPO. The site provides many links to other transportation related sites at the local and national level.

The website address is www.RGVMPO.org. The website is maintained and updated by RGVMPO staff and regularly reviewed. Basic statistics are tracked through the website on a monthly basis. Data gathered and logged include the number of visits and the sources of visits to the website.

Activities: The website is used to list current and topical information on regular and special meetings, audio meeting minutes for TAC & TPC, planning studies, publications, related public events and work products.

MPO Master Database

Description: RGVMPO staff maintains a master database of business, federal, state and local agencies and interested public. The database includes committee membership, mailing information, phone numbers, fax numbers, e-mail addresses and web sites. The database is used for maintaining up-to-date committee membership lists, special interest groups and homeowner association contacts, and is the foundation of the newsletter mailing list. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

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Activities: The database is used to enhance public involvement activities.

Social Media

Description: RGVMPO staff currently utilizes various social media to further encourage the interaction between the MPO and the public. Facebook and Twitter are used to present the public with information concerning the MPO and other programs, projects, activities, events, etc.

YouTube, a video-sharing website is used as an education tool for the public about the MPO and the transportation process. YouTube also presents opportunities for disseminating information to public with low literacy. (See Social Media Policy, Appendix E)

Designated RGVMPO Staff maintain and regularly review all social media sites. Basic statistics are tracked by social media sites and are reviewed on a monthly basis by staff. Data gathered and logged include the total number of comments, likes and shares, traffic sources, some demographics, etc.

Activities: Public awareness of projects, meetings, workshops, etc. Provides opportunities for public comment and discussion on various MPO and transportation-related topics.

Legal Advertisements

Description: Texas Government Code, Chapter 551 requires posting a written notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts notices of the MPO Transportation Policy Committee meetings.

Activities: Regular and other meetings seeking public input are posted.

Quarterly Newsletter

Description: MPO staff produces a quarterly newsletter that is distributed to citizens, municipalities, media and other agencies. The publication is available to the public in both English and Spanish. Citizens are added to the distribution list by their own request. Activities:

The newsletter is used to promote regular and special meetings, planning studies, publications, work products, on-going projects and committee member interviews.

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Display Ads

Description: Publication of ads that are used to promote meetings that are not regularly scheduled, such as corridor study workshops. They are published in selected newspapers, both English and Spanish, in order to reach a larger audience than those that typically read legal notices.

Activities: Public awareness of project specific meetings, workshops, or open houses.

Other Media

Description: Opportunities are sought for articles in other newsletters produced by municipalities, homeowners' associations, church groups, civic groups, or others that may have an interest in the MPO. Opportunities are also sought to present to civic and social agencies, participate on radio talk shows, and provide television news highlights. The MPO further spreads community awareness of planning activities by disseminating public service announcements (PSA) to local news channels, city cable networks and websites, local movie theaters, and local independent school districts and universities.

Activities: Increased opportunities to make public aware of corridor studies, small-area studies, other planning studies or major activities.

Direct Mailings

Description: Used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually post cards but can be letters or flyers. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

Activities: Project-specific meetings, workshops, open houses, corridor studies, small-area studies, other planning studies or major activities.

Press Releases

Description: Formal press releases are sent to local media (newspaper, TV, and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by the MPO or their committees.

Activities: Corridor or other planning studies, workshops, open houses, public hearings, and other MPO activities.

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Project Workshops/Open-Houses



Description: These are targeted public meetings that are generally open, informal, with project team members interacting with the public on a one-on-one basis. "Walking Workshops" such as the one held to gather input for the Pedestrian Plan can also encourage the public to participate by providing small activities through a selected. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

Activities: Metropolitan planning studies, prioritization of projects, public input prior to drafting major multimodal plans such as the Pedestrian Plan and other major MPO activities.

E-mail Announcements/Internet Message Boards/ Calendars

Description: Meeting announcements and MPO information are e-mailed to interested persons that have submitted their e-mail addresses to MPO staff. Interactive message boards are used to facilitate discussion and solicit public comment regarding specific MPO projects or issues. The dates of TPC, TAC, BPAC and all public meetings are posted to the MPO Google Calendar as well as other local community calendars such as the Valley Voice, the Valley Community Calendar, The Monitor Calendar, and city hall and chamber calendars.

Activities: Corridor studies, small-area studies, other planning studies, regular meetings, public hearings, amendments/updates, workshops, open houses, and other major MPO activities.

MPO Logo/QR Codes

Description: A logo representing the RGVMPO is used to identify products and publications of the MPO. A logo helps the public become familiar with the different activities of the MPO by providing a means of recognizing MPO products. A Quick Response (QR) code, much like a bar code is used on MPO publications for the public who are more accustomed to viewing information instantly on all smart phone or tablet devices. The code, once scanned with a code reader app, will direct the public directly to the RGVMPO website.

Activities: A logo is used on all MPO publications; including those developed by consultants.

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The QR code is used on MPO publications directed to the public, including flyers, posters, brochures and pamphlets.

Public Hearings

Description: These are public meetings used to solicit public comment on a project or issue being considered for adoption by the RGV MPO. Hearings provide a formal setting for citizens to provide comments to the RGV MPO or another decision-making body. They are recorded and transcribed for the record.

Activities: Metropolitan Transportation Plans, Transportation Improvement Program, corridor studies, Project Development & Environmental studies, and other planning studies as needed for other RGVMPO activities.

Comment Forms Description: Comments forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting. Comment forms can be very general in nature or can ask for very specific feedback. For example, a comment form may ask for comments on specific alignment alternatives being considered during a corridor study or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on web sites to solicit input regarding the subject of the publication and/or the format of the publication or website. (See Appendix B) Activities: Public workshops, open houses, hearings and other meetings, general MPO activities.

Surveys

Description: Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies such as the Bicycle and Pedestrian Plans. For example, participants may be asked about their daily travel patterns or areas of improvement within the multimodal system. The MPO currently utilizes Survey Monkey, a free online survey service with features such as PDF printouts, downloadable data with charts, and the ability to share surveys to the MPO website and social media. The MPO also uses brief one-question surveys through the MPO Website and Facebook page to gather public input on general transportation planning issues.

Activities: Conduct on-line surveys on issues and needs to provide input into the plans, conduct surveys at the transit terminal station or public meetings, and attach surveys or survey links to flyers and ads.

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Posters and Flyers

Description: Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries and community centers for display. The announcement may contain a brief description of the purpose of a meeting, the time (s) and location (s), and contact information. Posters and flyers may be used to reach a large audience that cannot be reached using direct mailing and/or newsletters.

Activities: Corridor studies, small-area studies, other planning studies, regular and special MPO activities.

Grouping of Projects

Description: MPO's make use of statewide project groupings in their TIP. TxDOT in cooperation with the Federal Highway Administration developed statewide programs identified by a statewide project number that provides a more efficient method of identified by a statewide project number that provides a more efficient method of programming and contracting for projects that minimizes the necessity for TIP revisions.

Activities: The R G V MPO recognizes the use of these grouping categories and will use them as appropriate. Individual projects eligible for statewide project groupings may be included in the MPO / TIP for informational purposes only. The information only project lists will be clearly annotated as such and may be included as an appendix.

Annual Project Listings

Description: MPOs publish an annual listing of projects which include investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public update. The listing shall be consistent with the funding categories identified in each TIP.

Activities: The RGVMPO posts the projects on the website for public review as the projects are being let. Plus, it includes the status of the

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Americans with Disabilities Act {ADA) - Federal law designed to protect the rights of people with virtually any physical or mental disability. It protects consumers in that it makes discrimination against the disabled illegal in public accommodations, transportation, and telecommunications.

Analysis of Alternatives - Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential chances to the system.

Apportionment - A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. 2) The distribution of funds as prescribed by a statutory formula.

Appropriation - Authorization of funding expenditures from Congress.

Appropriations Act - Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Arterial - A major thoroughfare that is vital for moving people and goods; feeds into the interstate and freeway systems.

Arterial Highway - A major highway used primarily for through traffic.

Arterial Street - A class of street serving major traffic movements (high-speed, high volume) for travel between major points.

Association of Metropolitan Planning Organizations (AMPO) - is a nonprofit, membership organization established in 1994 to serve the needs and interests of "metropolitan planning organizations (MPOs)" nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research a forum for transportation policy development and coalition building, and a variety of other services.

Attainment Area - An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

Audit - Periodic investigation of financial statements and their relationships to planned or permitted expenditures.

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Authorization: Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program.

Authorization Act - Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Moving Ahead for Progress for the 21st Century (MAP-21).

Average Annual Daily Traffic (AA DT) - The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Average Annual Daily Truck Traffic (AADTT} - The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.

B

Bicycle and Pedestrian Advisory Committee (BPAC) – committee composed of employees from cities within Hidalgo County, planners, citizens at large, nature park representatives that meet on a monthly basis to discuss topics related to bike and hike topics.

Bike Friendly Business - any business member of the Bike Friendly Business Initiative that has met at least three qualifications from the application

Bike Friendly Business Initiative - Program started by the RGVMPO aimed at recruiting businesses supportive of the cyclist community in Hidalgo County.

Bike Lane - a part of a road marked off or separated for the use of bicyclists.

Bike Path - a path, as one alongside a roadway, for the use of bicyclists and physically separated from motorized vehicle traffic.

Bike Route - A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Bikeway - A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Bottleneck - The point of minimum capacity along a roadway segment.

Bridge Management System (BMS) - A systematic process that provides, analyzes, and summarizes bridge information for use in selecting and implementing cost-effective bridge construction, rehabilitation, and maintenance programs.

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Budget Authority - Empowerment by Congress that allow Federal agencies to incur obligations that will result in the outlay of funds. This empowerment is generally in the form of appropriations. However, for most of the highway programs, it is in the form of contract authority.

Budget Resolution - A concurrent resolution passed by Congress presenting the Congressional Budget for each of the succeeding 5 years. A concurrent resolution does not require the signature of the President.

Bus-Only Lane - is a lane restricted to buses, and generally used to speed up public transport otherwise held up by traffic congestion.

Bus Rapid Transit - is a relatively new umbrella term for urban mass transportation services utilizing buses to perform premium services on existing roadways or dedicated bus rapid transit corridors.

C

Calendar Year - The period of time between January 1and December 31 of any given year.

Capacity - The maximum resource that can be assigned (allocated) to or be serviced by a facility. For example, the capacity of a school is the number of students that can be enrolled there.

Capital Program Funds - Financial assistance from the Capital Program of 49 U.S.C. This program enables the Secretary of Transportation to make discretionary capital grants and loans to finance public transportation projects divided among fixed guideway (rail) modernization, construction of new fixed guideway systems and extensions to fixed guideway systems; and replacement, rehabilitation, and purchase of buses and rented equipment, and construction of bus-related facilities.

Carpooling and Vanpooling - Carpools and vanpools are transportation services that can be provided by public or private entities, or arranged by a group of individuals. In this mode, people organize a group to share a ride to work. Carpooling is typically organized at the individual level with carpool members working out all arrangements. Vanpooling is typically organized by a local company or transit agency that facilitates the organizational process.

Census - The complete enumeration of a population or groups at a point in time with respect to well-defined characteristics for example, population, production, traffic on particular roads. In some connection the term is associated with the data collected rather than the extent of the collection so that the term sample census has a distinct meaning. The partial enumeration resulting from a failure to cover the whole population, as distinct from a designed sample enquiry, may be referred to as an "incomplete census".

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Census Division - A geographic area consisting of several States defined by the U.S. Department of Commerce, Bureau of the Census. The States are grouped into nine divisions and four regions.

Census Transportation Planning Package (CTPP) - is a set of special tabulations from decennial census demographic surveys designed for transportation planners. The CTPP contains data summarizing worker and household characteristics, worker characteristics, and journey-to-work flow data.

Central Business District (CBD] - also called a central activities district and in North America a "downtown") is the commercial and often geographic heart of a city.

Center for Transportation Research (CTR) - A top university-based transportation research centers at the University of Texas which undertakes relevant transportation research, provides significant educational opportunities for University of Texas students, and provides a public service by conducting research that responds to the transportation needs of U.S. travelers. CTR undertakes investigations that seek practical solutions to various state mobility problems.

Certification Acceptance - A procedure authorized by 23 U.S.C. 117(a) wherein the FHWA can delegate any of the 23 U.S.C. responsibilities for planning, design, and construction of projects, not on the Interstate System, to other qualified governmental entities.

Clean Air Act (CAA) - is a piece of United States environmental policy relating to the reduction of smog and air pollution. It follows the Clean Air Act in 1963, the Clean Air Act Amendment in 1966, the Clean Air Act Extension in 1970, and the Clean Air Act Amendments in 1977. It was enacted by the 101st United States Congress and authorized the establishment of federal and state regulations that limit emissions stationary and mobile sources of air pollutants.

Code of Federal Regulations (CFR) - A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into SO titles that represent broad areas subject to Federal regulation.

Collector - An urban street which provides access within neighborhoods, commercial and industrial districts, and which channels traffic from local streets to minor and major arterials. Collectors are typically low volume and low speed streets; however, they sometimes serve local bus routes.

Commercial Vehicle Only lanes (CVO) - A traffic lane that can be used only by commercial vehicles such as trucks and vans transporting products, mail, building materials or other forms of freight for business purposes.

Commuter Rail - Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. I t is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the

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Central business district - Also known as "suburban rail." This service utilizes locomotive-hauled or self-propelled railroad cars on traditional rail lines. Stations are typically spaced at least 4 miles apart and use boarding platforms. Service can be limited to "rush-hour(s)" or it can be run all day and on weekends and holidays.

Congestion - Interference of vehicles with one another as they travel, reducing speed and increasing travel time.

Congestion Management Process (CMP) - A systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. A CMS includes methods to monitor and evaluate performance; identify alternative action; access and implement cost-effective action; and evaluate the effectiveness of implemented actions.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

Constraints - Limitations of a product, or by regulation, which results in a revised approach or process to resolve.

Corridor - A broad geographical area of land that follows a general directional flow or connects major sources of trips.

Council of Governments (COG) - is a voluntary association of municipal and county governments, enabled by state law to promote regional issues and cooperation among members.

Criteria - A principle or standard by which the RGVMPO judges a project for project selection. Used to build performance measures.

D

Decision Lens - Software provided by TxDOT to implement performance measures into the project selection process. The software ranks projects by predetermined criteria with data that is manually input by staff.

Dedicated sales tax - Financing method that allows local governments to use tax revenue income to match or leverage federal transportation funds for implementing transportation improvements. In high-growth areas, earmarked sales taxes can produce a secure revenue stream with which to support bond financing for certain kinds of projects, for example, highway

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and transit infrastructure projects that may not generate sufficient operating income to cover construction costs. Dedication of sales tax for transportation purposes requires voter approval.

Delay - The additional travel time experienced by a driver, passenger or pedestrian due to circumstances that impede the desirable movement of traffic

Demand Responsive Vehicle (Transit) - A nonfixed-route, nonfixed schedule vehicle that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

Department of Transportation (USDOT) - Federal agency established by act of congress in 1966 and responsible for highways, mass transit, aviation and ports. The DOT includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Developer impact fees - is a fee that is implemented by a local government on a new or proposed development to help assist or pay for a portion of the costs that the new development may cause with public services to the new development within the United States. This type of fees can be used for development of transit centers near planned office buildings or highway interchanges constructed in the vicinity of land which is zoned for malls or shopping centers.

Direct Funding - Funds transferred directly from the Secretary of the Interior to the ITG upon request for programs contracted or compacted under P.L. 93-638 as amended.

Disadvantaged Business Enterprise (DBE) - program intended to ensure nondiscrimination in the award and administration of DOT-assisted contracts in highways, transit, airport and safety during financial assistance programs.

E

Electronic tolling system - a technological implementation aimed to eliminate the delay on toll roads by collecting tolls electronically. This feature debits the accounts of registered car owners without requiring them to stop.

Emergency Preparedness Plan - A comprehensive plan which identifies potential emergencies and their impact on the community, and identifies operating procedures and actions to put in place during actual emergencies.

Enhancement Activities - Refers to activities related to a particular transportation project that 'enhance' or contribute to the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

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Environmental Assessment (EA} - is an assessment of the possible impact-positive or negative-that a proposed project may have on the environment; considering natural, social and economic aspects.

Environmental Impact Statement (EIS) - A report required by the National Environment Policy Act of the potential effect of plans for land use in terms of environmental, engineering, esthetic, and economic aspects of the proposed objective.

Environmental justice: Principals applied to transportation planning efforts that ensure full and fair participation of all potentially affected communities in the transportation decision-making process.

Environmental Protection Agency (EPA) - an agency of the federal government charged with a variety of responsibilities relating to the protection of the quality of the natural environment, including research and monitoring, promulgation of standards for air and water quality, and control of the introduction of pesticides and other hazardous materials into the environment.

Environmentally Sensitive Area - An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems1 drinking water sources, unique or declining species habitat, and other similar sites.

Evaluation of Alternatives - A synthesis of the information generated by an analysis in which judgments are made on the relative merits of alternative actions.

Expenditures - Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities. 2) A term signifying disbursement of funds for repayment of obligations incurred. An electronic transfer of funds, or a check sent to a State highway or transportation agency for voucher payment, is an expenditure or outlay.

Expressway - A divided roadway for through traffic with full or partial access control and including grade separation at all or most intersections. Also, a wide road built for fast moving traffic traveling long distances, with a limited number of points at which drivers can enter and leave it.

F

Facility- The means by which a transportation mode is provided. For example, a sidewalk is a facility, so is an HOV lane.

Farm to Market (FM) -An identifier for a roadway designated by the Texas Transportation Commission to be part of the statewide highway system. Normally associated as a 2-lane

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roadway in rural areas, but are located in urban areas and can be a 4 or 6 lane divided roadway. The FM roadway designation is typically given to roads that are located east of IH-35.

Fixing America's Surface Transportation (FAST) Act - Bill passed in 2015 to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Federal Highway Administration (FHWA) -is a division of the United States Department of Transportation that specializes in highway transportation. This component administers, plans, funds and regulates the federal highway system.

Federal Register - Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

Federal Highway Administration (FHWA)- is a division of the United States Department of Transportation that specializes in highway transportation. This component administers, plans, funds and regulates the federal highway system.

Federal Transit Administration (FTA)- is an agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems. This component provides financial and technical assistance to local transit systems.

Ferry Boat-A boat providing fixed-route service across a body of water.

Financial planning- The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds

Financial programming- A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Plan (TIP).

Fiscal constraint- Making sure that a given program or project can reasonable expect to receive funding within the allotted time for its implementation

Fiscal year -The yearly accounting period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are denoted by the calendar year in which they end.

Fixed-Route -Term applied to transit service that is regularly scheduled and operates over as a set route; usually refers to bus service.

Freedom of Information Act (FOIA) - Allows all U.S. citizens and residents to request any records in possession of the executive branch of the federal government. The term "records" includes documents, papers, reports, letters, films, photographs, sound recordings, computer tapes and disks.

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Freeway - A divided arterial highway designed for the unimpeded flow of large volumes. Access to a freeway is rigorously controlled and intersection grade separations. An expressway with fully controlled access.

Freight Rail - an extensive network of railway lines and yards to serve freight traffic and provides transportation of cargo nationwide

Frontage Road - A roadway generally paralleling an expressway, freeway, parkway, or through street designed to intercept, collect and distribute traffic desiring to cross, enter or leave such features. The frontage road may be within the same traffic way as the main roadway or in a separate traffic way.

G

Geographic Information System (GIS) - (no mention) A geographical information system that captures, stores, analyzes, manages, and presents data that is linked to location.

Grants - A federal financial assistance award making payment in cash or in kind for a specified purpose. The federal government is not expected to have substantial involvement with the state or local government or other recipient while the contemplated activity is being performed. The term “grants-in-aid” is commonly restricted to grants to states and local governments

H

Highway- Is any road, street, parkway, or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail, and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto.

Historic Preservation - no mention - Protection and treatment of the nation’s significant historic buildings, landmarks, landscapes, battlefields, tribal communities and archeological sites, prominent federally-owned buildings; and State and privately-owned properties.

I

Infrastructure - In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, bus stops, maintenance facilities. 2) In transportation planning, all the relevant elements of the environment in which a transportation system operates. 3) A term connoting the physical underpinnings of society at

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large, including but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings and communications networks.

Intermodal - the ability to connect, and the connections between, modes of transportation

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) - a bill that provides authorization for highways, highway safety, and mass transportation for Fiscal Years 1992-1997. The purpose of the Act was to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner. Metropolitan Planning Organizations, in cooperation with the State and key transportation providers, must develop transportation plans and programs for metropolitan areas.

Intersection - A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2) Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.

Interstate Highway - Limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

Interstate Highway System - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico.

L

Light Rail Transit - an electric railway with a "light volume" of traffic capacity, compared to heavy rail and known as "streetcar", "trolley car" and "tramway". Light Rail Transit uses rail cars singly or in short trains, powered by electricity usually supplied by over-head wires. The vehicles allow for rapid acceleration, automatic or manual control systems, and platforms at track or car level. Although they can operate in mixed traffic, most light rail vehicles have the exclusive use of their own rights-of-way or lanes on city streets. This allows them to avoid congestion and offer faster, more reliable service. Stations may be located a few blocks apart in dense areas, but are typically spaced about a mile apart.

M

Management Systems – Systems to improve identification of problems and opportunities throughout the entire surface transportation network, and to evaluate and prioritize alternative strategies, actions and solutions. 2) A systematic process, designed to assist decisionmakers in

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selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure.

Memorandum of Understanding (MOU) – A document providing a general description of the responsibilities that are to be assumed by two or more parties in their pursuit of some goal(s). more specific information may be provided in an associated SOW.

Metropolitan Planning Area - The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app 1607) must be carried out.

Metropolitan Planning Organization (MPO) – This is a federally funded agency that has the responsibility to provide development, planning, and programs to the county in a continuous, cooperative, and comprehensive, manner regarding transportation systems.

Metropolitan Transportation Plan (MTP) - this plan will serve as a blueprint for the necessary investments that the region will need to undertake. This is a 25-year forecast of the MPO's future projects and or tasks.

Mobility – the ability to move or be moved from place to place

Mode – a specific form of transportation, such as automobile, subway, bus rail, or air.

Multimodal – the ability of transportation options using different modes within a system or corridor

Multimodal Transportation – often used as a synonym for intermodalism. Congress and other frequently use the term intermodalism in its broadest interpretation as a synonym for multimodal transportation. Most precisely, multimodal transportation covers all modes without necessarily including a holistic or integrated approach.

Municipal Utility District (MUD) – Political entities that provide one or all of these utilities: electricity, natural gas, sewer, waste collection, wholesale telecommunications, water, etc., to the residents of that district. Entities have authority to construct and maintain improvements, incur debt and tax the land within its boundaries to pay operating expenses and repay debts.

N

National Environmental Policy Act of 1969 (NEPA) - Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

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National Highway System (NHS) – A system developed by the Department of Transportation in cooperation with the states, local officials and metropolitan planning organizations (MPOs) that identifies major intermodal highways that connect to major intermodal facilities (port, airports, rail transit, etc.) and are important to the Nation's economy, defense and mobility.

National Highway Traffic Safety Administration – The administration was established by the Highway Safety Act of 1970 (23 U.S.C. 401 note). The Administration was established to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 1,000 pounds.

National Trails System (NTS) – The network of scenic, historic and recreation tails created by the National Trails System Act of 1968. These trails provide for outdoor recreation needs, promote the enjoyment, appreciation, and preservation of open-air, outdoor areas and historic resources, and encourage public access and citizen involvement.

Nonattainment Area (NAA) – Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

North American Free Trade Agreement (NAFTA) – is a trilateral trade bloc in North America created by the governments of United States, Canada and Mexico. The agreement created the trade bloc that came into force on January 1, 1994.

O

Obligation – The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Obligation Limitation – A restriction or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.

Occupancy – the number of people, including driver and passenger(s) in a vehicle. Nationwide Personal Transportation Survey occupancy rates are generally calculated as person miles divided by vehicle miles.

Ozone (O3) – is a triatomic molecule, consisting of 3 oxygen atoms. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawnmowers, and other gasoline

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powered equipment, can contribute to the production of ozone. Ground-level ozone is an air pollutant with harmful effects on the respiratory system of animals.

P

Paratransit – is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules and is typically a demand-response door-to-door transportation service intended to meet the needs of persons with a physical or mental impairment that substantially limits one or more life activities. This service is required by law in each transit provider's service area.

Park-and-Ride Lot – any designated parking lot that is serviced with express or limited-express transit service.

Parking Management: is a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. A strategy for discouraging solo driving and encouraging use of ridesharing, transit, biking, and walking.

- Parking Management approaches include:
  - Preferential parking for car and vanpool patrons.
  - Replacement of subsidized employee parking with a cash payment.
  - Reduced minimum requirements in parking codes.
  - Maximum parking requirements in parking codes.
  - Caps on the overall supply of parking.
  - Timed curb parking
  - Peripheral parking combined with shuttles.

Passenger Rail: The term "passenger rail" is used in this plan to refer to a high capacity regional transit provided by rail. Passenger rail routes may include one or a combination of technologies.

Pavement Management System: A systematic process that provides, analyzes, and summarizes pavement information for use in selective and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

Pedestrian: Any person not in or on a motor vehicle or other vehicle.

Pedestrian Walkway: A continuous way designated for pedestrians and separated from the through lanes for motor vehicles by space or barrier.

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Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

Planning Funds: Primary source of funding for metropolitan planning designated by the FHWA.

Public Involvement Program (PIP): Established guidelines developed to disseminate information to all metropolitan area citizens, groups, agencies, and transportation providers to assure their input in the decision-making process of transportation programs, projects, etc. for the Hidalgo County metropolitan area.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transit: Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

Public Transit Agencies: A public entity responsible for administering and managing transit activities and services. Public transit agencies can directly operate transit service or contract out for all or part of the total transit service provided.

Public Transit System: An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state or other government agency, including those operated or managed by a private management firm under contract to the government agency owner.

Public Transportation: Transportation by bus, rail or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis.

Public Road: Any road under the jurisdiction of and maintained by a public authority (federal, state, county, town or township, local government, or instrumentality thereof) and open to public travel.

R

Rail: A rolled steel shape laid in two parallel lines to form a track for carrying vehicles with flanged steel wheels.

Railhead: The end of a rail spur where trains are serviced, stored, loaded and unloaded.

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Ranch to Market (RM): Identifier for a roadway designated by the Texas Transportation Commission to be a part of the statewide highway system. Normally associated as a 2-lane roadway in rural areas but are located in urban areas and can be a 4 or 6 lane divided roadway.

Rapid Rail Transit: Transit service using railcars driven by electricity usually drawn from a third rail, configured for passenger traffic, and usually operated on exclusive rights-of-way. It generally uses longer trains and has longer station spacing than light rail.

Regional Planning Organization (RPO): An organization that performs planning for multi-jurisdictional areas. MPO's regional councils, economic development associations, rural transportation associations are examples of RPO's

Regionally Significant Project: A project that is on a facility which serves regional transportation needs.

Reversible Travel Lane: A traffic lane which is used to carry traffic in one direction during a specific period of the day, and carries traffic in the opposite direction, or is restricted to turning movements, during another period of the day. Changeable electronic signs are used to inform motorist of how the lane can be used.

Reformulated Gasoline (RFG): Gasoline with a different composition from conventional gasoline (e.g., lower aromatics content) that cuts air pollutants.

Reid Vapor Pressure (RVP): An indicator of the volatility of gasoline and is measured in pounds per square inch (psi).

Right of Way (ROW): Public land reserved for locating infrastructure such as a roadway or a utility line. Sale/leaseback agreement: used by public agencies as a cash flow management technique. Government owned facilities, such as a bus maintenance facility, can be sold to private investors, who will expand or rehabilitate the facility and then lease it back to the public agency over a fixed period of time.

Road Class: The category of roads based on design, weatherability, their governmental designation, and the Department of Transportation functional classification system.

Road Functional Classification: The classification of a road in accordance with the Bureau of Land Management.

Rural Highway: Any highway, road or street that is not an urban highway.

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S

Safety Management System: A systematic process that has the goal of reducing the number and severity of transportation related accidents by ensuring that all opportunities to improve safety are identified, considered and implemented as appropriate.

Sale of Development Rights: Used by the public sector to capture the potential value of real estate at highway interchanges and along arterials, without giving up ownership of the land.

Shared Roadway: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Single Occupant Vehicle (SOV): Any vehicle that contains just one person, the driver.

Smart Growth: A set of policies and programs design to protect, preserve and economically develop established communities and valuable natural and cultural resources.

Special districts: Special Assessment Districts, Benefit Assessment Districts, and Road Utility Districts are used to help recover the capital cost of street or roads or to capture part of the potential value of these improvements for adjoining landowners or commercial businesses. As public entities, these districts can issue bonds secured only by fee income. This affects or benefits specific constituents and can be politically sensitive. Revenues derived from special districts are potentially a good source of funds for maintenance reserve accounts.

Special Infrastructure Development Unit: A working group of planning, engineering and financial specialist which oversees a limited number of major transportation projects that are financed with public and private sector funds. Through a Joint Powers Resolution, the Unit's governance could be shared among local agencies such as the TxDOT Pharr District and a city and/or county transportation department, and the Unit would manage a single pipeline of public/ private sector projects for the region. Project implementation would remain with the relevant state and local agencies. The unit would finance its operations through fees payable at a financial closing.

Standard Metropolitan Statistical Area (SMSA): Census Bureau delineation for major metropolitan areas in the U.S

State Data Center (SDC): The official repository of census data and demographic data for the State of Texas.

State Highway (SH): Roads, streets and highways maintained by the State.

State Implementation Plan (SIP): A plan required by the 1977 Clean Air Act Amendments which describes how the State of Texas will meet air quality standards.

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State Transportation Improvement Program (STIP): A staged, multi-year statewide, Intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes and metropolitan plans, TIPs and processes.

Statewide Transportation Plan (STP): The official statewide intermodal transportation plan that is developed through the statewide transportation planning process.

Sub-Allocation: An administration distribution of funds DIA Central Office down to the DIA area.

Surface Transportation Program (STP) (part of ISTEA and TEA 21): A federal program designed to create flexible funding for transit and highway construction. Has since been replaces with the FAST ACT.

Surface Transportation –Transportation Enhancement (STP TE): A funding category used to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system.

Surface Transportation Program – Metropolitan Mobility (STP MM): a funding category used to address transportation needs within the metropolitan area boundaries of MPO's having urbanized areas with populations of 200,000 or greater.

T

Tax exempt revenue bonds: Widely used by state and local government to finance revenue producing facilities such as airports, toll roads, sports complexes, hospitals and wastewater plants. It is generally secured only by project revenues, without a backup pledge, and is regarded as off-balance sheet financing for the public agency issuing the bonds, under appropriate arrangements, revenue bonds can also be used for street rehabilitation and maintenance.

Tax Increment Reinvestment Zone (TIRZ): are special zones created by a governing authority to help finance the cost of new development or redevelopment in an area that otherwise would not attract sufficient market development in a time-or cost-effective manner. Taxes gained by the new improvement (i.e. tax increments) are set aside to finance public improvements within the zone boundaries.

Telecommuting: Communicating electronically (by telephone, computer, fax, etc) with an office, either from home or from another site, instead of traveling to it physically.

Texas Department of Transportation (TxDOT): The State agency responsible for construction and maintenance of all interstate, U.S, state highways, ranch-to-market (RM) and farm-to market (FM) roads within the state.

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Texas Natural Resources Conservation Commission (TNRCC): A state agency charged with protecting water and air resources, including regulations of hazardous material sites.

Texas Transportation Institute (TTI): A state agency that is a member of the Texas A&M University system and engages in research pertaining to all forms of transportation, including all phases of activities concerned with the movement of people, goods, and services and identifies and helps to solve major state and national transportation problems.

Toll Road: A road in which one must pay a toll or a fee to use.

Traffic Analysis Zone (TAZ): is a special area delineated by state and/or local transportation officials for tabulating traffic-related data-especially journey-to-work and place-of-work statistics. A TAZ usually consist of one or more census blocks, block groups, or census tracts.

Traffic Counts - The number of vehicles that pass over a section of road.

Traffic Impact Analysis (TIA): A study of how a land use or development will affect traffic in the surrounding area and how such impacts might be mitigated, as necessary, through on-and/or off-site-measures. These documents are typically prepared by a licensed professional traffic engineer or civil engineer in connection with a specified proposed land use (including public uses), subdivisions, or zone change application.

Traffic Serial Zone (TSZ): The smallest geographically designated area used for analysis of transportation activity such as a data collection and travel movements within, into, and out of the urban area.

Transit-Oriented Development (TOD): Types of development that enhance or support public transit use.

Transportation Bill: The bill refers to the market value of all purchases of transportation services and facilities; it includes all domestic expenditures made by an economy for transportation purposes. Although the transportation bill does not reflect several significant non-market costs, it is a useful indicator of a country's transportation expenditures, and transportation analyst closely follow changes in the bill and its components.

Transportation Control Measures: Transportation strategies that affect traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, provisions of bicycle facilities, ridesharing, telecommuting, etc. Such actions may be included in a SIP if needed to demonstrate attainment of the NAAQS.

Transportation Demand Management (TDM): An effort to reduce the number of people traveling by single-occupant vehicles (SOV by promoting non-SOV modes of transportation (e.g., carpools, vanpools, transit). TDM efforts may also discourage the use of SOV's by imposing tolls or taxes.

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Transportation Enhancement Program (TEP): A federal program that provides funds for nontraditional improvements adjacent to or within the right of way of a transportation facility. Some examples of improvements are preserving an historic structure, installing bicycle and pedestrian facilities, landscaping and incorporating environmental protection systems.

Transportation Equity Act for the 21st Century (TEA 21): A law authorizing highway, safety, transit and other surface transportation programs for FY1998- 2003. This new law combines the continuation and improvement of current ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Transportation Improvement Program (TIP): A document prepared by an MPO that identifies funding for specific transportation projects and studies to be implemented in an area over a three-year period.

Transportation Infrastructure: A federal credit program under which the USDOT may provide three forms of credit assistance – for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private and non-federal co-investment in critical improvements to the nation's surface transportation system.

Transportation Management Area (TMA): Term for all urbanized areas with a population of over 200,000

Transportation Policy Committee (TPC): The governing body of RGVMPO consisting of locally elected officials and representatives from the Texas Department of Transportation and the LRGVDC.

U

Unified Planning Work Program (UPWP): An annual work plan prepared by the MPO's describing transportation planning activities and funding sources that will occur within their specific jurisdiction.

Unified Transportation Program (UTP): A ten-year planning document that guides and controls project development for TxDOT in a feasible and economical manner.

Union Pacific Railroad (UPRR): headquartered in Omaha, Nebraska, is the largest and oldest operating railroad network in the United States. Union Pacific operates North America's premier railroad franchise, covering 23 states in the western two-thirds of the United States.

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Urban Highway: Any road or street within the boundaries of an urban area. An urban area is an area including and adjacent to a municipality or urban place with a population of 5,000 or more. The boundaries of urban areas are fixed by state highway departments, subject to the approval of the Federal Highway Administration, for purposes of the Federal-Aid Highway Program.

Urbanized Area: Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria defined by the U.S Census.

V

Vehicle Miles of Travel (VMT): The number of miles traveled nationally by vehicles for a period of 1 year. VMT is either calculated using 2 odometers readings or for vehicles with less than 2 odometer readings, imputed using a regression estimate.

