

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**STATE OF TEXAS           §**

**COUNTY OF TRAVIS       §**

**AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION**

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the “MPO”, which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen**, urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

**W I T N E S S E T H**

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**WHEREAS**, the Governor of the State of Texas and the Lower Rio Grande Valley Development Council have executed an agreement pursuant to the MPO designation; and

**WHEREAS**, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

**NOW THEREFORE**, it is agreed as follows:

## **A G R E E M E N T**

### **Article 1. Agreement Period**

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

### **Article 2. Responsibilities of the Department**

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a timeline for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO 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).

**Article 3. Responsibilities of the MPO**

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
- H. Share information with the Department and information sources concerning transportation planning issues.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

**Article 4. Responsibilities of the MPO Policy Committee**

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.

*NOTE (delete note when completed): Leave the following item D. in if the MPO Policy Committee is the one that has this responsibility. Delete D. if it does not.*

- D. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.**
- E. Provide planning policy direction to the MPO Transportation Planning Director.

**Article 5. Responsibilities of the Fiscal Agent**

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.

*NOTE (delete note when completed): Leave the following item F. in if the Fiscal Agent is the one that has this responsibility. Delete F. if it does not.*

- F. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.**

**Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO’s UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department’s transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.

**Article 7. Unified Planning Work Program**

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

**Article 8. Compensation**

The Department’s payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  - 1. Is verifiable from MPO records;
  - 2. Is not included as match funds for any other federally assisted program;
  - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  - 4. Is the type of charge that would be allowable under 2 CFR 200 Revised, “Cost Principles for State, Local, and Indian Tribal Governments” and the state’s UGMS; and
  - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty-four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
  - 1. UPWP budget category or line item;
  - 2. Description of the cost;
  - 3. Quantity;
  - 4. Price;
  - 5. Cost extension; and
  - 6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31<sup>st</sup> of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

**Article 9. Reporting**

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

**Article 10. Indemnification**

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**Article 11. Inspection of Work and Retention of Documents**

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state’s UGMS.

**Article 12. Work Performance**

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

**Article 13. Disputes**

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

**Article 14. Non-Collusion**

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its



<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

**Article 15. Subcontracts**

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO’s organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state’s UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO’s procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.

**Article 16. Termination**

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

**Article 17. Force Majeure**

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**Article 18. Remedies**

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

**Article 19. Gratuities**

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

**Article 20. Compliance with Laws**

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

**Article 21. Successors and Assigns**

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

**Article 22. Debarment Certifications**

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

**Article 23. Equal Employment Opportunity**

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**Article 24. Pertinent Non-Discrimination Authorities**

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration’s Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

**Article 25. Nondiscrimination on the Basis of Disability**

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

**Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements**

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall adopt, in its totality, the State’s federally approved DBE program.
- C. The MPO shall incorporate into its contracts with sub providers an appropriate DBE goal consistent with the State’s DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a sub provider. The MPO shall be responsible for documenting its actions.
- D. The MPO shall follow all other parts of the State’s DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation’s Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf).
- E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State’s DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

**Article 27. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO’s procurement procedures for purchases to be eligible for state or federal funds.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

**Article 28. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

**Article 29. Federal Reimbursement**

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

**Article 30. Control of Drug Use**

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

**Article 31. Lobbying Certification**

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties 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.
- B. 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 federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. 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.

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

**Article 32. Amendments**

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

**Article 33. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:  
*Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

**Article 34. Legal Construction**

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

**Article 35. Sole Agreement**

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

**Article 36. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

**Article 37. Federal Funding Accountability and Transparency Act Requirements**

- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:  
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and  
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
  1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAM/>;
  2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform>; and

3. Report the total compensation and names of its top five (5) executives to the Department if:
  - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
  - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

**Article 38. Single Audit Report**

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

**Article 39. Notices**

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

<b>MPO:</b>	{Enter Title of Position} {Enter City, State, Zip}
<b>Fiscal Agent:</b>	{Enter Title of Position} {Enter City, State, Zip}
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending

<b>Contract No.:</b>	
<b>Federal Highway Administration:</b>	
<b>CFDA Title:</b>	
<b>CFDA No.:</b>	
<b>Not Research and Development</b>	

written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

**Article 40. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the MPO, and the Fiscal Agent in triplicate.

**THE MPO**

**THE FISCAL AGENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**THE DEPARTMENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or Printed Name

Director, Transportation Planning and  
Programming Division, Texas Department of  
Transportation

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date



# Rio Grande Valley Metropolitan Planning Organization

510 South Pleasantview Drive, Weslaco, TX. 78596

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

August 7, 2019

Mr. Al Alonzi  
Division Administrator  
Federal Highway Administration, Texas Division  
300 East 8<sup>th</sup> Street  
Suite 826  
Austin, TX 78701

ATTN: Mr. Michael Leary

RE: Rio Grande Valley MPO (RGVMPO) Certification

Mr. Alonzi:

As you are aware the Rio Grande Valley's three separate Metropolitan Planning Organization have recently merged into a singular, Rio Grande Valley MPO (RGVMPO), as approved by the State of Texas on May 14, 2019.

Respectfully the Transportation Policy Board (TPB) of the RGVMPO is requesting a one-year postponement of the Federal Certification review each MPO must undertake every 4 years. This postponement would allow the newly formed RGVMPO to adequately address the transportation planning process and prepare for a favorable Certification Review. We would appreciate your cooperation and approve on this matter and plan for the joint Federal Certification Review in the December 2020.

Sincerely,

Dr. Ambrosio "Amos" Hernandez  
Mayor, City of Pharr  
RGVMPO, TPB Chairman

## RGVMPO 2045 Scope

### Task 1 Develop a Regional MTP for the Rio Grande Valley MPO

1. Project Administration and Coordination
    - Project Management Plan.
    - Working document outlining agreed upon Scoring Criteria for 2045 MTP and Transportation Conformity Report, data requirements, proposed sources, schedule for collection, and costs for data to be purchased or collected.
    - Monthly progress report that delineates activities performed.
    - Biweekly coordination meetings.
    - Monthly billing invoices and supporting documentation.
    - Schedule for project completion and review (all tasks).
  2. Public Participation and Stakeholder Engagement
    - Public Outreach Plan: Including schedule, milestones, and evaluation process.
    - Public outreach materials and activities: Including kick-off press conference, materials for public service announcements and advertisements, social media activities, e-mail blasts, newsletter inserts, and other materials and activities identified in the Public Outreach Plan.
    - Online engagement tool and content: Including but not limited to interactive maps, graphic exhibits, surveys, and regular updates.
    - Presentation to the MPO staff and committees on progress during the project.
    - MTP social media presence.
    - Open house events for midway and draft plan.
    - Stakeholder interviews.
    - Public participation evaluation materials and results.
    - Technical memorandums on public participation results.
  3. Plan Goals and Objectives
    - Incorporation of public and committee feedback on regional goals and objectives as well as inclusion of goals and objectives from related performance-based plans such as Congestion Management Plan, Transportation and Transit Asset Management Plans. These plan goals and objectives will also include all relevant federal planning criteria and national goal areas as defined under 23 C.F.R. part 450.306 and will comply with requirements in 23 C.F.R. part 450.324.
  4. 2045 Transportation System Needs Assessment
    - Highway Needs Assessment
    - Development and Land Use Growth Needs
    - Transportation Systems Management and Operation Applications
    - System Safety Analysis
    - Freight and Goods Movement Needs
    - Transit Needs Assessment
    - Pedestrian, Bicycle Needs
- 4.1. Environmental Conditions and Equity Analysis
  - 4.2. Resilience Analysis

5. Federal Compliance
  - 5.1. Update Congestion Management Process
  - 5.2. Project Prioritization
    - 5.2.1. Incorporate public feedback into FAST Act based scoring process
    - 5.2.2. Conduct project scoring exercise with MPO Technical Committee. This process may be conducted as an in-person workshop or through an interactive online tool
  - 5.3. Financial Analysis
    - 5.3.1. Revenue Analysis
    - 5.3.2. Estimated Project Costs
    - 5.3.3. Apply fiscal Constraint
  - 5.4. System Level Analysis
    - 5.4.1. Review proposed programs of projects against historical, cultural, and environmental features as well as environmental justice zones to screen for potential impacts.
6. MTP Document Development and Delivery
  - Twenty copies of the Draft 2045 MTP suitable for public distribution; one unbound, reproducible document; and a copy in electronic format for review.
  - Participation in public meetings and presentations.
  - Compilation of input and comments received from the public, stakeholders, and LRGV MPO planning partners.
  - Final high quality, aesthetically pleasing best practice 2045 MTP document describing the development and contents of the 2045 MTP and its anticipated positive outcomes for the LRGV regional transportation system.
  - A polished, easily understood summary brochure providing the highlights and key features of the 2045 MTP demonstrating its value to the community in terms of mobility and economic sustainability.

## **Task 2 Develop a Transit Development Plan for the Rio Grande Valley MPO Region**

1. Public Engagement Task
  - Develop involvement plan for public, stakeholders, traditional media outlets and social media outlets
  - Host an online and paper survey
  - Host in person events
  - Develop PE summary
2. Conduct an On-Board Origin and Destination Survey:
  - A survey of Valley Metro riders during normal revenue service beginning in October 2019 and concluding when agreed upon sample size is achieved. Sample size should be statistically significant and meet FTA standards.
  - Use of electronics (i.e. tablets) in data collection in order to streamline collections, organization and accuracy.
  - Demographic information collection to be used in the FTA Title VI report.
  - Versions of the survey available in hard copy and different languages. Spanish at a minimum.

- Data collection method that collects data to accurately reflect Valley Metro rider's travel patterns including starting location and ending location in order to obtain linked trip data by time of day.
- Coverage of all fixed route services beginning with low ridership routes first to ensure sample sized are reached by the end of the collection period.
- Data collection that will allow Valley Metro to determine walkshed and mode of travel to bus stops.
- Methodology that will be able to record and geocode boarding/alighting location if passenger uses flag-a-stop.
- Methodology that captures transfer activity.
- Data collection to determine if a passenger boarded/alighted at a bus stop or at a flag-a-stop location.
- Coordination with other transit agencies to verify transfer activity data between Valley Metro and local providers such as B-Metro and Metro McAllen that was collected through the survey.
- Statistical tabulation capability to include data cross-tabulation of any data collected, and other relevant industry standard data comparisons.
- Provide a simple, user-friendly interface for querying cross-tabulations of data and an instructional manual.
- Ensure the O&D study will be able to inform and update future versions of the LRGV TDM to have a mode choice component.

### 3. Existing Conditions Task

- o Fixed route operational analysis: Conduct an analysis of existing services that evaluates
  - Ridership;
  - Fleet;
  - Funding;
  - On time performance;
  - Travel time;
  - Levels of service;
  - Transfer opportunities; and
  - Service standards.
- a. Market analysis: Conduct an analysis that looks at existing and future markets driven by existing and projected population and employment data. Analyze productions and attractions from the LRGV Transportation Demand Model. Conduct a key destination analysis. Transit propensity analysis. Analyze transit dependent and at-risk populations that include:
  - i. Poverty
  - ii. Minority
  - iii. Car Free
  - iv. Senior
  - v. Youth
  - vi. Disabled
  - vii. Limited English

4. Service standards Task. Develop service standards or guidelines and document key performance indicators. Develop agency specific measurements and annual service assessment tools for agency to continue tracking performance measures after plan is complete. Identify agency specific targets and recommendations.
5. Develop service alternatives or recommendations. Identify concepts or alternatives that would improve transit. Recommendations or alternatives should include:
  - Route alignments modifications
  - Route headway adjustments
  - Route service span adjustments
  - Service delivery recommendations
  - Other operational recommendations to improve service.
6. Recommendation/Implementation: Include an implementation plan that details associated costs, resources and actions needed to successfully and implement the recommendations. This section should include:
  - Implementation plan
  - List of action items needed to implement recommendations
  - Financial and funding plan
  - Cost Estimations
7. DRAFT and Final Plan and Executive Summary Brochure
  - Draft Plan
  - Final Plan
  - Executive Summary Brochure

**Potential other TDP plan elements/components:**

- STOPS ridership forecasting: Use FTA's STOPS model to forecast ridership.
- Schedule and route optimization.
- Online Public Involvement Site: Public Involvement Platform Online (ArcGIS Online, with link on Agency website) with Overview of Project, Existing Conditions Assessment, Public Involvement Efforts (including survey), High Level Service Standard Concepts that ATG uses to improve service, Final LPA and Implementation Plan.

**Task 3 Develop a Bicycle and Pedestrian Plan for the Rio Grande Valley MPO Region**

1. Existing Conditions Assessment
  - Plan Review
  - Facility Inventory and Condition Assessment
  - Safety Review
  - Environmental Quality and Comfort Assessment
  - Travel Patterns
  - Connectivity Analysis
2. Public/Stakeholder Engagement
  - Surveys
  - Open Houses
  - Stakeholder Workshops

- Community Events
- 3. Network Development and Recommendations
  - Preliminary and Final Bicycle Networks
  - Preliminary and Final Bicycle Networks
  - Project List
  - Facility Typology Development and Recommendations
- 4. Implementation Program
  - Project Prioritization
  - Project Costs
  - Funding Assessment
  - MTP Integration
- 5. Draft and Final Bicycle and Pedestrian Plan Development
  - Plan Branding
  - Draft Plan
  - Final Plan
  - Executive Summary

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)  
LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL (LRGVDC)  
301 W RAILROAD  
WESLACO, TEXAS 78596**

**REQUEST FOR PROPOSALS (RFP)  
RFP TITLE: 2020-2045 METROPOLITAN TRANSPORTATION PLAN UPDATE**

**Introduction**

The scope of this project involves developing a 2020-2045 Metropolitan Transportation Plan Update for the Rio Grande Valley MPO Area. In general, the Plan is envisioned to consist of recommendations for a community-supported comprehensive network of multi-modal transportation options to connect neighborhood users to special generators and key destinations. The scope also involves ensuring compliance with federal performance-based planning as indicated in MAP-21 and FAST-Act, including compliance regarding performance measures and performance target requirements.

As per the US Department of Transportation 49 CFR Part 26 which mandates to comply with TxDOT's Disadvantaged Business Enterprise DBE requirements, the appropriate documentation has been included at the end of this RFP.

**Schedule of Events\*\***

RFP Release	Sunday, August 11, 2019
Deadline for Submittal of Questions	Friday, August 16, 2019 @ 4:00pm (CTZ)
Release of Response to Questions	Tuesday, August 20, 2019
Deadline for Submission of Proposals	Wednesday, September 11, 2019 @ 5:00 pm (CTZ)
Technical Committee Evaluations	Wednesday, September 18, 2019 (tentative)
Technical Committee Interviews (if needed)	Tuesday, September 24, 2019 (tentative)
Technical Committee Final Recommendation To Policy Committee	Wednesday, October 9, 2019 (tentative)
Policy Committee Permission to Enter into Contract with Consultant	Wednesday, October 30, 2019
Contract Begins	Wednesday, October 30, 2019

\*The LRGVDC and RGVMPO reserve the right, in its sole discretion, to change the above dates. Notices of changes to items directly impacting the original RFP or proposal process will be posted on the LRGVDC website under the procurement section. Any changes to the timeline will require RGVMPO Policy Committee Approval according to established policy.

**SUBMISSION OF PROPOSALS:**

Twenty (20) original **Technical Proposals** and One Electronic **must** be sealed and submitted as the offeror’s response, subject to the terms and conditions of this Request for Proposals (“RFP”), to:

(If hand delivered) Procurement Director  
LRGVDC  
301 W Railroad  
Weslaco, Texas 78596

**RFP Title: 2020-2045 RGVMPO MTP Update**

(If Mailed) Procurement Director  
LRGVDC  
301 W Railroad  
Weslaco, Texas 78596

**RFP Title: 2020-2045 RGVMPO MTP Update**

**ALL PROPOSALS MUST BE RECEIVED IN THE OFFICES OF THE LRGVDC NO LATER THAN 5:00 P.M. CENTRAL TIME, WEDNESDAY, SEPTEMBER 11, 2019.** The LRGVDC/RGVMPO is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.

Proposal contents considered confidential/proprietary by the Offeror, shall be clearly identified and subject to confirmation by the LRGVDC and RGVMPO. Should the material not be deemed confidential/proprietary, the Offeror may withdraw the designated materials from consideration prior to review and the evaluation process.



## Part I GENERAL INFORMATION

### 1.1 Introduction

The LRGVDC/RGVMPO, in close cooperation with the TxDOT, currently performs the transportation planning for the urbanized area in the Rio Grande Valley area.

**The LRGVDC/RGVMPO is seeking a qualified consulting firm to update the 2020-2045 Metropolitan Transportation Plan.**

**Selected Respondent(s) [“Selected Consultant” or “Consultant”, where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, on or about WEDNESDAY, OCTOBER 30, 2019.**

### 1.2 The LRGVDC/RGVMPO Responsibilities

The LRGVDC/RGVMPO shall pay no costs or other amount incurred by any entity in responding to this RFP. The LRGVDC/RGVMPO reserves the right, in its sole discretion, to select one or more qualified responses to this RFP without discussion of responses with respondents. The LRGVDC/RGVMPO reserves the right to refuse and reject any and all submitted proposals and to waive any and all formalities or technicalities and to accept the proposal(s) considered the best and most advantageous to the LRGVDC/RGVMPO.

All proposals will become part of the LRGVDC/RGVMPO’s official procurement files and will be available for public inspection. The LRGVDC/RGVMPO will work with the Selected Consultant to help ensure that the 2020-2045 Metropolitan Transportation Plan update will be of the highest quality and acceptable to the LRGVDC/RGVMPO.

### 1.3 Respondent Responsibilities

Qualified, independent consultants are invited to submit proposals in accordance with this RFP. Proposals must address all specifications. Selected Consultant will organize the project under the direction of the RGVMPO. Selected Consultant will be liable, both individually and severally, for the performance of all obligations under the 2020-2045 Metropolitan Transportation Plan update and will not be relieved of non-performance of any subcontractor. Selected Consultant will be the sole point of contract responsibility. The LRGVDC will look solely to the Selected Consultant for performance of the Congestion Management Process.

### 1.4 Point of Contact

Questions concerning this RFP must be submitted through email. All questions and inquiries should be sent to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org). **Upon issuance of this RFP, employees and other representatives of the LRGVDC/RGVMPO will not answer questions or otherwise discuss the contents of this RFP with any potential respondents or their representatives. Failure to observe this restriction may result in disqualification of any subsequent proposal. This restriction does not preclude discussions unrelated to this RFP.**

## 1.5 Written Questions and Official Responses

**All Inquiries and Questions concerning this RFP must be submitted via email to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org) no later than 4:00 p.m. (CTZ), Friday, August 16, 2019. Telephone inquiries will not be accepted.** Questions may be submitted by E-mail only. The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's web page [www.lrgvdc.org](http://www.lrgvdc.org) on or about **Tuesday August 20, 2019**, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

If the respondent discovers any ambiguities, conflicts, discrepancies, exclusionary specifications, omissions, or other errors in this RFP, respondent must immediately notify the Procurement Director. If a respondent fails to so notify the Procurement Director, such respondent submits a proposal at its own risk and under such conditions. If the respondent is awarded the contract, then it is not entitled to additional compensation, relief, or time by reason of the error or its later correction.

## 1.6 Deadline for Submission of Proposals; Copies

Twenty (20) original Technical Proposals and **one Electronic** must be submitted to and received by the LRGVDC Procurement Director no later than 5:00 p.m. (CTZ), on **Wednesday, September 11<sup>th</sup>, 2019**. Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

The selected firm should be ready to submit one (1) sealed Cost Proposal at a moment's notice.

## 1.7 Right to Amend, Modify or Withdraw the RFP

The LRGVDC/RGVMPO reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to the award of the 2020-2045 Metropolitan Transportation Plan Update, if it is in the best interest of the LRGVDC and RGVMPO. The decision of the LRGVDC/RGVMPO, or its designee, shall be administratively final in this regard.

## 1.8 Time

The times stated in this document refer to Central Time Zone (CTZ) where appropriate, unless otherwise stated in this document. The LRGVDC's regular office hours are 8:00 a.m. to 5:00 p.m. (CTZ), Monday through Friday, except State and LRGVDC holidays.

## **PART II PROJECT SCOPE, DELIVERABLES AND PERFORMANCE CRITERIA**

### **RGVMPO 2045 Scope**

#### **Task 1 - Develop a Regional MTP for the Rio Grande Valley MPO**

##### **1. Project Administration and Coordination**

- Project Management Plan.
- Working document outlining agreed upon Scoring Criteria for 2045 MTP and Transportation Conformity Report, data requirements, proposed sources, schedule for collection, and costs for data to be purchased or collected.
- Monthly progress report that delineates activities performed.
- Biweekly coordination meetings.
- Monthly billing invoices and supporting documentation.
- Schedule for project completion and review (all tasks).

##### **2. Public Participation and Stakeholder Engagement**

- Public Outreach Plan: Including schedule, milestones, and evaluation process.
- Public outreach materials and activities: Including kick-off press conference, materials for public service announcements and advertisements, social media activities, e-mail blasts, newsletter inserts, and other materials and activities identified in the Public Outreach Plan.
- Online engagement tool and content: Including but not limited to interactive maps, graphic exhibits, surveys, and regular updates.
- Presentation to the MPO staff and committees on progress during the project.
- MTP social media presence.
- Open house events for midway and draft plan.
- Stakeholder interviews.
- Public participation evaluation materials and results.
- Technical memorandums on public participation results.

##### **3. Plan Goals and Objectives**

- Incorporation of public and committee feedback on regional goals and objectives as well as inclusion of goals and objectives from related performance-based plans such as Congestion Management Plan, Transportation and Transit Asset Management Plans. These plan goals and objectives will also include all relevant federal planning criteria and national goal areas as defined under 23 C.F.R. part 450.306 and will comply with requirements in 23 C.F.R. part 450.324.

##### **4. 2045 Transportation System Needs Assessment**

- Highway Needs Assessment
- Development and Land Use Growth Needs
- Transportation Systems Management and Operation Applications
- System Safety Analysis
- Freight and Goods Movement Needs
- Transit Needs Assessment
- Pedestrian, Bicycle Needs

###### **4.1. Environmental Conditions and Equity Analysis**

###### **4.2. Resilience Analysis**

## **5. Federal Compliance**

### **5.1. Update Congestion Management Process**

### **5.2. Project Prioritization**

5.2.1. Incorporate public feedback into FAST Act based scoring process

5.2.2. Conduct project scoring exercise with MPO Technical Committee. This process may be conducted as an in-person workshop or through an interactive online tool.

### **5.3. Financial Analysis**

5.3.1. Revenue Analysis

5.3.2. Estimated Project Costs

5.3.3. Apply fiscal Constraint

### **5.4. System Level Analysis**

5.4.1. Review proposed programs of projects against historical, cultural, and environmental features as well as environmental justice zones to screen for potential impacts.

## **6. MTP Document Development and Delivery**

- Twenty copies of the Draft 2045 MTP suitable for public distribution; one unbound, reproducible document; and a copy in electronic format for review.
- Participation in public meetings and presentations.
- Compilation of input and comments received from the public, stakeholders, and LRGV MPO planning partners.
- Final high quality, aesthetically pleasing best practice 2045 MTP document describing the development and contents of the 2045 MTP and its anticipated positive outcomes for the LRGV regional transportation system.
- A polished, easily understood summary brochure providing the highlights and key features of the 2045 MTP demonstrating its value to the community in terms of mobility and economic sustainability.

## **Task 2 - Develop a Transit Development Plan for the Rio Grande Valley MPO Region**

### **1. Public Engagement Task**

- Develop involvement plan for public, stakeholders, traditional media outlets and social media outlets
- Host an online and paper survey
- Host in person events
- Develop PE summary

### **2. Conduct an On-Board Origin and Destination Survey:**

- A survey of Valley Metro riders during normal revenue service beginning in October 2019 and concluding when agreed upon sample size is achieved. Sample size should be statistically significant and meet FTA standards.
- Use of electronics (i.e. tablets) in data collection in order to streamline collections, organization and accuracy.
- Demographic information collection to be used in the FTA Title VI report.
- Versions of the survey available in hard copy and different languages. Spanish at a minimum.

- Data collection method that collects data to accurately reflect Valley Metro rider's travel patterns including starting location and ending location in order to obtain linked trip data by time of day.
- Coverage of all fixed route services beginning with low ridership routes first to ensure sample sized are reached by the end of the collection period.
- Data collection that will allow Valley Metro to determine walkshed and mode of travel to bus stops.
- Methodology that will be able to record and geocode boarding/alighting location if passenger uses flag-a-stop.
- Methodology that captures transfer activity.
- Data collection to determine if a passenger boarded/alighted at a bus stop or at a flag-a-stop location.
- Coordination with other transit agencies to verify transfer activity data between Valley Metro and local providers such as B-Metro and Metro McAllen that was collected through the survey.
- Statistical tabulation capability to include data cross-tabulation of any data collected, and other relevant industry standard data comparisons.
- Provide a simple, user-friendly interface for querying cross-tabulations of data and an instructional manual.
- Ensure the O&D study will be able to inform and update future versions of the LRGV TDM to have a mode choice component.

### 3. Existing Conditions Task

- a. Fixed route operational analysis: Conduct an analysis of existing services that evaluates
  - Ridership;
  - Fleet;
  - Funding;
  - On time performance;
  - Travel time;
  - Levels of service;
  - Transfer opportunities; and
  - Service standards.
- b. Market analysis: Conduct an analysis that looks at existing and future markets driven by existing and projected population and employment data. Analyze productions and attractions from the LRGV Transportation Demand Model. Conduct a key destination analysis. Transit propensity analysis. Analyze transit dependent and at-risk populations that include:
  - i. Poverty
  - ii. Minority
  - iii. Car Free
  - iv. Senior
  - v. Youth
  - vi. Disabled
  - vii. Limited English

4. **Service standards Task.** Develop service standards or guidelines and document key performance indicators. Develop agency specific measurements and annual service

assessment tools for agency to continue tracking performance measures after plan is complete. Identify agency specific targets and recommendations.

5. **Develop service alternatives or recommendations.** Identify concepts or alternatives that would improve transit. Recommendations or alternatives should include:
  - Route alignments modifications
  - Route headway adjustments
  - Route service span adjustments
  - Service delivery recommendations
  - Other operational recommendations to improve service.
  
6. **Recommendation/Implementation:** Include an implementation plan that details associated costs, resources and actions needed to successfully and implement the recommendations. This section should include:
  - Implementation plan
  - List of action items needed to implement recommendations
  - Financial and funding plan
  - Cost Estimations
  
7. **DRAFT and Final Plan and Executive Summary Brochure**
  - Draft Plan
  - Final Plan
  - Executive Summary Brochure Potential other TDP plan elements/components:
  - STOPS ridership forecasting: Use FTA’s STOPS model to forecast ridership.
  - Schedule and route optimization.
  - Online Public Involvement Site: Public Involvement Platform Online (ArcGIS Online, with link on Agency website) with Overview of Project, Existing Conditions Assessment, Public Involvement Efforts (including survey), High Level Service Standard Concepts that ATG uses to improve service, Final LPA and Implementation Plan.

### **Task 3 Develop a Bicycle and Pedestrian Plan for the Rio Grande Valley MPO Region**

1. **Existing Conditions Assessment**
  - Plan Review
  - Facility Inventory and Condition Assessment
  - Safety Review
  - Environmental Quality and Comfort Assessment
  - Travel Patterns
  - Connectivity Analysis
  
2. **Public/Stakeholder Engagement**
  - Surveys
  - Open Houses
  - Stakeholder Workshops
  - Community Events
  
3. **Network Development and Recommendations**
  - Preliminary and Final Bicycle Networks
  - Preliminary and Final Bicycle Networks

- Project List
- Facility Typology Development and Recommendations

#### **4. Implementation Program**

- Project Prioritization
- Project Costs
- Funding Assessment
- MTP Integration

#### **5. Draft and Final Bicycle and Pedestrian Plan Development**

- Plan Branding
- Draft Plan
- Final Plan
- Executive Summary

### **TASK 4 – Federal Compliance**

#### **4.1 – Financial Constraint**

In accordance with the mandates of the FAST Act, the MTP recommendations must be fiscally constrained. The Consultant will prepare an assessment of the estimated funding availability which can reasonably be expected to be available from all sources during the plan period. The calculations will include a rate of growth factor which will be agreed upon in consultation with the MPO and TxDOT.

