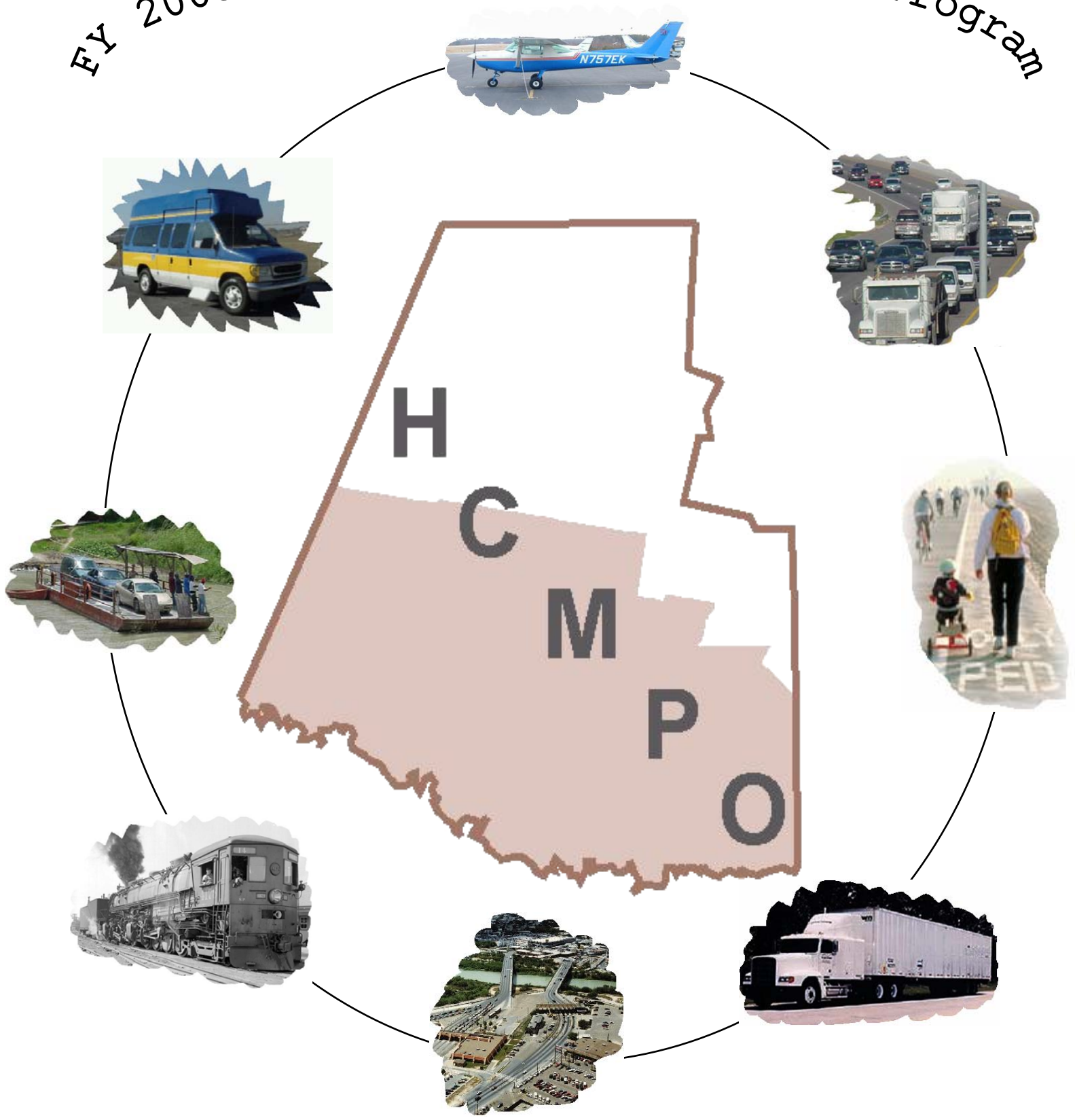


FY 2005 - Unified Planning Work Program



ADOPTED BY POLICY COMMITTEE July 22, 2004
AMENDED BY POLICY COMMITTEE November 4, 2004



I. INTRODUCTION

The Federal-Aid Highway Act of 1962 was the first legislative act to require a written transportation plan from each metropolitan area that received federal funds. This was the first time formal planning was required of designated urban areas rather than being required of each city in the urbanized area. The act mandated that each plan demonstrate consideration of all modes of transportation. The plan and program was also required to demonstrate the ability to be continuing, cooperative, and comprehensive (the 3 C's) –to the degree appropriate, and was based on the complexity of the regional transportation problems.

In 1968, the Bureau of the Budget issued Circular No. A-95, which required that the governor of each state designate a clearinghouse (both at the state level and for each metropolitan area) to review and comment on project proposals for federal aid. The clearinghouse would conduct a review in terms of compatibility with comprehensive plans. The clearing house would also conduct a review to ensure coordination among agencies possessing plans and programs that might be affected by the projects.

In 1973, the Federal-Aid Highway Act formally created Metropolitan Planning Organizations (MPOs) which were created to choose the transportation planning process that would best fit their community. MPOs would prepare Long-Range Plans (LRPs), as well as Transportation Improvement Plans (TIPs) and Unified Planning Work Programs (UPWPs), as part of the planning process.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expanded the roles of states and MPOs, thus enabling the MPOs to be much more effective as decision-making organizations. MPOs were subsequently required to prioritize their projects and emphasize projects needing immediate attention due to financial constraints. MPO's were also obligated to ensure that projects in the Transportation Improvement Program (TIP) precisely follow the recommendations of the adopted Long Range Plan in the metropolitan area.

The Transportation Equity Act for the 21st Century (TEA 21) of 1998 was intended to continue improving the effectiveness of MPOs in the planning process. TEA 21 further refined many questions that arose out of ISTEA. One of the results of TEA 21 was the redefining of the "Sixteen Factors of



Planning” (previously outlined), now combined into the “Seven Areas of Planning Emphasis”.

HISTORY OF THE HIDALGO COUNTY MPO

The 1980 U.S Census revealed that the City of McAllen became the first city in Hidalgo County to reach the urbanized population of 50,000. As a result of meeting this population threshold, the Hidalgo County MPO Transportation Planning Committee (TPC) and the State of Texas Office of Budget and Planning entered into a transportation planning agreement on June 12, 1981.

