

**Rio Grande Valley
Metropolitan Planning Organization**

Official Bylaws of the Transportation Policy Board (TPB)

Designated Metropolitan Planning Organization for the Rio Grande Valley

LATEST REVISION: June 26, 2019

**Transportation Planning Policy Board
Rio Grande Valley Metropolitan Planning Organization**

PREAMBLE

Articles of Organization

WHEREAS, the Federal Aid Highway Act of 1962 required a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities of each urban area of more than 50,000 population in order to qualify transportation projects for federal aid, and;

WHEREAS, in the Rio Grande Valley area the transportation study process was established by agreement among the local governments and the State of Texas for the purpose of developing suitable transportation plans, with the prospectus for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) (FY 2020) establishing the organization and composition of the Transportation Policy Board (TPB), and;

WHEREAS, the RGVMPO shall work for the designated area, and;

WHEREAS, the main functions of the Transportation Policy Board shall be to provide policy guidance to the transportation planning process, approve the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), the Unified Planning Work Program (UPWP), and promote the implementation of the TIP and UPWP.

Now THEREFORE, the members of this committee do hereby agree to the purposes stated in these articles of organization and do associate themselves for those purposes.

ARTICLE I

1.01 Name

The name of this committee shall be the Transportation Policy Board of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO).

1.02 Purpose

The Transportation Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the Rio Grande Valley metropolitan planning area (Appendix A).

- a. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
- b. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
- c. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas

Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the RGVMPPO, has an expanded role in project selection, transportation project programming, and project funding.

- d. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Transportation Policy Board of primarily elected officials from the counties and cities in the Rio Grande Valley Region. The Transportation Policy Board will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation.
- e. The Transportation Policy Board will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Transportation Policy Board, and the authorities.
- f. The Transportation Policy Board will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
- g. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on May 14, 2019, designated the RGVMPPO Transportation Policy Board as the Metropolitan Planning Organization for transportation planning and to be the decision-making group for regional transportation policy for the Rio Grande Valley's urbanized areas. The Lower Rio Grande Valley Development Council (LRGVDC) serves as the fiscal agent for the MPO. As the designated Rio Grande Valley Metropolitan Planning Organization, the RGVMPPO must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures set forth the manner in which the Transportation Policy Board shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Rio Grande Valley metropolitan area.

1.03 Definitions

The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- a. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- b. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects, policies, and programs anticipated to be funded over the next approximately 20+ years, and to be developed consistent with federal guidelines.
- c. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Transportation Policy Board selection criteria.
- d. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the RGVMPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- e. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, International Bridges, Sea and Space Ports, and Air Carrier airports.
- f. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.
- g. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail, commuter rail, high-speed rail, and other emerging transit technologies, local and express bus routes, rapid transit, paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.
- h. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- i. Metropolitan Area Boundary. The Metropolitan Area is comprised of Cameron and Hidalgo Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- j. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Transportation Policy Board.

- k. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Transportation Policy Board in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend RGVMPPO Transportation Policy Board meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

- l. Fiscal Agent. The fiscal agent for the RGVMPPO is the entity responsible for providing fiscal, human resource and staff support services to the RGVMPPO. The responsibilities of the fiscal agent are to maintain required accounting records for state and federal funds consistent with current federal and state requirements; to provide all appropriate funding, as identified by fiscal year in the RGVMPPO, to allow the RGVMPPO staff to effectively and efficiently operate the program, to provide human resource services to the RGVMPPO, to provide benefits for the RGVMPPO staff that shall be the same as the fiscal agent normally provides its own employees, or as determined through an agreement between the RGVMPPO Transportation Policy Board and the fiscal agent. Costs incurred by the fiscal agent for these benefits shall be reimbursed by the RGVMPPO, may establish procedures and policies for procurement and purchasing in cooperation with the RGVMPPO Transportation Policy Board.

- m. Fiscal Year. The fiscal year for the RGVMPPO shall be from October 1st to September 30th.

1.04 Code of Ethics

Voting members of the RGVMPPO Transportation Policy Board must adhere to the ethical standards required of MPO members, as identified in Texas Senate Bill No. 585. Also, RGVMPPO staff members and Technical Advisory Committee shall adhere to the ethical standards required of MPO employees, as identified in Texas Senate Bill No. 585.

