



FY 2019

**UNIFIED PLANNING
WORK PROGRAM**

HARLINGEN-SAN BENITO
URBAN TRANSPORTATION STUDY

FY 2019 UPWP

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FY 2019 UPWP

I. INTRODUCTION

The Federal Aid Highway Act of 1962 formed a federal directive for urban transportation planning in the United States. The 1962 Act, joined the encouragement of 90 percent federal funding for interstate highway projects, brought about urban transportation planning to rapidly spread throughout the United States. Over the years, the federal government has attached requirements to its financial assistance.

The implementation of the 1962 Act by the Bureau of Public Roads (BPR) deciphered and created the Act's requirements related to a comprehensive, cooperative, and continuing (3-Cs) transportation planning process. The process would establish a transportation plan and provide the procedures by which it would be maintained and revised on a continuing basis. To accomplish this process in the Harlingen-San Benito urbanized area, in an agreement in 1988 between the City of Harlingen and the Office of the Governor established the Metropolitan Planning Organization for the Harlingen-San Benito Urbanized Area. In this capacity, HSBMPO as a forum for cooperative decision-making by principal elected officials of general-purpose local governments bore the responsibility for the maintenance of the urban transportation planning process.

In September 1975, the United States Department of Transportation (USDOT) disseminated rules to govern the transportation planning process, and the joint certification of the process by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). From a planning point of view, the most important facet has been the requirement that transportation projects in urbanized areas of 50,000 or more in population is based on an urban transportation planning process. It was this joint regulation that created metropolitan planning organizations. It called for the development of a Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) to establish a multi-year framework in which transportation planning would be accomplished. (23 CFR Part 420 and 23 CFR Part 450 308)The Unified Planning Work Program serves as the structure within which the transportation planning activities would be programmed and monitored.

In 1991, with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), the Mop's roles and responsibilities changed significantly. In June of 1998, the Transportation Equity Act for the 21st Century, (TEA-21), was created. The TEA-21 served to further expand the role of the MPO in the planning process.

To further build upon this, in August of 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), also known as Public Law 109-159, was ratified and signed by the President. This law authorizes federal

surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addresses the numerous challenges that face our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

Current Legislation & Guidance

Fixing America's Surface Transportation Act (FAST Act)

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

FAST Act creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

FAST Act builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

In the FAST Act, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

A.Purpose

This document is the FY 2019 Unified Planning Work Program (UPWP) for the Harlingen - San Benito Metropolitan Planning Organization. It illustrates the activities to be achieved during the period of October 1, 2018 through September 30, 2019, the funding requirements, and the agencies responsible for accomplishing the indicated tasks.

This document is divided into four sections. The first section portrays the background and history of transportation planning in our area and the physical planning area within which planning activities will be focused. The second section describes, concisely, the organizational structure of the transportation planning process and the functional responsibilities of the planning agencies involved. The third section offers a summary of the private sector involvement including the involvement of the public and other affected constituencies. The fourth section details the work activities that the Harlingen-San Benito MPO will be performing in FY 2019.

Citizens' involvement is vital to the success of transportation planning. The goal of the Harlingen – San Benito MPO's Public Involvement Efforts is to have a well-informed public that contributes to planning decisions in an important way. The methods, in which to make the information available to the public, to the maximum extent practicable include: accessible public meetings, the use of visualization techniques and having the information electronically accessible. Public meetings are to be conducted in areas with high concentration of low-income and elderly population and other minorities. Citizens are informed of the HSBMPO plans and activities through public notices, advertisements, and press releases.

In addition, the HSBMPO's web site provides up to date information regarding the HSBMPO activities. The HSBMPO's Newsletter is emailed to interested public and organizations. Citizens are also informed and encouraged to attend the monthly meetings of the Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC).

Ten (10) broad planning areas have been identified in federal law. The work tasks contained in FY 2019 UPWP have considered the following ten (10) areas, some more directly than others:

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

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

Further, the MPO supports refocusing on national transportation goals, increasing the accountability and transparency of the Federal-Aid Highway Program, and improve project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 U.S. Code § 150.

1. Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: to maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: to achieve a significant reduction in congestion on the National Highway System.
4. System reliability: to improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality: to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability: to enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. Reduced project delivery delays: to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion.

By incorporating these performance measures, the MPO can track improvements towards the accomplishment of desired outcomes for the region.

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Rule (SIP) and Safety Performance Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016 with an effective date of April 14, 2016. The Safety PM Final Rule establishes five performance measures as the five-year rolling averages for:

- (1) Number of Fatalities
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- (3) Number of Serious Injuries
- (4) Rate of Serious Injuries per 100 million VMT
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organization (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The appendices contain the following information:

- Appendix A: HSBMPO Transportation Policy Committee and Technical Advisory Committee Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance Program

B. Definition of Area

The Harlingen-San Benito MPO, established in 1988, serves as the formal transportation planning body for the Harlingen metropolitan area and is located in the heart of the Rio Grande Valley in South Texas and along the Texas/Tamaulipas border with Mexico. The Harlingen-San Benito Metropolitan Planning Organization is the MPO for Northeastern Cameron County and its member municipalities consist of the City of Harlingen, City of San Benito, City of La Feria, Town of Primera, Town of Combes, Town of Los Indios, City of Palm Valley, City of Rio Hondo, City of Santa Rosa, City of

Mercedes and the unincorporated parts of Cameron County within Precinct 3 and 4. In 2010, the Harlingen-San Benito MPO study area had a total population of 160,729 of which 135,663 of the population resided within the Harlingen Urbanized area. Based on the 2010 US Census data, the Harlingen urbanized area has grown and expanded 1.29 square miles into Hidalgo County and 12.04 square miles into Brownsville MPO and Brownsville City Limits/ETJ. The growth trend continues in the region and the MPO is projecting for the Harlingen Urbanized area population to increase to approximately 163,299 by 2020.

Appendix B-Map 1 illustrates the current MPO study area, which encompasses 344.34 square miles, and the following boundaries was last revised July 25, 2013.

Also, note that the HSBMPO has worked out an agreement with the Brownsville MPO as it relates to the Harlingen Urbanized area that remains within the Brownsville MPO. Both MPOs have an official agreement but not this agreement has not been approved by the State of Texas. We will continue to work with the Texas Department of Transportation resolve this.

C. Organization

The Harlingen-San Benito MPO consists of two (2) components that oversee the planning and distribution of federal transportation dollars within a defined area. The two (2) components are the following:

Transportation Policy Committee (TPC)—This is the decision-making committee of the MPO that consists of elected officials that represent all of the participating government entities and agencies in the MPO study area. The following entities/municipalities are represented by their respective elected officials: City of Harlingen, City of San Benito, City of La Feria, Town of Primera, Town of Combes, Town of Los Indios, City of Palm Valley, City of Rio Hondo, City of Santa Rosa, City of Mercedes, and Cameron County within Precinct 3 and 4, and Texas Department of Transportation (TxDOT).

The Transportation Policy Committee (TPC) is responsible for giving the MPO overall transportation policy guidance in the transportation and programming process. Policy actions are made by the TPC in reference to current transportation issues and policy actions are made in reference to transportation documents/plans. The Transportation Policy Committee has the following responsibilities:

1. Provide direction to support the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, the Transportation Improvement Program, and the Metropolitan Transportation Plan (Long Range Transportation Plan) in accordance with federal regulations and statutes.
4. Review the limits of the MPO Study Area and make appropriate revisions.

5. Authorize transit planning technical assistance to transit operating agencies at their request.
6. Identify the kinds of consultant projects eligible for federal transportation funding.

The Transportation Policy Committee shall consider the recommendation of the Technical Advisory Committee on any plan or project to be discussed.

