

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2010-2011



San Angelo Metropolitan Planning Organization

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Participating Agencies:

City of San Angelo, Tom Green County, and the Texas Department of Transportation

In Cooperation With:

United States Department of Transportation, Federal Highway Administration, Federal Transit Administration

Disclaimer

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SAN ANGELO METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEMBERSHIP

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Chrisy Currier
Realty Specialist, Federal Highway
Administration – Texas Division

Peggy Thurin
Statewide Planning Coordinator,
Transportation Planning & Programming,
TxDOT

TxDOT Representatives

Kristan Hereford
Design Resource Coordinator, San Angelo
District

Joe Clark
West Regional MPO/Rural Planning
Coordinator

MPO Staff Members

E'Lisa Smetana
MPO Director, City of San Angelo

Doray Hill, Jr.
Transportation Planner,
City of San Angelo

Sarah Tackett
Transportation Planning Technician,
City of San Angelo

Mike Smith
GIS Manager,
City of San Angelo

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I. INTRODUCTION - The history of the MPOs began in 1962, when Congress passed the Federal Highway Act which created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. This legislation required urban areas to create and implement transportation plans in order to receive Federal Highway Funds. Formal transportation planning activities in the San Angelo metropolitan area began in 1964 when the City of San Angelo, Tom Green County, the Texas Highway Department, and the U. S. Department of Commerce initiated a transportation study. This transportation study was completed in 1966 with the formal adoption of a transportation plan.

The Federal Surface Transportation Assistance Act of 1973 required the formation of a Metropolitan Planning Organization (MPO) for any urbanized area with a population greater than 50,000 (as identified by the U.S. Bureau of the Census) for the purpose of conducting the transportation planning process. MPOs were designated as the forum for cooperative regional transportation decision making. Federal funds were allocated to MPOs to support this urban transportation planning process. In 1988, the Governor of Texas designated the City of San Angelo as the Metropolitan Planning Organization (MPO) for transportation planning in the San Angelo urbanized area using the Board structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C. as the group responsible for giving the MPO overall transportation guidance.

With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, a major change in transportation planning was initiated. This act provided for an enhanced multi-modal scope that showed uniformity and interconnectivity; in addition to consideration of land use, methods to enhance transit service, and needs identified through management systems.

Expanding on this scope the passage of the Transportation Equity Act for the 21st Century (TEA-21) further integrated transportation areas. TEA-21 calls for MPOs to organize their planning process around the general guidelines of seven broad areas. To this effect, transportation plans should support the economic vitality of the San Angelo metropolitan area, make transportation safer and more secure, give people and freight greater access to mobility options, protect the environment while promoting energy conservation and improving the quality of life, improve the connectivity and integration of the current transportation system, promote efficient transportation options, and preserve existing transportation as much as possible.

In August of 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by the President. The effects of this Act placed a broader emphasis on integrating transportation planning into all modes of transportation. SAFETEA-LU states that the existing and proposed transportation facilities (including major roadways, transit, multimodal, and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) should function as an integrated metropolitan transportation system while giving emphasis to those facilities that serve important national and regional transportation functions.

A. PURPOSE - The Unified Planning Work Program (UPWP) identifies transportation planning and related activities to be conducted within the San Angelo Metropolitan Planning Organization (SA-MPO) boundaries during the Fiscal Years 2010 (10/1/09 – 9/30/10) and 2011 (10/1/10 – 9/30/11) which are funded by Federal, State, and local sources. To guide the process the UPWP identifies the following five tasks:

- Task I describes the administrative support, policy development activities, and management tools used to support the transportation planning processes.
- Task II describes the planning activities that generate or collect critical transportation data. Transportation planning requires the development of detailed databases and maps that describe the primary aspects of the transportation system. These include the condition and

use of system facilities or services, the purposes for which the system is used, the system's relationship to existing and future land uses, and the system's impact on the social, environmental and economic well-being of our region.

- Task III supports short-range planning activities. These include updates to the Transportation Improvement Program, amendments to the UPWP, coordination between public transportation providers, transit route analysis, and other activities related to immediate implementation.
- Task IV addresses the planning activities for long-range transportation needs. This includes those needed to update the Metropolitan Transportation Plan (MTP) and incorporates all modes of transportation.
- Task V involves special one-time planning activities and major corridor analyses. This task serves as the means for examining the role of alternative transportation modes, strategies, and safety for the region.

SAFETEA-LU requires the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

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

The San Angelo MPO is committed to the ongoing practice of public involvement in all aspects of the transportation planning process. The San Angelo MPO's Public Participation Plan (PPP) formerly known as the Public Involvement Policy (PIP) outlines the opportunities for citizens' input into the transportation planning activities of their community which helps provide a more distinct picture of how future transportation decisions will affect the general population. With the UPWP, public input is sought in June with the draft and again in July or August with the final presentation of the document. Public comments and input are incorporated where applicable.

B. DEFINITION OF THE SAN ANGELO PLANNING AREA - The San Angelo MPO area covers approximately 96 square miles of Tom Green County. Its only urbanized area is the City of San Angelo. The 2000 Census reported a population of 88,439 for the City of San Angelo. The population outside of the City is mainly rural with spotted urbanized development. The San Angelo MPO planning area, by Federal definition, consists of the urbanized area and the contiguous geographic area likely to become urbanized within the 20-year forecast period covered by the metropolitan transportation plan. A map of the MPO boundaries is shown in Appendix B.

C. ORGANIZATION - The San Angelo MPO (SA-MPO) consists of Federal, State, and local agencies working together to avoid duplicated projects or conflicting priorities and plans. The SA-MPO consists of a Policy Board, an ad-hoc Citizen Advisory Committee, and MPO Staff.

The SA-MPO Policy Board provides direction and guidance for transportation planning in the MPO

boundaries. The Board is responsible for ensuring conformance with Federal regulations requiring that highways, mass transit, and other transportation facilities and services are properly deployed and developed in relation to the overall plan for urban development. This includes the responsibility of reviewing and approving the Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), and the Unified Planning Work Program (UPWP). The SA-MPO Policy Board is comprised of representatives from the Texas Department of Transportation, Tom Green County, the City of San Angelo, the Concho Valley Council of Governments, and the Chamber of Commerce. State and Federal elected officials are represented as non-voting members. The Mayor of San Angelo chairs the board. Policy Board members are listed in *Appendix A*.