The TPC consisted of one elected and/or appointed official from each city, the active members being: Mission, Palmhurst, McAllen, Pharr, San Juan, Edinburg, Hidalgo and Alamo, as well as the Hidalgo County representative. Each city was given two votes, one for the city’s elected official and one for the appointed official. This committee was to serve as the MPO until August 31, 1983.

On October 28, 1983, an agreement between the **Texas State Department of Highways and Public Transportation** and the **Hidalgo County Metropolitan Transportation Planning Committee** created the **Metropolitan Planning Organization (MPO)**. The City of Palmhurst withdrew from the committee, but the remaining seven cities and Hidalgo County remained part of the agreement. This agreement formed a **Technical Advisory Committee**, which provided routine guidance to the planning process and made appropriate recommendations to the **Transportation Planning Committee**. This 1983 agreement also required a **Unified Planning Work Program (UPWP)** to be completed every year, which was formally adopted along with the Transportation Improvement Plan. The Technical Advisory Committee and the Transportation Planning Committee continued to meet once a year until 1991.

After the 1990 U.S. Census defined an urbanized population of over 200,000 for the McAllen-Pharr-Edinburg area, the title Transportation Management Area (TMA) was subsequently given to the region and allocated more resources to the Metropolitan Planning Organization. This designation allowed for the provision of staff, the establishment of formal procedures,



and a set of bylaws which were first adopted on December 7, 1992, (and have been amended 13 times since).

On December 7, 1992, the **MPO Transportation Planning Committee** became the **MPO Policy Committee**. The Policy Committee's membership increased to include the cities of Mercedes, Weslaco, Donna and Palmview.

In January 1993, the MPO was obligated to perform the duties stated in the established bylaws, although lacking both staff and a fiscal agent. The MPO Policy Committee then designated the Lower Rio Grande Valley Development Council (LRGVDC) to act as the agent to perform the fiscal, administrative, and technical functions for the MPO. This assignment was formalized in February 1993.

By March 1, 1993, although the Hidalgo County MPO had a fiscal agent, it was still lacking full-time staff. The Policy Committee had an ISTEA deadline of December 18, 1994. The hiring of the first MPO director was performed in November of 1993. The director was able to allocate help from many sources, including the Policy Committee for the delivery of a **Metropolitan Transportation Plan** by the national deadline.

In 1996, the Hidalgo County MPO planning process was certified with only one corrective action to be completed when the second certification was due. A six-year contract was signed in May 1998, which extended the agreement between the LRGVDC and the Governor of Texas until September 30, 2003. Since 2003, the Hidalgo County MPO has, on an annual basis, received letters to extend the contract and allowed it to remain in effect for another year.

The MPO Policy Committee adopted an expanded study boundary area on April 27, 2000. On August 1, 2000, the Governor approved the new expanded Study Boundary, which consequently required redefining the bylaws for quorum and voting structure within the MPO Policy Committee (since the additional areas required representation for transportation improvements). New members were then considered ex-officio members of the Policy Committee (as performed with regards to the current bylaws). The Policy Committee then gave itself one year to amend the bylaws to accommodate the new members. This also allowed the new mayors to engage in active observation for one year before voting.



The Technical Committee now consisted of 40 members. This led to the formation of subcommittees, which are designed to rotate members and ensure equitable opportunities for all member cities to be involved in all aspects of decision-making.

At the June 2001 Policy Meeting, the by-laws were amended to include additional members and at this point, the new members were very well prepared to vote on the UPWP in July (after engaging in active observation for 9 months). The new member cities added to the Policy Committee included: Alton, EdCouch, Elsa, Granjeno, La Joya, La Villa, Palmhurst, Penitas, Progreso, Progreso-Lakes, and Sullivan City.

On December 2004, the Hidalgo County MPO adopted its current Metropolitan Transportation Plan (MTP) for the years 2005-2030. The MPO is currently working to apply the suggested improvements from the MTP into the updated version of the Transportation Improvement Plan (2006 to 2008).

A. PURPOSE

In developing transportation plans and programs in accordance with TEA21, the Hidalgo County MPO is considering at a minimum, the following seven areas of emphasis for the planning of a transportation system:

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

Task 5.1: Pavement Management System (PMS): The MPO will maintain the PMS, which was established in Fiscal Year (FY) 1996. The streets that made use of the PMS during that time were resurveyed in FY 2001. The MPO will utilize the output of the PMS in the Twenty-Year Plan.

Task 5.2: Congestion Management System (CMS): Since congestion is a threat to the economic vitality of any metropolitan area, any effort to reduce congestion will support economic competitiveness.



2. Increase the safety and security of the transportation system for motorized and nonmotorized users.

Task 4.1: The MPO will address the safety and security for all modes of transportation in the Metropolitan Transportation Plan update.

Task 4.2: The MPO will identify incident (accident) hot spots. The MPO will utilize this information to recommend infrastructure changes to increase the safety of roads, educate community leaders and assist with policy recommendations. The MPO will also educate the community about safety issues (including safety awareness for pedestrians, and safety awareness about the effects of aggressive driving).

3. Increase the accessibility and mobility options available to people and freight.

Task 2.2: As part of our Environmental Justice Title VI analysis, staff will be identifying accessibility and mobility options for Title VI citizens.

Task 4.1: The MPO will continue planning initiatives to increase transit service as part of the MTP.

Task 4.3: Freight Mobility Plan. The MPO will continue Hazardous Cargo and Truck Route planning, and will also begin discussing the Regional ITS Architecture impacts on freight movement.

4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

Task 3.1: Service Coordination. The MPO will provide member cities with technical assistance by serving Quality of Life issues,



including enhancement grant applications. Any time allocated to service coordination will be billed to this task.

Task 4.1: The MPO will assist member cities with Safe Route to School applications by assisting with GIS mapping for those cities that do not have GIS capabilities. This task is also part of our MTP.

Task 4.2: By increasing safety, we are improving the quality of life for all citizens of the MPO.

5. Enhance the integration and connectivity of the transportation system, within various modes of transportation, for people and freight.