Technical Advisory Committee (TAC) & MPO Staff shall be a group of local municipal and county government representatives appointed by the Transportation Policy Committee to investigate, research, and report all issues charged to them for the Transportation Policy Committee's consideration in developing regional transportation planning process. The Technical Advisory Committee has the following responsibilities:

1. Assist the Transportation Policy Committee with technical tasks associated with developing the Unified Planning Work Program (UPWP) and recommend its adoption by the Transportation Policy Committee.
2. Review transportation related studies within the Harlingen-San Benito Metropolitan Planning Area and make recommendations to the Transportation Policy Committee and other agencies.
3. Provide technical support in the preparation of the Metropolitan Transportation Plan (MTP) and recommend its adoption by the Transportation Policy Committee.
4. Review the Transportation Improvement Program (TIP) and other high priority projects and recommend its adoption by the Transportation Policy Committee.
5. Advise the Transportation Policy Committee on technical matters and, if specifically authorized by the Transportation Policy Committee, on the policy matter with accompanying recommendations and supporting rationale.

In addition, the ***Harlingen-San Benito MPO staff*** shall provide continuous technical support to the transportation planning programs and is tasked with establishing an impartial setting for effective decision making, providing technical information to the Transportation Policy Committee and other co/sub committees, developing documents required by the federal government, and involving the public in the decision-making process.

A list of the committee members may be found in Appendix A and the duties and responsibilities may be found in the Harlingen-San Benito MPO Bylaws and Operating Procedures, which were adopted March 10, 1994 and last revised and approved by the Transportation Policy Committee (TPC) on July 9, 2014.

D. Private Sector Involvement

The HSBMPO is focused on performing all of the FY 2019 UPWP subtasks utilizing our own staff and with the assistance from area entities and the private sector. However, depending upon the availability of local resources and federal funding availability, the

HSBMPO may seek to secure professional services such as the Multi-Modal Feasibility Study. The private sector is composed of developers and consultants and plays a most important role in land use development within the MAB and in the construction of the transportation infrastructure. The Harlingen - San Benito MPO recognizes this role and promotes the private sector involvement in the HSBMPO projects and programs. The Harlingen - San Benito MPO approaches private sector contributions in two principal ways. First, it encourages private sector participation at MPO policy and technical committee meetings or public hearings by maintaining a list of interested parties and advising them of scheduled meeting dates, agendas and locations. Secondly, the HSBMPO ensures that programmed projects are advertised and Requests for Proposals (RFP's) are solicited from consultants on the mailing list and the public.

E. Planning Issues and Emphasis

The HSBMPO will strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that support common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhance multi-jurisdictional communication will collaboration, policy implementation, technology usage, and performance management. Through the transportation planning process, HSBMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, school/education, and recreation.

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2019. The PEAs include:

MAP-21 Implementation: Transition to Performance Planning and Programming: We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work task could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.

Models of Regional Cooperation: Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO, and State boundaries – To improve the effectiveness of transportation decision-making, we encourage State DOTs, MPOs, and providers of public transportation to think beyond

the traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resource, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas.

Ladders of Opportunity: Access to essential services – We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, school/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with American with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

FY 2019 UPWP

Task 1.0 Administration / Management

A. Objective

To accomplish, on an on-going basis, the plans and programs necessary to administer the Federal transportation planning grants and maintain the “3-C” planning process in and for the Harlingen - San Benito Metropolitan Area.

B. Expected Products

- Budget and manage transportation planning funds
- Correspondence, memoranda, agreements, agenda creation, record keeping of minutes
- Prepare billings and quarterly performance reports and perform accounting tasks such as payroll, accounts payable, and purchasing, travel requisitions
- Facilitation of public meetings and hearings and publication of MPO activities
- Staff attendance at training and educational courses, seminars and meetings including the TxDOT planning conference, public transportation annual conference and MPO roundtable (TEMPO) meetings.
- Provide planning assistance to local entities
- Update the Public Participation Plan, if needed
- Execute consultant contract documents
- Preparation of MPO meeting packets and minutes
- Develop and distribute quarterly Harlingen - San Benito MPO newsletter
- Conduct annual staff performance reviews
- Hiring of additional staff
- Update and maintain MPO website
- Technical and Policy Committee workshops to include an Introduction to the MPO for new members and plan updates.
- Purchase of office supplies and office furniture
- Purchase of computer software and upgrade equipment

C. Previous Work (FY 2017)

- General administrative functions
- Coordination of transportation planning and implementation activities with other agencies and organizations
- Provide support for all meetings of the transportation planning process

- Provide staff access to courses, workshops and seminars
- Development and publication of the HSBMPO newsletter

D. Subtasks

The following subtasks will be performed to achieve the objectives of this task. The objectives of each subtask are listed in detail within each subtask description on the following pages.

