



# FY 2012

## Unified Planning Work Program



# Wichita Falls Urban Transportation Study



Metropolitan Planning Organization  
Wichita Falls | Pleasant Valley | Lakeside City

OCTOBER 1, 2011 THROUGH SEPTEMBER 30, 2012

ADOPTED BY THE TRANSPORTATION POLICY COMMITTEE: **JULY 27, 2011**

AMENDED BY THE TRANSPORTATION POLICY COMMITTEE:

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# **UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING WICHITA FALLS URBANIZED AREA**

**FY 2012 (October 1, 2011 through September 30, 2012)**

## **INTRODUCTION**

The Unified Planning Work Program (UPWP) is the annual transportation planning work program detailing transportation planning, programs and services (work) to be performed by the Wichita Falls Metropolitan Planning Organization (MPO) in support of the "3C" planning process whereby issues and projects are evaluated "continuously, comprehensively, and cooperatively," as required by the passage of the 1962 Federal Aid Highway Act. Subsequently, in 1973 an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. In 1973, the Governor of the State of Texas, acting by, and through the State Department of Highways and Public Transportation designated the City of Wichita Falls, acting through its Policy Advisory Committee, to be the Metropolitan Planning Organization (MPO) for the Wichita Falls Urban Transportation Study Area. This designation changed in June 2000 and replaced the Policy Advisory Committee (PAC) with the Transportation Policy Committee (TPC), which is now the designated Metropolitan Planning Organization.

The United States Department of Transportation, through its modal administrations, requires the development of an annual Unified Planning Work Program (UPWP) to describe inter-modal comprehensive transportation planning in areas with populations greater than 50,000. This single program was designed to be the basis for application of Federal Public Law 112 ("PL" funds) and Section 5303 (transit) planning funds. The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) again renewed the necessity of this program as a much greater emphasis was placed on the planning process. The Transportation Equity Act for the 21st Century (TEA-21), authorized in 1998, continued the program emphasis, promoting a strong cooperative process between all parties involved in the MPO. On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law. SAFETEA-LU authorizes the Federal surface transportation program for highways, highway safety, and transit for the 5-year period 2005-2009 and is subject to multiple extensions until a new reauthorization bill created by Congress supersedes it. As of this writing, Congress has not developed a new transportation authorization bill. All MPO's will continue to operate under continuing resolutions issued by Congress for SAFETEA-LU. We do not foresee Congress issuing a new transportation bill until 2012. Accordingly, this UPWP contains an inventory of planning projects, programs and services performed by public and private transportation planning agencies and partnerships whose projects will have a regionally significant impact in the Wichita Falls MPO region. This UPWP is an instrument for coordinating multi-modal transportation planning activities in the region.

All Wichita Falls MPO plans and programs comply with the public involvement provisions of Title VI, which states: "No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

## **A. PURPOSE**

The FY 2012 UPWP is a continuation of the processes and procedures first utilized in ISTEPA and TEA-21 and further developed and emphasized in SAFETEA-LU. The MPO is responsible, together with the State of Texas, for carrying out the provisions of TEA-21 under Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450. According to federal law (PL 102-240), TEA-21, "...metropolitan planning organizations, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. The transportation plan and program shall facilitate the development, management, and operation of an integrated, inter-modal transportation system that enables the safe, efficient, economic movement of people and goods."

With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors from the old regulations were consolidated into seven factors. With the passage of SAFETEA-LU, the factors were expanded to eight. Namely, safety and security were separated into separate planning factors to better address these issues. In addition, the planning factor on protect/enhance the environment was expanded to include "promote consistency between transportation improvements and State and local planned growth and economic development patterns." With the passage of SAFETEA-LU, the eight planning factors (for both metropolitan and statewide planning) are:

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

The Wichita Falls MPO provides a forum for local input into the expenditure of federal highway and transit dollars. Citizens and stakeholders can come together and share ideas and information with the two main bodies that make up the MPO. The first body is the Technical Advisory Committee or TAC, which makes recommendations and reports directly to the second body, the Transportation Policy Committee or TPC, also known as the Policy Board. The Technical Advisory Committee is a combination of TxDOT and City planning professionals. The Transportation Policy Committee is responsible for all policy decisions made by the MPO and is comprised of local and city officials. The TPC establishes all policies, reviews staff proposals on all phases of the urban transportation planning process, and approves the annual budget and work program for the staff. The TAC and TPC meet on a quarterly basis.

