

Rio Grande Valley MPO

ANNUAL PERFORMANCE and EXPENDITURE REPORT

FY 2020

October 1, 2019 – September 30, 2020

**RGV
MPO**

NOTE: It is important to note that the RGV MPO is on a 2-year budget cycle. This APER was prepared at the request of TxDOT and is only reflective of half of the RGV MPO budget cycle, FY 2020. Staff prepared this report by using strictly the FY 2020 allocated funding.

Task 1 – ADMINISTRATION AND MANAGEMENT

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 RGVMPPOs website to meet the growing needs of the organization. For the website to meet all work aspects, the RGVMPPO 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 RGVMPPO has contracted a consultant to design and develop a new intuitive and modern website.

B. Expected Products

LRGVDC staff in coordination with RGVMPPO 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. RGVMPPO 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.

Work Performed and Status:

Meetings were held with agency staff throughout the fiscal year to discuss and coordinate work efforts. Regular meetings of the RGVMPPO staff ensured the progress of transportation planning activities as described in the FY 2020-2021 UPWP.

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

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPPO.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 RGVMPPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. The RGVMPPO 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 RGVMPPO. RGVMPPO staff will also continue with the Bicycle and Pedestrian Advisory Committee. The RGVMPPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act by utilizing Spanish material to target the under-served populations in Hidalgo County in conjunction with the LEP and Four Factor Analysis tools.

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

Work Performed and Status:

A total of 9 regular Transportation Policy Board (TPB) and 11 Technical Advisory Committee (TAC) meetings were held. Notices were sent to the Secretary of State and were also published in the Texas Register. Staff continued with the Bicycle and Pedestrian Advisory Committee (BPAC) and carried 6 meetings during FY 2020. Staff has also increased efforts on Facebook and Twitter and has a much larger following on these sites. Staff continued with the social media policy established in FY 2019.

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.

Work Performed and Status:

The RGVMPPO hosted a Category 7 Funding workshop with members of our TAC, a Transportation Alternatives Set-Aside (TASA) workshop for all local entities, and a Project Development for Local Governments workshop in FY 2020.

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. The contract will require renewal in Fiscal Years 2019-2020. RGVMPPO Staff will upgrade 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) which is an interactive mapping platform that reflects all types of spatial data such as geographic, statistical, economic, and demographic data and information related to the Counties of Cameron and Hidalgo. UMAP 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 and supporting hardware and software in order to save and store the day to day work projects. To protect computers/server and stored data, the RGVMPPO will need to either upgrade and/or purchase a computer to serve as a firewall to protect all equipment and 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 need to purchase a backup server system as the current backup system has become outdated and is no longer functioning. The RGVMPPO will be purchasing a replacement plotter for producing public involvement documents such as maps, charts and plan information since current plotter was damaged by rodents and is no longer 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. The RGVMPO will continue to web hosting services to host RGVMPO website and may require new hosting platform as current platform is set to retire in the near future. The RGVMPO will retain SSL certificate for website security. All LRGVDC Procurement Regulations and Federal Regulations will be followed during the purchase of all new MPO computer and office equipment, and equipment purchases greater than \$5,000 will require prior approval from FHWA and TxDOT.

In accordance to Senate Bill 1237 signed by the Governor on June 19th, 2015 and which took effect on September 1st, 2015, requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code, a metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”, the RGVMPO has adjusted to coordinating all meeting via Microsoft TEAMS as a result of COVID – 19 pandemic and will continue to use services provided by Granicus to coordinate meetings as before COVID – 19 pandemic and procure hardware and software to have the capability to comply with this requirement.

Work Performed and Status:

Staff maintained all licenses for computer software such as TransCAD, ArcView and PMS data software as well as the contract with Wireless Internet. Staff continued with the contract with Granicus for live streaming of the TPC meetings as required by SB 1237.