#### **4.2 – Performance-Based Planning**

In accordance with the mandates of the FAST Act, the MTP must include a description of the Federally required performance measures and performance targets used in assessing the performance of the transportation system. The Consultant will provide a brief memo demonstrating how the MTP is compliant with the provisions of the FAST Act and how performance-based planning has been incorporated into the MTP process. The Consultant will also create a system performance report evaluating the condition and performance of the transportation system with respect to the Federally required performance targets including progress achieved by the MPO toward the performance targets.

#### **4.3 – Deliverables**

- Assessment of the estimated funding including rate of growth factor for MPO and TxDOT review; and
- A brief memorandum demonstrating FAST Act compliance and outlining how performance-based planning has been incorporated into the MTP process.

### **TASK 5 – Final Report**

#### **5.1 – Report Contents**

The Consultant will deliver a final report which addresses all Federal transportation planning requirements and reasonably satisfies all comments made during the public involvement phase of the project. The report will include a description of the public engagement and contain a summary of how the feedback was incorporated into the decision-making process.

The report shall be delivered in 8.5x11 inch portrait format. Separate maps, drawings and or other exhibits may be printed larger 8.5x11 in order to provide optimal detail.

### **5.2 – Plan Recommendations**

The Consultant will use the financial assessment of the anticipated costs and revenues to prepare a realistic list of projects for construction based on the anticipated funding levels. Identified projects which cannot reasonably be forecasted to have available funds by 2045 will be grouped as illustrative projects. In addition to the projects list, the Consultant will propose policies and actions to address system deficiencies and opportunities identified during the multimodal analysis (Task 1).

### **5.3 – Draft Plan**

The Consultant will develop a draft plan for consideration by the public, stakeholders and policy makers, and make revisions to it in consultation with the MPO staff. All outreach will be compliant with the MPO’s Public Participation Plan.

### **5.4 – Deliverables**

- 20 hard copies of the report including exhibits and maps
- One (1) digital copy of the report (8.5x11 portrait format) and exhibits in Adobe PDF format;
- One (1) digital copy of the report in an editable format such as MS Word or other common program; and
- PDF copies of all system map(s) in the report sized to their original aspect ratio.

## **Part IV DELIVERABLES AND PERFORMANCE CRITERIA**

### **4.1 Project Deliverables**

The Selected Consultant shall, at a minimum, provide the project deliverables as agreed upon data delivery frequency with the RGVMPO regarding the 2020-2045 Metropolitan Transportation Plan update. The report will be delivered in the agreed upon format. The Selected Consultant will do all of the data collection and analysis. The Selected Consultant will also deliver a presentation to the RGVMPO Technical and Policy Committees on the findings on the final product.

## **Part V TECHNICAL PROPOSAL REQUIREMENTS**

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of twenty (20) original copies of the Technical proposal and One Electronic **must** be submitted to the address given in the cover letter.

### **5.1 Requirements**

The required contents for the Technical Proposal are presented below in the order they should be incorporated into the submitted document.



### **5.1.1 Understanding of the Proposed Project**

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns. This description should be concise, candid, and is limited to 3 pages in length.

### **5.1.2 Proposed Work Plan**

The consultant should present the proposed work plan necessary to complete the work itemized under the scope of service. The proposed work plan should address each of the specific work elements described in the scope of service, but the consultants may propose additional work beneficial to completing the update of the 2020-2045 Metropolitan Transportation Plan update. Where appropriate, the methodology to be used to accomplish a specific task should be described. There is no page limitation for this section, but consultants are encouraged to be concise.

### **5.1.3 Schedule**

A proposed schedule for completing each task should be provided. For each review proposed by the consultant, the schedule shall reflect the maximum allowable review time available to maintain the proposed schedule. The schedule shall also reflect expected dates for deliverables.

### **5.1.4 Firm Qualifications**

This section should include a description of the firm's most recent or applicable transportation data collection projects. For each project, a client contact name and phone number should be included for reference purposes. Additionally, the names of the personnel proposed for this project who participated in the listed projects should be provided. This project list is limited to 5 pages.

### **5.1.5 Personnel and Staffing**

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel. This section should highlight personnel's experience with the proposed technology. There is a one (1) page limitation for each biographic summary provided.

### **5.1.6 Required Certification and Submittal**

This section will contain any certification(s) and assurance(s) as required by TxDOT, the RGVMPPO and the Federal Highway Administration (FHWA).

If the firm wishes to claim DBE credit the proposal must contain a DBE certificate.

### **5.1.7 Tools, Equipment and Supplies**

The consultant shall provide tools, equipment, supplies, materials, employees, management, and any other item or services as may be necessary in order to enable the consultant to provide the services required under the scope of service.

## **5.2 Items available to the Selected Consultant**

The items available to the consultant from the RGVMPPO are as follows:

- 2040 Metropolitan Transportation Plan
- Most current PPP
- Most current Bicycle Plan, Pedestrian Plan and Transit Plan
- Travel Demand Model data
- GIS files as required
- Other relevant maps, plans, studies, and data as required

## **Part VI TECHNICAL PROPOSAL FORMAT**

### **6.1 Introduction**

Proposals must be complete; failure to provide all required information may result in disqualification of the proposal. Conciseness and clarity of content is required; vague and general proposals will be considered non-responsive and will result in disqualification. Proposal pages must be numbered and contain an organized, paginated table of contents corresponding to the section and pages.

The objectives of the technical portion of the respondent's proposal are to demonstrate:

- The experience and expertise of respondent's personnel and respondent's subcontractor personnel to complete all required deliverables under the Contract.
- Respondent's ability to logically plan and complete their reviews; and
- Respondent's ability to successfully deliver their review results.

Respondent must demonstrate their understanding of the critical elements of a performance review by specifically addressing and describing respondent's approach to providing the required, service and deliverable listed; the staffing and resources that will be devoted and required to fulfill each task; the proposed time schedule required to complete each task.

## 6.2 General Organization of Proposal Contents

### 6.2.A Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMP. The transmittal letter must state that the proposal is valid for **ninety (90) days for the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as non-responsive.**

The transmittal letter must be signed by a person legally authorized to bind the respondent to the representations as set forth in the response. In the case of a joint proposal, each part must sign the transmittal letter. Respondent also must indicate, in its transmittal letter, why it believes that it is the most qualified respondent to provide the requisite services.

### 6.2.B Executive Summary

Respondent must provide an executive summary of its proposal and a representation that the proposal addresses all of the requirements of this RFP. The executive summary must not exceed four (4) pages and must represent a full and concise summary of the contents of the proposal. The executive summary must not include any information concerning the cost of the proposal. Respondent must identify any services that are beyond those specifically requested. If respondent is providing services that do not meet the specific requirements of this RFP, but in the opinion of the respondent are equivalent or superior to those specifically requested, any such differences must be noted in the executive summary. However, failure to provide the services specifically required may result in disqualification of the proposal. The executive summary must include the consultant's understanding of the project.

### 6.2.C Proposed Subcontractor(s) Identifying Information and Statements

Proposals must identify any subcontractors, and outline the contractual relationship between Selected Consultant, respondent and each joint respondent or proposed subcontractor. Respondent must also, if selected for award of the contract, provide the LRGVDC with a copy of any proposed subcontract at least thirty (30) days in advance. The LRGVDC reserves the right, in its sole judgment and discretion, to approve or disprove any such subcontract. Respondent must provide statements from each of its proposed subcontractors, signed by an individual authorized to legally obligate each subcontractor, attesting to the fact that it will provide the services as represented in respondent's proposal. Respondent must disclose, at the LRGVDC's request, any information regarding proposed subcontractors.

### 6.2.D Cost Proposal **To be submitted in a separate and sealed envelope.**

Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the

Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP.

Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

The LRGVDC reserves the right in its sole discretion, to require the Selected Consultant to post a performance bond. The total cost subject to evaluation will not include the cost of a performance bond.

## **Part VII COST PROPOSAL FORMAT AND REQUIREMENTS**

The technically preferred respondent must identify each person and their firm (respondent or subcontractor); the proposed hourly rates and number of hours for each person by content section; the total number of hours, fees, and other expenses for each person; and the total costs. The Cost Proposal must include all costs that the respondent proposes to be authorized for payment by the LRGVDC under the Plan contract. Cost Proposal will be broken down and include a breakdown Profit Rate from Overhead. Unloaded rates are preferred.

## **Part VIII GENERAL TERMS AND CONDITIONS**

### **8.1 Rejection of Proposal Response**

The LRGVDC may reject a proposal response if:

- The consultant misstates or conceals any material fact in the proposal.
- The consultant does not strictly conform to law or the requirements of the RFP.

The LRGVDC may reject any and all proposal responses and may reject any part of a proposal response. The LRGVDC may also waive any irregularities in any response whenever it is deemed in the best interest of the LRGVDC to do so.

### **8.2 Withdrawal or Modification of Proposal Responses**

Proposal responses may be withdrawn or modified prior to the deadline for submission if the request to do so in writing and on the letterhead of the consultant. Persons bearing such requests must show positive identification of authorization to submit the request. Proposal responses and requests for withdrawal or modification received after the deadline for submission of responses will not be accepted.

### **8.3 Clarification/Exceptions to Proposal Specifications**

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, August 16, 2019 at 4:00 p.m.** All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

Any interpretation of proposal documents, if made, will be by Addendum duly issued. A copy of such Addendum will be posted on the LRGVDC website, under the procurement section. The LRGVDC will not be responsible for any other explanation or interpretation of the specifications made or given prior to the award of the contract.

Prospective consultants are advised that the required bidder's conference is the forum through which prospective consultants are invited to offer comments and suggestions for consideration by the LRGVDC.

### **8.4 Protest Procedures**

A written complaint must be sent by certified mail to LRGVDC's Procurement Director within seven (7) business days and shall identify the following:

- Name, mailing address and business phone number of the complainant
- Appropriate identification of the RFP being questioned
- A precise statement of reasons for the protest
- Supporting exhibits, evidence or documents to substantiate any claims

The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest. LRGVDC will provide a response to the protest within fourteen (14) business days that clearly states its position regarding the protest.

### **8.5 Commencement of Work**

Commencement of work will begin once the Notice to Proceed has been issued.

### **8.6 Inquiries and Administrative Guidance**

Questions on this RFP must be made in writing and submitted via email to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org).

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name. Deadline for questions and inquiries will be **Friday, August 16, 2019 at 4:00 p.m. CTZ.**

LRGVDC will issue replies and any other changes by addendum (amendment) and post them to the LRGVDC website, under the procurement section. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

Only replies by formal written addenda (amendments) must be binding. Oral and other interpretations or clarifications will be without legal effect. The respondent must acknowledge receipt of all addenda (amendments) by completing and including the Addendum Response Form with their proposal.

The information provided herein is intended to assist consultants in the preparations of proposals necessary to properly respond to this RFP. The RFP is designed to provide interested consultants with sufficient basic information to submit proposals meeting minimum requirements but is not intended to limit a proposal's content or to exclude any relevant or essential data there from. Consultants are at liberty and are encouraged to expand upon the specifications to evidence service capability under any proposal.

**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: \_\_\_\_\_ TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TELEPHONE NO.: \_\_\_\_\_ FAX: \_\_\_\_\_

INTERNET EMAIL ADDRESS: \_\_\_\_\_

.....  
**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: \_\_\_\_\_ TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TELEPHONE NO.: \_\_\_\_\_ FAX: \_\_\_\_\_

INTERNET EMAIL ADDRESS: \_\_\_\_\_

**ADDENDA RESPONSE FORM**

In the space provided below, acknowledge receipt of addenda: *(if applicable)*

Date Received:

#1	_____
#2	_____
#3	_____
#4	_____
#5	_____



<b>Sec.</b>	<b>Contract Clause</b>	<b>Applicability to Type of Contract</b>
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100K for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction/Additions
4.	Energy Conservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stock
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stock
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copeland Anti-Kickback Acts	Construction > \$2000
10.	Contract Work Hours and Standards Act	Construction > \$2000, Stock, Operational > \$2,500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fraudulent Statements and Related Acts	All
13.	Termination	Value > 10K
14.	Government-Wide and Suspension (Non-procurement)	Value > 25K
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FIA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24.	Veterans Employment	Capital Projects

## A. DBE PROGRAM COMPLIANCE FORMS

### 49 CFR PART 26

The following Proposal conditions apply to this United States Department of Transportation assisted contract. Submission of a proposal by a prospective Contractor shall constitute full acceptance of these Proposal conditions.

### REQUIRED CONTRACT CLAUSES (49 CFR 26.13) UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES

Lower Rio Grande Valley Development Council will ensure that the following clauses are included in each DOT assisted contract and subcontract:

- I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.
- II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.
- III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

In cases where work is added to the contract by modification such that additional DBE participation is necessary to meet this goal, the Contractor shall increase the participation of one or more firms listed on the —Schedule of DBE Participation or submit additional DBE firms to meet the goal. In cases where work is deleted from the Contract, the goal shall be applicable to the new Contract amount. The Contractor shall be permitted to meet the goal by revising its DBE participation, provided, however, that the revision shall not result in DBE participation that is less than the original goal.

- IV) Compliance - All Proposers, potential contractors, or sub-contractors for this contract are hereby notified that failure to carry out the policy and the DBE obligation, as set forth above, shall constitute a breach of contract which may result in non-selection; termination of the contract; or such other remedy as deemed appropriate by LRGVDC. Agreements between a Proposer/proposer and a DBE, in which the DBE promises not to provide sub-contracting quotations to other PROPOSERS/PROPOSERS, are prohibited.
- V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.

VI) Acceptable Good Faith Efforts - “Good faith efforts” means efforts to achieve a DBE goal or other requirements of LRGVDC’s DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

## **General Instructions**

### **IMPORTANT! READ CAREFULLY!**

All Proposers/contractors shall complete and submit, with their Proposals, DBE Forms 1, 2, and 3.

Each subcontractor listed on DBE Form 1 shall complete and sign DBE Form 2 and DBE Form 3 as a DBE Subcontractor.

Business Contractors seeking to participate as DBEs must be certified at the time of Proposal submittal. Lower Rio Grande Valley Development Council does not certify DBEs. Please check with your state's DBE office.

Proposers who fail to achieve the contract goal(s) stated in the Proposal document must provide (with the Proposal) an explanation as to why the goal was not achieved and documentation demonstrating that a "Good Faith Effort" was made by the Proposer as outlined in DBE Form 4.

Contractors may duplicate as many forms as needed. All DBE Program questions should be directed to the Lower Rio Grande Valley Development Council, 301 W. Railroad, Weslaco TX, 78596. Submit all questions via email to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org).

***DBE Forms 1, 2, and 3 must be submitted with the Proposal in order to be eligible to receive a contract award. If there are sub-contractors listed, the sub-contractor must fill out DBE Form 3.***

***The Proposer must provide documentation and explanation as to why the DBE goal as was not achieved by filling out DBE Form 4.***

LRGVDC FORM (A)

DBE FORM 1

**ENTER TITLE OF RFP HERE**

**DBE SCHEDULE OF DBE PARTICIPATION**

Name of Proposer: \_\_\_\_\_

Project: \_\_\_\_\_

Project No.: \_\_\_\_\_

Proposal No: \_\_\_\_\_

Total Proposal Amount: \_\_\_\_\_

NAME OF DBE SUBCONTRACTOR	ADDRESS (COUNTY,	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				\$
				\$
				\$
				\$
				\$
				\$

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**

**ENTER TITLE OF RFP HERE**

**DBE SUBCONTRACTOR IDENTIFICATION**

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE\_(Title - Owner, President, etc.) and duly authorized representative of\_(Name of Firm) and I hereby declare and affirm that I am a certified DBE.

---

(Signed)

---

(Printed)

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

---

---

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**

**ENTER TITLE OF RFP HERE**

**LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR**

TO: \_\_\_\_\_ (Name of General Contractor Proposing)

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:

\_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

at the following price: \$\_\_\_\_\_.

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

\_\_\_\_\_

(Date)(Telephone No.)

\_\_\_\_\_

(Name of DBE Subcontractor)

By:

---

(Firm Address)

---

(Signature)

Name:

---

(City and State)

---

(Typed)

Title:

---



**LRGVDC  
FORM (A) DBE  
FORM 4**

**ENTER TITLE OF RFP HERE**

**UNAVAILABILITY CERTIFICATION**

I, \_\_\_\_\_,

of \_\_\_\_\_, certify that on the dates below,

I invited the following DBE Subcontractor(s) to Proposal work items to be performed onXXX

<u>DATE OF REQUEST</u>	<u>DBE</u>	<u>NAME OF SUBCONTRACTOR</u>	<u>ITEMS SOUGHT</u>
_____	-	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

# FY 2020-21 Unified Planning Work Program

DRAFT



---

“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.”

DRAFT



---

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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more



---

efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Moving Ahead for Progress on the 21<sup>st</sup> 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 4<sup>th</sup> 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**



---

## A. PURPOSE

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

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

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



---

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

- 1) Safety. - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition. - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction. - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability. - To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality. - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability. - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays. - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

### **ADDRESSING MAP-21 PLANNING EMPHASIS AREAS**

As conveyed by the US Department of Transportation on April 23<sup>rd</sup>, 2014 where it stated “With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA)



---

Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs”. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

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

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

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

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many *colonias*, and a large number of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan. The RGVMPO will be producing its transit plan, bike plan and pedestrian plan thru the facilitation of a consultant. Once





---

the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility thru the transportation alternative of their choice.

## **PUBLIC PARTICIPATION PLAN**

The RGVMPO at a minimum, 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.



---

In accordance to Senate Bill 1237 signed by the Governor on June 19<sup>th</sup>, 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical



---

Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

#### **D. PRIVATE SECTOR INVOLVEMENT**

The private sector has been utilized in the past to develop plans for special studies. 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 through 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 RGV MPO TPB and Technical Advisory Committees as well as the subcommittees will make it possible for the RGV MPO to accomplish successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.



---

## **II. TASK 1.0- ADMINISTRATION/MANAGEMENT**

### **A. OBJECTIVE**

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

Additional objectives:

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



---

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. RGV MPO staff coordinated efforts with Reynosa in transportation planning.

## **D. SUBTASKS**

### **Subtask 1.1: Program Support**

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

- 1.1.1 Development and printing of reports required by the federal government or by the Transportation Policy Committee.
- 1.1.2 Development of transportation planning activities
- 1.1.3 Coordination of transportation planning activities
- 1.1.4 Budgeting and management of transportation planning activities.
- 1.1.5 Development and implementation of the policies/guidelines necessary to maintain the “3-C” planning process.
- 1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.
- 1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.



- 
- 1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.
  - 1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

### **Subtask 1.2: Public Participation Plan**

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](http://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.



---

### **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 RGVMPPO offices. The RGVMPPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPPO network of computers, plotters, printers, iPads, server, etc. RGVMPPO 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 RGVMPPO 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, RGVMPPO 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 RGVMPPO Staff grows, the RGVMPPO will need to purchase laptops, GIS devices and/or GIS desktop computers, to accommodate RGVMPPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPPO 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 19<sup>th</sup>, 2015 and taking effect on September 1<sup>st</sup>, 2015, requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code, a metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”.



### Subtask 1.5: Staff Development

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

## E. FUNDING SUMMARY

### Task 1 –FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
1.1	MPO	\$ 1,569,299.00	\$0	\$0	\$ 1,569,299.00
1.2	MPO	\$ 243,570.00	\$0	\$0	\$ 243,570.00
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
<b>TOTAL</b>		<b>\$1,975,109.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,975,109.00</b>

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

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

## III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

### A. OBJECTIVE

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



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

## **B. EXPECTED PRODUCTS**

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

## **C. PREVIOUS WORK**

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

## **D. SUBTASKS**

### **Subtask 2.1: Demographic Data**



---

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

### **Subtask 2.2: Title VI Civil Rights Evaluation**

The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO's adopted performance measure of Travel Time Savings for each community. RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and *colonia* populations, are located within Cameron and Hidalgo County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, *colonias*, historical landmarks, wildlife refuges, elderly communities and grocery store locations (to mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region's greater benefit. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron and Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

### **Subtask 2.3: Model Work**

In 2009, regional MPO Staff began work on the joint district wide transportation model, as well as the new base year 2009 model for Hidalgo County, as provided by the Texas Department of Transportation, and the



---

Transportation Planning and Programming Division. MPO Staff will coordinate the new model work with the Harlingen-San Benito and Brownsville MPOs in order to assure a true reflection of traffic movement throughout the valley region. MPO staff will attend training courses pertaining to the different computer programs and/or databases being utilized by the RGVMP. RGVMP 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 RGVMP 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 RGVMP, and 7) Train RGVMP 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 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.



## E. FUNDING SUMMARY

### Task 2 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	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
<b>TOTAL</b>		<b>\$ 316,654.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 316,654.00</b>

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

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

## IV. TASK 3.0 SHORT RANGE PLANNING

### A. OBJECTIVE

The objective of this task is to include planning activities associated with immediate implementation relating to the near time frame. Examples include development and revision of the TIP, 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.

### **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.

## E. FUNDING SUMMARY

### Task 3 – FY2020-2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	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
<b>TOTAL</b>		<b>\$301,450.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$301,450.00</b>

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 RGV MPO, 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 RGV MPO 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 RGV MPO 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.

### **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 RGV MPO 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 RGV MPO 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 RGV MPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for



sharing the need of improvement of such corridors with elected officials.

### **Subtask 4.3: Truck Route & Freight Planning**

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

### **Subtask 4.4: County Thoroughfare Plan**

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

### **Subtask 4.5: Metropolitan Transportation Plan**

The RGVMPO will be adopting a new 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design and function of future transportation projects. RGVMPO staff in conjunction with TxDOT has hired Alliance Transportation Group to update the transportation model attributes to make the MPO's 2045 forecast models more accurate by utilizing more up to date information than currently utilized.

The RGVMPO will hire a consultant to develop the new 2020-2045 MTP by December of 2019.

## **E. FUNDING SUMMARY**

### **Task 4 – FY2020-2021**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF) <sup>1</sup></b>	<b>FTA Section 5307</b>	<b>Local</b>	<b>Total</b>
<b>4.1</b>	<b>MPO</b>	<b>\$19,512.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,512.00</b>





<b>4.2</b>	<b>MPO</b>	<b>\$368,660.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,660.00</b>
<b>4.3</b>	<b>MPO</b>	<b>\$58,532.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,532.00</b>
<b>4.4</b>	<b>MPO</b>	<b>\$25,762.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,762.00</b>
<b>4.5</b>	<b>MPO</b>	<b>\$281,065.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$281,065.00</b>
<b>TOTAL</b>		<b>\$753,531.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$753,531.00</b>

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

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

## **VI. TASK 5.0 SPECIAL STUDIES**

### **A. OBJECTIVE**

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

### **B. EXPECTED PRODUCTS**

The RGV MPO 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 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 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 RGV MPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGV MPO will develop safety performance measures in FY 2020-2021 utilizing 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 RGV MPO is planning to conduct one CMP data collection initiative in FY 2020. RGV MPO 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 RGV MPO 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**

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

**E. FUNDING SUMMARY**

**Task 5 – FY2020-2021**

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

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

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



## VII. BUDGET SUMMARY FY 2020

**TABLE 1 – RGVMPPO**

UPWP Task	FTA Task	Description	TPF <sup>1</sup> 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	\$0	\$0	\$ 647,941.00
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	\$ 832,568.00	\$0	\$0	\$ 832,568.00
5.0		Special Studies	\$ 932,202.00	\$0	\$0	\$ 932,202.00
		<b>Total</b>	<b>\$ 2,721,763.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 2,721,763.00</b>

### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

<b>FHWA (PL-112 &amp; FTA 5303)<sup>2</sup></b>	<b>\$ 2,036,952.00</b>
<b>2019 Expected Carryover</b>	<b>\$ 684,844.00</b>
<b>TOTAL TPF</b>	<b>\$ 2,721,763.00</b>

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



## BUDGET SUMMARY FY 2021

### TABLE 2 – RGV MPO

UPWP Task	FTA Task	Description	TPF <sup>1</sup> 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
		<b>Total</b>	<b>\$1,074,028.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,863,895.00</b>

#### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

<b>FHWA (PL-112 &amp; FTA 5303)<sup>2</sup></b>	<b>\$ 1,863,895.00</b>
<b>FY 2020 Expected Carry-Over</b>	<b>\$ 00</b>
<b>TOTAL TPF</b>	<b>\$ 1,863,895.00</b>

<sup>2</sup>Estimate based on prior year's authorizations

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



---

**APPENDIX A**  
**POLICY COMMITTEE MEMBERSHIP**

**DRAFT**



---

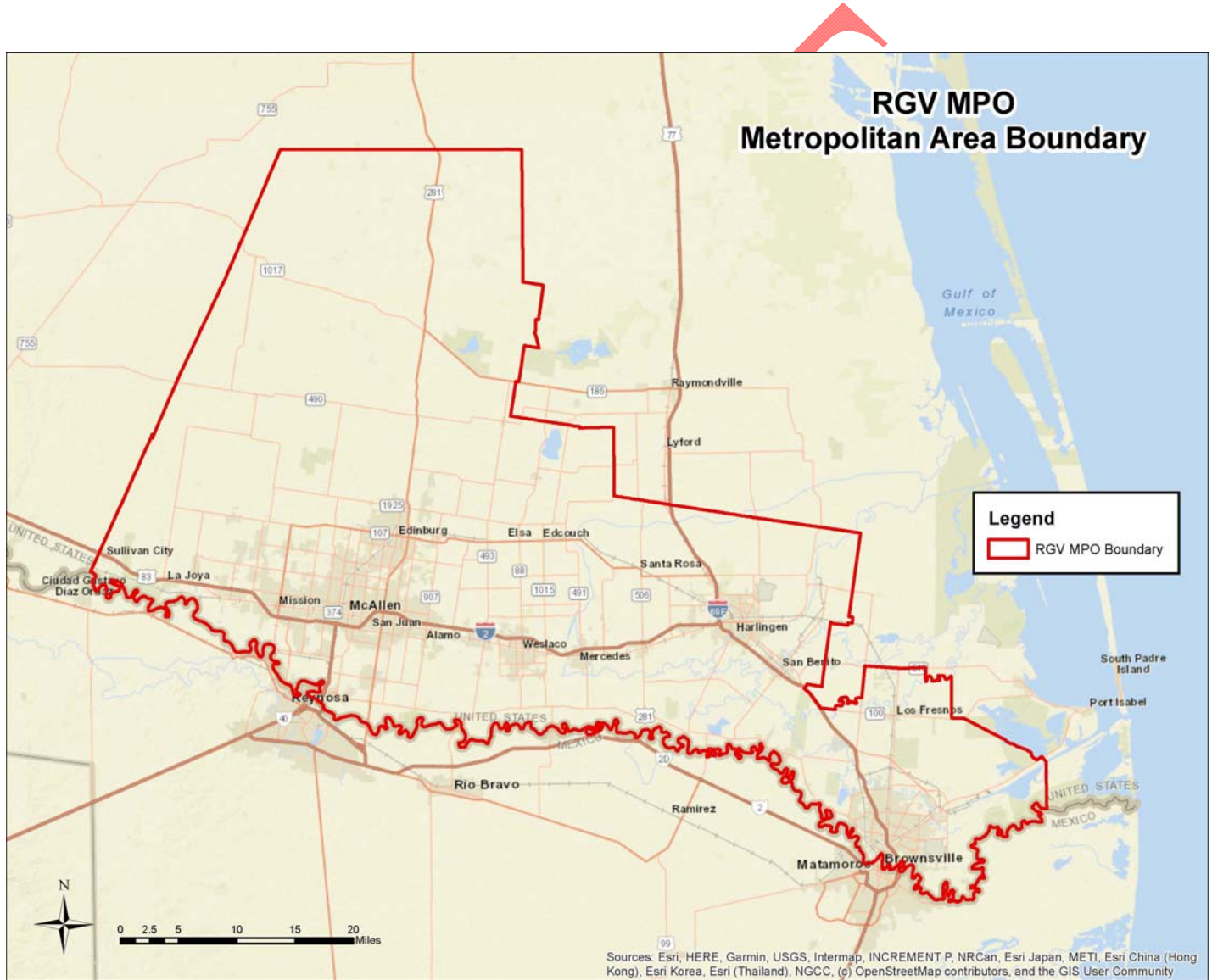
## **POLICY COMMITTEE MEMBERSHIP**

**DRAFT**



## APPENDIX B

# RGV MPO METROPOLITAN AREA BOUNDARY MAP





---

**DRAFT**



---

**APPENDIX C**

**DEPARTMENT  
CERTIFICATION  
ON**

**DRAFT**



---

**DEBARMENT  
CERTIFICATION**  
(Negotiated Contracts)

- (1) The RGV MPO as CONTRACTOR certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

*\*federal, state or local*

---

Signature – Chairman, RGV MPO Policy Board

Chairman, Transportation Policy Board

---

Title

---

Date



**DRAFT**

**APPENDIX D**

**LOBBYING CERTIFICATION**



---

## LOBBYING CERTIFICATION

### CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

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

---

Signature – Chairman, RGVMPD Policy Board

---

Chairman, RGVMPD Policy Board

---

Title

---

Rio Grande Valley MPO

---

Agency

---

Date



**DRAFT**

**APPENDIX E**  
**CERTIFICATION OF COMPLIANCE**



---

CERTIFICATION OF COMPLIANCE

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

(Name and Position, Typed or Printed)

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

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

\_\_\_\_\_  
Date  
Committee

Signature - Chairman, MPO Policy

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title





---

**APPENDIX F**

**CERTIFICATION OF INTERNAL ETHICS AND  
COMPLIANCE PROGRAM**

**DRAFT**



---

## 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.

\_\_\_\_\_  
Date  
Committee

Signature - Chairman, MPO Policy

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title



**DRAFT**

---

**APPENDIX G**  
**MPO SELF-CERTIFICATION**



---

## MPO Self-Certification Guidelines

### **Metropolitan Planning:**

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

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

### **Statewide Planning:**

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

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

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



---

strategies for needed projects.