The process of planning, maintaining, and improving the area's surface transportation system is a demanding, ongoing, and complex operation which requires the collaboration and coordination of the State and local government agencies, transportation providers, local businesses, and the residents of this region to make the process a success. The San Angelo Metropolitan Planning Organization Policy Board works cooperatively with the Texas Department of Transportation (TxDOT), the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the City of San Angelo, and Tom Green County to provide the best transportation plans possible while maintaining a financially constrained budget.

The Citizen Advisory Committee (CAC) is created as needed and provides useful information on special transportation projects within the community. Membership constantly fluctuates as public interest in transportation issues increases and wanes. Members are kept informed and invited to comment on transportation policy that affects their interest.

The MPO staff consists of planning and technical professionals that provide valuable resources for information gathering and assembling of documents that correspond to transportation issues within the MPO boundary. The City of San Angelo's Metropolitan Planning Organization Director is responsible for the direction of responsibilities and administration of the MPO. The MPO staff works closely with the Texas Department of Transportation (TxDOT) to organize, implement, and evaluate transportation plans. All work listed in the UPWP will be performed by MPO staff unless otherwise specified.

- D. PRIVATE SECTOR INVOLVEMENT** - In the past the UPWP has shown the occasional use of consultants on various special studies. Involvement in prior years has included consultants for studies ranging from Ports-to-Plains route analysis to traffic access-egress studies to downtown traffic flow patterns to bicycle/pedestrian transportation analysis. The Pedestrian Master Plan will be conducted with the use of consultants.
- E. PLANNING ISSUES AND EMPHASIS** - The UPWP emphasizes Federal requirements for transportation, especially those included in SAFETEA-LU. Along with those requirements, the MPO has identified planning issues and emphasis areas which illustrate the key highway and transit planning issues facing the MPO. These are listed in the following subcategories:

Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the MPO's long-range plan that has a twenty-five year focus and is updated every five years. The current MTP was adopted on November 17, 2004, and covers fiscal years 2005 to 2030. A new MTP is in the process of being developed for the 2010 to 2035 years and is due on December 1, 2009. This long-range plan focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation.

The MTP is a financially constrained document but it also includes a wish list of projects that could be implemented as funding becomes available. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The Transportation Improvement Program (TIP) is a four year program of highway and transit projects proposed for funding by Federal, State, and local resources within the San Angelo metropolitan area. The TIP is updated at least every two years and approved by the MPO. The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). The TIP may be amended as transportation needs or funding levels change.

The TIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects can be implemented using proposed revenue sources while at the same time maintaining and operating the existing transportation system. Only projects for which construction and operating funds can reasonably be expected to be available are included.

Projects listed in the TIP must be consistent with the long-range transportation plan. In addition to those projects, regionally significant transportation projects are included. A regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

American Recovery and Reinvestment Act (ARRA) Projects

With the passage of the ARRA, commonly known as the Economic Stimulus Package, on February 17, 2009, the MPO has been actively preparing reports and information to ensure compliance with all aspects of this project. The ARRA is designed for the development of projects that will create jobs and put people to work quickly. These projects are referred to as "shovel ready" and a timeframe has been established to ensure efficient completion of them. Weekly conference calls have been established to enable coordination with TxDOT, MPOs, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Priority projects for SA-MPO have been selected and work will continue on moving these projects forward in the letting schedule.

Travel Demand Model (TDM)

In 2005, the MPO started to update the Travel Demand Model. Part of the process, includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the Travel Demand Model (TDM). The TDM is an important part of the MPO's functions and includes updates to the Geographic Information System (GIS); analysis of demographic data; updates to the roadway network; analysis of land use data for impacts on the transportation network; analysis and review of traffic count data and patterns; and analysis and review of traffic accident data and patterns. The MPO and TxDOT are in the final stages of development of a working travel demand model.

Public Participation and Education

Emphasis is also placed on improving the public participation and also the education of those interested in the transportation planning process. This could include fostering issues such as multi-

modal aspects of bicycling, pedestrian, transit, air traffic, land-use analysis, and many others related to the improvement of transportation within our MPO boundary. This process is continually analyzed and evaluated to ensure that the public is aware and active with transportation issues in their community.

Transportation Awareness

Another area includes broadening the staff capabilities of the MPO to incorporate changes necessary for the smooth functioning of transportation planning. This is an on-going process to promote more efficient use of transportation elements, plans, and documents and also improvements for the transit reporting procedures; and consideration of safety and security in all modes of the transportation planning process.

Environmental Justice

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI and Environmental Justice. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." Environmental Justice and Title VI are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and addressing the unique needs of different socioeconomic groups. The SA-MPO Environmental Justice's initiatives strive to involve potentially affected citizens in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility through the use of its Public Participation Plan. By involving the public in transportation decisions in their neighborhoods, the MPO strives to make sure that every transportation project considers the effect on the human environment and provides as much positive benefit to them as possible.

Transit Coordination

The Concho Valley Transit District (CVTD) is working on the Regional Service Coordination Plan and the MPO is actively involved with this process. This plan is designed to improve the transit service in our region by better coordination and maintenance of effort. Another project in our region is the design and construction of a Multi-modal Terminal Building which will allow better coordination between modes of mass travel, pedestrian usage, and transportation/transit planning. This will be an on-going process and will ensure more active participation when the MPO moves to the new Multi-modal Terminal Building after its completion. Continual work with the CVTD allows the MPO a better understanding of the needs of transit users along with the providers and matching those to the needs of the community.

TASK 1.0

ADMINISTRATION AND MANAGEMENT

TASK 1.0 – ADMINISTRATION AND MANAGEMENT

This task addresses general operations of the MPO, as well as administrative and managerial activities, financial management, interagency coordination, travel, procurement, management of transportation planning, development of Title VI implementation, and miscellaneous administrative support.

- A. OBJECTIVE** - Coordination of the transportation planning activities of the MPO with the Texas Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, other interested public agencies, and the citizens of our area. Ensure a planning process that is comprehensive, cooperative, and continuing for the maximum benefit of all involved. Monitor planning activities, expenditures, and reimbursements to ensure conformity with applicable Federal, State, and local laws. Provide support to the MPO Board to enable a comprehensive functionality of actions. To provide an opportunity for a pro-active approach to public participation that provides complete information, timely notice, and full public access to key transportation decisions.
- B. EXPECTED PRODUCTS** - The MPO will perform all administration and management activities necessary to certify the planning process is meeting its objectives and to retain eligibility for Federal and State funding of projects in the San Angelo Metropolitan Planning Boundary. Products include a process that follows the requirements of applicable laws, an effective public participation program, training necessary to achieve objectives, interagency coordination, and overall management of the MPO.
- C. PREVIOUS WORK** - Administration management is an ongoing activity, and the expected products for this fiscal year are similar to those of previous years. Products for the previous year include:
- Staff support of the MPO Board including arranging meetings and providing documentation;
 - Staff support for an interagency coordination of transit related activities with the Concho Valley Transit District (CVTD) Board;
 - Staff attendance at workshops, meetings, conferences, and training sessions to improve service delivery and planning for transit and transportation;
 - Preparation and amendments to the UPWP;
 - Development of monthly, quarterly, and annual reports as required by State and Federal agencies; and
 - Administration and funding review of transportation and transit planning process.
- D. SUBTASKS** - The MPO staff will conduct the following activities unless stated otherwise. Most of the tasks are ongoing activities which staff will review and coordinate with participating agencies as appropriate.

