

FY 2025 Unified Planning Work Program



Adopted June 12, 2024, by the San Angelo MPO Policy Board

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San Angelo MPO

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Contents

I.	Introduction.....	1
	A. Purpose of UPWP.....	5
	B. Definition of Area.....	10
	C. Organization.....	10
	D. Private Sector Involvement.....	12
	E. Planning Issues and Emphasis Areas.....	12
II.	Task 1.0 Administration and Management.....	13
	A. Objective.....	14
	B. Expected Products.....	14
	C. Previous Work.....	14
	D. Subtasks.....	14
	E. Funding Summary.....	17
III.	Task 2.0 Data Development and Maintenance.....	17
	A. Objective.....	17
	B. Expected Products.....	18
	C. Previous Work.....	18
	D. Subtasks.....	18
	E. Funding Summary.....	20
IV.	Task 3.0 Short Range Planning.....	20
	A. Objective.....	20
	B. Expected Products.....	20
	C. Previous Work.....	20
	D. Subtasks.....	21
	E. Funding Summary.....	22
V.	Task 4.0 Metropolitan Transportation Plan.....	22
	A. Objective.....	22
	B. Expected Products.....	22
	C. Previous Work.....	23
	D. Subtasks.....	23
	E. Funding Summary.....	25
VI.	Task 5.0 Special Studies.....	25
	A. Objective.....	25
	B. Expected Products.....	25
	C. Previous Work.....	26
	D. Subtasks.....	26

E. Funding Summary.....	26
VII. Budget Summary.....	27
APPENDIX A – Policy and Technical Committee Membership.....	28
APPENDIX B – Metropolitan Planning Area Boundary Map.....	29
APPENDIX C – Debarment Certification.....	30
APPENDIX D – Lobbying Certification.....	31
APPENDIX E – Certification of Compliance.....	32
APPENDIX F – Certification of Internal Ethics and Compliance Program.....	33
HISTORY OF AMMENDMENTS.....	34

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.

In 1966, the study was completed and was formally adopted a short time thereafter.

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 conducting the transportation planning process. Federal funds were allocated to MPOs to support this urban transportation planning process. Subsequently, MPOs were designated as the forum for cooperative regional transportation decision making.

ISTEA

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 were identified through management systems.

TEA-21

Expanding on this ISTEA scope, the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998, further integrated transportation areas. TEA-21 called for MPOs to organize their planning process around the general guidelines of eight broad areas.

SAFETEA-LU

In 2005 the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted for the 5-year period of 2005-2009. This Act placed a broader emphasis on integrating transportation planning into all modes of transportation. SAFETEA-LU stated 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.

MAP-21

On July 6, 2012, President Barrack Obama signed into law a new two-year transportation reauthorization bill known as Moving Ahead for Progress in the 21st Century Act (MAP-21). Map-21 makes changes to the legal framework that directs federal transportation funding, generally providing more flexibility to states and other grant recipients.

The Metropolitan Planning program under SAFETEA-LU encouraged and promoted the safe and efficient management, operation, and development of surface transportation systems. Under MAP-21, these planning factors remain unchanged. SAFETEA-LU outlined eight planning factors (for both metro and statewide planning) for metropolitan planning areas, which provide for consideration and strategies.

MAP-21 requires MPOs and states to establish performance measures and create a performance-based multimodal program to strengthen the U.S. transportation system. The performance measures are intended to focus on issues such as planning, highway safety, highway conditions, congestion, system performance, and transit performance.

FAST Act

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA). With the FAST Act came two new planning strategies to improve resiliency of the existing system and mitigate storm water impacts along with enhancing travel and tourism in future projects bringing the planning factors to a total of ten.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Joe Biden signed into law the Bi-Partisan Infrastructure Law (BIL) also known as "IIJA". This act will ensure transportation funding opportunities for a five-year period covering Fiscal years 2022, 2023, 2024, 2025 and 2026. This act outlines new key opportunities for transportation and the public that uses the transportation systems.

With continued focus on transportation planning the Federal Highway Administration and Federal Transit Administration offices of planning issued updated Planning Emphasis Areas. These new emphasis areas or strategies, expanding the attention to impact on the highway system and roadways as well as those who use this network. These planning factors have been added to the list of planning factors from MAP-21 and the FAST Act.

The new planning factors more clearly and simply defined are as follows.

- **Tackling the climate crisis**
States, MPOs and providers of public transportation are to ensure that their transportation plans and infrastructure investments help to achieve the national greenhouse gas reduction goals of 50 – 52 percent below 2005 levels by 2030, and zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- **Equity and Justice⁴⁰ in Transportation Planning**

State DOTs, MPOs and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns and priorities from all impacted areas.

- **Complete Streets**

A Complete Street is safe and feels safe for everyone using the street. State DOTs, MPOs and providers of public transportation are to consistently review current policies, rules and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

- **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. State DOTs, MPOs and providers of public transportation should be encouraged to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement tools into the overall public involvement approach.

- **Strategic Highway Network/U.S. Department of Defense Coordination**

State DOTs, and MPOs should coordinate with representatives from DOD in the transportation Planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- **Federal Land Management Agency Coordination**

State DOTs, and MPOs should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal Lands.

- **Planning and Environmental Linkages (PEL)**

State DOTs MPOs and Public Transportation Agencies should implement PEL as a part of the transportation planning and environmental review process. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

- **Data in Transportation Planning**

State DOTs, MPOs and providers of public transportation should incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

MAP-21/FAST Act and IIJA Planning Factors w/ UPWP Corresponding Tasks																											
MAP-21 Planning Factors	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	2.1	2.2	2.3	3.1	3.2	3.3	3.4	4.1	4.2	4.3	4.4	4.5	5.1	5.2					
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X				X					X	X			X	X	X	X	X	X	X					
Increase the safety of the transportation system for motorized and non-motorized users.		X			X		X		X	X				X	X	X	X	X	X	X	X	X					
Increase the security of the transportation system for motorized and non-motorized users.		X							X	X				X		X	X	X	X			X	X				
Increase the accessibility and mobility of people and for freight		X		X	X		X	X	X						X	X	X	X	X	X	X	X					
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.	X	X	X	X			X				X					X	X	X	X			X	X				
Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.		X		X	X		X		X	X				X		X	X	X	X	X	X	X					
Promote efficient system management and operation.		X	X				X	X			X	X			X					X	X	X	X				
Emphasize the preservation of the existing transportation system.		X					X	X							X	X	X	X	X	X							
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X	X	X	X	X			X	X	X		X		X	X	X	X	X			X	X	X				
Enhance travel and tourism		X		X			X		X	X				X		X	X			X							
Tackling the Climate Crisis - Transition to a clean energy, resilient future					X				X	X			X	X	X	X											
Equity and Justice in Transportation Planning				X	X		X		X	X			X			X	X	X	X	X							
Complete Streets					X	X	X		X	X			X	X	X	X	X	X	X	X							
Public Involvement				X	X	X	X	X	X			X	X	X	X		X			X	X						
Strategic Highway Network (STRAHNET)/U.S. Department of Defense coordination				X		X	X	X	X			X		X								X	X				
Federal Land Management Agency coordination				X		X	X	X	X			X		X		X						X	X				
Planning and Environmental Linkages (PEL)										X			X			X											
Data in Transportation Planning				X	X		X	X	X	X	X		X	X	X		X	X	X	X	X	X	X				