These standards state that RGVMPPO employees, members of Technical Advisory Committee, and/or voting members of the RGVMPPO Transportation Policy Board are prohibited from engaging in the following:

1. Accepting or soliciting any gift, favor or service that might reasonably tend to influence he/she in the discharge of official duties, or that he/she should know is being offered with the intent to influence the his/her official conduct;
2. Accepting employment or engaging in a business or professional activity that he/she might reasonably expect would require or induce he/she to disclose confidential information acquired by reason of the official position;
3. Accepting employment or compensation that could reasonably be expected to impair his/her judgment in the performance of his/her official duties;
4. Making personal investments that could reasonably be expected to create a substantial conflict between the his/her private interest and the public interest;

5. Intentionally or knowingly solicit, accept or agree to accept any benefit for having exercised his/her official powers or performing his/her official duties in favor of another.

To ensure that RGVMPPO employees, members of the Technical Advisory Committee, and RGVMPPO Transportation Policy Board members are made aware of this RGVMPPO ethics policy, the RGVMPPO Executive Director shall furnish a copy of the RGVMPPO Bylaws, (with this ethical standards section), to all new RGVMPPO Transportation Policy Board members and Technical Advisory Committee members no later than the third business day after the person qualifies for office. Further, the RGVMPPO Executive Director shall furnish a copy of the RGVMPPO Bylaws, (with this ethical standards section), and to all new RGVMPPO employees no later than the third business day after the person begins employment.

In addition, the RGVMPPO Executive Director shall develop and distribute an Ethical Standards Affidavit. This affidavit is to be signed by all MPO Policy Committee members, Technical Advisory Committee members and MPO employees.

1.05 Membership of the Transportation Policy Board

Based upon the 2010 Census, the composition of the Transportation Policy Board (TPB) voting membership is as follows:

There shall be an initial thirty-one (31)-**VOTE** Transportation Policy Board as set forth and structured as provided below. The signatories identified below to the Re-designation Agreement will be required to make any changes to the Re-designation Agreement (i.e., changes cannot be made by simply amending the bylaws). The Transportation Policy Board structure shall be as follows:

- a. The signatory cities are allocated board votes as follows: Brownsville - 4, McAllen - 3, Harlingen - 2, Edinburg - 2, Pharr - 2 and Mission - 2. All other cities over fifty thousand (50,000) population are allocated one (1) board member.
- b. Cities with a population over fifty thousand (50,000) are allocated one or more **VOTES** on the Transportation Policy Board, along with the two (2) counties and other transportation partners.
- c. Cities will be given membership on the Transportation Policy Board based on one (1) member with one vote once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional **VOTE** for each additional fifty thousand (50,000) population bracket marker reached. By way of example, McAllen would be given three (3) **VOTES** to start, with an additional one (1) **VOTE** once the city population reaches one hundred and fifty thousand (150,000).
- d. Counties will be assigned **VOTES** as follows: Cameron County - five (5) **VOTES**; Hidalgo County - seven (7) **VOTES**. Counties will add one (1) **VOTE** when population reaches five hundred thousand (500,000) population bracket marker, i.e., Cameron County will receive one (1) additional **VOTE** at five hundred thousand (500,000); Hidalgo County will receive one (1) additional **VOTE** at one million (1,000,000) marker.
- e. For Cameron County's five (5) **VOTES**, one of their allotted **VOTES** shall be an elected official or City Manager from the governing body of the next largest city in the county that is not otherwise represented on the Transportation Policy Board (currently San Benito).

- f. All population requirements will be determined based on the most recent U.S. Decennial Census. Transportation Policy Board membership shall be adjusted following publication of each official decennial census. The total initial board membership will be a thirteen (13) members with thirty-one (31) corresponding **WEIGHTED VOTES**, as set forth in Table 1.
- g. Smaller cities are represented through the vote of the county in which it is located, through non-voting membership, or through the Technical Advisory Committee.
- h. Additional ex-officio members may be added. Ex-officio members do not vote or count for the purposes of a quorum.
- i. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement: Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr. The Chair and Vice Chair will also be Transportation Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Table 1. Transportation Policy Board			
	2010 Population by City	Members	Weighted Votes
Hidalgo County	240,273	1	7
City of Brownsville	175,023	1	4
Cameron County	136,486	1	4
City of McAllen	129,877	1	3
City of Edinburg	77,100	1	2
City of Mission	77,058	1	2
City of Pharr	70,400	1	2
City of Harlingen	64,849	1	2
City of San Benito (<i>*reference section 1.05, e.</i>)	24,250	1	1
Cameron County RMA		1	1
Hidalgo County RMA		1	1
Valley Metro		1	1
TxDOT Pharr District		1	1
Additional cities (N=number of cities that reach the 50,000-population threshold)			
Total		13	31

