



FY 2020 Unified Planning Work Program

San Angelo MPO

**Approved by the SA-MPO Policy Board on:
06/24/2019**

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) further integrated transportation areas. TEA-21 called for MPOs to organize their planning process around the general guidelines of eight broad areas. These areas were defined as:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, especially by promoting energy conservation and improving quality of life.
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 efficient preservation of existing transportation systems.
9. Improve the resiliency of the transportation system and reduce or mitigate storm water impacts.
10. Enhance travel and tourism.

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was the predecessor to TEA-21. 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. These additional strategies are included in the table below.**

MAP-21/FAST Act Planning Factors w/ UPWP Corresponding Tasks																	
MAP-21 Planning Factors	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	3.1	3.2	3.3	3.4	3.5	4.1	4.2	4.3	5.1
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	
Increase the safety of the transportation system for motorized and non-motorized users.		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	
Increase the accessibility and mobility of people and for freight.		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
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
Promote efficient system management and operation.		X	X					X	X			X	X				
Emphasize the preservation of the existing transportation system.		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
Enhance travel and tourism		X		X		X					X			X	X		

Table 1.0: MAP-21/FAST Act Planning Factors

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 2020 (10/1/2019 – 9/30/2020). 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 and studies 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 Studies	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 Voyage 2040, which is the SA-MPO's long-range transportation plan.

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*

Moving Ahead for Progress in the 21st Century has seven national goals and performance management measures based on a Performance Management system. The expectation is that these goals will transform the federal-aid highway program and provide a means to the most efficient investment of transportation funds. The seven national goals of MAP-21 are:

Goal Area	National Goal
Safety	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure	Maintain the highway infrastructure asset system in a state of good repair.
Congestion	Achieve a significant reduction in congestion on the National Highway 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.
Project Delivery Reduction	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.

Table 3.0: Seven National Goals

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, Voyage 2040, 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 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 2010 Census statistic according to *Vintage 2015 Population Estimates: Population Estimates*, San Angelo has an estimated population of 100,450.

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.

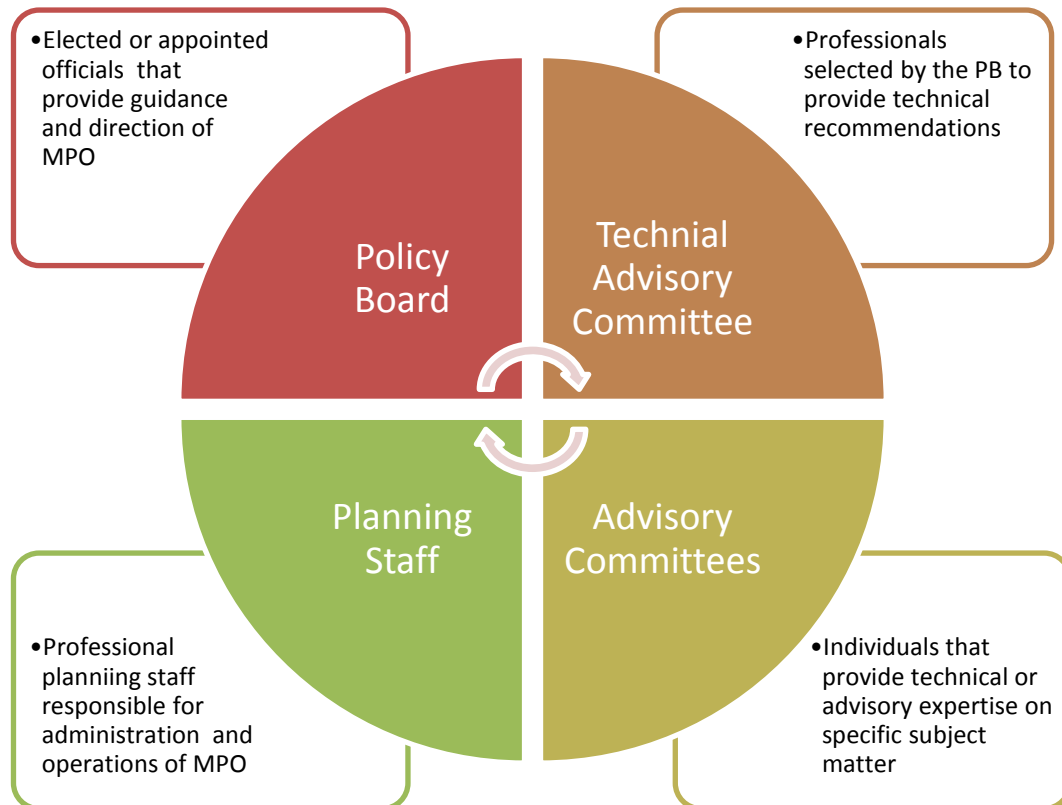
The SA-MPO maintains a website, www.sanangelompo.org, which provides more information about the organization, upcoming activities, and meetings. In addition to the website, the SA-MPO actively uses social media (Facebook and Twitter) to reach and engage the community.