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

### **Title VI, Civil Rights Act of 1964**

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

(23 USC 324,29 USC 794)

### **Environmental Justice**

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

(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9(b))

### **Disadvantage Business Enterprises**

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The Statute provides that at least 10% of the amounts made available for any Federal – aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

### **Americans with Disabilities Act of 1990**

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.

(Pub.L. 101-336, 104 Stat.327 as amended; 49 CFR Parts 27,37 and 38)



---

**Restrictions on influencing certain Federal activities**

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

(49 CFR, Part 20)

DRAFT



---

## MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

- (1) 23 United States Code (U.S.C.) 134, 49 U.S.C. 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
PHARR  
District  
Texas Department of Transportation

\_\_\_\_\_  
Metropolitan Planning Organization  
Policy Board Chairperson

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



---

**APPENDIX H**  
**TECHNICAL ADVISORY COMMITTEE (TAC)**  
**MEMBERSHIP**  
**AND**  
**TECHNICAL SUBCOMMITTEES**

**DRAFT**





---

## APPENDIX H

### Technical Advisory Committee (TAC) Membership

DRAFT



---

## TECHNICAL SUB-COMMITTEES

### Transit Subcommittee

DRAFT



---

## Freight Subcommittee

DRAFT



---

## Congestion Subcommittee

DRAFT



---

**Multi-Modal Sub-Committee**

DRAFT



---

**Data Criteria Sub-Committee**

**Land Use Sub-Committee**

DRAFT



---

**Scenario Planning Sub-Committee**

**DRAFT**

**Bicycle and Pedestrian Advisory Committee**

**DRAFT**

**APPENDIX I**

**TITLE VI ANALYTICAL FRAMEWORK**





---

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

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

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

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

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

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



---

## TITLE VI NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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



---

**APPENDIX J**  
**RESOLUTIONS**

**DRAFT**



**THIS ITEM NEEDS TO BE UPDATED**  
**RESOLUTION 2017-08**

**SUBJECT: APPROVAL OF FY 2018-2019  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

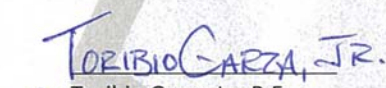
**WHEREAS**, the Hidalgo County Metropolitan Planning Organization, is the designated agency for the Transportation Planning in the Transportation Management Area; and


**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



---

DRAFT





# Rio Grande Valley Metropolitan Planning Organization

## Public Participation Plan

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



## 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.



## **“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

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 RGVMPPO 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO **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 RGVMPPO is responsible for the regional planning process for all modes of transportation. The RGVMPPO provides technical assistance to the local governments of Cameron and Hidalgo County in planning, coordinating and implementing transportation decision for the area. The RGVMPPO 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

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.

## 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 RGVMPPO 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 RGVMPPO 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.

**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.

<b>Program Adoption</b>	<b>Public Meetings</b>	<b>Comment Period</b>	<b>Remarks</b>
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

## **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)]

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 RGVMPPO 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.



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.

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](http://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.

## C. Public Participation Techniques

Public participation is an ongoing activity of the RGVMPPO. 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 RGVMPPO:

### **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.RGVMPPO.org](http://www.RGVMPPO.org). The website is maintained and updated by RGVMPPO 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: RGVMPPO 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.

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.

## **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.

## **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 RGV MPO 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 RGV MPO website.

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

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 RGV MPO 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.

## **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 RGV 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 RGV MPO posts the projects on the website for public review as the projects are being let. Plus, it includes the status of the



Page left blank

DRY

## A

**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 changes 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.

**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 RGVMPD 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.

**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 1 and 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".

**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 50 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. It is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the

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 RGVMPPO 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

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.

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: Principles 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 ecosystems<sup>1</sup> 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



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 reasonably 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.

**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

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

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.

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 trails 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 (O<sub>3</sub>) – is a triatomic molecule, consisting of 3 oxygen atoms. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawnmowers, and other gasoline

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.

**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.

**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.



## 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.

**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 replaced 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.

**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.

**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 21<sup>st</sup> 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 RGV MPO 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.

**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.

DRAFT

**Administrative Amendments in current document**

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

DRAFT

# 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.

# 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 Provide valuable information, activities, workshops, meetings, surveys, etc on a regular basis	
	Social Media	Facebook	# of likes, comments, shares, "fans", etc.		2% increase in # of fans/reach annually
		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		
	Surveys	# of respondents	10% of email/mail recipients respond to survey and/or reach over 150 respondents		
Media Outreach	Legal Advertisements	n/a-required	n/a	Identify methods for submitting public comment on all notices and through other PPP tools Make surveys available on all other PPP tools, including social media and website Advertise all public engagement opportunities on newspapers with large reach and/or <ul style="list-style-type: none"> <li>Update media contacts periodically</li> <li>Provide information in a "ready to print" or broadcast format</li> </ul>	
	Press Releases	# of printed or broadcasted press releases per year	2% of press releases sent to media are published		
	Other Media	n/a	n/a		



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	<ul style="list-style-type: none"> <li>• Minimum of 4 English and 2 Spanish Newsletters annually</li> <li>• 5% increase in published and/or downloaded newsletters annually</li> </ul>	<ul style="list-style-type: none"> <li>• Print articles of the greatest interest to the public</li> <li>• Notify public about newsletter through other PPP tools</li> </ul>
	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
Public Speaking	Grouping of Projects	n/a	n/a	n/a
	Annual Project Listings	n/a	n/a	Promote individually on website periodically
	Project Workshops/Open Houses	# of meeting attendees		<ul style="list-style-type: none"> <li>• Promote public meetings via all other PPP tools</li> </ul>
	Public Meetings/Hearings	# of meeting attendees'	2% increase in average # of attendees annually	<ul style="list-style-type: none"> <li>• Schedule meetings at convenient locations and times</li> </ul>

Rio Grande Valley Metropolitan Planning  
Organization

For the Hidalgo County, Texas Metropolitan  
Planning Area

**ADOPTED?????**

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

# Limited English Proficiency Plan

## Table of Contents

---

Introduction.....3

Executive Order 13166.....3

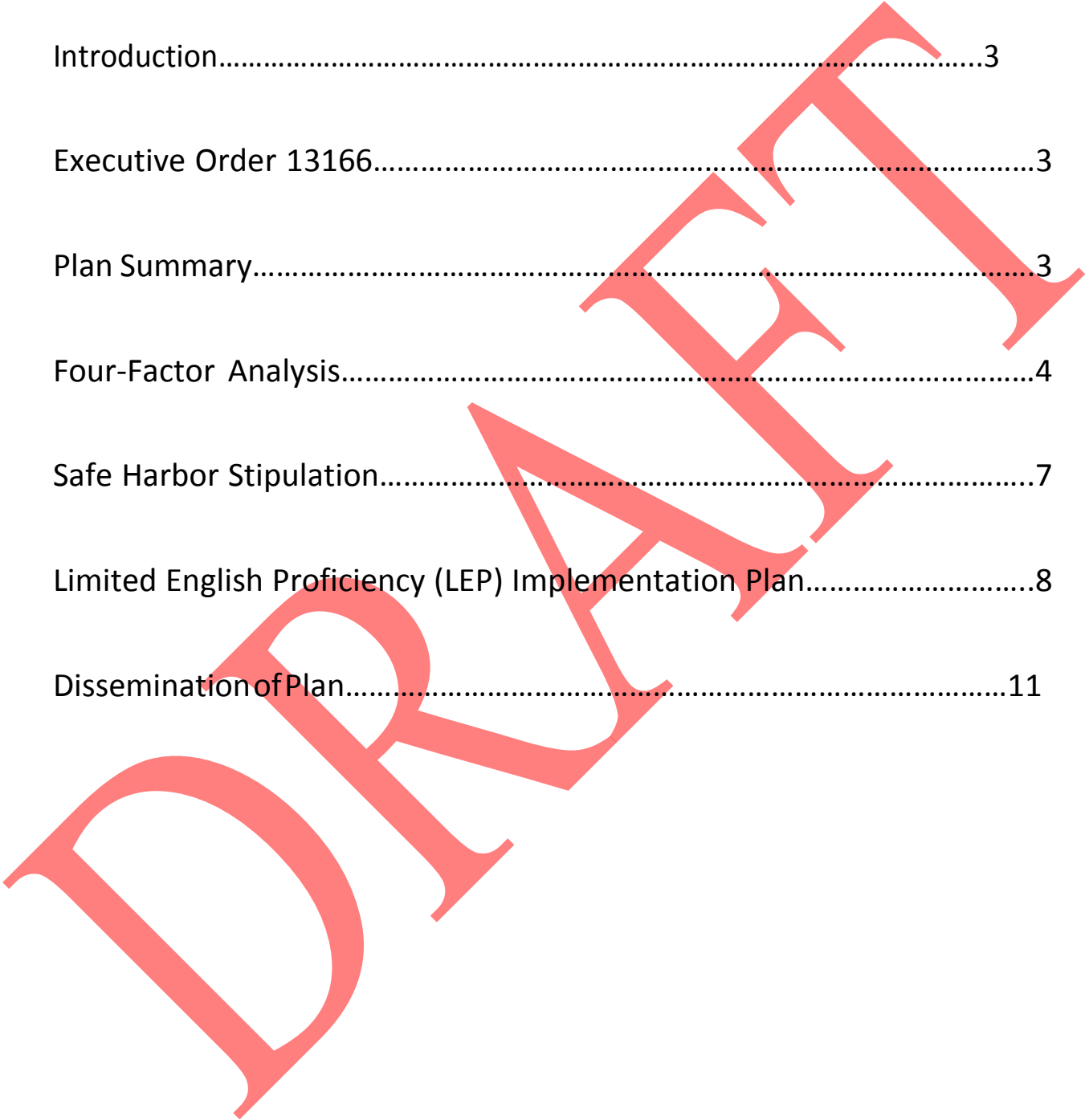
Plan Summary.....3

Four-Factor Analysis.....4

Safe Harbor Stipulation.....7

Limited English Proficiency (LEP) Implementation Plan.....8

Dissemination of Plan.....11



## 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.

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 RGVMPPO study area.
2. The frequency with which LEP persons meet the RGVMPPO staff.
3. The nature and importance of services provided by the RGVMPPO to the LEP population.
4. The interpretation services available to the RGVMPPO 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 (RGVMPPO) 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 RGVMPPO's resources. The RGVMPPO 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 RGVMPPO.

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 RGVMPPO study area and the surrounding rural areas within the county.

The RGVMPPO 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.

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 RGVMPPO 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 RGVMPPO'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.

RGVMPPO 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 RGVMPPO partners, such as Valley Metro and the cities located within the RGVMPPO study area.

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

The RGVMPPO 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 RGVMPPO 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 RGVMPPO 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

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 RGVMPPO:

- 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO, and overall cost to provide LEP assistance.

The RGVMPPO 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 RGVMPPO will assess the costs to provide these services at an as-needed basis.

## 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO to proceed with oral interpretation options for compliance with LEP regulations for the remaining LEP language groups. See Appendix.



## 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 RGVMPPO study area. All language assistance services for LEP individuals will be focused towards the Spanish-speaking LEP language group, however the RGVMPPO 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 RGVMPPO staff will be provided with “I Speak” cards to assist in identifying the language interpretation needed if the occasion arises.
- All RGVMPPO staff will be informally surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.
- When the RGVMPPO 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 RGVMPPO 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 RGVMPPO website.

- 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 RGVMPPO website and other social media sites;
- Provide enhanced language translation capabilities on the RGVMPPO 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 RGVMPPO'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 RGVMPPO 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."

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 available language assistance services and how to get them.
6. Providing presentations and/or notices at schools and religious organizations.

The RGVMPPO 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO'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.

## **DISSEMINATION OF THE RGVMPPO LEP PLAN**

The RGVMPPO will provide access to the LEP Plan on its website at <http://www.RGVMPPO.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  
510S. Pleasantview Drive  
Weslaco, Texas 78596

Phone: 956-969-5778

Fax: 956-969-5821

Email: [info@RGVMPO.org](mailto:info@RGVMPO.org)

**DRAFT**

# Appendix A – Language Spoken at Home.

Subject	Cameron County, Texas											
	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	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
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
<b>SPEAK A LANGUAGE OTHER THAN ENGLISH</b>												
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
<b>CITIZENS 18 YEARS AND OVER</b>												
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							
	Estimate	Margin of Error	Estimate	Margin of Error	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
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
<b>SPEAK A LANGUAGE OTHER THAN ENGLISH</b>												
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
<b>CITIZENS 18 YEARS AND OVER</b>												
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.

*Page left blank*

DRAFT

## Appendix B – Title VI Complaint Form

---

DRAFT





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

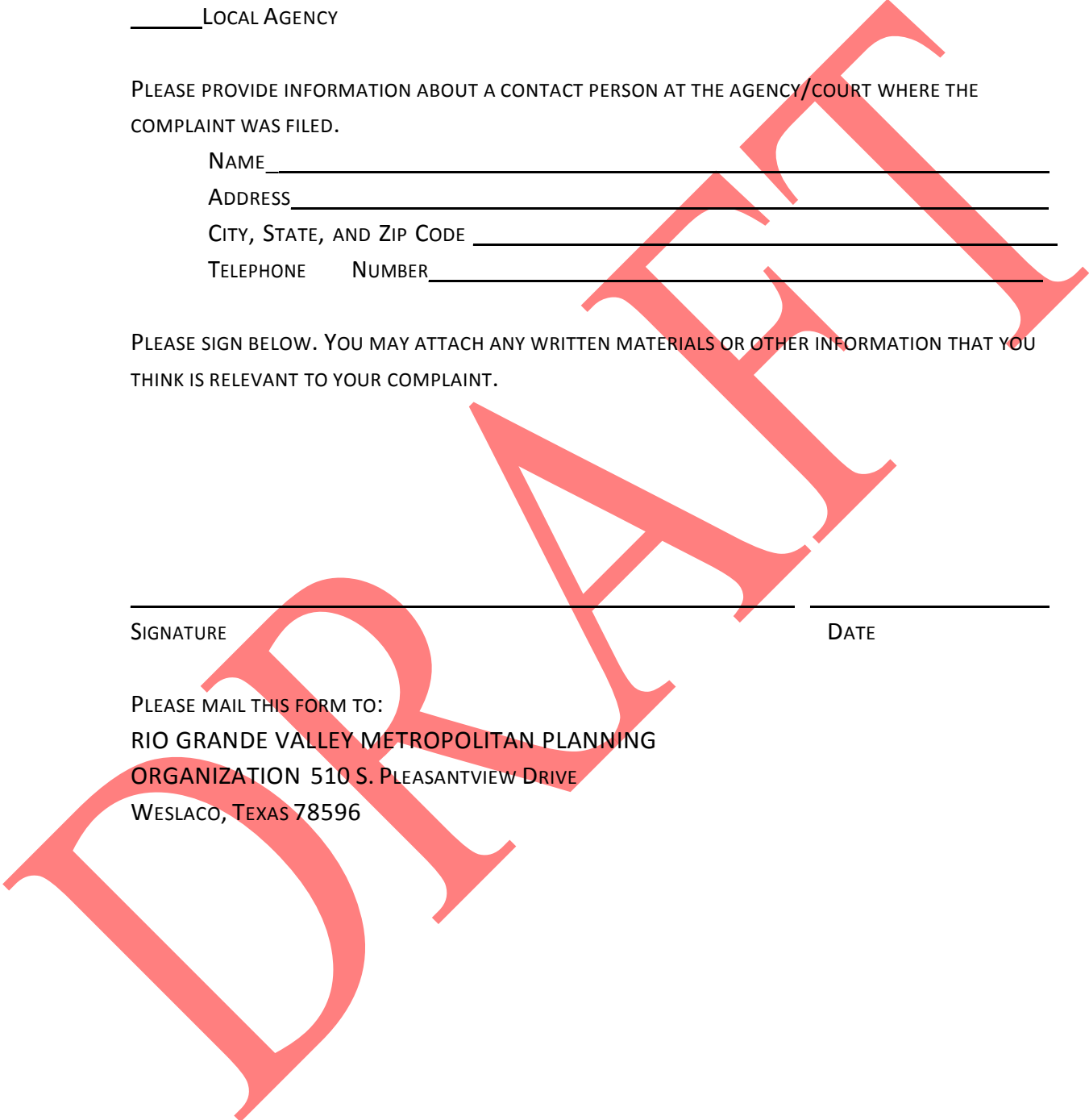
PLEASE PROVIDE INFORMATION ABOUT A CONTACT PERSON AT THE AGENCY/COURT WHERE THE COMPLAINT WAS FILED.

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







# 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.

## Appendix D – “I Speak” Identification Cards

DRAFT

2004 Census Test	United States Census 2010 LANGUAGE IDENTIFICATION FLASHCARD
<input type="checkbox"/> ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	1. Arabic
<input type="checkbox"/> Մարդու՞մ է՞նք նշու՞մ կատարե՞ք այս քանակախոսու՞մ, եթե խոսու՞մ կամ կարդա՞մ եք հայերե՞ն:	2. Armenian
<input type="checkbox"/> যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্স দাগ দিন।	3. Bengali
<input type="checkbox"/> ល្អប្រសើរណាស់ប្រសិនបើ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។	4. Cambodian
<input type="checkbox"/> Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro.	5. Chamorro
<input type="checkbox"/> 如果你能读中文或讲中文，请选择此框。	6. Simplified Chinese
<input type="checkbox"/> 如果你能讀中文或講中文，請選擇此框。	7. Traditional Chinese
<input type="checkbox"/> Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	8. Croatian
<input type="checkbox"/> Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	9. Czech
<input type="checkbox"/> Kruis dit vakje aan als u Nederlands kunt lezen of spreken.	10. Dutch
<input type="checkbox"/> Mark this box if you read or speak English.	11. English
<input type="checkbox"/> اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید.	12. Farsi

<input type="checkbox"/>	Cocher ici si vous lisez ou parlez le français.	13. French
<input type="checkbox"/>	Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
<input type="checkbox"/>	Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
<input type="checkbox"/>	Make kazyè sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
<input type="checkbox"/>	अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
<input type="checkbox"/>	Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
<input type="checkbox"/>	Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet.	19. Hungarian
<input type="checkbox"/>	Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
<input type="checkbox"/>	Marchi questa casella se legge o parla italiano.	21. Italian
<input type="checkbox"/>	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
<input type="checkbox"/>	한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
<input type="checkbox"/>	ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກົນສາສາດ.	24. Laotian
<input type="checkbox"/>	Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish



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

## Appendix E – Social Media Policy

DRAFT

---



# Social Media Policy

## 1. Vision & Purpose for Using Social Media

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

The RGVMPPO's social media outlets serve as discussion and information sharing opportunities between the RGVMPPO and the public about the RGVMPPO, and/or other transportation-related programs, projects, activities, and events. The comments and opinions of others on official RGVMPPO social media sites do not represent the opinions or views of the RGVMPPO or its staff. The RGVMPPO encourages the public to submit any comments, questions, or concerns as related to the discussion topics presented on any social media sites, however the RGVMPPO 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)."<sup>1</sup>

## 3. Employee Access

Access to social media sites will be reserved to RGVMPPO Staff authorized by the RGVMPPO Executive Director based on their role within the agency. Authorized staff will be restricted to professional use of the RGVMPPO'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 RGVMPPO as an organization. While personal accounts are not linked to official RGVMPPO 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 RGVMPPO 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:

<sup>1</sup> FHWA Order 1370.14, FHWA Social Media/Web 2.0 Management, March 16, 2011.

1. The creation and closing of social media accounts must have final approval from the Executive Director of the RGVMPPO.
2. The Executive Director and assigned staff will retain a record of all passwords and login information for all RGVMPPO social media accounts. If for any reason the assigned staff members are removed from social media tasks or are no longer employed for the RGVMPPO, 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 RGVMPPO 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 RGVMPPO.
7. Staff shall abide by all federal regulations, including Title VI/LEP policies.

## **6. Content**

Information placed on all official RGVMPPO social media sites shall relate to the RGVMPPO transportation planning process, MPO-related projects, events, activities, and/or news, research, discussion topics related to transportation planning. The RGVMPPO 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 RGVMPPO unless cited as otherwise. Information presented forth on RGVMPPO social media will be used for discussion and does not represent the views or opinions of the RGVMPPO.

## **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.

## 8. Legal Issues

The use of social media by RGVMPPO 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 RGVMPPO 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<sup>2</sup>
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 RGVMPPO 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](mailto:Info@RGVMPO.org)

Website: [www.RGVMPO.org](http://www.RGVMPO.org)

Facebook: [www.facebook.com/RGVMPO](http://www.facebook.com/RGVMPO)

Twitter: [www.twitter.com/RGVMPO](http://www.twitter.com/RGVMPO)

---

<sup>2</sup> 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](mailto:info@RGVMPO.org)



# 2019 Bicycle Plan



Rio Grande Valley  
Metropolitan Planning  
Organization





## Table of Contents

Page #

<b>Vision &amp; Introduction</b>	<b>1</b>
<b>Plan Importance &amp; Achievements</b>	<b>2</b>
<b>Public Outreach Process</b>	<b>4</b>
<b>Cyclists</b>	<b>17</b>
<b>Rio Grande Valley MPO Bicycle Pedestrian Advisory Committee</b>	<b>19</b>
<b>Bicycle Destinations in the Rio Grande Valley</b>	<b>20</b>
<b>Bicycle Facility Types</b>	<b>28</b>
<b>STRAVA</b>	<b>31</b>
<b>TX-DOT Query Tool</b>	<b>32</b>
<b>Design Guidance</b>	<b>34</b>
<b>Safety</b>	<b>36</b>
<b>Funding</b>	<b>40</b>
<b>Planning Recommendations</b>	<b>48</b>
<b>Appendix A</b>	<b>53</b>
<b>Appendix B</b>	<b>56</b>



## 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 RGV MPO'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 2<sup>nd</sup> 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 2<sup>nd</sup> Street in McAllen were announced. The trail will now run from McAllen, South of Expressway 83 connecting to the hike and bike trail on 2<sup>nd</sup> 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 2<sup>nd</sup> 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 RGV MPO 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 RGV MPO 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.

**2017-2018 Bicycle Plan Survey**

⊕ PAGE TITLE

**1. Thank you for taking the time to give your input. The following survey is part of the public participation process of the Bicycle Plan**

**Gracias por tomar el tiempo para proporcionarnos su opinión. La siguiente encuesta es parte del proceso de participación del público para nuestro Plan de Ciclistas .**

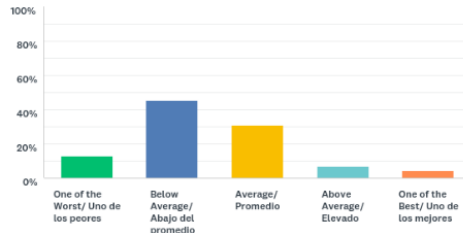
## Summarized Survey Results

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.

Q1 Thank you for taking the time to give your input. The following survey is part of the public participation process of the Bicycle Plan. Gracias por tomar el tiempo para proporcionarnos su opinión. La siguiente encuesta es parte del proceso de participación del público para nuestro Plan de Ciclistas. How would you rate your city's cycling facilities for biking or other activities? (Cycling facilities include sidewalks, trails, bicycle crossings, etc.) Check the bubble that applies. Cómo clasificaría las instalaciones en su ciudad para cyclar o para otras actividades? (instalaciones cyclistas incluyen banquetas, caminos o cruces cyclistas, etc.) Marque la casilla que aplica.



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.”*

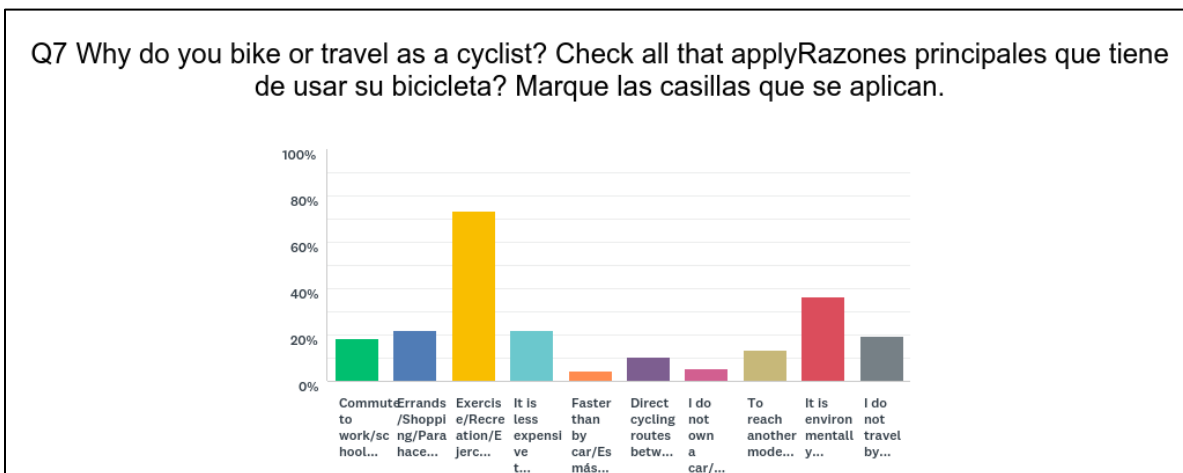
The goal of Bicycle facility planning that resonated with most participants was the need to “Create a safe and secure cycling system,” with over 57% of participants citing it as “extremely important.” However, all goals were considered significant and the following order of goals are ranked by importance.



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

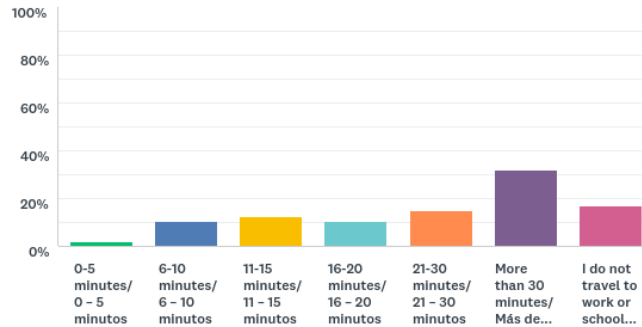
We asked participants to identify their main reason for traveling as a cyclist. The five most popular answers provided by participants are ranked below by importance.

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.