Table 1.0: MAP-21/FAST Act/IIJA Planning Factors

In addition, the MPO supports national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 USC 150:

- Safety: achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition: maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction: achieve a significant reduction in congestion on the National Highway System.
- System reliability: improve the efficiency of the surface transportation system.
- Freight movement and economic vitality: improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability: enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays: reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

A. PURPOSE OF UPWP

A Unified Planning Work Program (UPWP) is required for Metropolitan Planning Organizations (MPO) and must be prepared in accordance with the provisions of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The UPWP identifies transportation planning activities that will be conducted within the San Angelo Metropolitan Planning Organization (SA-MPO) boundaries during Fiscal Year 2025 (10/1/2024 – 9/30/2025). This document serves as the operating budget for the organization providing details on planning activities, coordination efforts, and transportation goals. Federal and state resources fund planning activities listed in this document.

Other activities listed in this document are geared towards developing transportation programs, reports and plans leading to the development of the Transportation Improvement Program (TIP) and maintenance of a long-range transportation plan, also known as the Metropolitan Transportation Plan (MTP). To guide the transportation planning process, the UPWP identifies the following five tasks:

Task 1	Administration Management	Describes the administrative support, operation functions, policy development activities and management tools used to support the transportation planning processes.
Task 2	Data Development and Maintenance	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 3	Short Range Planning	Supports short-range planning activities. These include updates to the Transportation Improvement Program (TIP), amendments to the Unified Planning Work Program (UPWP), coordination between public transportation providers, transit route analysis, and other activities related to immediate implementation.
Task 4	Metropolitan Transportation Planning	Addresses the planning activities for long-range transportation needs. This includes updates to the Metropolitan Transportation Plan (MTP) and incorporates all modes of transportation.
Task 5	Special Projects	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.

Table 2.0: UPWP Tasks

To improve consistency with our fiscal agent's (City of San Angelo) budgeting, purchasing, and financial procedures SA-MPO increases transparency in their planning budget by including salaries and all other operational activities that sustain the SA-MPO in Task 1. Tasks 2 through 4 are specifically related to full-time salaries required to respond to those tasks.

The transportation planning activities listed in the UPWP were developed with the intention of:

- ❖ Building stronger relationships with public and private entities thereby promoting better coordination locally and regionally,
- ❖ Considering and attempting to integrate several different modes of transportation when developing projects which will provide more modal options for residents which provides greater access to needs and wants
- ❖ Developing and implementing a procedure that measures the progress of the organization and projects developed by the SA-MPO. The planning activities of the UPWP are echoed in **Moving People and Things Through and Within San Angelo 2045**, SA-MPO's long-range transportation plan and future plans also.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act—

- ❖ *Improves mobility on America's highways*
The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).
- ❖ *Creates jobs and supports economic growth*
The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.
- ❖ *Accelerates project delivery and promotes innovation*
Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in

the development of projects, through the planning and environmental review process, to project delivery.

Highlights of the FAST Act include:

- ❖ *Program Structure*
- ❖ *Revenue and Financing*
- ❖ *Freight*
- ❖ *Program and Project Delivery*
- ❖ *Design Standards*
- ❖ *Planning, Performance Measures, and Asset Management*
- ❖ *Highway Safety*
- ❖ *Research and Innovation*
- ❖ *Public Transportation*
- ❖ *Rail Transportation*

An overview of the Infrastructure Investment and Jobs act is:

This act outlines new key opportunities in all facets of transportation, all needs and all users. The designed intentions of the IIJA Law are:

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
 - Largest federal investment in public transit ever
 - Largest federal investment in passenger rail since the creation of Amtrak
 - Largest dedicated bridge investment since the construction of the Interstate System
 - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & electric vehicle infrastructure in history
 - Ensuring every American has access to reliable high-speed internet
 - On average, around 2 million jobs per year
- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—

- **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
- **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

Performance-Based Decision Making

It is evident that different transportation issues affect different cities, areas, and populations. Some areas deal with congestion and air quality issues, while others may have safety and insufficient transportation mode alternatives. The one thing that is consistent amongst each community facing their particular issue(s) is that each wishes to find viable solutions to the problems.

Transportation agencies are facing increasing pressure to demonstrate accountability by measuring and reporting the impact of resource-allocation decisions on system performance. It may be feasible to allocating existing funds or making the case for more funding.

Performance-based planning provides a level of transparency and objectivity that is critical for the development of transportation plans. Performance-based planning refers to the application of performance management within the plan and program processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.

Performance-based planning requires planning, data collection and analysis, programming, implementation, scoring and evaluation. Performance measures can be used to plan activities, help with decision-making, and can be used for planning and programming of projects.

In the current long-range transportation plan, Moving People and Things Through and Within San Angelo 2045, the San Angelo Metropolitan Planning Organization (SA-MPO) focused on four goal areas to improve the transportation system. The categories are a balanced transportation system, safety, public involvement, and preservation. Measuring the progress of the long-range transportation goals allow the SA-MPO to determine how their actions are affecting the transportation system.

The performance measures listed below are examples of what the MPO will use for performance-based planning activities. Measurement tools such as investment dollars, linear miles installed, survey scores, and inventory of infrastructure could be used to determine the progress of the plans and programs. There is an on-going discussion of exactly how to establish and implement the measurement parameters.

- Balanced System: San Angelo's predominant infrastructure type is roadways. By planning and implementing projects for other modes that are generally overlooked and underutilized, the SA-MPO will achieve a more balanced transportation system for all residents. **Measure**: Develop a quantitative process to inventory existing transportation infrastructure and develop a comparative method to understand the variations between each mode.
- Safety: To make San Angelo a safer community for all and to give residents a feeling of security, the SA-MPO will focus on ways to improve the roadways in order to reduce accidents. **Measure**: Study and analyze crashes for each mode (motorcycle, pedestrian, vehicular, bicyclist, and freight) and assess the severity, frequency, contributing factors and location. Evaluate data on an annual basis to determine improvements.
- Public Involvement: Implement more outreach activities and events to increase the organization's presence in the community and encourage public participation and public involvement in transportation decision-making and project development. **Measure**: Conduct a community survey biennially that solicits the public's perception of the involvement process, transportation system, mode usage, policies, and investments made.
- Preservation: To maintain a safe and efficient system, it will be the responsibility of each community to implement a process of keeping transportation infrastructure maintained and preserved. **Measure**: Establish a minimum amount of investment dollars that will be used for maintaining and preserving the entire transportation network (state and local roads). Distinction will be made between federal, state, local, and private funds.