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.

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 three staff members – Director, Administrative Assistant, 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. At the current time there is an active Bicycle/Pedestrian Safety Committee that is working on an amendment to the City Bicycle/Pedestrian Master Plan.

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 2014 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 (2014)

The survey identified 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 2020 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 and MAP-21, which include Models of Regional Planning Cooperation,

Ladders of Opportunity, and implementation of MAP-21. As the chart above shows, these three factors are not addressed in one particular task; however, are included in some manner throughout the tasks.

II. TASK 1.0: ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To insure 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 to board, committees, staff, stakeholders, and public to assist in better understanding of roles and responsibilities.
- Conducts effective and efficient management of the transportation planning program for the metropolitan area.
- Create and develop reports and documents used for relaying information and evaluating transportation planning activities and expenditures.
- Target underserved populations and encourage involvement with transportation.

C. PREVIOUS WORK

- Accurate financial accounts including, invoices, receipts and accounting reports.
- Customized campaigns and educational events used to change behavior and provide information on transportation planning activities.
- Attendance at and participation in staff development activities, conferences, meetings, teleconferences, and webinars.
- Submission of reports, documents, and correspondence 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.

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). Other 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. Target audiences include e residents, stakeholders, civic groups, and private businesses. Activities under this subtask involve:

- Social media
- English/Spanish correspondence
- Title VI/Environmental Justice compliance
- Informal surveys
- Community events
- Informational material dissemination
- We will continue introducing our community to live interactive public committee meetings via the internet and social media

1.5 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 will help bridge this gap. We are updating our Public Participation Plan to be more inclusive and sensitive to environmental justice issues if any in our community.

1.6 Technology Capital

This coming year the MPO will be required to purchase new computers to keep up with the City's efforts to maintain a reliable and resilient Technology Network. Many computers in the MPO are older than 5 years and have Windows 7 operating system which will no longer be maintained by Microsoft this next year. As a result the City of San Angelo is moving to more modern equipment that will support Windows 10. The MPO will follow suit.

1.7 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.

E. FUNDING SUMMARY

TASK 1 - FY 2020						
Administration Management						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
1.1	Administration	SA-MPO	\$81,340	\$0	\$0	\$81,340
1.2	Development and Education	SA-MPO	\$11,946	\$0	\$0	\$11,946
1.3	Document Development and Reporting	SA-MPO	\$16,728	\$0	\$0	\$16,728
1.4	Public Involvement	SA-MPO	\$15,529	\$0	\$0	\$15,529
1.5	Title VI/Environmental Justice	SA-MPO	\$13,237	\$0	\$0	\$13,237
1.6	Technology Capital	SA-MPO	\$10,000	\$0	\$0	\$10,000
1.7	Office Supplies and Printing Services	SA-MPO	\$2,121	\$0	\$0	\$2,121
TOTAL			\$150,901	\$0	\$0	\$150,901
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, 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 for performance target reporting and updates.

C. PREVIOUS WORK

- Developed a system used for identifying and tracking projects. System was incorporated in the Project Selection Process document.
- Updated projects and information in the Transportation Improvement Program.
- Created a UPWP detailing MPO planning activities.
- Collected vehicular and non-motorized data used for identifying problematic area in the transportation system.
- Updated in-house designed interactive Projects Map on our website for convenience and clarity to our stakeholders, partners and the general public. This past year we have started adding project schematic drawings.

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.

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 is able to 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.

2.3 Performance Based Planning Targets

With the new 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.

FUNDING SUMMARY

TASK 2 – FY 2020						
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	\$29,538	\$0	\$0	\$29,538
2.2	Database Development	SA-MPO	\$11,234	\$0	\$0	\$11,234
2.3	Performance Based Planning Targets	SA-MPO	\$5,621	\$0	\$0	\$5,621
	TOTAL		\$46,393	\$0	\$0	\$46,393
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.
- 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 are 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.
- Gather data for and develop a new Travel Demand Model

C. PREVIOUS WORK

The SA-MPO staff, Technical Advisory Committee and Policy Board amended the FY 19-22 TIP once and the MTP was amended once. TIP amendment included a new Transit project for bus stop shelters and minor adjustment of costs for other Transit Projects. The MTP was amended to add a project, move projects from not funded to funded category and to add Performance Targets.