Task 4.4: The Rail Study will examine the interface between train and vehicular traffic.

6. Promote efficient system management and operation

Task 5.0 Management Systems. Management systems will be maintained.

7. Emphasize the Preservation of the existing transportation system.

Task 5.1 Maintaining the Pavement Management System (PMS) is necessary for ensuring the optimal quality of our streets and highways.

Task 5.2 Congestion Management System (CMS) is used to address the preservation of our mobility.



Public Involvement

The MPO has a written and adopted Public Involvement Policy (PIP). This policy designates a minimum time for public review and for receiving comments from the public.

The MPO has learned that Thursday evenings at 5:30 p.m. is the optimal time for Policy meetings to be conducted. Despite our past efforts, trends indicate that few citizens of the local communities are willing to allocate time to attend the Policy meetings. The staff will examine various means in FY 2005 to attempt to attract more public input from citizens in Hidalgo County.

In December of 2001, the MPO Policy Board passed a Public Involvement Plan mandating that at least one public meeting must be located on a transit accessible route. The MPO Policy Board currently conducts its Policy meetings at the TxDOT Pharr District offices in compliance with the transit accessible requirement of the PIP.

Public Involvement Procedures

Our Public Involvement Procedures (PIP) were adopted after following the review period ending on March 22, 1994. As part of the PIP, the Policy Committee adopted a set meeting time: the fourth Thursday of every month at 5:30 p.m., in the Tx DOT Pharr District Offices. As part of the PIP, every Policy meeting has a period of time allocated for citizen input.

On July 27, 1994, the Policy Committee amended the Public Involvement Procedures to include policies on access accommodations for people with disabilities.

In July of 1996, the MPO staff implemented a quarterly newsletter, which now has a subscriber list of approximately 1,500 citizens.

In May 2000, the MPO staff initiated the MPO's first web-page. The staff is planning to redesign and launch a new web site in FY



2005 that will allow staff to perform more outreach to the citizens of Hidalgo County. The new webpage will allow access to documents such as the UPWP, APER, MTP, and Annual Project Listing, as well as all meeting agendas and minutes.

In January of 2002, the Policy Board adopted a resolution ensuring that our public meetings are located on transit accessible routes.

B. DEFINITION OF THE AREA

The Hidalgo County Metropolitan Planning Organization is located within the Lower Rio Grande Valley in the southern part of the state of Texas, next to the international border with Mexico. The MPO is comprised of the following cities: Alamo, Alton, Donna, Edcouch, Edinburg, Elsa, Granjeno, Hidalgo, La Joya, La Villa, McAllen, Mercedes, Mission, Palmhurst, Palmview, Peñitas, Pharr, Progresso, Progresso Lakes, San Juan, 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 Hidalgo County MPO is composed of the MPO staff, the Technical Committee, and the Policy Committee. The Technical Committee's membership consists of local officials and planners from the county and the cities within the MPO boundary. The Technical Committee is responsible for making planning recommendations to the Policy Committee for immediate action. The Policy Committee is comprised of elected officials from the county, and the cities within the MPO boundary. This committee is responsible for creating and implementing policies regarding transportation planning issues. An updated list of the policy committee members is enclosed in Appendix A.

The Hidalgo County MPO designates subcommittees to focus on specialized issues. The Technical Committee Chairman will appoint subcommittees to carry out the Technical Committee's tasks, as he/she deems necessary. Appendix G is an updated list of the Technical Committee and subcommittee members.



D. PRIVATE SECTOR INVOLVEMENT

The private sector has been utilized in the past for developing plans in special studies. Some examples of the consultants who assist the MPO are the following:

During FY 2004

1. The South Texas College Spanish Department assisted us in translating our newsletter.
2. Good Pointe Corporation assisted staff in maintaining its Pavement Management System.
3. Carter & Burgess collected our Congestion Management Systems (CMS) traffic data.
4. Kimley-Horn was selected to perform our Access Management Study.
5. HDR Inc. performed the MPO Rail Study.

During FY 2005

1. Bidders will be selected to collect MPO CMS data.
2. The MPO will accept bids from firms to provide MPO Staff with computer technical support.
3. HDR will complete the MPO Rail study.
4. Kimley-Horn will complete the MPO Access Management Study.

E. PLANNING ISSUES AND EMPHASIS

The tasks in the 2005 UPWP consist of five (5) primary activities: **Administration/ Management, Data Development and Maintenance, Short-Range Planning, the Metropolitan Transportation Plan, Management Systems, and Special Studies.** Each of these work areas are briefly described below:



TASKS

Program Support and Administration - This activity contains the continuing work associated with the administrative and operational support of the “coordinated”, “comprehensive”, and “continuing” (3C) transportation process; as well as the development and maintenance of the Transportation Improvement Program (TIP) and the UPWP.

Data Development and Maintenance – consists of the work elements designed to collect, update, and report the essential data required to perform both long-range and short-range transportation facility and service planning.

Short-Range Transportation Planning – involves projects relating to immediate implementation and the immediate-term time frame for transit service and roadway operations. Task 3.1 Service Coordination is also included in this planning emphasis.

Metropolitan Transportation Planning - This includes activities associated with the publishing or updating of the area’s long-range Multi-modal transportation plan and travel demand models.

Management Systems - Work included in this activity is the development, implementation, and operation of the management systems. Even though the management systems are optional at the state level, the MPO thinks it is appropriate to continue committing resources to the systems rather than abandoning them in FY 05.

Special Projects - The objective of this activity is to provide for work elements that are generally outside the scope of the 3-C planning process but are necessary to the continued development of a viable transportation plan in the area.

Additional Planning Emphasis Areas for Fiscal Year 2005 include five key planning themes:



(1) Consideration of safety and security in the transportation planning process:

Subtask 4.2: Critical Intersection Analysis: This subtask will allocate for the identification of the worst 10 to 15 auto accident locations. The MPO staff plans to identify these “hot-spot” locations, then perform an analysis of the data and identify the cause and effect of the incidents. The data will need to be collected from local law enforcement agencies, as well as the Department of Public Safety. The MPO staff will present the information to the MPO Policy Board, along with recommendations for improvements at intersections to help reduce automobile accidents.