1.1 Program Coordination and Administration Support – Administer, coordinate, and monitor the transportation planning activities in the MPO area for compliance with Federal and State requirements. Work closely with the Concho Valley Transit District, Texas Department of Transportation, City of San Angelo, Tom Green County, Chamber of Commerce, and many others to ensure the planning process continues and is comprehensive in scope. Engage in staff supervision, personnel administrative issues and other miscellaneous administrative tasks that support the function of the MPO. Prepare, and administer contracts, or agreements between the MPO, local agencies, and private consultants. Will need to purchase supplies and equipment necessary to provide transportation planning for the MPO area.

- **Computer Hardware/Software** - Purchase or lease computer hardware, software,

peripherals, and other computer related supplies, maintenance agreements, and support agreements as necessary to maximize staff efficiency and effectiveness. Due to the age of the MPO's current computers we expect to purchase two computers at approximately \$2650 each for the MPO Director and the Transportation Planning Technician.

- **Operational Supplies** - Provide for operational, office supplies, and various document publication expenses of the MPO. This will include general office supplies, ink print heads, plotter photographic paper, binding supplies, business cards, phone services, newspaper ads, copier lease, postage/shipping, and other operational items.
- **Capital Purchases** – Office furniture and file cabinets.

1.2 Program Reporting and Billing - Prepare and submit reports, documents, and correspondence to monitor the MPO activities and evaluate progress which would include maintaining and updating records; administering planning funds and financial information; maintaining the transportation grants - timesheet and billing submittal, budgeting, and financial planning; ensure the development and delivery of required reports for transit and transportation activities including: Performance & Expenditure Reports and Annual Listing of Projects Report.

1.3 Staff Training and Education - Provide for staff education and training through attendance at workshops, meetings, conferences, and training sessions to improve service delivery and planning for transit and transportation, including but not limited to: Section 5307 meetings; Texas Transportation Institute (TTI) / TxDOT Transportation Conference; Transportation Planning Conference; Texas Transit Association/Texas Public Transportation Conference; TEMPO meetings; Workshops to stay current on mapping and modeling software; Financial management training; Travel demand modeling workshops; Passenger Assistance Techniques workshops; Other technical workshops, meetings, training courses as deemed necessary or mandated for professional development purposes.

1.4 MPO Policy Board Support - Provide staff support to the MPO Board through meeting arrangements, notifications of public meetings, delivery of materials and agenda packets, and meeting minute documentation. Coordination of MPO Policy Board priorities and goals with citizen advisory committees, transit agencies, and other outside agencies including Federal, State, local, and private entities.

1.5 Planning Activity Coordination - The MPO staff will participate in City of San Angelo's meetings including City Council, along with Boards and Commissions; CVTD meetings; other stakeholders meetings; business association and developers' meetings to keep informed and disseminate information/data back on transportation emerging trends and patterns. MPO staff will consult/coordinate with local and State agencies in the development of short - and long-range transportation plans in regards to land use management, natural resources, environmental protection, conservation, historic preservation, demographics, and various other information.

1.6 Public Participation, Title VI, and Environmental Justice –The Public Involvement Policy for SA-MPO provides an opportunity for citizens, groups, agencies, and private providers of transportation to be included in the transportation planning process. Part of the process includes the ad hoc Citizen Advisory Committee comprised of citizens interested in a specific transportation issue such as bicycle/pedestrian paths. SA-MPO encourages continuing public involvement in all aspects of transportation planning. The involvement process is pro-active and provides complete information, timely notice, and full public access to key decisions. Efforts are made to accommodate traditionally underserved citizens including low-income, minority households, and persons with disabilities.

SA-MPO developed a Public Involvement Policy (PIP), approved by the MPO in March 1994, revised in July 1999, and again in August 2004. The draft amended PIP was out for public review from August 11, 2004 thru September 28, 2004. The final amended PIP was formally adopted at the October 6, 2004 MPO meeting. The PIP is reviewed on a continual basis to ensure that it meets the goals and challenges of the MPO area. Following the SAFETEA-LU passage, the PIP was amended to the Public Participation Plan (PPP) and ensures compliance with the SAFETEA-LU mandates set forth within it. This updated plan was presented in draft version at the December 5, 2007 MPO meeting and notice was placed in the San Angelo Standard Times. It was available for public comment from December 6, 2007 thru January 19, 2008. No comments were received. The final document was presented at the MPO meeting on January 24, 2008.

The PPP outlines procedures for public participation to ensure the public is informed about transportation issues throughout the planning process. It also gives the public adequate opportunity to express opinions and concerns about transportation issues. The PPP ensures transportation plans, policies, and decisions have public input. The PPP outlines the means used to inform the public through project solicitation, public notice, public review opportunities, public comment opportunities, and public meetings.

The San Angelo MPO also maintains a website, www.sanangelompo.org, to assist with public involvement. Citizens can e-mail MPO staff with comments and questions. The website provides viewable and downloadable versions of all MPO documents, as well as maps of the MPO area and information on transportation planning including street closures due to current transportation construction projects.

In addition, a semi-annual newsletter is distributed to pertinent agencies, organizations, public interest groups, homeowners, and various other interested parties. The newsletters provide information on upcoming issues affecting the MPO area; the documents currently being reviewed and approved; and information on future meetings of the MPO.

SA-MPO also welcomes and encourages private transportation providers and freight transportation providers to participate in the planning process. Through the use of newspaper notices and mail-outs, every effort is made to insure that these entities are kept informed.