D. SUBTASKS

3.1 Transportation Improvement Program

The SA-MPO will work the Texas Department of Transportation (TxDOT), Concho Valley Transit District (CVTD), 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 from the current 2019 – 2022 TIP to a 2021 – 2024 TIP. Projects programmed in the TIP will be monitored throughout the development process until completion. Updates to projects will be provided to stakeholders and the community occasionally.

3.2 Unified Planning Work Program

Development of SA-MPOs one year planning document will be developed during spring/summer of fiscal year 2020. The SA-MPO will consult with Policy Board members, and Technical Advisory Committee (TAC) members 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.

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, and campaigns. Staff will attend 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.

3.4 Transportation System Technology

Throughout the year, the SA-MPO will monitor and evaluate the transportation system. 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 2020						
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	\$15,326	\$0	\$0	\$15,326
3.2	Unified Planning Work Program	SA-MPO	\$3,362	\$0	\$0	\$3,362
3.3	Collaborative Planning	SA-MPO	\$8,819	\$0	\$0	\$8,819
3.4	Transportation System Technology	SA-MPO	\$12,544	\$0	\$0	\$12,544
	Total		\$40,051	\$0	\$0	\$40,051
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 complete the development of the long-range transportation plan (**Moving People and Goods Through and Within San Angelo 2045**).

B. EXPECTED PRODUCTS

- Collaborate with public transportation providers to increase mobility options for residents within the planning area and region.
- Update bicycle/pedestrian database to identify existing facilities, extraneous links, and gaps in the non-motorized system.
- Coordinate with planning partners to consider land-use development and economic development and any impacts they have on each mode.
- Use information collected to develop a process for improving connectivity between each mode and create options for mobility.
- Consider planning goals such as safety, sustainability, environment, reliability, etc. for all modes of transportation.
- Revise and update the long-range transportation plan as needs and necessities change, including new projects, strategies, policies, and objectives while assembling a new MTP.

C. PREVIOUS WORK

Much progress and many projects have been decided on and put into action the previous Fiscal Year of 2019. A safety project on one of the busiest segments within the MPA was completed providing protected access and traffic calming in the midst of new commercial development on Sherwood Way from FM 2288 to Loop 306. Another project that is a safety and expansion project was started on US 67 on the Northeast side of the city in front of Howard College and other commercial entities. When finished this will get students and farm equipment out of a situation of having to cross high speed lanes on that segment of the highway. One of the City's worst main thoroughfares, Bell Street, that handles heavy traffic to our base and other trip generators in the downtown area has been contracted for a complete reconstruct including sidewalks and utilities. All this accomplished through MPO Stakeholder planning and discovery of funding sources. The MPO has also started a Bicycle/Pedestrian Safety Committee to address the gaps and lack of action on the dated Bike/Ped Master Plan. The plan is for this to lead to an up to date amendment to this plan with realistic goals that can be put into action with little stress on the budgeting system. This committee is looking at Bike Lanes as well as gaps in the sidewalk inventory. We continue to work with the Transit District to improve public transportation. They have made great strides in customer service through technology. MPO Staff has been hard at work on the new MTP and input from local stakeholders. Several meetings have been held in conjunction with the development of the document. The SA-MPO solicited comments throughout the process from local organizations, federal agencies, and planning partners and the public.

D. SUBTASKS

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 goods, the mobility of people, and access to services. The SA-MPO staff will collaborate with TxDOT and the City of San Angelo (COSA) to produce solutions for maintaining and preserving the highway system and anticipating future demand. Furthermore, efforts will be made to reduce the number of vehicular accidents and increase non-motorized usage on the roadway system.

4.2 Public Transportation Planning

The SA-MPO will collaborate with the Concho Valley Transit District (CVTD) to improve and promote the public transportation system. Staff will work to provide better access to the public transportation routes and incorporate techniques to increase transit ridership and public awareness about the transit system. Staff will work with other public transportation operators such as intercity bus carriers and private transportation providers to coordinate transportation connectivity in an attempt to provide more options for travel throughout San Angelo and the region.