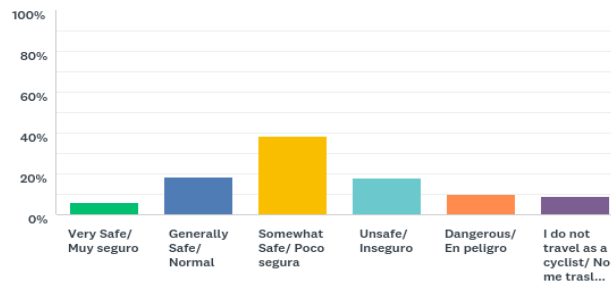
Q10 How long are you willing to bike to your destination? Check the bubble that applies. Qué tan seguido usa su bicicleta para hacer ejercicio o por diversión? Marque la casilla que aplica.



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”*

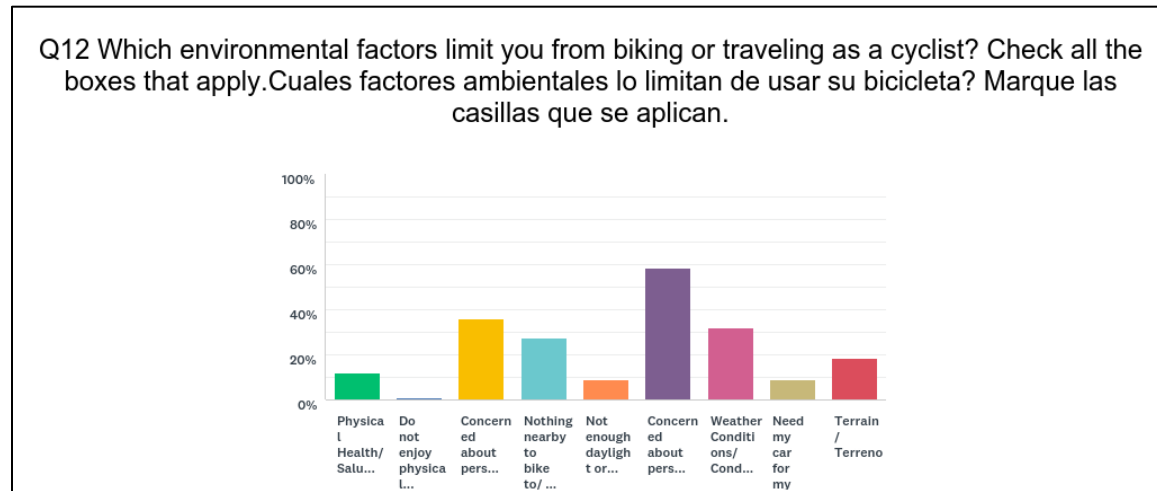
*“Most valley cities don't have protected bike lanes. We have bike lanes, but everyone uses them as parking, an extended turning lane, and they are extremely dirty”*

*“Traffic can be misinformed”*

Participants were asked to select which environmental factors 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.



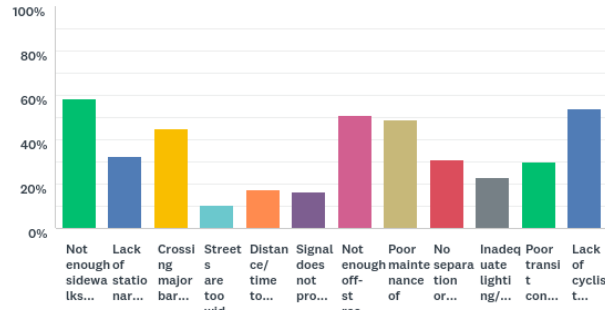
Participants were also asked to select which transportation related factors limit people from biking or traveling as a cyclist.

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.)

Q13 Which transportation-related factors limit you from biking or traveling as a cyclist more often? Check the boxes that apply. Cuales factores relacionados a la transportación lo limitan para usar su bicicleta más seguido? Marque las casillas que se aplican.

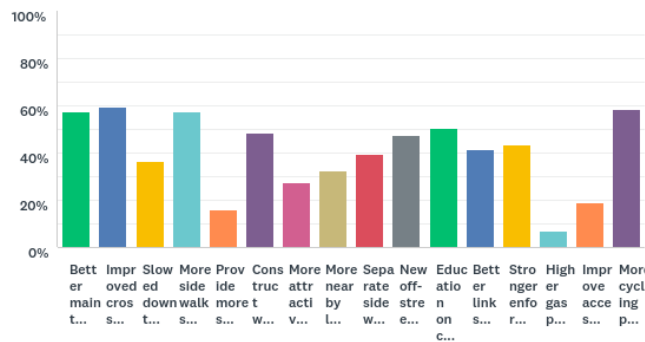


Lastly, participants were asked which overall factors would encourage them to bike or travel more as a cyclist.

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

Q14 Which factors would encourage you to bike or travel as a cyclist more often? Check all the boxes that apply. Cuales factores lo animarian a usar su bicicleta más seguido? Marque las casillas que se aplican.



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

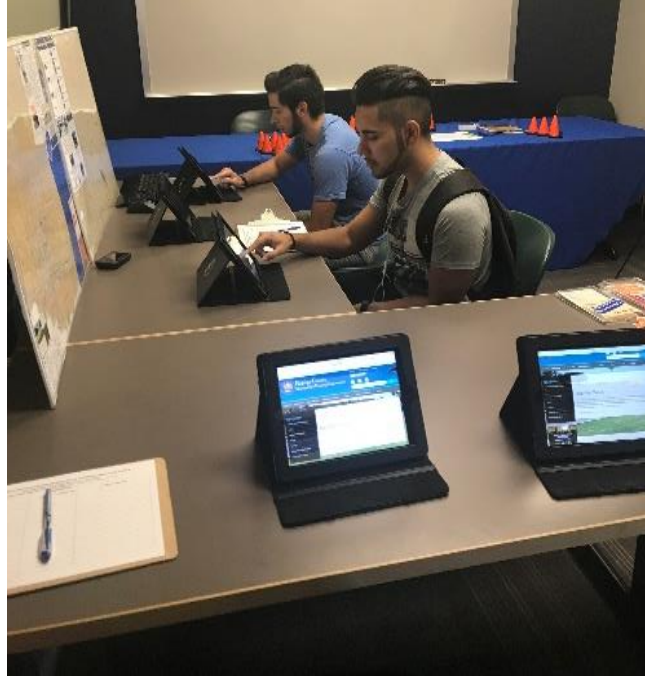
**Question 5** on public comment card: Any other Comments?

**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 routes 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

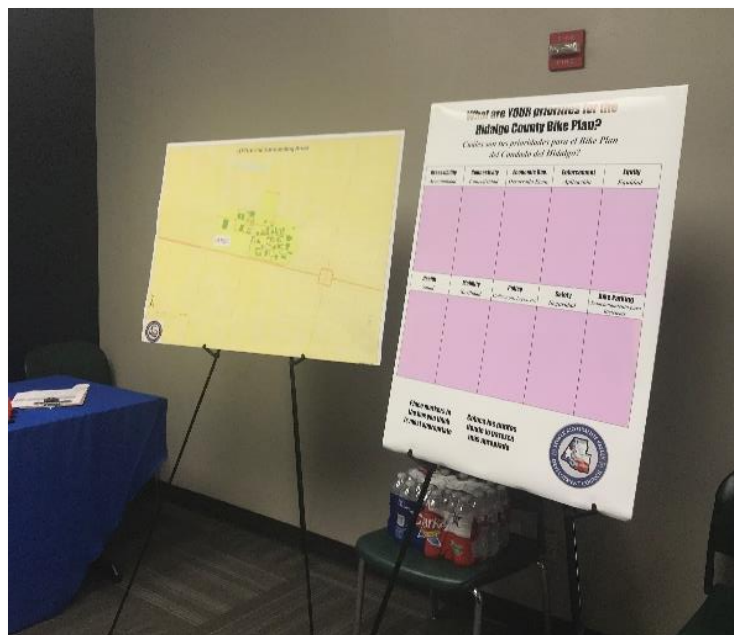
In our second activity, participants of the workshop were asked to identify locations within the Hidalgo County Urbanized area needing improvement, as it pertained to their cyclist needs. (see Appendix C)





### 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, RGVMPPO 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 an 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 this park should strive to connect to the Soccer 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 the 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. 6<sup>th</sup> 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.

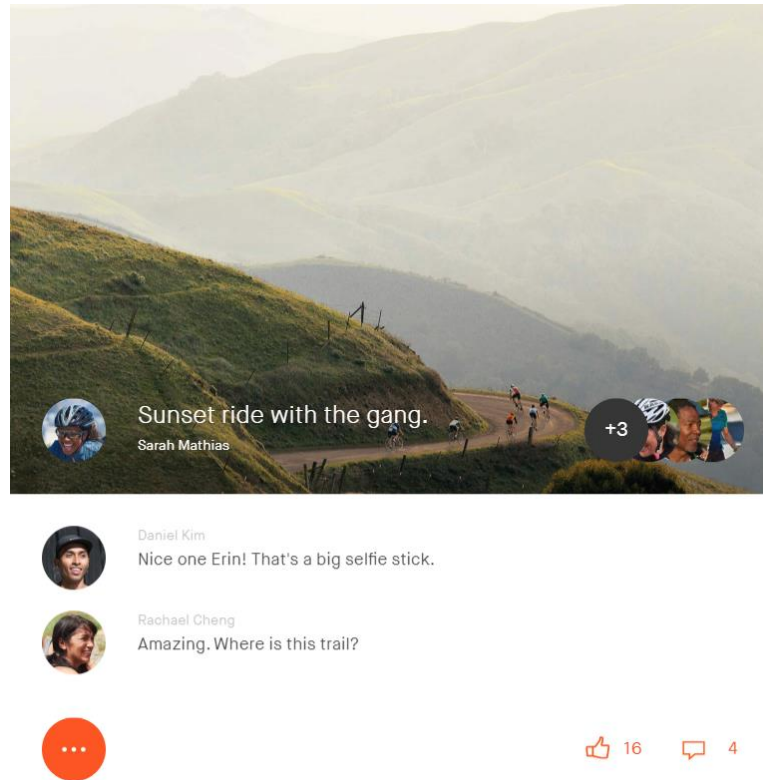


CicloBia in Brownsville, TX



## 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 RGV MPO

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.<sup>1</sup>

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 RGVMPPO 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

---

<sup>1</sup> 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 RGVMPPO 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 RGVMPPO, 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 RGVMPPO’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 Transportation 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 from the Federal Highway Trust Fund is allocated to TxDOT based on formulas established by federal transportation 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<sup>2</sup>.



(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 categories 3 and 7. Additionally, funds are included to the MTP when projects within the plan receive funding from other categories such as category 9 enhancement funds or discretionary funds from TxDOT. Bicycle and Pedestrian facilities

<sup>2</sup> Texas Department of Transportation (2013). Unified Transportation Funding/Transportation Enhancement Program. Retrieved October 2017 from <http://www.txdot.gov/government/programs/enhancement.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 activities. 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 selected, are then sent back for an opportunity to receive category 9 funding directly from 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 of 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 administered 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.

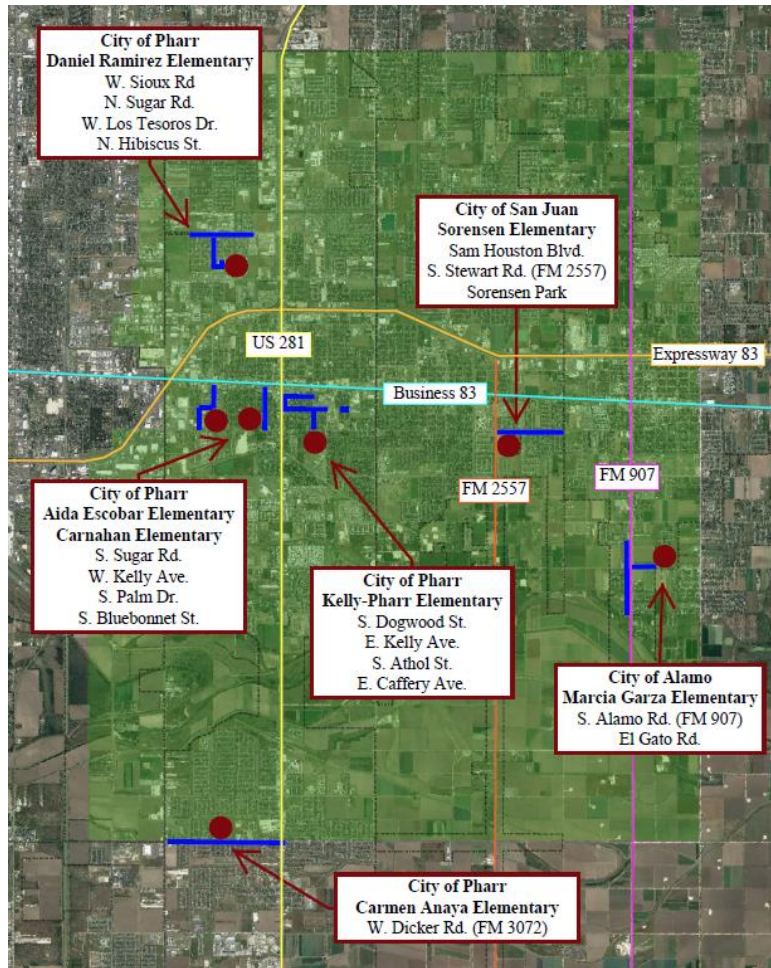
### Hidalgo County Area

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 and Bike Trail connects with the already existing McAllen 2<sup>nd</sup> St. hike and bike trail, extending the trail across the county.



**Visualization of Precinct 2's Regional Hike and Bike Trail**

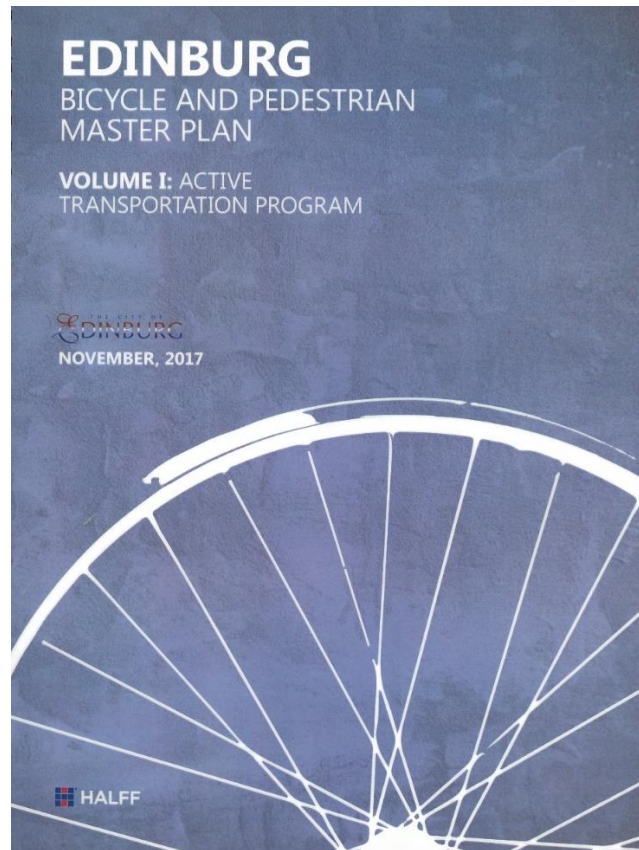
Projects that improve the overall bicycle network are routinely selected by the RGVMPO, create an inter-connected transportation system. The 2017 TAP Project Call recipients included the Pharr-San Juan-Alamo Tri-City Pedestrian Safety Improvements Project. The project plans to improve pedestrian and 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 RGVMPPO to build the Cano Hike & Bike Trail Lighting Project. The City of Donna received \$272,593 to address gaps in their pedestrian and bicycle facilities. 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 bicycle 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.

#### Cameron 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 19<sup>th</sup> St., East 20<sup>th</sup>, East 21<sup>st</sup>, 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 reduce the number of motor vehicle related crashes, injuries, and fatalities 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 general 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 RGVMPPO 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:

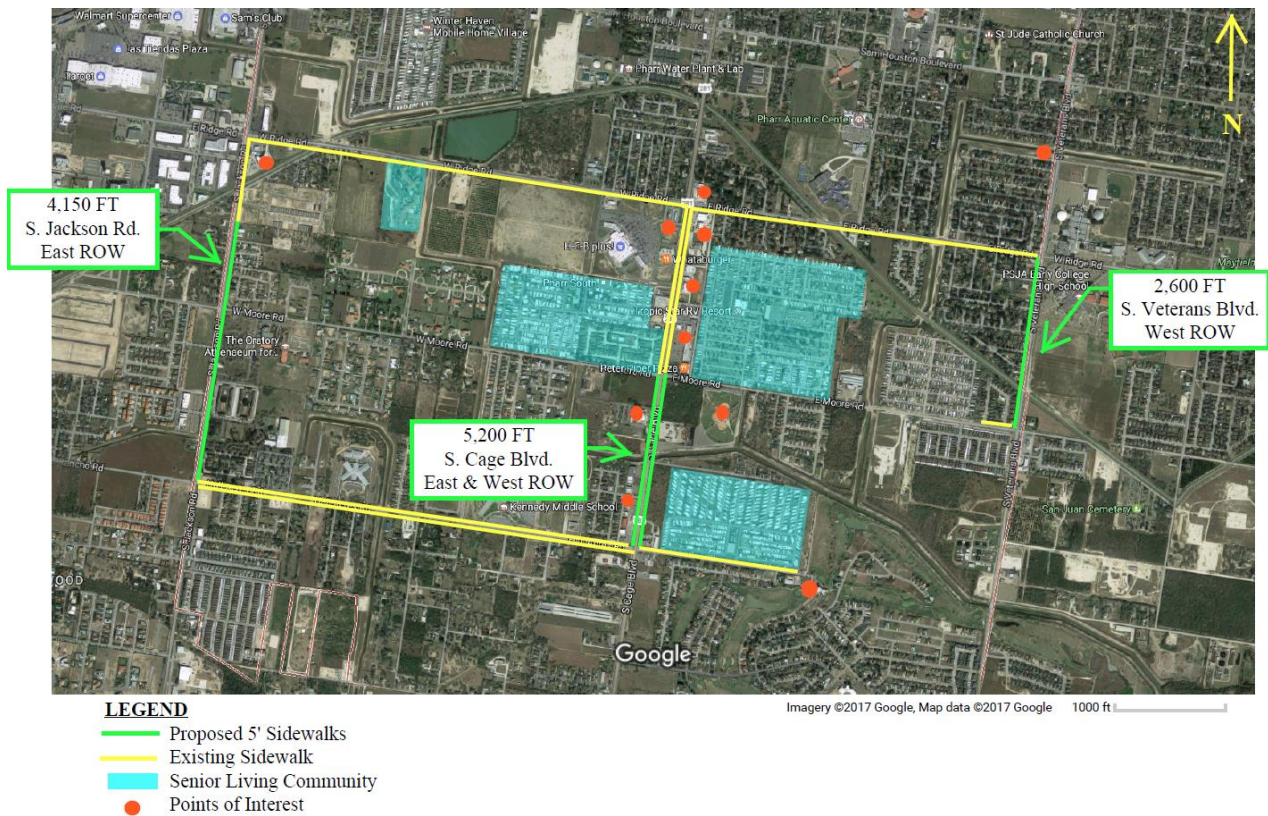
- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

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 RGV MPO Pedestrian Plan, is intended to serve as a comprehensive planning tool for the Texas Department of Transportation (TXDOT), the RGV MPO, 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 RGV MPO 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 RGVMPPO'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 RGVMPPO'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<sup>3</sup> 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

---

<sup>3</sup> 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 RGVMPPO’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. RGVMPPO 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. RGVMPPO 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**

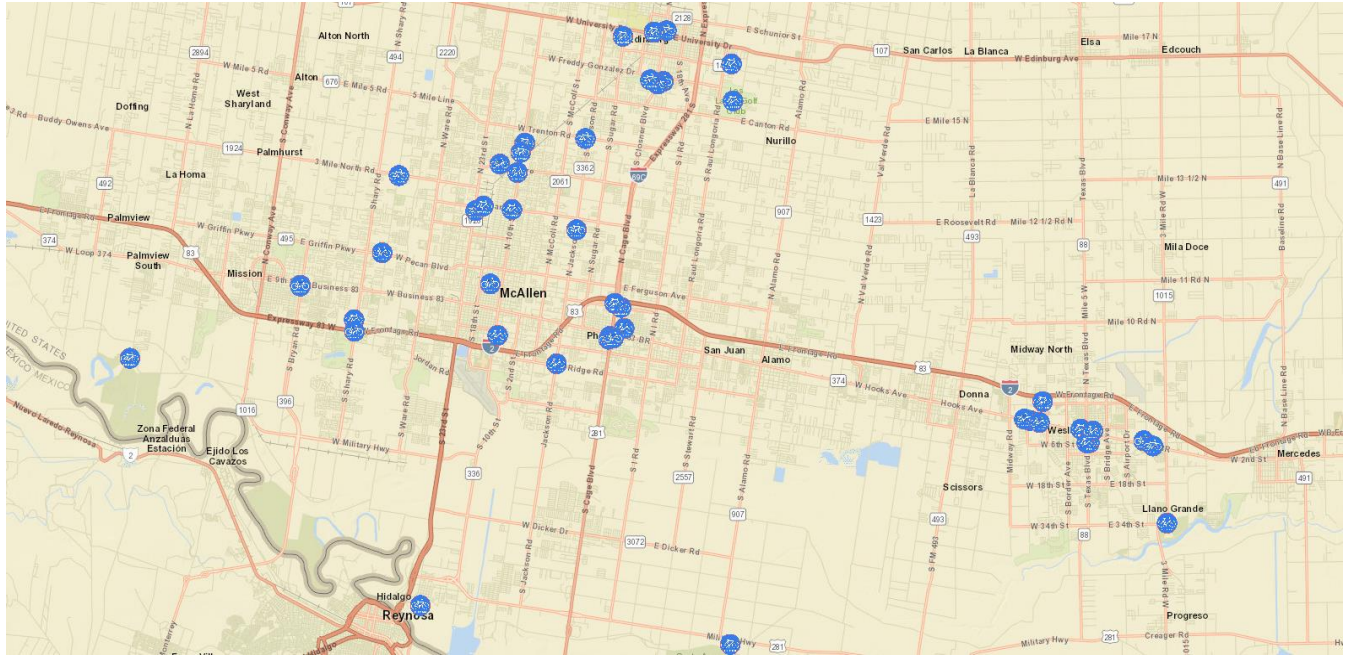
A long-term Bicycle plan should always incorporate an evaluation method. Evaluation involves monitoring outcomes and documenting trends through data collection. Data should be retrieved before and after activities associated with the previous four “E’s” are conducted. Evaluation is necessary to assess 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.hcmpto.org/gisapps/GIS\\_HCMPO/](http://www.hcmpto.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 2<sup>nd</sup> St.  
Hidalgo, TX 78577

**Old Hidalgo Pumphouse Museum and World Birding Center**  
902 S. 2<sup>nd</sup> St  
Hidalgo, TX 78557

**Earth Born Market**  
4508 N Taylor Rd.  
McAllen, TX 78504

**Xquinkles Snack Land**  
3616 N 23<sup>rd</sup> St.  
McAllen, TX 78504

**Bike Masters**  
6201 N 10<sup>th</sup> St.  
McAllen, TX 78504

**Neighbors Emergency Center**  
6700 N 10<sup>th</sup> St.  
McAllen, TX 78504

**Majors Health Food**  
1001 S 10<sup>th</sup> St. #A  
McAllen, TX 78501

**MoonBeans Coffee**  
5401 N 10<sup>th</sup> 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 16<sup>th</sup> 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

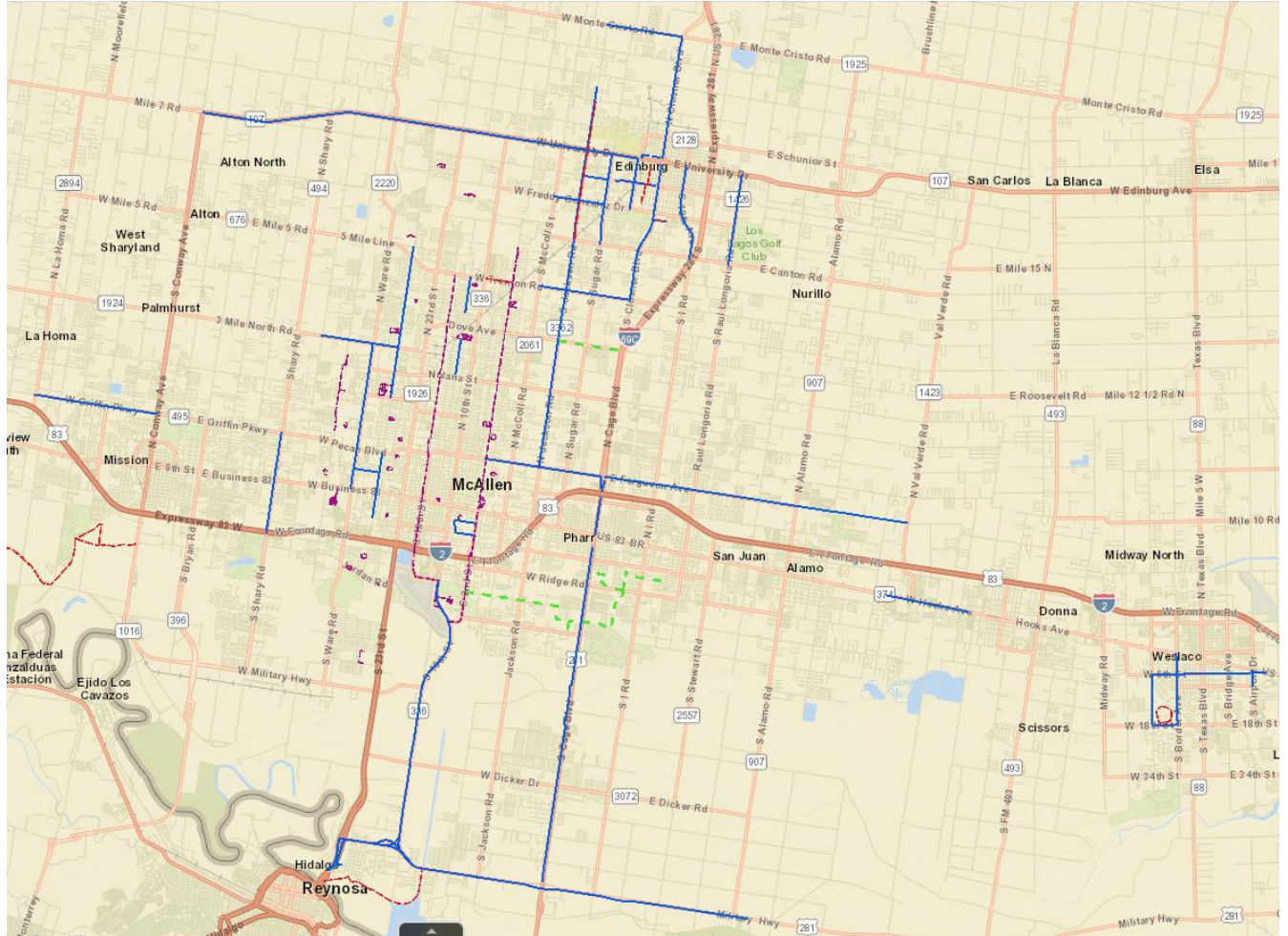
**Extreme Nutrition**  
539 S Texas Blvd.  
Weslaco, TX 78596

**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/](http://www.hcmpo.org/gisapps/GIS_HCMPO/)


## Cameron County Area

(Harlingen-San Benito)



[http://users.neo.registeredsite.com/0/6/5/21985560/assets/Harlingen-San Benito MPO Bicycle and Pedestrian Master Plan - Final Version.pdf](http://users.neo.registeredsite.com/0/6/5/21985560/assets/Harlingen-San_Benito_MPO_Bicycle_and_Pedestrian_Master_Plan_-_Final_Version.pdf)

(Brownsville)