The ultimate product of the planning process is the development of plans, programs, and resulting transportation projects listed in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Citizen and stakeholder involvement is very

important to the mission of the MPO and is encouraged wherever possible. Citizens provide information about community core values. In turn, WFMPO considers this information in the development of plans, programs, and projects.

## **B. DEFINITION OF AREA**

The Wichita Falls Metropolitan Urbanized Area encompasses more than 150 square miles with an estimated population of 140,518 as calculated by the U.S. Census Bureau's Decennial Census taken in 2000. The Cities of Wichita Falls, Lakeside City, and Pleasant Valley are the only urbanized areas located within the MPO boundary. Sheppard Air Force Base is also included as part of the urbanized area. The remaining area is rural with spotted development. The planning area includes areas the MPO reasonably expects urbanization to occur in the next 25 years. For a complete map of the area, please see [Appendix B](#) – Metropolitan Area Boundary Map on page 31 of this document.

The 2000 U.S. Census classifies the City of Wichita Falls as a Metropolitan Statistical Area (MSA), which is defined as an urban area with a population of 50,000 or greater. Furthermore, the Administrators of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) define and officially designate the WFMPO area as a Non-Transportation Management Area (Non-TMA) Metropolitan Planning Organization (MPO). The Non-TMA MPO designation applies to the entire metropolitan planning area with an urbanized population of less than 200,000, as determined by the latest decennial census. The Non-TMA MPO designation applies to the overall metropolitan planning area of Wichita Falls referred to as the "Wichita Falls Urban Transportation Study" (WFUTS) area. The Wichita Falls MPO area includes the following governmental participants:

- City of Wichita Falls, Texas
- County of Wichita, Texas
- City of Pleasant Valley, Texas
- City of Lakeside City, Texas
- County of Archer, Texas
- Texas Department of Transportation (TxDOT) – Wichita Falls District

## **C. ORGANIZATION**

The Wichita Falls Metropolitan Planning Organization consists of a Transportation Policy Committee (TPC), also known as the Policy Board, a Technical Advisory Committee (TAC), and a Transportation Planning Director and staff. ([Appendix A](#) provides a list of all committee members.) The Transportation Policy Committee adopted bylaws on March 28, 2000, which have been revised numerous times with the last revision occurring on April 22, 2009. The City of Wichita Falls serves as the fiscal agent for the MPO, as per the re-designation agreement executed by and between the Transportation Policy Committee of the Wichita Falls MPO and the Governor's Office on March 26, 1998. The State of Texas renewed the agreement between the State, the Wichita Falls MPO, and the City of Wichita Falls on May 15, 2006 and amended it on April 22, 2009.

## **D. PRIVATE SECTOR INVOLVEMENT**

Periodically, the WFMPO finds it necessary to obtain professional services from the private sector. When this occurs, the WFMPO utilizes the City of Wichita Falls' purchasing procedures to find experienced, knowledgeable, and competent firms. The WFMPO employs the use of the City of Wichita Falls' contract procurement procedures consistent with circular OMB A-87 guidelines on use and selection of contractors or consultants from the private sector.

WFMPO will use private consultants to conduct special studies within the region including thoroughfare plans, traffic counts, traffic corridor studies, traffic signal optimization studies and additional transportation data development, which may be used to conduct demographic and traffic studies for planning public transit system routes and services. The WFMPO utilized the services of a consultant in 2006 to initiate a system wide study of the Wichita Falls Transit System. From that study, the WFMPO, in conjunction with the City of Wichita Falls' Transit Division, developed the 2008 "Falls Ride" Transit Plan. The Wichita Falls Transit System, a.k.a. "Falls Ride", implemented this plan on July 7, 2008 with great success. WFMPO also developed the Traffic Signal Optimization Program in 2007, which came directly from working with a consulting firm. The MPO partners with the City's Traffic Engineering Division to identify and optimize traffic corridors located within the WFMPO's boundaries. The *Update to the Socioeconomic Data Collection and Forecast Study* completed in April of 2008 by Bucher, Willis and Ratliff (BWR), Inc. is another example of private sector involvement. WFMPO hired Kimley-Horn and Associates, Inc. to assist with the development of the 2010-2035 Metropolitan Transportation Plan (MTP). The Policy Board approved the new MTP in January 2010. In February 2010, the WFMPO hired the firm of Lockwood, Andrews, and Newnam, Inc. (LAN) to conduct the West of Kemp Blvd. Mobility Study. LAN completed the study in December 2010. WFMPO staff presented the results, with recommendations from the TAC committee, to the Policy Board in January 2011. As a result, the Wichita Fall City Council called upon MPO staff to present the same findings and recommendations at their strategic planning session held in February 2011. City Council has since begun to look for ways to carry out the recommendations for the Rhea/Lawrence/Call Field Road intersection.