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 an amendment to the City Bicycle/Pedestrian Master Plan. This will bring to the planning partners as well as City decision makers a plan that is timely and useful. The SA-MPO will work with stakeholders and planning partners to develop a non-motorized transportation system that promotes safety, usage, and equalization. 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 will work with planning partners and stakeholders to gather data and public input for the development of a new MTP reaching out to year 2045.

4.5 Travel Demand Model

The SA-MPO staff will work closely with TxDOT TDM staff and consultant to gather data and develop a new and meaningful Travel Demand Model to be used for the upcoming new Long Range Plan. The current TDM is a base year 2003. The new TDM will have a base year 2013 with an out-year of 2016.

E. FUNDING SUMMARY

TASK 4 – FY 2020						
Metropolitan Transportation Plan						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
4.1	Roadway Planning	SA-MPO	\$15,617	\$0	\$0	\$15,617
4.2	Public Transportation Planning	SA-MPO	\$11,024	\$0	\$0	\$11,024
4.3	Non-Motorized Planning	SA-MPO	\$9,600	\$0	\$0	\$9,600
4.4	New Plan Development	SA_MPO	\$57,000	\$0	\$0	\$57,000
4.5	Travel Demand Model	SA-MPO	\$50,630	\$0	\$0	\$50,630
	Total		\$143,871	\$0	\$0	\$143,871
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

VI. TASK 5.0: SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

- Conduct a Transportation System Assessment survey to assess the public's general perception of the transportation system by mode
- Define a "grade" for each transportation mode and use that as a measure to determine if the transportation system is improving from the residents perspective
- Understand the challenges and identify the deficiencies in the transportation network
- Solicit suggestions for improving transportation in San Angelo
- Conduct a study with the assistance of a consultant to assess the effects of outside influences on the MPA and how they might be mitigated with available funding.

C. PREVIOUS WORK

Due to heavier than normal workload with the additional requirements of performance based planning and research during the 2019 fiscal year, the MPO performed some internal work under this task for fiscal year 2019.

D. SUBTASKS

5.1 Transportation System Assessment survey

The MPO will develop a new community wide survey to solicit the public's perception of the transportation system. The survey will be broken down by mode (pedestrian, highway, transit, and bicycle) and for each mode, there will be a score. The scores for each mode will be averaged and used for comparative purposes. The intent of the survey is to help the MPO determine which modes are viewed as insufficient and where more efforts are needed to improve a particular mode. Providing a balance for each mode is a priority of the MPO.

5.2 Outside Influences on the Planning Area

The MPO with assistance of a consultant will assess the effects of outside influences on the Metropolitan Planning Area. Influences such as Freight Agriculture,, Medical, the Energy Sector, Tourism, Employment, Intercity Bus and Air Travel Connections

E. FUNDING SUMMARY

TASK 5 – FY 2020						
Special Studies						
Subtask	Description	Responsible Agency	Transportation Planning Funds	FTA Section 5307 Funds	Local Funds	Total Funds
5.1	Transportation System Assessment Survey	SA-MPO	\$16,900	\$0	\$0	\$16,900
5.2	Outside Influences on the Planning Area	SA-MPO	\$112,900	\$0	\$0	\$112,900
			\$129,800	\$0	\$0	\$129,800
TXDOT Non-Federal Share Utilizing Transportation Development Credits						\$0