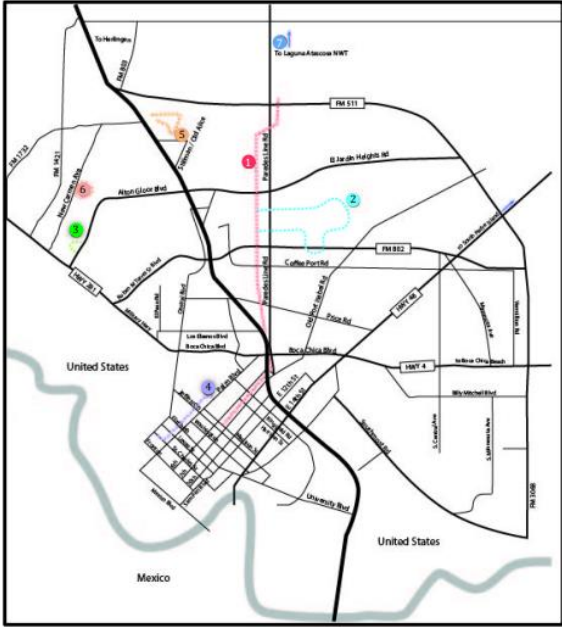
## Brownsville Hike & Bike Trail Map

### Trails & On-Street


**Total Distance:**  
64 miles

- 1 **Brownsville Historic Battlefield Trail – Nationally Recognized**  
Start: Linear Park  
Finish: Palo Alto Battlefield  
9 Miles
- 2 **Paseo de la Resaca Trails**  
Start/Finish: Brownsville Events Center  
7 Miles
- 3 **Monte Bella Mountain Bike Trail**  
Start/Finish: Monte Bella Trails Park  
6.3 Miles
- 4 **Belden Trail**  
Start: Skinner Elementary  
Finish: Praxedis Orive Jr. (Sunrise) Park  
1 Mile
- 5 **Brownsville Sports Park Hike & Bike Trails**  
Start/Finish: Brownsville Sports Park  
2.2 Miles
- 6 **Resaca de la Palma State Park Trails**  
Start/Finish: Resaca de la Palma State Park  
8 Miles
- 7 **Laguna Atascosa**  
Start/Finish: Resaca de la Palma State Park  
4.2 Miles





For more information on trails and attractions please contact:

Brownsville Convention & Visitors Bureau 650 Ruben M. Torres Sr. Blvd. (956) 546-3721	Scale House Visitors Center 1700 E 6th St. (956) 546-3898	Cyclobia Brownsville: <a href="http://cyclobiabrownsville.com">cyclobiabrownsville.com</a> The Challenge: <a href="https://facebook.com/bbchallenge">facebook.com/bbchallenge</a> Friends of Belden Trail: <a href="https://facebook.com/BeldenTrail">facebook.com/BeldenTrail</a>
---	---	--

Keep an active lifestyle with these events:

[www.brownsville.org](http://www.brownsville.org) | #TourBrownsville

<https://brownsville.org/wp-content/uploads/2015/06/Main-Map.pdf>

# Bicycle Plan 2019

Rio Grande Valley

Metropolitan Planning Organization

Adopted by RGVMPPO

Transportation Policy Committee

On:



# RGVMPO

Game Plan for Success leading  
into FY 2020

# Long Range Plan update

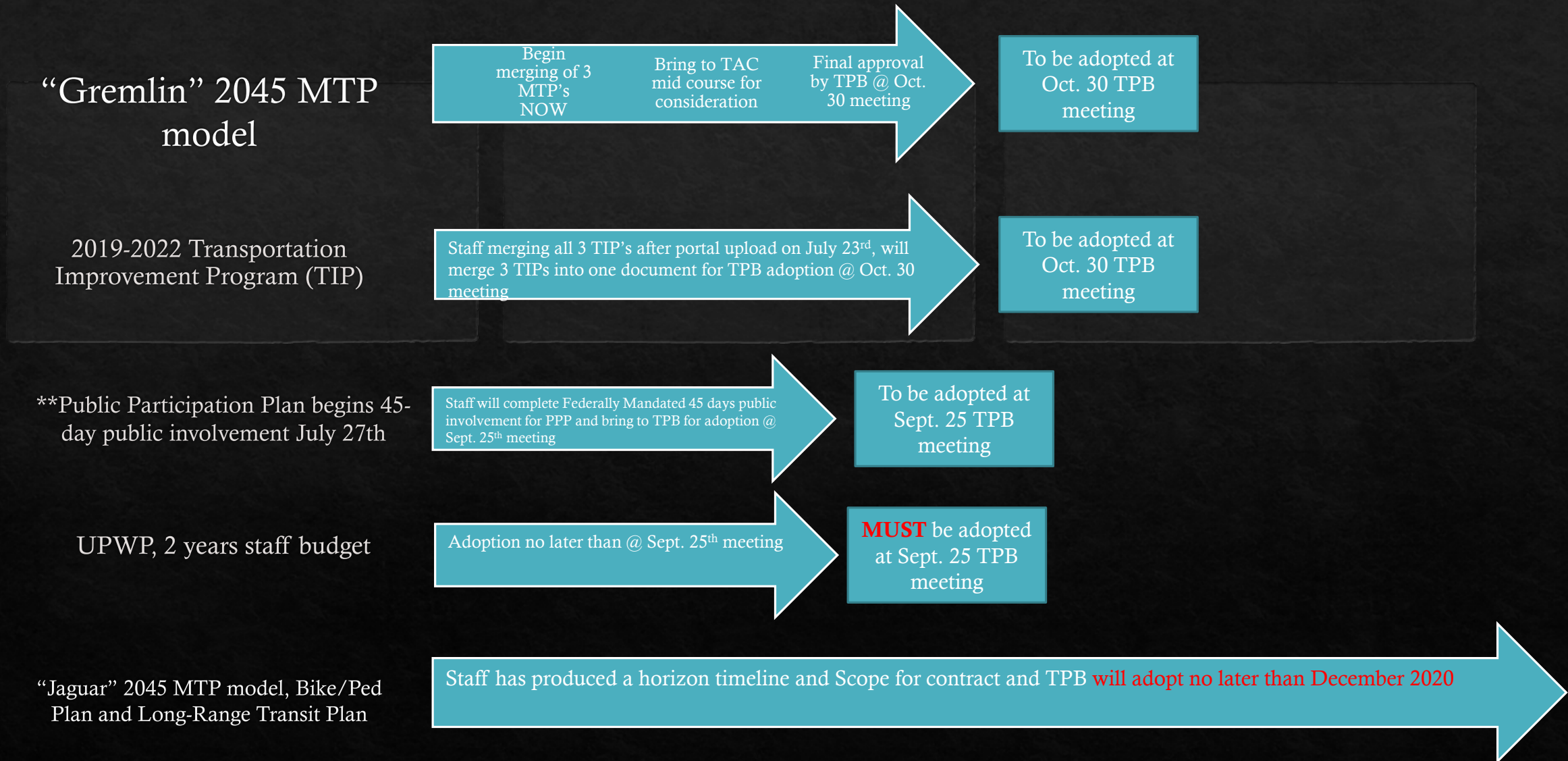
## Brownsville, Harlingen & Hidalgo MPO long range plan

- Staff has developed a plan to update independent plans
- 3 MPO plans will be merged into singular document
- RGVMPO, TPD will adopt at October 30<sup>th</sup> meeting
- Merged document will allow for continued TIP/MTP amendments, except for Nov. 2019 amendment.
- Public involvement and adoption will NOT allow for November revision, 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 for RFP process
- Staff has developed a scope for MTP, Bike Ped and long-range transit plan.
- Staff has developed a time line for RFP process and hopes to bring executable contract to TPB by October 30, 2019.

# RGVMPO development time-line





# Documents to approve for advancement

## 2020-2021 UPWP

2-year operations budget

Includes salaries

Indirect fees

Contracts

Supplies, Etc.

## Planning Agreement

Spells out roles and responsibilities of the TPB, LRGVDC and RGVMPO Executive Director

Allows for fiscal agent to be reimbursed for program expenses as described in the UPWP

## 2045 MTP Scope

Will allow for the development of long-range plan utilizing a consultant contract for final adoption by TPB, December 2020

## Public Participation Plan

### PPP

This document identifies how all public involvement efforts will be addressed in compliance with the Codified Regulations and allow for the RGVMPO to adopt planning documents after proper execution of public engagement

**\*Scheduled for September 2019 meeting**



LOWER RIO GRANDE VALLEY

Rio Grande Valley

MPO

EST.

1967

DEVELOPMENT COUNCIL





LOWER RIO GRANDE VALLEY

Rio Grande Valley

MPO

EST.

1967

DEVELOPMENT COUNCIL



TEXAS DEPARTMENT OF TRANSPORTATION

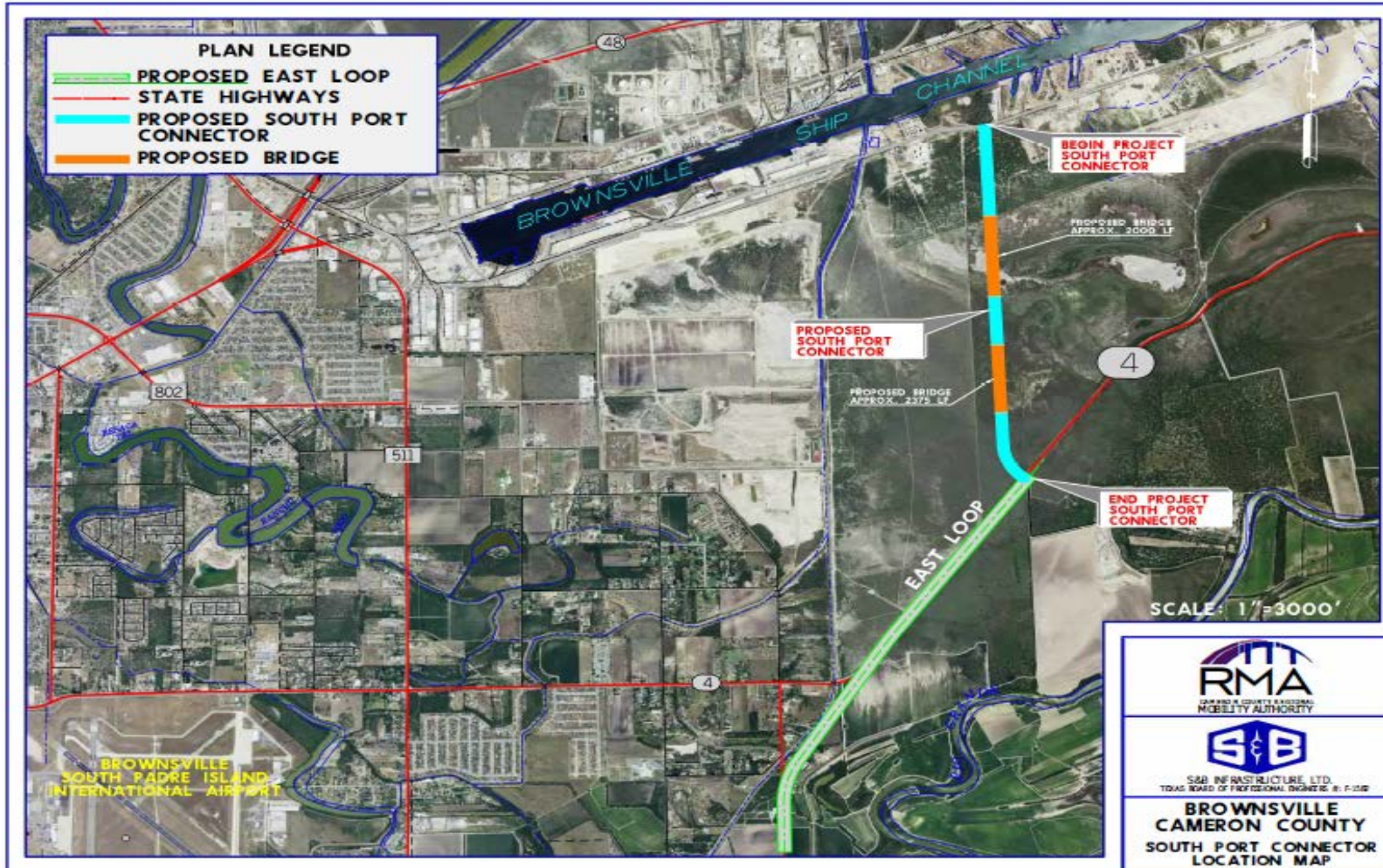
# TxDOT PROJECT STATUS REPORT - VERBAL

**RGVMPO  
PROJECT PRESENTATION  
AUGUST 07, 2019**



# SOUTH PORT CONNECTOR

## CSJ: 0921-06-288



# SOUTH PORT CONNECTOR

## CSJ: 0921-06-288

### Project Limits: from SH 4 to Ostos Road

Distance:	2.0 Miles
Typical Section:	2 Lane Rural Roadway with Shoulders
ROW Width:	150 Feet Wide
Project Cost:	\$18 Million
Environmental Status:	Cleared
ROW Acquisition/Utilities:	In-Place
Available Funding:	\$18 Million Cat 7 & Rider 11B
Design:	100% Design Plans Approved by TxDOT

- TxDOT Off System Roadway

# SOUTH PORT CONNECTOR

## CSJ: 0921-06-288

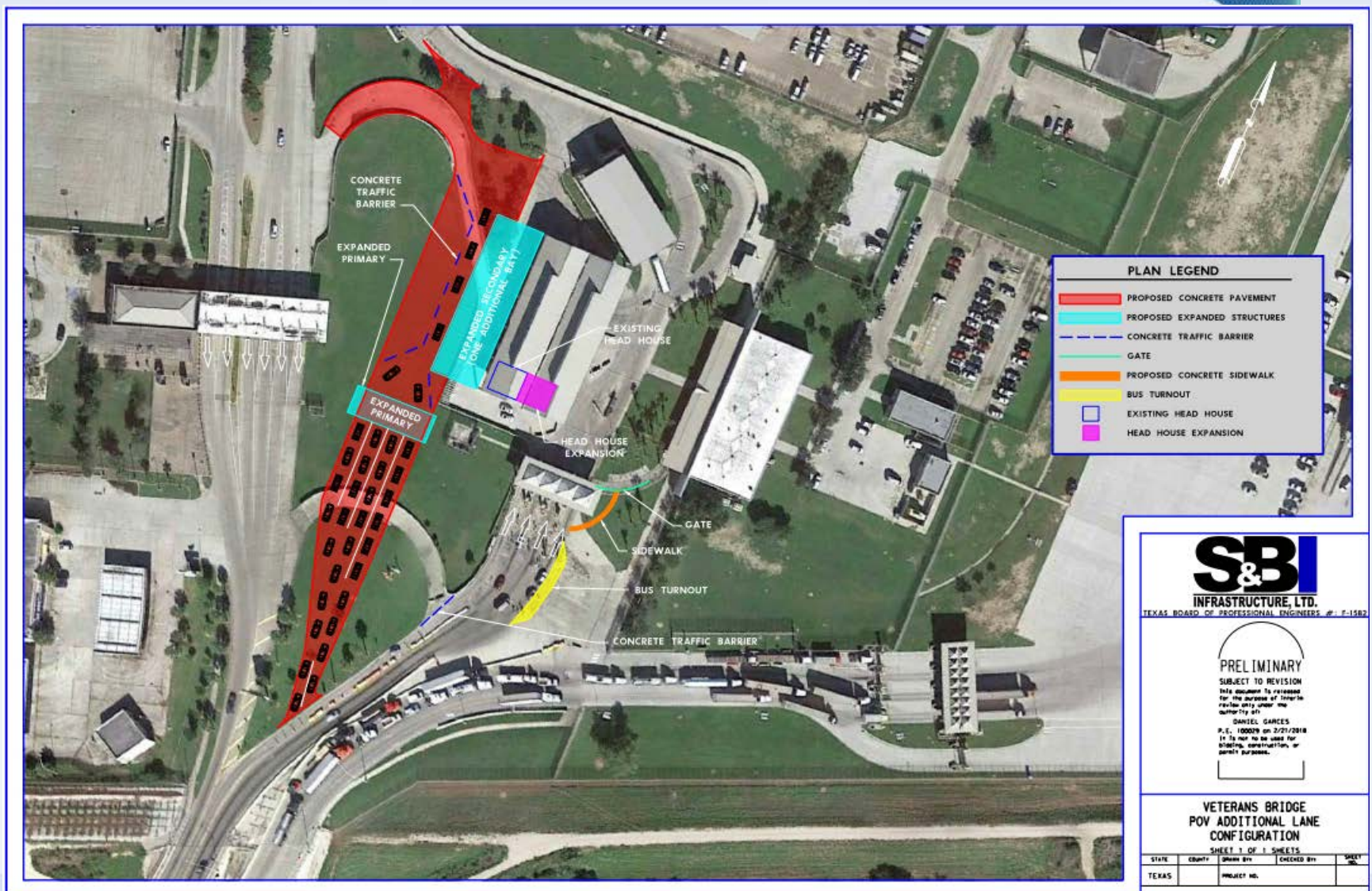
### Project Limits: from SH 4 to Ostos Road

#### PROJECT NEEDS

- Bidding Phase – August 2019



# VETERANS INTERNATIONAL BRIDGE CBP PRIMARY LANE EXPANSION



# VETERANS INTERNATIONAL BRIDGE CBP PRIMARY LANE EXPANSION

## Project Limits: Veterans International Bridge Port of Entry

<b>Distance:</b>	<b>800 feet</b>
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

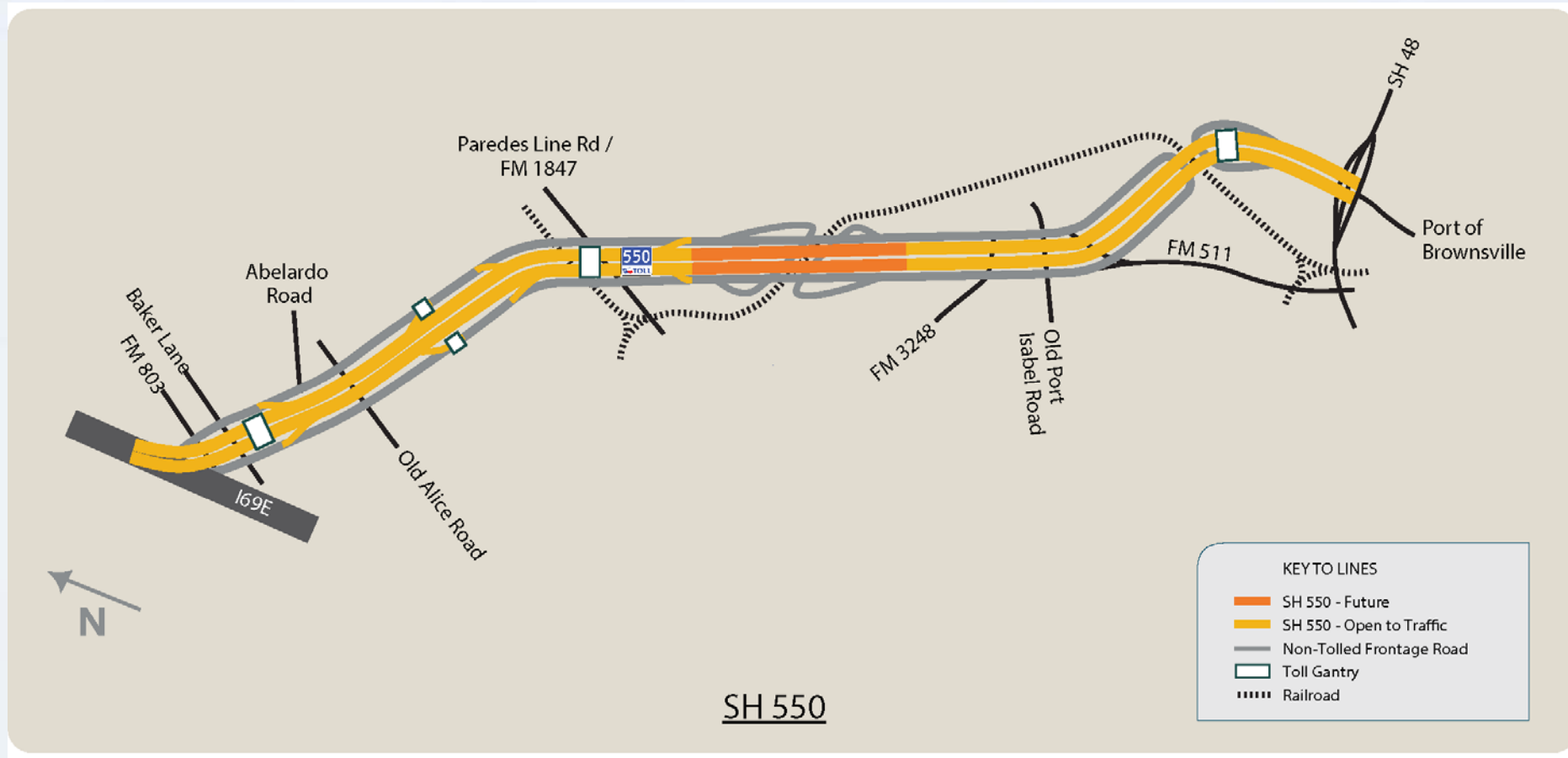
## Project Limits: Veterans International Bridge Port of Entry

### PROJECT NEEDS

- Complete Design – July 2019
- Pending Environmental Concurrence from TxDOT
- AFA Pending Signatures
- 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**

<b>Distance:</b>	<b>2.6 Miles</b>
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:	\$17.5 Million Cat 7
Design:	Need to Update Existing Plans

- TxDOT Off System Roadway

# SH 550 GAP 2 PROJECT

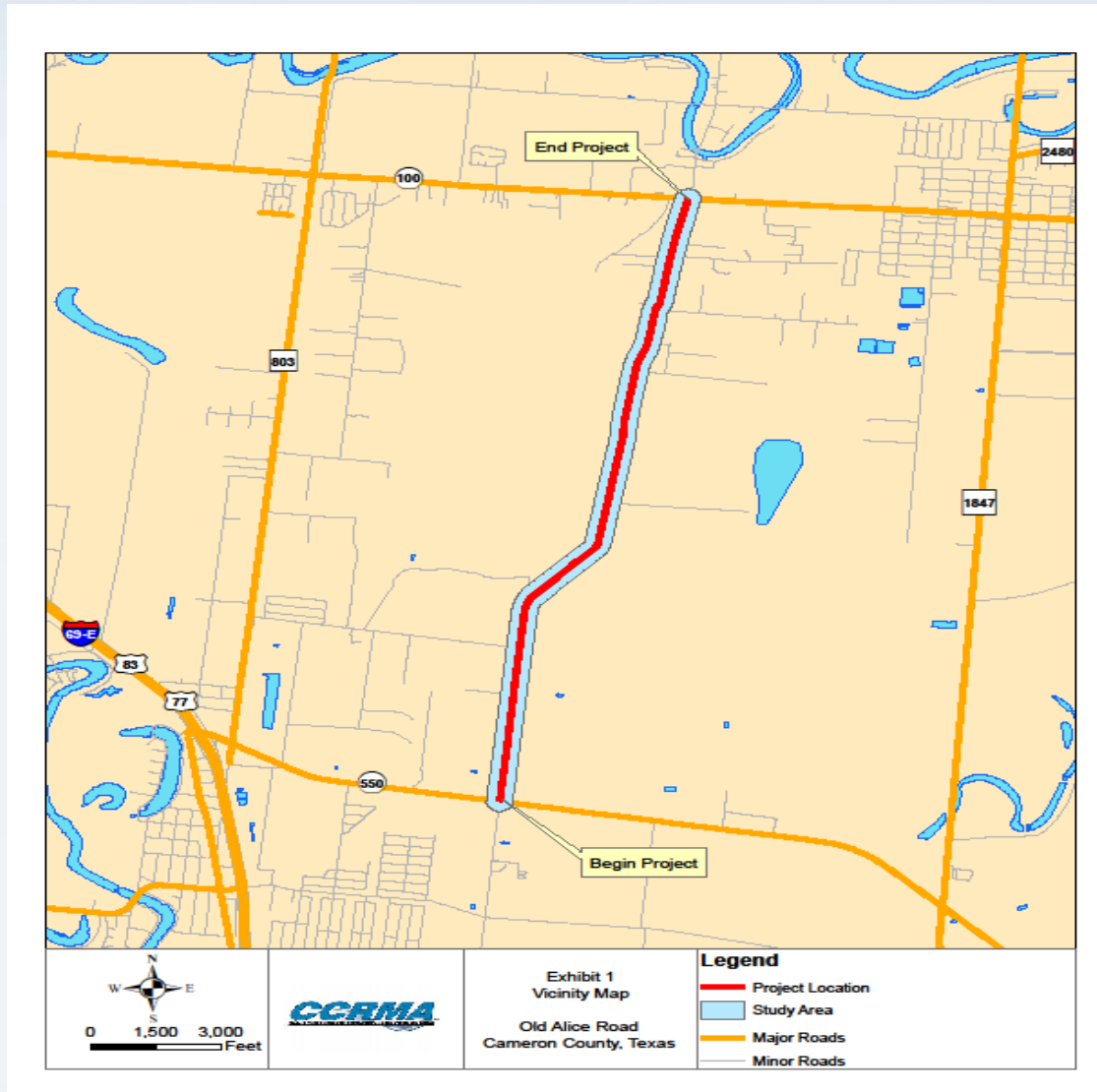
## CSJ: 0684-01-068

**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

<b>Distance:</b>	<b>3.5 Miles</b>
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:	\$13.32 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

<b>Distance:</b>	<b>1.1 Miles</b>
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:	\$3.33 Million Cat 7

- TxDOT Off System Roadway

# OLD ALICE ROAD

## CSJ: 0921-06-290

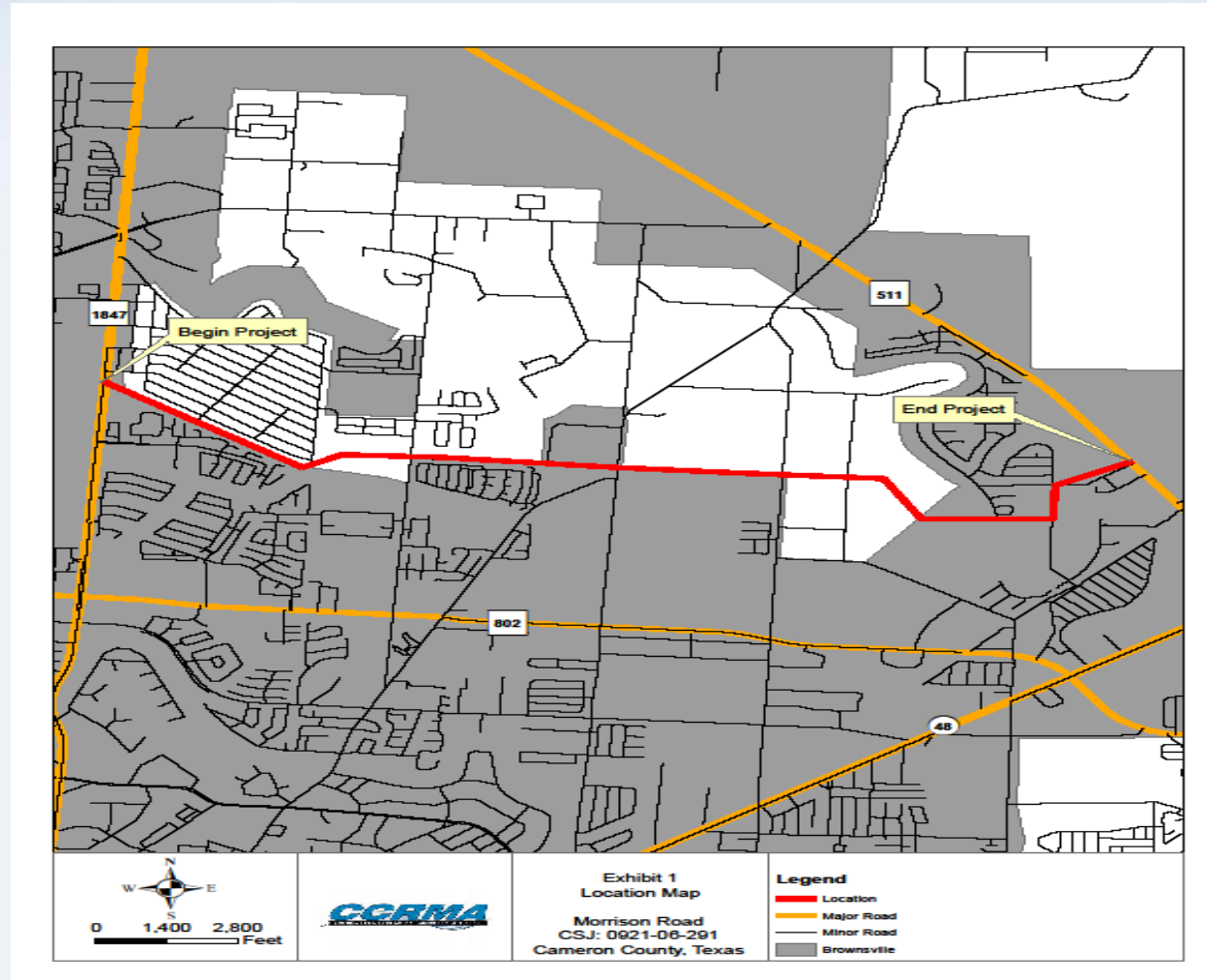
### Project Limits: from SH 550 to SH 100