1.1 Program Administration/Communications

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the "3-C" planning process; coordination of transportation planning activities; budgeting and management of transportation planning funds; and sponsoring and conducting meetings including providing support to policy and advisory bodies.

This subtask will also be charged for the following:

- The upgrade and or addition of computer hardware and software, which includes, but is not limited to Geographic Information System (GIS) and associated hardware, software, equipment, licenses, and applications that includes, ArcGIS, TRANSCAD, and any other software and equipment as appropriate and necessary for analysis, reports, and functions related to transportation planning. Additional computers and software may be purchased as additional staff is employed during FY 2019.
- Expenses incurred for plotter warranty, printer warranty and printer maintenance. A description of plotter/printer/computer hardware and software purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation & Federal Highway Administration for approval prior to acquisition.
- This subtask also includes purchases of general office supplies, office furniture and appropriate charges for food.
- Other normal administrative costs for joint office equipment such as postage machine and other equipment are included.
- Administrative costs and staff hours related to the preparation and coordination with consultants and development of RFPs.
- Rental/lease of building to house the HSBMPO staff
- Procurement of Legal Services
- Purchase of tablets like iPads, Surface Pro, Samsung Galaxy Tab to use during the TAC & TPC meetings for the meeting packets. (this would eliminate the paper TAC & TPC packets)
- Rental of Conference Room Space related to hosting/coordinating a MPO Workshop and/or hosting an Association Texas of MPOs Meeting, or any related Seminar/Conference/Workshop.

1.2 Professional Development

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. These vary depending on its availability during fiscal year 2019.

- ❑ 2019 International ESRI User Conference (GIS/mapping conference) in San Diego, CA July 8- July 12, 2019;
- ❑ Association of Metropolitan Planning Organization Annual Conference (AMPO);
- ❑ Transportation Research Board Annual Conference in Washington, DC January 13-17, 2019;
- ❑ NACTO Designing Cities Conference October 1 – 4, 2018 in Los Angeles, CA
- ❑ Texas Associations of MPOs (TEMPO) in a Texas City quarterly meetings will be announced throughout the year;

1.3 Public Outreach

This activity is for public involvement which includes, reaching out to the community and seeking their concerns on their current and expected transportation needs and to permit the MPO to offer information on planned projects. The goal of this task is to increase the public's awareness of the transportation planning processes and activities and provide ample opportunity to participate and/or comment.

This task includes the HSBMPO quarterly newsletters, website maintenance, newspaper advertisements and public notices for various MPO documents updates and revisions such as the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and bicycle & pedestrian efforts.

- *E-Newsletters:* Quarterly Newsletters will be distributed via email. The newsletters will be posted in the www.hsbmpo.org.
- *Website:* The HSBMPO website will be the general public's venue for obtaining public comment/input as part of the transportation planning process. The HSBMPO website will be periodically updated to include transportation planning information, documents and reports, meeting minutes, board meeting agendas, public comment announcements and the HSBMPO will post draft and final documents and reports on the website in a timely manner and will continue to be innovative and expand and further develop the following sections in the website: What is an MPO? and the GIS sections, which will incorporate visualization tools.

The HSBMPO will also seek for other outreach initiatives/options such as radio, bus wraps, short video ads, attending outreach events/activities and distribution of MPO

literature and other outreach materials that will encourage the community to engage and become actively involved in the transportation planning process. The following are some of the Outreach events/activities that the MPO staff will be attending:

- PD Night Outs throughout the MPO
- Harlingen Half Marathon
- Jalapeno 100
- Host and Coordinate Various Bike Rides within the Harlingen-San Benito MPO area
- HSBMPO 5K/1 mile
- Harlingen Social Bike Rides
- Host and Coordinate Various Open Streets Projects throughout the HSBMPO Area like: Viva Streets Harlingen, Cyclobias, etc.
- National Bike Month & Bike to Work Day

E. FUNDING SUMMARY

Task 1.0 FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect 5307	SPR²	Local	Total
1.1	MPO	\$207,985				\$207,985
1.2	MPO	\$30,000				\$30,000
1.3	MPO	\$16,000				\$16,000
Total		\$253,985				\$253,985

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

² SPR - This supplemental funding is State Planning and Research Funds approved by the Texas Department of Transportation (TxDOT) – Transportation Planning and Programming Division.