With the vigorous move to more accountability, visibility and transparency than ever before, the San Angelo MPO has moved forward toward these goals in Performance Based Planning and accounting. This is taking place through the efforts of Staff, the Technical Advisory Committee, the Policy Board and public input from our communities through input and opinion gathered at public meetings and workshops. This has taken shape in new and expanded Project Scoring efforts to include Resiliency of the System, Storm Water Impact Mitigation and enhancement of Travel and Tourism along with the other eight planning strategies already addressed. Data will be collected from Texas State Agencies, Local Municipal Government sources, Texas Transportation Institute, Transportation Providers and the Chamber of Commerce Economic Development, Travel and Convention and Visitors Bureau. Cooperative planning and performance targets and measures are recommended to the Policy Board for their approval and inclusion into the TIP, MTP and the three-way cooperative planning agreement. Once established targets and measures are monitored and progress reported. With the assistance of the City of San Angelo Public Information Office the MPO has secured local television public information spots to promote new ideas and plans as well as recruitment of public opinion and participation.

B. DEFINITION OF AREA

The San Angelo Metropolitan Planning (SA-MPO) boundary encompasses approximately 116 square miles of Tom Green County. While there are several small communities within Tom Green County, San Angelo is the only urbanized area within the county consistent within the 2020 Census. Data from the State Demographic Center estimates the 2023 population of San Angelo to be approximately 99,262 persons and the Metropolitan Statistical Area Population to be approximately 120,606 persons. For a map defining the MPA see Appendix B.

C. ORGANIZATION

The San Angelo Metropolitan Planning Organization (SA-MPO) is the transportation planning cooperative organization for San Angelo, which is responsible for short- and long-range planning in and around San Angelo. The organization consists of federal, state, and local agencies working together to identify transportation-related issues, plan and make decisions and decide how to implement the transportation solutions.

The SA-MPO is very active within the community, which helps to support the economic liveliness of the San Angelo area. When planning for transportation, the MPO tries to incorporate principles such as livability, mobility, accessibility, and sustainability into each project. These planning mechanisms in our processes produce plans and programs that benefit San Angelo and the Concho Valley region.

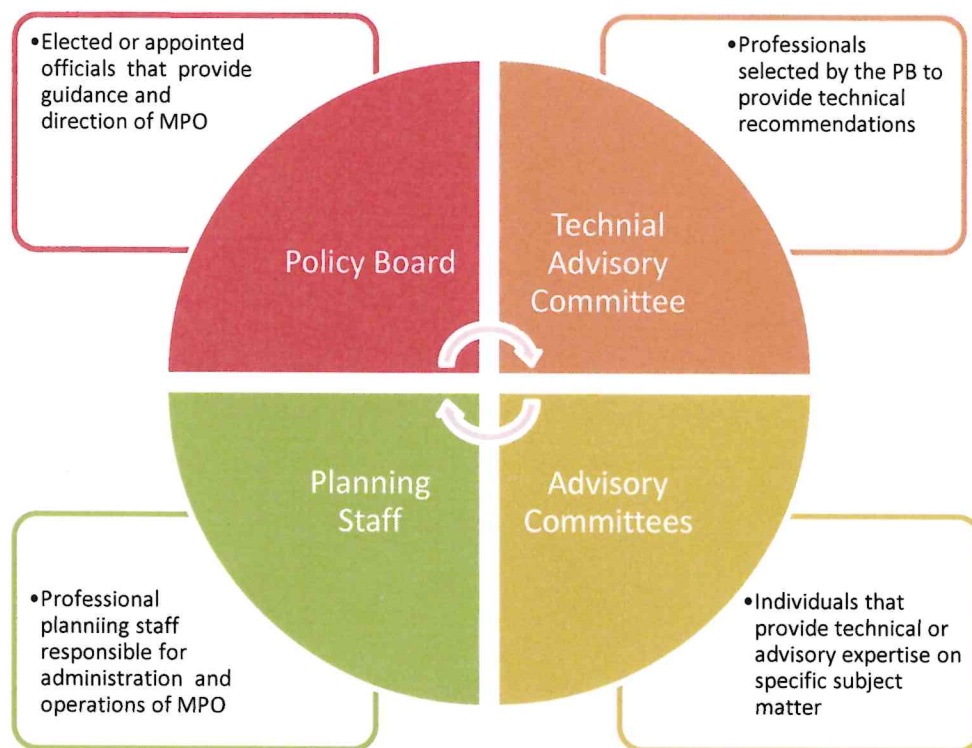
The SA-MPO maintains a website, www.sanangelompo.org, which provides more information about the organization, required planning documents, upcoming activities, and meetings. In addition to the website, the SA-MPO actively uses social media (Facebook and Twitter) to reach and engage the community.

www.facebook.com/SanAngeloMetropolitanPlanningOrganizationMPO
twitter.com/SanAngeloMPO

Policy Board

The SA-MPO Policy Board composition is made up of elected officials and representatives from different organizations that work collaboratively to plan for San Angelo's transportation network. Representatives from the City of San Angelo, Texas Department of Transportation, Tom Green County, San Angelo Chamber of Commerce, and the Concho Valley Transit District make up the policy board. In addition to these representatives, federal and state elected officials serve as non-voting members of the board. Ref, Appendix A.

The policy board is responsible for directing and guiding the transportation planning initiatives of the organization. Their decisions influence the transportation system, which plays a large role in how the community develops. Furthermore, the board is responsible for conformance with federal regulations, which include requiring that highways, mass transit, non-motorized, and other transportation facilities and services are consistent with urban development.



Planning Staff

The SA-MPO is comprised of two staff members – Director and Transportation Planner/GIS Technician. The SA-MPO staff is under the guidance of the policy board and supports the other organizational components to ensure a continuing, cooperative, and comprehensive planning process.

The SA-MPO staff serves as the administrative component of the organization and is responsible for the day-to-day operations of the SA-MPO. Staff conducts studies, collects and analyzes data, and coordinates transportation projects. Working with local and outside public and private entities, staff is able to share and provide information, which is used by the Policy Board to make program and policy decisions.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is made up of individuals selected by Policy Board representatives. The TAC provides technical recommendations to the Policy Board and works cooperatively with the SA-MPO staff to carry out the transportation planning process. The TAC typically recommends strategies and policies for improving the transportation system, advises on projects, and helps with developing programs and plans.