#### 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**

<b>Distance:</b>	<b>4.5 Miles</b>
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

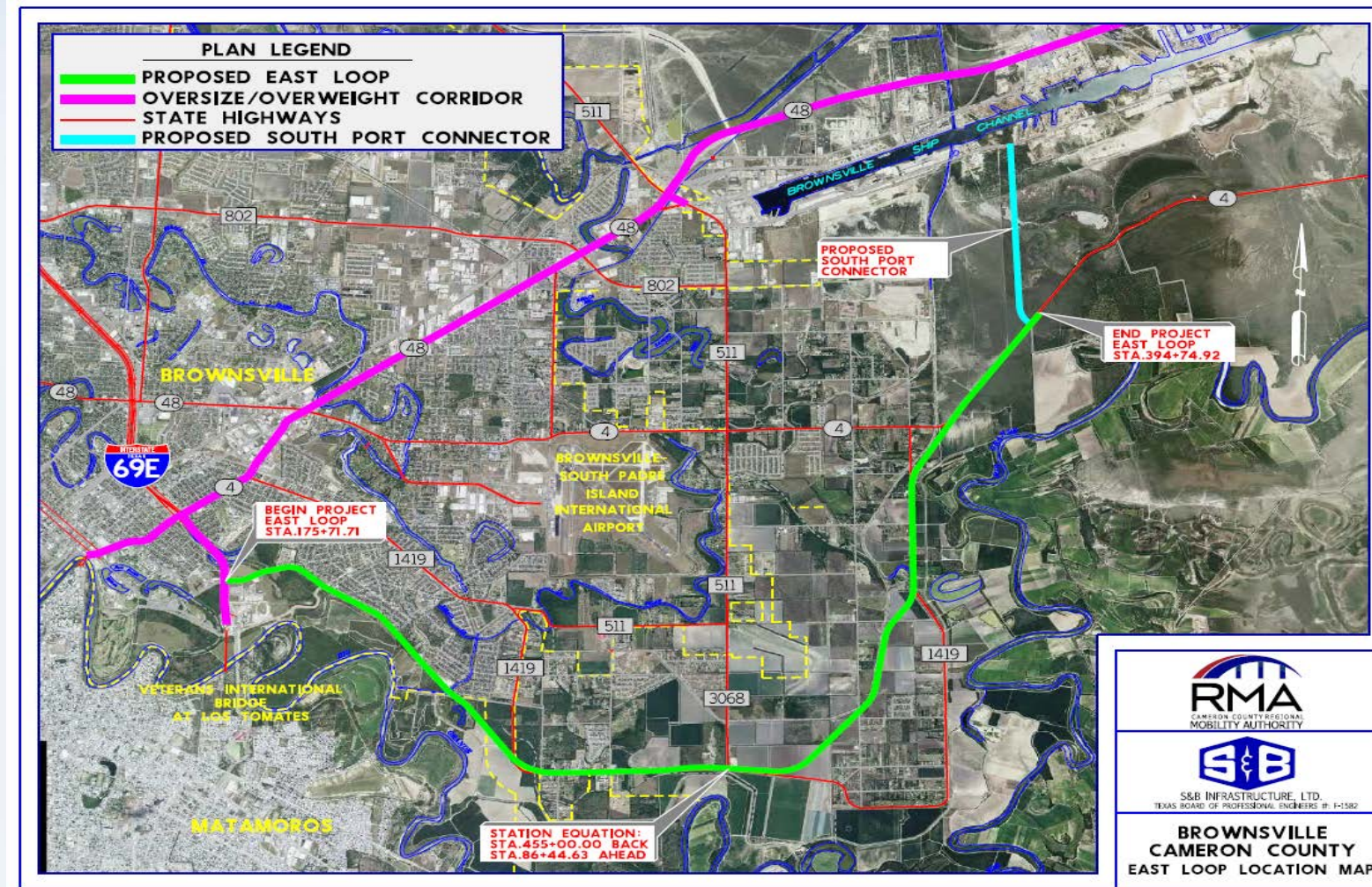
## CSJ: 0921-06-291

**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



# EAST LOOP

## Project Limits: from I-69E to SH 4

<b>Distance:</b>	<b>11.2 Miles</b>
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

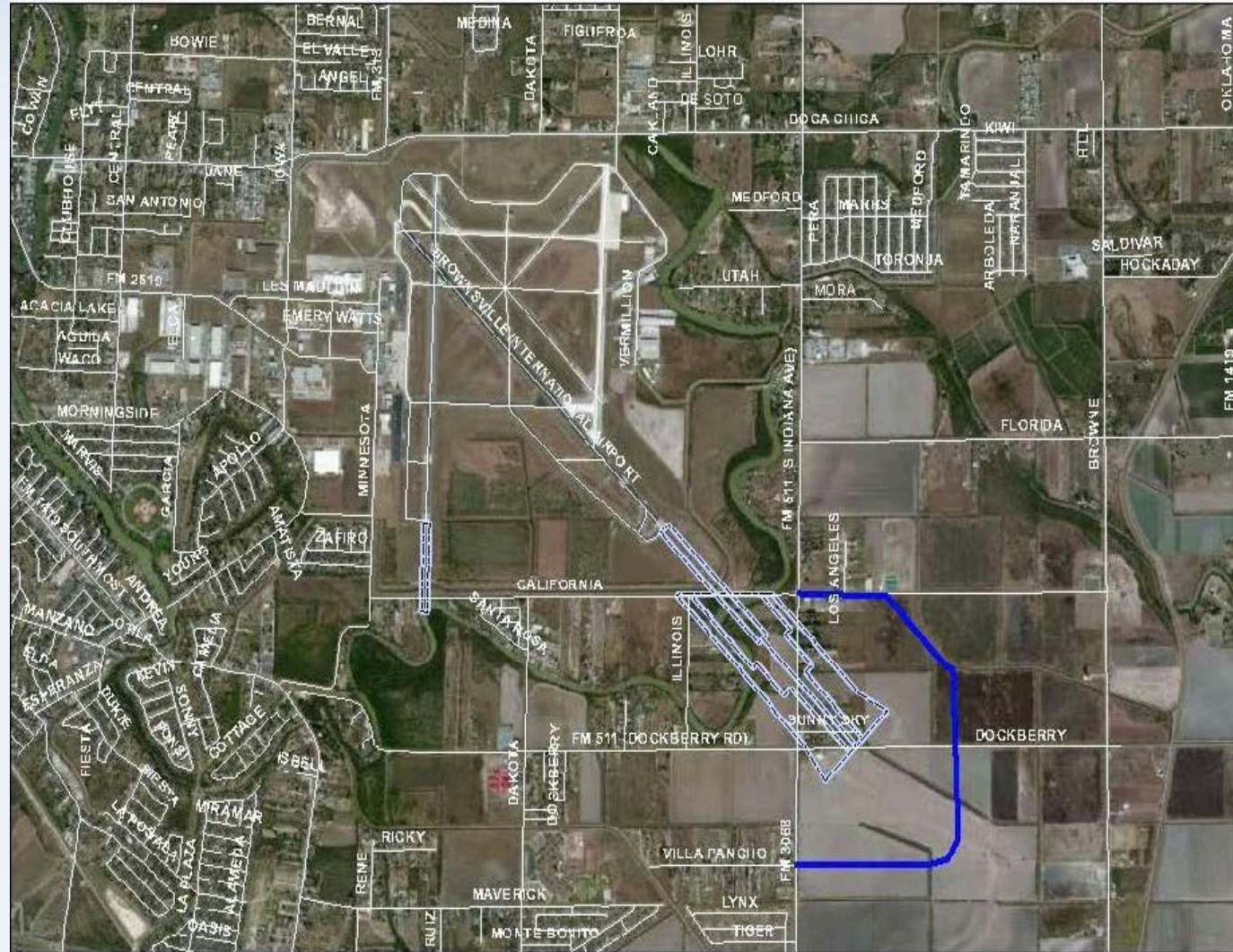
## Project Limits: from I-69E to SH 4

### 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**

<b>Distance:</b>	<b>1.40</b>
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

<b>Distance:</b>	<b>1.3 Miles</b>
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

<b>Distance:</b>	<b>1.3 Miles</b>
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**

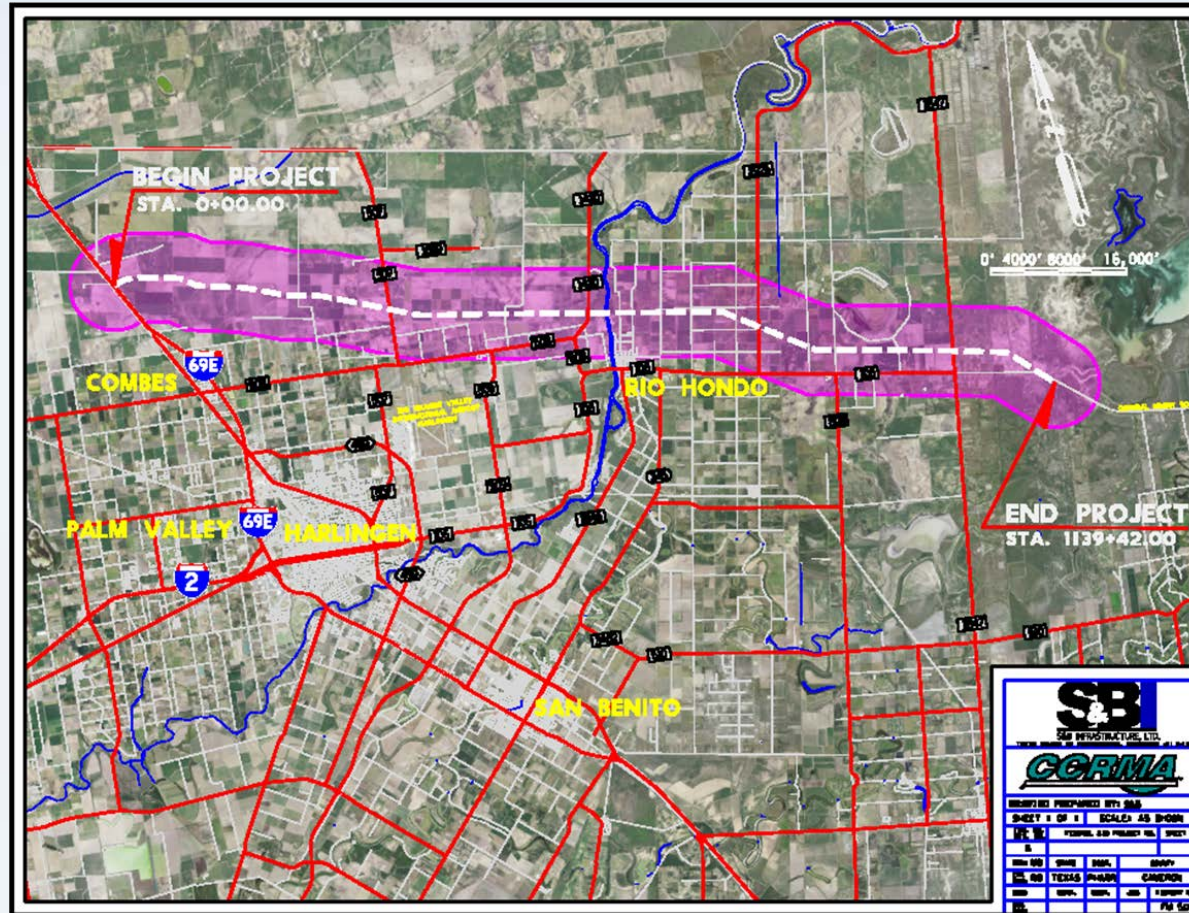
**PROJECT NEEDS**

- 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**

<b>Distance:</b>	<b>21.5 Miles</b>
Typical Section:	Controlled Access 4 Lane Toll Facility
ROW Width:	268 Feet wide
Project Cost:	\$180 Million
Environmental Status:	Process began and has been on hold
Available Funding:	TBD

- Toll Divided Highway

# OUTER PARKWAY

CSJ: 0921-06-283

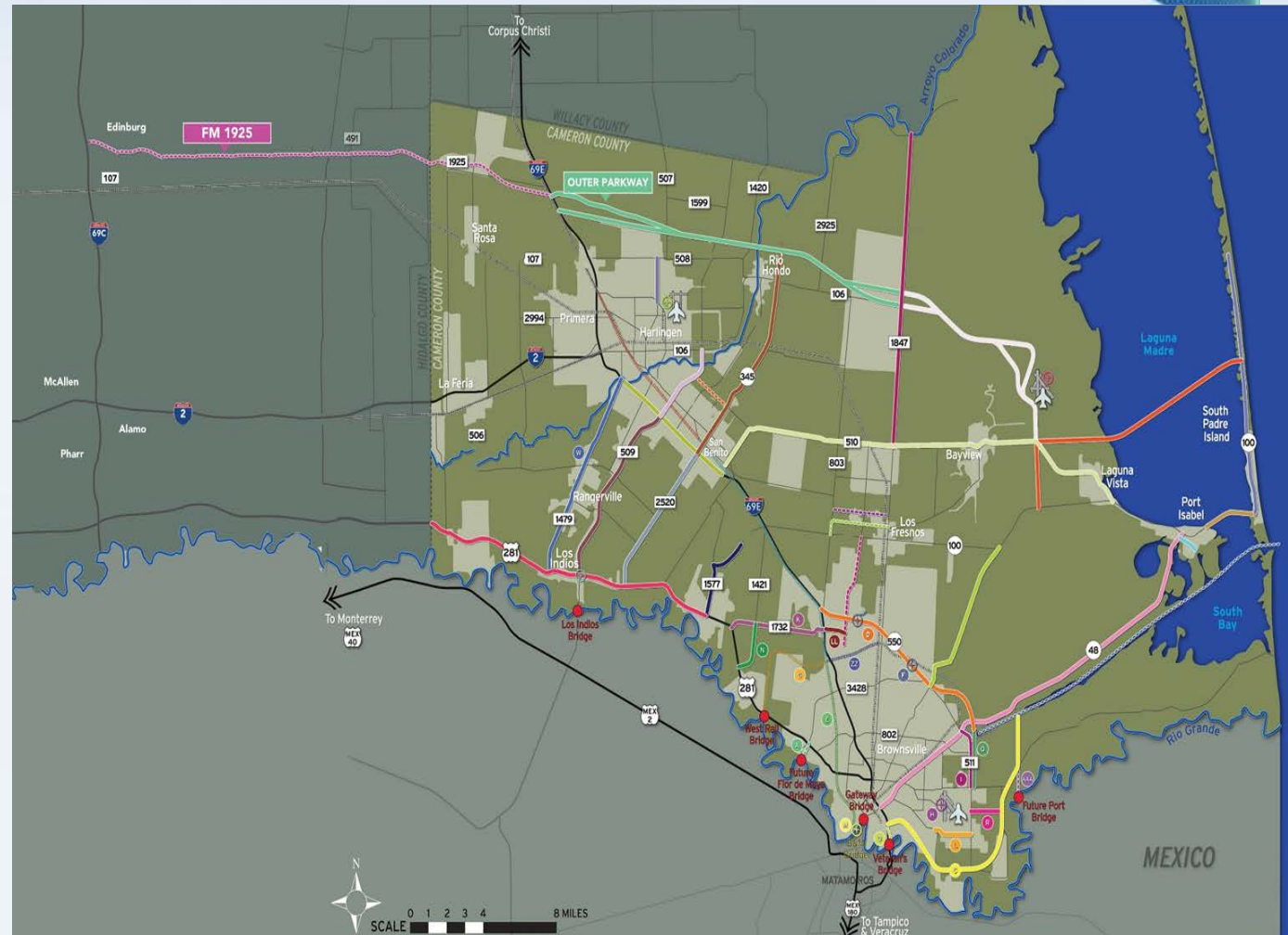
**Project Limits: from I69E near the North Cameron County Line to FM 1847**

## PROJECT NEEDS

- Begin Environmental Process

# FM 1925

## CSJ: PENDING



# FM 1925

## CSJ: PENDING

### Project Limits: from I69E to Cameron County/ Hidalgo County Line

<b>Distance:</b>	<b>6.5 Miles</b>
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
- Right-of-Way Acquisition Process

# SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS

CSJ: 0921-06-163



# SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS

CSJ: 0921-06-163

## Project Limits: from HWY 100 to Park Road 100

<b>Distance:</b>	<b>8 Miles</b>
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 2<sup>ND</sup> ACCESS

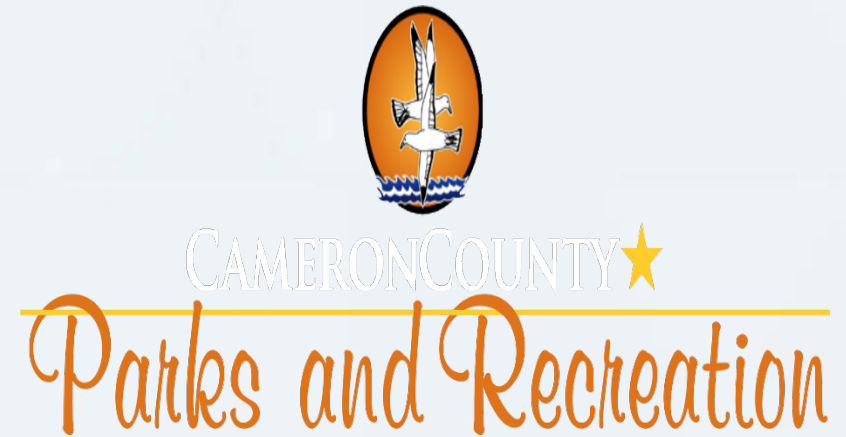
CSJ: 0921-06-163

**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

<b>Bridges:</b>	<b>3</b>
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

<b>Parks:</b>	<b>6</b>
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





**HCRMA**  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

## BOARD OF DIRECTORS MEETING FOR JULY 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

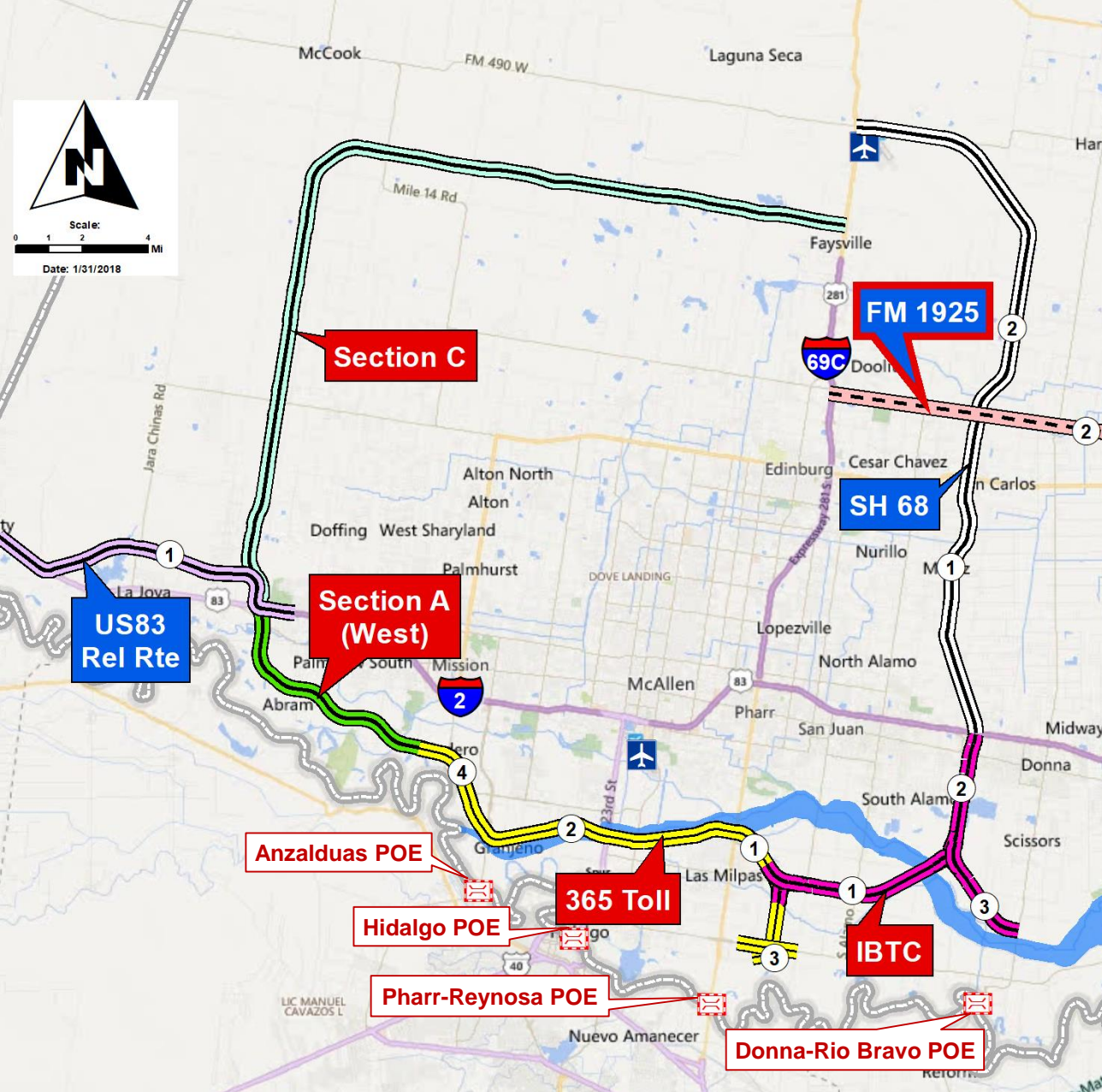
### MISSION STATEMENT:

“To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”



# HCRMA STRATEGIC PLAN

DEVELOP THE  
INFRASTRUCTURE TO  
SERVE A POPULATION  
OF APPROXIMATELY  
800,000 RESIDENTS  
AND  
5 INTERNATIONAL  
PORTS OF ENTRY

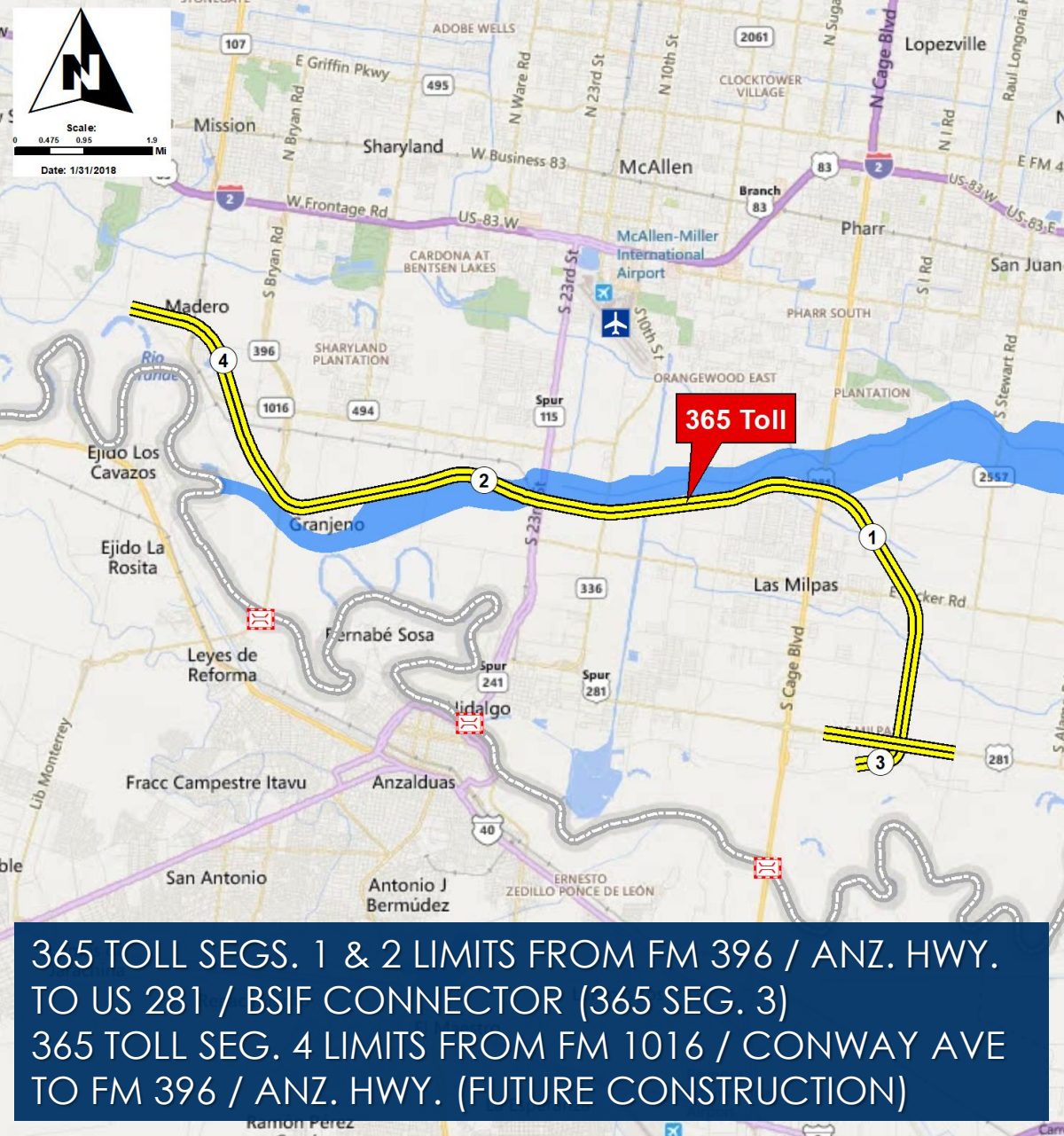




## ► SYSTEMWIDE TASKS

- ❑ 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)



**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



# 365 TOLL

## ▶ ONGOING COORDINATION WITH CBP

- ❑ 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 from 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.