Task 2.0 Data Development and Maintenance

A. Objective

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

B. Expected Products

Data development and analysis assists in the form of the transportation plans and programs and public transportation planning. The MPO, coordinating with TxDOT will collect and analyze the socioeconomic data to develop the travel demand model base and forecast years, as input for the Metropolitan Transportation Plan (MTP). Geodatabases will be developed and maintained for Environmental Justice/Title VI as well as other aspects that affect transportation planning.

Revise, maintain and update: population, land use, housing, building permits, employment, street inventory, pavement conditions, sidewalks, pedestrian trails, traffic, functional classification updates as needed, and other transportation related maps. Create new transportation data layers as model development. Continue to utilize an integrated mapping/database system for data retrieval, analysis, projection, mapping, and graphic publication on elements of transportation planning tasks.

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. (\$657,807 SPR)

C. Previous Work (FY 2017)

- Developed Transportation Policy and Technical Advisory Committee graphics & visuals;
- Worked on the MTP Illustrative Listing Map;

D. Subtasks

The following subtasks will be performed to achieve the objectives of this task. The objectives of each subtask are listed in detail within each subtask description on the following pages.

2.1 Geographic Information System

On-going data collection, analysis, and mapping of data related to population, minority populations, low-income population, employment density maps, MPO boundary updates, environmental and other data types that relate to transportation. Create and update any MPO maps related to the transportation planning process.

This subtask will also include the collection of traffic counts and development of Annual Traffic Counts Report. The HSBMPO will continue the yearly traffic counts report with the assistance from member cities and the Texas Department of Transportation.

2.2 Performance Measures Data

As part of the transportation planning process, and as part of FAST Act, the MPO plans to collect data related to the Safety PM, PM 2, and PM 3 with the assistance from the Texas Department of Transportation (TxDOT) and Texas A&M Texas Transportation Institute (TTI).

E. FUNDING SUMMARY

Task 2.0 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	MPO	\$12,000	0	0	\$12,000
2.2	MPO	\$4,000	0	0	\$4,000
TOTAL		\$16,000	0	0	\$16,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Task 3.0 Short Range Planning

A. Objective

Provide short range planning essential to the provision of transportation services and the development of transportation plans as required by FAST Act. All documents such as the TIP, PPP, MTP, and UPWP need to reflect the planning requirements that are presented in the Fixing America's Surface Transportation Act, which was signed into law by the president on December 4, 2015.

To also address the freight mobility needs by sustaining multimodal decisions to reduce congestion caused by personal vehicles; provide support for general planning studies, projects, and research to further inter-modal freight concerns and multimodal person transportation alternatives; encourage inclusion of operational and management issues and approaches as well as capital investment in the metropolitan transportation planning process; assist in developments for proposals to promote multimodal and inter-modal opportunities on area roadways. Participate in freight conferences, net- and teleconferences.

B. Expected Products

- FY 2019- 2022 Transportation Improvement Program revisions;
- FY 2019 UPWP revisions;
- Development of the FY 2019 UPWP;
- Prepare 2018 Annual Performance and Expenditure Report (APER);
- Prepare FY 2018 Annual Listing of Projects;
- Update consultant and interested party mailing list;
- Monitor public transportation needs thru participation on Transit Advisory Panel;
- Review of service providers, analysis of transit need, grant application review, transit plan review, funding formula analysis, and to review previous studies to determine current transit priorities;
- Expansion of Metropolitan Area Boundaries (as necessary)

C. Previous Work (FY 2018)

- FY 2017-2020 TIP revisions
- FY 2018 UPWP revisions
- Development of the FY 2019 UPWP
- Provided general technical assistance on the enhancement program;

- Monitor public transportation needs by participation on Transit Advisory Panel, review of service providers, grant application review, transit plan review, funding formula input sessions
- FY 2017 Annual Project Listings
- FY 2017 Annual Performance & Expenditure Reports (APER)

D. Subtasks

The following subtasks will be performed to achieve the objectives of this task. The objectives of each subtask are listed in detail within each subtask description on the following pages.