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Administrative Amendments in current document

1. Updated requirements from 23 CFR 450.316
2. Updated new RGVMPO logo, newsletter and APL screenshots
3. Updated Title VI in English and Spanish
4. Updated glossary

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PPP Evaluation Guide

As required by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), the RGVMPO continuously evaluates the effectiveness of public involvement strategies. By evaluating the public involvement process, the RGVMPO can identify areas for improvement, create additional public involvement strategies, or discontinue any activities that are ineffective.

The Public Participation Plan (PPP) is intended to provide direction for public involvement activities to be conducted by the MPO for public involvement. The PPP includes descriptions of the roles and responsibilities of the MPO and other agencies in the public involvement process. The PPP also lists public involvement techniques that are could be used by the MPO to encourage the public to engage in the planning process.

The following guidebook outlines the various public involvement techniques used by the RGVMPO and the methods for evaluating their effectiveness. This document is intended to be a living document and will be periodically reviewed in conjunction with the Public Participation Plan for possible revisions.

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PPP Evaluation Guide

Technique to Inform	Public Involvement Tool		Evaluation Criteria	Performance Goal(s	Method to Meet Goal (s
Interactive Strategies	MPO Website		# of hits	5% increase in hits per quarter	Placement of website url on all published media and through use of other PPP tools
	Social Media	Facebook	# of likes, comments, shares, "fans", etc.	2% increase in # of fans/reach annually	Provide valuable information, activities, workshops, meetings, surveys, etc on a regular basis
		Twitter	# of mentions, retweets, reply's, "followers", etc.	2% increase in # of followers annually	
		YouTube	# of likes, comments, shares, subscribers, etc.	2% increase in # of views annually	
	Comment Forms		# of responses by phone calls, letters, emails, etc.	25% of meeting attendees filled out comment forms; and/or 2% of website visitors submitted a form	Identify methods for submitting public comment on all notices and through other PPP tools
	Surveys		# of respondents	10% of email/mail recipients respond to survey and/or reach over 150 respondents	Make surveys available on all other PPP tools, including social media and website
Media Outreach	Legal Advertisements		n/a-required	n/a	Advertise all public engagement opportunities on newspapers with large reach and/or
	Press Releases		# of printed or broadcasted press releases per year	2% of press releases sent to media are published	• Update media contacts periodically • Provide information in a "ready to print" or broadcast format
	Other Media		n/a	n/a	Provide basic information in "print ready" format

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Data Distribution	MPO Master Database	# of returned items	Maximum of 10% return per mailing	Make immediate corrections when items are returned
	Quarterly Newsletter	# of newsletters published annually and/or downloaded online	• Minimum of 4 English and 2 Spanish Newsletters annually • 5% increase in published and/or downloaded newsletters annually	• Print articles of the greatest interest to the public • Notify public about newsletter through other PPP tools
	Display Ads	# of meeting attendees with who were notified via mentioned PPP tool		Design eye-catching ads basic information on each flyer; ads should have contact information and link to website
	Direct Mailings	# of meeting attendees who were notified via mentioned PPP tool	10% of meeting attendees/survey respondents were reached via mentioned PPP tool	Update mailing list regularly; distribute to areas affected
	Email Announcements/Internet Message Boards/Calendars	# of meeting attendees who were notified via mentioned PPP tool		Update regularly; increase distribution to online websites with high traffic
	MPO Logo/QR Code	None	Recognition of the logo	Placement of logo and QR code on all published media, including materials for MPO sponsored activities
	Posters/Flyers	# of meeting attendees with who were notified via mentioned PPP tool	10% of meeting attendees/survey respondents were reached via mentioned PPP tool	Design eye-catching ads basic information on each flyer; ads should have contact information and link to website
	Grouping of Projects	n/a	n/a	n/a
	Annual Project Listings	n/a	n/a	Promote individually on website periodically
Public Speaking	Project Workshops/Open Houses	# of meeting attendees		• Promote public meetings via all other PPP tools
	Public Meetings/Hearings	# of meeting attendees'	2% increase in average # of attendees annually	• Schedule meetings at convenient locations and times

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Rio Grande Valley Metropolitan Planning Organization

For the Hidalgo County, Texas Metropolitan Planning Area

ADOPTED ?????

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

Limited English Proficiency Plan
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INTRODUCTION

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

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

Executive Order 13166

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

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

Plan Summary

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

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

1. The number or proportion of LEP persons in the RGVMPO study area.
2. The frequency with which LEP persons meet the RGVMPO staff.
3. The nature and importance of services provided by the RGVMPO to the LEP population.
4. The interpretation services available to the RGVMPO and overall cost to provide LEP assistance.

A summary of the results of the four-factor analysis is in the following section.

FOUR-FACTOR ANALYSIS

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

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

The Census Bureau has a range of four classifications of how well people speak English. The classifications are 'very well,' 'well,' 'not well,' and 'not at all.' For our planning purposes, we are considering people that speak English 'not well' or 'not at all' as Limited English Proficient persons. Furthermore, the data reflects the approximate LEP population within Hidalgo County, which covers the RGVMPO study area and the surrounding rural areas within the county.

The RGVMPO staff reviewed the 2013-2017 American Community Survey 5-Year Estimates and determined that 281,933 persons in Hidalgo County (84.3% of the population) speak a language other than English. Of those 281,933 persons, 38.5% have limited English proficiency; that is, they speak English "not well" or "not at all", this is approximately 31.8% of the overall population in the study area. See Appendix A. In Cameron County, 639,654 persons in Hidalgo County (73.4% of the population) speak a language other than English. Of those 639,654 persons, 38.5% have limited English proficiency; that is, they speak English "not well" or "not at all", this is approximately 27.1% of the overall population in the study area. See Appendix A.

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Table 1 Language Spoken at home by LEP in Hidalgo County

	Spanish Language Spoken at Home	Indo-European Language Spoken at Home	Asian and Pacific Islander Language Spoken at Home	Other Language Spoken at Home
5-17 years old	41,276	61	1	0
18-64 years old	152,604	669	1354	0
65 and older	35,272	356	262	0
Total	229,152	1086	1617	0
Percent of Language Group considered LEP	98.8%	0.5%	0.7%	0%

Source: U.S. Census Bureau, 2010 American Community Survey, Language Spoken at Home

Factor 2: The frequency with which LEP persons come in contact with the Brownsville, Harlingen and Hidalgo .

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

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

Factor 3: The nature and importance of services provided by the Brownsville, Harlingen and Hidalgo to the LEP population.

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

As the agency responsible for administering all federal funds for urban transportation improvements within the urbanized area of Hidalgo County, the RGVMPO must make sure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved with the planning

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process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in three major areas for the RGVMPO:

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

Inclusive public participation is a priority in other RGVMPO plans, studies and programs as well. Transportation improvements resulting from these planning activities have an impact on all residents in the region. Understanding and continued involvement are highly encouraged throughout the process. The RGVMPO encourages input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the long-range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have additional policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4: The resources available to the RGVMPO, and overall cost to provide LEP assistance.

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

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

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SAFE HARBOR STIPULATION

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

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

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

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

Within the RGVMPO study area, approximately 32.8 percent of the total population is considered LEP. See Table 1. Of the total LEP population, only one LEP language group, Spanish-speaking individuals, meets the population threshold for which written translations of vital documents can be provided to meet the safe harbor standard.

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

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LIMITED ENGLISH PROFICIENCY (LEP) IMPLEMENTATION PLAN

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

Identifying LEP Individuals

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

- Posting a notice of the LEP Plan and the availability of interpretation or translation services free of charge in languages LEP person would understand.
- All RGVMPO staff will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises.
- All RGVMPO staff will be informally surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.
- When the RGVMPO sponsors an informational meeting or event, an advanced public notice of the event should be published including special needs related to offering a translator (LEP) or interpreter (sign language for hearing impaired individuals).

Language Assistance Measures

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

- Translation of vital documents in Spanish;
  - Metropolitan Transportation Plan
  - Transportation Improvement Program
  - Unified Planning Work Program
  - Title VI Complaint Form
  - Public Participation Plan
- Translation of meeting minutes for both Technical Advisory Committee (TAC) meetings and Transportation Policy Committee (TPC) meetings.
- Posting Spanish audio and PDFs of minutes from TAC and TPC meetings on RGVMPO website.

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- Posting advertisements/public notices of public meetings in Spanish (includes posters, flyers, newspaper ads)
- Provide a Spanish version of all online surveys
- Providing Outreach literature in Spanish (includes brochures, pamphlets, handouts, etc)
- Translation of vital documents or other literature for other LEP language groups will be offered upon request at no cost
- Provide oral interpreter services at any meeting or public hearing, with advance notice of seven calendar days. Interpreter to include foreign language and the hearing impaired.
- Posting notices in appropriate languages informing LEP persons of available services on the RGVMPO website and other social media sites;
- Provide enhanced language translation capabilities on the RGVMPO website
- Prepare printed information on where to obtain language assistance to give or send to individuals, if necessary

Staff Training

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

The following training will be provided to all staff:

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

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

Providing Notice to LEP Persons

USDOT LEP guidance says:

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

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The guidance provides several examples of notification including:

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

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

Monitoring and Updating the LEP Plan

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

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

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DISSEMINATION OF THE RGVMPO LEP PLAN

The RGVMPO will provide access to the LEP Plan on its website at http://www.RGVMPO.org

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

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

Phone: 956-969-5778
Fax: 956-969-5821
Email: info@RGVMPO.org

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Appendix A – Language Spoken at Home.

Subject	Cameron County, Texas											
	Total		Percent		Percent of specified language speakers							
					Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	384,007	+/-106	(X)	(X)	279,847	+/-2,836	72.9%	+/-0.7	104,160	+/-2,861	27.1%	+/-0.7
Speak only English	102,074	+/-2,885	26.6%	+/-0.8	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	281,933	+/-2,882	73.4%	+/-0.8	177,773	+/-3,182	63.1%	+/-0.9	104,160	+/-2,861	36.9%	+/-0.9
SPEAK A LANGUAGE OTHER THAN ENGLISH												
Spanish	278,451	+/-2,954	72.5%	+/-0.8	175,690	+/-3,163	63.1%	+/-0.9	102,761	+/-2,867	36.9%	+/-0.9
5 to 17 years old	61,979	+/-1,130	16.1%	+/-0.3	49,700	+/-1,499	80.2%	+/-1.8	12,279	+/-1,076	19.8%	+/-1.8
18 to 64 years old	180,384	+/-2,290	47.0%	+/-0.6	113,334	+/-2,465	62.8%	+/-1.2	67,050	+/-2,384	37.2%	+/-1.2
65 years old and over	36,088	+/-504	9.4%	+/-0.1	12,656	+/-743	35.1%	+/-2.0	23,432	+/-757	64.9%	+/-2.0
Other Indo-European languages	1,302	+/-320	0.3%	+/-0.1	997	+/-278	76.6%	+/-9.7	305	+/-143	23.4%	+/-9.7
5 to 17 years old	224	+/-140	0.1%	+/-0.1	207	+/-136	92.4%	+/-9.1	17	+/-18	7.6%	+/-9.1
18 to 64 years old	776	+/-214	0.2%	+/-0.1	552	+/-155	71.1%	+/-14.1	224	+/-141	28.9%	+/-14.1
65 years old and over	302	+/-120	0.1%	+/-0.1	238	+/-113	78.8%	+/-13.4	64	+/-42	21.2%	+/-13.4
Asian and Pacific Island languages	1,511	+/-321	0.4%	+/-0.1	663	+/-187	43.9%	+/-12.3	848	+/-299	56.1%	+/-12.3
5 to 17 years old	117	+/-83	0.0%	+/-0.1	92	+/-76	78.6%	+/-30.7	25	+/-38	21.4%	+/-30.7
18 to 64 years old	1,207	+/-281	0.3%	+/-0.1	488	+/-153	40.4%	+/-13.6	719	+/-277	59.6%	+/-13.6
65 years old and over	187	+/-98	0.0%	+/-0.1	83	+/-59	44.4%	+/-22.5	104	+/-68	55.6%	+/-22.5
Other languages	669	+/-276	0.2%	+/-0.1	423	+/-218	63.2%	+/-15.8	246	+/-130	36.8%	+/-15.8
5 to 17 years old	98	+/-81	0.0%	+/-0.1	26	+/-33	26.5%	+/-23.0	72	+/-60	73.5%	+/-23.0
18 to 64 years old	552	+/-254	0.1%	+/-0.1	378	+/-211	68.5%	+/-16.3	174	+/-102	31.5%	+/-16.3
65 years old and over	19	+/-38	0.0%	+/-0.1	19	+/-38	100.0%	+/-75.5	0	+/-31	0.0%	+/-75.5
CITIZENS 18 YEARS AND OVER												
All citizens 18 years old and over	224,981	+/-2,467	(X)	(X)	181,613	+/-2,538	80.7%	+/-0.6	43,368	+/-1,471	19.3%	+/-0.6
Speak only English	65,160	+/-2,336	29.0%	+/-1.0	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	159,821	+/-2,677	71.0%	+/-1.0	116,453	+/-2,417	72.9%	+/-0.8	43,368	+/-1,471	27.1%	+/-0.8
Spanish	157,889	+/-2,641	70.2%	+/-1.0	115,053	+/-2,369	72.9%	+/-0.8	42,836	+/-1,436	27.1%	+/-0.8
Other languages	1,932	+/-329	0.9%	+/-0.1	1,400	+/-275	72.5%	+/-9.9	532	+/-227	27.5%	+/-9.9

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

Subject	Hidalgo County, Texas											
	Total		Percent		Percent of specified language speakers							
					Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	759,143	+/-151	(X)	(X)	517,524	+/-4,632	68.2%	+/-0.6	241,619	+/-4,625	31.8%	+/-0.6
Speak only English	119,489	+/-3,072	15.7%	+/-0.4	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	639,654	+/-3,053	84.3%	+/-0.4	398,035	+/-4,647	62.2%	+/-0.7	241,619	+/-4,625	37.8%	+/-0.7
SPEAK A LANGUAGE OTHER THAN ENGLISH												
Spanish	631,638	+/-3,045	83.2%	+/-0.4	392,512	+/-4,630	62.1%	+/-0.7	239,126	+/-4,587	37.9%	+/-0.7
5 to 17 years old	157,717	+/-2,036	20.8%	+/-0.3	123,258	+/-2,493	78.2%	+/-1.2	34,459	+/-1,972	21.8%	+/-1.2
18 to 64 years old	410,378	+/-1,814	54.1%	+/-0.2	250,323	+/-3,356	61.0%	+/-0.8	160,055	+/-3,353	39.0%	+/-0.8
65 years old and over	63,543	+/-488	8.4%	+/-0.1	18,931	+/-817	29.8%	+/-1.3	44,612	+/-879	70.2%	+/-1.3
Other Indo-European languages	2,126	+/-490	0.3%	+/-0.1	1,755	+/-449	82.5%	+/-7.9	371	+/-183	17.5%	+/-7.9
5 to 17 years old	251	+/-197	0.0%	+/-0.1	235	+/-194	93.6%	+/-10.3	16	+/-27	6.4%	+/-10.3
18 to 64 years old	1,251	+/-344	0.2%	+/-0.1	1,035	+/-305	82.7%	+/-8.6	216	+/-121	17.3%	+/-8.6
65 years old and over	624	+/-201	0.1%	+/-0.1	485	+/-192	77.7%	+/-17.4	139	+/-118	22.3%	+/-17.4
Asian and Pacific Island languages	5,460	+/-453	0.7%	+/-0.1	3,494	+/-442	64.0%	+/-6.0	1,966	+/-360	36.0%	+/-6.0
5 to 17 years old	800	+/-270	0.1%	+/-0.1	525	+/-217	65.6%	+/-19.0	275	+/-188	34.4%	+/-19.0
18 to 64 years old	4,351	+/-303	0.6%	+/-0.1	2,821	+/-324	64.8%	+/-5.9	1,530	+/-276	35.2%	+/-5.9
65 years old and over	309	+/-108	0.0%	+/-0.1	148	+/-113	47.9%	+/-28.3	161	+/-94	52.1%	+/-28.3
Other languages	430	+/-224	0.1%	+/-0.1	274	+/-169	63.7%	+/-16.8	156	+/-97	36.3%	+/-16.8
5 to 17 years old	18	+/-29	0.0%	+/-0.1	18	+/-29	100.0%	+/-77.5	0	+/-31	0.0%	+/-77.5
18 to 64 years old	235	+/-143	0.0%	+/-0.1	166	+/-121	70.6%	+/-27.5	69	+/-69	29.4%	+/-27.5
65 years old and over	177	+/-104	0.0%	+/-0.1	90	+/-74	50.8%	+/-29.0	87	+/-69	49.2%	+/-29.0
CITIZENS 18 YEARS AND OVER												
All citizens 18 years old and over	403,944	+/-3,847	(X)	(X)	318,569	+/-4,022	78.9%	+/-0.6	85,375	+/-2,410	21.1%	+/-0.6
Speak only English	73,294	+/-1,725	18.1%	+/-0.4	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	330,650	+/-3,569	81.9%	+/-0.4	245,275	+/-3,744	74.2%	+/-0.7	85,375	+/-2,410	25.8%	+/-0.7
Spanish	326,408	+/-3,553	80.8%	+/-0.4	242,052	+/-3,724	74.2%	+/-0.7	84,356	+/-2,368	25.8%	+/-0.7
Other languages	4,242	+/-453	1.1%	+/-0.1	3,223	+/-413	76.0%	+/-5.6	1,019	+/-265	24.0%	+/-5.6

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

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

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Appendix B – Title VI Complaint Form

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Title VI Complaint Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Telephone No: (_____) _____

Work Telephone No: (_____) _____

Were you discriminated Against Because of:

[ ] Race [ ] National Origin
[ ] Color
[ ] Other _____

Date of Alleged Incident: _____

Explain as clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include names and contact information of any witnesses. If more space is needed please use the back of the form.

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

IF YES, CHECK ALL THAT APPLY:

_____FEDERAL AGENCY _____FEDERAL COURT _____STATE AGENCY _____STATE COURT

_____LOCAL AGENCY

PLEASE PROVIDE INFORMATION ABOUT A CONTACT PERSON AT THE AGENCY/COURT WHERE THE COMPLAINT WAS FILED.

NAME_____

ADDRESS_____

CITY, STATE, AND ZIP CODE _____

TELEPHONE NUMBER_____

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

_____ _____

SIGNATURE DATE

PLEASE MAIL THIS FORM TO:

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION 510 S. PLEASANTVIEW DRIVE

WESLACO, TEXAS 78596

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FORMA PARA QUEJA DE TITULO VI

Nombre: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Teléfono de Residencia: ( ) _____

Teléfono del Trabajo: ( ) _____

Usted fue discriminado en base a su:

[ ] Raza [ ] Origen de Nacionalidad

[ ] Color

[ ] Otro _____

Fecha del Incidente Indicado: _____

Explique lo más claramente posible lo que paso y como fue que se le discriminó. Indique quién estuvo involucrado. Asegúrese de incluír los nombres e información para contactar a los testigos. Si necesita más espacio, por favor utilice la parte de atrás de esta forma.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Ha presentado una queja con cualquier otra agencia federal, estatal o local, o con cualquier otra corte federal o estatal? _____Si _____No

Si contesto que sí, cheque todas las que apliquen:

_____Agencia Federal _____Corte Federal _____Agencia Estatal _____Corte Estatal

_____Agencia Local

Por favor proporcione la información sobre la persona contactada en la agencia/corte en donde presentó su queja:

Nombre _____

Dirección _____

Ciudad, Estado, Código Postal _____

Número de Teléfono _____

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

_____ _____

Firma Fecha

POR FAVOR ENVIE ESTA FORMA A:
ORGNAIZACION DE PLANEACION METROPOLITANA DEL CONDADO DE HIDALGO
510 S. PLEASANTVIEW DRIVE
WESLACO, TX 78596

Appendix C – Title VI Non-Discrimination Policy Statement

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

TO OBTAIN MORE INFORMATION ON THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION'S NONDISCRIMINATION OBLIGATIONS OR TO FILE A TITLE VI COMPLAINT, CONTACT:

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

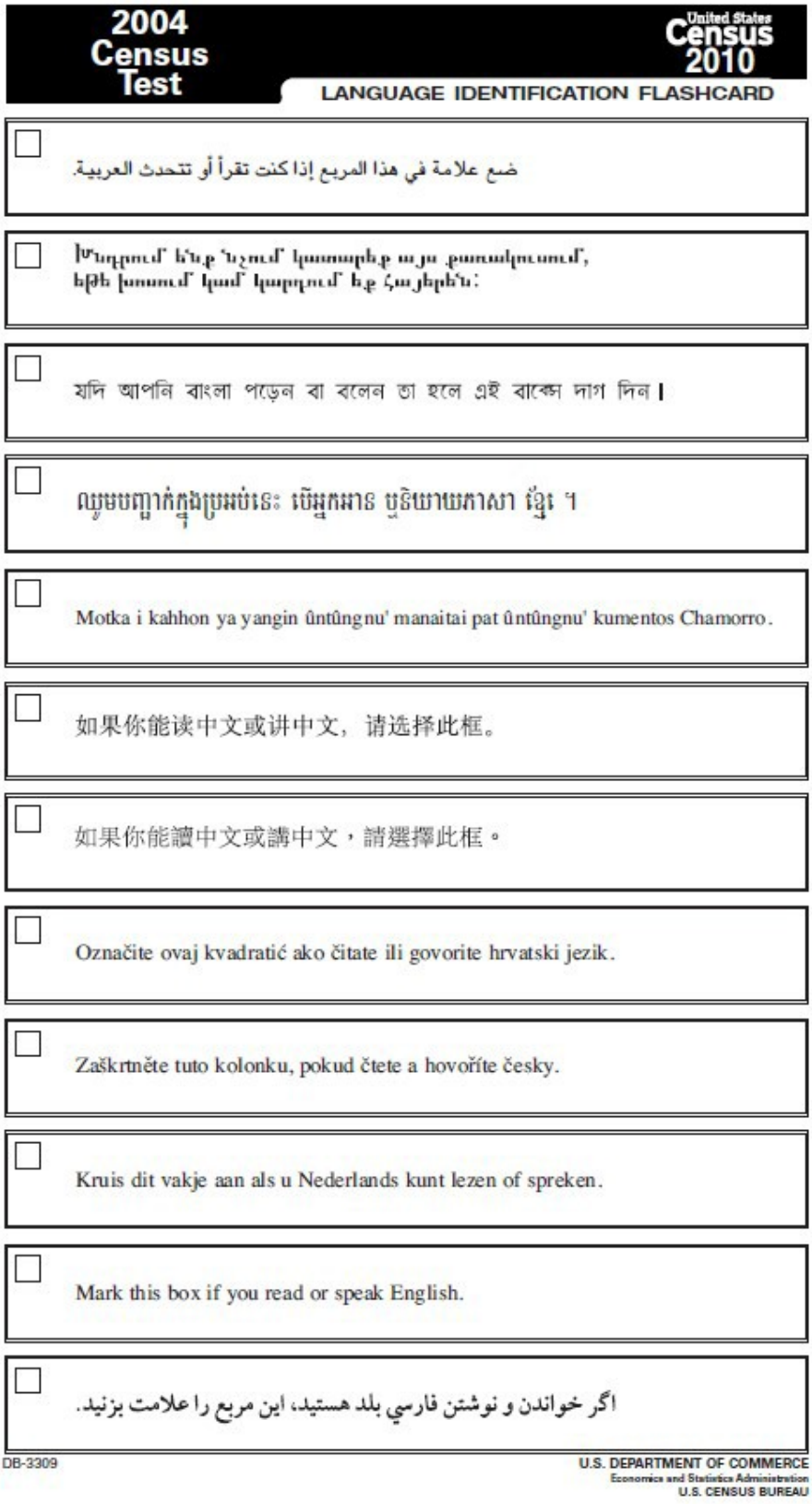
YOU MAY FILE A WRITTEN COMPLAINT NO LATER THAN 180 CALENDAR DAYS AFTER THE DATE OF THE ALLEGED DISCRIMINATION.

INFORMATION ON NON-ENGLISH ALTERNATIVE FORMATS MAY BE OBTAINED FROM THE HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION OFFICE.

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Appendix D – “I Speak” Identification Cards

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2004 Census Test

United States Census 2010

LANGUAGE IDENTIFICATION FLASHCARD

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

DB-3309

U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU

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

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

Appendix E – Social Media Policy

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Social Media Policy

1. **Vision & Purpose for Using Social Media**

   In support of the RGVMPO's Public Participation Plan's guidelines and goals, the RGVMPO is seeking to further engage the public in the transportation planning process by developing outreach strategies using various social media tools.

   The RGVMPO's social media outlets serve as discussion and information sharing opportunities between the RGVMPO and the public about the RGVMPO, and/or other transportation-related programs, projects, activities, and events. The comments and opinions of others on official RGVMPO social media sites do not represent the opinions or views of the RGVMPO or its staff. The RGVMPO encourages the public to submit any comments, questions, or concerns as related to the discussion topics presented on any social media sites, however the RGVMPO will moderate all comments and reserves the right to remove comments which violate the social media policy guidelines provided below.

2. **Definition of Social Media**

   As defined by the Federal Highways Association (FHWA), "Social Media and Web 2.0 are umbrella terms used to define the various activities integrating Web technology, social interaction, and user-generated content. Examples of Social Media/Web 2.0 technologies include, but are not limited to, blogs, wikis, podcasts, social network sites, and internet-based services that emphasize collaboration and sharing (such as Facebook, Twitter, Flickr, and YouTube)."[1]

3. **Employee Access**

   Access to social media sites will be reserved to RGVMPO Staff authorized by the RGVMPO Executive Director based on their role within the agency. Authorized staff will be restricted to professional use of the RGVMPO's official social media sites. While approved staff is expected to check on social media daily (see *Account Management*), staff time must be properly allocated to higher priority tasks, unless otherwise directed by a supervisor or Executive Director.

   Personal use of social media is limited to access through personal devices. (Employees may consult the LRGDV Employee Handbook on "breaks".) Employees shall be advised to maintain proper privacy settings on personal accounts to prevent misrepresentation of the RGVMPO as an organization. While personal accounts are not linked to official RGVMPO social media sites, it is recommended for staff to refrain from publicly posting information that would reflect negatively on staff and the organization.

4. **Account Management**

   Technology is ever-changing, as are the social media outlets used by the public to communication and gather new information. The RGVMPO currently utilizes Facebook, Twitter, and YouTube as a means of communicating with the public and sharing information about local transportation issues, however the need may arise in the future for the creation of other social media tools. The following are guidelines for managing social media accounts:

[1] FHWA Order 1370.14, FHWA Social Media/Web 2.0 Management, March 16, 2011.

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1. The creation and closing of social media accounts must have final approval from the Executive Director of the RGVMPO.
2. The Executive Director and assigned staff will retain a record of all passwords and login information for all RGVMPO social media accounts. If for any reason the assigned staff members are removed from social media tasks or are no longer employed for the RGVMPO, all passwords will be reset and stored.
3. A log of social media statistics shall be kept by assigned staff members and shall be updated every first workday of every month.
4. No posts shall be deleted once posted. Should a correction need to be made, staff shall clarify the mistake on the same post or create an additional one.
5. Social media sites should be checked on a daily basis and responses to public comments must be answered within at least 8 working hours. Only exempt staff will be allowed to post responses after working hours.
6. Staff will be responsible for moderating social media sites.

5. Employee Conduct

All staff approved to use or maintain social media shall abide by the following guidelines:

1. Staff shall not post personal opinions on any official RGVMPO social media sites.
2. All information must be presented in a politically neutral, informative, and respectful manner. No vulgar language will be tolerated.
3. Staff shall respond to comments relevant to the discussion topics. Responses should be positive, polite, and neutral.
4. Staff shall present accurate information. Information that is later found to be incorrect shall be publicly corrected.
5. Staff shall respect the privacy of the public interacting on social media sites.
6. Employees should refrain from posting information that would bring embarrassment to themselves or the RGVMPO.
7. Staff shall abide by all federal regulations, including Title VI/LEP policies.

6. Content

Information placed on all official RGVMPO social media sites shall relate to the RGVMPO transportation planning process, MPO-related projects, events, activities, and/or news, research, discussion topics related to transportation planning. The RGVMPO staff will not promote information not related to topics previously discussed, unless otherwise approved by the Executive Director. All content shall remain politically neutral and shall not endorse or promote specific political parties or organizations. All content is the sole responsibility of the RGVMPO unless cited as otherwise. Information presented forth on RGVMPO social media will be used for discussion and does not represent the views or opinions of the RGVMPO.

7. Security

As a security measure, the use of instant messaging (IM) through approved social media sites will not be allowed, unless deemed appropriate by the Executive Director. Additionally, the exchanging of files will be limited and will only be allowed through trusted sites. While most information is considered public record, staff is advised to never send confidential information via social media. When in doubt as to whether to send certain information via social media, staff shall consult with the Executive Director.

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8. Legal Issues

The use of social media by RGVMPO staff is limited as a business communication tool for reaching the public about MPO and other transportation-related topics. Although informal, staff is required to adhere to all federal, state and local regulations. Additionally, all information posted to social media sites is considered public record. Any violations by staff will be handled on a case by case basis at the discretion of an immediate supervisor and the Executive Director.

9. External User Guidelines (Citizen Conduct)

The RGVMPO encourages the public to submit any comments, questions, or concerns on any of our official social media sites, however please note that all sites will be moderated and the following guidelines will apply:

1. We review all comments and reserve the right to delete any comments containing inappropriate and/or offensive content.
2. We do not allow obscene, graphic or discriminatory content that may infringe upon a person's Title VI rights under the Civil Rights Act of 1964[2]
3. We do not allow comments that suggest or encourage illegal activity.
4. All comments shall remain constructive and relevant to the posted discussion topics.
5. All comments are subject to public record.

All questions or concerns regarding the RGVMPO social media sites can be forwarded through the following outlets:

Mail To:
RGVMPO
510 S Pleasantview Dr.
Weslaco, TX 78596
Phone: 956-969-5778
Fax: 956-969-5821
Email: Info@RGVMPO.org

Website: www.RGVMPO.org
Facebook: www.facebook.com/RGVMPO
Twitter: www.twitter.com/RGVMPO

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[2] Please see our Title VI Nondiscrimination Statement

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

Office: (956) 969-5778
Fax: (956) 969-5821
Email:
info@RGVMPO.org

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RESOLUTION 2019-01

Adoption of Targets for Safety Performance Measures
Established by the Texas Department of Transportation

WHEREAS, the Texas Department of Transportation has established targets for 5 Performance Measures based on five (5) year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation has officially adopted the safety targets in the Highway Safety Improvement Program Annual Report dated August 31, 2017, and has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan (HSSP), and

WHEREAS, Texas Department of Transportation's adopted safety targets will be reviewed at the two-year and four-year anniversary, and

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the five safety performance measures attached herein and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the Transportation Policy Board will plan and program projects that contribute to the accomplishment of said targets:

Approved Date

_____ _____

Pedro R. Alvarez, P.E.
District Engineer
TxDOT – Pharr District

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

_____

Ron Garza
Interim Director
RGVMPO

SAFETY PERFORMANCE TARGETS
FOR FY2018

2018 Safety Targets	Number of Fatalities (FARS?CRIS/ARF DATA	Rate of Fatalities (FARS/CRIS/ARF DATA	Number of Serious Injuries (FARS/CRIS DATA	Serious Injury Rate (CRIS DATA	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

RESOLUTION 2019-02

Adoption of Targets for Infrastructure Condition, Asset Management (PM2) , System Performance, Freight and CMAQ(PM3) as set forth by the Texas Department of Transportation

WHEREAS, the Texas Department of Transportation has established targets for the following Performance Measures:

1. % of Pavement on IH in "good" condition
2. % of Pavement on IH in "poor" condition
3. % of Pavement on Non-IH NHS in "good" condition
4. % of Pavement on Non-IH NHS in "poor" condition
5. % of NHS Bridge Deck in "good" condition
6. % of NHS Bridge Deck in "poor" condition
7. % revenue vehicles at or exceeding useful life benchmark (TAM)
8. % service vehicles (non-revenue) at or exceeding useful life benchmark (TAM)
9. % facilities rated below 3 on condition scale (TERM)
10. % track segments with performance restrictions
11. NHS IH Level of Travel Time Reliability
12. NHS non-IH Level of Travel Time Reliability
13. Truck Travel Time Reliability
14. Annual Hours of Peak Hour Excessive Delay per capita
15. % Non-SOV Travel
16. Total Emissions Reductions

WHEREAS, the Texas Department of Transportation has officially reported these targets to FHWA on June 21,2018

WHEREAS, Texas Department of Transportation's adopted PM2 and PM3 targets will be reviewed at the two-year and four-year anniversary, and

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the PM2 and PM3 performance measures attached herein, and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets:

Pavement on Interstate-Highway		Baseline	2020 Target	2022 Target
% in “Good” condition				**66.40%**
% in “Poor” condition				**0.30%**
Pavement on Non-Interstate Highway (National Highway System)		**Baseline**	**2020 Target**	**2022 Target**
% in “Good” condition		**54.40%**	**52.00%**	**52.30%**
% in “Poor” condition		**13.80%**	**14.30%**	**14.30%**
National Highway System Bridge Deck Condition		**Baseline**	**2020 Target**	**2022 Target**
% in “Good” condition		**0.88%**	**0.80%**	**0.80%**
% in “Poor” condition		**50.63%**	**50.58%**	**50.42%**
Transit Asset Management		**Baseline**	**2020 Target**	**2022 Target**
%Revenue vehicles at or exceeding useful life benchmark				**<15%**
% service vehicles (non-revenue) at or exceeding useful life benchmark				**<15%**
% facilities rated below 3 on condition scale (TERM)				**<15%**
% track segments with performance measures				**<15%**
National Highway System Travel Time Reliability		**Baseline**	**2020 Target**	**2022 Target**
Interstate Highway Level of Travel Time Reliability		**79.60%**	**61.20%**	**56.40%**
Non-Interstate Highway Level of Travel Time Reliability				**55.40%**
Truck Travel Time Reliability		**1.50%**	**1.70%**	**1.79%**
Annual Hours of Peak Hour Excessive Delay Per Capita				
Dallas-Fort Worth				**15**
Houston Galveston				**16**
% Non-SOV Travel				
Dallas-Fort Worth		**19.60%**	**19.21%**	**19.01%**
Houston Galveston		**20.10%**	**19.70%**	**19.50%**
Total Emission Reduction				
	NCTCOG			
	NOX	**2410.8**	**2898.96**	**6509.16**
	VOC	**499.72**	**599.67**	**1399.23**
	HGAC NOX	**403.22**	**806.44**	**1612.87**
	VOC	**267.86**	**535.72**	**1071.44**
El Paso	CO	**580.24**		**891.11**
	PM 10	**0.97**		**13.71**
Statewide NOX		**2841.02**	**3699.4**	**8122.03**
Statewide VOC		**767.58**	**1135.39**	**2470.67**
Statewide CO		**580.24**		**891.11**
Statewide PM 10		**0.97**		**13.71**

_____	_____
Pedro R. Alvarez, P.E. District Engineer TxDOT – Pharr District	The Honorable Ambrosio “Amos” Hernandez City of Pharr Chairman of the RGVMPO Policy Board

_____

Ron Garza
Interim Director
RGVMPO

Approved Date

FY 2020-21 Unified Planning Work Program

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"This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation."