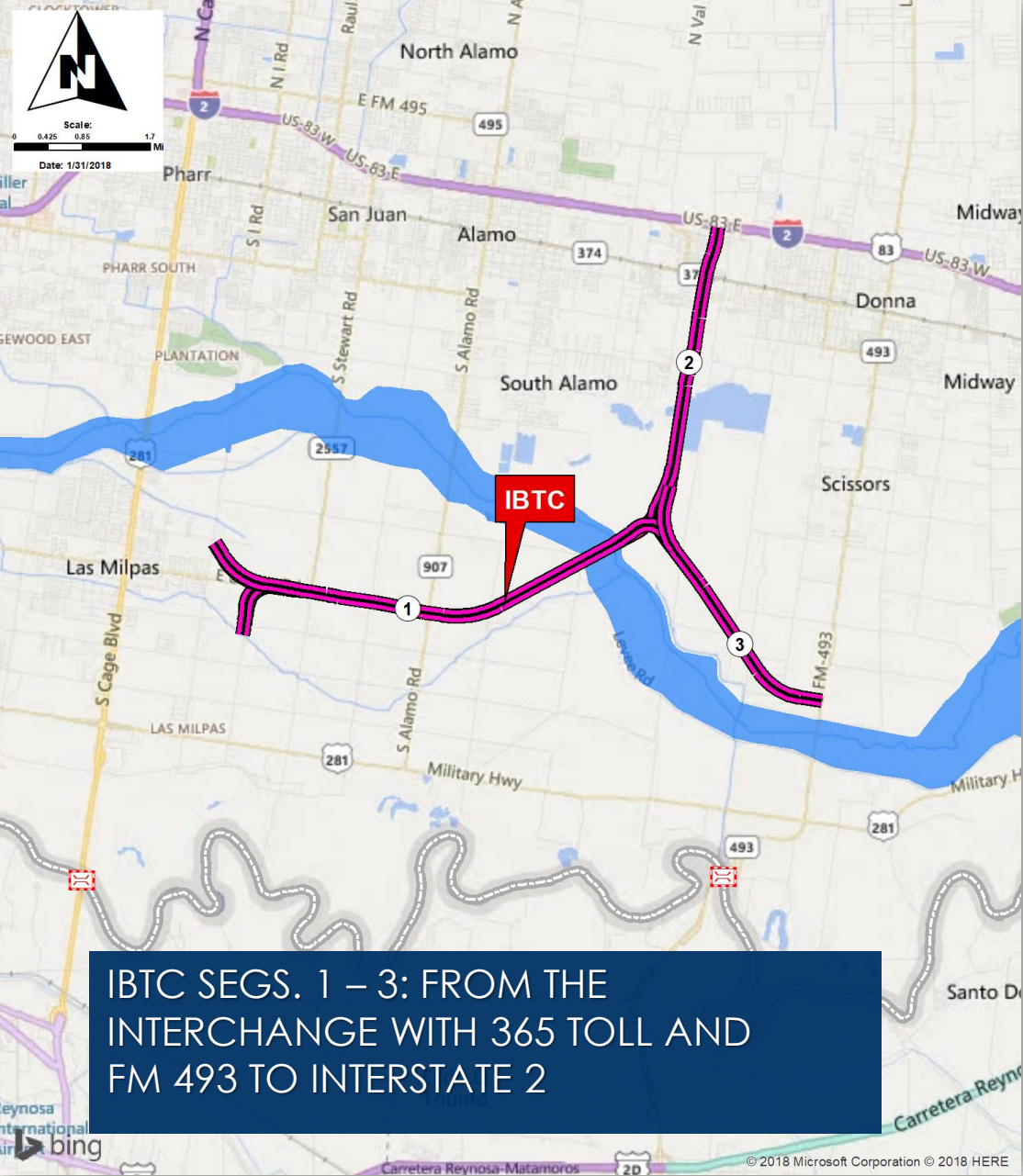
## ▶ **POST-NEPA ACTIVITY:**

- ❑ 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



**MAJOR MILESTONES:**

OBTAINED EA ENV CLASSIF.: 11/2017

EST. NEPA CLEARANCE: 03/2020

EST. LETTING: 01/2021

EST. OPEN: 06/2024

# ▶ IBTC SCHEDULE

## International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

(From the Interchange with 365 Toll and FM 493 to Interstate 2)

Project Milestones	2019												2020												2021															
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Environmental (Ongoing)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█																
Surveys (65%)	█	█	█	█	█	█	█	█	█	█	█	█																												
ROW Title Research / Appraisals			█	█	█	█	█	█	█	█	█	█																												
ROW Acquisition (5% Adv. Acq.)													█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█			
Plans, Specs., & Estimates (50%)			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█																
Utility Coordination (SUE 100%)							█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█																	
Utility Relocation													█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█				
Constr. Contract Letting Phase																								█	█	█	█	█	█	█	█	█	█	█	█	█				
Constr. Award / Commence																											◆		█	█	█	█	█	█	█	█	█	█	█	█

CONSTRUCTION FROM 06/2021 TO 06/2024



## ▶ ADVANCE PLANNING

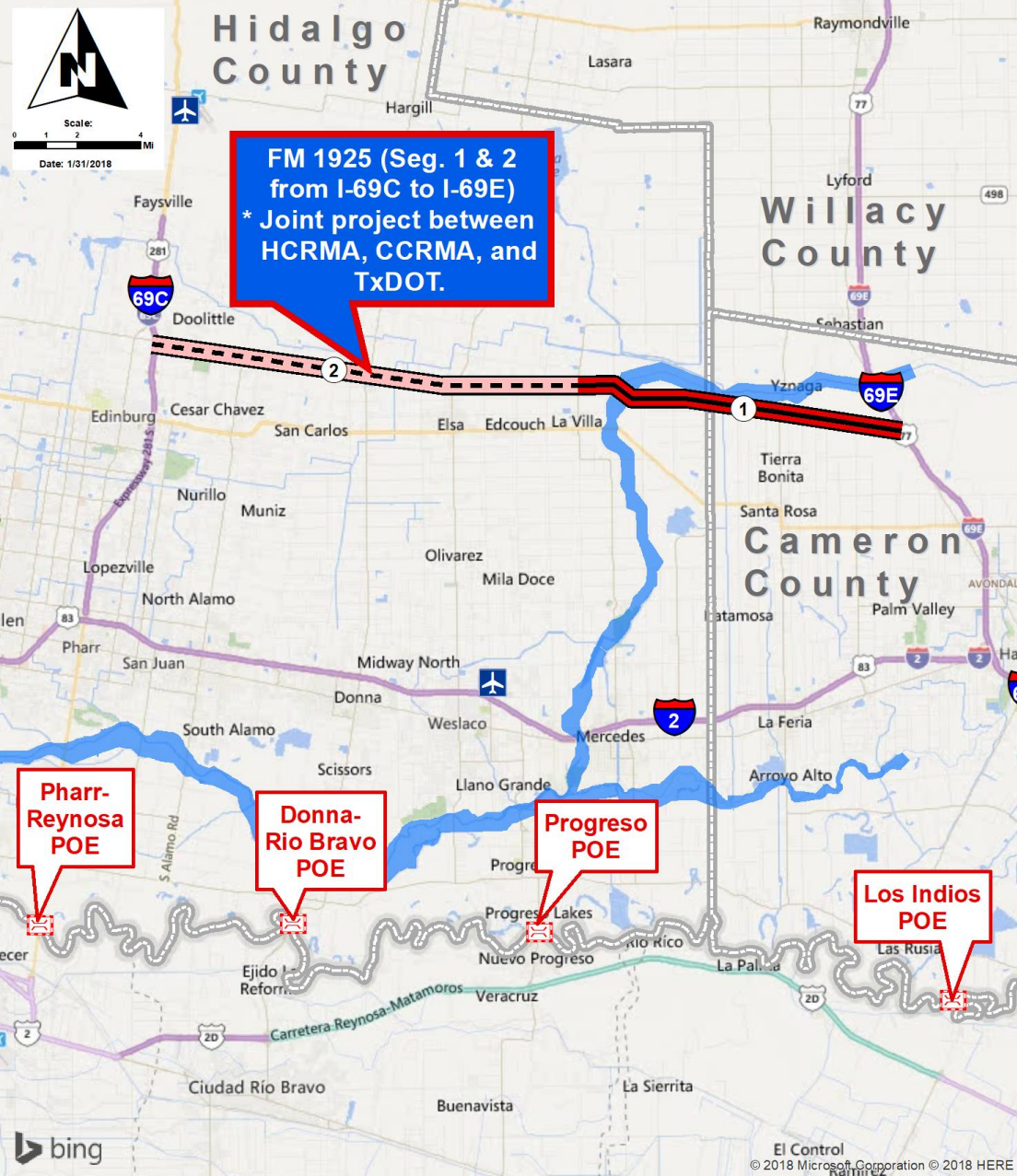
- ❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- ❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- ❑ VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- ❑ All env. fieldwork complete: Waters of the US and Archeological 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:

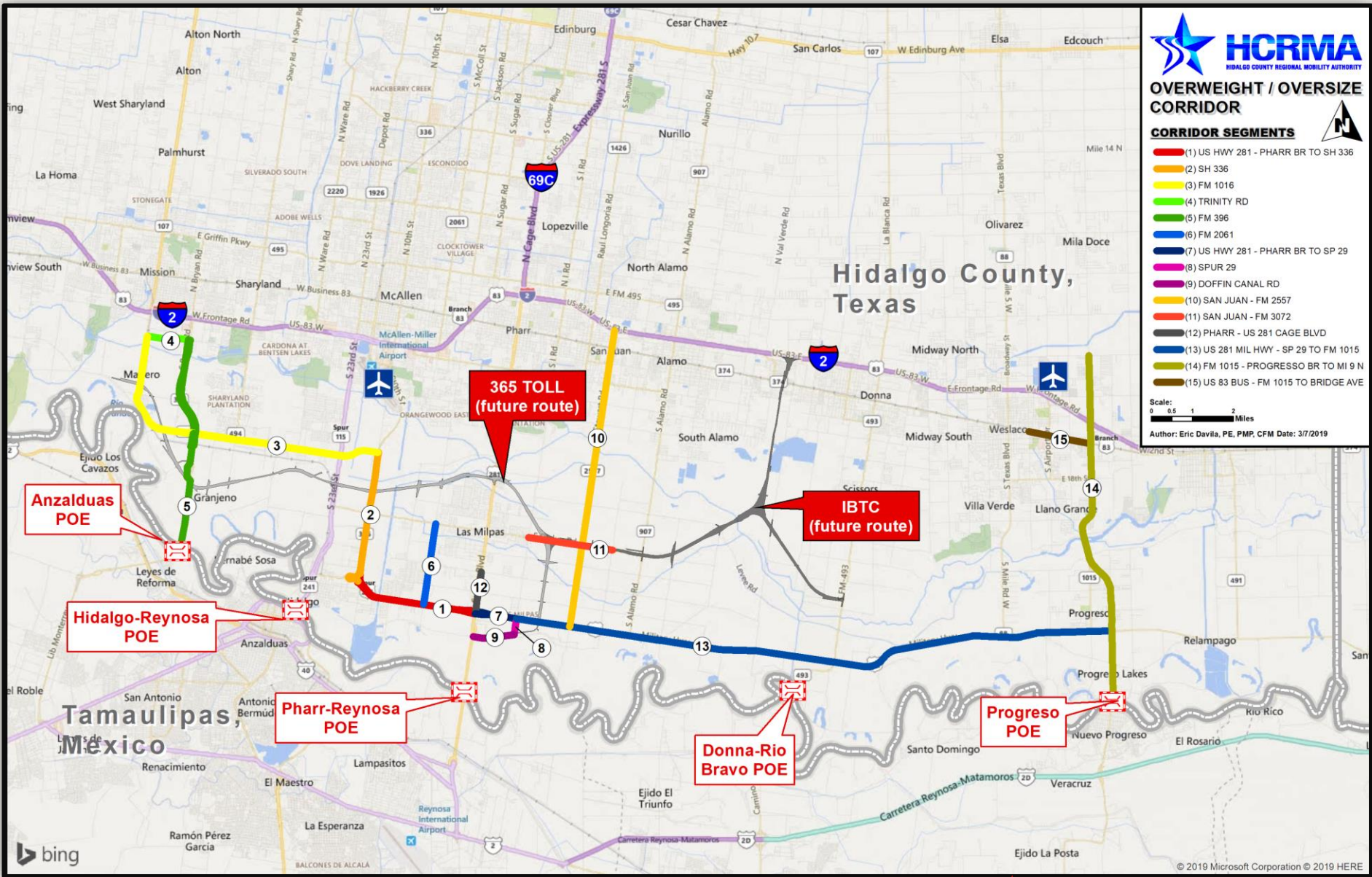
- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.

**OVERWEIGHT / OVERSIZE  
CORRIDOR**

**CORRIDOR SEGMENTS**

- █ (1) US HWY 281 - PHARR BR TO SH 336
- █ (2) SH 336
- █ (3) FM 1016
- █ (4) TRINITY RD
- █ (5) FM 396
- █ (6) FM 2061
- █ (7) US HWY 281 - PHARR BR TO SP 29
- █ (8) SPUR 29
- █ (9) DOFFIN CANAL RD
- █ (10) SAN JUAN - FM 2557
- █ (11) SAN JUAN - FM 3072
- █ (12) PHARR - US 281 CAGE BLVD
- █ (13) US 281 MIL HWY - SP 29 TO FM 1015
- █ (14) FM 1015 - PROGRESSO BR TO MI 9 N
- █ (15) US 83 BUS - FM 1015 TO BRIDGE AVE

Scale: 0 0.5 1 2 Miles  
Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ **2019 OVERWEIGHT PERMITS**  
**JAN 1, 2019 – JULY 5, 2019**

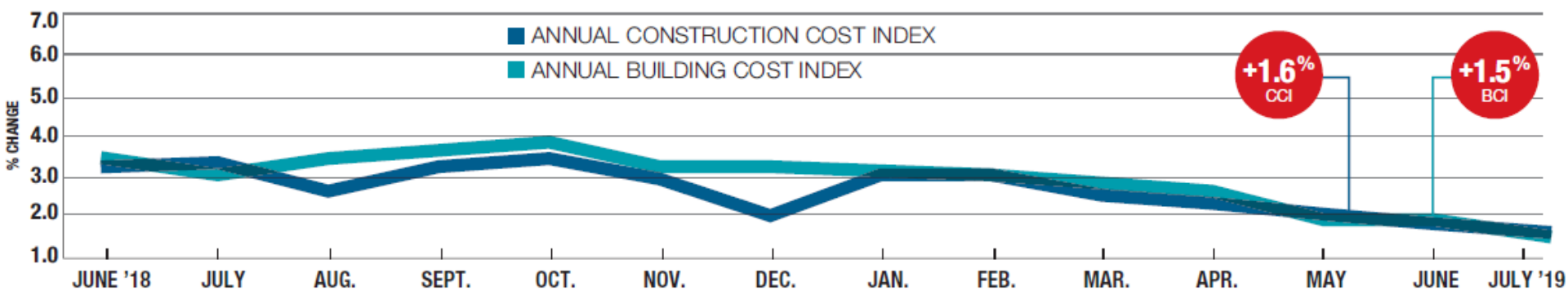
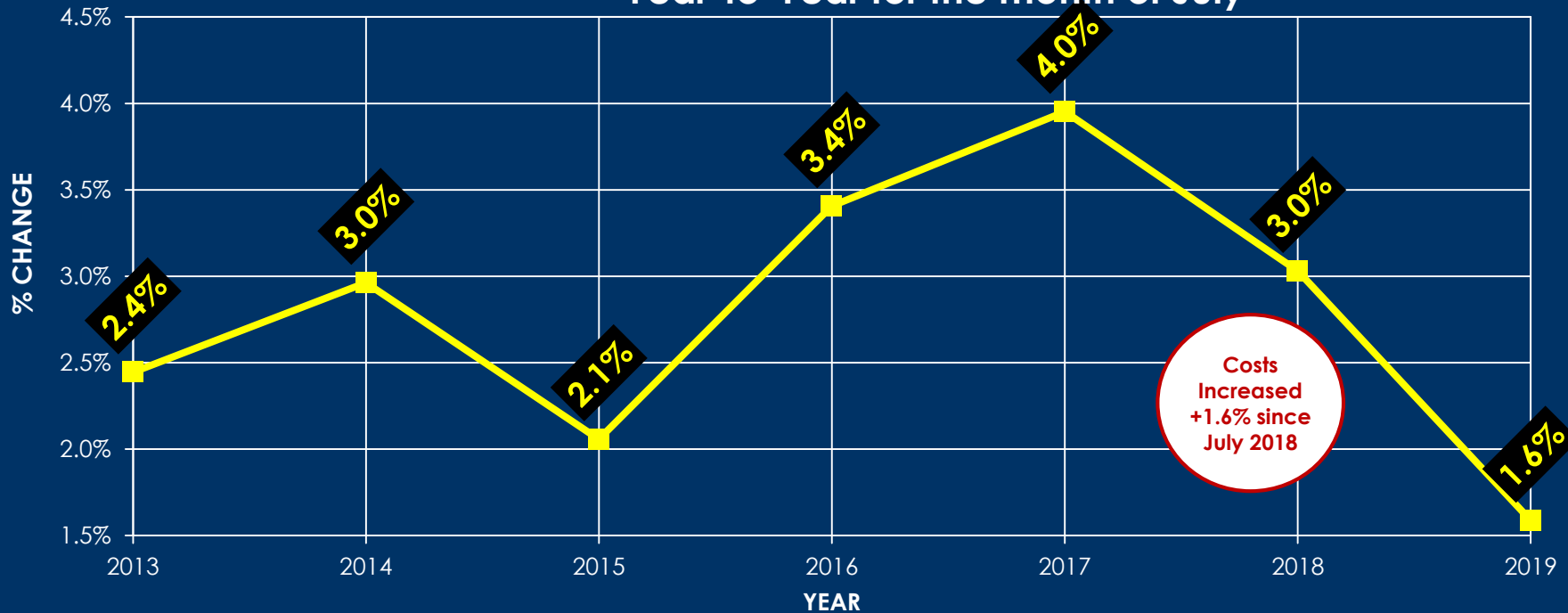
**OW**

<b>Total Permits Issued:</b>	<b>18,157</b>
<b>Total Amount Collected:</b>	<b>\$ 3,719,444</b>
■ <b>Convenience Fees:</b>	<b>\$ 88,044</b>
■ <b>Total Permit Fees:</b>	<b>\$ 3,631,400</b>
– Pro Miles:	\$ 54,471
– TxDOT:	\$ 3,086,690
– HCRMA:	\$ 490,239



# ▶ CONSTR. ECONOMICS JULY 2019

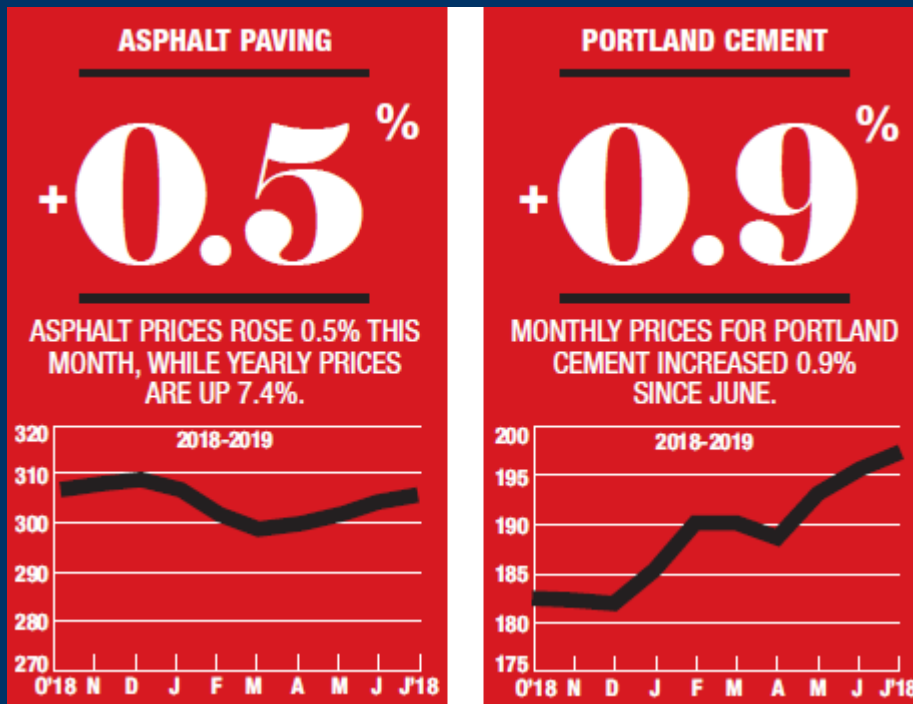
Construction Cost Index (CCI) Change (%)  
Year-to-Year for the month of July



## ▶ CONSTR. ECONOMICS JULY 2019

- The 20-city average price for liquid asphalt has changed as follows:
  - Monthly price increased 0.5% in July 2019
  - Yearly price increased 7.4% since July 2018

20-CITY AVERAGE				
ITEM	UNIT	\$PRICE	%MONTH	%YEAR
<b>ASPHALT PAVING</b>				
PG 58	TON	436.77	+0.5	+7.4
Cutback, MC800	TON	392.84	-0.1	+1.1
Emulsion, RAPID SET	TON	360.43	-0.1	+0.3
Emulsion, SLOW SET	TON	369.68	-0.4	-0.2
<b>PORTLAND CEMENT</b>				
Type one	TON	138.62	+0.9	+21.0
<b>MASONRY CEMENT</b>				
70-lb bag	TON	10.37	-0.5	+8.5
<b>CRUSHED STONE</b>				
Base course	TON	11.40	+10.7	+13.3
Concrete course	TON	10.85	0.0	+0.1
Asphalt course	TON	11.98	+6.5	+7.3
<b>SAND</b>				
Concrete	TON	9.29	-0.1	+1.3
Masonry	TON	12.03	+0.6	+9.3
<b>READY-MIX CONCRETE</b>				
3,000 psi	CY	118.70	+2.3	+3.5
4,000 psi	CY	132.90	-0.2	-1.3
5,000 psi	CY	178.11	+1.5	+13.5
<b>CONCRETE BLOCK</b>				
Normal weight: 8" x 8" x 16"	C	146.35	+1.3	+3.5
Lightweight: 8" x 8" x 16"	C	168.68	-0.8	+0.3
12" x 8" x 16"	C	180.55	+0.3	+1.4





# BROWNSVILLE METRO VERBAL REPORT

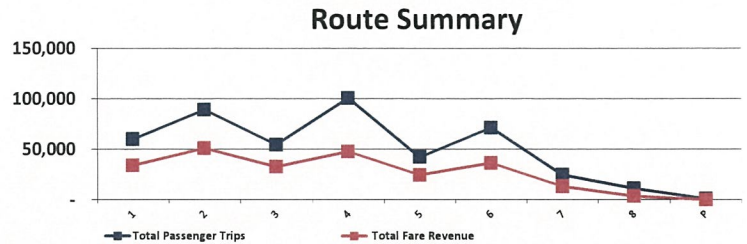
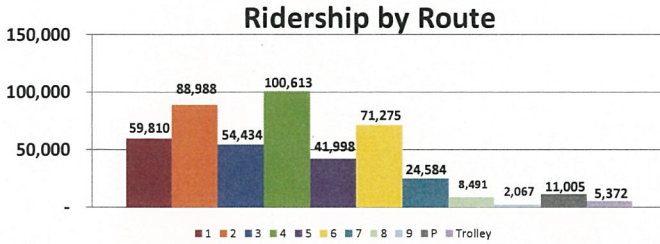


# FY 2018-2019 METRO McALLEN

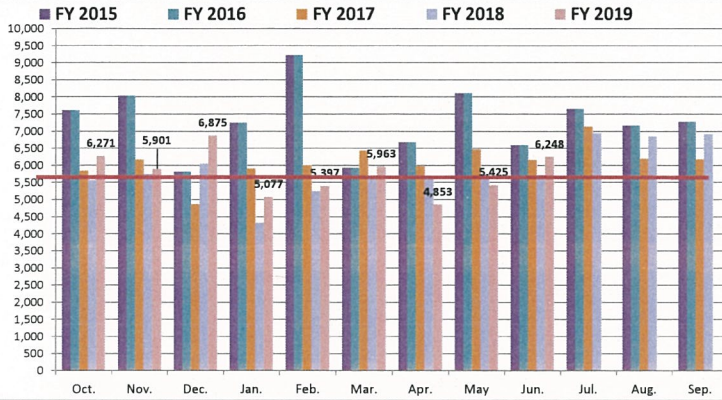
## OCTOBER 1, 2018 thru JUNE 30, 2019 Ridership and Fares

TOTAL RIDERSHIP= 484,131

TOTAL ANNUAL FARE REVENUE= \$255,752



### SERVICE EXTENSION - YTD Ridership



EXT. SERVICES TOTAL RIDERS:  
52,011

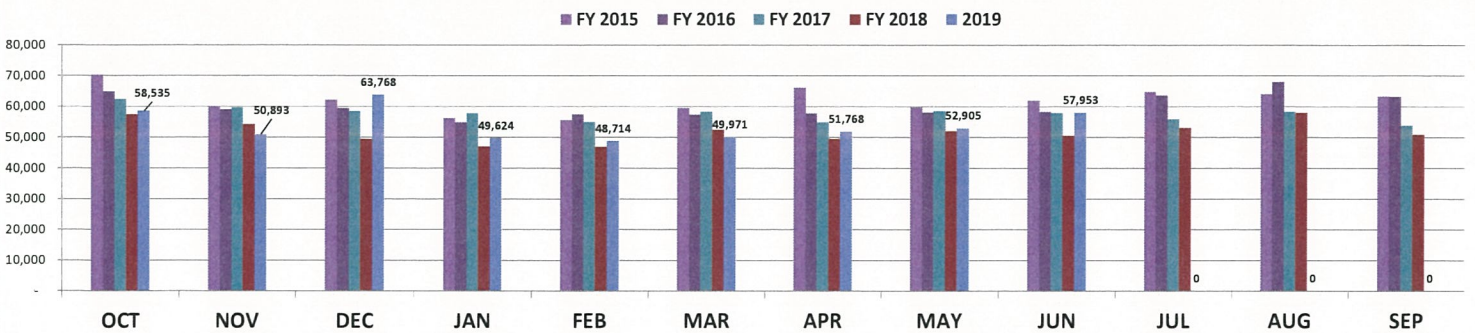
MONDAY-SATURDAY 6:00PM - 9:00PM  
&  
SUNDAY 8:00PM - 6:00PM  
ROUTES



### MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2015	7,415	7,844	6,606	6,173	6,700	8,102	7,320	8,758	6,457	8,416	8,098	7,781	89,669
FY 2016	7,611	8,034	5,811	7,251	9,216	5,927	6,670	8,112	6,592	7,643	7,158	7,275	87,300
FY 2017	5,848	6,166	4,867	5,907	5,998	6,435	5,982	6,468	6,158	7,130	6,201	6,177	73,337
FY 2018	5,566	5,750	6,052	4,318	5,245	5,607	5,700	5,747	5,718	6,937	6,847	6,910	70,397
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,248				52,011

### FY 2015 - FY 2019 RIDERSHIP SUMMARY

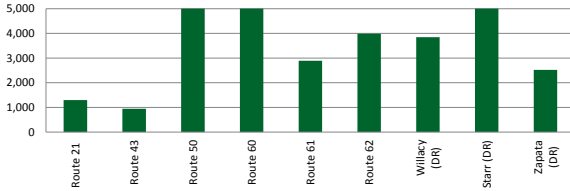


Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2015	70,297	60,077	62,098	56,128	55,531	59,519	66,078	59,643	61,851	64,734	64,012	63,346	743,314	-2%
FY 2016	64,794	59,028	59,372	54,790	57,424	57,302	57,775	58,086	58,252	63,595	68,022	63,240	721,681	-3%
FY 2017	62,302	59,579	58,435	57,775	54,853	58,309	54,799	58,516	57,869	55,857	58,318	53,713	690,326	-4%
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	58,535	50,893	63,768	49,624	48,714	49,971	51,768	52,905	57,953	0	0	0	484,131	-22%

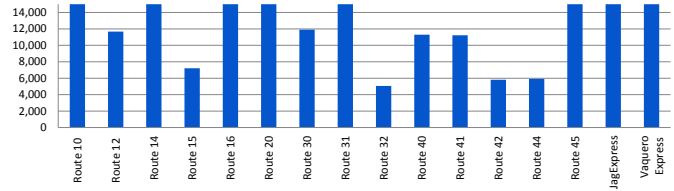


**LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL**  
**Valley Metro Service Summary**  
**FY 2019 September-May**