- j. Title 23, U.S.C. Section 134(d) (2) outlined the membership goal stating that Transportation Policy Boards shall consist of local elected and appointed officials. Therefore, member entities shall appoint elected and appointed officials to the Transportation Policy Board. In the event an elected official is unseated from their elected status, their term on the Transportation Policy Board will end at the next Annual Meeting. All Transportation Policy Board members are appointed and may be removed by their Governing Body at any time. Additionally, if a Transportation Policy Board member will be unable to attend a meeting, that member may, in writing, appoint a voting proxy to vote in his stead and be counted for quorum purposes.
- k. Each of the following agencies or offices shall be represented by one (1) non-voting member and they shall be referred to as ex-officio members:
 - i. United States Senators, United States Representatives, State Senators, and State Representatives, serving the RGVMPPO area.
 - ii. Federal Highway Administration
 - iii. Federal Transit Administration
 - iv. Texas Commission on Environmental Quality
 - v. Federal Aviation Administration
 - vi. Lower Rio Grande Valley Development Council (LRGVDC)
 - vii. Others, as may be appropriate
- l. Individuals serving on this Transportation Policy Board shall be designated in writing by the following:

County Member	County Commissioners' Court
City Members	Mayor, City Council, or City Manager
Cameron County RMA	CCRMA Board of Directors
Hidalgo County RMA	HCRMA Board of Directors
Valley Metro	LRGVDC Board of Directors
TxDOT Pharr District	Pharr District Engineer
- m. Attendance records of the Transportation Policy Board meetings shall be kept in accordance to the Open Meetings Act. These records shall be sent to members annually.
- n. Members of the Transportation Policy Board who have missed two (2) consecutive meetings shall be informed of their absences by a letter from the Director. Appointing bodies will be asked if they wish to change their member representative due to the absences. Any voting member who has missed three (3) consecutive meetings shall be placed on ex-officio status and be so informed by letter from the Chairman.
- o. In order for the member to regain full voting status, the suspended member must show good faith effort to regain the voting status. A good effort is attending two (2) consecutive meetings as an ex-officio member. Attendance at three (3) consecutive meetings by the member who has been placed on ex-officio status shall restore said member to full voting membership.
- p. Proxies or alternates for all positions on the Transportation Policy Board will be allowed, provided all of the following conditions are satisfied:

- i. The proxy appointment must be confirmed in writing and said correspondence is to be filed and acknowledged by the RGVMPPO staff;
- ii. The proxy acts on behalf of and under the supervision of the Transportation Policy Board member who appointed the proxy; and
- iii. The proxy member is authorized to vote for the policy member who appointed the proxy.

1.06 Technical Advisory Committee

- a. The purpose of the Technical Advisory Committee is to review technical issues and develop preferred technical alternatives for Transportation Policy Board action. The following entities shall have one voting seat on the Technical Advisory Committee:
 - i. Each city represented on the Transportation Policy Board
 - ii. Cameron County
 - iii. Hidalgo County
 - iv. TxDOT Pharr District
 - v. Valley Metro
 - vi. Brownsville Metro
 - vii. McAllen Metro
 - viii. Navigation District: Port of Brownsville, Port of Harlingen, Port Isabel - San Benito Navigation District
 - ix. Airports: Valley International Airport, Brownsville/South Padre Island International Airport, McAllen International Airport, South Texas International Airport
(Note: Airports shall be represented by each corresponding city and shall not have a specific member appointed or additional vote.)
 - x. Cameron County RMA
 - xi. Hidalgo County RMA
 - xii. Cameron County Spaceport Development Corporation
- b. The following entities shall have one non-voting seat on the Technical Advisory Committee: Lower Rio Grande Valley Development Council, Federal Highways Administration, and Federal Transportation Administration. TxDOT may appoint up to two non-voting members.
- c. Individuals serving on this Technical Advisory Committee shall be designated in writing by the appointing jurisdiction.
- d. Non-voting entities are welcome to participate in discussions as ex-officio members. Ex-officio members can become voting members if the need develops and the action is approved by the RGVMPPO Transportation Policy Board.
- e. Alternates will be allowed to vote in the place of the member they are representing provided they are designated in writing prior to the start of any Technical Committee Meeting.
- f. Other Sub-committees may be established by the RGVMPPO Transportation Policy Board as deemed necessary, including specifying the membership and duration of each. Transportation Policy Board members and Technical Advisory Committee members may be designated for sub-committee membership.