Subtask 4.3: Access Management Guidelines. The Access Management consultant, Kimley- Horn, will continue to develop criteria for TIP Project Selection. MPO Staff would like to incorporate access management guidelines in the MTP as general policies for project selection.

Subtask 5.2 Congestion Management System (CMS)

This task involves the continuous monitoring of congestion that is required for all Transportation Management Areas (TMAs). Congestion performance measures will be utilized in transportation planning. For FY 2005, we will be collecting data during the winter season, to account for the anticipated annual traffic incurred by our tourists.

(2) Integration of Environmental Processes with Planning:

Although not identified as a separate work task within the FY 2005 UPWP, MPO Staff plans to develop a series of maps that will be used in planning strategies to identify environmentally sensitive areas, such as wetlands, within the MPO planning area. Staff plans on using these maps as an overlay to other maps that identify proposed areas of planning and use them as a tool to evaluate the planning strategies.



(3) Consideration of Management and Operations within Planning Processes:

Subtask 5.2 Congestion Management System (CMS)

This task is the continuous monitoring of congestion that is required for all Transportation Management Areas (TMAs) using our designated congestion performance measures. For FY 2005, we will be collecting data during the winter season.

(4) State DOT consultation with non-metropolitan local officials:

This Planning Emphasis Area is not applicable to the HCMPO.

(5) Enhancing the Technical Capacity of Planning Processes.

Task 1

1.1.1 Sending staff to the appropriate courses, seminars, and workshops to develop expertise in technical and policy transportation planning.

The Hidalgo County MPO has historically been understaffed. In FY 2004 and FY 2005, a Staffing Study group was formed that comprised of the Lower Rio Grande Valley Development Council (LRGVDC), Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA) and the Texas Transportation Institute (TTI). This working group identified the shortfalls of staffing and has since made recommendations for the increased levels of staff needed to carry out the MPO work task properly. As staffing continues to increase, the needs for additional training will be evaluated on a case by case basis and acted upon at that time. Amendments to the FY 2005 UPWP will be performed as needed to identify these needs.



I. TASK 1.0- ADMINISTRATION/ MANAGEMENT

A. OBJECTIVE

This task includes coordinating transportation planning among local, state, and federal participating agencies. This also includes the hiring of new MPO Staff, providing adequate training for staff members, required supply/equipment purchases, and MPO Public Involvement.

B. EXPECTED PRODUCTS

The **Staffing Workgroup** (which consisted of MPO Staff, TxDOT, FHWA, TTI, and LRGVDC staff) identified the need for the MPO Staff to expand. The Workgroup recommended maximizing the allowed funding for the immediate hiring of new, well-qualified individuals. The Workgroup also identified the need for the MPO to acquire new office space to provide workspace for the expansion of the MPO Staff, as well as serve as a meeting place for the Technical Advisory Committee (TAC) and for public meetings. Other MPO Staff activities include: monitoring planning studies; preparing performance reports; conducting meetings with the Technical and Policy Committees on UPWP and TIP projects; preparing Requests for Proposals (RFPs); and supervising contracts with consultants on technical studies. Other functions required of the MPO staff include: submitting billing statements to TxDOT, preparing the Unified Planning Work Program (UPWP), Transportation Improvement Plan (TIP), performing Transportation Systems Management Elements, coordinating public involvement programs, and preparing annual reports.

C. PREVIOUS WORK

In FY 2004, the MPO Staff relocated its offices to the fourth floor of the International Bank Building, (1801 South Second Street) in McAllen. During this transformation, the MPO Staff also performed a number of activities under this task including: the coordination of transportation planning activities; the budgeting 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; the development and revision of the UPWP and TIP; and gave staff the access to appropriate courses, workshops, and seminars.

D. SUBTASKS

Subtask 1.1: Program Support

This task will be performed entirely by the staff of the MPO. The primary activities (categorized under Program Support) include the following:

- 1.1.2 Development and printing of reports required by the federal government or by the Transportation Policy Committee.
- 1.1.3 Development of transportation planning activities.
- 1.1.4 Coordination of transportation planning activities.
- 1.1.5 Budgeting and management of transportation planning activities.
- 1.1.6 Development and implementation of the policies/guidelines necessary to maintain the “3-C” planning process.
- 1.1.7 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.
- 1.1.8 Development of a course of action for obtaining increased public input and participation in the transportation planning process.
- 1.1.9 Development and revision of the TIP, UPWP, and related documents as appropriate.
- 1.1.10 Coordinating and working with other agencies and organizations involved in planning, programming and



implementation of transportation projects and other transportation activities.

- 1.1.11 Establishing and implementing those planning procedures necessary to fulfill the requirements of Section 5305 (section 8) of the Federal Transit Act of 1991.
- 1.1.12 Sending staff to the appropriate courses, seminars, and workshops for developing expertise in transportation planning (both the technical and policy elements).
- 1.1.13 As Part of our Annual Performance Report, we shall include an Annual Listing of Projects.
- 1.1.14 Refer to subtask 2.2 for Title VI Civil Rights Evaluation using listed analysis tools.
- 1.1.15 Pay any retainage or publish any unfinished consultant's Tasks from FY 2004 contracts.

The following products include a Certified Planning Process:

- FY 2005 UPWP
- FY 2006 to FY2008 TIP
- Metropolitan Plan Update Compliance with Title VI
- Studies completed in FY 2004 but not adopted until FY 2005 will be printed under this task.
- Monthly and/or Annual Progress Reports on expenditures as required.
- Forum for cooperative decision-making by principal elected officials of general purpose local governments
- Effective coordination of transportation planning activities
- Certified compliance with the requirements of Section 5303 (Sect. 8) of the Federal Transit Act of 1991.

Subtask 1.2: Public Involvement

This task consists of our public involvement activities and includes the MPO quarterly newsletters, as well as the advertising budget. MPO Staff will be creating and distributing a new quarterly



newsletter countywide. The newsletters will be made available to the public online, via mail and email, as well as posted in several locations within Hidalgo County, including but not limited to, Libraries, Transit Routes, and the LRGVDC. MPO Staff will also be redesigning the MPO web site to make it user friendly, and improving the accessibility to the website for those with physical disabilities. MPO Staff will be working with guidance from the Policy Board to assure that the current Public Involvement process is update and reflective of the current needs and assessments of the Hidalgo County MPO.