3.1 Transportation Planning

This subtask will include the following:

- Amendments and Revisions to the 2019-2022 TIP;
- Annual Listing of Projects;
- Amendments and revisions of the FY 2019 UPWP;
- Development of FY 2020 UPWP;
- Development of Annual Performance & Expenditures Report;
- Public Participation and Limited English Proficiency Plan updates and/or revisions;
- Implementation of FAST Act planning requirements, which include the incorporation of performance measures.

3.2 Public Transportation Coordination

Coordinate with the local transit provider on any public transportation related issues. Continue to work with the Lower Rio Grande Valley Development Council - Valley Metro on their planning activities and participate in the Regionally Coordinated Transportation Planning process.

E. FUNDING SUMMARY

Task 3.0 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
3.1	MPO	\$12,000	0	0	\$12,000
3.2	MPO	\$2,000	0	0	\$2,000
TOTAL		\$14,000	0	0	\$14,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN (MTP)

A. Objective:

Develop, document, and adopt the Metropolitan Transportation Plan (MTP) to meet the needs of the metropolitan area for a 25-year horizon in accordance with federal, state, and local regulations. The Metropolitan Transportation Plan (MTP) will be modified or amended when needed to meet the urbanized area's current transportation needs.

B. Purpose:

This subtask will keep the 2015-2040 Metropolitan Transportation Plan (MTP) current by making amendments as required, with the involvement of public officials and citizens, and in compliance with the requirements of FAST Act and subsequent authorizations. Also, staff will review and update the policies, goals, and objectives of the different elements of the plan process based on the next transportation bill.

C. Expected Products:

MPO staff, with guidance provided by the MPO Committees, will continue to work with the Texas Department of Transportation in the development of the Travel Demand Modal, with the assistance from a consultant hired by TxDOT.

D. Previous Work (FY 2018):

- Updated the 2015-2040 MTP.
- MPO staff with TxDOT TPP and TTI in the development of the Travel Demand Model.

E. Subtasks:

4.1 Harlingen-San Benito Metropolitan Transportation Plan (MTP)

This subtask will include amendments and revisions to the 2015-2040 Harlingen-San Benito Metropolitan Transportation Plan (MTP). With the help of a consultant, develop the 2020-2045 MTP Document.

4.2 Travel Demand Model (TDM) Analysis

This subtask will includes the worked perform to update and maintain the Travel Demand Modal. MPO staff will worked closely with TxDOT TPP and the consultant on the new Travel Demand Modal. (Consultant hired by TxDOT)

E. FUNDING SUMMARY

Task 4.0 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
4.1	MPO	\$15,000	0	0	\$15,000
4.2	MPO	\$5,000	0	0	\$5,000
TOTAL		\$20,000	0	0	\$20,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Task 5.0 Special Studies

A. Objective

To undertake studies of specific aspects of the transportation system in order to provide the specialized information required to adequately develop an efficient, multi-modal mobility system for the Harlingen-San Benito study area.

B. Expected Products

- 2020-2045 Metropolitan Transportation Plan Document

C. Previous Work (FY 2018)

- None

D. Subtasks

5.1 HSBMPO Metropolitan Transportation Plan

The MPO will hire a consultant to assist in the 2020-2045 Metropolitan Transportation Plan (MTP) Development.

F. FUNDING SUMMARY.

Task 5.0 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	MPO	\$120,000	\$0	\$0	\$120,000
TOTAL		\$120,000	\$0	\$0	\$120,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

BUDGET SUMMARY

TABLE 1 – Harlingen-San Benito URBAN TRANSPORTATION STUDY – FY 2019

UPWP Task	Description	TPF¹ Funds	FTA Sect. 5307	SPR	Total Funds
1.0	Administration-Management	\$253,985	0	0	\$253,985
2.0	Data Development and Maintenance	\$16,000	0	0	\$16,000
3.0	Short Range Planning	\$14,000	0	0	\$14,000
4.0	Metropolitan Transportation Plan	\$20,000	0	0	\$20,000
5.0	Special Studies	\$120,000	0	0	\$120,000
TOTAL		\$423,985	0	0	\$423,985