There are also instances where WFMPO needs input from private sector citizens and stakeholders. In 2006, the WFMPO formed the Citizens Advisory Committee for the Wichita Falls Transit Study, which included 14 different stakeholder representatives from across the MPO area. This committee was very effective at identifying transit needs within our community. In 2009, WFMPO formed the 2010-2035 Metropolitan Transportation Plan selection and oversight committee and the Bicycle & Pedestrian Advisory Committee (BPAC) to help guide the MPO through the update process. Although BPAC was formed exclusively to assist in the update of the Metropolitan Transportation Plan's Bicycle Master Plan, WFMPO continues to rely on this committee's input for all issues related to bicycling and walking. WFMPO will continue to call upon private sector representatives to participate directly in the planning process by serving on various task forces and coalitions thus facilitating the various planning disciplines.

WFMPO will use a private, professional consulting firm for logistical and data support of subtask 4.4, create a detailed Project Readiness Plan, and for subtask 5.5, conduct an intersection safety study. WFMPO plans to begin a freight study during FY 2011, which will probably conclude sometime in 2012. The study will examine freight improvements to our community and will include airfreight transportation issues. WFMPO will also examine the possibility of expanding the MPO's boundary to include the communities of Iowa Park and Burkburnett, Texas. Based on the 2010 U.S. Census Bureau population counts, there may be enough contiguous population block groups to justify expansion of the MPO's boundaries.

## **E. PLANNING ISSUES AND EMPHASIS**

The focus of the Metropolitan Transportation Plan (MTP) and other transportation plans and programs is to identify current and future needs, deficiencies in the system, link land use decisions with public and private transportation opportunities, address multimodal interests, identify short and long-range maintenance and safety issues, and to generally improve the overall transportation system. On-going updates and data maintenance of the MTP will ensure a process of follow-up that the MPO expects to grow with the study area in population, changing mobility patterns, and maintenance.

Many local, regional, and national issues will shape the work that the Wichita Falls MPO will perform in FY 2012. These issues are interrelated and present different challenges in the development of short-range and long-term plans.

### **Regional Planning Issues**

The MPO will continue to address the following topics that are important to the region:

**National Security.** The establishment of the Department of Homeland Security has focused an increased awareness on the need to improve the transportation system as a measure of national security.

**Economic Development and Environmental Justice.** The transportation planning process must consider regional economic growth as a priority while making sure that the benefits and/or impacts of the actions are distributed in an equitable way among various population groups.

**Financial Planning and Programming.** The overall economic and financial environment will increase competition among projects for funding. Innovative and alternative funding mechanisms need to be explored to reduce the gap between the regional needs and the availability of funds to improve the transportation network.

**Freight.** Increasing international trade is putting pressure on the transportation network to move freight efficiently through rail, highway, and air modes.

**Intermodal and Multimodal Hubs and Connectivity.** Different modes within the transportation system that move people and goods should be interconnected as efficiently as possible, thus promoting a “seamless” transportation system.

**Analysis of Transit Alternatives.** Different modes of public transportation within the region should be considered in order to provide service throughout the MPO area and to the MPO’s regional neighbors within the 11 counties of the North Texas Regional Planning Commission.

**Land Use and Smart Growth.** Current trends within the metropolitan area indicate faster growth in the outskirts of the metropolitan area along with its implications on population density and land use patterns.

**Travel Demand Modeling.** The enhancement of analytical tools, such as the travel demand models will facilitate and improve the policy decision-making process.

**Intelligent Transportation System (ITS) Strategies.** ITS is becoming increasingly important as funding for new capacity projects becomes more difficult to obtain.

## **F. ABBREVIATIONS**

The following abbreviations denote boards, agencies, and programs:

### **Local:**

|       |  |
|-------|--|
| WFMPO | Wichita Falls Metropolitan Planning Organization |
| TAC   | Technical Advisory Committee                     |
| TPC   | Transportation Policy Committee                  |
| BPAC  | Bicycle and Pedestrian Advisory Committee        |

### **Regional:**

|        |  |
|--------|--|
| NORTEX | North Texas Regional Planning Commission |
|--------|--|

### **State:**

|       |  |
|-------|--|
| TCI   | Texas Congestion Index                                   |
| TPP   | Transportation Planning and Programming Division (TxDOT) |
| TxDOT | Texas Department of Transportation                       |