The MPO staff will incorporate public outreach tools and techniques that will enhance the public participation in the planning process. Modify as needed the existing Public Participation Plan and develop improved strategies to reach minority and low-income groups. Ensure ongoing citizen participation through communication, mailings, newspaper and public meetings. Continue to identify and analyze Title VI Civil Rights in the planning process. Focus on enhancing analytical capability for assessing impact distributions by using Census data for production of maps of populations of minority, elderly, and low-income persons. Strive to minimize adverse effects of transportation projects on the human environment. Conduct public participation surveys and other measures of public participation in transportation activities. Review strategies and ideas as needed to address Title VI and Environmental Justice to ensure that they are meeting the needs of our community.

E. FUNDING SUMMARY

Task 1 – FY 2010

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
1.1	MPO	\$43,193	\$0	\$0	\$43,193
1.2	MPO	\$6,500	\$0	\$0	\$6,500
1.3	MPO	\$15,710	\$0	\$0	\$15,710
1.4	MPO	\$10,000	\$0	\$0	\$10,000
1.5	MPO	\$10,000	\$0	\$0	\$10,000
1.6	MPO	\$19,359	\$0	\$0	\$19,359
TOTAL		\$104,762	\$0	\$0	\$104,762

TxDOT Non-Federal Share Utilizing Transportation Development Credits	20,953
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Task 1 – FY 2011

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
1.1	MPO	\$20,000	\$0	\$0	\$20,000
1.2	MPO	\$5,000	\$0	\$0	\$5,000
1.3	MPO	\$10,000	\$0	\$0	\$10,000
1.4	MPO	\$10,000	\$0	\$0	\$10,000
1.5	MPO	\$5,000	\$0	\$0	\$5,000
1.6	MPO	\$7,000	\$0	\$0	\$7,000
TOTAL		\$57,000	\$0	\$0	\$57,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	11,400
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TASK 2.0

DATA DEVELOPMENT AND MAINTENANCE

TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

This task supports those planning activities that generate or collect critical transportation data. The MPO planning process involves extensive use of various forms of data. This includes the condition and use of system facilities or services, the purposes for which the system is used, the system's relationship to existing and future land uses, and the system's impact on the social, environmental and economic well-being of our region. Transportation planning requires the development of detailed databases and maps that describe the primary aspects of the transportation system and maintenance of the GIS/MapInfo system to aid in data development and tracking. This data is used in the development of the Metropolitan Transportation Plan, Transportation Improvement Program, Texas Urban Mobility Plan, and many other reports and studies that are produced by the MPO.

- A. OBJECTIVE** - Support transportation planning activities by obtaining and maintaining the data, analysis, and graphic output of information necessary for use in the Geographic Information Systems, Travel Demand Model and other planning tools. Coordinate land use and transportation planning through analysis of mixed use plans, transit-supportive development opportunities, connectivity in community street networks, and strategies for managing access and creating economic development opportunities. Develop and analyze transportation growth and needs, utilize traffic counts, land use and development data, accident location data, and Census information.
- B. EXPECTED PRODUCTS** – The MPO has worked with the City of San Angelo to create a GIS database for data that the MPO uses for its transportation planning needs. This is a continuous process which is required to provide current and accurate data sets. Products expected include: computer oriented transportation planning capability with current database and any updates necessary; maintenance of roadway networks necessary to support transportation mapping and planning activities; presentation maps for MPO, transit, and other planning purposes; databases of accident locations, and traffic counts; databases of land use and development data; updated Travel Demand Model; Geographic Information System (GIS) analysis to identify opportunities for increasing transit-supportive development in strategic locations; and GIS of roadways, bicycle/pedestrian usage, and functional classifications.
- C. PREVIOUS WORK** - Previous works on this task were performed on a continual annual basis and includes:
- Procurement of necessary computer applications and equipment to enhance the information development of the MPO including the purchase of a GIS Network Attached Server for the storage of electronic data which will enable the increased performance of our system. This includes the ability to store our data in one central location that is secure and allows for the back-up of all our data to help prevent loss.
 - Various data collection and analysis was conducted throughout the year for the citizens and the MPO Board including traffic counts, accident counts, and congestion data.
 - Ongoing automation updates including an on-line mapping system that allows citizens to view various zoning, street networks, railroads, platted lot lines, ownership lines, public parks, water/sewer lines, and aerial photographs.
 - Design and printing of maps and various geographic data including pedestrian/bicyclist accident locations, updated Bicycle & Pedestrian Map, updated Parks, Recreation, and Open Space Master Plan to tie into with Bicycle & Pedestrian Plan, Railroad crossing inventory, and many others.
 - MPO website data maintenance and updates including the posting of the MPO Handbook, newsletters, accident locations, TIP, UPWP, MTP, Annual listing of projects, Public Participation Plan, stages of construction projects, maps, links to other resources, and Board information.

D. SUBTASKS - The MPO staff will conduct the following activities unless stated otherwise. These tasks are ongoing activities which staff will review and coordinate with participating agencies as appropriate.

2.1 Geographic Information System (GIS) Database Development - Updates and data analysis of the GIS databases for demographic and geographic information include:

- Gather, enter, review, and update data in GIS for traffic counts, capacity, functional classification, land use and employment, and Census data information.
- Design and printing of maps and various geographic data for public and MPO presentation;
- Performance of data analysis for feasibility studies, corridor studies, or any other related work.
- Conduct Geographic Information System (GIS) analysis to identify opportunities for increasing transit-supportive development in strategic locations.
- Production and analysis of transit routes and needs to facilitate ongoing planning and coordination among public transportation providers.
- Updates and data maintenance of on-going databases, including land use, traffic accident data, traffic counts, employment data, housing data, trip generation data, and various other socioeconomic databases.

2.2 Website Enhancement and Maintenance – Updates to the internet website to enhance public participation in the MPO processes. To provide for more effective and efficient public access to MPO documents, reports, and maps. This is a continual project that will evolve as technology shifts to provide the best possible use of resources. The use of interactive maps, on-line surveys/opinion polls, and postings of on-going construction projects will be utilized to engage the public and try to obtain a more active participation in the planning process.

2.3 Database/Travel Demand Model Development and Maintenance – Maintenance of roadway networks necessary to support transportation mapping and planning activities. Travel Demand Model update of roadway network database development, Traffic Analysis Zone (TAZ) structure development, and demographic database development to obtain and maintain a working model.