Subtask 1.3: Training for Technical and Policy Committee

Once a year, the MPO staff will conduct a workshop on a variety of MPO topics for the Policy and Technical Committee members. Some examples from the past include a Pavement Management Systems Workshop, a review of basic MPO documents which include the UPWP and TIP, and an Introduction to the MPO for newer members. The workshop topic for FY 2005 has not been specified yet.

Subtask 1.4: Computer and Equipment Purchases.

This task consists of MPO software licenses and agreements. MPO Staff plans to assemble a schedule to upgrade all computer hardware and software licenses as appropriate. MPO Staff purchased new computers in 2004, and additional MPO Staff in FY 2005 will require additional purchases of computers as staff is employed. The HCMPO will be seeking a contract to provide Professional Services that would provide technical (IT) support for the entire HCMPO network of computers, plotters, printers and server. The contract will be for the Fiscal Year 2005. All LRGVDC Procurement Procedures and Federal Regulations will be followed during the purchase of all new MPO office equipment.



E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	GTPF ²	Local	Total
1.1	MPO	\$260,000	\$ 0	\$ 0	\$0	\$260,000
1.2	MPO	\$ 83,000	\$ 0	\$ 0	\$0	\$ 83,000
1.3	MPO	\$ 9,000	\$ 0	\$ 0	\$0	\$ 9,000
1.4	MPO	\$ 40,000	\$ 0	\$ 0	\$0	\$ 40,000
TOTAL		\$392,000	\$ 0	\$ 0	\$0	\$392,000

TX DOT State Funds	\$12,000
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- (2) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds
- (3) GTPF – General Transportation Planning Funds

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The main objective of this task is to maintain and update the database we have established. The Data Base is to provide information and analysis to support the Metropolitan Planning Organization's planning efforts and to forecast population, employment, and income growth within the National emphasis on Title VI of the Civil Rights Act of 1964.

B. EXPECTED PRODUCTS

Data base development and maintenance will include continuously updating the transportation model network and trip generation base. MPO Staff will be upgrading our computer hardware as budget allows and MPO Staff expects to have a maintenance agreement in place by the end fiscal year 2004. MPO Staff also expects to have the base year model ready for run by January of 2005.



C. PREVIOUS WORK

In 2004, Staff completed the Horizon year (2030) Demographics for 1999 as well as completed the base year network for the model.

D. SUBTASKS

Subtask 2.1: Demographic Data

This task involves the continual updating of land use and socio-economic data as this data is provided by member cities. On rare occasions, the MPO may need to acquire data from vendors. An example of vendors that the MPO would receive socio-economic data from might be Dun & Bradstreet or from the Texas Workforce Commission.

Subtask 2.2: Title VI Civil Rights Evaluation

The MPO Staff will continue to implement analysis tools as related to Title VI, in addition to the MPOs adopted performance measure of Travel Time savings to each community. MPO Staff will be performing special analysis work to identify the locations of low income, minority and Colonia populations within Hidalgo County. MPO Staff will then produce various maps to show the relation of current and future projects, as well as their location to the identified groups. The MPO will also identify the relation of transit routes to these areas. Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to: projects, transit routes and their relationships to hospital, school, daycare and grocery store locations (to mention a few). Maps produced for the TIP will ensure that the identified communities will not suffer any undue burden for the Region's greater benefit.

MPO Staff will begin the redistribution of a quarterly MPO Newsletter, and provide a regular update of the MPO web site to include the most recent newsletter. All materials (including the web-site, newsletter and flyers) will be provided in both English and Spanish to comply with Title VI. The MPO Staff recognizes the need for Spanish translators at public meetings and hearings



and has thus employed staff that is proficient in both English and Spanish to serve as translators at meetings as the need occurs.

Subtask 2.3: 1999 Model Work

The goal of this task is to operate a model run for the base year by December of 2004. In January of 2005, MPO Staff will implement on the joint district wide Transportation model as well as the new base year 2004 model for Hidalgo County (as provided by the Texas Department of Transportations, Transportation Planning and Programming Division). MPO Staff will coordinate the new model with the Harlingen-San Benito and Brownsville MPOs to assure a true reflection of traffic movement throughout the Valley Region.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	GTPF ²	Local	Total
2.1	MPO	\$ 48,000	\$ 0	\$ 0	\$ 0	\$ 48,000
2.2	MPO	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 60,000
2.3	MPO	\$ 75,000	\$ 0	\$ 0	\$ 0	\$ 75,000
Total		\$ 183,000	\$ 0	\$ 0	\$ 0	\$183,000

TX DOT State Funds	\$12,000
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IV. Task 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to perform planning activities associated with immediate implementation of transportation improvements including the Transportation Improvement Plan (TIP) development, American Disabilities Act (ADA) implementation, etc.

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports. The MPO Staff will also be expected to lend technical assistance to member cities as needed. This year MPO Staff will



have the necessary counts on off-system roads to properly evaluate them for the 2030 MTP update.

C. PREVIOUS WORK

Work performed under this task in FY 2004 includes administering traffic data to the city of Mission Housing Authority and assist them in performing a noise impact study. MPO Staff assisted in development of the FY 2004 to FY 2006 TIP. The MPO also assisted other cities with administering data and performing other applications for the Safe Route to School Program.

D. SUBTASKS

Subtask 3.1 Service Coordination

This task is to provide member cities with a quick review of the traffic impact study received by city Planning and Zoning Boards. This task is also meant to guide the newer members through the TIP process. Since the MPO is a neutral agent in transportation planning, and efficient planning in all cities must be ensured, this is especially important for ensuring that certain cities do not continually remain at an advantage with their expertise. The MPO also serves as expert testimony when requested. There are no consultants for this task. MPO Staff also participates on the district's Transit Advisory Panel under this subtask.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	GTPF ²	LOCAL	TOTAL
3.1	MPO	\$32,000	\$0	\$0	\$0	\$32,000
Total		\$32,000	\$0	\$0	\$0	\$32,000

TX DOT State Funds	\$12,000
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(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.