### **Federal:**

|            |  |
|------------|--|
| ARRA       | American Recovery and Reinvestment Act   |
| CDBG       | Community Development Block Grant  |
| EJ         | Environmental Justice  |
| EPA        | Environmental Protection Agency  |
| FHWA       | Federal Highway Administration   |
| FTA        | Federal Transit Administration   |
| ISTEA      | Intermodal Surface Transportation Efficiency Act of 1991                             |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| TEA-21     | Transportation Equity Act for the 21 <sup>st</sup> Century                           |
| TMA        | Traffic Management Area  |

## **TASK 1.0 – ADMINISTRATION/MANAGEMENT**

**A. OBJECTIVE** – Work elements in this activity are administrative and management tasks that are associated with the function and coordination of the multimodal transportation planning process, which includes: travel, registration and training; office supplies and equipment; computer software and equipment upgrades; maintenance and technical support for software and hardware; subscriptions relating to software and applications involving the Geographic Information System and/or databases (including GPS data gathering systems); expenses required for public involvement/environmental justice activities; promotion of WFMPO programs and advertising and other work associated with the function of the WFMPO and the Falls Ride transit system.

The development of goals, objectives, and policies; committee structures and staffing; interagency linkage and information; and staffing of various work elements are the main concern of transportation planning coordination. Required duties include informing the public and committee members of meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities.

**B. EXPECTED PRODUCTS** – Correspondence, memoranda, agreements, agenda creation, record keeping and minutes necessary to document ongoing activities of the study office. This task includes the purchase of office supplies, office furniture, computer software, computer hardware and the upgrade of equipment, and the associated costs, including advertising, to post public notices, rent meeting places, and other expenses as appropriate. Other products of this task are training and expenses incurred while members of the study office, or those approved for travel by the study office, travel to training, meetings, conferences, and/or workshops. This task also includes maintenance and updates of the WFMPO website. WFMPO created a special subtask for FY 2012 to purchase a replacement plotter for producing maps and other graphic intensive documents.

**C. PREVIOUS WORK** – In coordination with Wichita Falls TxDOT District staff, MPO staff devised, implemented, and administered day-to-day activities and operations of the urban transportation planning process. The majority of administrative tasks was on going and considered as carry-over from the last fiscal year. MPO staff included quarterly financial reports in all regularly scheduled TAC and TPC meetings for review by committee members. The quarterly financial reports provided a brief summary of MPO expenses throughout the fiscal year and provided a good tool for determining if the MPO was staying within budget constraints.

MPO staff prepared the 2011 UPWP in June 2010 and submitted a copy to TxDOT North Region Support Center in Waco for review and comment. The Wichita Falls MPO Transportation Policy Committee adopted the final document at its regularly scheduled July 21, 2010 meeting.

The WFMPO submitted 12 billings for review and payment during the past fiscal year. Over all, expenditures for all five Tasks were 67.56%. Total expenditures for Task 1 were 58.89% of total programmed funding for FY 2010. Finally, the WFMPO submitted the FY 2010 Annual Performance and Expenditure Report to the Wichita Falls TxDOT District office on or before December 31, 2009.

The MPO Director submitted the Section 5307 FY 2010 transit grant for project ID number on August 24, 2010 to the Federal Transit Administration, Region 6, located in Fort Worth, Texas. Transit grant management was an on-going task throughout fiscal year 2010. Management

activities included maintenance of the FY 2008 and 2009 grants, including the 2009 American Recover and Reinvestment Act grant. Other activities included the preparation and submittal of the FY 2010 grant. The MPO Director filed DBE reports in addition to quarterly Financial Status Reports (FSR) and Milestone Progress Reports (MPR) on all open grants. The MPO Director also published the Title VI Civil Rights program annual public notices for the Wichita Falls Transit System a.k.a. "Falls Ride".

MPO staff attended TransCAD training at the Kimley-Horn and Associates, Inc. office in Dallas, Texas on November 4 & 5 and on June 16 through 18, 2010. MPO staff attended ESRI training at the South Central Arc User Group conference on March 29 & 30, 2010. The MPO purchased one new computer in preparation for filling the new entry level Transportation Planner I position. All computers are located in the MPO office. The MPO paid for established annual software maintenance agreements on TransCAD and ESRI products. MPO staff updated all parcel information utilized in GIS operations quarterly through an agreement with the Wichita Falls Appraisal District. This information was essential in all phases of transportation planning.