Advisory Committees

The Policy Board or the Technical Advisory Committee (TAC) shall have the authority to

create sub-committees to address a specific task. Examples include but are not limited to: Administrative, citizen involvement, freight, safety, and non-motorized. Sub-committee volunteers are appointed by the Policy Board. Work continues with this committee, and they have been very active affecting redesign of the Bicycle path network and assisting with the sidewalk inventory and review.

D. PRIVATE SECTOR INVOLVEMENT

The private sector plays a vital role with new and existing developments, which affects the transportation system. The SA-MPO has been proactive in establishing contacts and communicating with businesses and representatives from the private sector.

Because of these efforts, the SA-MPO has seen more participation from private businesses including attendance at SA-MPO board meetings, special events, etc. The SA-MPO will continue to encourage involvement and solicit input from the private sector, which helps build stronger partnerships and potentially identify transportation resources.

E. PLANNING ISSUES and EMPHASIS AREAS

Planning Emphasis Areas (PEAs) are policy, procedural, and technical topics that Federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. The SA-MPO works closely with Angelo State University (ASU) and the local Regional Planning Committee (RPC) to plan and research the best available options for San Angelo.

The SA-MPO conducted a Transportation Needs Assessment Survey (TNAS) in the spring 2021 to gather the public's opinion on the current state of the transportation system. The survey asked respondents for their input on new transportation projects and their view on how to solve common transportation problems in the community. The table below shows some of the most frequent areas of concern.

Planning Issues and Emphasis												
Unified Planning Work Program Tasks	Roadway Infrastructure	Pedestrian Infrastructure	Public Transportation Infrastructure	Bicycle Infrastructure	Congestion/Safety near Schools	Roadway Markings	Air Travel Options	Education for Motorists/Cyclists	Performance-based Planning and Programming	Regional Cooperation/Coordination	Ladders of Opportunity	Public-Private Partnerships
Task 1: Administration & Management							X	X	X	X	X	X
Task 2: Data Development & Maintenance	X	X	X	X		X	X	X	X	X	X	
Task 3: Short Range Planning	X	X	X	X	X			X	X	X	X	X
Task 4: Metropolitan Transportation Plan	X	X	X	X	X	X	X		X	X	X	X
Task 5: Special Studies	X	X	X	X							X	

Table 4.0: Planning Issues and Emphasis

The survey identifies several problematic transportation issues as viewed by the residents of the community. The SA-MPO chose the most cited concerns and included them in previous years, and we find these problematic issues still valid today in our community. Thus, we have included them in the 2025 UPWP planning activities to address these concerns and monitor progress shown by task. Some activities will require work from more than one task.

As required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the SA-MPO has incorporated the Planning Emphasis Areas of the FAST Act, MAP-21 and IIJA. As the chart above shows, these three factors are not addressed in any one task; however, are included in some manner throughout the tasks.

II. TASK 1.0: ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To ensure that SA-MPO's transportation planning process is continuing, comprehensive and cooperative. This is accomplished by providing for the management and administration of work tasks and funding; and by providing for and the solicitation of public

participation. This task ensures that all transportation planning federal, state and local guidelines and regulations are met.

B. EXPECTED PRODUCTS

- Provide overall management of SA-MPO operations and functions while ensuring compliance with applicable federal, state, and local requirements.
- Provide training and education opportunities to board, committees, staff, stakeholders, and public to assist in better understanding of roles and responsibilities.
- Conduct effective and efficient management of the transportation planning program for the metropolitan area. Resulting in reporting that may include the annual development of the UPWP, reports on progress toward adopted targets, Annual Performance and Expenditure Report (APER) and the Annual Project Listing (APL).
- Target underserved populations and encourage involvement with transportation.
- Continue efforts and coordination with City and County to evaluate and promote projects that serve and support the Safe Streets for All initiatives and all Planning Emphasis Areas.

C. PREVIOUS WORK

- Accurate financial accounts including invoices, receipts and accounting reports.
- Coordinated with the City and County on new grant funding opportunities, providing data and creating maps. Attending development meetings for SS4A grant opportunity for a City Safety Action Plan.
- Collaborated with TTI providing data and local needs for an MPO Safety Plan.
- Participated in local meetings concerning rail safety and complications of at grade crossings within the planning area.
- Attendance at and participation in staff development activities, conferences, meetings, teleconferences, and webinars.
- Submission of reports, documents, and correspondence such as the APER, the APL, development of FY 2025 UPWP and others used to evaluate the progress of the organization and transportation planning activities.
- Purchase of necessary equipment, software, etc. used to support the overall function of the organization including meetings and agency collaboration
- Amended FY 2024 UPWP to include federally required 2.5% PL funds to be spent on Safe Streets for All initiatives.

D. SUBTASKS

1.1 Administration

The SA-MPO staff will administer, coordinate, and monitor transportation planning activities in the planning area. Activities will comply with federal and state requirements. Other activities include supporting the function of the organization, which consists of SA-MPO website maintenance, purchasing equipment, subscriptions, communication, software, office supplies, office rent and utilities. Also, Indirect Costs for City services

provided to include City Manager, Finance, Accounting, Information Services, Purchasing, and Human Resources.

1.2 Development and Education

The SA-MPO (Policy Board, staff, Technical Advisory Committee, Supplemental Advisory Committees) will participate in educational training sessions, workshops, and conferences, which will provide education for new and existing transportation planning concepts. Topics will include transportation, land-use, and economic development. Training will include offerings by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), Texas Department of Transportation (TxDOT), Association of Texas MPOs (TEMPO), Association of MPOs (AMPO), and Texas Transportation Institute (TTI). Planning and Safety conferences and their seminars may be attended to provide additional education. Out of state travel requires prior approval from TxDOT.

1.3 Document Development and Reporting

The SA-MPO will prepare and submit reports, documents, and correspondence related to transportation planning activities. Examples include operations, financial, account activity, and budget and financial reports. Other reports such as the Annual Project Listing (APL) and Annual Performance and Expenditure Report (APER) will be developed as well.

1.4 Public Involvement

The SA-MPO will encourage community participation in the transportation planning process including Virtual Public Involvement opportunities for all interested parties. Target audiences include residents, stakeholders, civic groups, and private businesses. Activities under this subtask involve:

- Use of social media to promote a more interactive relationship with the public including but not limited to public meetings held live on platforms such as ZOOM. We continue to evaluate more public options to give them a more meaningful voice
- English/Spanish correspondence in all announcements to the public
- Title VI/Environmental Justice compliance by close analysis and efforts to reach out to those that may not have been considered. Continuing education for Staff and Board members is taken when available.
- Informal surveys
- Community events such as Car Fit and pedestrian workshops.
- Informational material dissemination for transportation and new plans and programs.
- Opinions of Climate Crisis in San Angelo
- The Complete Streets concept
- Federal Land Management and the transportation system
- Any relatable data the public would like to see in the final planning process

1.5 Justice40

The SA-MPO will make new efforts in this fiscal year to work cooperatively with City, State and Federal partners to move forward toward the goal of insuring that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Examples of the areas we will be reviewing might include climate change, local clean energy efforts, transit efficiencies and affordable housing projects.