(2) GTPF General Transportation Planning 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 Hidalgo County MPO with a 20-year horizon at all times. Previously referred to as the Long Range Plan, the MTP will address the needs identified in Task 5.0.

B. EXPECTED PRODUCTS

During FY 2004, the MPO Staff intends to address components of the 2030 MTP and bring any reports into the plan to make it as complete as possible. By the end of the first quarter in FY 2005, the MPO Policy Board will adopt and publish the 2030 MTP.

C. PREVIOUS WORK

The Long Range Plan was adopted in December of 1999. By the end of FY 96, the MPO Staff completed the County Thoroughfare Plan, and the transit study was completed in 2003. The Bicycle Plan was updated in 2003. During FY 2004, MPO Staff also updated the freight routes for the MPO study area.

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan Update- The staff must complete the 2004 Metropolitan Transportation Update. MPO staff will utilize the Congestion Management System Report to first identify congested roads, then plan road improvements to address present and future congestion issues. Time charged for this task includes time spent by staff for writing, procuring, and managing the printing contract. The typing of the document will be charged under Task 1.1

Subtask 4.2: Critical Intersection Analysis: This subtask is for identifying the worst 10 to 15 locations in terms of auto accidents. MPO Staff plans to identify these “Hotspot” locations; perform an analysis of the data; and identify the cause and effect of the



incidents. Data will be collected from local law enforcement agencies, as well as the Department of Public Safety, to allow MPO Staff to identify and map the locations on incident. MPO Staff will present the information to the MPO Policy Board, along with recommendations for improvements at intersections to help reduce automobile accidents.

Subtask 4.3: Access Management Guidelines. The MPO Staff has had points for Access Management in its TIP Project selection criteria since 1997; however, it has yet to award Access Management projects. Staff will continue to develop TIP Project Selection criteria, and anticipates incorporating new guidelines in the MTP as general policies for project selection.

Subtask 4.4: Rail crossing Safety and Freight Mobility. This study will analyze the increasing safety, congestion, and frequency of freight moving through the MPO study area via rail. This is the continuation of the Rail Study for FY 2004-Task 4.3. The consultant selected in June of 2003 will remain the same for completion of the study in FY 2005.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	GTPF ²	Local	Total
4.1	MPO	\$85,000	\$0	\$0	\$0	\$85,000
4.2	MPO	\$85,000	\$0	\$0	\$0	\$85,000
4.3	Consultant	\$53,000	\$0	\$0	\$0	\$53,000
4.4	Consultant	\$50,000	\$0	\$0	\$0	\$50,000
Total		\$273,000	\$0	\$0	\$0	\$273,000

TX DOT State Funds	\$12,000
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- (1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 funds.
 (2) **GTPF** – General Transportation Planning Funds



VI. TASK 5.0 MANAGEMENT SYSTEMS/ OR STUDIES

A. OBJECTIVE

The objective of this task is: to optimize the performance of current and future transportation systems through the maximum utilization of management system outputs; to develop management systems, which provide both 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 expected products are locally developed management systems dealing with Pavement, Congestion, and ITS, in cooperation with the Texas Department of Transportation.

C. PREVIOUS WORK

We established a Congestion Management System (CMS) and a Pavement Management System (PMS) during FY 96. Streets were last inventoried for the PMS in 2000 and the system has since been upgraded. During FY 2003, the MPO staff assisted consultants in a loop feasibility study. Hidalgo County is the lead agency on the Loop Study. Also in FY 2004 a consultant completed the Spring CMS .

D. SUBTASK

Subtask 5.1 Pavement Management System (PMS)

One of the requirements from TEA 21 was to consider life cycle costs in planning our transportation systems to preserve our existing infrastructure. One output of our Pavement Management System will be to consider the lifecycle of a concrete truck route versus an asphalt truck route. The MPO will use this data in trying to implement a pavement maintenance schedule.

Subtask 5.2 Congestion Management System (CMS)



This task is the continuous monitoring of congestion that is required for all Transportation Management Areas (TMAs) using our designated congestion performance measures. For FY 2005, we will be collecting data during the winter season. One possible change from the previous way of conducting this study is the possibility of a two year contract, especially if the State changes to a two year UPWP.

Subtask 5.3 Metropolitan Mobility Plan (MMP)

The Governor of Texas is requiring each of the eight TMA’s to develop MMPs in a coordinated effort. This plan will aid the eight largest metro areas in Texas by addressing the growing congestion needs in our Metropolitan areas. This subtask will be used to coordinate the MPO’s participation efforts with the State’s Corridor Planning efforts.

Subtask 5.4 Intelligent Transportation System (ITS) Study

As of April 2004, every region is required to have the Regional Architecture of the ITS in place. This task is part of the MPO’s role in maintaining Regional Architecture.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	GTPF ²	Local	Total
5.1	MPO	\$17,000	\$0	\$0	\$0	\$17,000
5.2	Consultant	\$69,000	\$0	\$0	\$0	\$69,000
5.3	MPO/TxDOT	\$40,000	\$0	\$0	\$0	\$40,000
5.4	MPO/ TxDOT	\$1,505	\$0	\$0	\$0	\$1,505
Totals		\$127,505	\$0	\$0	\$0	\$127,505

TX DOT State Funds	\$12,000
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- (1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 Funds
- (2) **GTPF**- General Transportation Planning Funds



VII. BUDGET SUMMARY

TABLE 1 – HIDALGO COUNTY MPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sect. 5307	GTPF	Local Funds	TX DOT State Funds ³	Total Funds
1.0	44.21.00 & 44.25.00	Administration - Management	\$392,000	\$0	\$0	\$0	\$12,000	\$404,000
2.0	44.22.00 & 44.26.04	Data Development And Maintenance	\$183,000	\$0	\$0	\$0	\$12,000	\$195,000
3.0	44.26.10	Short Range Planning	\$32,000	\$0	\$0	\$0	\$12,000	\$44,000
4.0	44.23.01 44.26.06 44.26.07	Metropolitan Planning	\$273,000	\$0	\$0	\$0	\$12,000	\$285,000
5.0	44.26.11 44.27.00	Management Systems & Special Studies	\$127,505	\$0	\$0	\$0	\$12,000	\$139,505
		Totals	*\$1,007,505	\$0	\$0	\$0	\$60,000	\$1,067,505

* This balance reflects the \$250,000.00 un-obligated from the FY 2004 UPWP at the June 2004 TPC.