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I. INTRODUCTION

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

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

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

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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more

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efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

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

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

HISTORY OF THE RIO GRANDE VALLEY MPO

INSERT RGV CALENDAR OF EVENTS

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A. PURPOSE

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

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

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

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

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

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

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

7) Promote efficient system management and operation

8) Emphasize the preservation of the existing transportation system

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

10) Enhance travel and tourism

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

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

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

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

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

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

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

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

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ADDRESSING MAP-21 PLANNING EMPHASIS AREAS

As conveyed by the US Department of Transportation on April 23rd, 2014 where it stated "With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA)

Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs". We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

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

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

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

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many *colonias*, and a large number of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan. The RGVMPO will be producing its transit plan, bike plan and pedestrian plan thru the facilitation of a consultant. Once

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the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility thru the transportation alternative of their choice.

PUBLIC PARTICIPATION PLAN

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

The RGVMPO will consult and coordinate with other transportation planning agencies such as Valley Metro and McAllen and Brownsville Metro to partner with them in the transportation planning process, becoming a cooperative and continuing effort to provide citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on any planning activity.

To reach out to citizens and agencies listed above, the RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates. In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for the public to get to. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.

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In accordance to Senate Bill 1237 signed by the Governor on June 19th, 2015 requiring "Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code, a metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio has provided under this section". The RGVMPO staff purchased hardware and software to have the capability to comply with this requirement.

B. DEFINITION OF THE AREA

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

C. ORGANIZATION

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

The RGVMPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical

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Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. PRIVATE SECTOR INVOLVEMENT

The private sector has been utilized in the past to develop plans for special studies. Partners such as CoPLAN, LLC, has completed Congestion Management Process studies for the region. Alliance Transportation Group (ATG) has been engaged by the MPO's of the region before merging, in developing Long Range Plans (MTP) as well as a Transit Short Range plan for McAllen Metro. Furthermore, ATG has been contracted by TxDOT, Transportation and Planning Program (TPP) to coordinate and create a regional Transportation Demand Model (TDM).

E. PLANNING ISSUES AND EMPHASIS

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

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II. TASK 1.0- ADMINISTRATION/MANAGEMENT

A. OBJECTIVE

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

Additional objectives:

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

B. EXPECTED PRODUCTS

MPO staff will submit billing statements to the Texas Department of Transportation (TxDOT), implement Transportation Systems Management Elements, and coordinate public participation programs. These tasks will be distributed between the Administration, Public Participation, and Staff Development sub-tasks. Travel for the director and and/or staff to attend the annual Transportation Research Board (TRB) conference and the annual Association of MPO's (AMPO) conferences will be allocated to this task. Staff is also expected to have representation at the Texas Association of

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MPO's (TEMPO) meetings.

C. PREVIOUS WORK

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

D. SUBTASKS

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

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

1.1.2 Development of transportation planning activities

1.1.3 Coordination of transportation planning activities

1.1.4 Budgeting and management of transportation planning activities.

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

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

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

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

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

Subtask 1.2: Public Participation Plan

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPO.org, via mail, e-mail, Facebook, Twitter and You Tube, as well as posted in several locations within Hidalgo County, including but not limited to, Libraries, Transit Routes, City Halls, Chambers of Commerce, and the Lower Rio Grande Valley Development Council (LRGVDC). MPO Staff will continuously update the MPO website through coordination with the Webmaster. The RGVMPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. The RGVMPO will also look for other advertisement options such as radio, public outreach at special events, bus wraps and other venues that will allow the staff to reach the public. MPO Staff will also work with guidance from the TPB to assure that the current Public Participation Plan process is updated and reflective of the current needs and assessments of the RGVMPO. RGVMPO staff will coordinate and possibly host the 2018 Border-to-Border Transportation Conference. RGVMPO will continue with the 2018 and 2019 Walk-n-Rolla events to bring awareness to the public about the positive results of cycling. RGVMPO staff will also continue with the Bicycle and Pedestrian Advisory Committee. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act by utilizing Spanish material to target the under-served populations in Hidalgo County in conjunction with the LEP and Four Factor Analysis tools. 5307, Brownsville Metro staff will undertake public involvement and correspondence activities for special projects that would involve

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the leveraging of funds through Cameron County, our Economic Development Corporations, and other opportunities, some of which may require revisions to the TIP/MTP documents.

Subtask 1.3: TAC and TPB Workshops

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

Subtask 1.4: Computer and Equipment Purchases

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

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

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

Subtask 1.5: Staff Development

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

Subtask 1.6: Transit Administration/Brownsville Metro

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

E. FUNDING SUMMARY

Task 1 –FY2020-2021

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

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

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

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

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

B. EXPECTED PRODUCTS

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

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C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 2.1: Demographic Data
This task involves the continued updating of land use and socio-economic data as the member cities provide. The MPO Staff will be responsible for gathering all data pertinent to this task, except, data purchases from vendors. Examples of such vendors that the MPO would obtain socio-economic data from include Dun & Bradstreet, Manta, Texas Workforce Commission, or calling/visiting the vendor. RGVMPO staff is planning to integrate Land Use into the demographic update for the FY 2045 model. Staff will continue development and updating of its land use database for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO Staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing]

Subtask 2.2: Title VI Civil Rights Evaluation
The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO's adopted performance measure of Travel Time Savings for each community. RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and *colonia* populations, are located within Cameron and Hidalgo County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, *colonias*, historical landmarks, wildlife refuges, elderly communities and grocery store locations (to

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mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region's greater benefit. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron and Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

Subtask 2.3: Model Work

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

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

Subtask 2.4: Land Use Map

Staff coordinates efforts with the Hidalgo County Appraisal District to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such materials will allow staff to prepare the basis for county wide comprehensive

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map. Changes in the development for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the region. If available, Staff will attend workshops and peer-to-peer programs to educate themselves on Land Use, and Scenario Planning process.

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

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

E. FUNDING SUMMARY

Task 2 – FY2020-2021

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

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

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

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IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2017-2020 TIP, the development of the new FY 2019-2022 TIP, development of selection criteria and award of the FY 2019-2020 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed. For example, the RGVMPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. PREVIOUS WORK

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

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D. SUBTASKS

Subtask 3.1: Service Coordination
This task is intended to provide member cities with a quick review of the traffic impact study the city Planning and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPO Staff shall participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls.

Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPO planning partners.

Subtask 3.2: Planning Assistance
This task will provide planning assistance to the regional planning project in order to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2019-2022 TIP, annual list of projects, the development of project selection criteria and award of the 2021-2022 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

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

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

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E. FUNDING SUMMARY

Task 3 – FY2020-2021

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

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

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

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

In continuation from FY 2016-2017, the RGVMPO Staff intends to address components of the 2020-2045 MTP to make it FAST-Act compliant and incorporate relevant reports into the plan to ensure that it remains as complete as possible and incorporating the newly mandated performance measures. Also, as part of this effort, the RGVMPO Staff will work closely with TxDOT's adopted Decision Lens application to identify performance measures and values that are important to the communities within Hidalgo County.

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C. PREVIOUS WORK

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

D. SUBTASKS

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

Subtask 4.2: Metropolitan Bike and Pedestrian Plan
Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plan to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system. The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in late 2014 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2021-2022 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning
Staff plans to work with members of local trucking companies and freight stakeholders to develop a freight plan that could be incorporated into future MTP developments once the RGVMPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPO staff for attending TxDOT freight committee meetings.

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Subtask 4.4: County Thoroughfare Plan

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

Subtask 4.5: Metropolitan Transportation Plan

The RGVMPO will be adopting a new 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design and function of future transportation projects. RGVMPO staff in conjunction with TxDOT has hired Alliance Transportation Group to update the transportation model attributes to make the MPO's 2045 forecast models more accurate by utilizing more up to date information than currently utilized.

The RGVMPO will hire a consultant to develop the new 2020-2045 MTP by December of 2019.

E. FUNDING SUMMARY

Task 4 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
4.1	**MPO**	**$19,512.00**	$0	$0	**$19,512.00**
4.2	**MPO**	**$368,660.00**	$0	$0	**$368,660.00**
4.3	**MPO**	**$58,532.00**	$0	$0	**$58,532.00**
4.4	**MPO**	**$25,762.00**	$0	$0	**$25,762.00**
4.5	**MPO**	**$281,065.00**	$0	$0	**$281,065.00**
TOTAL		**$753,531.00**	**$0**	**$0**	**$753,531.00**

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

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

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VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

The RGVMPO staff in coordination with the cities of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2020 will be awarded to a consultant thru the adopted Request for Proposal (RFP) process. Staff will continue monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as "Hot Spots". After sites have been identified, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Staff will continue processing information from the Crash Report Information System (CRIS) data received from TxDOT for incorporation into the Incident Management Program (IMP), now called the Transportation Incident Management (TIM) under FAST-Act. Program Staff has been asked to possibly examine the regional Intelligent Transportation System and explore possible recommendations for further integration into the transportation network. RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year "Long Range Transit Plan" in their current service areas and in the areas where expansion may occur. The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPO staff are planning on

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hiring a consultant to perform this study.

This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. PREVIOUS WORK

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

D. SUBTASK

Subtask 5.1: Regional Transit Plan
RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year "Long Range Transit Plan" in their current service areas and in the areas where expansion may occur. This study intends to develop a three-phased ten-year plan to improve the existing facility and its resources, address the issues in the facility and to provide an action plan to systematically overcome those identified issues and develop a financial plan for the recently approved Regional Transit Authority which will be administered by the LRGVDC.

Subtask 5.2: Incident Management & Safety Study
This task involves the continuous monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as "Hot Spots". After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Through the Transportation Incident Management (TIM), we place primary

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planning emphasis on safety. This task will also involve a Transportation Safety Study which will be an extension to identifying the "Hot Spots". The safety study will keep safety at the forefront of the RGVMPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGVMPO will develop safety performance measures in FY 2020-2021utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and continued with FAST-Act.

Subtask 5.3: Congestion Data Collection

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

Subtask 5.4: Corridor Study

RGVMPO Staff will collect data and evaluate the traffic impact on S.H. 48 in Cameron County. Due to the tremendous growth of the only deep water along the U.S/Mexico border located in Brownsville and the growth of the LNG industry; safe, efficient corridors are even more of a local concern. The S.H. 48 corridor would include, but not limited to, the segment from S.H. 802 to the planning boundary of the RGVMPO.

The study shall provide recommendations such as additional frontage roads, overpasses and exit ramps, signal improvements, improved drainage and other related improvements.

Subtask 5.5: Traffic Counts

The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since

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these are not part of the assessment made by TxDOT for On-system roadways. Staff is planning on purchasing additional traffic counter equipment and software as necessary in order to work on this task. This will be a continuous task.

E. FUNDING SUMMARY

Task 5 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) [1]	FTA Section 5307	Local	Total
5.1	**MPO Regional Transit Plan**	**$495,020.00**			**$505,020.00**
5.2	**MPO TxDOT**	**$58,530.00**	$0	$0	**$58,530.00**
5.3	**Consultant CMP**	**$373,802.00**	$0	$0	**$373,802.00**
5.4	**MPO Corridor Study**	**$69,562.00**	$0	$0	**$69,562.00**
5.5	**MPO Traffic Counts**	**$37,000.00**	$0	$0	**$37,000.00**
TOTAL		**$1,033,914.00**			**$1,033,914.00**

$8,000

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

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

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VII. BUDGET SUMMARY FY 2020

TABLE 1 – RGVMPO

UPWP Task	FTA Task	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration-Management	$ 647,941.00	$40,000.00	$10,000.00	$ 697,941.00
2.0		Data Development & Maintenance	$ 158,327.00	$24,000.00	$6,000.00	$ 188,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	$ 150,725.00	$32,000.00	$8,000.00	$ 190,725.00
4.0		Metropolitan Transportation Plan	$ 832,568.00			$ 832,568.00
5.0		Special Studies	$ 932,202.00			$ 932,202.00
		Total	$ 2,721,763.00	$96,000.00	$24,000.00	$ 2,841,763.00

[1]TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)[2]	$ 2,036,952.00
2019 Expected Carryover	$ 684,844.00
TOTAL TPF	$ 2,721,763.00
TOTAL 5307	$120,000.00

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

DRAFT

BUDGET SUMMARY FY 2021

TABLE 2 – RGVMPO

UPWP Task	FTA Task	Description	TPF[1] Funds	FTA Section 5307	Local Funds	Total Funds
1.0	**44.21.00 44.22.00 44.23.01 44.23.02**	**Administration-Management**	**$ 1,327,168.00**	$0	$0	**$1,327,168.00**
2.0		**Data Development & Maintenance**	**$158,327.00**	$0	$0	**$158,327.00**
3.0	**44.23.02 44.24.00 44.25.00**	**Short Range Planning**	**$150,725.00**	$0	$0	**$150,725.00**
4.0		**Metropolitan Transportation Plan**	**$125,963.00**	$0	$0	**$125,963.00**
5.0		**Special Studies**	**$101,712.00**	$0	$0	**$101,712.00**
		Total	**$1,074,028.00**	**$0**	**$0**	**$1,863,895.00**

[1]TRANSPORTATION PLANNING FUNDS

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

[2]Estimate based on prior year's authorizations

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

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APPENDIX A

POLICY COMMITTEE MEMBERSHIP

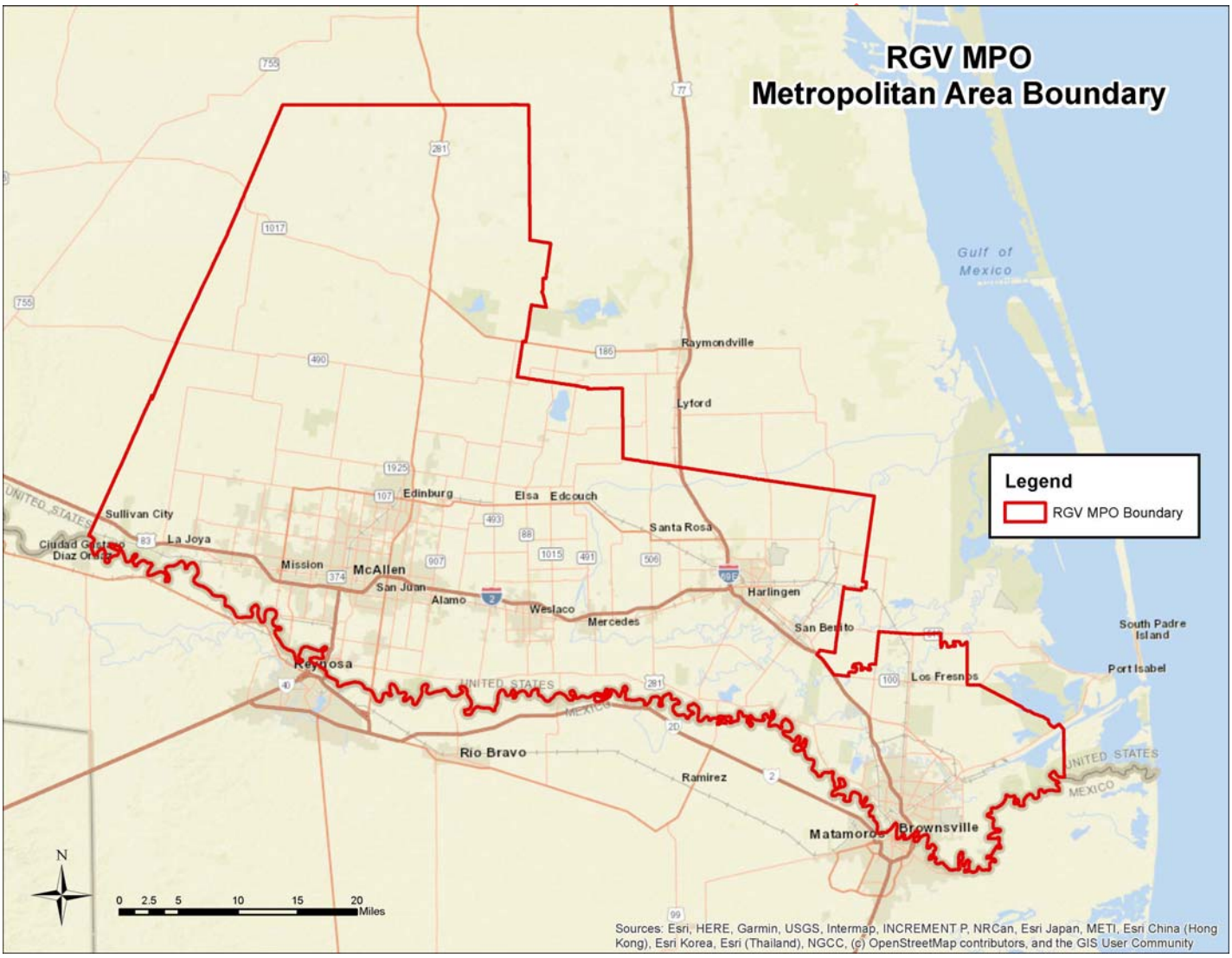
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POLICY COMMITTEE MEMBERSHIP

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APPENDIX B

RGV MPO METROPOLITAN AREA BOUNDARY MAP



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APPENDIX C

DEBARMENT CERTIFICATION

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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*

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_____

Signature – Chairman, RGVMPO Policy Board

Chairman, Transportation Policy Board

_____

Title

_____

Date

APPENDIX D

LOBBYING CERTIFICATION

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LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

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

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

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

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

DRAFT

_____

Signature – Chairman, RGVMPO Policy Board

Chairman, RGVMPO Policy Board

Title

Rio Grande Valley MPO

Agency

_____

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

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CERTIFICATION OF COMPLIANCE

I, AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN

(Name and Position, Typed or Printed)

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

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

_____

Date Signature - Chairman, MPO Policy Committee

Attest:

_____

Name

_____

Title

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APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

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CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

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

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

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

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_____ _____

Date Signature - Chairman, MPO Policy Committee

Attest:

_____

Name

_____

Title

APPENDIX G

MPO SELF-CERTIFICATION

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MPO Self-Certification Guidelines

Metropolitan Planning:

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

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

Statewide Planning:

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

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

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

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

Title VI, Civil Rights Act of 1964

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

Environmental Justice

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

Disadvantage Business Enterprises

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

Americans with Disabilities Act of 1990

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

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Restrictions on influencing certain Federal activities

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

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MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

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

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

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

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

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

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

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

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

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

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

DRAFT

PHARR
District
Texas Department of Transportation

Metropolitan Planning Organization
Policy Board Chairperson

District Engineer

Chairperson

Date

Date

APPENDIX H

TECHNICAL ADVISORY COMMITTEE (TAC)
MEMBERSHIP
AND
TECHNICAL SUBCOMMITTEES

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APPENDIX H

Technical Advisory Committee (TAC) Membership

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TECHNICAL SUB-COMMITTEES

Transit Subcommittee

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Freight Subcommittee

DRAFT

Congestion Subcommittee

DRAFT

Multi-Modal Sub-Committee

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Data Criteria Sub-Committee

Land Use Sub-Committee

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Scenario Planning Sub-Committee

DRAFT

Bicycle and Pedestrian Advisory Committee

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APPENDIX I

TITLE VI ANALYTICAL FRAMEWORK

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

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

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

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

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

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

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TITLE VI
NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

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APPENDIX J

RESOLUTIONS

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THIS ITEM NEEDS TO BE UPDATED

RESOLUTION 2017-08

SUBJECT: APPROVAL OF FY 2018-2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Hidalgo County Metropolitan Planning Organization, is the designated agency for the Transportation Planning in the Transportation Management Area; and

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

WHEREAS, these procedures have been duly discussed and gone through the required public comment period; and

NOW THEREFORE, BE IT RESOLVED, that the Hidalgo County Metropolitan Planning Organization Transportation Policy Committee agreed by a majority vote to approve the FY18-19 Unified Planning Work Program (UPWP).

May 18, 2017

Toribio Garza Jr., P.E.
District Engineer
TxDOT – Pharr District

The Honorable Ambrosio "Amos" Hernandez
Mayor City of Pharr
Chairman of the Hidalgo County MPO Policy Committee

Andrew A. Canon
Transportation Director
Hidalgo County MPO

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2019 Bicycle Plan



Rio Grande Valley Metropolitan Planning Organization

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Vision

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) continually strives to create plans for a viable transportation system where people of all ages bicycle safely and comfortably. All cyclists should feel safe, whether they are commuting, exercising or just riding for leisure. Our goal is to continue improving our transportation system by educating the public and planning for future infrastructure, ultimately increasing connectivity in our metropolitan area.

Introduction

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is federally funded, and in partnership with the communities of the urbanized area of the Lower Rio Grande Valley, is responsible for planning multimodal mobility. Implementation of Bike trails, bike lanes, and construction of bike facilities are included in the planning process. This document will focus on the essential, safe, and comprehensive bicycle network required of an all-inclusive transportation network. The existing street and highway systems can provide most of the avenues needed for bicycle travel.

Upgrading many of the existing roadways would only require minor improvements, such as placing signage for informational and safety purposes. Some roadways would require striping and signage to be retrofitted and become part of the bicycle network. If existing pavement widths can accommodate this improvement, it may result in low-cost enhancement. Priority should be given to establishing bike lanes or shoulders whenever an opportunity presents itself through project development.

Incorporating a bicycle plan broadens travel alternatives and increases the roadway network's overall capacity & longevity. Additionally, bicycling promotes a healthier lifestyle and environmental awareness by lowering carbon emissions. Fewer vehicles traveling on roadways results in cleaner air, which benefits humans, animals, and vegetation. The increased physical activity by riders reduces the chance of health conditions such as obesity and diabetes.

The RGVMPO continually works with public transportation providers in their efforts to plan for a complete transportation network. Valley Metro, Metro McAllen, Brownsville Metro and South Padre Island Metro, are the four major public transportation service providers in the region. Respectively, throughout the region, all transit provider buses are equipped with bicycle racks which can accommodate at least two bicycles at any given time. These bicycle racks provide an additional alternative to those planning longer trips who may not own or have access to a vehicle.

The RGVMPO has examined various national/state guidelines and planning documents, researching best practices that could be implemented in this region. A plan to improve the environment for bicycling by creating a cohesive and seamless bikeway network requires coordination across political jurisdictions.

Plan Importance

The purpose of the Bicycle Plan compliments the existing Pedestrian Plan as part of an overall Multimodal Plan for the region. The Bicycle Plan promotes an efficient, continuous, safe, and rideable Bicyclist network required of a comprehensive multimodal transportation network. Furthermore, the focus of the plan will involve finding solutions to issues involving gaps within the sidewalk network, identifying safer approaches to street crossings and paths, and encouraging a Bicycle-friendly environment. Recommendations were developed based on analysis of existing facilities, policies, and plans as well as suggestions from the RGVMPO's Bicycle and Pedestrian Advisory Committee (BPAC), Technical Advisory Committee (TAC), and comments from the public through a series of public meetings & workshops. Findings from the Bicycle Plan will be available to local planners and transportation agencies seeking improvements to identified needs. The recommendations will also include information on important corridors that could affect the likelihood of projects receiving the necessary funding.

Achievements

Hidalgo County Area

- In addition to the extensive miles of bike lanes added to our network, two new bike share companies have been introduced in Hidalgo County The first company to introduce Valley residents to the bike share world was B-Cycle. B-cycle also provides services in Dallas, Houston, San Antonio and Austin. In 2015, the City of McAllen launched a total of eight stations with 80 bikes. This project was funded in part by a Federal Transit Administration grant. Four of these stations are in downtown McAllen, which includes the downtown park and ride, the Broadway park and ride at Bicentennial Avenue, Archer Park and La Placita Heritage Center located at Main Street and Chicago Avenue. The remaining four stations are located at 2nd Street Hike and Bike Trail, Fireman's Park, Palms Crossing and McAllen Convention Center. B-Cycle offers different types of memberships that fit most needs.
- Zagster is the second bike share company to be introduced in Hidalgo County. The City of Edinburg through the Economic Development Corporation partnered with the University of Texas Rio Grande Valley to offer four new bike stations that will positively impact the daily commute of students and Edinburg residents who prefer an eco-friendly transportation alternative. These four stations are located at Bicentennial Park, Gonzalez Memorial Park, South Middle School and the fourth station could be found at 212 W. McIntyre Street near the Hidalgo County Courthouse.
- During the 2017-2018 Transportation Alternatives Program (TAP) Call for Projects, two projects were awarded planning funds: the McAllen Vision Zero Planning Study and the City of Pharr Comprehensive Pedestrian Safety and Wellness Program. A total of three projects were awarded construction funding as well. The 2019-2020 TAP Call awarded funding for continuing projects in the Pharr - San Juan - Alamo areas, as well as Edinburg & McAllen's Hike and Bike Trail project. The city of Elsa received funds for their

Community Trail Park project and the Lower Rio Grande Valley Development Council (LRGVDC) will begin a region-wide bike share initiative as well. Additionally, the LRGVDC earned planning funds for their Hidalgo County Active Mobility Plan.

- In July 2015 plans to expand the hike and bike trail on 2nd Street in McAllen were announced. The trail will now run from McAllen, South of Expressway 83 connecting to the hike and bike trail on 2nd Street, ultimately connecting to the existing Hike & Bike trail in Edinburg. This trail will also connect in San Juan, starting on South San Antonio Avenue, running west along the PSJA Bears Trail, ending on West Moore Road intersecting with a proposed hike and bike trail on Cage Boulevard in Pharr. There is a second phase to this project which will go from Ridge Road to Hall Acres Road, followed by an extension from Hall Acres Road to 2nd Street in McAllen.
- The Vision Zero Initiative approach started in Sweden and has been adopted around the world and across the United States. Vision Zero states no deaths or serious injuries are acceptable on our transportation system. The City of McAllen expects to use education, engineering, evaluation, enforcement and policy to eliminate deaths and serious accidents. The Vision Zero Planning Study will seek to share data from different platforms including EMS, Police and hospitals to analyze high accident areas and make improvements. This plan is aimed at changing the decision-making process, by putting user safety into account vs. the cost of a project. The McAllen Vision Zero Planning Study is anticipated to begin this year.
- The Pharr Comprehensive Pedestrian Safety and Wellness Plan was created to help identify the new construction of walkways that will connect several neighborhoods to schools, businesses, shopping plazas and recreational activities. This project will create a safe haven for pedestrians and cyclists, and it is anticipated to begin this year as well.
- The PSJA Tri-City Pedestrian Safety Improvements Project will fund the construction of approximately 27,784 square yards of concrete sidewalk within the tri-city district to make linkages and connections to surrounding cities, schools, neighborhoods, public parks and commercial businesses by extending sidewalks and closing gaps in service. This project is expected to break ground by 2021.
- Another great accomplishment for the cyclist community has been the continued cooperation of Valley Metro to improve their services by offering bicycle racks on all their buses in circulation as of 2018. Valley Metro plans to partner with the City of Weslaco to have bike amenities such as bike racks, air pumps and fix stations, added to the bus stops around the city within next year.

Cameron County Area

- Through its continuous planning efforts, the city of Brownsville has promoted the development of parks, hike & bike trails, and walkable pedestrian-friendly streets while preserving open spaces. The funding of improvements to the transit system and overall alternative transportation network has enhanced the multi-modal infrastructure.

- The Brownsville Historic Battlefield Trail Connection Plan was developed by the City of Brownsville and the National Park Service Palo Alto Battlefield National Historical Park. The plan focuses on the extension of the Historic Battlefield Trail, connecting three significant locations - Palo Alto battlefield, Resaca de la Palma battlefield and the Fort Brown site. Alongside the joining of three key destinations in Brownsville, the initiative provides connection to neighborhoods, parks, schools, the downtown area, and destinations such as museums and Gladys Porter Zoo.
- The city of Harlingen, in collaboration with the city of Brownsville, joined UTRGV and the city of Edinburg in contract with Zagster bike-share. With the edition of Edinburg, over 100 bikes and 21 stations were activated throughout the lower Rio Grande Valley.
- Viva Streets Harlingen is a 5K Adventure Run/Walk, followed by an open-street safe route to explore cycling, skateboarding, rollerblading, walking, and running on city streets. Activity booths with fun for the whole family are also part of the celebration.
- The city of Brownsville also entertains the public with an open-street event of its own. CycloBia closes miles of streets in the downtown area, creating a safe atmosphere for biking, walking, jogging, dancing, and general socialization. The city's Department of Public Health is joined by city police, traffic departments, local businesses, and volunteers who assist with road closures and security, before and during the event.

Public Outreach Process

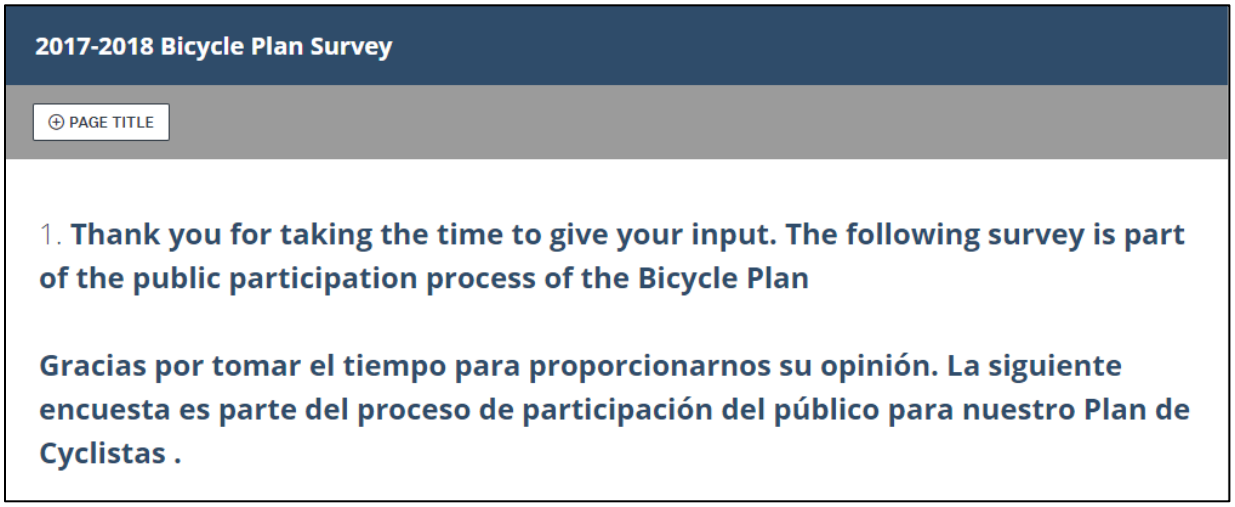
The Rio Grande Valley Metropolitan Planning Organization's public outreach process is designed to follow the MPO's current Public Participation Plan's goals, objectives, techniques, and evaluation guidelines. Using this process, the RGVMPO aims to engage a variety of community stakeholders, including transportation planners, engineers, law enforcement officers, elected officials, and residents in general, toward addressing the cycling issues at hand. The major goal is prevention of cyclist injuries and deaths while continuing project development and improving bicycle/pedestrian activity.

Social Media: Facebook, Twitter, & Webpage

Social media, such as Twitter, Facebook, LinkedIn, and YouTube are effective communication tools utilized by RGVMPO staff. Links to the Bicycle Plan are made available for viewing and sharing purposes, providing modern forms of outreach to interested citizens. Comments made on these pages are incorporated into our plan and are often related to potential bicycle improvements throughout the region. Social Media is also utilized to assist bicycle related programming, support our Bike Friendly Business Program, provide surveys, and announce workshops. Announcements are also made via postings on our webpage, through emails, and hard copy flyers available at our office and partnering organizations

Bicycle Plan Survey & Open House

A survey involving the Hidalgo County planning area was developed in July 2017, to provide additional feedback regarding the needs, attitudes, and habits of the Bicyclist community. SurveyMonkey was utilized by Hidalgo County MPO (HCMPO) staff in the creation of a Bilingual (English/Spanish) survey, made available through online and hard copy formats. The survey, although not statistically accurate due to voluntary response rather than random sampling, generated wide responses from diverse communities within the region. The survey was closed in December 2017, with over 115 responses.

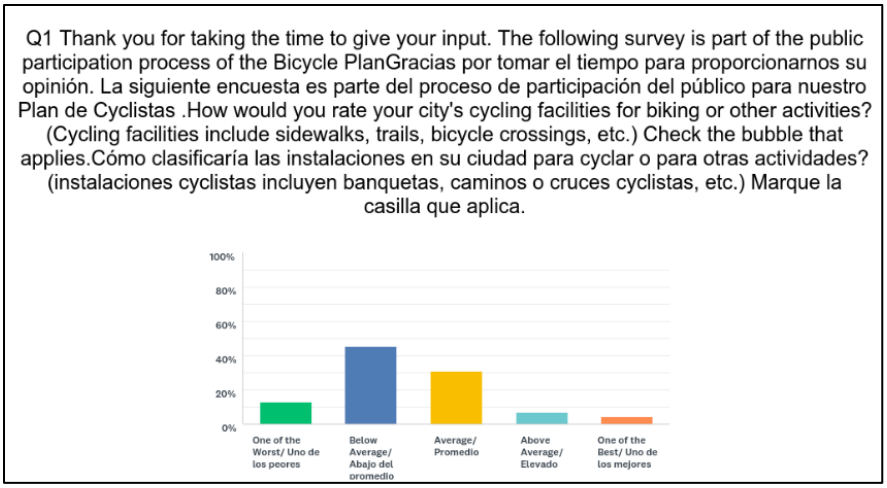


Summarized Survey Results

The survey presented itself as an opportunity for the public to bring attention to certain needs within their region. The results are highlighted below.

A few demographic questions were placed within the survey asking the age of our respondents and the municipality they reside in.

The initial question asked to respondents was to have them rate their cities bicycle facilities. What we found is that there is a bell curve with a small lean towards facilities being below average.



The following comments were shared by participants in reference to their city's bicycle facilities:

"Strongly encourage the development of protected bike lanes"

"Need more protected bike lanes and/or off-road bicycle paths! I would commute to work during cooler seasons if I had a direct route that had protected bicycle lanes or off-road bicycle paths"

"I would love more connections between parks. Safety issues keep me from biking more often"

"More protected bike lanes and connecting bike routes"

"Biking agreements with local nature centers"

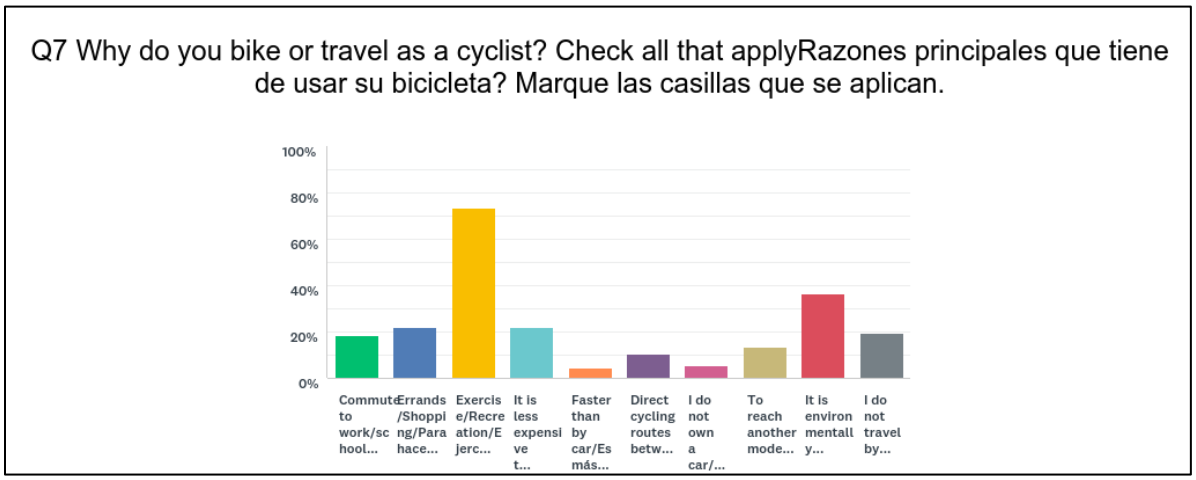
"Can the cities connect the trails we currently have would be awesome."