E. FUNDING SUMMARY

Task 2 – FY 2010

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
2.1	MPO	\$57,800	\$0	\$0	\$57,800
2.2	MPO	\$25,602	\$0	\$0	\$25,602
2.3	MPO	\$10,000	\$0	\$0	\$10,000
TOTAL		\$93,402	\$0	\$0	\$93,402

TxDOT Non-Federal Share Utilizing Transportation Development Credits	18,681
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Task 2 – FY 2011

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
2.1	MPO	\$40,000	\$0	\$0	\$40,000
2.2	MPO	\$15,000	\$0	\$0	\$15,000
2.3	MPO	\$5,000	\$0	\$0	\$5,000
TOTAL		\$60,000	\$0	\$0	\$60,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	12,000
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TASK 3.0

SHORT RANGE PLANNING

TASK 3.0 - SHORT RANGE PLANNING

This task includes all planning activities that require short range or immediate implementation. Documents and studies from this task supplement other tasks covered in the UPWP. These include updates to the Transportation Improvement Program, amendments to the UPWP, coordination between public transportation providers, transit route analysis, and other activities necessary for short range planning.

- A. OBJECTIVE** - To produce and implement short-range transportation planning activities which will assist with the development of long-range programs and ongoing projects. Develop an access management standard guideline for roadway projects. Develop more coordinated efforts among public transportation providers in the planning and development of transit related activities. Make special efforts to accommodate traditionally underserved citizens in the transportation process.
- B. EXPECTED PRODUCTS** – The MPO is required to develop an UPWP and a TIP. This task allows for the short-range planning necessary to fulfill these requirements. In addition, various other planning documents including the Texas Urban Mobility Plan (TUMP) and updates to the Intelligent Transportation Systems (ITS) will help with the transportation planning process. Products expected include:
- TIP revisions and updates.
 - Amendments and updates to Unified Planning Work Program (UPWP) as needed.
 - Updates to the MPO website to provide more-timely, user-friendly public information including TIP revisions and UPWP revisions.
 - Development of minimum design standards and access management standards for roadway projects. The development of minimum design and access management standards are left to the agency with the jurisdiction for a road project (i.e., state, county, or local).
 - More coordinated efforts among public transportation providers in the planning and development of transit related activities through participation and networking. This will be facilitated by the construction of the Multi-modal Terminal expected to begin in July 2011 and the MPO is expected to be housed, along with the majority of the public transportation providers, within it.
 - Continued involvement in the Intelligent Transportation Systems Planning.
 - A more efficient transportation system that addresses commuting needs of the public.
- C. PREVIOUS WORK** - Previous work for this task includes:
- Analysis and amendments to the Transportation Improvement Program (TIP) including SAFETEA-LU Compliance, transit projects update, incorporation of the American Recovery and Reinvestment Act (ARRA) projects, and Safe Routes to School Grant project.
 - Worked with various organizations in the on-going development of a multi-modal terminal including zoning changes, design aspects, and location analysis.
 - Worked on the Regional Transit Coordination Plan with the Concho Valley Transit District.
 - Part of the work-group put together to analyze the Fixed Route System of the CVTD including alternative routes, movement flow, underserved areas of town, and changes necessary to function efficiently.
- D. SUBTASKS** - The MPO staff will conduct the following activities unless stated otherwise. These tasks are ongoing activities which staff will review and coordinate with participating agencies as appropriate.

3.1 Transportation Improvement Program (TIP) – Short-range planning reflects the development and implementation of the TIP. This is a coordinated on-going effort between TxDOT, the transit operator (Concho Valley Transit District), and the MPO. The MPO will monitor and

amend as needed the current TIP along with reviewing and prioritizing short-range projects in the MTP in preparation for the upcoming TIP. Update the database of TIP projects, and track implementation along with project development. Conduct project development meetings and presentations to educate and receive public input as needed. Provide support, review and incorporate transit activities for more coordinated transit efforts. Provide an interactive web-database and mapping program that provides information on current TIPs, along with pictures of projects under construction.

3.2 Unified Planning Work Program (UPWP) – To provide for a cooperative development of a Unified Planning Work Program and amend and/or update the current UPWP as needed to most accurately describe transportation planning activities scheduled to be carried out by the MPO staff, member agencies, or consultants. The UPWP will be a collaborative effort among the Texas Department of Transportation, the CVTD, and the MPO.

3.3 Regional Intelligent Transportation Systems Planning - The Regional ITS Plan was adopted and distributed in November 2004 incorporating existing architectures and needs from transportation agencies within the San Angelo Region. The MPO will continue to participate in ITS related functions with the goal of evaluating and monitoring the existing plan to incorporate changes in ITS needs of the future.

3.4 Texas Urbanized Mobility Plan (TUMP) - The Texas Urban Mobility Plan addresses a statewide initiative to quantify long range needs within the smaller metropolitan areas of the State and to develop a shorter range prioritized listing of projects aimed at improving mobility and reducing traffic congestion and air quality impacts. This Plan serves as a comprehensive, multimodal blueprint for transportation systems and services within the San Angelo Region. It recognizes the heightened awareness of the growing concerns for improved air quality, public acceptance of major transportation facilities, and the need for adequate financial resources for Plan implementation. Projects include updating as needed to meet transportation needs that fit in with the regional mobility plan, continue to monitor and develop a realistic baseline allocation of funds, and look for new and improved methods to streamline delivery of transportation projects. With the development of the Transportation Revenue Estimator and Needs Determination System (TRENDS), the needs assessment portion of the TUMP will be analyzed to evaluate the opportunities available to fund the gap between available funding and potential revenue resources.

3.5 Access Management Planning – Access management promotes safety and increased mobility on arterial streets and highways by focusing ingress and egress between property and roads. The goal of improving safety and mobility is supplemented by providing reasonable access to private properties. Access management tools vary from raised medians with left turn bays on arterial streets to low access point (driveway) densities and right turn lanes. The MPO is continuously looking for access management techniques to reduce congestion, evaluate accident rates, conserve energy, and reduce traffic concerns. The MPO is working with the City of San Angelo, the Texas Department of Transportation, and the Texas Transportation Institute to develop a plan to utilize physical and operating improvements to help with access along with training staff in the necessary strategies to enable an access management plan to be implemented. The overall goal is to be able to incorporate access management concepts into local transportation plans and ordinances.