TRANSPORTATION PLANNING FUNDS¹

FHWA (PL- 112)² \$848,352

FTA SECTION 5303 (SECT.8) \$159,153

TOTAL TPF \$1,007,505

² Includes: \$0.00 estimated carry-over from FY 2004 UPWP. These are federal funds only.

³ Identifies TxDOT's in-kind match for FHWA (PL-112). The match is applied on a statewide basis and not for each MPO. This is why the TxDOT State Funds column in the UPWP budget does not equal the required 20% in-kind match.

Please note that TX DOT-TPP's 20% in-kind match for FTA Section 5303 funds are applied in full to each MPO in the State. TxDOT-TPP will provide the Hidalgo County MPO with its Section 5303 in-kind match of \$39,788.00 for FY 2005.



APPENDIX A

POLICY COMMITTEE MEMBERSHIP

Honorable Roberto F. Loredó	Mayor of San Juan	Chairman
Honorable Leopoldo Palacios	Mayor of Pharr	Vice Chairman
Honorable Eddie Johnson	Councilman of Edinburg	Secretary
Honorable Diana Martinez	Commissioner	City of Alamo
Honorable Salvador Vela	Mayor	City of Alton
Honorable Ricardo Morales	Mayor	City of Donna
Honorable Gilbert Guerrero	Councilman	City of Donna
Honorable Ramiro Silva	Mayor	City of Edcouch
Honorable Tony Barco	Mayor	City of Elsa
Honorable Rafael Garza	Mayor	City of Granjeno
Honorable Yvette Cabrera	Mayor Pro Tem	City of Granjeno
Honorable Tomas Perez	Mayor Pro Tem	City of Hidalgo
Honorable Billy Leo	Mayor	City of La Joya
Honorable Carlos Perez	Mayor	City of La Villa
Honorable Leo Montalvo	Mayor	City of McAllen
Honorable Carlos Garza	Commissioner	City of McAllen
Honorable Joel Quintanilla	Mayor	City of Mercedes
Honorable Norberto Salinas	Mayor	City of Mission
Honorable Gen Long	Mayor Pro Tem	City of Mission
Honorable Ramiro J. Rodriguez	Mayor	City of Palmhurst
Honorable Jorge G. Garcia	Mayor	City of Palmview
Honorable Servando Ramirez	Mayor	City of Peñitas
Honorable Omar Vela	Mayor	City of Progreso
Honorable Alec Young	Mayor	City of Progreso Lakes
Honorable Ricardo Rodriguez	Mayor Pro Tem	City of San Juan
Honorable Gumaro Flores	Mayor	Sullivan City
Honorable Joe Sanchez	Mayor	City of Weslaco
Honorable Hector “Tito” Palacios	Commissioner	Hidalgo County
Mario Jorge	District Engineer	Tx DOT



APPENDIX B

METROPOLITAN AREA BOUNDARY MAP



**THIS PAGE IS THE APPROVED UAB
MAP**



APPENDIX C

DEPARTMENT CERTIFICATION



DEBARMENT CERTIFICATION
(Negotiated Contracts)

(1) The Hidalgo County 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 statement, 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, MPO Policy Committee
Mayor of San Juan
Title
November 4, 2004
Date



APPENDIX D

LOBBYING CERTIFICATION



CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form – LLL, “Disclosure Form to Report Lobbying” in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, and 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 – Mayor, Roberto Loredo
Chairman, MPO Policy Committee

November 4, 2004
Date



APPENDIX E

CERTIFICATION OF COMPLIANCE



Certification of Compliance

I, **Roberto F. Loredo, Mayor of the City of San Juan**, a duty authorized officer/representative of **Hidalgo County Metropolitan Planning Organization**, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR, “Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments”, as it may be revised or superseded.

November 4, 2004

DATE

SIGNATURE – Mayor, Roberto Loredo
Chairman MPO Policy Committee

Attest:

NAME: Andrew A. Canon
Director of the HCMPO



APPENDIX F

MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS



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.

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.



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.

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.

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.

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.

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.



MPO SELF-CERTIFICATION FOR ATTAINMENT

In accordance with 23 CFR 450.334, the TEXAS DEPARTMENT OF TRANSPORTATION and the Hidalgo County Metropolitan Planning Organization for the McAllen, Texas 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) 23U.S.C. Sections 134 and 135, 49 U.S.C. Section 5323(I), 23CFR Part 450.220 and 49 CFR Part 613 (Federal Register, October 28, 1993);
- (2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (3) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424,96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulations “Transportation for Individuals with Disabilities” (49 CFR Parts 27,37, and 38);
- (5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities;