The goal of Bicycle facility planning that resonated with most participants was the need to "Create a safe and secure cycling system," with over 57% of participants citing it as "extremely important." However, all goals were considered significant and the following order of goals are ranked by importance.

1. Create a safe and secure cycling system.
2. Enhance Regional cooperation and coordination between cities for improving multimodal transportation.
3. Increase connectivity between communities & destinations such as schools, parks, employment centers, etc.
4. Create direct cycling routes between destinations
5. Improve cycling connections to existing and future transit

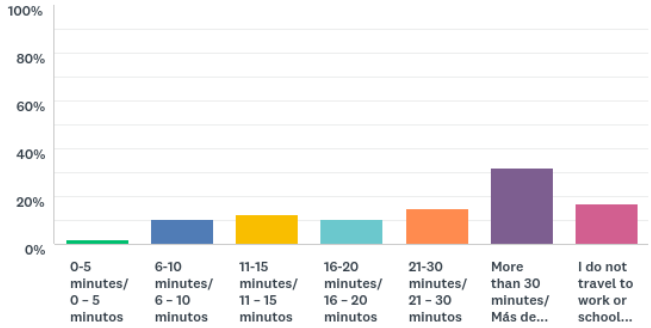
We asked participants to identify their main reason for traveling as a cyclist. The five most popular answers provided by participants are ranked below by importance.

1. Exercise/Recreation
2. It is environmentally friendly
3. Errands/Shopping
4. It is less expensive than using a car
5. Commute to work/School



In addition to questioning participants on cycling as a means of transportation, we also asked how long they were willing to bike to a destination. 32% of participants selected they would be willing to bike more than 30 minutes to their destination, 15% selected 21-30 minutes and 12% of respondents selected 11-15 minutes.

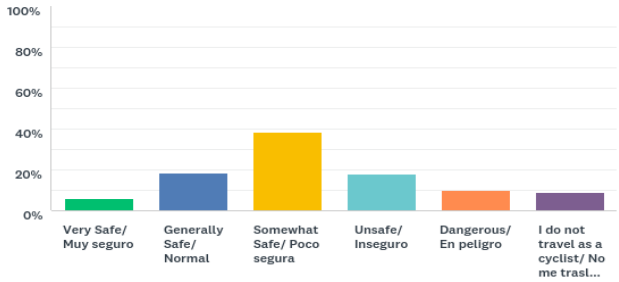
Q10 How long are you willing to bike to your destination? Check the bubble that applies.Qué tan seguido usa su bibicleta para hacer ejercicio o por diversión? Marque la casilla que aplica.



Our participants were asked to rate their perceived level of safety when traveling on a bicycle. The following answers are listed below and ranked:

1. 38% of respondents selected "Somewhat safe"
2. 18% of respondents selected "Generally safe"
3. 17% of respondents selected "Unsafe"
4. 9% of respondents selected "Dangerous"

Q11 What is your perceived level of safety when biking or traveling as a cyclist? Check the bubble that applies.Cual es el nivel de seguridad que siente cuando usa su bicicleta? Marque la casilla que aplica.



The following are comments from respondents regarding their perspective on safety:

"Security is concerning, but you learn to prevent accidents"

"Texting and driving. Motorists assume bike don't belong on street"

"Lack of sidewalks and unsafe drivers"

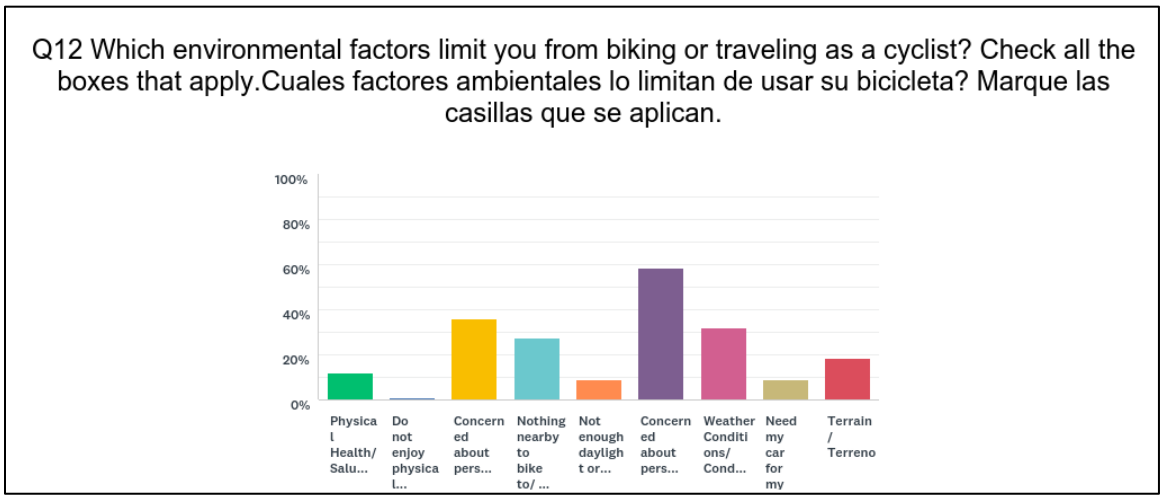
"Most valley cities don't have protected bike lanes. We have bike lanes, but everyone uses them as parking, an extended turning lane, and they are extremely dirty"

"Traffic can be misinformed"

Participants were asked to select which <u>environmental factors</u> limit them from biking or traveling as a cyclist.

The following are the top three environmentally related factors:

1. Concerned about personal safety (injuries, crashes, etc.)
2. Concerned about personal security (personal assault, crime etc.)
3. Weather Conditions.

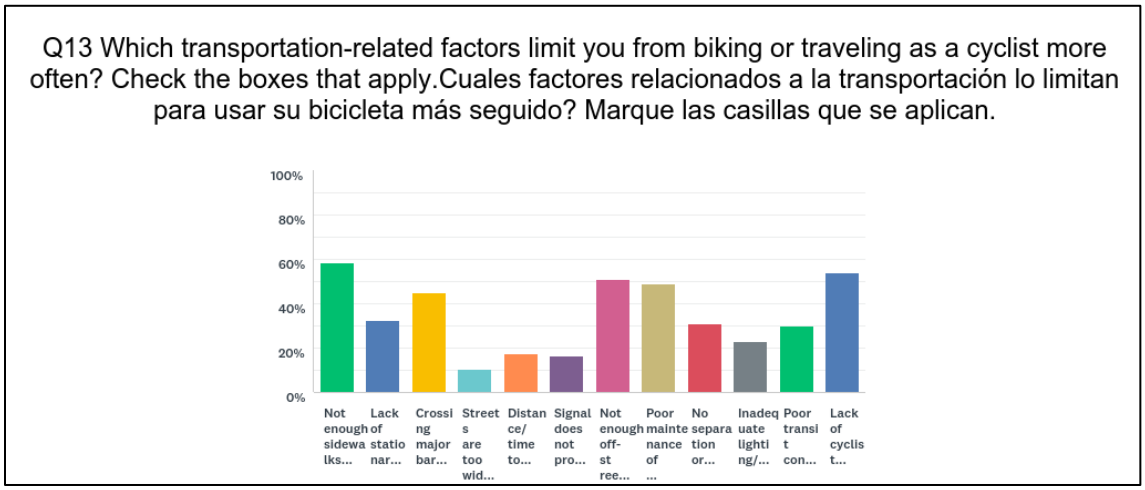


Participants were also asked to select which <u>transportation related</u> factors limit people from biking or traveling as a cyclist.

The following are the top three transportation related factors:

1. Not enough sidewalks
2. Lack of stationary equipment for bikes (bike rails, bike rack, bike stands)

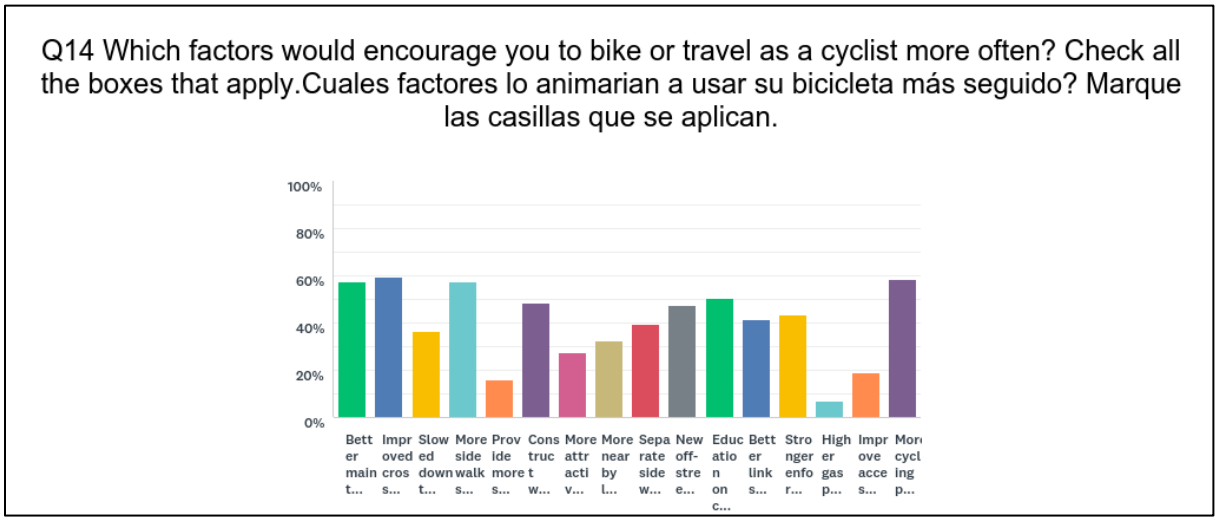
3. Crossing major barriers (freeways, rivers, etc.)



Lastly, participants were asked which overall factors would encourage them to bike or travel more as a cyclist.

The following are the top 5 answers ranked by respondents:

1. Better Maintenance of the sidewalk system
2. Improved crossing of busy streets
3. Slowed down traffic
4. More sidewalks along busy streets
5. Provide more showers and lockers at work



Open House Comments

The following are comments from a public open house held as part of the public outreach effort in the Harlingen-San Benito area:

Question 1 on public comment card: Where do you currently bike or walk? For what purpose (commuting, fitness, recreation)? Which destination(s) in your community would you bike or walk to if suitable pedestrian or bicycle facilities were available?

Answers:

- Transportation and Recreation
- Rio Hondo - Harlingen commute/fitness, Harlingen CC, Harlingen to Kingsville
- Fitness & recreation, Around Harlingen Country Club, From Palm Valley to Raymondville, From Palm Valley to Los Indios. I'd walk/bike to many places, stores, restaurants etc, if road & paths were suitable.
- McKelvy Park - Harlingen TX - Recreation, South Padre Island TX - Recreation, From Combes TX to the TSTC & Airport to McKelvy Park
- Bike on street & use parts of bike lanes - fitness /rec.
- Would bike to Walmart & movies & mall & stefanos restaurant on old 83 business. Bike: Fitness, 25th trail to Raymondville, 25th trail to Los Indios Stripes, 25th trail to Raymondville, 25th trail to outlet mall Mercedes, 25th trail to Downtown.
- For fitness, I cycle on Loop 499 to Harrison, then out past soccer complex to Paso Real and then south to Los Indios. I would cycle to downtown or stadium if there were bike path/lanes and intersections that were safe to get from Stuart Place through to downtown.
- Bike for fun & fitness. ride to Los Indios Bridge & back to palm valley. 50 miles parks, if they were safely linked together
- On Loop 499 because of bike lane and McKelvy Trail. For fitness. I would bike/run all over if the suitable facilities were available.
- 25th St. Trail, need wide sidewalks on Harrison & Tyler all the way through town.
- All over RGV (Cameron, Willacy, Hidalgo) & All facilities
- Exercise on Arroyo trail and 25th trail because they are both close to my house in Parkwood.

Question 2 on public comment card: What type of physical barriers (i.e. intersections, drainage ditches, lack of trails/bike lanes, etc.) keep you from walking or biking to the destination(s) you listed above? Where are these barriers located?

Answers:

- Lack of protected bikeways is the biggest barrier
- Worst intersection in Ed Carey/Harrison - Dangerous, recommend bike activated stop of all directions for free crossing
- All of the above. They are located just about everywhere! the roads have been repaved with chip/seal, which is awful.

- There is no bike lane on the I69E Frontage roads that connect Combes to Harlingen TX to the rest of Cameron County. There is no bike lane on FM 107, that goes through Combes TX
- Downtown Harlingen
- No bike racks movies, mall, Walmart, Target downtown, no shoulder to Stefanos. No sidewalks under expressway 83 to walk from Harrison Tyler to mall. Chip & seal.
- Dangerous intersections & no shoulders
- Intersections not pedestrian friendly, lack of trails/bike lanes. Barriers are located most everywhere in Harlingen.
- Bike lanes divided from auto lanes, panic button, lighting
- Sidewalk do not go all the way
- Need more dedicated bike lanes. Roads need to be maintained & cleaned, no more chip & seal!

Question 3 on public comment card: What type of bicycle and pedestrian facilities would you like **to see constructed in your community?**

Answers:

- Protected bike lanes on the street
- Trail along Arroyo from Mercedes to Dolph Thome Park, Trail on old RR from San Benito to Rio Hondo
- Veloroute, 3-mile loop for bikes & rollerbladers only
- Bike lanes on FM 107 through to I69E to the North & South sides of I69E. Safe routes to school on FM 107, Yellow road lights to indicate school crossings.
- Protected lanes connect to parks - shopping mountain bike trails for recreation.
- Bike racks, no more chip & seal separate bike lanes, more sidewalks. sidewalks separated w/ a barrier from street and traffic.
- More bike lanes through town on main corridors
- Smooth, trails to link all parks, schools & downtown. Safely separated from motorists.
- Move bike lanes, more runner friendly trails, more water stations.
- Full circle of city w/ side trail to downtown & housing, parts. Bike share downtown & other w/ access to trails.
- Wide multi-use; bike lanes
- A network of connected trails around or across the city.

Question 4 on public comment card: What type of bicycle and pedestrian facilities would you be less likely to use if constructed in your community?

Answers:

- Standard bike lanes on arterials

- Not sure - well - not narrow paths
- Walking trails on the drainage - Canal Banks
- Build it, I'll use it! If separate from traffic, even chip seal & dirt
- Water stations, shade structures, restroom facilities
- Ones with potholes? honestly, I would use all of them that were athlete friendly and safe.
- All

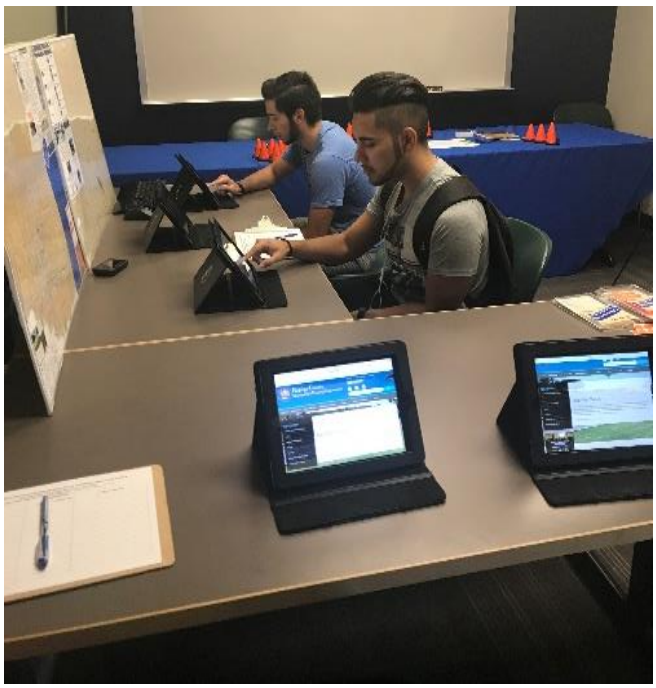
Question 5 on public comment card: Any other Comments?

Answers:

- Eliminate chip & seal on shoulders, coordinate with recreation canoe/kayak on arroyo.
- Good plan! Great job! We appreciate all the efforts. Marco Sanchez, Mayor - Town of Combes, TX.
- Walls like to have city connected by safe rates that are lit after dark & before dawn
- Please no more chip & seal on our roads!
- More bike lanes in downtown, please look to communities like Brownsville for good examples. Connect all communities in RGV.
- Corner of Harrison and Ed Carey on demand diagonal cross light to connect the walk/bike paths

Public Bicycle Plan Workshop

A Bicycle Plan Public workshop was previously held and utilized throughout the planning process. Workshops create a forum for public input and education, ultimately generating useful data incorporated into the Bicycle Plan. The purpose of the workshop helps prioritize transportation project funding, distinguish areas in need of improvement, and allows participants to discuss preferences related to bicycle activity. These meetings provide an informal opportunity for community members to discuss issues and aspirations with RGVMPO staff. Comments and concerns were discussed, documented, and incorporated into the Bicycle plan.



Activity 1: Prioritization Goals & Visions

The first activity consisted of public opinion, with regard to vision and goal setting toward a Bicycle Plan. By placing a colored sticker over their top four choices from a list, the top three goals of the plan were selected. Overall results are as followed:

- Safety-All cyclist will be able to travel safely and with a sense of security, regardless of which mode of travel they choose to use. Improve cyclist safety through well-designed facilities along and across roadways, and by promoting safe driving, walking and bicycling behaviors
- Accessibility- Bicycle facilities that are complete, free of obstacles, and have a high capacity for cyclist
- Health- Describes the community's access to facilities that promote health or the ability to use pedestrian facilities to exercise properly (Safe/complete sidewalks or trails)

Activity 2: Intersections and street improvements

In our second activity, participants of the workshop were asked to identify locations within the Hidalgo County Urbanized area needing improvement, as it pertained to their cyclist needs. (see Appendix C)



Activity 3: Current Cycling Use/ Ideal Cycling

Much like activity 2, participants were asked to draw/write on maps with markers: (1) indicating where they normally cycle or (2) where within the Hidalgo County Urbanized area did they feel was an ideal location to set up future cycling facilities.



Activity 4: Educate on the Bike Friendly Business Initiative

Our final activity consisted of a short educational presentation by MPO Staff, raising awareness & support for the MPO's Bike Friendly Business initiative. Participants were enlightened on where to find these businesses, as well as what each of these businesses offered to the cyclist community. Participants were encouraged to look for a decal displayed on the front door of each business. This helps identify members of the Bike Friendly Business Initiative and excites inquiry relating to perks of cycling through areas of commerce.



BFB *decal displayed* at the door of *Tortilleria Progreso* located at 1901 West Business 83, Weslaco, Texas

Public Meeting/Forum

On March 14th, 2018 a public meeting was held at the Dustin Michael Sekula Memorial Library with the intent to collect comments, corrections and suggestions for the 2018 Bicycle Map. The meeting took place in a centralized location, to promote input from various cycling enthusiasts of the Hidalgo County area. This meeting had the essence of a town-hall meeting, which stimulated rich dialogue between MPO staff and attendees. More than 20 people were in attendance. Copies of a draft version for the 2018 Bicycle Plan were distributed and attendees were asked to review and make notations. Attendees were asked to return copies with comments included. Some attendees departed with drafts to review them at their own leisure. All attendees were informed of retrieving a digital copy of the draft via the MPO's website.



In addition to distributing the 2018 Bicycle Plan draft, MPO staff encouraged attendees to recognize areas of concern when riding. Dialogue between MPO staff and attendees flowed organically, capturing newly expressed concerns. The main concern addressed involved the increasing number of fatalities. The dialogue was heavily focused on solutions toward diminishing the fatality count. MPO staff also informed attendees of different outlets available for voicing their concerns and collaborating efforts.

Mind Mixer is an online forum providing an opportunity for public input regarding the planning process. This online interactive feature was previously utilized in the Brownsville area. Public opinion expressed the need for water fountains, signage, mapping of trails, shaded rest areas and racks for bicycles. Direct pathways to specific destinations such as Boca Chica Beach, the Sports Park, downtown area, amenities in the southmost region of the city, and the University of Texas Brownsville were of great interest to the public, as well. One highlighted point was recognized, regarding the use of existing bicycle lanes as turning lanes for drivers of motor vehicles. Cyclists would prefer a separate, distinguished and safer bike lane incorporated into the system.

Cyclists

It is necessary for government officials and planners to consider the issues and concerns that bicyclists experience. Cycling enthusiasts possess a clear understanding of the ideal environment that integrates bicycles into the transportation network. By including the cycling community in the

planning process, the MPO can gather vital information that will help effectively manage a multi-modal transportation system

Types of Cyclists

The Federal Highway Administration uses an ABC scale to classify types of cyclists.

Advanced or experienced riders generally use their bicycles as they would a motor vehicle and are typically comfortable riding with motor vehicles. They ride for speed and prefer direct routes to their destination.

Basic or casual adult riders prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width. Basic riders are comfortable on neighborhood streets and bicycle paths and prefer designated facilities or wide shoulders on busier streets.

Children, alone or with parents, do not travel as fast as adults, but still require access to key destinations like schools and parks. Residential streets linked with bicycle paths are essential to accommodate children without encouraging them to ride on major roadways.

Cycling groups from the Rio Grande Valley

Many cycling groups of varying skill levels exist in Hidalgo County and across the region. Established weekly rides are planned and these groups assist in the organization of promotional events throughout the year. These organized cycling groups encourage the use of helmets on their rides and educate cyclists to follow all the rules of the road.

Bike Edinburg - promotes cycling as transportation for everyday activities as well as recreation and exercise. They provide a voice for cyclists in Edinburg.

Ciclistas Urbanos - advocates for livable communities and the development of a bicycle network that provides alternative transportation options. This cycling group emphasizes family rides with varying route lengths and speeds.

McAllen Police Cycling Team - promotes the growth of the sport of amateur cycling. The team participates and organizes cycling events benefiting the community and promotes cycling for riders of all levels.

5AM Wake Up Ride – provides cyclists the opportunity to complete an early-morning ride on weekdays and endurance training on the weekends. Special emphasis is placed on group riding.

Team McAllen Cycling – This group was founded in 1982 and their mission is to better their community through the sport of cycling. The purpose of this organization is to provide opportunities, promotion and education of recreational and competitive cycling.

RGV Cycling Team - Founded in 2013, this group encourages good health, wellness, friendship skill and personal accomplishment.

Bike Master's Ride - This group was formed in late 2007 by enthusiasts from Reynosa and the McAllen area who decided to become a public group to introduce cycling to the community. Their purpose is to educate cyclists on the rules of the road. This group has rides Monday through Friday and Saturday.

Bicycle World RGV - This group rides on Cycling group t r 22 to 35 miles evening 6.30 //Saturday ride starts at 6 am from 60-100 miles

Team Hidalgo Cycling - Their purpose is to unify, motivate and educate families from Hidalgo and neighboring communities about the importance of promoting cycling to maintain good health. Their rides range from 5 up to 50 miles.

Mission Police Department – This special unit assists in patrolling local businesses, assists in community events and patrols the hike and bike trail. Thanks to a grant obtained in 2017, this unit has been more active.

Team Turbo – This team consists of a multisport racing team established in the Rio Grande Valley. Their mission is to promote and support the sports of swimming and cycling.

RGVMPO Bicycle Pedestrian Advisory Committee (BPAC)

The Hidalgo County MPO Bicycle Pedestrian Advisory Committee (BPAC), formerly known as the Bicycle /Pedestrian Task Force, was initially formed due to the continued cooperation fostered during the planning phases of the annual Walk-N-Rolla event. Eventually, the BPAC became an advisory committee to the Technical Advisory Committee (TAC). The BPAC serves as the public link to assist MPO staff in developing, revising, and amending multi-modal plans. Concerned citizens, avid cyclists and cycling groups regularly attend the monthly meetings. The involvement of such a large and diverse group has been extremely beneficial as they provide information and data to staff that may not be readily available through other means. Engaging cyclists for partnership provides a unique insight into the demands or needs of the cycling community.

Bike Friendly Business Initiative

The Bicycle Pedestrian Advisory Committee and HCMPO staff are currently working in coordination with local business in the designation of Bike Friendly Businesses. Businesses along populated bike routes can become a Bicycle Friendly Business by providing local cyclist amenities such as restrooms, water, bicycle maintenance tools and bike racks.

Through coordination between BPAC and the Texas A&M University Health Science Center, businesses who apply and are designated as a Bike Friendly Business are eligible to receive a bicycle rack, free of cost as an incentive for joining the (BFB). This initiative is a great approach in

promoting cycling and exercise throughout the Valley. The Bicycle racks are funded by the Centers for Disease Control and Prevention (CDC).

Bike Friendly Businesses will also receive a window sticker that indicates their support to the cyclist community. The sticker provided is also used to identify members of the Bike Friendly Business Initiative. The HCMPO Staff created the First Edition of the Hidalgo County Bike Map (APPENDIX A) which identifies the first 48 businesses who signed up to the Bike Friendly Business Initiative, in addition to bike trails, speed limits, and bike lanes. Thanks to the continued support from TxDOT, the first 2,500 samples were printed in December of 2017.

Partnership with Texas A&M University

Evelia Castillo joined the Bicycle and Pedestrian Committee in 2016 to serve as university representative. Evelia is the program manager for Working on Wellness. Thanks to a grant obtained by a said program, the MPO in partnership with Texas A&M Health Science Center School of Public Health, was able to offer bicycle racks to businesses interested in joining the Bike Friendly Business initiative. Recruitment efforts for this initiative began in June 2017. Evelia Castillo and MPO staff visited several businesses located in proximity to existing bike lanes and high traffic areas for cyclists. The support from local businesses was overwhelming, with a total of 48 establishments signed up before the proposed deadline. A list of Bicycle Friendly Businesses can be found in APPENDIX A. Business patrons are promoting a healthier lifestyle by placing bike racks in front of their businesses and offering incentives to circulating cyclists.



Bicycling Destinations in the Rio Grande Valley

Bicycling destinations for children and basic riders include nearby commercial areas, parks, schools, libraries, recreation centers, and residential areas. In some cases, the bicyclist will travel to his/her place of work, shopping destinations, or social events. Some bicyclists ride for leisure with no particular destination in mind. The average cyclist travels three to five miles during a 20 to 30-

minute period. Bicyclists riding for exercise or long-distance training may cover over 20 miles in one outing.

Existing Bikeway/Cycling Routes

The Hidalgo County Metropolitan area is home to several bikeways/cycling routes that are popular amongst most cycling groups. The Bikeways included in this list are comprised of several rideable routes and bikeways suitable for experienced & non-experienced riders. In addition to these major destinations, RGVMPO staff encourages the public to visit the numerous Bike Friendly Businesses located in our expansive region.

McAllen Area

The city McAllen has a wide variety of bicycle lanes/paths/routes and have a broad Bikeway network within their city. Some of these routes include:

- La Vista Park Trail & Fitness System
- Las Palmas Park Trail
- Los Encinos Park Trail & Fitness System
- McAllen Hike & Bike Trails
  -Second Street/Bicentennial (two separate trails)
- Retama Village Park Trail
- Schupp Park Trail & Fitness System
- Westside Park Trail

As previously indicated on the Achievements section of this plan, the City of McAllen offers a total of eight B-Cycle Stations. Therefore, you can enjoy a nice meal at any restaurant from Palms Crossing Shopping Center then check out a bicycle and ride around McAllen's Oval Park and Performing Arts Center.

Edinburg Area

The city of Edinburg has previously formulated a Bicycle and Pedestrian Master Plan and all current bicycle routes/lanes/paths can be found within its contents. Edinburg has also collaborated with UTRGV to build and facilitate a broad bikeway network suitable for all users.

The Jackson Hike and Bike Trail was finished in 2017 and connects Edinburg to Pharr and McAllen. This facility is the largest of the various trails in Edinburg, connecting the University of Texas-Rio Grande Valley, Hidalgo County Courthouse, Dustin Michael Sekula Library, and downtown Edinburg.

Mission Area

The Mission Hike and Bike Trail travels from S. Conway (FM 1016) to the World Birding Center. The trail is 5 miles long, and includes parking, a group pavilion, and both dirt & asphalt covered trails. The dirt trails consist of narrow paths with dense woodland, necessitating riders to equip themselves with proper safety gear, in order to avoid accidents & injuries. Reviews posted online define these trails as safe havens for cycling, eliminating the worries of motor vehicle exposure.



Mission Hike and Bike Trail

Another great location to visit in Mission is the Bentsen-Rio Grande Valley State Park. This park is part of the World Birding Center, which classifies it as a world-class destination for bird-watching. We are proud to have the Bentsen-Rio Grande Valley State Park as a member of our Bike Friendly Business Initiative. In addition to welcoming cyclists, this Park also offers rental bicycles and trikes for children with prices ranging from $5.00 to $12.00 per day.



Bicycle rack acquired through BFB Initiative at Bentsen-Rio Grande Valley State Park

For cyclists who notice their tires running low on air or experiencing other minor issues, a great bicycle repair station and air pump are available at the Mission Economic Development Corporation, located at 801 North Bryan Road in Mission. At this location, cyclists can comfortably park their bicycles at any of the four bicycle racks available. Additionally, from this destination cyclists can visit 4 Bike Friendly Businesses within a few paces apart. Some of the amenities offered by Teach for America, Mission Economic Development Corporation, Jitterz Coffee Bar and Valley Technical Academy are free use of their restroom facilities, drinking water, first aid and continued support for local cycling teams and events.



Bicycle Racks and repair station located at Mission Economic Development Corporation, 801 N. Bryan Rd, Mission, TX.

Pharr Area

The City of Pharr is in the process of developing its bicycle facilities that connect with trails from other cities. Some bicycle facilities already exist in the city, but two major bicycle and pedestrian projects aim to address gaps in the system. The Pharr Pedestrian Improvement Projects and the PSJA Tri-City Project aim to connect Pharr to the McAllen and Edinburg bicycle trails while improving safety conditions for multimodal travelers.

Harlingen-San Benito

The following material was retracted from a recently created bicycle and pedestrian plan for the Harlingen-San Benito area:

Bicycle and shared-use facility types that can be found in the Harlingen-San Benito area include traditional bike lanes, side paths, and shared-use paths. In addition, the City of Rio Hondo recently designed to a two-way cycle track from a lane of on-street parking. This created a potential shared-use loop for transport throughout the city. Sidewalks can be found all through Harlingen, San Benito, Palm Valley, and La Feria, with additional trails and paths within neighboring communities. Sidewalks exist within commercial/downtown areas and intermittently in residential neighborhoods. Additional sidewalks have been constructed to accommodate new development, over recent years.

1 Arroyo Park Trail

An 8' asphalt trail, this trail is located in Arroyo Park. This trail connects residential neighborhoods on the south side of the Arroyo Colorado to the Arroyo Trail.



2 Arroyo Trail

The Arroyo Trail is a 2.2-mile long trail running east-west along the Arroyo Colorado. The trail is accessible to several residential areas, and provides connectivity to a number of other cultural and recreational opportunities. The Arroyo Trail provides access across the Arroyo Colorado as well as 77 Sunshine Strip, overcoming these barriers and providing the beginnings of excellent pedestrian and bicycle mobility across the city.



3 CB Wood Park Trail

CB Wood Park has a 0.1-mile asphalt trail that connects to the Arroyo Trail. While a short distance, the trail connects to the Arroyo Trail on the south end of the park.



6 Harlingen Sports Complex Trail

Like the Soccer Complex, the Sports Complex has a 1.0-mile crushed rock trail that loops around the park. Nearby residential neighborhoods provide access to the park, but there is a significant amount of vacant land around the park. Design of future developments should strive to connect to the Sports Complex and trail.



7 Hugh Ramsey Nature Trail

The nature trails in Hugh Ramsey Nature Park allow visitors to hike in the 54-acre wooded nature area. Trails lead to overlooks of the Arroyo Colorado and serve as a recreational and cultural amenity in Harlingen. There are approximately 1.5 miles of nature trails in this nature park. Because of the park's proximity to the Arroyo Colorado, there is potential to connect to the Arroyo Trail when it is expanded to the east.



8 Liberty Gardens Trail

Liberty Gardens is a meditation garden in central Harlingen with 0.25 miles of asphalt trails. The park and trails are a cultural amenity for Harlingen.



4 City Lake Park Trail

City Lake Park Trail is a 0.7-mile asphalt trail within City Lake Park, circling City Lake. The park and trail are located in a residential neighborhood and about 2 blocks north of the Historic Downtown District, providing a recreational opportunity to nearby residents and visitors to downtown. It is also surrounded by other cultural amenities including the Cultural Arts Center and Harlingen Library.

5 Harlingen Soccer Complex Trail

The Harlingen Soccer Complex has a 1.5-mile trail that loops throughout the park. The soccer complex is located in ar undeveloped area of the City, therefore, users of this trail are probably limited to users of the Soccer Complex. However, as the area develops, it is expected that the trail will be used by future residents. Design of future developments around thi park should strive to connect to the Socce Complex and trail.





9 Rangerville Park Trail

Rangerville Park has a 0.9-mile asphalt loop. It is accessible to the surrounding residential areas and is adjacent to Milam Elementary School.



10 Thicket Nature Trail

The Harlingen Thicket has approximately 0.75 miles of nature and crushed rock trails through the 40-acre natural area. The park and trail is accessible to the residential areas on the north side of the Arroyo Colorado as well as by users of th Arroyo Trail that connects to this area on the south side of the nature area.



Brownsville Area

This 9-mile Historic Battlefield Trail runs through the middle of Brownsville, allowing users to travel from Linear Park to Palo Alto Battlefield National Historical Park. The trail connects pedestrians and cyclists to several significant historical and cultural resources. Amenities along the trail include rest areas, water fountains, informational kiosks, and a public repair station at Linear Park. The Historic Battlefield Trail was designated as a National Recreation Trail in 2013.



The one-mile long Belden Trail was converted from an old rail corridor in 2013. The Belden Trail connects users to Riverside Park, Skinner Elementary School, Sam's Stadium, Prax Orive Jr. /Sunrise Park, and commercial areas such as the Palm Village Shopping Center. Amenities along the trail include benches, trash receptacles, pergolas, bike racks, and a public repair station near the Prax Orive Jr. /Sunrise Park. A Belden Trail Extension is also in the works to connect the existing trail to the bike lane on E. 6th St.



The Paseo de la Resaca trail system consists of 7 miles of paved hike and bike trails comprised of several sections: Central Parkway, Texas Trail of Trees Park, North Park & Tennis Center, and the Brownsville Events Center. In 2006, the trails were connected to the 9-mile Historic Battlefield Trail. Destinations include Margaret M. Clark Aquatic Center, Paredes Elementary School, Hudson Elementary School, IDEA Brownsville, and various commercial areas along E. Ruben M. Torres Sr. Blvd.



Monte Bella Park Trail is located at 2555 W. Alton Gloor Blvd. and extends over 6 miles. This is a single-track dirt trail with several small climbs, twists, and tight turns. This trail does not connect to other destinations but is surrounded by wildlife and exposes riders to the natural environment.