Subtask 1.5: Staff Development

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

Work Performed and Status:

Staff and Director attended workshops and seminars to gain knowledge in various areas involved in the metropolitan planning process, which directly affects the planning process and performance of the HCMPO staff. Staff attended the following courses, seminars, and conferences: During 2020 travel was limited due to COVID – 19 Pandemic all were attended virtually. TxDOT Commission Meetings, 2020 TRB Conference, 2020 AMPO Conference, and TEMPO Meetings. Staff also attended meetings for the Planning Partners workgroup, the Freight Advisory Committee, and the Border Trade Advisory Committee.

Subtask 1.6: Transit Administration/Brownsville Metro

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

TASK 1 - FUNDING SUMMARY

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended FY 2019
Transportation Planning Funds (PL 112 & FTA 5303)	\$647,941.00	\$521,427.92	\$126,513.08	80.47%
Local Planning Funds	0	0	0	0
FTA (Sec. 5309)	0	0	0	0
CMAQ	0	0	0	0
STP / MM	0	0	0	0
TOTAL	\$647,941.00	\$521,427.92	\$126,513.08	80.47%

Task 2 – DATA DEVELOPMENT AND MAINTENANCE

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 2045 travel demand model. Staff updated parcel data and land use data in preparation for a 2045 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 worked alongside Alliance Transportation Group to gather all data pertinent to this task. RGVMPO staff integrated 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]

Work Performed and Status:

Staff collected the 2014 TWC employment data. Verified data and continued identifying the residential areas in Cameron and Hidalgo County. As part of identifying residential areas, Staff collected data identifying the low-income neighborhoods, also known as colonias, and identified/collected school (education) demographic data such as number of students, staff, and location of all campuses.

Subtask 2.2: Title VI Civil Rights Evaluation

The RGVMPPO 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. RGVMPPO Staff will be performing special analysis work to identify where low-income, minority, and colonia populations, are located within Cameron and Hidalgo County. RGVMPPO 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 RGVMPPO 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.

Work Performed and Status:

Staff evaluated the location and the size in population of the colonias in comparison with public transit service routes, food desert locations along public transit service routes, identified school locations along the public transit service routes, MTP projects and TIP projects. All informational material provided to the public is provided in English and Spanish. Staff created and identified Food Deserts in relation to population density.

Subtask 2.3: Model Work:

In 2018, MPO Staff began work on the joint district wide transportation model, as well as the new base year 2014 model for Cameron and Hidalgo counties, as provided by the Texas Department of Transportation, and the Transportation Planning and Programming Division. MPO staff will attend training courses pertaining to the different computer programs and/or databases being utilized by the RGVMPPO. RGVMPPO 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 20 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 RGVMPPO 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 RGVMPPO, and 7) Train RGVMPPO 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. Work is being conducted by TxDOT and funding is being provided through the Texas State Planning and Research (SPR) Work Program Part I. Funds will be reconciled as part of the SPR Part I. (\$662,715 SPR).

Work Performed and Status:

Staff worked in collaboration with TP&P to acquire all data necessary for the 2014 Base Year TDM and 2045 Forecast.

Subtask 2.4: Land Use Map:

Staff coordinates efforts with the Hidalgo and Cameron County Appraisal Districts to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such data will allow staff to prepare the basis for a region 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 the Land Use, and Scenario Planning process. RGVMPPO partnered with TNRIS and TxDOT to acquire access to the Texas google imagery dataset of 2020.

Work Performed and Status:

As an ongoing process, the RGVMPPO Staff has coordinated with the Cameron and Hidalgo County Appraisal Districts to acquire parcel data and verified the data, Staff filled in the gaps in parcel data. Staff has also created and maintained “UMAP” which is a RGVMPPO GIS tool built to convey greater information to all planning partners and the general public on project development.