1.6 Title VI-Environmental Justice

The SA-MPO is continually looking for ways to involve those citizens who are considered low-income and minority in the transportation planning process. With the recent updates to our databases, the SA-MPO identified areas in the planning boundary that meet the definition of Environmental Justice and Title VI. To encourage involvement, the SA-MPO hosts neighborhood meetings and provides information in non-English formats. The SA-MPO will evaluate and modify public outreach strategies to reach under-represented populations such as minority, low-income, and elderly to ensure transportation programs are distributed fairly. We feel that interactive meetings via social media and the internet help to bridge this gap. As more recent information and data becomes available, we continue updating our Public Participation Plan to be more inclusive and sensitive to environmental justice issues by exploring opportunities to include those unable to attend in person. We will always prioritize strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

1.7 Technology Capital

This coming year the MPO is prioritizing computer replacement to keep up with more demanding volume and speed required by some of the new tools and software like the new Transportation Demand Model. We will also be exploring opportunities to include new technology in the Complete Streets strategies for transportation projects and awareness opportunities.

1.8 Office Supplies and Printing Services

The SA-MPO staff will purchase office supplies and printing services. SA-MPO data, maps, and other publications will be distributed to stakeholders, Policy Board members, Technical Advisory Committee members, organizations and the general public with a vested interest in the SA-MPO

1.9 Unified Planning Work Program

Development of SA-MPOs one year planning document will be developed during spring/summer of fiscal year 2025 for fiscal year 2026. The SA-MPO staff will consult with Policy Board members and Technical Advisory Committee (TAC) members and other stakeholders to complete the plan. The planning activities listed in the plan will be carried out during the respective fiscal year. Some activities involve collaboration with outside organizations, stakeholders and residents of the community. As planning priorities change, the document may be modified to include modified planning initiatives and moving funds between tasks in anticipation of overages.

E. FUNDING SUMMARY

Task 1 - FY 2025						
Administration Management						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
1.1	Administration	SA-MPO	\$84,812	\$0	\$0	\$84,812
1.2	Development and Education	SA-MPO	\$6,000	\$0	\$0	\$6,000
1.3	Document Development and Reporting	SA-MPO	\$15,000	\$0	\$0	\$15,000
1.4	Public Involvement	SA-MPO	\$13,700	\$0	\$0	\$13,700
1.5	Title VI/Environmental	SA-MPO	\$3,185	\$0	\$0	\$3,185
1.6	Justice 40	SA-MPO	\$2,100	\$0	\$0	\$2,100
1.7	Technology Capital	SA-MPO	\$6,000	\$0	\$0	\$6,000
1.8	Office Supplies and Printing Services	SA-MPO	\$2,000	\$0	\$0	\$2,000
1.9	Unified Planning Work Program	SA-MPO	\$2,000	\$0	\$0	\$2,000
TOTAL			\$134,797	\$0	\$0	\$134,797
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

III. TASK 2.0: DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

To provide and analyze current and projected demographic, employment, and socioeconomic data for the Study Area which will assist in production and modification of the MTP, TIP, TDM and public transportation planning.

B. EXPECTED PRODUCTS

- Collect and analyze data used for current and future planning initiatives utilizing geographic information software and travel modeling software.
- Create maps, charts, graphs for visual aid purposes and enhancing location accuracy.
- Study vehicular, non-motorized, freight, and safety statistics to produce countermeasures aimed at reducing negative impacts.
- Consider and incorporate transportation planning related information such as land-use, socio-economic figures, environmental data, and health indicators.
- Collect data relative to PM1, PM2 and PM3 and Green House Gases for performance target reporting and updates.
- Gather and produce data to promote the transition to clean energy and a resilient future.
- Develop data to enhance equity and justice in planning with an emphasis on the complete streets model.
- Develop data for new partners and support the STRAHNET and land development in and around the planning area.

C. PREVIOUS WORK

- Maintained the system used for identifying and tracking projects. System was incorporated in the Project Selection Process document.
- Amended the FY 2023-2026 Transportation Improvement Plan
- Created a new FY 2025-2028 Transportation Improvement Plan
- Collected vehicular and non-motorized data used to evaluate and report on progress of Planning Targets of Safety, Travel Time Reliability, Roads and Bridge condition and System Resiliency.
- Maintained in-house designed interactive Projects Map on our website for convenience and clarity to our stakeholders, partners and the public. We have been adding project schematic drawings when available.

D. SUBTASKS

2.1 Data Collection and Analysis

The SA-MPO staff will collect relevant data that will be used as inputs into our Geographic Information System and TransCAD software, which is used for traffic modeling. Types of data collected will include bicycle-pedestrian information, demographics, American Community Survey statistics, Census information, residential and commercial development figures, air travel data, hotel/motel occupancy information, labor and employment statistics and other local data and information. Demographic Data collected from ACS and Census such as low-income, minority, elderly, non-English speaking, and individuals with disabilities will be used to help public outreach, project development, and Title VI Civil Rights evaluation. Invite our local military base representatives and federal land development and management agencies to join us in collecting data that will be of significance to them such as data in support of the Strategic Highway Network and

Federal Land Management.

Other data collected will assist with accessing potential environmental mitigation impacted areas, that are considered environmentally, historically, or culturally sensitive.

2.2 Database Base Development

The SA-MPO collects information and develops databases, which are used to aid in the decision-making process. With this data, the SA-MPO can create visual graphics such as maps, site plans, and project illustrations. Databases are used for specific tasks or projects, and are used to develop plans, programs, reports, and planning activities. With new PEAs we will expand the database to include data that might contribute to the better processes involving the climate and green energy, more robust environmental justice effort, a new complete streets mind-set, planning and environmental linkages for a much more viable data collection and usage.

2.3 Performance Based Planning Targets

With the requirement for adopting Safety, Travel Time Reliability, Road and Bridge Condition as well as Transit State of Good repair planning targets the MPO will be gathering and processing relevant data to report on and update targets in the MTP and the TIP. These reports and updates will also be used in our Tri-agency planning agreement to maintain cooperative effort and planning. The MPO has decided unanimously to support the state in their published targets.

2.4 Complete Streets Planning Activities (2024)

The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

- Staff will compile and share data and information on active transportation.
- Evaluate active transportation system to understand system performance needs to identify regional activities.
- Hold public outreach sessions to share information and encourage active transportation.
- Work with other interested parties to advance and improve the program.
- Look for innovative ways to optimize funding for active transportation projects.
- Support and align statewide and regional active transportation strategies and actions.