Bicycle Facility Types

With or without delineation through signage and striping, a bicycle is legally recognized as a vehicle in the State of Texas. Bicyclists share the same rights and responsibilities of motorists on all roadways except those specifically delineated such as limited access highways. While they are permitted on most roadways, bicyclists will favor those roads that are more attractive to their riding type (Advanced, Basic, Children).

Bike Lanes/ Shoulder Striping

Striping a roadway is the most cost-effective way to create a bike lane within existing roadway pavement. New or refurbished roads can easily be striped to include a bike lane or shoulder. For safety reasons, bike lanes should not be considered for roadways with speed limits greater than 50 mph. Additionally, greater shoulder width is recommended if heavy trucks, buses or large recreational vehicles make use of the roadway. When pavement width is limited, it is recommended to provide paved shoulders on both sides of a two-way road. Many shoulders are already utilized by bicyclists and can be transformed by adding proper signage and additional

stripping. The addition of bicycle markings and signage heightens motorists' awareness and identifies alternate use of the shoulder area.

Bike lanes should be considered and incorporated where gaps create an increased demand. Bike lanes promote predictable movements by bicyclists establish designated areas right-of-way. Based on the American Association of State Highway and Transportation Official's (AASHTO) standards of the cyclist's profile, a minimum of four feet is required for an exclusive bicycle lane. When motor vehicle traffic increases and speeds are lifted, a more comfortable operating space may equal up to five feet. These minimums also depend on the type of cyclist that is being accommodated on the roadway.

Benefits:

- Provides separation between cyclist and pedestrians
- Increases the perception of safety for bicyclist
- Low cost treatment for establishing a bicycle facility.



The estimated cost for a bicycle lane generally totals around $55,000 per mile, including signage and marking on any existing street surface. To create or add a new roadway for use as a bicycle lane, the cost for marking, signage, and new paving may add up to $635,000 per mile.



Shared Lanes/ Bike Routes

Bicycles and motor vehicles may share all roadways except when prohibited by statute or regulation. There are no bicycle-specific designs or dimensions for shared lanes, but all modes of transportation share the same need for good pavement quality, appropriate signal timing and safe rail road crossings. Any roadway with a minimum of 30 feet of pavement, low speeds and relatively low traffic volume can be signed as a shared roadway or bike route. Ultimately, the creation of these pathways increases connectivity and expands the capacity of bicycle networks.

A bike route is a roadway that is signed for shared use between motorists and bicyclists without a specific lane for each. In order for vehicles to safely pass bicyclists, without switching lanes, a lane width of 14 to 15 feet should be provided. On roadways with slower speeds, a bike route may be considered. Cross sections of shared lanes and bike routes are based on the AASHTO Guide for Development of Bicycle Facilities.

Benefits:

- Relatively low cost to implement
- Provides cyclist guidance and contributes to way finding within the street cross section.
- Motorist are made aware of the presence of bicycles within the travel lane.

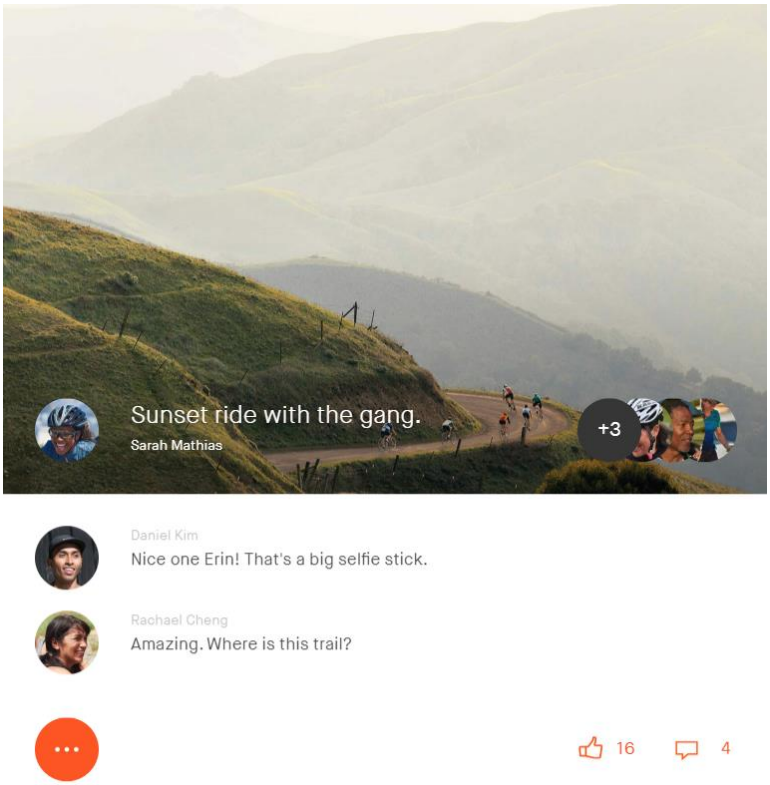
The cost for a Shared Bike Lane generally cost $55,000 per mile for markings and signage on an existing street surface.



CicloBia in Brownsville, TX

STRAVA

Strava is a website and mobile app used to track running and cycling via satellite navigation. The information from each user is uploaded and can be shared with others within the Strava network. Friends and followers can comment, "like," share routes, and present challenges. This app is compatible with iPhone, Android, GPS watches and head units. Before proceeding with their route, cyclists activate their app in preparation for keeping track of their performance. All data obtained is simultaneously stored by Strava.



TxDOT Partnership

In September 2017, TxDOT acquired two to four years of crowd-sourced bicyclist and pedestrian data from Strava, Inc. Strava compiles geolocated data from bicyclists and pedestrians using the mobile application. Strava anonymizes the data and sells it to planning agencies with intent to enhance infrastructure planning. The data from Strava will help TxDOT and local entities analyze existing and proposed bicycle-pedestrian networks across Texas. Because Strava users represent a subset of the bicycling/walking population, the data only provides relative usage of the non-motorized network. Before this acquisition, entities within Texas obtained limited data regarding non-motorized usage.

Through TxDOT's contract, the data acquired from Strava is sub-licensed to MPOs, cities and other planners, benefitting communities statewide. The data retrieved by the MPO consists of activity counts for cyclists and pedestrians, as well as the location of their activities. These activities can be filtered in different ways including time of day, activity purpose, by month, day, or minute. This data helps the MPO comprehend where people are walking and riding, while allowing comparison between facilities. This serves as a planning tool, supporting data for future multi-modal projects throughout the region. Strava data provides input to members of our Bicycle-friendly Business program, presenting useful figures in preparation for future occasions.

TXDOT Query Tool

The MPO uses CRIS (Crash Record Information Systems) Data to analyze where crashes occur in the region. This data is mainly derived from police reports and can be categorized in a variety of ways. With this data, we can extract pedestrian and cyclist accidents, analyze various crash "hotspots," and identify the factors causing these crashes. Annual reports generated from CRIS help us monitor crash trends in our region. This information is utilized when planning & designing safe multimodal facilities for the future. CRIS data is also available for public use.



Shared Use Paths/ Trails

Shared use paths are separate, improved facilities designed to avoid conflict with motor vehicle traffic. These paths, also called Hike and Bike Trails, are meant to accommodate both bicyclists and pedestrians. The separation of these paths from roadways prevents conflict with two-way motor vehicle traffic. The recommended minimum separation roadway and shared use path is 5 feet. The width of the path itself is generally a minimum of 10 feet, depending on the intensity and

mixture of use. As with striping of bike lanes, the crossing of roadways, railroad tracks and other natural features should be given special consideration when designing shared use paths.

Benefits:

- Attractive for both recreational riders and cyclist commuters
- Created for a wide variety of users.
- Highest level of comfort and safety for bicyclist and pedestrians

The Cost for a Shared Use Path/Trail ranges from $575,000 per mile for decomposed granite surface to $750,000 per mile for an asphalt surface.

Separated Bike Lanes

A separated bike lane is an exclusive facility for bicyclists, located within or directly adjacent to a roadway. The lane is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths / trails by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities.

Separated bike lanes are also sometimes called "cycle tracks" or "protected bike lanes" and can operate as one-way or two-way facilities. Shared use paths are separate, improved facilities that have minimal conflicts with motor vehicle traffic. Separated bike lanes potentially improve traffic safety for all transportation modes by relieving congestion and assigning bicycle users their own protected lane.

Benefits:

- "Separated bike lanes have reduced cycle crashes by 90%" (American Journal of Public Health, 2012).
- Public input expresses cyclists are more likely to ride on separated bike lanes, rather than sidewalks



Design Guidance

The Bicycle Plan heavily focuses on community input with addition of data gathered by MPO staff and local governments. Facilities need development and improvement where hazards and obstacles currently exist, while distinguishing feasibility for both individual and joint projects. The purpose of the following chapter is to identify current design standards for pedestrian facilities and compare them with state and federal standards.

When designing and constructing bicycle facilities within the Rio Grande Valley region, cities are encouraged to first reference and utilize, at a minimum, the most recent version of the following design manuals (as applicable):

- AASHTO, Guide for the Development of Bicycle Facilities, Fourth Edition (2012)
- FHWA, Manual on Uniform Traffic Control Devices for Streets and Highways (2009)
- ITE, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- NACTO, Urban Bikeway Design Guide, Second Edition (2014)
- NACTO, Urban Street Design Guide (2013)
- TxDOT, Texas Manual on Uniform Traffic Control Devices (2011)

These design manuals compose a set of nationally recognized guidelines that exist as "best practices" on the design and construction of future bicycle facilities.

Buffers, Streetscaping, & Lighting

In some cases, buffers are placed between the roadway and the sidewalk to ensure separation between vehicle and cyclist traffic. At times, developers use a few feet of landscaping or streetscaping as means of separating each mode of transportation. Most cities within the RGVMPO

study area do not require buffers between roadways and sidewalks, due to lack of available right-of-way (ROW).

However, for example, the cities of Edinburg and Weslaco do require at least 3 feet between sidewalk and roadway. The city of Donna requires sidewalk placements of at least 1 foot from the ROW line. While streetscaping is not common in the RGV, every city requires essential lighting for new developments. The required distances vary between 240-600 feet, depending on the type of street. These lighting requirements are generalized to subdivision regulations; however, some cities include sidewalks and lighting as part of street improvement projects. Solar-powered light fixtures are also implemented, serving as both safety measures and environmental-friendly initiatives.

Complete Streets

According to the National Complete Streets Coalition (NCSC), Complete Streets are designed to accommodate all users, including bicyclists, pedestrians, transit riders, and motorists. Additionally, a Complete Street caters to the needs of all ages and abilities, establishing a safe and convenient transportation network.

A Complete Street, as defined by NCSC, "may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more." Every community and its environment are different; therefore, a Complete Street in one city may not be appropriate for another city. Furthermore, each city may encourage such development in various ways, such as through a Complete Streets Policy, Resolutions, Complete Streets Ordinances, or by changing their city's design requirements.[1]

Several cities in the RGV have adopted Complete Streets policies to guide transportation facility development. These Complete Street policies are a step in the right direction, but more can be done to ensure proper project development and solid implementation of complete streets ideals. The RGVMPO suggests revisiting the Complete Streets policy of each municipality to strengthen their policies when planning transportation development.

Smart Growth America developed a scoring system for Complete Street Policies to determine how well these policies commit to reaching their goals of multimodal transportation. The criteria used to score the Complete Streets Policy include the following:

- Vision and Intent
- Users and Modes
- Projects and Phases
- Clear, accountable exceptions

[1] National Complete Streets Coalition (2010). *What are Complete Streets? | Smart Growth America*. Retrieved October 2013, from http://www.smartgrowthamerica.org/complete-streets/complete-streetsfundamentals/
complete-streets-faq

- Network
- Jurisdiction
- Design
- Context Sensitivity
- Performance Measures
- Implementation Steps

These elements are integral to a Complete Streets policy that truly implements the intended goals laid out. Staff recommends reviewing the Complete Streets policy in every municipality, giving more credence to multimodal transportation and reinvigorating the goals of the policy. Workshops should be held to promote better standards in the complete streets initiative and ensuring sustainable transportation project development across the region.

The RGVMPO can act as an administrative agency, facilitating the implementation of much needed policies and execution of multimodal projects throughout the area. Staff is responsible for organizing events and will utilize the criteria recommended by Smart Growth America, in effort to adjust existing policies.

Safe Passing Ordinance

Through encouragement by the RGVMPO, many cities have passed Safe Passing Ordinances to increase the safety of pedestrians and bicyclists. The ordinance protects "vulnerable road users" - pedestrians, runners, physically disabled persons, children, skaters, construction and maintenance workers, tow truck operators, stranded motorists, equestrians, and persons operating a bicycle, motorcycle, or unprotected farm equipment - by requiring a safe passing distance of 3 feet by motor vehicles (or 6 feet for commercial vehicles) when road conditions allow.

Safety

Safety is the highest priority for the the RGVMPO's Bicycle Plan. . The following excerpts are in the Texas Code, and should be followed by all users of the Texas transportation system.

Rules of the Road

Sec. 545.107. Method of Giving Hand and Arm Signals

An operator who is permitted to give a hand and arm signal shall give the signal from the left side of the vehicle as follows:

- To make a left turn signal, extend hand and arm horizontally;

- To make a right turn signal, extend hand and arm upward, except that a bicycle operator may signal from the right side of the vehicle with the hand and arm extended horizontally; and
- To stop or decrease speed, extend hand and arm downward.

Sec. 551.101. Rights and Duties

- A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle under this subtitle, unless:
- A provision of this chapter alters a right or duty; or
- A right or duty applicable to a driver operating a vehicle cannot by its nature apply to a person operating a bicycle
- A parent of a child or a guardian of a ward may not knowingly permit the child or ward to violate this subtitle.

Sec. 551.102. General Operation

- A person operating a bicycle shall ride only on or astride a permanent and regular seat attached to the bicycle.
- A person may not use a bicycle to carry more persons than the bicycle is designed or equipped to carry
- A person operating a bicycle may not use the bicycle to carry an object that prevents the person from operating the bicycle with at least one hand on the handlebars of the bicycle.

- A person operating a bicycle, coaster, sled, or toy vehicle or using roller skates may not attach either the person or the bicycle, coaster, sled, toy vehicle or roller skates to a streetcar or vehicle on a roadway.

Sec. 551.103. Operation on Roadway

- Except as provided by Subsection (b), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
- The person is passing another vehicle moving in the same direction
- The person is preparing to turn left at an intersection or onto a private road or driveway;
- A condition on or of the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal, or surface hazard prevents the person from safely riding next to the right curb or edge of the roadway; or
- The person is operating a bicycle in an outside lane that is: Less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or Too narrow for a bicycle and a motor vehicle to safely travel side by side
- A person operating a bicycle on a one-way roadway with two or more marked traffic lanes may ride as near as practicable to the left curb or edge of the roadway.
- Persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a laned roadway shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway. Persons may not ride more than two abreast unless they are riding on a part of a roadway set aside for the exclusive operation of bicycles.
- Repeated by Acts 2001, 77th Leg., ch. 1085, §13, eff. Sept. 1, 2001. Acts 1995, 74th Leg., ch. 165, § 1, eff. Sept. 1, 1995. Amended by Acts 2001, 77th Leg., ch. 1085, §§10, 13, eff. Sept. 1, 2001.

Sec. 551.104. Safety Equipment

- A person may not operate a bicycle unless the bicycle is equipped with a brake capable of making a braked wheel skid on dry, level, clean pavement.
- A person may not operate a bicycle at nighttime unless the bicycle is equipped with:
- A lamp on the front of the bicycle that emits a white light visible from a distance of at least 500 feet in front of the bicycle; and
- On the rear of the bicycle:
- A red reflector that is: Of a type approved by the department; and
- Visible when directly in front of lawful upper beams of motor vehicle headlamps from all distances from 50 to 300 feet to the rear of the bicycle; or
- Lamp that emits a red light visible from a distance of 500 feet to the rear of the bicycle
- In addition to the reflector required by Subsection (b), a person operating a bicycle at nighttime may use a lamp on the rear of the bicycle that emits a red light visible from a distance of 500 feet to the rear of the bicycle.

Sec. 551.105. Competitive Racing

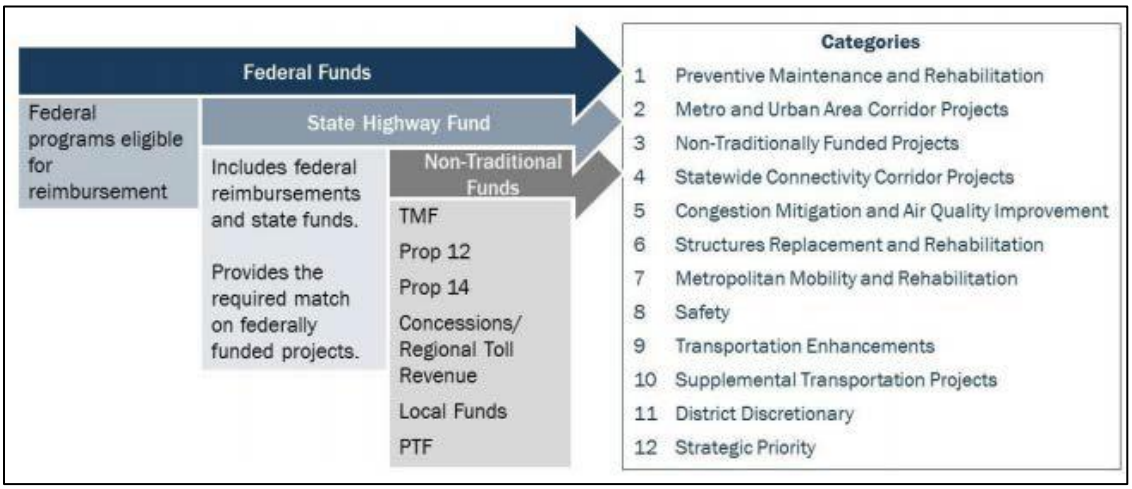
- In this section, "bicycle" means a non-motorized vehicle propelled by human power.
- A sponsoring organization may hold a competitive bicycle race on a public road only with the approval of the appropriate local law enforcement agencies.
- The local law enforcement agencies and the sponsoring organization may agree on safety regulations governing the movement of bicycles during a competitive race or during

training for a competitive race, including the permission for bicycle operators to ride abreast.

The "Rules of The Road" are based upon Texas Tranportation code statutes. These laws were designed and implemented to help improve the safety of all roadway users.

Funding

The Texas Department of Transportation (TxDOT) provides 12 Categories of state and federal funding summarized in the Unified Transportation Program, a 10-year plan to guide transportation project development and construction. Federal dollars generate from the Federal Highway Trust Fund, a pool of money generated by federal fuel taxes and other related fees from all 50 states. Money form the Federal Highway Trust Fund is allocated to TxDOT based on formulas established by federal transporation legislation. State funds are generated by state motor fuel taxes, vehicle registration fees and a few other sources such as sales taxes on automobile grease and lubricants[2].



(Source: Texas Department of Transportation, 2014 UTP Figure 1-5 funding Categories

Metropolitan Transportation Plan (MTP) & Transportation Improvement Plan (TIP)

The RGVMPO receives federal and state funding for many of the projects located within the MTP which are administered through TxDOT, such as categores 3 and 7. Additionally, funds are included to the MTP when projects within the plan receive funding from other categories such as category 9 enhancment funds or discretionary funds from TxDOT. Bicycle and Pedestrian facilities

[2] Texas Department of Transportation (2013). Unified Transportation Funding/Transportation Enhancement Program. Retrieved October 2017 from http://www.txdot.gov/government/programs/enhancemnt.html

may be funded from these sources through existing projects listed on the MTP, such as added capacity and rehabilitation projects.

On occasion, category 9 funds are administered to the RGVMPO, in which a program call is opened for local jurisdictions. The project call creates opportunities for non-traditional transportation related activies. Projects submitted incorporate transportation activities that impact the livelihood of communities, promote the quality of the environment, and enhance the aesthetics of our roadways. Projects submitted, but not sselected, are then sent back for an opportunity to receive category 9 funding directly form the State. The following criteria are used for project selection based on the 12 categories on the next page:

- Category 1: Provision of facilities for Pedestrians and Bicycles
- Category 2: Provision of Safety and Education Activities for Pedestrians and Bicycles
- Category 3: Acquisition fo Scenic Easements and Scenic or Historic Properties
- Category 4: Scenic or Historic Highway Programs (including the provision of tourist and welcome center facilities)
- Category 5: Landscaping or Other Beautification
- Category 6: Historic Preservation
- Category 7: Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities, including Historic Railroad Facilities and Canals
- Category 8: Preservation of Abandoned Railway Corridors, including Conversion and Use for Pedestrians and Bicycle Trails
- Category 9: Control and Removal of Outdoor Advertising
- Category 10: Archaeological Planning and Research
- Category 11: Environmental mitigation to address water pollution due to highway runoff and to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Category 12: Establishment of Transportation Museums

Transportation Alternatives

The Transportation Alternatives Program (TAP) is adminstered through the RGVMPO every two years. The funding is provided through FHWA and is used to improve bicycle and pedestrian facilities, while also providing funds for multimodal planning. Transportation Alternatives funds have been used for several projects that will vastly improve the pedestrian and bicycle facility network.

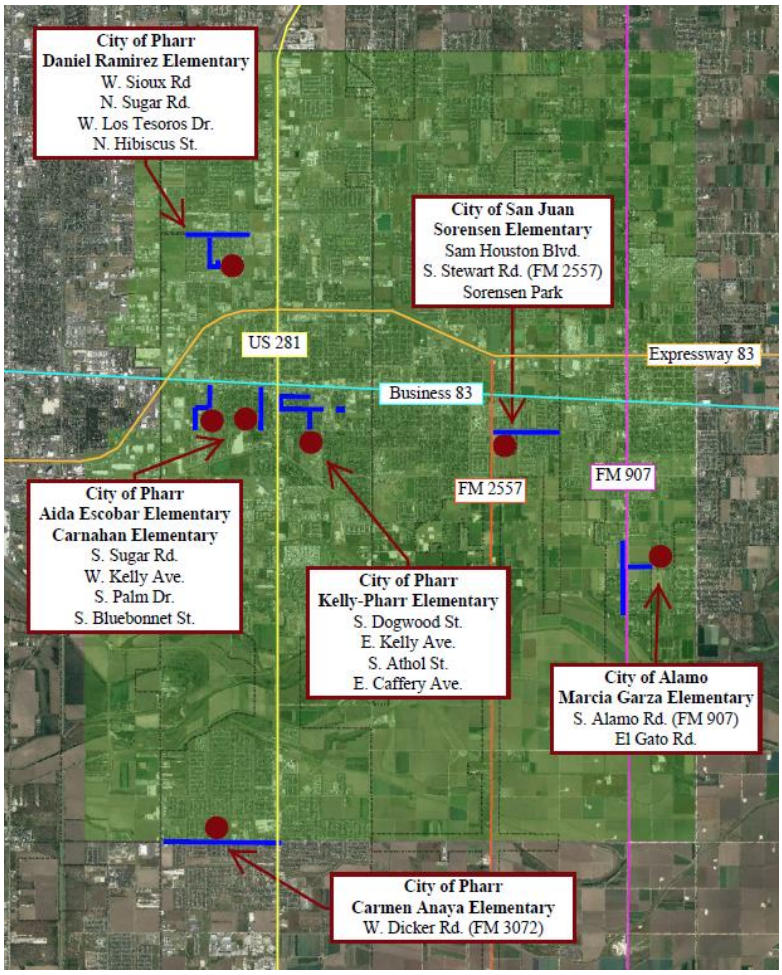
Hidalgo County Area

During the 2015 TAP Project Call, the HCMPO voted to issue $4.5 million to the Regional Hike and Bike Trail Project submitted by Hidalgo County's Precinct 2. This was a joint project between the cities of Pharr, San Juan, and McAllen. This Regional Hike nd Bike Trail connects with the already existing McAllen 2nd St. hike and bike trail, extending the trail across the county.



Visualization of Precinct 2's Regional Hike and Bike Trail

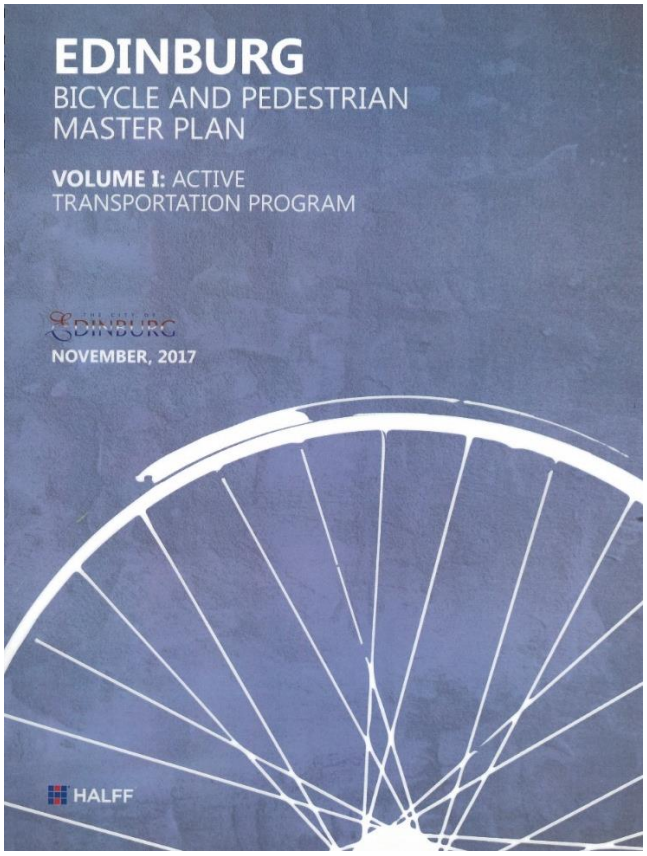
Projects that improve the overall bicycle network are routinely selected by the RGVMPO, create an inter-connected transportation system. The 2017 TAP Project Call recipients included the Pharr-San Juan-Alamo Tri-City Pedestrian Safety Improvements Project. The project plans to improve pedestrian and bicycle gaps that currently exist in the cities of Pharr, San Juan, and Alamo.



Map of PSJA Tri-City Pedestrian Safety Improvements Scope

The City of Donna and the City of Edinburg also received TAP funding for bicycle and pedestrian facilities during the 2017 TAP Project Call. The City of Edinburg received $422,400 from the RGVMPO to build the Cano Hike & Bike Trail Lighting Project. The City of Donna received $272,593 to address gaps in their pedestrian and bicycle facilites. Groundbreaking for the Regional Hike & Bike Trail, PSJA Tri-City Pedestrian Safety Improvements, and Cano Hike & Bike Trail projects have taken place. The facilities for all projects should be complete by the end of 2019.

TAP funds have also been used to aid in the planning process for cities across the region. The 2015 TAP project call placed $120,000 into the City of Edinburg's Master Plan. Edinburg utilized funding to hire consultants and develop a bicyle plan for the city. In 2017, the Edinburg Bicycle Master Plan was complete, and will be used to guide multimodal infrastructure development for the city.



The 2017 TAP funding call provided $120,000 to the City of McAllen for a Vision Zero Planning Study, and $134,000 to the City of Pharr for a Comprehensive Pedestrian Safety & Wellness Program. The City of McAllen's Vision Zero Planning Study aims to develop a safer multimodal transportation system for the city and eliminate transportation-related casualties. Pharr's Pedestrian Safety and Wellness Program aims to identify gaps in the system and help construct safer infrastructure while promoting healthier living.

The 2019-2020 TAP Project Call awarded 4 Construction projects for the Hidalgo County area, totaling $2,389,667: City of Elsa Community Trail Park Project, PSJA Pedestrian Improvement Project Phase II, LRGVDC/Valley Metro RGV B-Cycle Program, and the City of McAllen Jackson Rd. Hike & Bike Trail. The LRGVDC/Valley Metro Hidalgo County Active Mobility Plan received $264,000 in Planning funds.

Cameon County Area

The city of Brownsville submitted 3 Construction projects in 2019, totaling $699,610.36: International Blvd. (SH4), and construction of sidewalks along East 19th St., East 20th, East 21st, Johnson, Lincoln, Santa Elena, San Rafael, San Bernando, French, English, and San Lorenzo Streets. A Conceptual Sidewalk Master Plan requested $3,000,000 for analysis and identification of areas where sidewalks are needed. The Harlingen-San Benito area has programmed and authorized a total of $1,097,431 for its FY 2019-2022 Category 9 (Transportation Enhancements) funding.

Traffic Safety Grant

TxDOT requests project proposals that support the goals and strategies of its traffic safety program. The program aims to to reduce the number of motor vehicle related crashes, injuries, and fatalaties in Texas. These goals and strategies form the basis for the Federal Fiscal Year 2019 Texas Highway Safety Plan (HSP). The request for projects targets state and local governments, educational institutions, and non-profit organizations. Projects that address the following goals are eligible to apply: Planning and Administration, Motorcycle safety, Pedestrian and Bicycle Safety, Driver Education and Behavior.

Safe Routes to School (SRTS) and Federal Funds

Safe routes to school educational programs help inform both students and the genral public on safety issues that may occur when traveling to and from schools. Many federal agencies offer funding through special programs which aim to increase safety, improve overall health, or reduce environmental issues like air quality. Program funding for safe routes to school supports infrastructure development and non-infrastructure projects that promote community health and traffic congestion reduction. Information can be found on Texas Department of Transportation's Safe Routes Texas website: http://txsaferoutes.org/index.php, and the National Center for Safe Routes to School: http://www. saferoutesinfo.org/.

Federal Transit Administration

The Federal Transit Administration allocates funds to transit providers, which are administered by the RGVMPO for operational and capital improvement projects. Funds may be utilized by transit agencies for improvement of connectivity and construction of pedestrian facilities. Through partnerships between transit providers and local municipalities, the rehabilitation of existing infrastructure and rolling stock, along with purchasing and construction of new equipment/facilities, can be assisted through the following categories of funding:

FTA Section 5307- Mass transit apportionment to urbanized areas based on population of less than 200,000, population density, and operating performance.

FTA Section 5309- Mass Transit discretionary funds for capital projects only.

FTA Section 5310- Provides federal funds to public and private non-profit entities for the transportation of elderly and individuals with disabilities. These grant funds are for capital equipment, preventive maintenance, and purchase of service only.

FTA Section 5311- Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.

FTA Section 5339- Provides funds for projects related to replace, rehabilitated, and purchase buses and related equipment; construct bus-related facilities.

The FTA Section 5310 program is facilitated by the RGVMPO and is responsible for the project call and project selection. These funds will be utilized for further development of facilities that will help improve transportation for the elderly and people with disabilities.

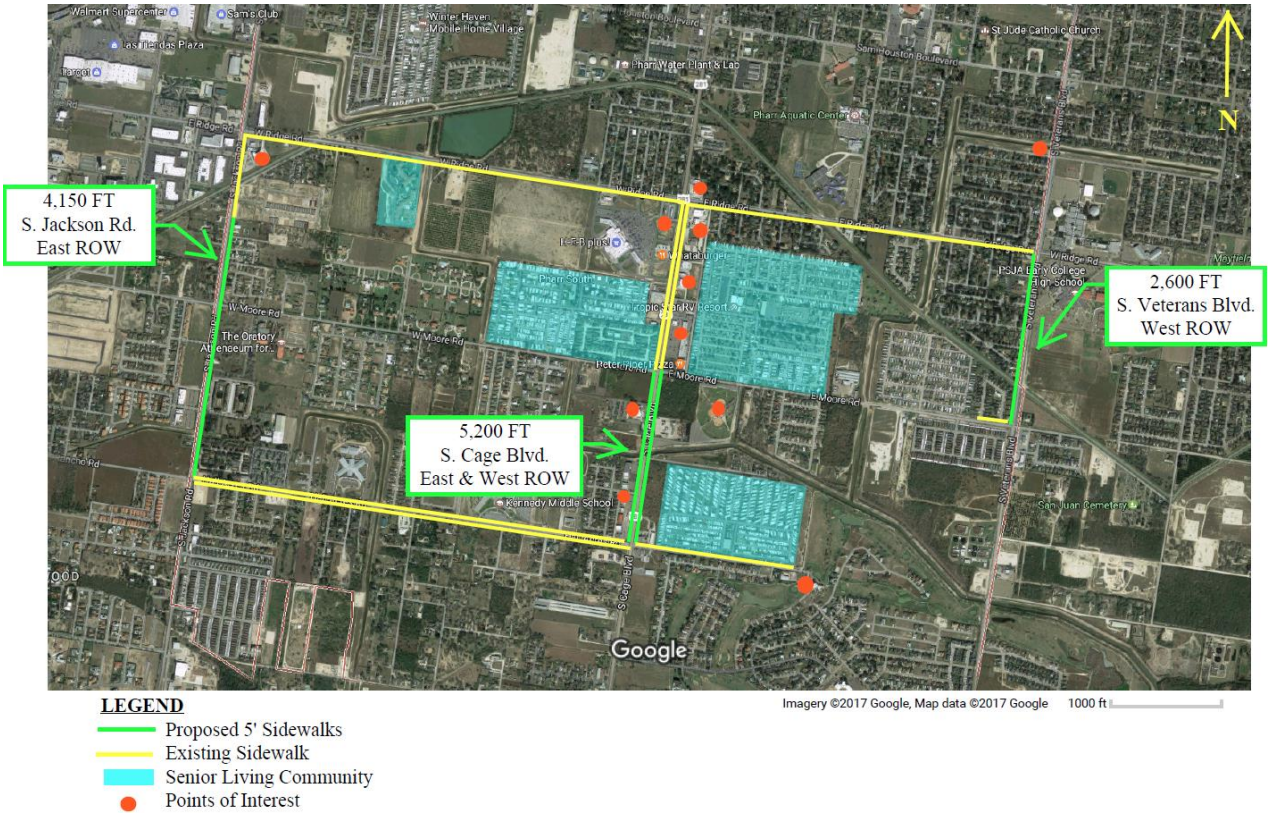
Traditional projects consist of:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Non-traditional projects consist of:

- Travel training
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchasing vehicles to support new accessible taxi, ride sharing and/or van-pooling programs
- Mobility management programs

The 2017 Section 5310 Project Call contributed $ 509,564 to the City of Pharr for their "**Pharr Pedestrians Connections**" Project. This project will help the City of Pharr develop pedestrian facilities near a commercial district that is also located close to several senior living communities. Projects such as the Pharr Pedestrian Connections should lead to safer pedestrian and bicyclist traveling through Pharr's major corridors. The Section 5310 Funding for the 2019 Fiscal Year is currently underway. The McAllen Urbanized Area has $1,588,248.60 in federal funding available for either traditional or non-traditional projects.



Pharr Pedestrians Connections Project Map

TIGER Grants

The Transportation Investment Generating Economic Recovery program or TIGER Discretionary Grant allows for the U.S. Department of Transportation to invest in road, rail, transit and port projects that are in line with critical regional, metropolitan, and national objectives. This program was first created in the 2009 Recovery Act, and since that time has provided nearly $4.6 billion dollars of investment to support 381 projects. Five hundred million dollars in TIGER funding was recently secured for the 2016 fiscal year through the 2020 fiscal year. The program utilizes a rigorous selection process, funding projects that save on construction cost and ultimately create a more sustainable infrastructure.

Federal Highway Administration

The Federal Highway Administration provides an assistance program titled Recreational Trails Program (RTP). These funds are used to develop and maintain recreational trails and trail-related facilities. The RTP was reauthorized under the FAST Act and is now set-aside funds from the TAP. The RTP is administered by the Texas Parks and Wildlife Department, who also receives the grant applications. Eligible projects include maintenance and restoration of existing facilities, construction of new trails, acquisition of easements or property for trails, and the development and rehabilitation of trailside/trailhead facilities and trail linkages.