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

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

TASK 2 - FUNDING SUMMARY

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended FY 2019
Transportation Planning Funds (PL 112 & FTA 5303)	\$158,327.00	\$114,887.02	\$43,439.98	72.56%
Local Planning Funds	0	0	0	0
FTA (Sec. 5309)	0	0	0	0
CMAQ	0	0	0	0
STP / MM	0	0	0	0
TOTAL	\$158,327.00	\$114,887.02	\$43,439.98	72.56%

Task 3 – SHORT RANGE PLANNING

Task 3.0 – Short Range Planning

A. Objective

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

B. Expected Products

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2019-2022 TIP, the development of the new FY 2021-2024 TIP, development of project selection criteria and award of the FY 2021-2022 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed. For example, the RGVMPPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPPO 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. Subtask

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. RGVMPPO 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 RGVMPPO local governments.

Subtask 3.2: Service Coordination

This task will provide planning assistance to the regional planning project 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 2021-2024 TIP, annual list of projects, the development of project selection criteria and award of the 2021-2022 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

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

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

Work Performed and Status:

Staff organized and participated in meetings to coordinate transit related planning efforts and activities thru the Regional Transportation Advisory Panel, assisting Brownsville Metro, Metro McAllen, and Valley Metro staff. Amendments to the FY 2019-2022 TIP, and amendments to the FY 2020-2021 UPWP by RGVMPPO in coordination with its planning partners took place in FY 2020. Adoption of the FY 2021-2024 TIP also took place in FY 2020. The FY 2020 APER and the FY 2020 Annual Project Listing were developed by the RGVMPPO in FY 2020. Staff attended TEMPO meetings and coordinated planning efforts with fellow MPOs across the state. Staff worked with Alliance Transportation Group for the development of a Regional Transit Development Plan, which was approved by TPB in December of 2020.

TASK 3 - FUNDING SUMMARY

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended FY 2019
Transportation Planning Funds (PL 112 & FTA 5303)	\$150,725.00	\$115,670.42	\$35,054.58	76.74%
Local Planning Funds	0	0	0	0
FTA (Sec. 5309)	0	0	0	0
CMAQ	0	0	0	0
STP / MM	0	0	0	0
TOTAL	\$150,725.00	\$115,670.42	\$35,054.58	76.74%

Task 4 – METROPOLITAN TRANSPORTATION PLAN

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 RGVMPPO, while keeping a 25-year horizon always. Previously referred to as the Long-Range Plan, the MTP will address the previous needs identified in Tasks 2.0 & 5.0.

B. Expected Products

In continuation from FY 2018-2019, the RGVMPPO 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 RGVMPPO Staff will work closely with TxDOT's adopted application to identify performance measures and values that are important to the communities within Cameron and 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.

Subtask 4.1: Project Selection Criteria Service Coordination

This task will be developed in coordination with a consultant who will be contracted to develop the RGVMPPO 2045 MTP.

Subtask 4.2: Metropolitan Bike and Pedestrian Plan

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

The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in late 2014 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2021-2022 TASA project selection criteria and project funding selection. The RGVMPPO 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 RGVMPPO 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.

Work Performed and Status:

Staff worked with Alliance Transportation Group to develop an Active Transportation Plan for the RGV metropolitan planning area. The document was approved by TPB in December of 2020. RGVMPPO staff, the BPAC, and TXDOT will continue to work on a project call for the TASA program.

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 RGVMPPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPPO staff for attending TxDOT freight committee meetings.

Work Performed and Status:

Staff is still working in collaboration with TXDOT, the Border Trade Advisory, & Binational Steering Committees to finalize a Texas-Mexico Border Master Plan. Staff also participated heavily on the Texas Freight Advisory Sub-committee for development of a Regional Freight Plan in FY 2020.

Subtask 4.3: County Thoroughfare Plan:

The Rio Grande Valley Thoroughfare Plan will be adopted in early 2021 to reflect the compiling of all Right of way data throughout the region. This subtask involves amending the thoroughfare plan (changing periodically) by obtaining the thoroughfare plans of member cities (as well as the counties) and synthesizing these respective plans into the RGVMPPO 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.