E. FUNDING SUMMARY

Task 3 – FY 2010

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
3.1	MPO	\$11,382	\$0	\$0	\$11,382
3.2	MPO	\$10,000	\$0	\$0	\$10,000
3.3	MPO	\$3,000	\$0	\$0	\$3,000
3.4	MPO	\$4,000	\$0	\$0	\$4,000
3.5	MPO	\$5,000	\$0	\$0	\$5,000
TOTAL		\$33,382	\$0	\$0	\$33,382

TxDOT Non-Federal Share Utilizing Transportation Development Credits	6,677
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Task 3 – FY 2011

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
3.1	MPO	\$20,000	\$0	\$0	\$20,000
3.2	MPO	\$5,000	\$0	\$0	\$5,000
3.3	MPO	\$2,000	\$0	\$0	\$2,000
3.4	MPO	\$2,000	\$0	\$0	\$2,000
3.5	MPO	\$2,000	\$0	\$0	\$2,000
TOTAL		\$31,000	\$0	\$0	\$31,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	6,200
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TASK 4.0

METROPOLITAN TRANSPORTATION PLAN (MTP)

TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN (MTP)

The Metropolitan Transportation Plan (MTP) identifies long-range transportation needs within the MPO boundary. This plan addresses needs on a twenty-five year planning horizon. The plan includes both long-range strategies and opportunities for an integrated intermodal transportation system. These projects and programs include an emphasis on corridor level planning with the recognition of the increasing use of bicycle and pedestrian ventures. This task encompasses all activities associated with maintaining the MTP.

- A. OBJECTIVE** - The overall objective of this task is to provide the resources required to update the current MTP which is due December 1, 2009 and plan for the future. Plans are to update as needed and determine what parts of the plan could be expanded and improved to better reflect the MPO's current transportation needs while still addressing all the Federal laws, State laws, Planning Emphasis Areas, and local transportation plans.
- B. EXPECTED PRODUCTS** – New MTP by December 2009 along with any updates designed to meet the needs and objectives of the MPO that incorporates all modes of transportation and provides a goal of transportation coordination for the future expansion and needs of the region. Analysis of the current MTP to ensure needs are being met along with more coordination and planning activities among public transportation providers, bicyclist, pedestrians, and other modes of transportation. If necessary, updates to the Bicycle & Pedestrian Plan will be part of this process.
- C. PREVIOUS WORK** – The MPO adopted the current MTP in November 2004 with updates in 2007 and 2008. Various meetings/presentation with local organizations and citizens took place to ensure awareness of the plan, its implications, future goals, suggestions, and updates to various parts of the Bicycle & Pedestrian Plan to ensure ideas were incorporated. The MPO has facilitated numerous meetings on pedestrian access including sidewalks, trails, bike lanes, designated routes, and many other concerns. The MPO signed an Interlocal Cooperation Agreement with the CVTD designating individual transit planning responsibilities. Presented data/information to the Planning Commission and City Council pertaining to transit and provided letters of support for various projects associated with the CVTD.
- D. SUBTASKS** - The MPO staff will conduct the following activities unless stated otherwise. These tasks are ongoing activities which staff will review and coordinate with participating agencies as appropriate.

4.1 Metropolitan Transportation Plan (MTP) - Ongoing Metropolitan Planning Organization (MPO) support of the social and economic vitality of the metropolitan area through establishment of a new MTP in December 2009 along with any needed updates or revisions to the MTP itself at a later date. An enhanced effort will focus on proactive public participation along with assessment of the social impacts of transportation projects in low-income and minority areas to make certain that Title VI and Environmental Justice guidelines are adhered to. Staff will be available to assist stakeholders and other interested parties with inquiries that relate to the various aspects of the revised MTP. Staff will use the concept of an interconnected system with regards to aspects of safety, enhanced connectivity, and planning.

4.2 Transit Planning - A concentrated effort will be made to incorporate transit safety and security, along with ways to increase transit ridership and public awareness of these issues. Monitoring of existing transit stops/facilities to determine their efficiency and to identify any warranted modifications. Conduct planning activities as needed to evaluate traffic patterns, needs analysis, and service standards on transit services. Continue to work with the Concho Valley Transit District Board to ensure efficient operations and planning. Work with public transportation providers to coordinate transportation efforts and participate in the regional planning process.

4.3 Bicycle & Pedestrian Planning - Support for the implementation of planning activities in the MPO Bicycle & Pedestrian Plan. Working with local government and community organizations to access grant and other funding opportunities to develop bicycle and pedestrian modes of transportation. Working with the local transit agency to incorporate a more circular transit, bicycle, pedestrian method of transportation.

E. FUNDING SUMMARY

Task 4 – FY 2010

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
4.1	MPO	\$15,000	\$0	\$0	\$15,000
4.2	MPO	\$20,000	\$0	\$0	\$20,000
4.3	MPO	\$8,454	\$0	\$0	\$8,454
TOTAL		\$43,454	\$0	\$0	\$43,454

TxDOT Non-Federal Share Utilizing Transportation Development Credits	8,691
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Task 4 – FY 2011

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
4.1	MPO	\$15,000	\$0	\$0	\$15,000
4.2	MPO	\$12,000	\$0	\$0	\$12,000
4.3	MPO	\$7,000	\$0	\$0	\$7,000
TOTAL		\$34,000	\$0	\$0	\$34,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	6,800
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TASK 5.0

SPECIAL STUDIES

TASK 5.0 – SPECIAL STUDIES

This task involves special studies of transportation and transportation related topics that support the development and maintenance of the planning process. Activities might include consultant contracting, research and data analysis. Documents produced in this task are intended to supplement information for other tasks as well as contribute to the revision of the MTP and help in prioritizing transportation improvement projects. It involves special one-time planning activities and major corridor analyses. This task serves as the means for examining the role of alternative transportation modes, strategies, and safety for the region.

- A. OBJECTIVE** - To conduct special studies that will support the activities and programs of the MPO and to insure a comprehensive review of alternatives and environmental impacts.
- B. EXPECTED PRODUCTS** - Expected products include the special studies themselves and supporting activities.
- C. PREVIOUS WORK** - Access Management Analysis Study was conducted in-house with the help of the Texas Department of Transportation and the Texas Transportation Institute instead of being consulted out. The Pedestrian Master Plan has not been initiated and will be carried over into this UPWP.
- D. SUBTASKS** – These projects will be conducted by consultants unless otherwise specified.

5.1 Pedestrian Master Plan - Carry-over project from FY 2008-2009 UPWP. Plan ties into the Bicycle & Pedestrian Study done in 2005 with analysis of the interconnectivity of a pedestrian-friendly environment with other modes of transportation. This plan will emphasize safe routes, connections to transit, prioritize street segments for targeted improvements, and promote an overall level of convenience and attractiveness that should increase the use of alternative modes of transportation.