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$281,535
Estimated Unexpended Carryover	<u>\$142,450</u>
TOTAL TPF	\$423,985

² Estimate based on prior years' authorizations

APPENDIX A
MEMBERSHIP

**HARLINGEN-SAN BENITO MPO
TRANSPORTATION POLICY COMMITTEE**

Mayor Ben Gomez	Chair	City of San Benito
Mayor Chris Boswell	Vice Chair	City of Harlingen
Commissioner David Garza	Member	Cameron County Precinct 3
Commissioner Gus Ruiz	Member	Cameron County Precinct 4
Mayor Olga H. Maldonado	Member	City of La Feria
Mayor George Rivera	Member	City of Palm Valley
Mayor Dave R. Kosch	Member	City of Primera
Mayor Mark Sanchez	Member	City of Combes
Mayor Gustavo Olivares	Member	City of Rio Hondo
Mayor Rick Cavazos	Member	City of Los Indios
Mayor Andres Contreras	Member	City of Santa Rosa
Pedro Alvarez, District Engineer	Member	TxDOT Pharr District
Dan Serna City Manager	Member	City of Harlingen
Manuel De La Rosa City Manager	Member	City of San Benito

**HARLINGEN-SAN BENITO MPO
TECHNICAL ADVISORY COMMITTEE**

Joel Garza MPO Director	Chairperson	HSBMPO
Raymond Sanchez TPP	Member	TxDOT Division Office
Gabriel Gonzalez, Asst. City Manager	Member	City of Harlingen
Bernard Rodriguez, Director of Planning	Member	City of San Benito
Ben Medina, City Manager	Member	City of Rio Hondo
Rodrigo Davila Director of Planning	Member	City of Harlingen
Veronica Flores, City Administrator	Member	City of Primera
David A. Garcia, County Administrator	Member	Cameron County
Roberto , Planning Director	Member	City of La Feria
City Secretary	Member	City of Santa Rosa
Homer Bazan TP&D Director	Member	TxDOT Pharr District
Ponciano Longoria, City Engineer	Member	City of Harlingen
John Bocanegra, Mobility Manager	Member	Valley Metro
Sylvia Treviño, City Secretary	Member	City of Palm Valley
Aida Gutierrez, City Secretary	Member	Town of Combes
Juan Bosquez Area Engineer	Member	TxDOT San Benito Office
David Vera Engineer	Member	TxDOT San Benito Office
Andres Espinosa Engineer	Member	TxDOT San Benito Office