Work Performed and Status:

Staff compiled data for the entire region to reflect FY 2020 after the merger of the RGV MPOs into the RGVMPPO upon approval by the RGVMPPO Policy Board and the county of Cameron and Hidalgo will mark the inaugural Thoroughfare Plan dataset for the region.

Subtask 4.5: Metropolitan Transportation Plan

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

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

Work Performed and Status:

Alliance Transportation Group completed development of the 2045 RGVMPO MTP and the document was approved by the TPB in December of 2020.

TASK 4 - FUNDING SUMMARY

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended FY 2019
Transportation Planning Funds (PL 112 & FTA 5303)	\$307,028.00	\$501,353.14	-\$194,325.14	163.29%
Local Planning Funds	0	0	0	0
FTA (Sec. 5309)	0	0	0	0
CMAQ	0	0	0	0
STP / MM	0	0	0	0
TOTAL	\$307,028.00	\$501,353.14	-\$194,325.14	163.29%

**Task 5 –
MANAGEMENT SYSTEMS / OR STUDIES**

Task 5.0 – Special Studies

A. Objective

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

B. Expected Products

The RGVMPO staff in coordination with the counties of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2020. The RGVMPO will award a contract 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. RGVMPPO 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 RGVMPPO 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 RGVMPPO is planning to conduct one CMP data collection initiative in FY 2020. RGVMPPO 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 RGVMPPO will develop congestion performance measures in FY 2020 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. Previous Work

The Brownsville and Hidalgo staff completed through a consultant contract the FY2019 Congestion Management Process (CMP) in Brownsville and Hidalgo County which identified the most congested corridors based upon congestion levels.

The Brownsville, McAllen, and HCMPO staff through consultants from the private sector also completed a 5 Year Short Range Transit Plan to improve the transit through a sustainably phased implementation plan, as well as MTP updates for the Harlingen-San Benito and Hidalgo County MPO areas.

Subtask 5.1: Regional Transit Plan

RGVMPPO 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 crash hotspots, statistically. After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed to discover the causes of incidents and aide in the identification of safety improvements for such locations. Through the Transportation Incident Management System (TIMS), the RGVMPPO places primary planning emphasis on safety. This task also involved an Active Transportation Plan which is an extension to identifying the “Hot Spots” and identifying safety countermeasures for helping address them. The Active Transportation Plan will keep safety at the forefront of the RGVMPPO planning efforts by identifying transportation safety problem areas within the Metropolitan Area. The data will be mapped and available through UMAP. The RGVMPPO will develop safety performance measures in FY 2016 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.

Work Performed and Status:

RGVMPO staff worked heavily on CRIS data queries and maps. Some of this information was used in the 2019/2020 bicycle plan undertaken by staff. Staff sorted and mapped the CRIS data for FY 2018-2019 by mode of transportation such as cycling, pedestrians, transit buses and freight.

Subtask 5.3: Congestion Data Collection (CMP):

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has an established congestion management process (CMP) to monitor the transportation network in Hidalgo and Cameron Counties. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies. Traffic studies are conducted each year, rotating among the seasons. In 2019 / 2020 update, the Winter season was studied in Hidalgo and Cameron Counties. Past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015. Past CMP studies were performed in the Brownsville region in 2011 and 2019. The 2020 study is the was the first update performed following the merger of the Hidalgo County, Harlingen, and Brownsville MPOs.

Over the years, the majority of the recommended mitigation for the “congested” segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. The most common situation that results in a “congested” determination is travel unconstrained for most a link between signals at or above posted speed, but the driver is forced to stop at the downstream intersection / signal long enough to bring the average speed for the segment down to a lower average speed. This condition is being referred to as “delay” instead of “congestion”... a small but very important distinction. In order to mitigate “delay”, it will more commonly be a local intersection or corridor signal system operational issue, thus much lower capital cost vs. “congestion” that may more typically be a capacity issue with a large required investment.