FASTLANE Grants

The Fixing America's Surface Transportation Act (FAST Act) was established by the Nationally Significant Freight and Highway Project (NSFHP) program to provide federal financial assistance to projects of national or regional significance and authorized the program at $4.5 Billion for FY 2016-2020. The DOT will refer to NSFHP grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants.

Planning Recommendations

This Bicycle plan, in conjunction with the RGVMPO Pedestrian Plan, is intended to serve as a comprehensive planning tool for the Texas Department of Transportation (TXDOT), the RGVMPO, and local jurisdictions within the MPO's boundaries. The goal is to develop a connective network for safe and comfortable commuting, with an increased standard for cycling communities. Coordination and collaboration with the region's local governments is essential to improving regional connectivity on cooperative projects. While some municipalities in the Rio Grande Valley region have begun incorporating cyclist policies, programs, and infrastructure into their planning process, the RGVMPO recommends conformity by all localities. All developmental project submittals and future transportation plans should be reviewed for compliance with the MPO's Bicycle Plan and federal guidelines. The following recommendations are intended as first steps toward realizing the goals of this plan:

The 5 E's

The recommendations of this plan can be divided into five main sections, typically referred to as the "5E's".

Engineering refers to any physical improvement intended to enhance the safety of cyclist. Design standards and policies that require the consideration and due care of pedestrian facilities also fall into this category.

Education encompasses all efforts to teach, train, and facilitates discussions regarding safe pedestrian skills and techniques and constitutes an important role in raising the awareness of multiple road users.

Enforcement identifies the needed cooperation of law enforcement officials, legislative bodies, and judicial systems to insure equitable application of the law, respecting the rights and responsibilities of motorist, cyclist, and pedestrians alike.

Encouragement activities are those that motivate people to choose cycling to make trips rather than driving a car. Often, these activities are coordinated for broad impacts across municipal boundaries.

Evaluation refers to the data collection and methods of analysis used to identify proper use and provide justification for future developments and programs.

Engineering

The most visible, and perhaps most tangible evidence of a commitment to cyclists is the presence of infrastructure that supports cycling. The RGVMPO's survey results indicate that the physical environment is a key determinant in whether people choose to bike to a destination. Most respondents voiced "not enough sidewalks" as a significant factor limiting them from cycling, followed by "Lack of stationary equipment for bikes", "Crossing major barriers", and "Distance/Time to bike to destinations".

These types of physical factors can be addressed by implementing a Complete Streets Policy. Complete Streets consist of policies that encourage active and livable streets for all road users including pedestrians, cyclists, transit users, people with disabilities, youth, and older adults through better connected networks of infrastructure designed to accommodate the strengths, needs, and character of the community and its users. These policies not only serve to further acknowledge cycling as a legitimate form of transportation, but also set a design standard for city streets. For these policies to be effective, use of the best available design standards and maintenance practices must be addressed equally.

As mentioned before, several cities have noted consideration of a Complete Streets Policy in their planning efforts. Cities should also consider the following elements when identifying and engineering current or future infrastructure projects:

- Consider all types of road users for transportation projects listed on RGVMPO's MTP, as required by the FAST Act
- Create bicycle facilities to suit the strengths and special needs of potential users regardless of age, gender, or physical ability, as required by AASHTO[3] and ADA compliance
- Improve the coordination between government officials, developers, and utility providers during the planning and construction phases of all new projects to ensure that the right-of way width, roadway design, and site design are conducive to cyclist travel
- Increase the amount of way finding signage around the city
- Increase the number of end of trip facilities throughout the community including restrooms, water fountains, benches, bus shelters, trash receptacles, lighting, buffers, trees and shrubs
- Schedule periodic street and sidewalk sweeping to remove glass, gravel and other debris

[3] American Association of State Highway & Transportation Officials (AASHTO is a standard setting body which publishes specification, test protocols and guidelines which are used in highway design and construction throughout the United States.

Education

Because engineering alone cannot produce a safer environment for cycling, education must be implemented. There was a self-admitted lack of knowledge regarding local ordinances and laws, according to a public survey. 40% of survey participants classified their knowledge of local ordinances as "poor or very poor." Furthermore, the public comment period revealed that citizens were not only aware of, but concerned about the lack of bicycle safety education in our area Education, especially cyclist safety, is most effective when it comes from schools, parents, elected officials, public health educators, businesses, neighbors, police officers, and fire departments. Safety campaigns must target all citizens and materials should be distributed accordingly. Professional operators such as taxi drivers, transit operators, freight movers, and school bus handlers benefit from extensive training and should advocate safer driving while interacting with cyclists.

Many forms of media can be used to distribute educational materials. Some successful ways to spread bicycle education messages are:

- Bus wraps
- Defense driving educational courses
- Federal and Local Government websites
- Newspaper and Newsletter columns, community newsletters
- Public Service Announcement on TV, radio, billboards etc.
- Walking workshops to evaluate current cycling facilities.

Enforcement

Enforcing traffic laws and regulating cyclists, pedestrians, motorists, and other roadway users is a key element for ensuring a safe and healthy transportation network. It is important for agencies and communities to develop strong partnerships with law enforcement groups and other community members to meet three important goals:

- Protecting the rights of cyclists to operate legally on walkways
- Protecting cyclists against careless, reckless, or dangerous driving
- Ensuring cyclists obey laws and operate safely

To reach these goals, we encourage law enforcement officers to understand and protect cyclist laws to the same extent as other constitutional laws. An understanding of these laws can be met through participation on RGVMPO's bicycle and pedestrian advisory committee. By participating, law enforcement and community members can gain an understanding of local cyclist issues. By doing so, residents of the RGV can generate a more effective promotion of cyclist and public safety.

Recommendations:

- Make stronger connections between cycling community and law enforcement

- Ensure that police officers are educated on the "Share the Road" message and have general knowledge regarding traffic law, as it applies to cyclists.
- Implement regular training for officers on bicycle related issues.
- Create laws requiring cyclists to wear bright or reflective clothing when cycling during early morning and evening hours.
- Improve and expand the training offered to police officers regarding traffic law, as it applies to cyclists.

Encouragement

Events known as CicloBia, Sunday Parkways, or OpenStreets, where a loop of streets are opened exclusively for biking, running, walking, and other forms of physical activity, are dramatically effective tools of encouragement. These methods enable the public to both enjoy themselves and envision a positive future for alternative transportation. RGVMPO asks its planning partners to consider hosting events to encourage our citizens' movement toward healthier lifestyles. Encouragement can also be made through financial incentives. Few strategies change behavior and commuter choice more than monetary incentives and/or rewards. We encourage local business to consider offering discounts to those who bike to their establishment or donate bicycle safety gear.

Information sharing is a great form of encouragement as well. People are intrigued as to where they can cycle safely. They need information on safe routes to work, enjoyable recreational opportunities, and locations with access to bike trails. Programs that provide this information on hard copy/online maps, guides, route signage, smartphone applications, and mentoring help eliminate alternative travel barriers. RGVMPO currently creates maps and other printed material to encourage a safe cycling environment. We ask our planning partners to create their own material or share the MPO's policies with their citizens.

Additional recommendations to jurisdictions include:

- Encourage local businesses to promote cycling to workplaces
- Inspire active involvement of cycling community in planning efforts
- Consider passing an ordinance or local code that would require larger employers or civic buildings to provide end of trip facilities, like showers or food/drink stations
- Consider offering a "Ciclovia" or "Summer Streets" type event, closing off major corridor auto traffic and offering the space to cyclists, pedestrians and group exercise events

Evaluation

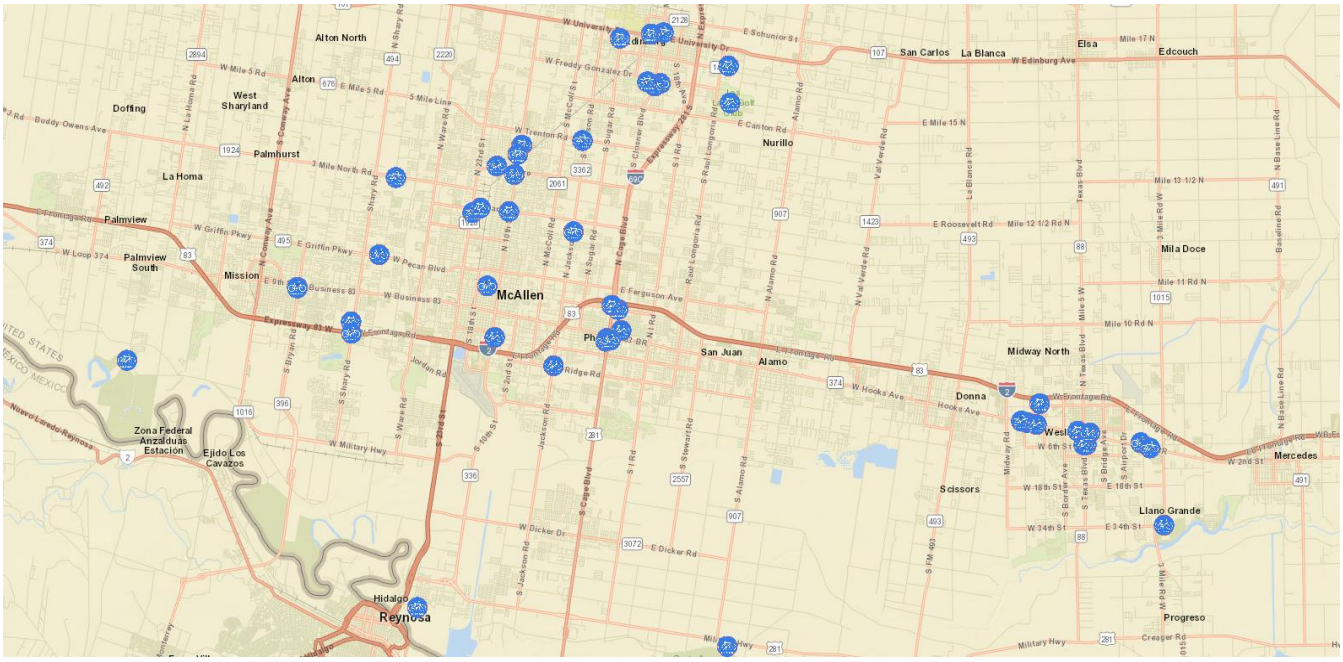
A long-term Bicycle plan should always incorporate an evaluation method. Evaluation involves monitoring outcomes and documenting trends through data collection. Data should be retrieved before and after activities associated with the previous four "E's" are conducted. Evaluation is necessary to assess advancements in implementing the plan, recognize progress toward the completion of each element, and identify successes in achieving plan goals and objectives.

Resources for bicyclist projects can be scarce and having readily available data can help a community prioritize and demonstrate the need and purpose of projects. Acquiring localized data allows planners to properly recommend courses of action, rather than relying on national data. Local information and attitudes can be collected through various forms, but surveys are effective, uncomplicated, and may be conducted anonymously. Surveys help reveal why people travel by motor vehicle, rather than cycling. The survey method also provides insight on what changes might encourage a shift in behavior. This information can help paint a snapshot of citizens' perception and concerns as well as aid policy makers and planners in updating our bicycle plan.

Additional recommendations to jurisdictions:

- Set an ambitious, attainable target to increase the percentage of trips taken by cyclists (within separate municipal boundaries)
- Expand efforts to evaluate bicycle usage and crash statistics, developing a specific plan that reduces the number of crashes within a community
- Collaborate with neighboring communities to integrate bicycle networks and execute refined land usage techniques

Appendix A: Bicycle Friendly Business Map & List



Hidalgo County Area

http://www.hcmpo.org/gisapps/GIS_HCMPO/

Bicycle Friendly Businesses

The following business have signed up for the Bicycle Friendly Business initiative and have received a bike rack to place outside their area of work:

Santa Ana Wildlife Refuge
3325 Green Jay Rd.
Alamo, TX 78516

Edinburg Scenic Wetlands and World Birding Center
714 S Raul Longoria Rd.
Edinburg, TX 78542

Museum of South Texas History
200 N Closner Rd.
Edinburg, TX 78541

Edinburg City Hall
415 W University Dr
Edinburg, TX 78541

Los Lagos Golf Club
1720 Raul Longoria Rd.
Edinburg, TX 78541

Edinburg Boys & Girls Club
702 Cullen St.
Edinburg, TX 78541

Edinburg Sports & Wellness Center
315 E Palm St.
Edinburg, TX 78539

Ebony Hills Public Golf Course
300 W Palm Dr.
Edinburg, TX 78539

Dustin Michael Sekula Memorial Library
1906 S. Closner Rd.
Edinburg, TX 78541

Vitamin Shack + Shakes
2216 W Trenton Rd.
Edinburg, TX 78539

Vitamin Shack + Shakes
319 S Sugar Rd.
Edinburg, TX

Grindstone Coworking
506 W University Dr.
Edinburg, TX 78539

Rock & Roll Sushi
902 S 2nd St.
Hidalgo, TX 78577

Old Hidalgo Pumphouse Museum and World Birding Center
902 S. 2nd St
Hidalgo, TX 78557

Earth Born Market
4508 N Taylor Rd.
McAllen, TX 78504

Xquinkles Snack Land
3616 N 23rd St.
McAllen, TX 78504

Bike Masters
6201 N 10th St.
McAllen, TX 78504

Neighbors Emergency Center
6700 N 10th St.
McAllen, TX 78504

Majors Health Food
1001 S 10th St. #A
McAllen, TX 78501

MoonBeans Coffee
5401 N 10th St. 102
McAllen, TX 78504

Vitamin Shack + Shakes
1700 W Dove Ave. Ste. 40
McAllen, TX 78504

Bicycle World RGV McAllen
2025 W Nolana Ave.
McAllen, TX 78504

La Costa Business Center
214 N 16th St.
McAllen, TX 78501

Bentsen – Rio Grande Valley State Park
2800 S Bentsen Palm Dr.
Mission, TX 78572

Raising Cane's Chicken Fingers
125 S Shary Rd.
Mission, TX 78572

Bike Masters
2801 E Griffin Pkwy.
Mission, TX 78572

Mission Economic Development Council
801 N Bryan Rd.
Mission, TX 78572

28. Teach for America
801 N Bryan Rd.
Mission, TX 78572

Valley Technical Academy
801 N Bryan Rd.
Mission, TX 78572

Jitterz Coffee Bar
801 N Bryan Rd.
Mission, TX 78572

Edward Jones
122 Shary Rd. St. E
Mission, TX 78572

City of Pharr Parks & Recreation
413 E Clark Ave.
Pharr, TX 78577

Vitamin Shack + Shakes
1201 S Jackson Rd. Ste. 2
Pharr, TX 78577

M. Rivas Food Store
836 N Cage Blvd.
Pharr, TX 78577

MoonBeans Coffee
114 W Cherokee Ave.
Pharr, TX 78577

Pharr City Hall
118 S Cage Blvd.
Pharr, TX 78577

Vitamin Shack + Shakes
1101 N Cage Blvd. Ste. B-4
Pharr, TX 78577

Pharr Memorial Library
121 E Cherokee Ave.
Pharr, TX 78577

Estero Llano Grande State Park
154A Lakeview Dr.
Weslaco, TX 78596

Planet Fitness
1901 W Expressway 83
Weslaco, TX 78596

Hidalgo County MPO
510 S Pleasantview Dr.
Weslaco, TX 78596

Tortilleria Progreso
1901 W Business 83
Weslaco, TX 78596

Weslaco Mid Valley Fam Produce
2701 W Business 83
Weslaco, TX 78596

Mireles Mid Valley Fam Produce
2701 W Business 83
Weslaco, TX 78596

Weslaco Farmers Market
2319 W Business 83
Weslaco, TX 78596

Lower Rio Grande Valley Development Council
301 W Railroad St.
Weslaco, TX 78596

Weslaco Inn
2716 E Business 83
Weslaco, TX 78596

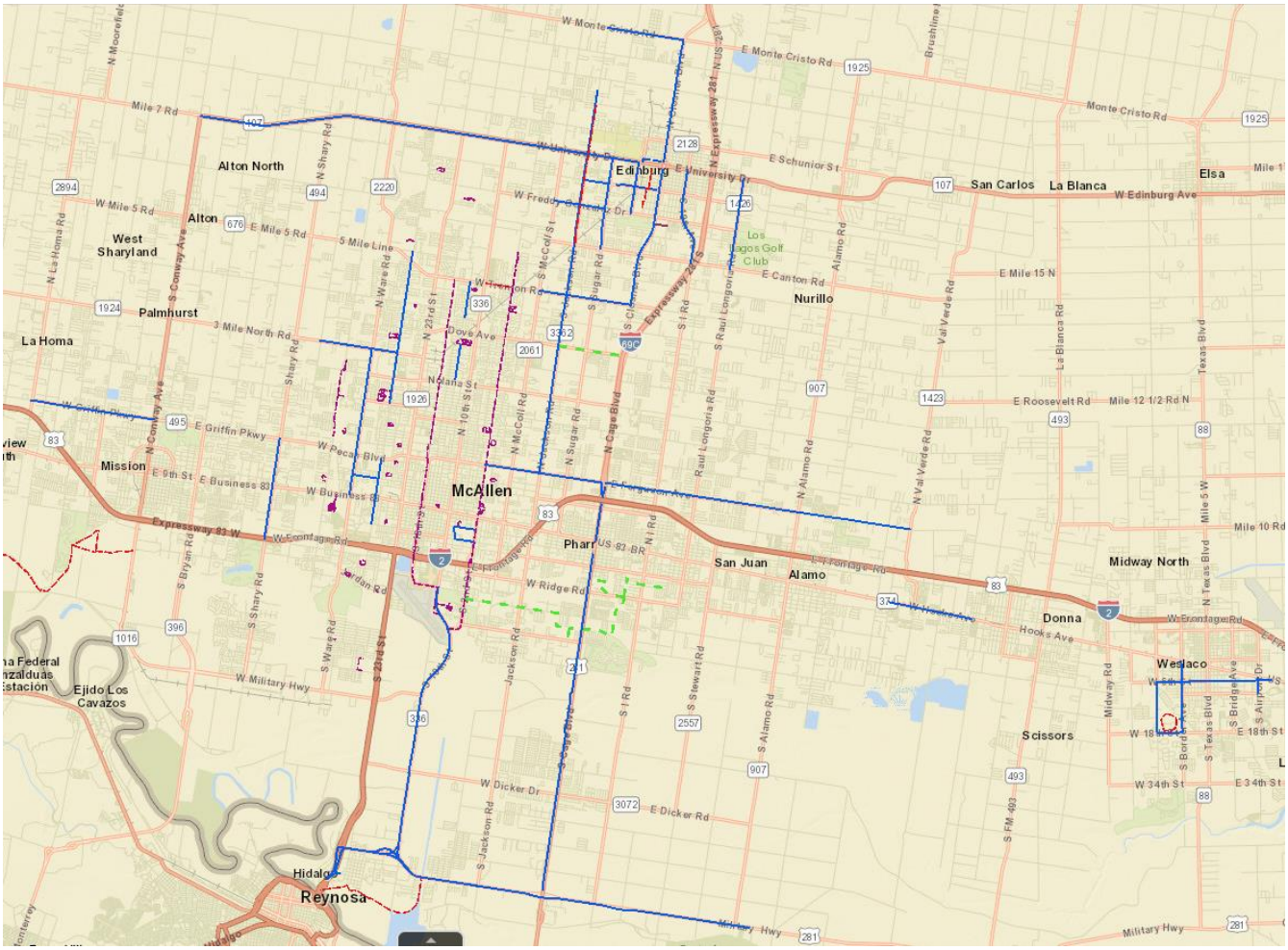
Extreme Nutrition
539 S Texas Blvd.
Weslaco, TX 78596

Weslaco City Hall
255 S Kansas Ave.
Weslaco, TX 78596

Economic Development Corporation of Weslaco
275 S Kansas Ave. St. A
Weslaco, TX 78596

APPENDIX B: Existing Bike Lanes/Trails

Hidalgo County Area



http://www.hcmpo.org/gisapps/GIS_HCMPO/

Cameron County Area

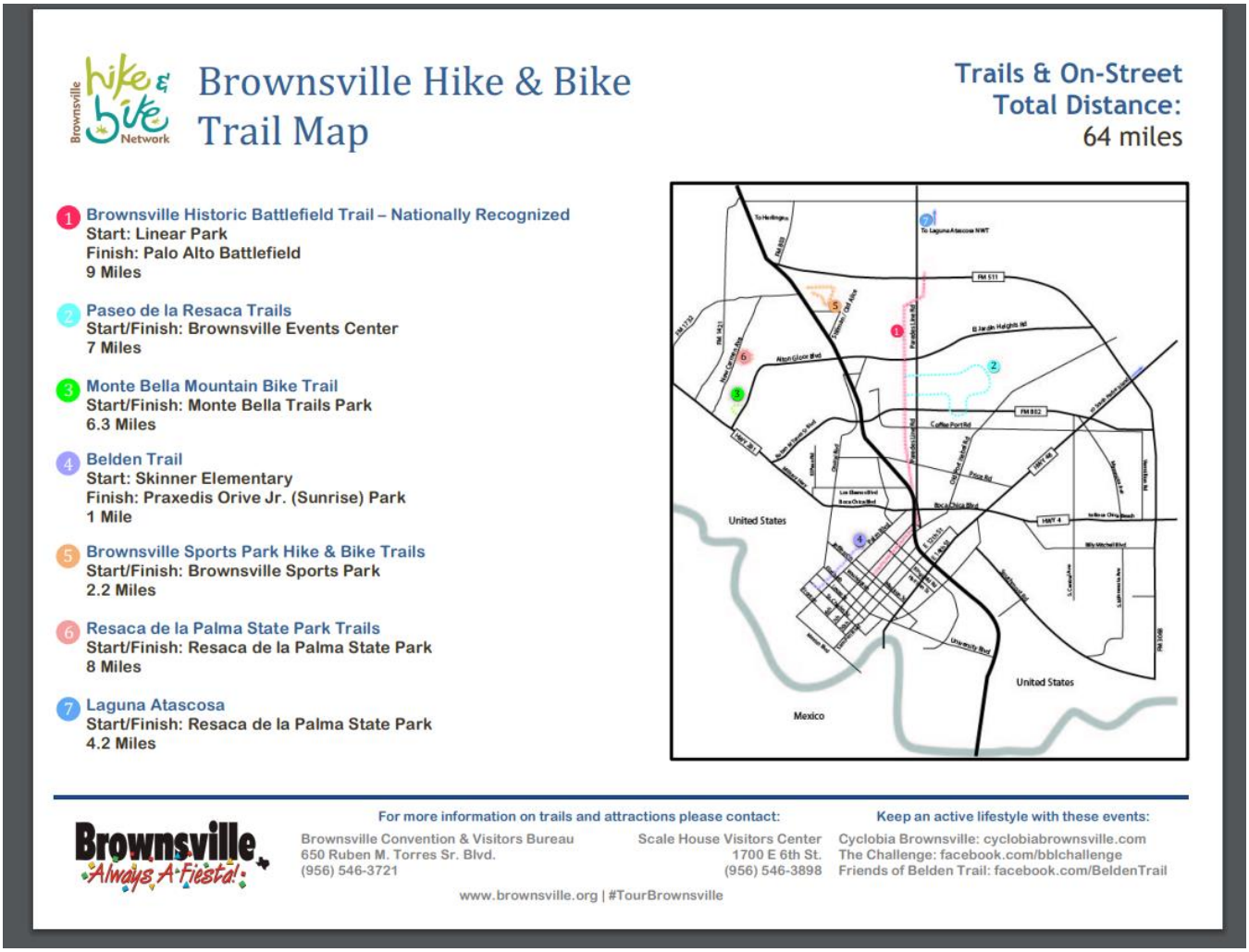
(Harlingen-San Benito)



For illustrative purposes. Detailed maps identifying the HSBMPO Bikeway Network segments identified in Figures 3.6 through 3.8 are maintained by the HSBMPO.

http://users.neo.registeredsite.com/0/6/5/21985560/assets/Harlingen-San_Benito_MPO_Bicycle_and_Pedestrian_Master_Plan_-_Final_Version.pdf

(Brownsville)



https://brownsville.org/wp-content/uploads/2015/06/Main-Map.pdf

Bicycle Plan 2019

Rio Grande Valley

Metropolitan Planning Organization

Adopted by RGVMPO

Transportation Policy Committee

On:

Transit Financial Summary
RGVMPO - Regional Totals
FY 2019 - 2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of August 2019

	Transit Program	FY 2019 Federal	FY 2019 State/Other	FY 2019 Total	FY 2020 Federal	FY 2020 State/Other	FY 2020 Total	FY 2021 Federal	FY 2021 State/Other	FY 2021 Total
1	**Sec. 5307 - Urbanized Formula >200K**	25,895,906	9,831,425	35,727,331	8,711,683	5,436,403	14,148,086	8,202,535	5,309,116	13,511,651
2	**Sec. 5307 - Urbanized Formula <200K**	9,931,442	2,060,377	11,991,819	2,027,735	56,057	2,083,792	2,187,735	1,188,057	3,375,792
3	**Sec. 5309 - Discretionary**									
4	**Sec. 5310 - Elderly &Individuals w/Disabilities**	1,951,989	75,433	2,027,422	749,938	187,485	937,423	749,938	187,485	937,423
5	**Sec. 5311 - Nonurbanized Formula**									
6	**Sec. 5316 - JARC >200K**									
7	**Sec. 5316 - JARC <200K**									
8	**Sec. 5316 - JARC Nonurbanized**									
9	**Sec. 5317 - New Freedom >200K**									
10	**Sec. 5317 - New Freedom <200K**									
11	**Sec. 5317 - New Freedom Nonurbanized**									
12	**Sec. 5339 - Bus & Bus Facilities**	4,037,080.00	610,027.50	4,647,107.50	767,180.00	174,530.00	941,710.00	767,180.00	174,530.00	941,710.00
13	**Other FTA - 5311 (f)**	155,000.00	1,980,000	2,135,000	155,000	155,000	310,000	155,000	155,000	310,000
14	**Regionally Significant or Other**	6,050,000	4,099,904	10,149,904	0	460,766	460,766	0	460,766	460,766
	Total Funds	**$48,021,417**	**$18,657,166**	**$66,678,583**	**$12,411,536**	**$6,470,241**	**$18,881,777**	**$12,062,388**	**$7,474,954**	**$19,537,342**
	Transportation Development Credits									
	Requested			$5,167,959			$349,490			$121,490
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2022 Federal	FY 2022 State/Other	FY 2022 Total	Total Federal	Total State/Other	Total
1	**Sec. 5307 - Urbanized Formula >200K**	8,202,535	5,309,116	13,511,651	51,012,659	25,886,060	76,898,719
2	**Sec. 5307 - Urbanized Formula <200K**	2,027,452	1,285,787	3,313,239	16,174,364	4,590,278	20,764,642
3	**Sec. 5309 - Discretionary**						
4	**Sec. 5310 - Elderly &Individuals w/Disabilities**	749,938	187,485	937,423	4,201,803	637,888	4,839,691
5	**Sec. 5311 - Nonurbanized Formula**						
6	**Sec. 5316 - JARC >200K**						
7	**Sec. 5316 - JARC <200K**						
8	**Sec. 5316 - JARC Nonurbanized**						
9	**Sec. 5317 - New Freedom >200K**						
10	**Sec. 5317 - New Freedom <200K**						
11	**Sec. 5317 - New Freedom Nonurbanized**						
12	**Sec. 5339 - Bus & Bus Facilities**	767,180.00	174,530.00	941,710.00	$ 6,338,620.00	1,133,618	7,472,238
13	**Other FTA - 5311 (f)**	155,000	155,000	310,000	620,000	2,445,000	3,065,000
14	**Regionally Significant or Other**	0	460,766	460,766	6,050,000	5,482,202	11,532,202
	Total Funds	**$11,902,105**	**$7,572,684**	**$19,474,789**	**$84,397,446**	**$40,175,045**	**$124,572,491**
	Transportation Development Credits						
	Requested			$116,333			$5,755,272
	Awarded			$0			$0

September 3, 2019

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN October 2019

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 – La Joya *0039-02-063*	HID	FM 2221 (Jara Chinas Rd) to 0.28 Miles W of Showers Rd	Construct Controlled Access Facility	$125,905,527 / $0.00	CAT 2 & 12
Direct Connector to Port *0921-06-288*	CAM	SH 4 to Ostos Rd	Construct South Port Connector to Port of Brownsville	$18,840,283 / $0.00	CAT 3, 7, 10 & Rider 11B

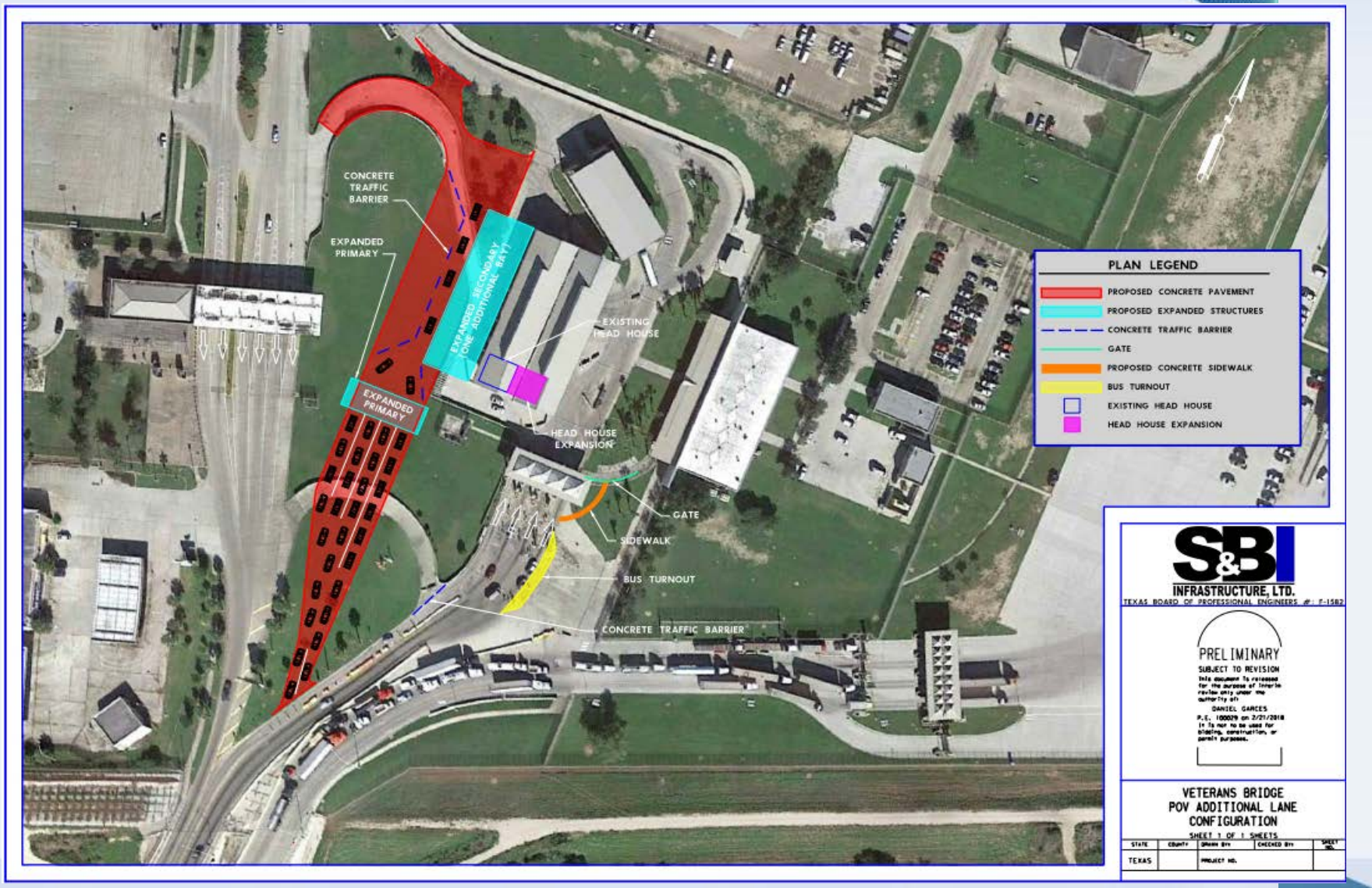
PROJECTS TO BE LET IN August 2020

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 802 *1140-02-038*	CAM	FM 1847 to Old Port Isabel Rd	Construct 6 Lane with Raised Median	$14,000,000 / $0.00	CAT 2

RGVMPO TAC
PROJECT PRESENTATION
SEPTEMBER 10, 2019

RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

VETERANS INTERNATIONAL BRIDGE
CBP PRIMARY LANE EXPANSION



VETERANS INTERNATIONAL BRIDGE
CBP PRIMARY LANE EXPANSION

Project Limits: Veterans International Bridge Port of Entry

Distance:	**800 feet**
Typical Section:	4 Additional Travel Lanes
ROW/Utilities:	Complete
Project Cost:	$15 Million
Environmental Status:	Pending Concurrence from TxDOT
Conceptual Planning:	Complete
Technical Requirements:	Complete
Design:	100% Submittal to CBP/GSA in mid July 2019
Funds:	$15 Million – CAT 7 Funds In-Place

- TxDOT Off System Roadway

VETERANS INTERNATIONAL BRIDGE
CBP PRIMARY LANE EXPANSION

Project Limits: Veterans International Bridge Port of Entry

PROJECT NEEDS
• Approved Design – September 2019
• Pending Environmental Concurrence from TxDOT
• BUILD Grant Application Submitted

SH 550 GAP 2 PROJECT
CSJ: 0684-01-068



SH 550 GAP 2 PROJECT
CSJ: 0684-01-068

Project Limits: from 0.203 miles S. of FM 1847 to 1.13 miles S. of UPRR Overpass @ FM 3248

Distance:	**2.6 Miles**
Typical Section:	4 Lane Tolled Expressway with Shoulders
ROW Width:	150 to 400 Feet Wide
Project Cost:	$16 Million
Environmental Status:	Complete
ROW Acquisition/Utilities:	Complete
Available Funding:	$16 Million Cat 7
Design:	Need to Update Existing Plans