E. FUNDING SUMMARY

Task 5 – FY 2010

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
5.1	MPO	\$20,000	\$0	\$0	\$20,000
TOTAL		\$20,000	\$0	\$0	\$20,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	4,000
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Task 5 – FY 2011

Subtask	Responsible Agency	TPF (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
5.1	MPO	\$20,000	\$0	\$0	\$20,000
TOTAL		\$20,000	\$0	\$0	\$20,000

TxDOT Non-Federal Share Utilizing Transportation Development Credits	4,000
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BUDGET SUMMARY - SAN ANGELO UPWP FISCAL YEARS 2010-2011

FISCAL YEAR 2010

UPWP Task	FTA Task	Description	TPF ¹ (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
1.0	44.21.00	Administration - Management	\$104,762	\$0	\$0	\$104,762
2.0	44.22.00	Data Development and Maintenance	\$93,402	\$0	\$0	\$93,402
3.0	44.24.00	Short Range Planning	\$33,382	\$0	\$0	\$33,382
4.0	44.23.01 44.23.02 44.25.00	Metropolitan Transportation Planning	\$43,454	\$0	\$0	\$43,454
5.0	44.27.00	Special Studies	\$20,000	\$0	\$0	\$20,000
TOTAL			\$295,000	\$0	\$0	\$295,000

FISCAL YEAR 2011

UPWP Task	FTA Task	Description	TPF ¹ (FHWA PL-112 & FTA Section 5303)	FTA Section 5307 Funds	Local Funds	Total Funds
1.0	44.21.00	Administration - Management	\$57,000	\$0	\$0	\$57,000
2.0	44.22.00	Data Development and Maintenance	\$60,000	\$0	\$0	\$60,000
3.0	44.24.00	Short Range Planning	\$31,000	\$0	\$0	\$31,000
4.0	44.23.01 44.23.02 44.25.00	Metropolitan Transportation Planning	\$34,000	\$0	\$0	\$34,000
5.0	44.27.00	Special Studies	\$20,000	\$0	\$0	\$20,000
TOTAL			\$202,000	\$0	\$0	\$202,000

¹ *Transportation Planning Funds*

<i>FHWA (PL-112)</i> ²	<i>\$322,456</i>
FTA Section 5303	<i>\$81,574</i>
Estimated Unexpended Carryover	<i>\$92,970</i>
<i>TOTAL TPF</i>	<i>\$497,000</i>

² Estimates are based on prior years' authorizations; approvals are made contingent upon legislation for continued funding.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds.

APPENDICES

APPENDIX A

POLICY BOARD MEMBERSHIP

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEMBERSHIP

Voting Members		
Mayor Alvin New Chairman*	Mayor	City of San Angelo
Clinton Bailey	City Engineer	City of San Angelo
Judge Mike Brown*	County Judge	Tom Green County
John DeWitt	Transportation Planning Director	TxDOT
Harold Dominguez	City Manager	City of San Angelo
Richard Easingwood*	County Commissioner	Tom Green County
Luis Elguezabal	Airport Director	City of San Angelo
Shawn Lewis	Director of Development Services	City of San Angelo
Walter McCullough	District Engineer	TxDOT
Phil Neighbors	President	Chamber of Commerce
Jeffrey Sutton	Executive Director	Concho Valley Council of Governments
Non-voting Members		
Mike Conaway*	U.S. Representative	U.S. Congress
Drew Darby*	State Representative	State of Texas
Robert Duncan*	State Senator	State of Texas
Chrisy Currier	Realty Specialist, Federal Highway Administration- Texas Division	FHWA Austin
Peggy Thurin	Statewide Planning Coordinator, Transportation Planning & Programming	TxDOT, TPP(S), Austin

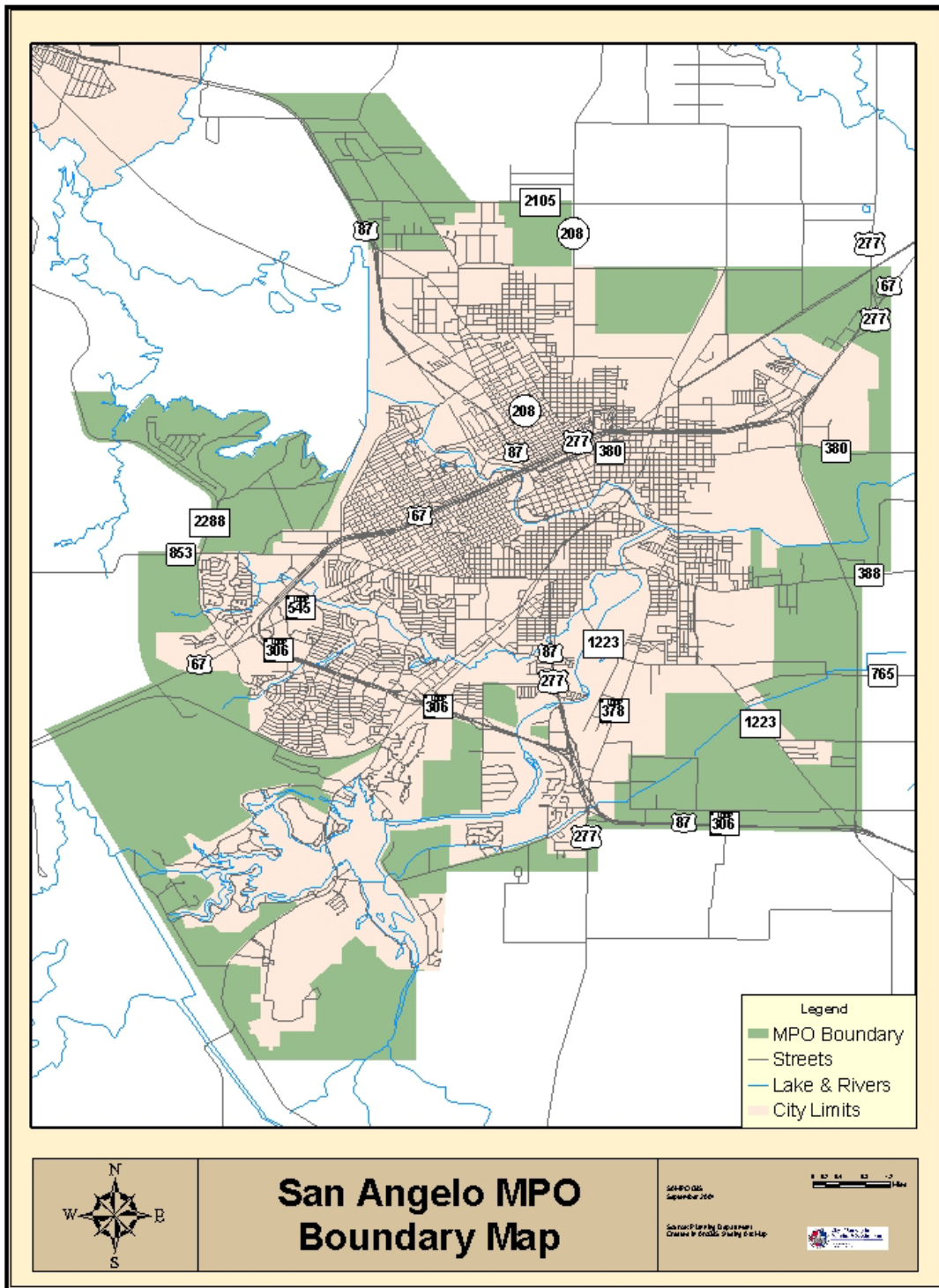
* Elected

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP

(Governor Or Governor's Designee Approved)