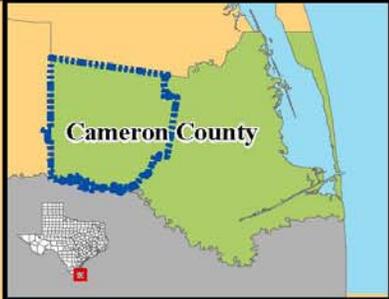
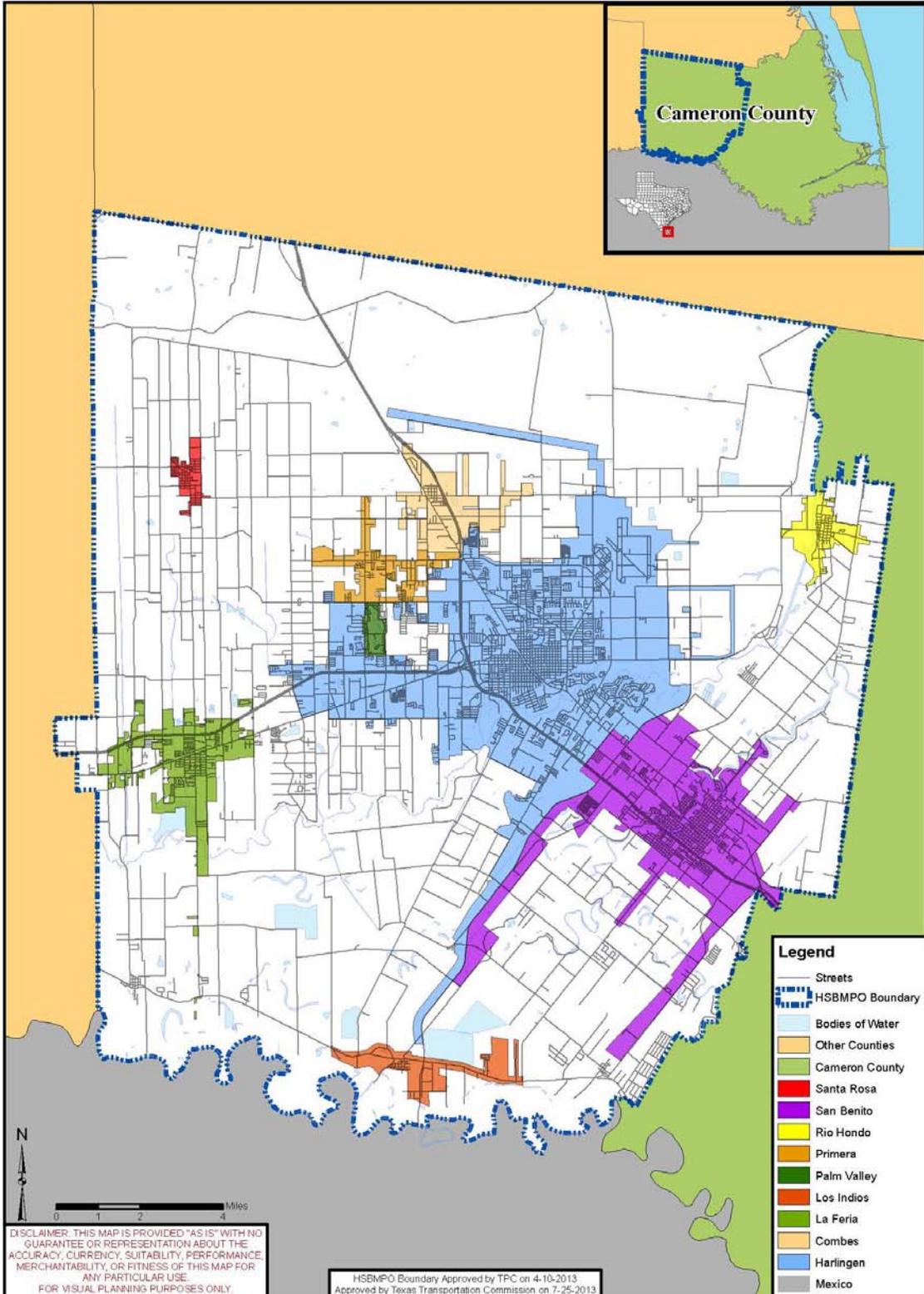
APPENDIX B

METROPOLITAN AREA BOUNDARY MAP

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



Harlingen-San Benito MPO Boundary Map



DISCLAIMER: THIS MAP IS PROVIDED "AS IS" WITH NO GUARANTEE OR REPRESENTATION ABOUT THE ACCURACY, CURRENCY, SUITABILITY, PERFORMANCE, MERCHANTABILITY, OR FITNESS OF THIS MAP FOR ANY PARTICULAR USE.
FOR VISUAL PLANNING PURPOSES ONLY.

HSBMPO Boundary Approved by TPC on 4-10-2013
Approved by Texas Transportation Commission on 7-25-2013

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

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

**federal, state or local*

Ben Gomez, Chairman, MPO Policy Committee

Mayor, City of San Benito

Title

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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

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

Ben Gomez, Chairman, MPO Policy Committee

Mayor

Title

City of San Benito

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Ben Gomez, Mayor City of San Benito,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the Harlingen-San Benito Metropolitan Planning Organization,
(MPO)

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

Date

Ben Gomez, Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX F

CERTIFICATION of INTERNAL ETHICS and COMPLIANCE PROGRAM

I, Ben Gomez, Mayor City of San Benito,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the Harlingen-San Benito Metropolitan Planning Organization,
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Date

Ben Gomez, Chairman, MPO Policy Committee

Attest:

Name

Title