E. FUNDING SUMMARY

Task 2 - FY 2025						
Data Development and Maintenance						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
2.1	Data Collection & Analysis	SA-MPO	\$6,326	\$0	\$0	\$6,326
2.2	Database Development	SA-MPO	\$6,081	\$0	\$0	\$6,081
2.3	Website Maintenance	SA-MPO	\$7,621	\$0	\$0	\$7,621
2.4	2.5% Set-aside for increasing Safe and	SA-MPO	\$4,884	\$0	\$0	\$4,884
	TOTAL		\$24,912	\$0	\$0	\$24,912
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

IV. TASK 3.0: SHORT RANGE PLANNING

A. OBJECTIVE

To undertake transportation planning activities, both local and regional, and to provide multimodal planning to improve the transit system while seeking a systemic approach to planning, transportation needs, and economic vitality.

B. EXPECTED PRODUCTS

- Develop and maintain the TIP and the UPWP.
- Coordinate transportation planning activities with federal, state, and local agencies that will contribute to the implementation of the new PEAs along with the previous ones.
- Implement short-range transportation planning activities, which will assist with the development of the long-range plans and projects.
- Review and access goals and objectives to ensure the SA-MPO is consistent with the long-range outcome of improving the transportation system.
- Initiate a process for prioritizing new and existing projects and estimating a timeline for project implementation.
- Continuing efforts targeted at Resiliency Plan development.

C. PREVIOUS WORK

The SA-MPO staff, Technical Advisory Committee and Policy Board amended the FY 23-26 TIP three times and the MTP was amended three times. TIP amendment included new

Transit projects for bus purchases, additional projects to pave a bus parking lot and develop a Transit in-house maintenance plan and facility. The MTP was amended to add bus purchases and a Transit in-house maintenance facility.

D. SUBTASKS

3.1 Transportation Improvement Program

The SA-MPO will work with the Texas Department of Transportation (TxDOT), Concho Valley Transit District (CVTD), Goodfellow Air Force Base, Land Management Agencies and City of San Angelo (COSA) to develop and program projects in the short-range plan. Amendments will be made when necessary and the TIP will be updated as needed. Updates to projects will be provided to stakeholders and the community.

3.2 Resiliency Plan

The SA-MPO is continuing with the development of a new Resiliency Plan with the assistance of our Technical Advisory Committee, Economic Development Corporation, Chamber of Commerce, City Planning, Emergency Preparedness, and local citizens to gather data and local input to publish a new and previously non-existent Resiliency Plan for the Planning Area. This plan will take into consideration natural and man-made events and difficulties that affect the network as well as the traveling population to include the climate crisis, planning with Planning and Environmental Linkages to assist in protecting the environment, equity in all demographics and areas of the city for all users. We are hoping to get some outside assistance in this fiscal year.

3.3 Collaborative Planning

To continue successful transportation planning initiatives, the SA-MPO will collaborate with local organizations, federal and state agencies, and other organizations to share information, which will be used to develop and update plans and programs. Other collaborations will include educational events, project development, transportation grants, campaigns and establishment and maintaining of Performance Targets. Staff attends other stakeholder meetings, business association and developer meetings, and other related meetings to stay informed. Agency collaboration and partner planning provide opportunities to share and disseminate information related to transportation and economic development. This collaboration will give the MPO more access to and collection of data, meetings and events that will help expand our planning process and disseminate information we have available such as complete streets efforts, transition efforts toward cleaner energy, STRAHNET development, FMLA plans and efforts in our planning area and better inclusion of public involvement.

3.4 Transportation System Technology

Throughout the year, the SA-MPO will monitor and evaluate the transportation system. Part of this will look at changes reflected by efforts to reach performance goals and comparisons of where we wanted to be and where we are. This involves reviewing and analyzing data, soliciting comments, and anticipating changes within the system. Staff will research, study, and recommend various technological methods and equipment in the transportation system for improvements. Areas of interest include intelligent

transportation systems, green wave, and modeling. Other concepts such as sustainability, traffic calming, road diets, complete streets, etc. will be studied and recommended as well.

E. FUNDING SUMMARY

Task 3 - FY 2025						
Short Range Planning						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
3.1	Transportation Improvement Program	SA-MPO	\$12,000	\$0	\$0	\$12,000
3.2	Unified Planning Work Program	SA-MPO	\$3,150	\$0	\$0	\$3,150
3.3	Collaborative Planning	SA-MPO	\$6,135	\$0	\$0	\$6,135
3.4	Transportation System Technology	SA-MPO	\$9,400	\$0	\$0	\$9,400
Total			\$30,685	\$0	\$0	\$30,685
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

V. TASK 4.0: METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To prepare an updated long-range transportation plan in cooperation with participating agencies that will address current and future transportation needs for the MPO. The SA-MPO will work cooperatively with transportation planning partners and stakeholders to monitor and amend the long-range transportation plan (**Moving People and Goods Through and Within San Angelo 2045**) while completing the new long-range plan for years 2025–2050.

B. EXPECTED PRODUCTS

- Collaboration with public transportation providers and freight haulers to increase mobility options, safety while improving connectivity for residents and other users of the system within the planning area and region.
- Update bicycle/pedestrian database to identify existing facilities, extraneous links, and gaps in the non-motorized system. Continue working with City Planning and our committee to amend the Bike/Ped Master Plan.
- Coordinate with planning partners to consider land-use development and economic development and any impacts they have on each mode.
- Consider planning goals such as safety, resiliency, reliability, road and bridge condition and Transit safety and sustainability.
- Revise and update the long-range transportation plan as needs and necessities

change, including new projects, strategies, policies, and objectives in preparation for the next edition of the MTP.

- Collect data and statistics to compare previous performance with desired performance based planning results and then reporting those results and progress.
- Gather more data for and complete development of the new Travel Demand Model
- Incorporation of the new Planning Emphasis Areas and efforts into the MTP.
- Complete and publish the new MTP for Fiscal Years 2025-2050.

C. PREVIOUS WORK

Progress in approved projects has been decided on and put into action the previous Fiscal Year of 2024. All this accomplished through MPO Stakeholder planning and cooperation of Stakeholders and Planning Partners. The MPO has also been working with a Bicycle/Pedestrian Safety Committee to address the gaps and lack of action on the dated Bike/Ped Master Plan. The efforts will bring the Master Plan up to date with realistic goals that can be put into action with little stress on the City budgeting system. This committee has been looking at Bike Lanes as well as gaps in the sidewalk inventory with some resolve with sidewalks being installed on the North side of the city where citizens will definitely make use of them. We continue to work with the Transit District to improve public transportation. They have made great strides in customer service through technology and new routes this past year and have a consultant working on a new public transportation system assessment and recommendation. The MPO continues to participate and set up public meetings to gather public input during the implementation of new routes and updates to the Public Transportation System. The SA-MPO solicited comments throughout the process from local organizations, federal agencies, planning partners and the public. A long-awaited highway project on Old Christoval Road that is used for access to Goodfellow Air Force Base is finally underway. Repairs to load limited Oakes Street Bridge has been completed and work on the limited bridge on the Knickerbocker bridge over Nasworthy Lake has started. Funding has been agreed on for the US277 freeway upgrade and rail overpass has been agreed upon to make this project whole and move the project forward.