VII. BUDGET SUMMARY

Budget Summary

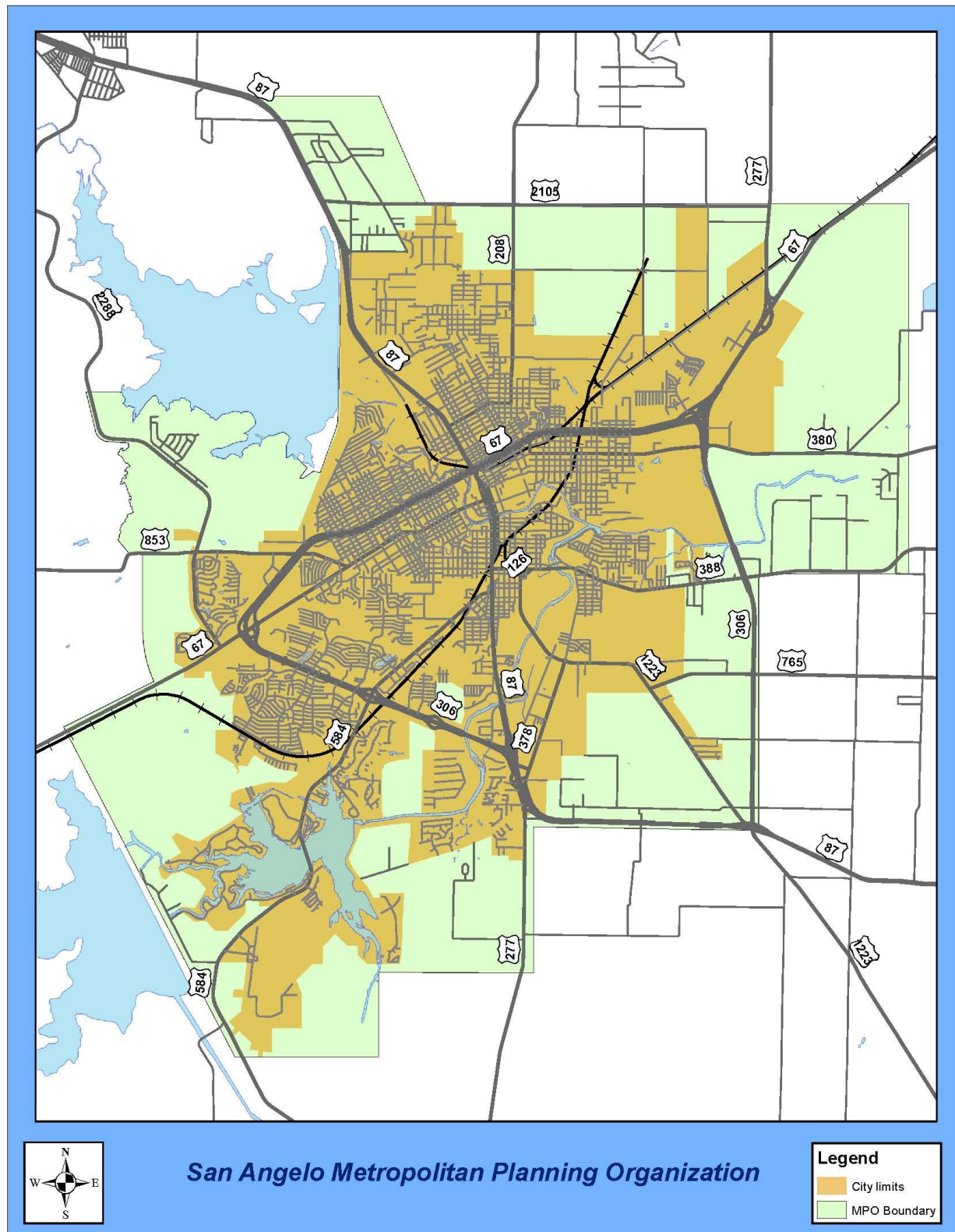
Fiscal Year 2020					
UPWP Tasks	Description	Total Planning Funds (TPF)	FTA Section 5307 Funds	Local Funds	Total Funds
1.0	Administration Management	\$150,901	\$0	\$0	\$150,901
2.0	Data Development and Maintenance	\$46,393	\$0	\$0	\$46,393
3.0	Short Range Planning	\$40,051	\$0	\$0	\$40,051
4.0	Metropolitan Transportation Planning	\$143,871	\$0	\$0	\$143,871
5.0	Special Studies	\$129,800	\$0	\$0	\$129,800
Total		\$511,016	\$0	\$0	\$511,216
FHWA PL-112*					\$163,107
FTA Section 5303*					\$45,588
Estimated Unexpended Carryover**					\$302,321
Total Transportation Planning Funds					\$511,016
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 and Technical Committee 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
Bruce Partain	President	San Angelo Chamber of Commerce
Mark Jones	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		
Mike Conaway*	U.S. Representative	U.S. Congress
Drew Darby*	State Representative	State of Texas
Charles Perry*	State Senator	State of Texas
Kirk Fauver	Realty Specialist, Federal Highway Administration Texas Division	FHWA, Austin
Transportation Planning Partners		
Brigida Gonzalez	Transportation Planner - TPP	TxDOT
Steven Beck	General Manager	Concho Valley Transit District
Kristan Hereford	Design Resource Coordinator	San Angelo TxDOT
Delma Childress	Public Transportation Coordinator	San Angelo TxDOT
SA-MPO Staff		
Major Hofheins	MPO Director	MPO
Jennifer Juarez	Administrative Assistant	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 24, 2019
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 24, 2019
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 24, 2019
Date

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

Attest:

Major Hofheins

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 2, 2019
Date

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

Attest:

Major Hofheins

Director, San Angelo MPO
Title

HISTORY OF AMENDMENTS/REVISIONS