1.07 Regular Meetings

- a. Frequency: Regular meetings will be called on a schedule with a specific time and day to be determined by the RGVMPPO Transportation Policy Board at its first meeting with at least four (4) public meetings per year.
- b. Method of Calling Special Meetings:
 - i. The Chair and Vice-Chair collectively may call meetings.
 - ii. Any six (6) members may request that a meeting be called by written request to the Chair.
- c. Meeting Notices

The RGVMPPO Executive Director or his/her designee will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each Transportation Policy Board member in writing and to the general public in accordance with the provisions of the Texas Open Meetings Act. The Transportation Policy Board members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the Open Meetings Act.

- d. Meeting Facilities

The RGVMPPO Transportation Board shall designate the location for the meetings. It will be the responsibility of the RGVMPPO Executive Director or his/her designee to make arrangements for the meeting place.

- e. Minutes

The RGVMPPO Executive Director or his/her designee shall keep a record of the proceedings of the board. These minutes will be recorded and summarized in writing.

1.08 RGVMPPO Executive Director

- a. The RGVMPPO Transportation Policy Board shall be responsible for establishing staffing needs and hiring, supervising, terminating, annual evaluation and establishing salary compensation of the RGVMPPO Executive Director.

The RGVMPPO Executive Director shall serve at the pleasure of the RGVMPPO Transportation Policy Board, performing all duties assigned and implementing all resolutions adopted by the RGVMPPO Transportation Policy Board. The RGVMPPO Executive Director shall at all times provide all information to the entire RGVMPPO Transportation Policy Board.

- b. In addition, the RGVMPPO Executive Director:

- i. Shall be responsible for general management, hiring and termination of employees, and day-to-day operations of the RGVMPPO under applicable policy and law;
 - ii. Will make presentations to the RGVMPPO Transportation Policy Board on pending issues and provide the staff support necessary to enable the smooth functioning of both the RGVMPPO Transportation Policy Board and the RGVMPPO Technical Committee meetings;
 - iii. Assure compliance with federal and state transportation planning regulations and provide certifications to the appropriate funding agencies;
 - iv. Administer and coordinate RGVMPPO activities with member agencies and the Texas Department of Transportation;
 - v. Provide staff support for the RGVMPPO Transportation Policy Board and the RGVMPPO Technical Advisory Committee;
 - vi. Prepare the RGVMPPO Transportation Policy Board meeting agenda and distribute it accordingly;
 - vii. The RGVMPPO Executive Director may delegate the foregoing duties and responsibilities as the Executive Director deems appropriate provided such delegation does not conflict with applicable law or any express direction of the RGVMPPO Transportation Policy Board.
- c. Interim RGVMPPO Executive Director. The RGVMPPO Transportation Policy Board may designate an Interim RGVMPPO Executive Director to perform the duties of RGVMPPO Executive Director during such times as the position of Executive Director is vacant. The Interim RGVMPPO Executive Director need not be an employee of the RGVMPPO.

1.09 Contracts and Purchases

All contracts and purchases on behalf of the RGVMPPO shall be entered into and made in accordance with rules of procedure prescribed by LRGVDC as the fiscal agent and applicable laws and rules of the State of Texas.

1.10 Sovereign Immunity

The RGVMPPO will not by agreement or otherwise waive or impinge upon its sovereign immunity or of any constituent member.

1.11 Quorum

Sixty-five percent (65%) of the weighted vote, and a minimum of six (6) members of the RGVMPPO Transportation Policy Board (excluding ex-officio members) must be present to constitute a quorum.

If sixty-five percent (65%) of the weighted vote of the RGVMPPO Transportation Policy Board is a partial number, said number shall be rounded up to the nearest whole number (21 weighted votes).

1.12 Vote of the Membership

- a. A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize action of the RGVMPO Transportation Policy Board.
- b. The RGVMPO Executive Director or his/her designee will serve to validate membership credentials.
- c. Bylaws may be amended by independent action of the Transportation Policy Board within the time limit set by the Transportation Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the RGVMPO Transportation Policy Board to receive written ballots. The following is required to amend the bylaws:
 - i. A supermajority seventy-five percent (75%) of the full RGVMPO Transportation Policy Board (regardless of presence or quorum) must agree to adopt the amendment; and,
 - ii. The supermajority voting to adopt the amendment must include all RGVMPO Transportation Policy Board members from Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr voting for the amendment.