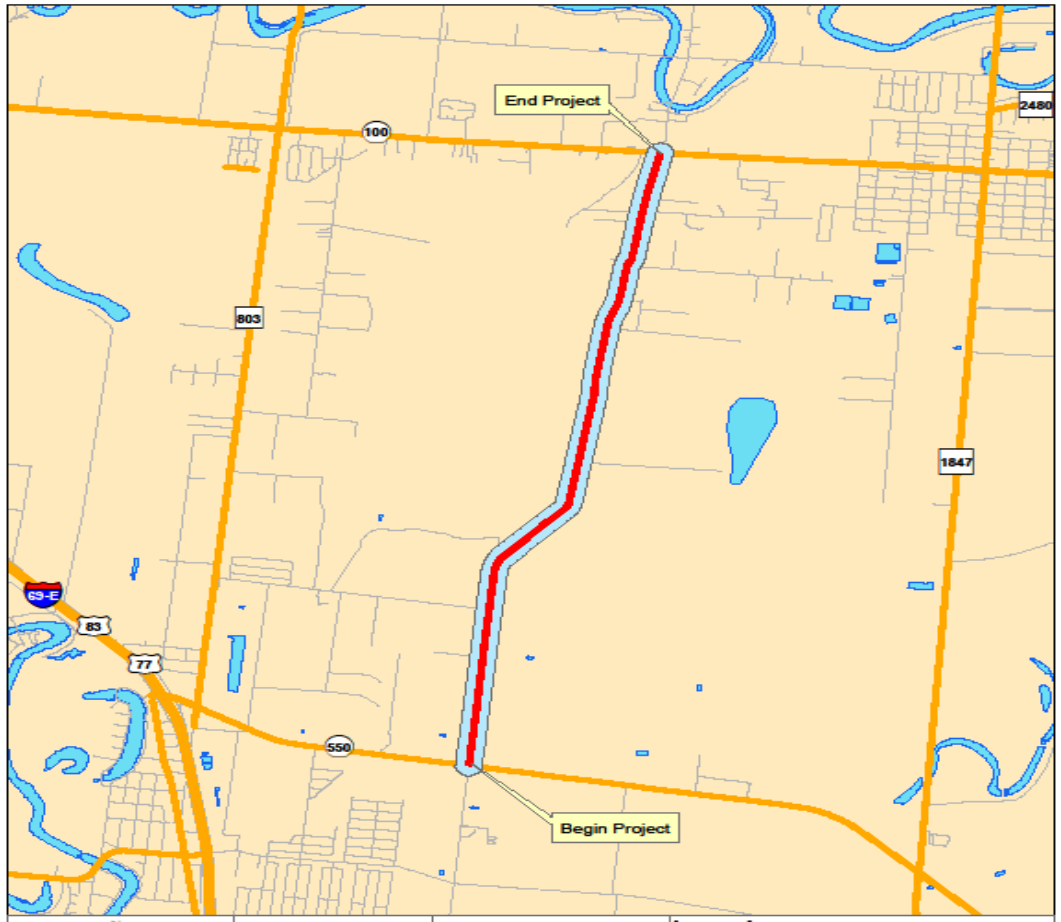
- TxDOT Off System Roadway

SH 550 GAP 2 PROJECT
CSJ: 0684-01-068

Project Limits: from 0.203 miles S. of FM 1847 to 1.13 miles S. of UPRR overpass @ FM 3248

PROJECT NEEDS
• Update the Design Plans to meet Interstate Standards
• Need AFA for CAT 7 Funds
• Complete Design Plans by June 2020
• Consultant Selection Process

OLD ALICE ROAD
CSJ: 0921-06-290



OLD ALICE ROAD
CSJ: 0921-06-290

Project Limits: from SH 550 to SH 100

Distance:	**3.5 Miles**
Typical Section:	4 Lane Urban Roadway with Shoulders
ROW Width:	120 Feet Wide
Project Cost:	$12 Million
Environmental Status:	In Progress (Categorical Exclusion)
Design:	Pending
Available Funding:	$12 Million Cat 7

- TxDOT Off System Roadway

OLD ALICE ROAD PHASE II
CSJ: 0921-06-314

Project Limits: from SH 550 to Sports Park Blvd

Distance:	**1.1 Miles**
Typical Section:	4 Lane Urban Roadway with Shoulders
ROW Width:	120 Feet Wide
Project Cost:	$5 Million
Environmental Status:	In Progress (Categorical Exclusion)
Design:	Pending
Available Funding:	$3.3 Million Cat 7

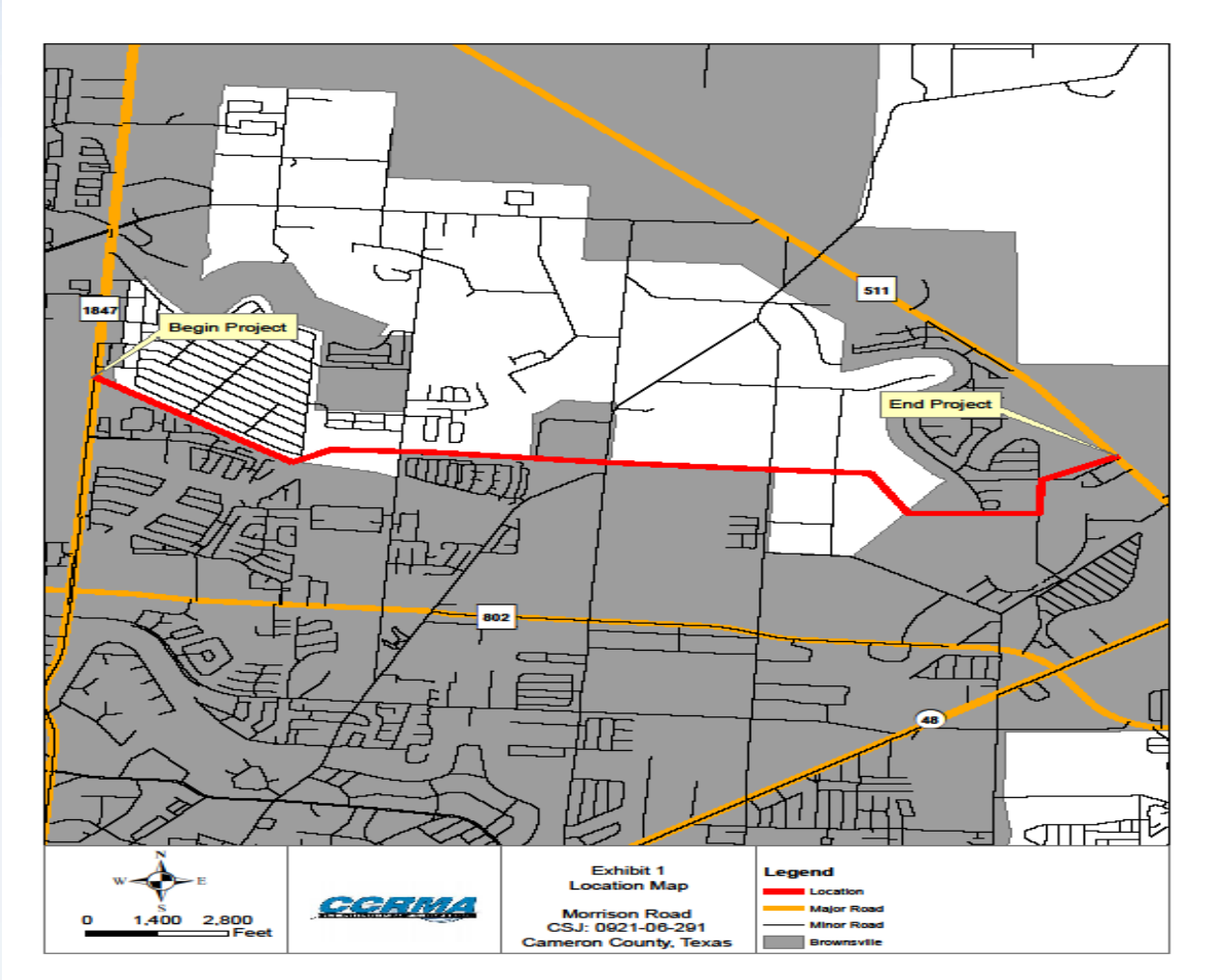
- TxDOT Off System Roadway

OLD ALICE ROAD
CSJ: 0921-06-290

Project Limits: from SH 550 to SH 100

PROJECT NEEDS
• Complete Environmental Phase – 2019
• Obtain USACE Corp Permits for Impacts to Wetlands
• TxDOT approval of Traffic Analysis
• Cultural Resources – In Progress
• Design – Working with City and County
• AFA for Construction

MORRISON ROAD
CSJ: 0921-06-291



MORRISON ROAD
CSJ: 0921-06-291

Project Limits: from FM 1847 to FM 511

Distance:	4.5 Miles
Typical Section:	4 Lane Rural Roadway with Shoulders
ROW Width:	120 Feet Wide
Project Cost:	To Be Determined
Environmental Status:	Pending (Environmental Assessment)
ROW Acquisition/Utilities:	Pending
Design:	Pending

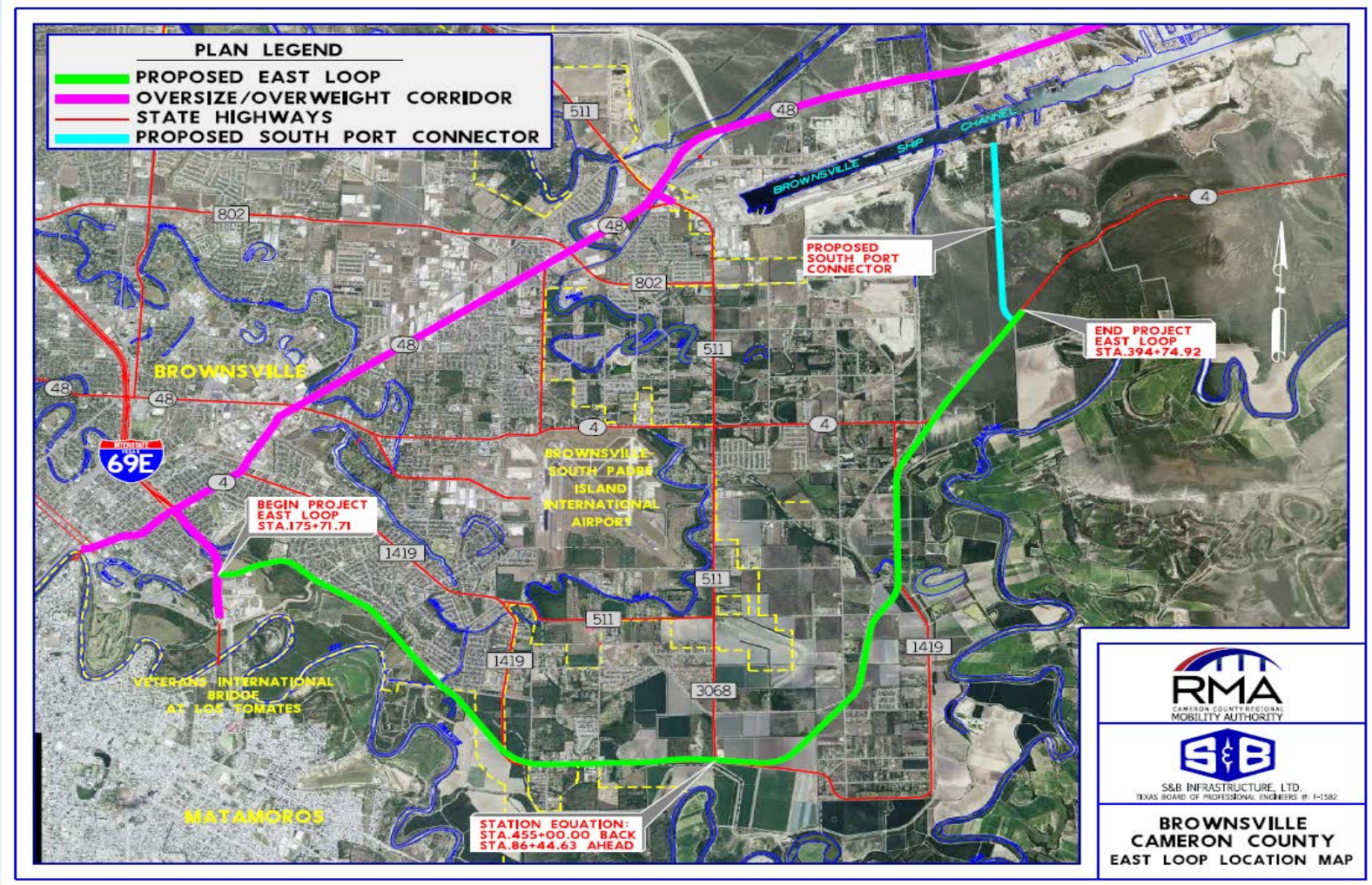
- TxDOT Off System Roadway

MORRISON ROAD
CSJ: 0921-06-291

Project Limits: from FM 1847 to FM 511

PROJECT NEEDS
• Begin Environmental Phase – Fall 2019
• Begin USFWS Coordination
• Consultant Selection Process
• Include Construction Phase in Future UTP Development

EAST LOOP


PLAN LEGEND
PROPOSED EAST LOOP
OVERSIZE/OVERWEIGHT CORRIDOR
STATE HIGHWAYS
PROPOSED SOUTH PORT CONNECTOR
BROWNSVILLE SHIP CHANNEL
PROPOSED SOUTH PORT CONNECTOR
END PROJECT EAST LOOP STA.394+74.92
BEGIN PROJECT EAST LOOP STA.175+71.71
BROWNSVILLE
BROWNSVILLE-SOUTH PADRE ISLAND INTERNATIONAL AIRPORT
VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES
MATAMOROS
STATION EQUATION: STA.455+00.00 BACK STA.86+44.63 AHEAD
69E
802
48
511
4
1419
3068
RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
S&B INFRASTRUCTURE, LTD.
TEXAS BOARD OF PROFESSIONAL ENGINEERS #: F-1582
BROWNSVILLE
CAMERON COUNTY
EAST LOOP LOCATION MAP

EAST LOOP

Project Limits: from I-69E to SH 4

Distance:	**11.2 Miles**
Typical Section:	4 Lane to 6 Lane Divided Roadway with Shoulders
ROW Width:	120-400 Feet Wide
Project Cost:	$80 Million
Environmental Status:	In Progress - Combine both Documents In-House
ROW Acquisition/Utilities:	Pending
Design:	Pending
Available Funding:	$3.875 Million Cat 7 and Earmark

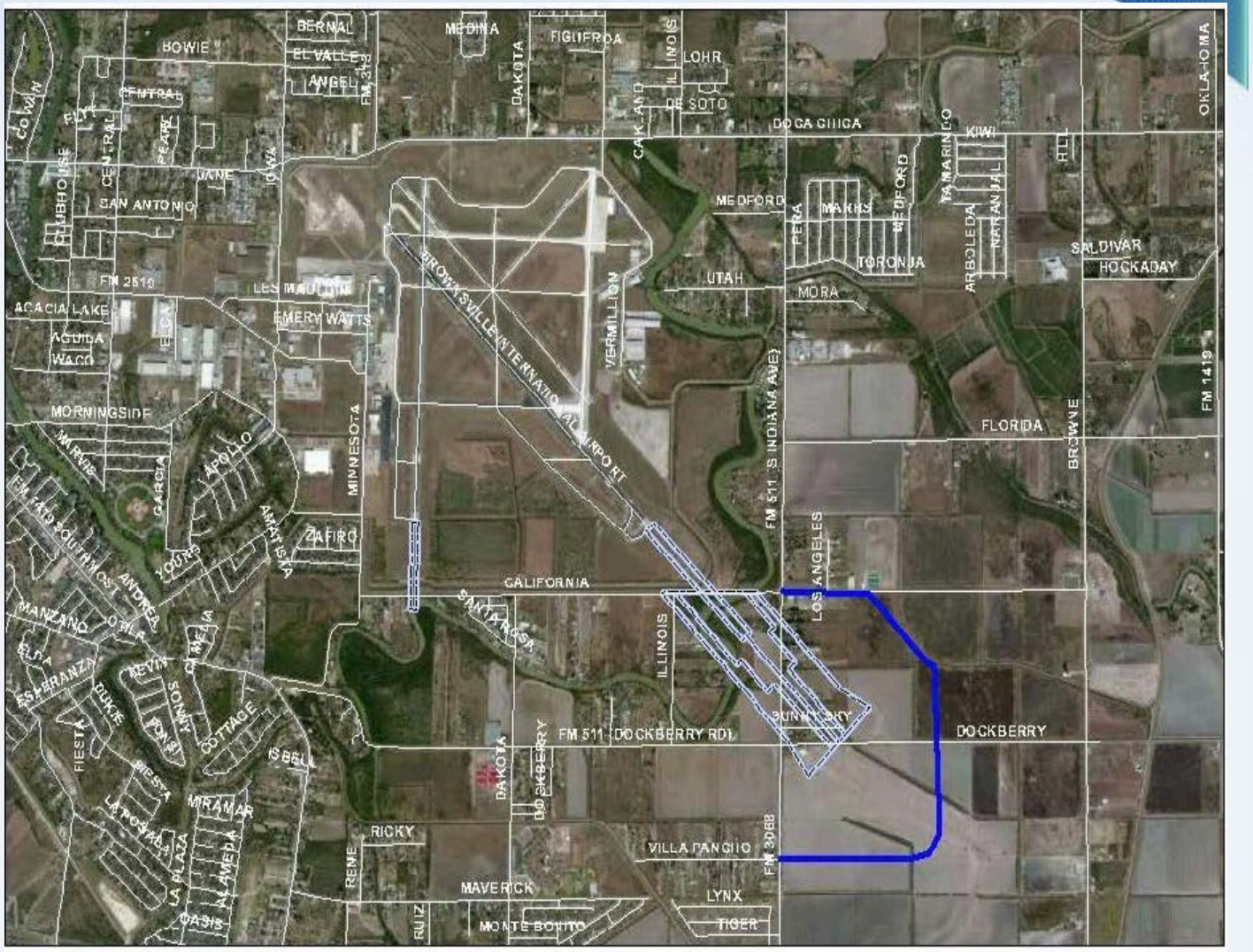
- TxDOT Off System Roadway

EAST LOOP

Project Limits: from I-69E to SH 4

PROJECT NEEDS
• Consultant Selection Process
• Combine Environmental Documents into one Document – In Progress
• Complete Schematics to reflect Value Engineering – In Progress
• Incorporate Value Engineering into EA Document – In Progress
• AFA for Preliminary Engineering and Construction

INDIANA AVENUE

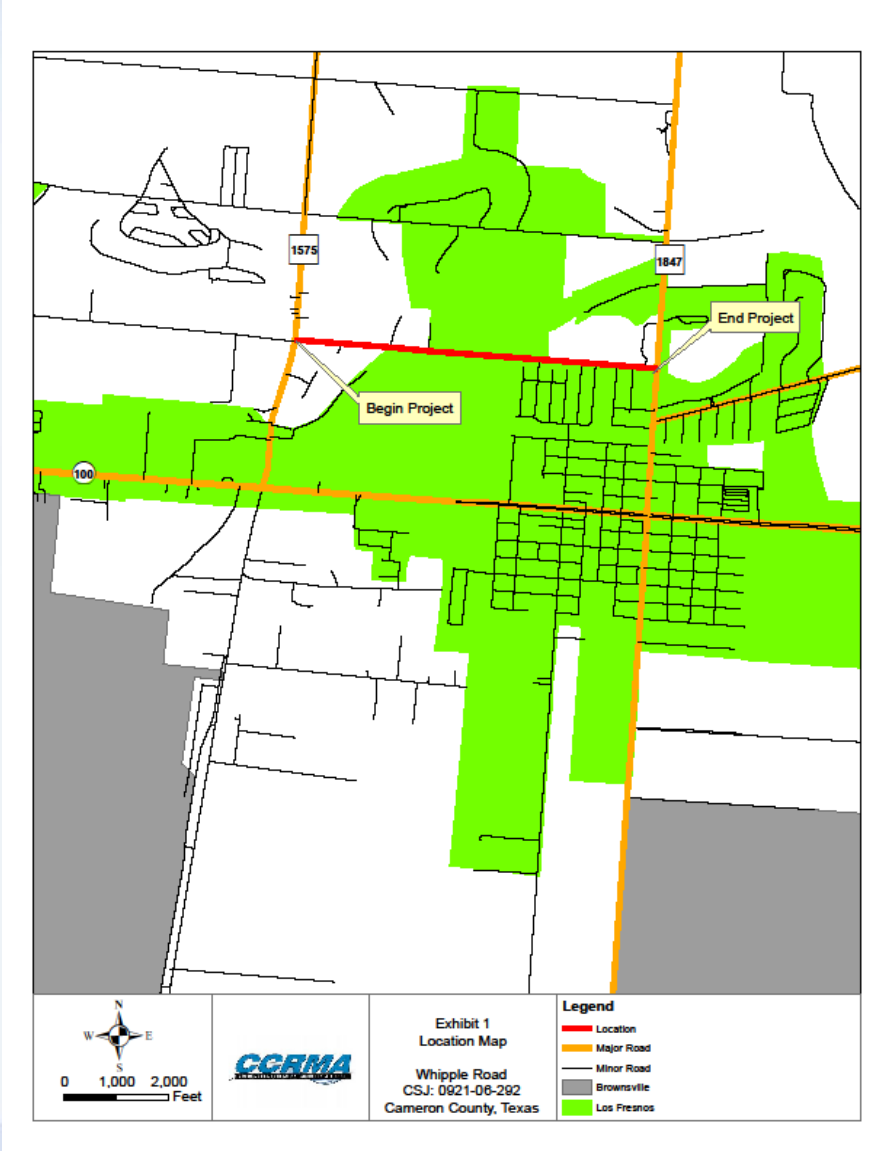


INDIANA AVENUE
CSJ: 0921-06-305

Project Limits: from 0.1 Mile North of California Road to 0.62 Mile North of F.M. 1419

Distance:	**1.40**
Typical Section:	Realignment construct 2 lane rural roadway
ROW Width:	120 Feet Wide
Project Cost:	$6.5 Million
Environmental Status:	Pending
ROW Acquisition/Utilities:	Pending
Design:	Pending

WHIPPLE ROAD
CSJ: 0921-06-292



WHIPPLE ROAD
CSJ: 0921-06-292

Project Limits: from FM 1575 to FM 1847

Distance:	**1.3 Miles**
Typical Section:	2 Lane Rural Roadway with Center Turning Lane
ROW Width:	80 Feet wide
Project Cost:	To Be Determined
Environmental Status:	Pending
ROW Acquisition/Utilities:	Pending
Design:	Pending
Available Funding:	$4.4 Million Cat 7

- TxDOT Off System Roadway

WHIPPLE ROAD
CSJ: 0921-06-292

Project Limits: from FM 1575 to FM 1847

PROJECT NEEDS
• Begin Environmental Document – Fall 2019
• Consultant Selection Process
• AFA for Construction

FM 509
CSJ: 0921-06-254



FM 509
CSJ: 0921-06-254

Project Limits: from FM 508 to FM 1599

Distance:	**1.3 Miles**
Typical Section:	2 Lane Rural Roadway
ROW Width:	150 Feet wide
Project Cost:	$6.6 Million
Environmental Status:	Pending
ROW Acquisition/Utilities:	Pending
Design:	Pending
Available Funding:	$9.6 Million Cat 10, Cat 2 & Other

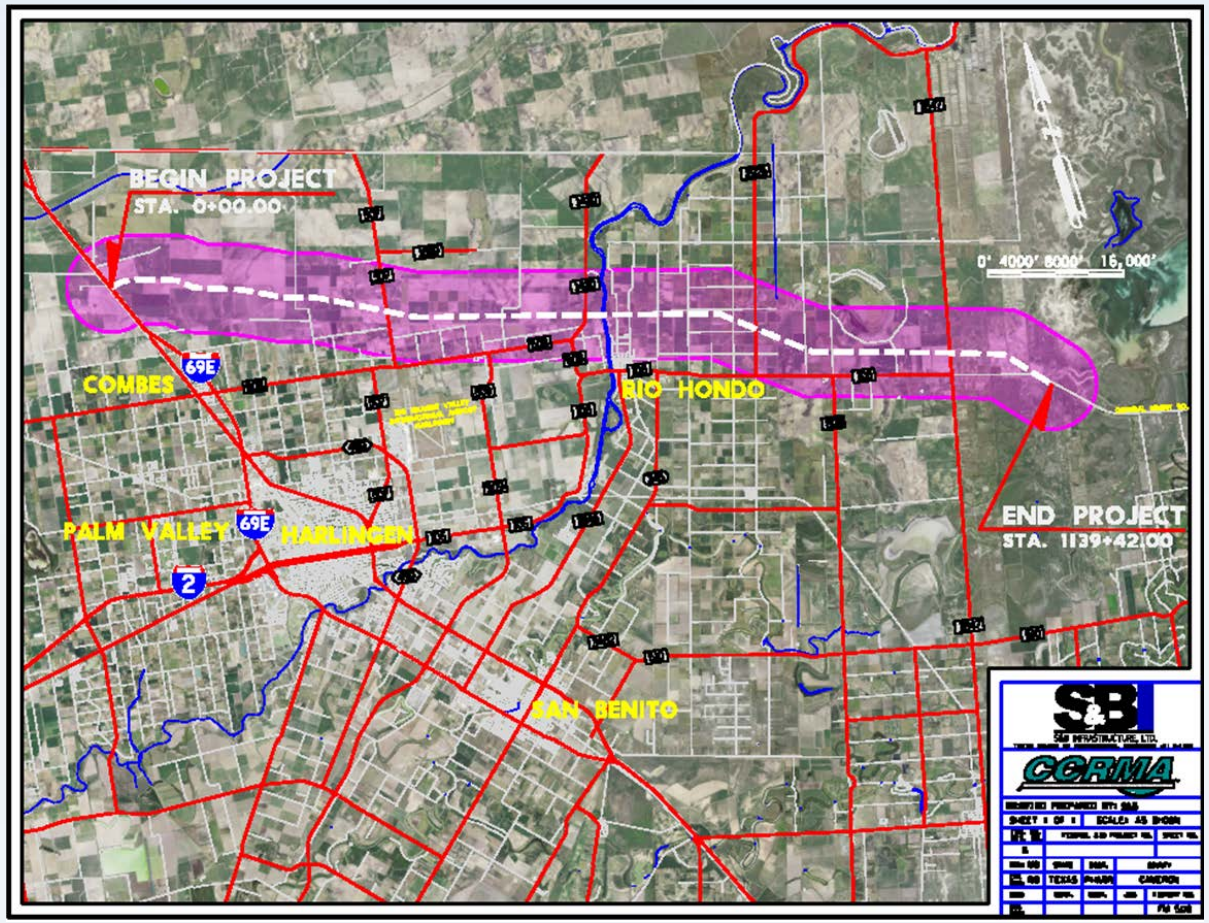
- TxDOT On System Roadway

FM 509
CSJ: 0921-06-254

Project Limits: from FM 508 to FM 1599

PROJECT NEEDS
• Begin Environmental Document – Fall 2019
• Consultant Selection Process
• Funding for ROW Acquisition and Utilities Relocation
• AFA for Construction

OUTER PARKWAY
CSJ: 0921-06-283



OUTER PARKWAY
CSJ: 0921-06-283

Project Limits: from I69E near the North Cameron County Line to FM 1847

Distance:	**21.5 Miles**
Typical Section:	Controlled Access 4 Lane Toll Facility
ROW Width:	268 Feet wide
Project Cost:	$170 Million
Environmental Status:	Process began and has been on hold
Available Funding:	TBD

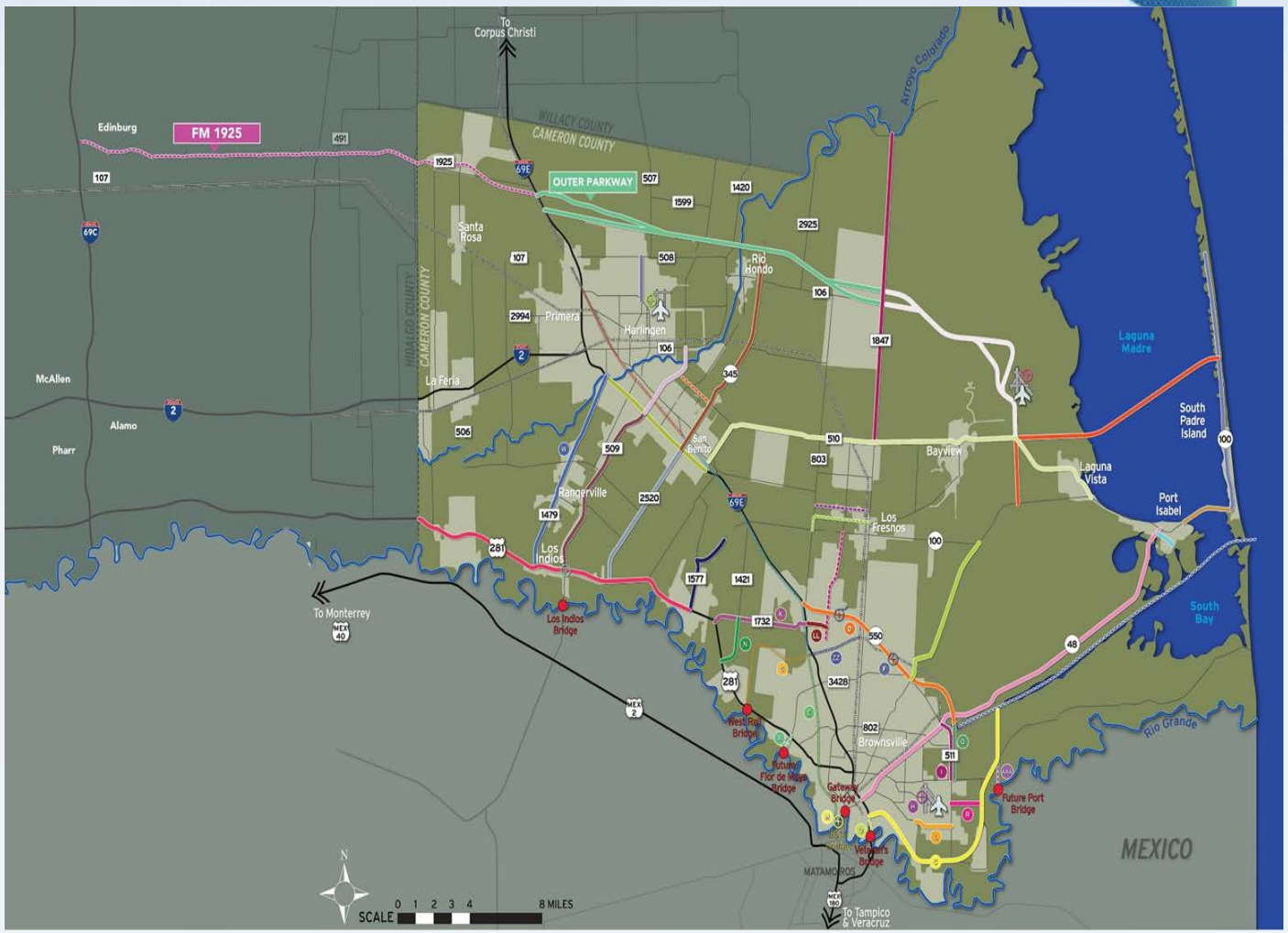
- Toll Divided Highway

OUTER PARKWAY
CSJ: 0921-06-283

Project Limits: from I69E near the North Cameron County Line to FM 1847

PROJECT NEEDS
• Continue Environmental Process

FM 1925
CSJ: PENDING



FM 1925
CSJ: PENDING

Project Limits: from I69E to Cameron County/ Hidalgo County Line

Distance:	**6.5 Miles**
Typical Section:	4 Lane Roadway
ROW Width:	150 Feet wide
Project Cost:	$35 Million
Environmental Status:	Pending
ROW Acquisition/Utilities:	Pending
Design:	Pending
Available Funding:	TBD

- TxDOT On System Roadway

FM 1925
CSJ: PENDING

Project Limits: from I69E to Cameron County/ Hidalgo County Line

PROJECT NEEDS
• Begin Environmental Process

SOUTH PADRE ISLAND 2ND ACCESS
CSJ: 0921-06-163



SOUTH PADRE ISLAND 2ND ACCESS
CSJ: 0921-06-163

Project Limits: from HWY 100 to Park Road 100

Distance:	**8 Miles**
Typical Section:	Controlled Access 4 Lane Toll Facility with bridge
ROW Width:	236 Feet wide
Project Cost:	$500 Million
Environmental Status:	Pending
ROW Acquisition/Utilities:	Pending
Design:	Pending
Available Funding:	TBD

- Toll Divided Highway

SOUTH PADRE ISLAND 2ND ACCESS
CSJ: 0921-06-163

Project Limits: from HWY 100 to Park Road 100

PROJECT NEEDS
• Begin Environmental Process
• Right-of-Way Acquisition Process
• Funding

ELECTRONIC TOLL COLLECTION PROJECTS







ELECTRONIC TOLL COLLECTION SYSTEM PROJECTS

Project: Cameron County Bridges

Bridges:	**3**
ETC Lanes:	12
Pedestrian Lanes:	9
Project Cost:	$1.49 Million
Work Segment I Design:	In-process
Work Segment I Acquisition:	Pending
Work Segment I Installation & Testing:	Pending
Work Segment I Project Management:	CCRMA
Work Segment II Maintenance:	CCRMA

ELECTRONIC TOLL COLLECTION SYSTEM PROJECTS

Project: Cameron County Parks	
Parks:	**6**
Manned Lanes:	5
Unmanned Lanes:	3
Mixed Lanes:	2
Project Cost:	$1.199 Million
Work Segment I Design:	In-process
Work Segment I Configuration:	Pending
Work Segment I Installation & Testing:	Pending
Work Segment I Project Management:	CCRMA
Work Segment II Maintenance:	CCRMA

U.S. 77 CONCEPTUAL PLAN



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR AUG 2019

HCRMA Board of Directors

S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ricardo Perez, Secretary/Treasurer
Francisco "Frank" Pardo, Director
Paul S. Moxley, Director
Alonzo Cantu, Director
Ezequiel Reyna, Jr., Director

HCRMA Staff

Pilar Rodriguez, PE, Executive Director
Eric Davila, PE, CFM, PMP, CCM, Chief Dev. Eng.
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Jose Castillo, Chief Financial Ofcr.
Sergio Mandujano, Constr. Records Keeper
Maria Alaniz, Admin. Assistant
Flor E. Koll, Admin. Assistant III (Constr.)

General Engineering Consultant

HDR ENGINEERING, INC.