D. SUBTASK

4.1 Roadway Planning

San Angelo's Street network is made up of highways, arterials, collector, and local streets. The roadway network is the largest component of the transportation system and affects the shipment of goods, the mobility of people, and access to services. The SA-MPO will continue collaborating with stakeholders and planning partners to produce solutions for maintaining and preserving the system, improving safety and anticipating future demand to improve system resiliency through consideration of possible environmental issues, equal consideration of impact to all citizens of the city and all road users, and the needs of our federal partners and stakeholders. Future land use is a very large consideration for transportation plans as the City, County, State and Federal agencies are in a constant

state of evaluation and change in land uses for the public good.

4.2 Public Transportation Planning

The SA-MPO continues collaboration with the Concho Valley Transit District (CVTD) to improve and promote the public transportation system. Stakeholders and planning partners are working to provide better access to public transportation routes and promote creation of new routes as the demographic changes. Demographics is reviewed to align with each Census and with the State Demographers office between Census taking each 10 years. Public awareness and participation is invaluable and work with other public transportation operators such as intercity bus and private providers continues to encourage and create regional and local connectivity and provide safe and reliable travel for everyone throughout the region. Many plans for Public Transport are being updated to create a more efficient, reliable and resilient system

4.3 Non-Motorized Planning

The SA-MPO has in place an active Bicycle/Pedestrian Safety Advisory Committee that will use information from previous bicycle and pedestrian studies and planned informal surveys to study and make recommendation for changes to priorities and access to the transportation network. This will bring about a new perspective and recommendations to the TAC for transition to clean energy, equity and justice in planning, safe streets for all users, better public involvement, STRAHNET and Land Use Management, which will result in better data provided to the planning partners. Staff will collaborate with local organizations to seek funds for non-motorized infrastructure and to provide education to motorists and non-motorists.

4.4 New Plan Development

The SA-MPO staff is working with planning partners and stakeholders to gather data and public input for the completion, public review and publishing of the new MTP reaching out to year 2050. The MTP development builds and grows over the life of the plan and in the refresher each 5 years to assess air quality in the planning area, guide the stakeholders and planning partners to review progress made on required performance measures and give priority to maintaining and building new TIP plans to support the State of Texas 10-year plan.

4.5 Travel Demand Model

The SA-MPO staff worked closely with TxDOT, TTI and consultants to gather data and complete the development of a new and meaningful Travel Demand Model with a base year of 2018. Data collection and training continue and we feel that this model will be of great value and influence for our planning partners.

E. FUNDING SUMMARY

Task 4 - FY 2025						
Metropolitan Transportation Plan						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
4.1	Roadway Planning	SA-MPO	\$14,500	\$0	\$0	\$14,500
4.2	Public Transportation Planning	SA-MPO	\$14,900	\$0	\$0	\$14,900
4.3	Non-Motorized Planning	SA-MPO	\$17,336	\$0	\$0	\$17,336
4.4	New Plan Development	SA-MPO	\$18,000	\$0	\$0	\$18,000
4.5	Travel Demand Model	SA-MPO	\$5,630	\$0	\$0	\$5,630
Total			\$70,366	\$0	\$0	\$70,366
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

VI. TASK 5.0: SPECIAL PROJECTS

A. OBJECTIVE

To further the goals and objectives of the transportation planning process through special projects and plans undertaken by MPO staff or consultants in support of existing or projected local and regional transportation needs.

B. POSSIBLE EXPECTED PRODUCTS

- A project to develop a strategic freight corridor plan for safe, efficient, and responsible movement of freight in, through and around San Angelo. Identifying opportunities, strategies to capitalize on economic development associated with the flow of goods and products. This product is still in consideration as other plans developed a newer and higher priority
- Assessment of the effects of two interstate highways designated through the MPA and how these might influence the Land Use Plan and Thoroughfare Plan.
- A completed and published Resiliency Plan.

C. PREVIOUS WORK

The San Angelo MPO coordinated this past year with City and Economic Development organizations in efforts to evaluate and assess the effect on Interstate highways on the projected economic development of the planning area in relation to the future expansion of the Industrial Park and expansion developments at the San Angelo Airport.

The MPO in cooperation with TxDOT and TTI along with stakeholders surveyed and worked through a planning process and project evaluation and selection to develop an MPO Safety Plan that will guide staff and committees with recommendations to the Policy Board that promote a Safe Streets For All planning environment and vision.

D. SUBTASKS

5.1 Strategic Freight Corridor Plan

The MPO in cooperation with possible planning partners such as TxDOT, FHWA and a local committee of stakeholders survey the planning region and develop a new strategic plan in the San Angelo Corridor that could be published and used as a tool for Transportation Planning and Economic Development now and projected out into the next 25 years.

5.2 Influences of Interstate Highway development

The MPO in collaboration with economic development agencies, city operations and city planning departments will meet and assess the possible future influences of Interstate highways on the Land Use and Thoroughfare Plans.

5.3 Complete and Published Resiliency Plan

The MPO would like to work with a consultant to review, build and publish a complete Resiliency Plan for the MPO Planning Area and direct influences on the Planning Area.

E. FUNDING SUMMARY

Task5 - FY2025						
Special Projects						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
5.1	Transportation System Assessment Survey	SA-MPO	\$5,000	\$0	\$0	\$5,000
5.2	Influences of Interstate Highway Development	SA-MPO	\$5,000	\$0	\$0	\$5,000
5.3	Resiliency Plan development acceptance and publication	SA-MPO	\$150,000	\$0	\$0	\$150,000
Total			\$160,000	\$0	\$0	\$160,000
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