Work Performed and Status:

Immediately after notice to proceed, CoPLAN met with the CMP sub-committee to identify the 1,000 centerline miles to be part of the study. In addition to the study routes, CoPLAN made recommendations to the sub-committee for the 80 intersections to be evaluated for possible operational improvements. The majority of the study network includes arterials and thus many traffic signals. It has been observed over the years, that the vast majority of the signalized corridors do not include coordinated signal timing. Therefore, there is a large amount of delay that is not due to capacity issues, but more operational in nature and considered more delay than congestion. The fieldwork portion of the study started in January 2020 and focused on performing the travel time studies on the study corridors and assessment of the traffic signal hardware operations for the 80 intersections.

Subtask 5.4: Corridor Study

RGVMPO Staff will collect data and evaluate the traffic impact on S.H. 48 in Cameron County. Due to the tremendous growth of the only deep water along the U.S/Mexico border located in Brownsville and the growth of the LNG industry; safe, efficient corridors are even more of a local concern. The S.H. 48 corridor would include, but not limited to, the segment from S.H. 802 to the planning boundary of the

RGVMPO. The study shall provide recommendations such as additional frontage roads, overpasses and exit ramps, signal improvements, improved drainage, and other related improvements.

Work Performed and Status:

RGVMPO Staff will coordinate with county and cities to develop data which will be incorporated into the studies.

Subtask 5.5: Traffic Counts

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

Work Performed and Status:

RGVMPO Staff will collect traffic count data for roadways that are not on the TxDOT system and that are functionally classified or are on the thoroughfare plan. Roadways that are on the thoroughfare plan system and are not functionally classified may use these counts as justification for becoming functionally classified in the future. The information being collected is in the form of ADT or Average Daily Traffic which will be used as a performance measure as per HB 20.

TASK 5 - FUNDING SUMMARY

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended FY 2019
Transportation Planning Funds (PL 112 & FTA 5303)	\$607,202.00	\$583,029.49	\$24,172.51	96.02%
Local Planning Funds	0	0	0	0
FTA (Sec. 5309)	0	0	0	0
CMAQ	0	0	0	0
STP / MM	0	0	0	0
TOTAL	\$607,202.00	\$583,029.49	\$24,172.51	96.02%

BUDGET SUMMARY

TOTAL TRANSPORTATION PLANNING FUNDS (TPF) BUDGETED AND EXPENDED FOR FY 2020

UPWP Task	Description	Amount Budgeted	Amount Expended	Balance	Percent Expended FY 2019
1.0	Administration/Management	\$647,941.00	\$521,427.92	\$126,513.08	80.47%
2.0	Data Development and Maintenance	\$158,327.00	\$114,887.02	\$43,439.98	72.56%
3.0	Short Range Planning	\$150,725.00	\$115,670.42	\$35,054.58	76.74%
4.0	Metropolitan Transportation Plan	\$307,028.00	\$501,353.14	-\$194,325.14	163.29%
5.0	Management Systems/or Studies	\$607,202.00	\$583,029.49	\$24,172.51	96.02%
Total		\$1,871,223.00	\$1,836,367.99	\$34,855.01	98.14%

FY 20-21	Budget	Expended	Balance	% Expended
1	\$1,528,094.71	\$521,427.92	\$1,006,666.79	34.12%
2	\$387,494.98	\$114,887.02	\$272,607.96	29.65%
3	\$372,290.00	\$115,670.42	\$256,619.58	31.07%
4	\$841,189.46	\$501,353.14	\$339,836.32	59.60%
5	\$1,052,273.87	\$583,029.49	\$469,244.38	55.41%
Total	\$4,181,343.02	\$1,836,367.99	\$2,344,975.03	43.92%