Report on HCRMA Program Management Activity
Chief Development Engineer – Eric Davila, PE, CFM, PMP, CCM

Overview

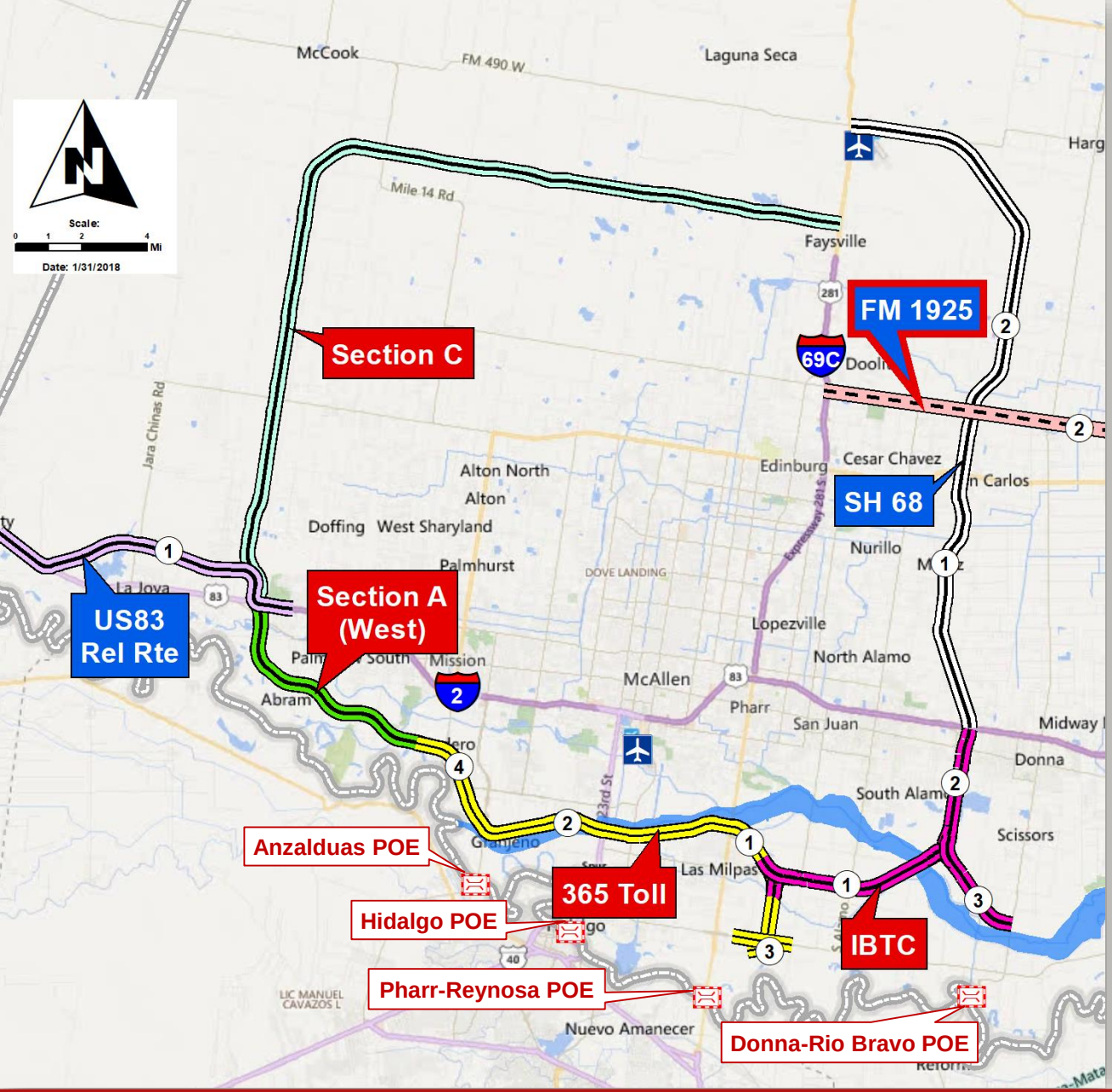
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:
"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services"

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA
STRATEGIC PLAN

DEVELOP THE INFRASTRUCTURE TO SERVE A POPULATION OF APPROXIMATELY 800,000 RESIDENTS AND 5 INTERNATIONAL PORTS OF ENTRY

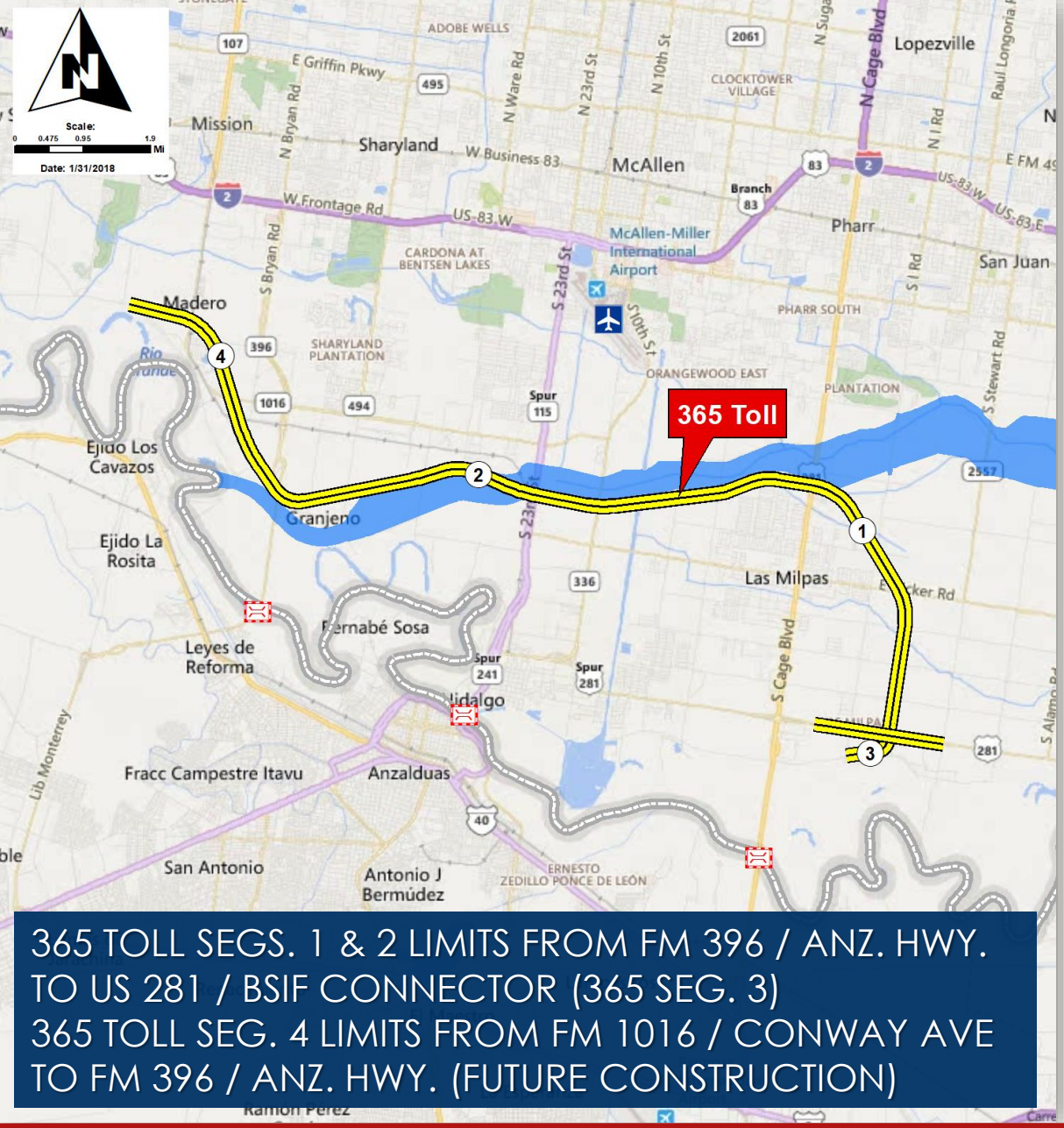


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SYSTEMWIDE TASKS

SYSTEM WIDE

- Continued Management of HCRMA ProjectWise System
  - Used for our all electronic core DESIGN and CONSTR related filing and coordination.
  - Being used for 365 Toll Redesign / Coordination of the IBTC Project; in addition to serving as project archive for all Loop Projects.
- Overweight permit white paper drafted
  - HCRMA worked with TxDOT PHR to delineate the maintenance burden by weight classification of truck.
  - Informed permit users how the proposed fee increase will help sustain the network.



365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR (365 SEG. 3)
365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)

365 TOLL

HCRMA

MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

98% ROW AS OF
09/30/2018

PH 1: 365 SEG. 3 –
LET: 08/2015
STARTED: 02/2016

PH 2: 365 TOLL SEGS. 1 & 2 –
RE-LET: 08/2019
START: TBD

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Ongoing Coordination with CBP

365 TOLL

- CBP initiated coordination / right of entry with HCRMA in 2018—when CBP's design was undefined along with schedule for completion.
- By mid-2019 it became apparent the CBP Levee / Border Wall could impact the corridor already established by the HCRMA for the 365 Tollway project.
- HCRMA in collaboration with local representatives from Senator Cornyn's Office and CBP met to discuss this potential conflict. Outcomes form the meeting include:
  - CBP committing to HCRMA that they would follow-up with once they've selected the Levee/ Border Wall Design Build (DB) contractor / designer end of July 2019.
  - HCRMA stated that their goal is to work toward design / construction solutions that can assure a coordinated effort that would allow both projects to proceed in the most efficient fashion possible.

365 TOLL

Proposed Bid Plan for 2019

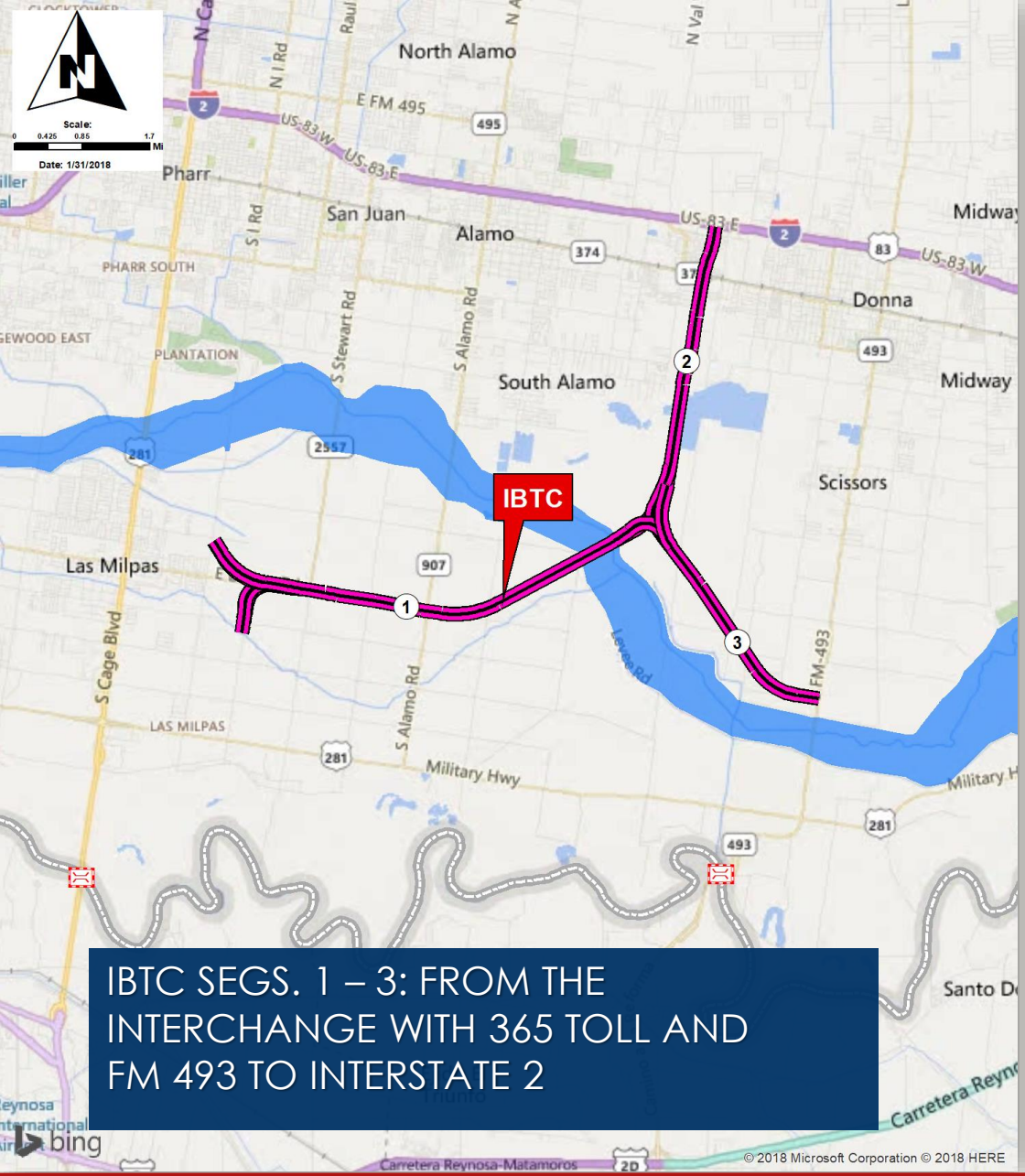
- Base Bid from FM 396 / Anzalduas Hwy to US 281 / Cage Blvd for the 4-lane (2+2) configuration;
- Bid Alternate #1 from US 281 / Cage Blvd to US 281 / Mil Hwy for a 2-lane (1+1) connector road;
- Bid Alternate #2 from US 281 / Cage Blvd to US 281 / Mil Hwy for a 4-lane (2+2) configuration; and
- Utilizes TxDOT Specification Item 2L Instructions to Bidders to signal the use of additive alternates.

Schedule:

- **07/2019 – 08/2019**, Procure and then Award Engineering Services for the re-scoped 365 Tollway Plans, Specifications, & Estimates
- **01/2020**, Submit 100% 365 Toll rebid project plans / specs / estimate / bid proposal
- **02/2020**, Obtain permission to let the project
- **02/2020 - 03/2020**, Advertise the 365 Toll (60 days) & Hold prebid last week in July
- **04/2020**, 2nd week Open Bids & by 4th week conditionally award contract to responsive and responsible low bidder
- **06/2020**, TxDOT / FHWA concurrence with award of contract / HCRMA provides NTP to contractor
- **01/2024**, After 42-months, open to traffic

365 TOLL

- **ENV.:**
  - Final USIBWC No Objection Letter acquired.
- **SURVEYS:**
  - SUE complete, "gap" parcels ongoing for public Row that needs to eventually get incorporated into HCRMA ROW Map.
- **ROW ACQUISITION:**
  - 22 parcels remaining
    (20 final resolution with irrigation districts), representing 5% of the remaining area.
- **UTILITY RELO.:**
  - Ongoing
- **DRAINAGE OUTFALLS:**
  - HCDD1 has finalized schematics on Outfalls 1 - 8 as well as PS&E for Outfalls 1*, 2, 3, 4. PS&E for Outfalls 1 Extension, 3a (Ware Rd Addition), and Outfalls 5 - 8 are pending release by HCRMA.
- **DESIGN (PS&E):**
  - Notice of a re-scope and rebid submitted to TxDOT 01/07/2019.
- **POST-NEPA ACTIVITY:**
  - USIBWC Coordination during Construction
  - USACE 404 Site Grading Improvements
- **GEC ACTIVITY (HDR ENGINEERING, INC.):**
  - Conducted due diligence on construction costs and operational modeling.
  - GEC Report completed, but will require update for the rescope.



IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

IBTC

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIF.: 11/2017

EST. NEPA CLEARANCE: 03/2020

EST. LETTING: 01/2021

EST. OPEN: 06/2024

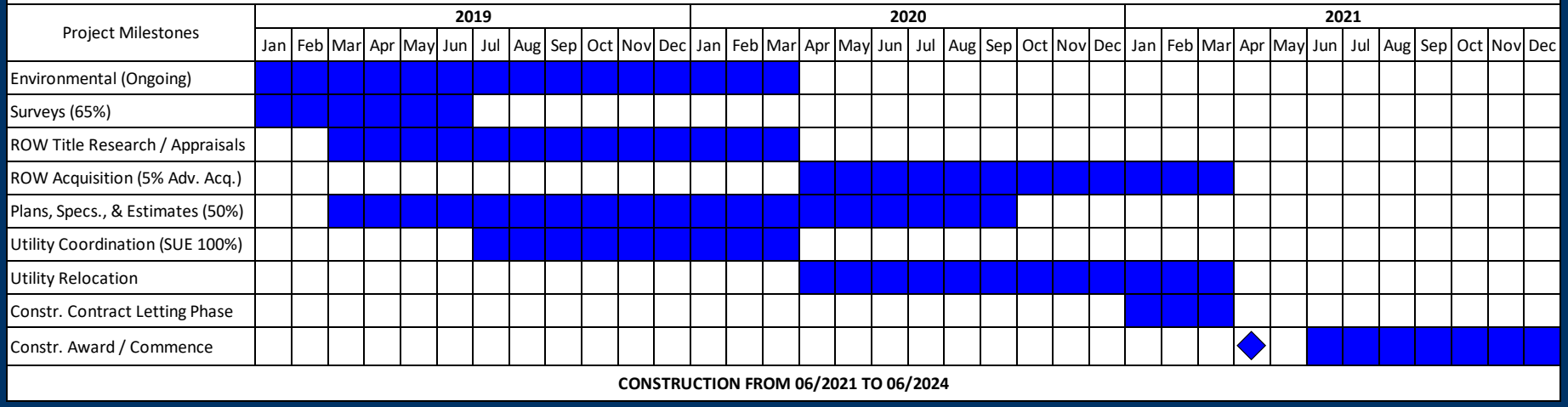
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IBTC SCHEDULE

IBTC

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

(From the Interchange with 365 Toll and FM 493 to Interstate 2)



CONSTRUCTION FROM 06/2021 TO 06/2024

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

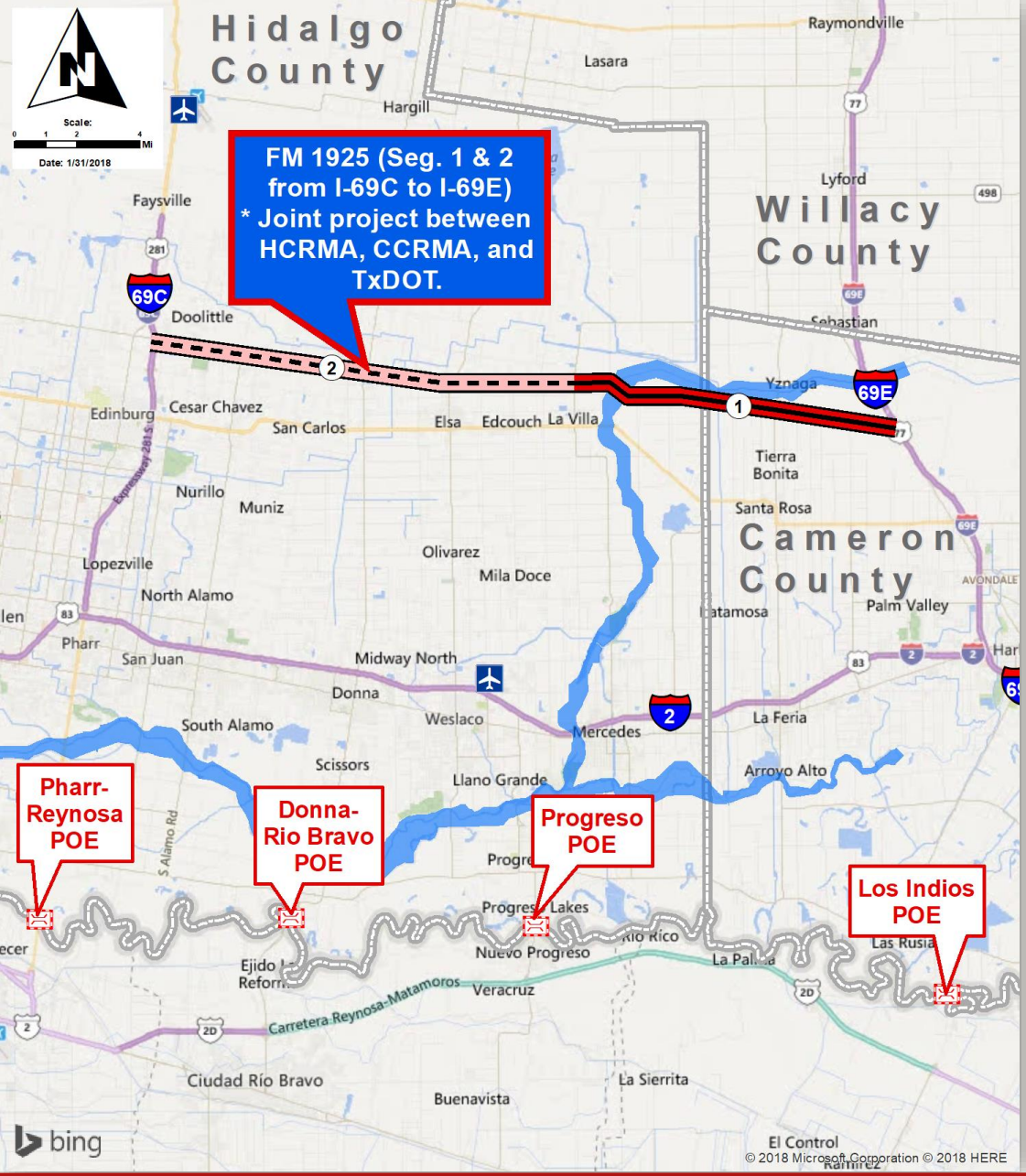
IBTC

Advance Planning

- Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- All env. fieldwork complete: Waters of the US and Archeological trenching—Internal ROE efforts were instrumental to accelerating this work.
- Meeting held with EPA/TCEQ/TxDOT to discuss Donna Reservoir site for the Hazmat portion of the NEPA Document Oct 2018.
- Public Meeting took place at Donna High School March 29, 2019.
- All major milestone reports submitted and undergoing reviews: Project Description, Hazmat, Historic Resources, Public Meeting Summary Report, Waters of the US, and Archaeological Resources.
- Mitigation plans, as warranted, will be drawn up at completion of the milestone reports.

Other:

- Surveys (65% complete) – anticipate new survey pool procurement once TxDOT approves new federalized procurement procedures by end of Fall 2019.
- ROW Acquisition (5% complete)
- Utility Relo. (SUE 100%, coordination initiated, Overall 20%)
- Design (PS&E, 50% complete): On Hold



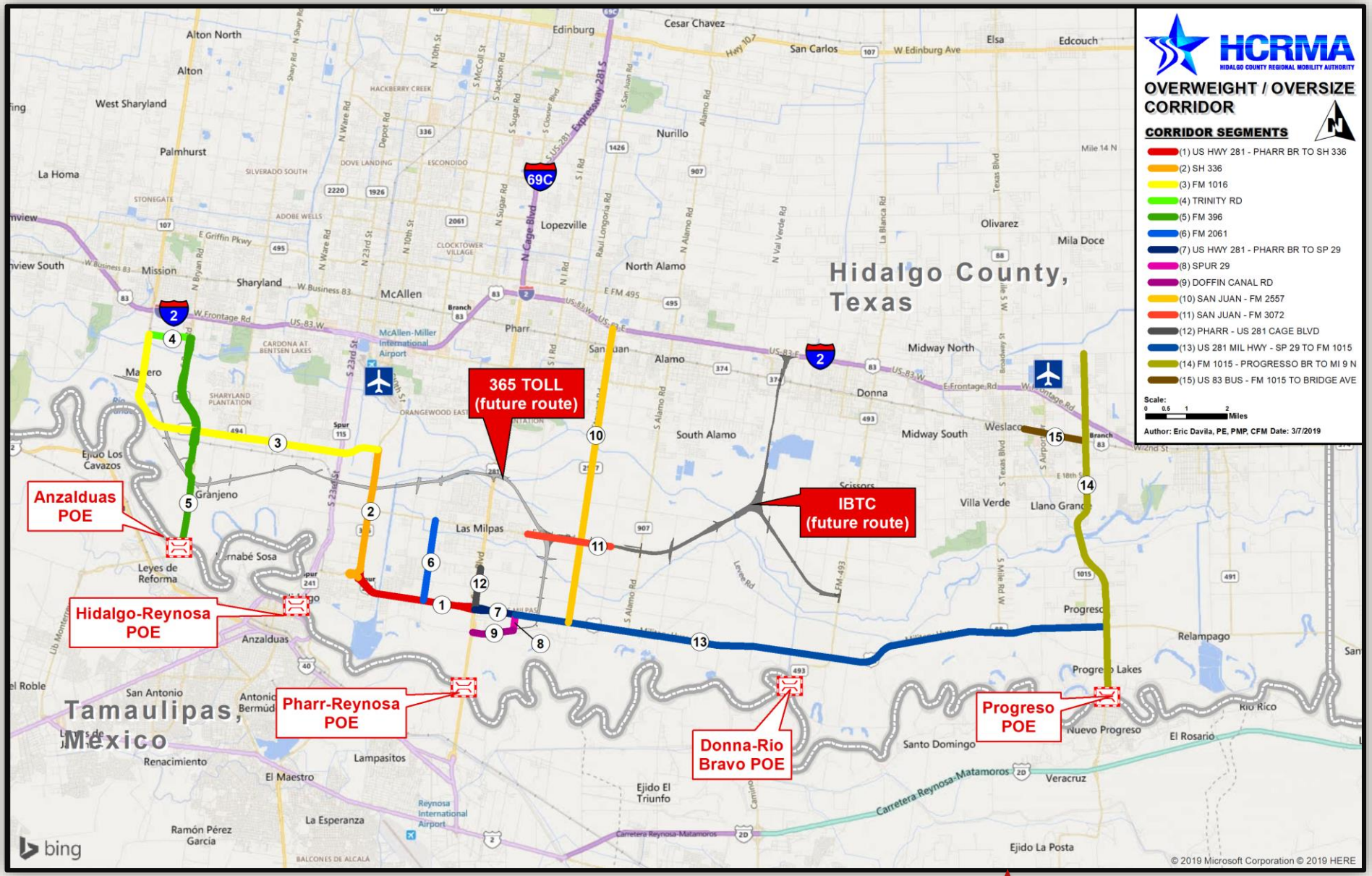
FM 1925

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- PROJECT LENGTH ~27 MILES
- FROM I-69C IN HIDALGO COUNTY TO I69-E IN CAMERON COUNTY
- KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight Permits History
All Permits Through July 31, 2019

OW

Total Permits Issued:	**135,757**
Total Amount Collected:	**$ 18,437,246**
■ Convenience Fees:	$ 449,646
■ Total Permit Fees:	$ 17,987,600
– Pro Miles:	$ 407,271
– TxDOT:	$ 15,289,460
– HCRMA:	$ 2,290,869

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight Permits Monthly Summary
Jan 1, 2019 – July 31, 2019

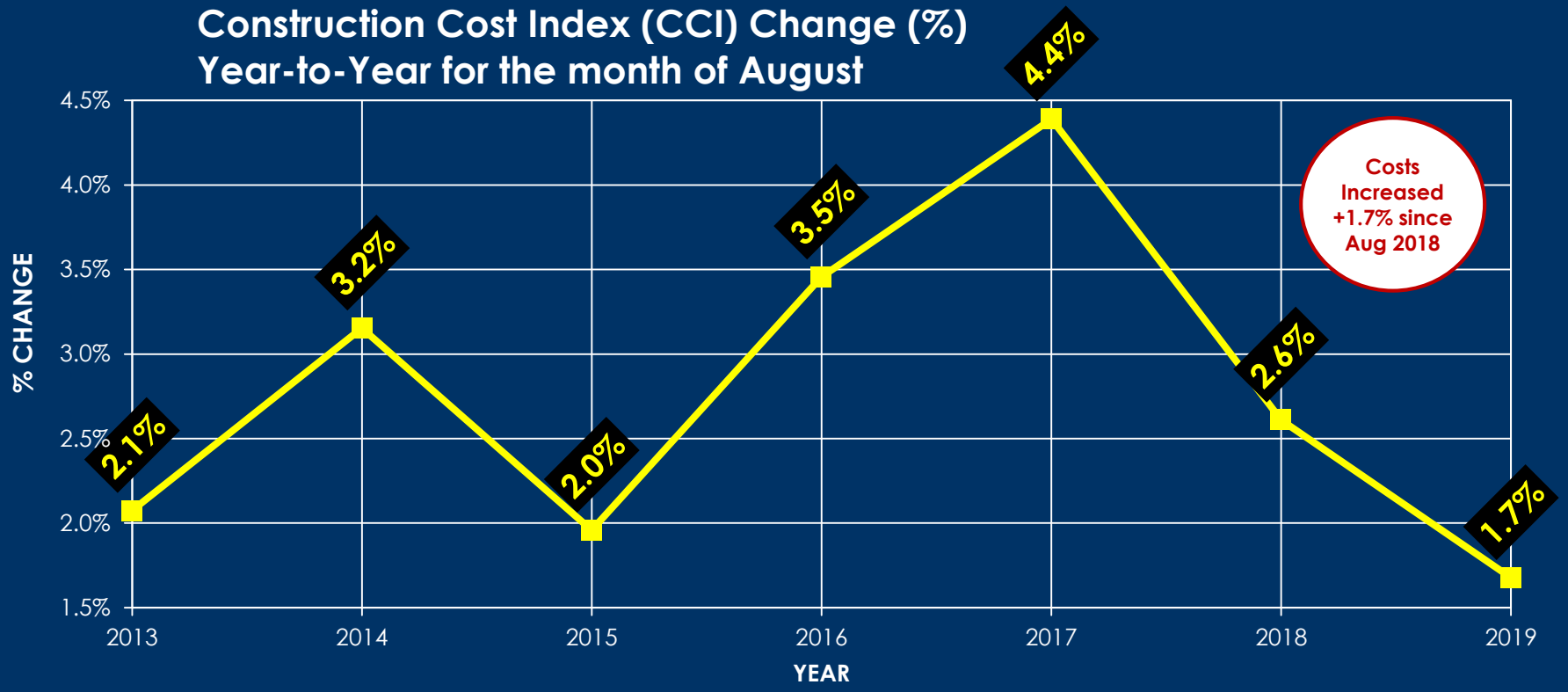
OW

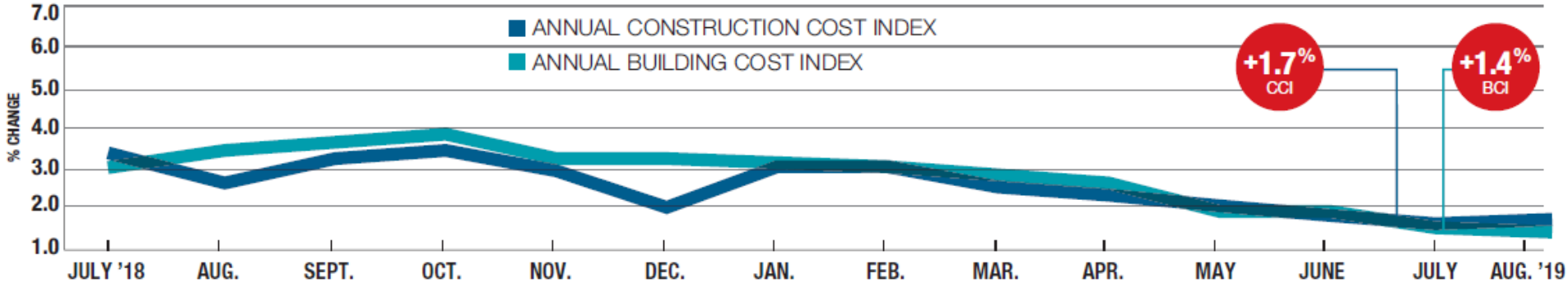
Total Permits Issued:	**20,908**
Total Amount Collected:	**$ 4,281,998**
■ **Convenience Fees:**	**$ 100,398**
■ **Total Permit Fees:**	**$ 4,181,600**
– Pro Miles:	$ 62,724
– TxDOT:	$ 3,554,360
– HCRMA:	$ 564,516

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Constr. Economics August 2019

CE





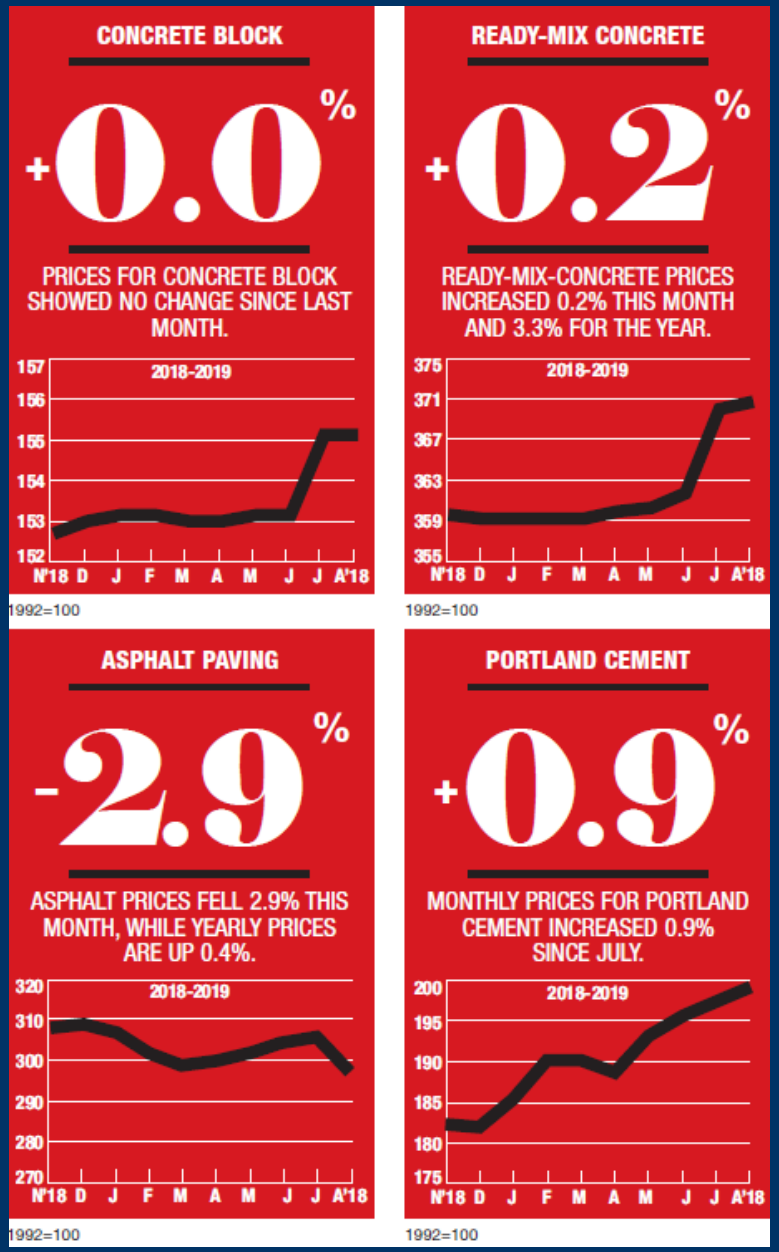
Source: McGraw Hill Construction ENR

CONSTR. ECONOMICS AUGUST 2019

- The 20-city average price for liquid asphalt has changed as follows:
  - Monthly price decreased 2.9% in Aug 2019
  - Yearly price increased 0.4% since Aug 2018

20-CITY AVERAGE

ITEM	UNIT	$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	424.37	–2.9	+0.4
Cutback, MC800	TON	392.69	0.0	+0.9
Emulsion, RAPID SET	TON	360.44	0.0	+0.1
Emulsion, SLOW SET	TON	370.82	+0.3	–0.1
PORTLAND CEMENT				
Type one	TON	139.97	+0.9	+21.1



RGVMPO

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

Rio Grande Valley

Metros Performance Report

July 2019

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Transit Metro Statistics, July 2019……..4

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2. South Padre Island Metro……4
3. Valley Metro……4

Executive Summary

Currently, there are four transit metro services operating autonomously along the Rio Grande Valley: BMetro, Metro McAllen, South Padre Island Metro and Valley Metro. All four metros share a certain amount of "overlap" in the services they provide—that is to say, riders of one metro service could actually use another in order to arrive at the same desired destination.

Starting in October, with the advent of the Rio Grande Valley Metropolitan Planning Organization, a more effective and unified method for planning and management of routes will consolidate the previously autonomous services into a streamlined unit, free from redundancies and better-able to consistently serve the community with a faster and more efficient form of public transit.

An assessment of current performance levels of each metro service will be carried out over the following pages, examining figures for revenue hours, revenue miles and actual ridership.

Transit Metro Statistics, July 2019

Metro McAllen

July 2019	Revenue Hours	Revenue Miles	Unlinked Passenger Trips
	2,681	37,457	52,514

South Padre Island Metro

July 2019	Revenue Hours	Revenue Miles	Unlinked Passenger Trips
	1,735	29,895	41,829

Valley Metro

July 2019	Revenue Hours	Revenue Miles	Unlinked Passenger Trips
	8,777	189,955	56,234

Grand Total

July 2019	Revenue Hours	Revenue Miles	Unlinked Passenger Trips
	13,193	257,307	150,577