METROPOLITAN AREA BOUNDARY MAP



APPENDIX C
DEBARMENT CERTIFICATION

DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **San Angelo Metropolitan Planning Organization (SA-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 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 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 Board

MAYOR, CITY OF SAN ANGELO

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, 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 languages 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 disclosure accordingly.

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

Signature – Chairman, MPO Policy Board

MAYOR, CITY OF SAN ANGELO

Title

CITY OF SAN ANGELO/MPO POLICY BOARD

Agency

Date

APPENDIX E
CERTIFICATE OF COMPLIANCE

CERTIFICATE OF COMPLIANCE

I, ALVIN NEW, CITY OF SAN ANGELO MAYOR AND MPO CHAIRMAN

a duly authorized officer/representative of San Angelo 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 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

Date

Signature – Chairman, MPO Policy Board

Attest:

Name

Title

APPENDIX F

MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Texas Department of Transportation, and the San Angelo Metropolitan Planning Organization for the San Angelo urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

San Angelo District
Texas Department of Transportation

Walter McCullough
District Engineer

Date

Metropolitan Planning Organization
Policy Board Chairperson

Mayor Alvin New
Chairperson

Date

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 withheld will be restored to the metropolitan area, unless they have lapsed.

For non-TMA areas TxDOT will determine whether a MPO's transportation planning process substantially meets requirements and act accordingly.

(23 CFR 450.334; 49 CFR 613; USC Title 23, Sec. 134; and USC Title 49, Ch. 53, Sec's 5303 – 5306)

All requested reports and necessary documentation are submitted as required and on a timely basis.

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, indicates resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec's 5307 – 5311, 5323(1)

The San Angelo MPO extends full cooperation and consultation as needed with the State on planning activities and programs.

Title VI, Civil Rights Act of 1964:

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

(23 USC 324, 29 USC 794)

The San Angelo MPO has in place a proactive Public Participation Plan that facilitates the participation of minority and low income populations in transportation decision making through coordination and advertisement of public meetings; publication and mail-outs to interested parties of semi-annual newsletters; and continual update of information on the internet.

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.

State Highway agency responsibilities are to develop procedures for the collection of statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of State highway programs, i.e., relocatees, affected citizens and affected communities. Recipients of federally assisted programs shall keep documentation, for Federal review, demonstrating extent to which members of target populations are beneficiaries of such programs.

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

The MPO Board members are from diversified organizations and each member is extremely knowledgeable about community needs within their areas of expertise. Every decision within the MPO is made with the challenge of ensuring that projects do not disproportionately have high or adverse human health or environmental affects on minority or low-income populations.

Disadvantaged Business Enterprises (DBE):

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

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

The San Angelo MPO is committed to increasing the participation of minority and women owned enterprises in the transportation contracting markets. Through attendance at training sessions, the MPO staff is kept up-to-date on issues affecting DBE.

Americans with Disabilities Act of 1990:

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

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

The San Angelo MPO exercises good judgment in ensuring that discrimination based on disability does not enter into transportation issues. This includes taking into account the special needs of disabled persons in all aspects of the planning and implementation of new transportation project.

Restrictions on influencing certain Federal activities:

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

(49 CFR, Part 20)

The San Angelo MPO does not expend any appropriated funds nor any other funds to pay any person for influencing a Federal employee regarding the award of Federal contracts, grants, loans, or cooperative

agreements.

Clean Air Act: Air Pollution Prevention & Control:

All State and local transportation officials will take part in a 3-C planning process in non-attainment areas to determine which planning elements will be developed, adopted and implemented to maintain or improve the air quality for said area. In non-attainment areas that include more than one State, the affected States may jointly undertake and implement air quality planning procedures.

Activities not conforming to approved plans will not be financially supported by the Federal government. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards.

(42 USC, Ch. 85, Sec's. 7408, 7410, 7504, 7505a, 7511, 7512, 7506 (c) and (d) and 7604; 49 USC, Ch. 53, 23 USC, Sec. 134)

The San Angelo MPO is an attainment area in regards to Air Quality. In contrast to cities with intense compliance problems, air quality is not driving the transportation planning process in San Angelo.

**APPENDIX G
LIST OF ACRONYMS**

ACRONYMS USED IN THE UPWP

ADA	Americans with Disabilities Act
APPORT	Apportionment
BR	Business Route
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
DSB	Donor State Bonus Fund
EJ	Environmental Justice
F CLASS	Functional classification
FED	Federal
FHWA	Federal Highway Administration
FLHP	Federal Land Highway Program
FTA	Federal Transit Administration
FW	Freeway
IC	Interstate construction
IM	Interstate maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
MA	Minimum allocation funds
MIN ART	Minor arterial
MPO	Metropolitan Planning Organization
PPP	Public Participation Plan
PRIN ART	Principal arterial
PROG	Program
PROJ ID	Project identification
PVT	Pavement
REFL	Reflector
ROW	Right of Way
SA-MPO	San Angelo Metropolitan Planning Organization
ST	State
STP	Surface Transportation Program
STS	Specialized Transportation System
TEA-21	Transportation Equity Act for the Twenty-First Century
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program

**SAN ANGELO MPO
UNIFIED PLANNING WORK PROGRAM (UPWP) 2010-2011
HISTORY OF AMENDMENTS/REVISIONS**

Approval of adoption of the Draft FY 2010-2011 Unified Planning Work Program (UPWP) for the San Angelo MPO – June 3, 2009

Approval of adoption of the Final FY 2010-2011 Unified Planning Work Program (UPWP) for the San Angelo MPO – July 1, 2009

Administrative Amendment of the UPWP to incorporate comments from Federal Highway Administration memo dated September 23, 2009: Page 16, Page 26 – November 18, 2009

Amendment of the UPWP to update the Policy Board Membership and re-certify all required certifications – June 10, 2010