**RURAL**  
**Ridership by Route**

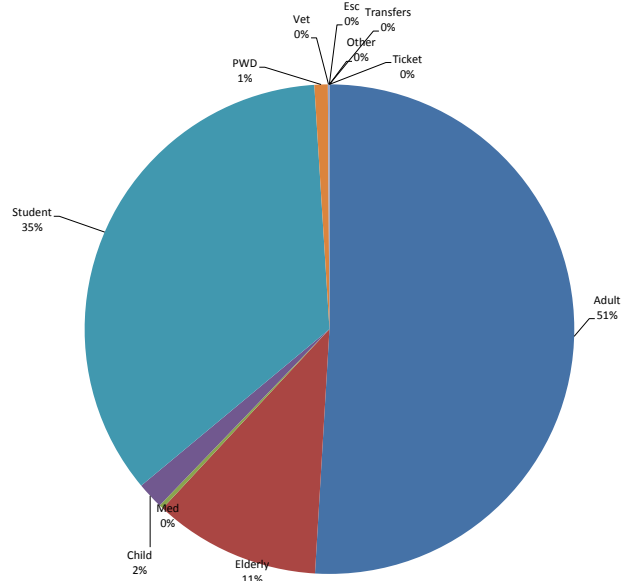


**URBAN**  
**Ridership by Route**



	Route	Total Passenger Trips	Route Activity	Area(s) Served
<b>RURAL</b>	Route 21	1,297	0%	Sullivan City, West Hidalgo County
	Route 43	948	0%	South Cameron County
	Route 50	45,842	7%	Brownsville, Port Isabel
	Route 60	6,727	1%	Roma, Rio Grande City
	Route 61	2,892	0%	Rio Grande City
	Route 62	3,988	1%	Rio Grande City
	Willacy (DR)	3,845	1%	Willacy County
	Starr (DR)	5,871	1%	Starr County
	Zapata (DR)	2,521	0%	Zapata County
<b>Metro Express</b>		29,077	4%	Rio Grande Valley
<b>URBAN</b>	Route 10	25,768	4%	Edinburg
	Route 12	11,673	2%	Edcouch, Elsa, Edinburg
	Route 14	23,100	3%	Edinburg
	Route 15	7,204	1%	Edinburg
	Route 16	53,258	8%	Edinburg
	Route 20	27,255	4%	Mission
	Route 30	11,907	2%	Pharr, San Juan
	Route 31	57,540	9%	Hidalgo County
	Route 32	5,061	1%	Donna
	Route 40	11,290	2%	Harlingen
	Route 41	11,230	2%	Harlingen
	Route 42	5,811	1%	San Benito
	Route 44	5,922	1%	Primera, La Feria, Santa Rosa
	Route 45	39,937	6%	Cameron County
JagExpress	61,369	10%	Weslaco, Pharr, McAllen	
Vaquero Express	196,033	30%	Edinburg	
Hidalgo	152	0%	City of Hidalgo	
<b>TOTAL</b>		<b>657,518</b>	<b>100%</b>	

**Ridership Breakdown by Category**

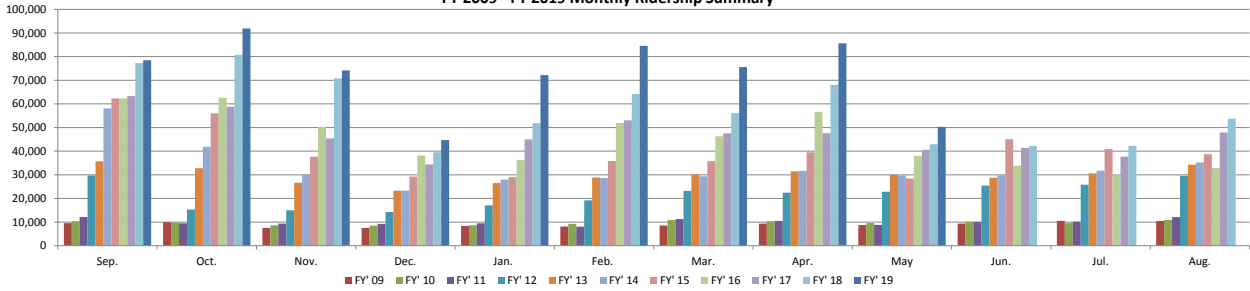


**YEAR TO DATE RIDERSHIP REPORT**

FY 2018 September - May	FY 2019 September-May	DIFFERENCE	% DIFFERENCE
551,505	657,518	106,013	19%

- \* Rural service - service in rural low -population areas outside of urbanized areas
- \* Urban service- service between or within urbanized areas

**FY 2009 - FY 2019 Monthly Ridership Summary**



Fiscal Year	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Total	Difference	%Change
FY' 08	9,978	4,927	4,378	4,077	9,057	9,065	8,832	9,195	9,624	9,031	8,706	9,568	96,438	45,095	88%
FY' 09	9,538	9,913	7,540	7,562	8,323	8,113	8,567	9,344	8,720	9,363	10,483	10,428	107,894	11,456	12%
FY' 10	10,274	9,702	8,580	8,471	8,670	9,204	10,836	10,274	9,566	10,107	9,537	10,931	116,152	8,258	8%
FY' 11	12,184	9,480	9,336	9,254	9,445	8,016	11,255	10,460	8,801	10,046	10,176	12,111	120,564	4,412	4%
FY' 12	29,644	15,256	14,982	14,267	17,057	19,196	23,184	22,450	22,827	25,436	25,807	29,518	259,624	139,060	115%
FY' 13	35,707	32,758	26,634	23,293	26,542	28,858	30,087	31,465	29,911	28,744	30,596	34,255	358,850	99,226	38%
FY' 14	58,118	41,893	30,069	23,338	28,011	28,593	29,386	31,638	29,761	29,806	31,733	35,241	397,587	38,737	11%
FY' 15	62,317	55,976	37,648	29,214	29,063	35,854	35,785	39,503	28,431	45,056	40,891	38,683	478,421	80,834	20%
FY' 16	62,348	62,627	50,274	38,130	36,305	51,887	46,286	56,675	37,990	33,822	30,148	32,939	539,431	61,010	13%
FY' 17	63,305	58,773	45,397	34,433	45,012	53,051	47,542	47,628	40,601	41,409	37,719	47,917	562,787	23,357	4%
FY' 18	77,255	80,744	70,823	39,507	51,877	64,209	56,076	68,058	42,956	42,169	42,264	53,725	689,663	126,876	23%
FY' 19	78,440	91,930	74,137	44,709	72,199	84,562	75,604	85,639	50,298				657,518	81,090	18%
Monthly Change from Previous FY	1,185	11,186	3,314	5,202	20,322	20,353	19,528	17,581	2,355						
% Change	2%	12%	4%	12%	28%	24%	-56,076	-68,058	6%						

**FY 2018 URBANIZED PERFORMANCE MEASURES\***

<b>COST EFFECTIVENESS</b>		<b>SERVICE EFFICIENCY</b>	
Cost per revenue mile =	\$2.40 State Avg. = \$4.85	Passengers per revenue mile =	0.58 State Avg. = .93
Cost per revenue hour =	\$46.22 State Avg. = \$73.39	Passengers per revenue hour =	11.12 State Avg. = 14.10
Cost per passenger =	\$4.16 State Avg. = \$5.21		

**FY 2018 NONURBANIZED PERFORMANCE MEASURES\***

<b>COST EFFECTIVENESS</b>		<b>SERVICE EFFICIENCY</b>	
Cost per revenue mile =	\$3.03 State Avg. = \$2.99	Passengers per revenue mile =	0.20 State Avg. = .15
Cost per revenue hour =	\$71.08 State Avg. = \$59.91	Passengers per revenue hour =	5.44 State Avg. = 2.96
Cost per passenger =	\$14.83 State Avg. = \$20.21		

\*2018 Texas Transit Statistics Preliminary Report

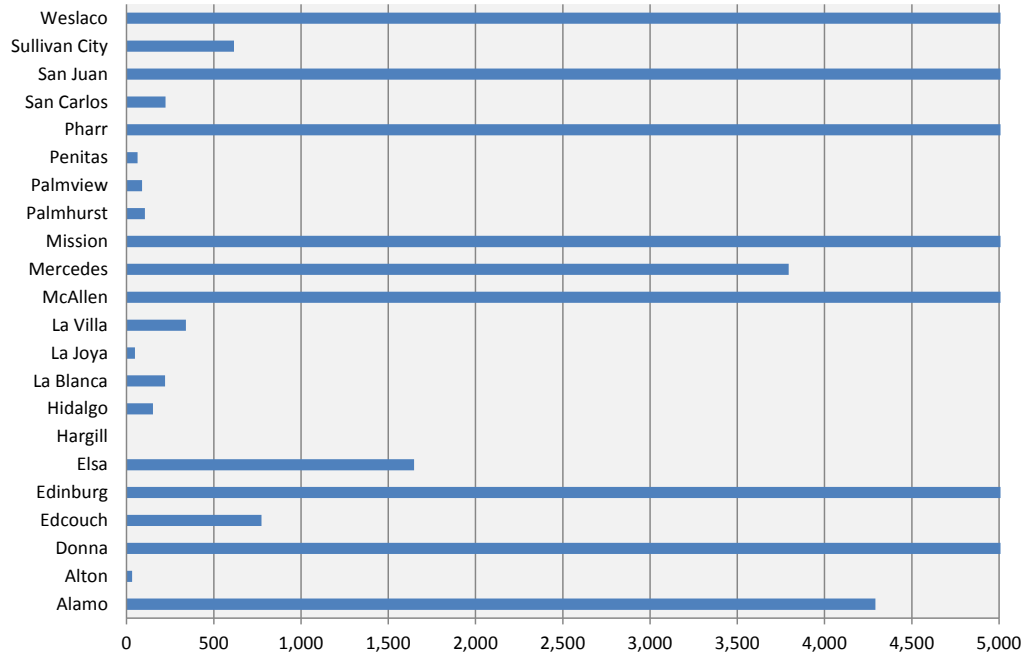


# Distribution of Ridership

## Hidalgo County

Alamo	4,292
Alton	32
Donna	10,011
Edcouch	774
Edinburg	297,415
Elsa	1,648
Hargill	0
Hidalgo	152
La Blanca	221
La Joya	48
La Villa	340
McAllen	111,188
Mercedes	3,795
Mission	14,445
Palmhurst	106
Palmview	89
Penitas	64
Pharr	18,876
San Carlos	224
San Juan	5,544
Sullivan City	616
Weslaco	15,517
<b>Total</b>	<b>485,397</b>

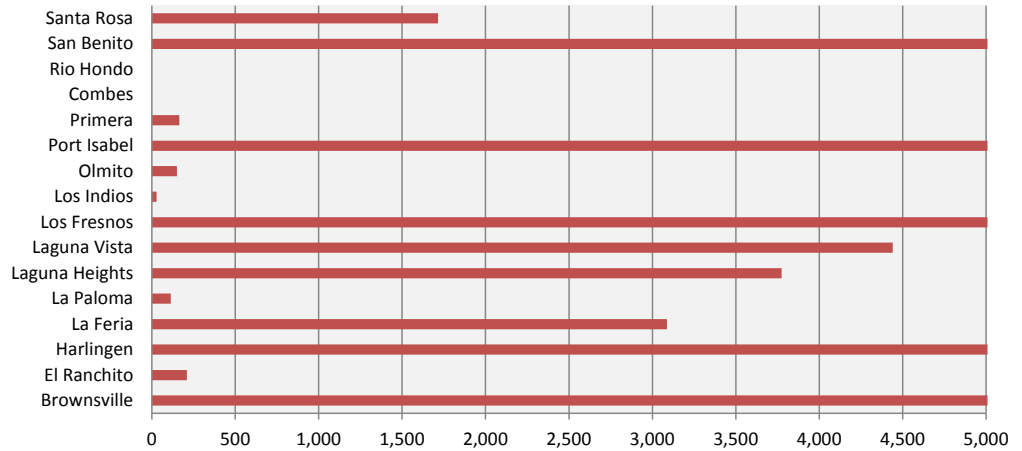
## Hidalgo County by Cities



## Cameron County

Brownsville	53,188
El Ranchito	210
Harlingen	42,906
La Feria	3,087
La Paloma	113
Laguna Heights	3,774
Laguna Vista	4,441
Los Fresnos	7,586
Los Indios	28
Olmito	150
Port Isabel	18,509
Primera	165
Combes	0
Rio Hondo	0
San Benito	10,405
Santa Rosa	1,715
<b>Total</b>	<b>146,277</b>

## Cameron County by Cities



## Willacy County

**Total 3,845**

## Starr County

**Total 19,478**

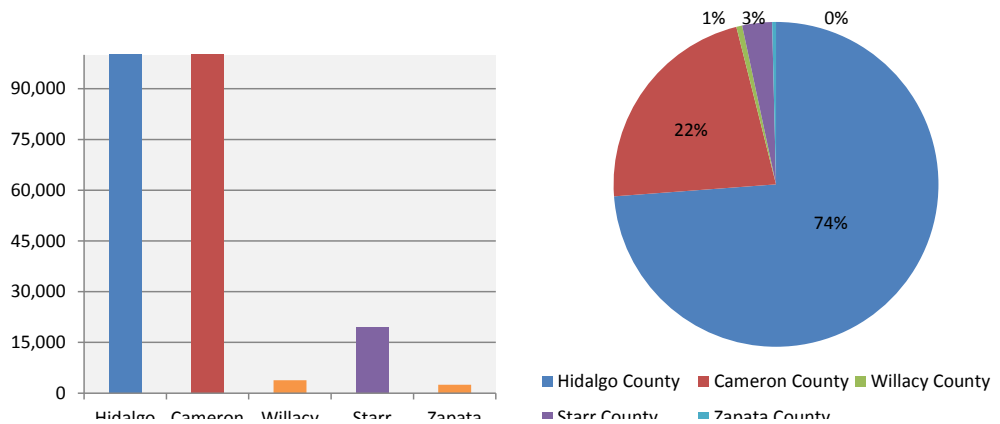
## Zapata County

**Total 2,521**

## SYSTEM TOTAL

**657,518**

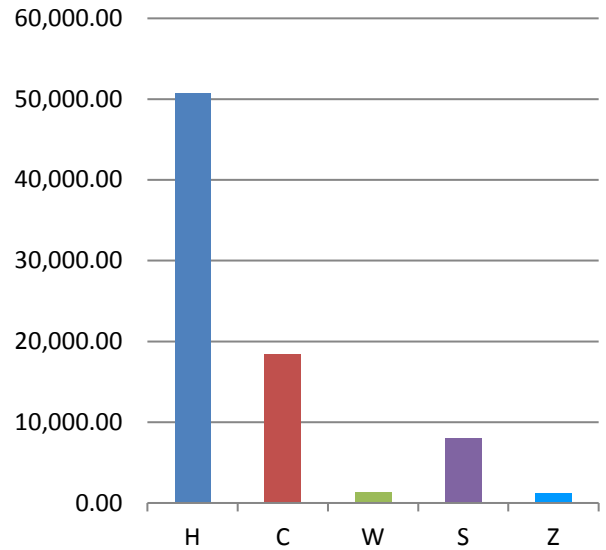
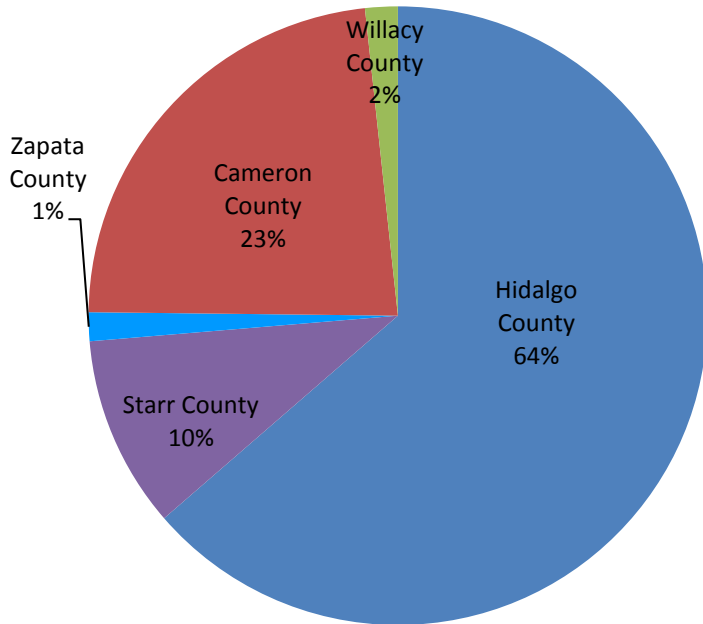
## Ridership by County





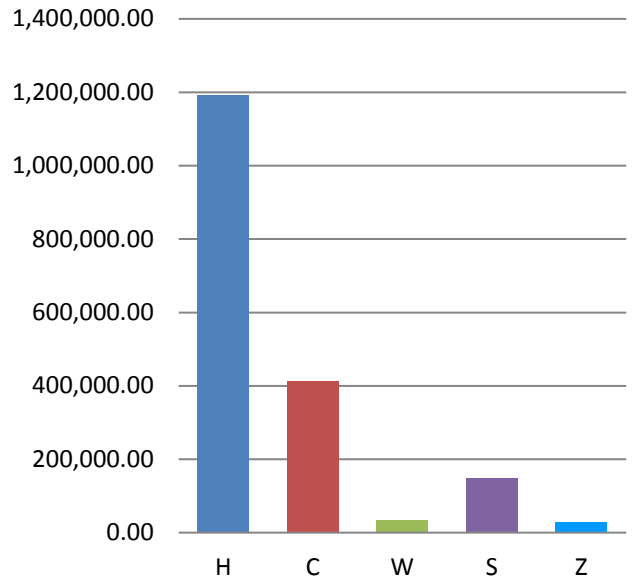
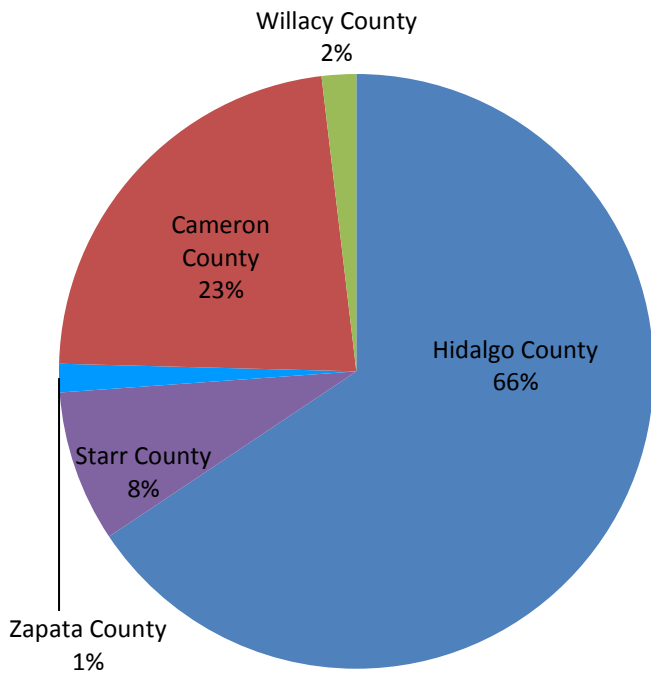
Hidalgo Cameron Willacy Starr Zapata ■ Starr County ■ Zapata County

## Distribution of Revenue Hours



Revenue Hours Provided	
Hidalgo County	50,703.52
Starr County	8,004.24
Zapata County	1,195.23
Cameron County	18,420.21
Willacy County	1,356.57
<b>Total Revenue Hours</b>	<b>79,679.77</b>

## Distribution of Revenue Miles



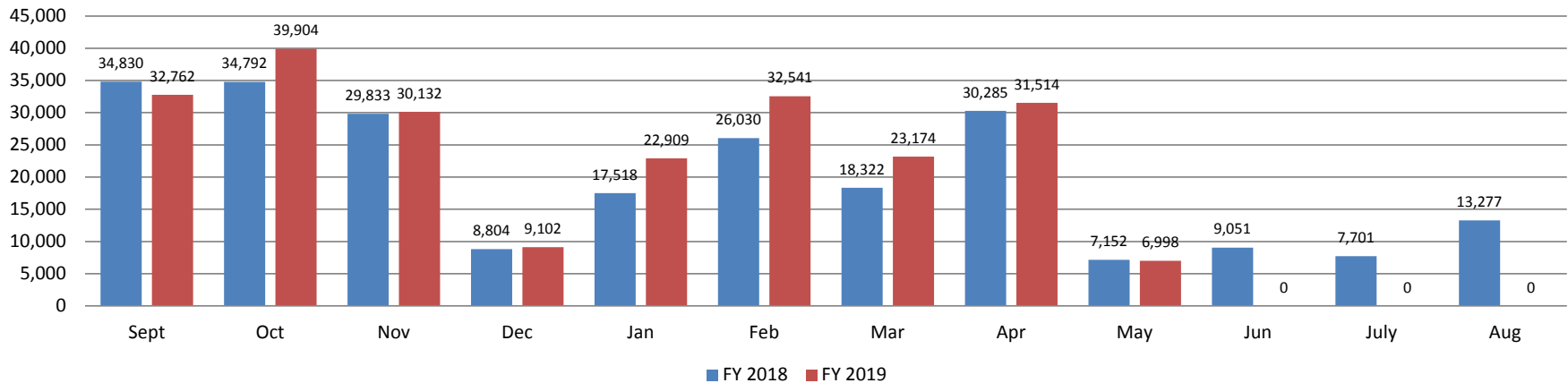
Revenue Miles Provided	
Hidalgo County	1,192,064
Starr County	149,686
Zapata County	28,062
Cameron County	412,644
Willacy County	34,015
<b>Total Revenue Miles</b>	<b>1,816,471</b>



**FY 2019 University of Texas Rio Grande Valley  
Valley Metro Routes  
Monthly Cumulative Passenger Counts**

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	347	247	129	91	138	258	75	57	13				1,355
12	925	979	618	209	332	665	472	784	205				5,189
14	3,509	4,185	2,933	859	2,047	2,844	1,926	2,642	303				21,248
15	40	29	23	7	1	2	0	3	1				106
16	2	0	0	0	0	0	0	0	0				2
20	460	478	345	135	241	326	207	202	85				2,479
21	0	0	0	0	0	0	0	0	0				0
30	15	13	6	10	6	15	7	11	5				88
31	55	32	14	3	11	31	8	1	0				155
32	0	0	0	0	2	0	0	0	0				2
40	0	0	2	0	0	0	1	0	0				3
41	0	0	0	0	2	1	0	0	0				3
42	0	0	0	0	0	0	0	0	0				0
44	0	0	0	0	0	0	0	0	0				0
45	527	346	247	117	209	318	252	0	97				2,113
50	18	34	25	23	42	39	35	33	11				260
<b>Vaquero Express</b>	<b>26,864</b>	<b>33,561</b>	<b>25,790</b>	<b>7,648</b>	<b>19,878</b>	<b>28,042</b>	<b>20,191</b>	<b>27,781</b>	<b>6,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196,033</b>
<b>Total</b>	<b>32,762</b>	<b>39,904</b>	<b>30,132</b>	<b>9,102</b>	<b>22,909</b>	<b>32,541</b>	<b>23,174</b>	<b>31,514</b>	<b>6,998</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229,036</b>
<b>FY 2018</b>	<b>34,830</b>	<b>34,792</b>	<b>29,833</b>	<b>8,804</b>	<b>17,518</b>	<b>26,030</b>	<b>18,322</b>	<b>30,285</b>	<b>7,152</b>	<b>9,051</b>	<b>7,701</b>	<b>13,277</b>	<b>237,595</b>
<b>Change Over Previous Month</b>	<b>-2,068</b>	<b>5,112</b>	<b>299</b>	<b>298</b>	<b>5,391</b>	<b>6,511</b>	<b>4,852</b>	<b>1,229</b>	<b>-154</b>				

**2018 - 2019 Valley Metro Routes UTRGV Student Passenger Count**





**South Texas College - FY 2019  
Valley Metro Routes  
Monthly Cumulative Passenger Counts**

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	20	62	0	0	0	1	1	5	2				91
12	105	218	254	143	261	110	99	86	68				1,344
14	1	0	0	0	0	0	0	0	0				1
15	0	0	0	0	0	0	0	0	0				0
16	0	0	0	0	0	0	0	0	0				0
20	1	4	3	0	2	0	2	1	5				18
30	6	8	4	1	0	1	1	0	2				23
31	123	182	223	122	148	195	104	29	13				1,139
32	0	0	0	0	0	0	0	0	0				0
40	0	0	0	0	0	0	0	0	0				0
41	1	1	5	0	14	12	1	5	7				46
42	3	0	1	0	0	3	0	5	0				12
44	0	3	1	0	3	9	0	4	0				20
45	0	1	0	0	0	1	6	19	1				28
60	833	886	694	284	348	727	535	764	358				5,429
61	56	85	101	51	81	89	52	77	62				654
62	28	78	99	48	49	90	53	96	71				612
DR-RGC	53	91	86	70	42	48	21	19	37				467
Purpleline	913	1,129	848	322	494	1,163	743	900	401				6,913
Greenline	2,913	3,436	2,632	1,075	1,189	2,366	1,740	2,416	644				18,411
<b>Total</b>	<b>5,056</b>	<b>6,184</b>	<b>4,951</b>	<b>2,116</b>	<b>2,631</b>	<b>4,815</b>	<b>3,358</b>	<b>4,426</b>	<b>1,671</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,208</b>
<b>Non Valley Metro Routes</b>													
Yellowline	3,247	4,582	2,918	1,152	1,219	2,669	3,369	2,450	1,149	0	0	0	22,755
Park & Ride	4,047	3,848	2,920	1,003	1,416	2,286	1,516	1,697	760	0	0	0	19,493
<b>Total</b>	<b>7,294</b>	<b>8,430</b>	<b>5,838</b>	<b>2,155</b>	<b>2,635</b>	<b>4,955</b>	<b>4,885</b>	<b>4,147</b>	<b>1,909</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,248</b>
<b>Grand Total</b>	<b>12,350</b>	<b>14,614</b>	<b>10,789</b>	<b>4,271</b>	<b>5,266</b>	<b>9,770</b>	<b>8,243</b>	<b>8,573</b>	<b>3,580</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77,456</b>
Change Over Previous Month		2,264	-3,825	-6,518	995	4,504	-1,527	330	-4,993				



**South Texas College - Mid Valley JagExpress  
STC Student Passenger Counts Comparison  
FY 2019**

**Direct Service**

Routes	STC	UTRGV	General Public	Total
Route 12 Ecouch/Elsa-Edinburg	1,344	5,189	5,140	11,673
Route 31 Business 83	1,139	155	56,246	57,540
Purple Line	6,913		5	6,918
Yellow Line	22,755		0	22,755
Green Line	18,411		519	18,930
Park & Ride	19,493		0	19,493
Route 60 Greenline Roma	5,429		1,298	6,727
Route 61 RGC West	654		2,238	2,892
Route 62 RGC East	612		3,376	3,988
DR-RGC	467		5,404	5,871
Vaquero Express		196,033	0	196,033
<b>Total</b>	<b>77,217</b>	<b>201,377</b>	<b>74,226</b>	<b>352,820</b>

**Connecting Service**

Routes	Connection	STC	UTRGV	General Public	Total
Route 10 Edinburg - McAllen	12, 31	91	1,355	24,322	25,768
Route 14 UTRGV VABL	12	1	21,248	1,851	23,100
Route 15 Edinburg	12	0	106	7,098	7,204
Route 20 Mission - McAllen	31	18	2,479	24,758	27,255
Route 30 Pharr San Juan - Edinburg	31	23	88	11,796	11,907
Route 32 Donna International Bridge	31	0	2	5,059	5,061
Route 40 Harlingen Medical	31	0	3	11,287	11,290
Route 41 Harlingen Retail	31	46	3	11,181	11,230
Route 42 San Benito Harlingen	31	12	0	5,799	5,811
Route 44 La Feria/Santa Rosa/Primera	31	20	0	5,902	5,922
Route 45 Cameron Career Connection	31	28	2,113	37,796	39,937
<b>Total</b>		<b>239</b>	<b>27,397</b>	<b>146,849</b>	<b>174,485</b>

**Total Service**

	STC	UTRGV	General Public	Total
<b>Grand Total</b>	<b>77,456</b>	<b>228,774</b>	<b>221,075</b>	<b>527,305</b>



**2019 TSTC  
Valley Metro Routes  
Monthly Cumulative Passenger Counts**

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	0	93	38	2	8	2	2	56	20				221
12	1	11	4	0	2	0	10	6	0				34
14	0	0	0	0	1	3	0	0	0				4
31	0	16	6	0	1	8	4	3	0				38
40	0	0	0	0	0	0	0	40	0				40
41	25	117	86	33	35	69	25	104	24				518
42	49	77	64	19	101	90	28	0	38				466
43	0	0	6	4	0	0	0	87	0				97
44	171	201	176	35	98	78	69	333	41				1202
45	537	839	589	181	479	535	362	1	332				3855
50	0	3	9	0	0	0	0	0	0				12
Willacy	0	0	0	0	0	0	0	0	0				0
<b>Total</b>	<b>783</b>	<b>1357</b>	<b>978</b>	<b>274</b>	<b>725</b>	<b>785</b>	<b>500</b>	<b>630</b>	<b>455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6487</b>
<b>Change Over Previous Month</b>		<b>574</b>	<b>-379</b>	<b>-704</b>	<b>451</b>	<b>60</b>	<b>-285</b>		<b>-175</b>				<b>-783</b>

**TSTC Student Ridership**