The bylaws may not be amended to change the composition of the RGVMPO Transportation Policy Board or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

1.13 Lower/Central/Upper RGV Subregion Funding Split

- a. All funding distributions and scenarios shall be in compliance with federal and state laws and regulations. Should funding distribution not be in compliance, funding shall be distributed by the RGVMPO Transportation Policy Board in a manner consistent with this Re-designation Agreement, RGVMPO bylaws and federal and state statutes and regulations.
- b. The boundaries of sub-regions will be automatically adjusted to include any changes in Census Designated Urbanized Areas. Any other changes in the boundaries of the sub-regions must be approved by the Transportation Policy Board members and a majority of the signatories from the affected sub-region. The creation of any new sub-region by the addition of territory not originally included in the RGVMPO must be approved by a majority of Transportation Policy Board members and the signatories.
- c. Assuming that anticipated funding does not change for the life of the projects, the RGVMPO will honor all the existing projects currently within the Unified Transportation Program (UTP) period (2020-2029) of the three (3) existing MPOs. Beginning with the 2020 UTP the RGVMPO will select projects utilizing their project selection procedures as funding becomes available.
- d. The RGVMPO is divided into three (3) sub-regions for the distribution of Category 2 (including all funds allocated through the Category 2 formula) and Category 7 funds to the region. The Lower RGV Sub-region consists of the eastern portion of Cameron County that lies within the

Metropolitan Planning Area. The Central RGV Sub-region consists of the western portion of Cameron County that lies within the Metropolitan Planning Area. The Upper RGV Sub-region consists of all of Hidalgo County which is also within the Metropolitan Planning Area. To ensure an equitable distribution of funding between the three (3) sub-regions the RGV MPO Transportation Policy Board applies a funding distribution that fairly credits each sub-region within all applicable federal and state laws.

- e. The sub-allocation of funding to each sub-region will be determined using the Category 2 Transportation Management Area funding formula as provided in the Texas Administrative Code Title 43, Part 1, Chapter 1, Subchapter D, Rule 16.154 or as amended hereafter by action of the Texas Transportation Commission. Any change to the sub-allocation of funding sources or sub-allocation funding formula must be approved by a majority of the Transportation Policy Board members and a majority of the signatories from the effected sub-region.

ARTICLE II

2.00 Officers

2.01 Chair

The Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. The Chair shall perform the duties usually assigned to the office, such as preside at all meetings of this committee, be an ex-officio member of any subcommittee formed within this body and vote as a regular member of the board.

2.02 Vice Chair

The Vice Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. In the absence of, or in case of the inability of the Chair to act it shall be the duty of the Vice Chair to perform all the duties of the Chair.

2.03 Term of Office

Both the Chair and the Vice Chair shall serve two (2) year terms. In any given term, the Chair shall be from either Cameron County or Hidalgo County with the Vice Chair being from the other county and succeeding the Chair when the Chair's term is complete. No one can serve twice unless all board members have served at least once.

2.04 Time of Election

After the initial election of officers, the officer election will be held during the first meeting after the beginning of the defined fiscal year.

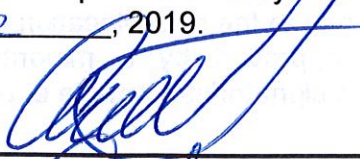
2.05 Special Elections


In the event the Chair is unable to serve, the Vice Chair shall assume the office of Chair and call a special election at the next regular, special, or Annual Meeting to fill the office of Vice Chair for the remaining portion of the term. Should the Vice Chair be unable to serve, the Chair shall call a special

election at the next regular, special, or Annual Meeting to fill the office of Vice Chair for the remaining portion of the term. If both the Chair and Vice Chair are unable to serve, the RGVMPPO Executive Director or his/her designee shall call a special election at the next regular, special, or Annual Meeting to fill these vacancies for the remaining portion of the term.

APPROVED

These bylaws were approved by a two-thirds affirmative vote of the voting members of The RGVMPPO Transportation Policy Board with a quorum present on the 26 day of June, 2019.


_____, Chair


_____, RGVMPPO Executive Director