VII. Budget Summary

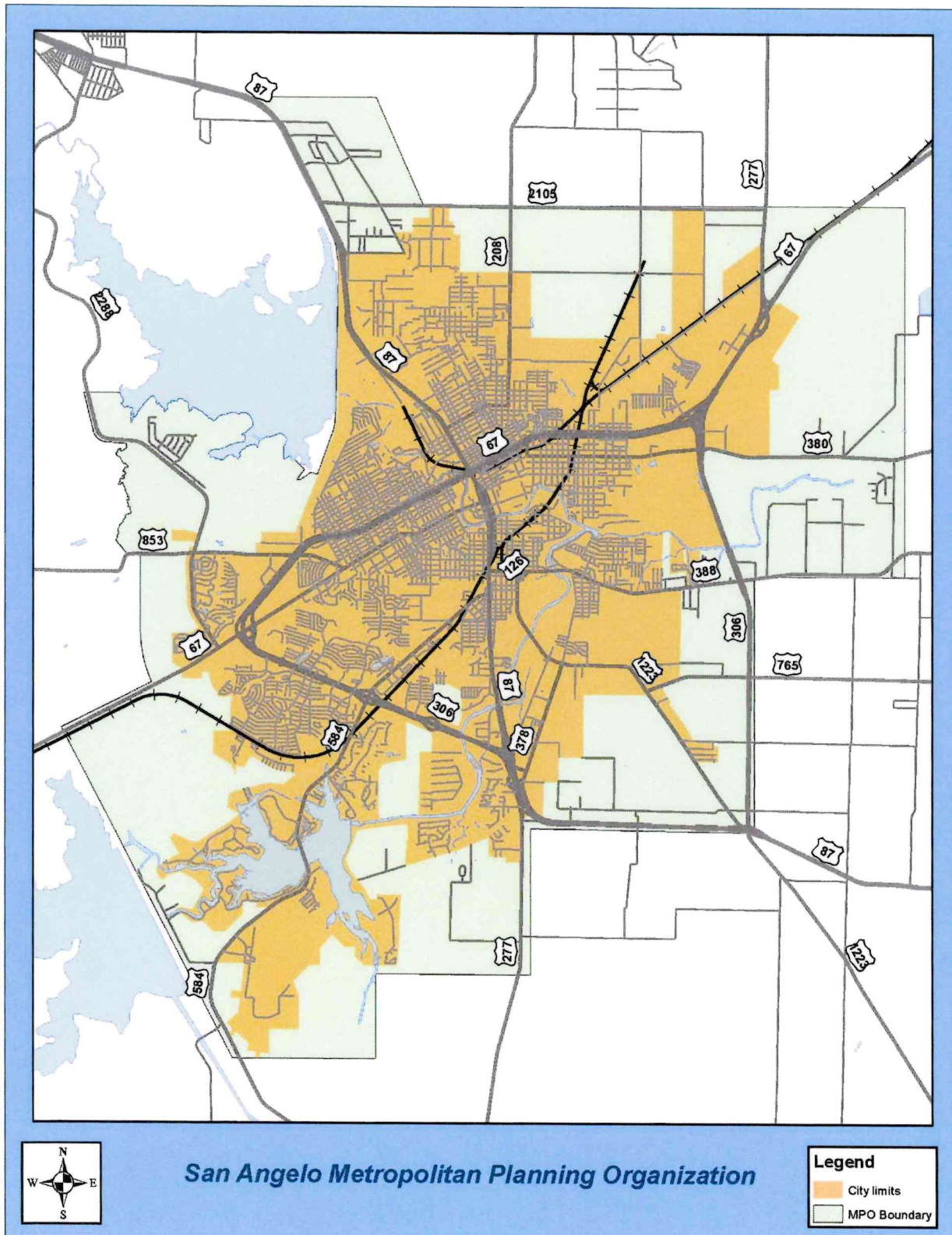
Budget Summary					
Fiscal Year 2025					
UPW P Tasks	Description	Total Planning Funds (TPF)	FTA Section 5307 Funds	Local Funds	Total Funds
1.0	Administration Management	\$134,797	\$0	\$0	\$134,797
2.0	Data Development and Maintenance	\$24,912	\$0	\$0	\$24,912
3.0	Short Range Planning	\$30,685	\$0	\$0	\$30,685
4.0	Metropolitan Transportation Planning	\$46,736	\$0	\$0	\$46,736
5.0	Special Studies	\$160,000	\$0	\$0	\$160,000
Total		\$397,130	\$0	\$0	\$397,130
FHWA PL-112*					\$194,750
FTA Section 5303*					\$58,896
Estimated Unexpended Carryover**					\$272,969
Total Transportation Planning Funds					\$526,615
TPF Funds include both FHWA PL-112 and FTA Section 5303 Funds. TXDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.					
*Estimate based on prior years authorizations approvals are made contingent on legislation for continued funding					
**This amount is consistent with carryover balance per TXDOT Planning and Programming Division					

APPENDIX A – Policy Board Membership

Voting Members		
Brenda Gunter*	Mayor/Chairman	City of San Angelo
Daniel Valenzuela	City Manager	City of San Angelo
John Austin Stokes	Executive Director	Concho Valley Transit District
Vacant	President	San Angelo Chamber of Commerce
Chris Cowen	District Engineer	San Angelo TxDOT
John DeWitt	Director of Transportation Planning & Development	San Angelo TxDOT
Steve Floyd*	County Judge/Vice Chairman	Tom Green County
Non-Voting Members		
August Pflueger*	U.S. Representative	U.S. Congress
Drew Darby*	State Representative	State of Texas
Charles Perry*	State Senator	State of Texas
Hanna Hutcheson	Community Planner	FHWA, Austin
Transportation Planning Partners		
Raymond Sanchez	Transportation Planner - TPP	TxDOT
Jeff York	General Manager	Concho Valley Transit District
Nicholas Greenly	Design Resource Coordinator	San Angelo TxDOT
Delma Childress	Public Transportation Coordinator	San Angelo TxDOT
SA-MPO Staff		
Major Hofheins	MPO Director	MPO
Pete Madrid	Transportation Planner/GIS Technician	MPO

*Denotes Elected Officials

APPENDIX B – Metropolitan Planning Area Boundary Map

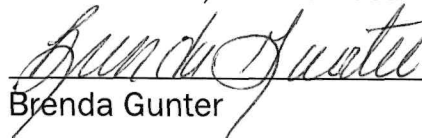


APPENDIX C – Debarment Certification

DEBARMENT CERTIFICATION (Negotiated Contracts)

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

**federal, state or local*


Brenda Gunter

Mayor, City of San Angelo/MPO Policy Board Chairman
Title

June 12, 2024
Date

APPENDIX D – Lobbying Certification

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

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


Brenda Gunter

Mayor, City of San Angelo/MPO Policy Board Chairman
Title

San Angelo MPO
Agency

June 12, 2024
Date

APPENDIX E – Certification of Compliance

CERTIFICATION OF COMPLIANCE

I, Brenda Gunter, Mayor, City of San Angelo
(Name and Position, Typed or Printed)

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 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

June 12, 2024
Date


Brenda Gunter
Mayor City of San Angelo/Chairman, MPO Policy Board

Attest:


Major Hoffheins

Director, San Angelo MPO
Title

APPENDIX F – Certification of Internal Ethics & Compliance Program

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Brenda Gunter, Mayor, City of San Angelo,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of San Angelo Metropolitan Planning
Organization,
(MPO)

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

June 12, 2024
Date


Brenda Gunter
Mayor City of San Angelo/Chairman, MPO Policy Board

Attest:


Major Hofheins

Director, San Angelo MPO
Title

HISTORY OF AMENDMENTS/REVISIONS