Mario Jorge
TEXAS DEPARTMENT
OF TRANSPORTATION
PHARR DISTRICT

Roberto Loredó
HIDALGO COUNTY MPO
POLICY BOARD CHAIRPERSON

District Engineer

Chairperson

November 4, 2004

November 4, 2004



Appendix G

Technical Advisory Committee (TAC)
Membership
and
Technical Subcommittees



APPENDIX G

Technical Advisory Committee (TAC) Membership

<u>Member</u>	<u>Entity</u>	<u>Position</u>
Andrew A. Canon	MPO Staff	Committee Chairman
Jaime Sandoval	Alamo	Community Development Director
L. R. “Randy” Flodine	Alton	City Planner
Daniel Reyna	Donna	Planning & Zoning Director
Belen Montelongo	Edcouch	City Manager
Juan Lopez	Edinburg	Planning & Zoning Director
Everardo Balboa	Edinburg	Planner
Eddie Johnson	Edinburg	City Commissioner
Eddie Gonzalez	Elsa	City Manager
Ricardo Ramirez	Granjeno	City Manager
Joe Vera III	City of Hidalgo	City Manager
Virgil Gonzalez	City of Hidalgo	Planner
Albert Aldaña	Hidalgo County	Consulting Engineer for County
Raul E. Sesin	Hidalgo County	Director of Development
Mike Alaniz	La Joya	City Administrator
Jaime Gutierrez	La Villa	City Manager
Edgar Taylor	McAllen	Senior Planner
Pilar Rodriquez	McAllen	City Engineer
Ricardo Garcia	Mercedes	City Manager
Julio Cerda	Mission	City Engineer
Sergio Zavala	Mission	Planning Director
Steve Pena	Mercedes	Planning Director
Jacinto Garza	Mission	L & G Engineering
Gary Toothaker	Palmhurst	City Manager
John Alaniz	Palmview	City Manager
Julian Gonzalez	Peñitas	City Administrator
Benito Lopez	Pharr	City Manager
Ramiro Gutierrez	Pharr	Consulting Engineer for City
Don Medina	Pharr	Director of Public Works
Omar Vela	Progreso	Mayor
Alec Young	Progreso Lakes	Mayor
George Arcaute	San Juan	City Manager
Jeff Underwood	San Juan	Planning & Zoning Director



<u>TAC Members</u> <u>(cont'd)</u>	<u>Entity</u>	<u>Position</u>
Rolando Gonzalez	Sullivan City	City Administrator
Eloy R. Alaniz	Weslaco	Planning & Code Enforcement Director
John Sweek	FTA	Community Planner
Michael Batuzich	FHWA	Urban Transportation Engineer
Richard Hinojosa	LRGVDC	Deputy Executive Director
Manuel Flores	LRGVDC	Assistant Transit Director
Robin Longwell	Tx DOT	District Planning Engineer
Raymond Sanchez	Tx DOT	District Transportation Planner
John Bendele	Tx DOT	TPP Field Representative
Gracie Cantu	Tx DOT	Public Transportation Coordinator

TECHNICAL SUB-COMMITTEES

Transit Sub-Committee

<u>Member</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Juan Lopez	Edinburg	Planning Director	Chairman
Elizabeth Suarez	McAllen	Transit Manager	
Ruben Gonzalez	Palmview	City Manager	
Edward Molitor	HCMPO	Planner II	
Lindsey Nuñez	HCMPO	Planner I	
Tom Reyna	LRGVDC	Transit Planner	
Manuel Flores	LRGVDC	Transit Director	
Raymond Sanchez	Tx DOT	District Transportation Planner	
Gracie Cantu	Tx DOT	Public Transportation Coordinator	



Freight Sub-Committee

<u>Member</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Dan Reyna	Donna	P&Z Director	Chairman
Jaime Sandoval	Alamo	Community Planning and Development Director	
L.R. “Randy” Flodine	Alton	City Planner	
Ricardo Ramirez	Granjeno	City Manager	
Virgil Gonzalez	Hidalgo	Planner	
Ed Taylor	McAllen	Senior Planner	
Julio Cerda	Mission	City Engineer	
Don Medina	Pharr	Director of Public Works	
Edward Molitor	HCMPO	Planner II	
Maria Champine	HCMPO	GIS Specialist	
Albert Aldaña	Hidalgo County TEDSI	Consulting Engineer	
Jacinto Garza	L &G Engineering	Consulting Engineer	
Ramiro Gutierrez	R. Gutierrez Engineering	Consulting Engineer	
Juan M. Lerma	Rio Grande Valley Switching RR	General Manager	
Raymond Sanchez	Tx DOT	District Transportation Planner	
Jesse Leal	Tx DOT	District Operations Director	

Congestion Sub-Committee

<u>Member</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Edgar Taylor	McAllen	Senior Planner	Chairman
Jaime Sandoval	Alamo	Com. Dev. Director	
Dan Reyna	Donna	P&Z Director	
Everardo Balboa	Edinburg	Planner	
Carlos Sanchez	McAllen	City Engineer I	
Gary Toothaker	Palmhurst	City Manager	



<u>Congestion Members (cont'd)</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Don Medina	Pharr	Director of Public Works	
Jeff Underwood	San Juan	Planning Director	
Eloy Alaniz	Weslaco	Planning Director	
Edward Molitor	HCMPO	Planner II	
Lindsey Nuñez	HCMPO	Planner I	
Albert Aldaña	Hidalgo County TEDSI	Consulting Engineer	
Jesse Leal	TX DOT	District Operations Director	
Raymond Sanchez	TX DOT	District Transportation Planner	

Multi-Modal Sub-Committee

<u>Member</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Sergio Zavala	Mission	Planner	Chairman
Arnold Vera	Edinburg	Parks & Rec. Director	
Virgil Gonzalez	Hidalgo	Planner	
Victor Gonzalez	McAllen	Planner	
Jacinto Garza	Mission	Consulting Engineer	
Maria Champine	HCMPO	GIS Specialist	
Raymond Sanchez	Tx DOT	District Transportation Planner	
Steve Walker	Tx DOT	District Landscape Architect	

Data Criteria Sub-Committee

<u>Member</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Andrew A. Canon	HCMPO	Director, HCMPO	Chairman
Jaime Sandoval	Alamo	Com. Dev. Director	
Dan Reyna	Donna	P & Z Director	
Juan Lopez	Edinburg	Planning Director	
Ed Taylor	McAllen	Senior Planner	
Eduardo Mendoza	McAllen		
Pilar Rodriguez	McAllen	City Engineer	



<u>Data Criteria</u> <u>Members (cont'd)</u>	<u>Represents</u>	<u>Title</u>	<u>Position</u>
Julio Cerda	Mission	City Engineer	
Gary Toothaker	Palmhurst	City Manager	
Don Medina	Pharr	Director of Public Works	
Jeff Underwood	San Juan	Planning Director	
Eloy Alaniz	Weslaco	Planning Code Enforcement Dir.	
Edward Molitor	HCMPO	Planner II	
Maria Champine	HCMPO	GIS Specialist	
Lindsey Nuñez	HCMPO	Planner I	
Albert Aldaña	Hidalgo County TEDSI	Consulting Engineer	
Jacinto Garza	L &G Engineering	Consulting Engineer	
Ramiro Gutierrez	R. Gutierrez Engineering	Consulting Engineer	
Raymond Sanchez	Tx DOT	District Transportation Planner	
Robin Longwell	Tx DOT	District Planning Engineer	