MPO staff attended the following conferences and seminars/webinars throughout FY 2010: Texas Transportation Forum, January 6 through 8; South Central Arc Users Group Conference, March 31 through April 2; TIGER grant training webinar, May 18; Context Sensitive Solutions training webinar, June 15; and the TxDOT Planning Conference, June 30 through July 2, 2010. The MPO Director attended TEMPO meetings on the following dates: October 15, 2009; November 17, 2009; February 9 & 10, 2010; March 23 & 24, 2010. In addition, the MPO Director attended Cross Plains Rural Transportation Council meetings, Regional Transportation Coordination Committee meetings, and Wichita Falls TxDOT District meetings/public hearings throughout the course of the year. Other expenses were for staff's AMPO membership, which included monthly newsletters received by the MPO and for a subscription to the Urban Transportation Monitor newsletter.

MPO staff prepared and mailed agenda packets to the MPO Technical Advisory and Transportation Policy Committee members, and to Native American Tribal governments. Other functions included telephone usage, photocopy machine lease/maintenance, and the FY 2010 Environmental Justice Surface Transportation Projects meetings, and other office expenses as required.

Various types of instructional information were included in both TAC and TPC meeting packets throughout the fiscal year. The MPO Director informed the TAC and TPC committees about the opportunities available to learn more about transportation planning at the Texas Transportation Forum (January 2010) and the TxDOT Planning Conference (June 2010).

Staff continued improving WFMPO's website throughout FY 2010 by providing timely content and informative articles about transportation issues in our area. Staff plans to make more improvements in 2011.

Staff reviewed the current Public Participation Plan for any inconsistencies and performed updates as needed. The MPO Director updated the Wichita Falls Transit System's Title VI Civil Rights Program in 2008 for the Triennial Review, which makes it good for three years (2011) according to FTA standards.

MPO staff completed the sixth year of Environmental Justice analysis of the MPO's Surface Transportation Project List. This list is a compilation of TxDOT, City of Wichita Falls, Lakeside City, and the municipality of Pleasant Valley citizen/stakeholder submitted projects. The

citizen/stakeholder portion of the list is very important to the MPO because it represents community involvement on a regional scale. As projects come in, the MPO strives to recognize any adverse impacts to low-income or minority populations. Once identified, the MPO looks for ways to avoid, minimize, mitigate, or if those options are not possible, enhance the project in some way to make it acceptable.

## **D. SUBTASKS**

- Subtask 1.1 Administration, project monitoring and development, record-keeping, and related activities for transportation planning, and production of quarterly financial status reports. TxDOT monthly billing statements are the progenitors for the quarterly financial status recap reports. Administer, coordinate, and monitor the Wichita Falls Metropolitan Planning Organization and associated transportation planning activities in the metropolitan area for compliance with federal and state requirements of the Intermodal Surface Transportation Equity Act (ISTEA), the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and the 2006-2012 Metropolitan Transportation Planning Contract. Incorporate additional SAFETEA-LU planning factors for supporting economic vitality, increasing transportation safety and security into the overall planning process. Involve the public at all levels of planning and decision-making. Monitor the activities, programs, and project development of regional organizations seeking improvements to major transportation corridors that would have an impact on the transportation network in the MPO area. This subtask also includes purchases of office furniture, office supplies and appropriate charges for food. Other normal administrative costs are also included.
- Subtask 1.2 Administration of transit grants, travel, and educational training/seminars for transit system administrator/grant managers related to transit operations and transit system planning.
- Subtask 1.3 Annual software maintenance costs, technical support, enhancement and upgrades to the Geographic Information System and associated hardware, software, equipment and applications that includes, but is not limited to ArcGIS (ArcMap, ArcCatalog and ArcToolbox), ArcINFO, ArcEditor, TRANSCAD, TRAPEZE, AutoCAD Map, and any other software and equipment as appropriate and necessary for analysis, reports and functions related to transportation planning. Work with other local organizations (i.e. Midwestern State University, Sheppard Air Force Base, Wichita 911, the Wichita County Appraisal District, etc.) to exchange information and ideas using GIS. This subtask also includes purchases of computers, hardware and software. Other normal administrative costs are also included. Expenditures of \$5,000 or more requires approval from FHWA/FTA.
- Subtask 1.4 Training expenses associated with conferences, seminars, training classes, etc. Registration, travel and training expenses shall include registration for events that include, but are not limited to ArcGIS training; TransCAD training; MPO roundtables; TEMPO quarterly meetings; the bi-annual Transportation Planning Conference; GIS Conferences, and additional transportation related conferences and training as appropriate for the successful implementation of SAFETEA-LU and subsequent reauthorizations (see [Appendix I](#) – 2012 Estimated Travel Expenses). This subtask shall also include organizational membership fees that include, but are not limited to dues to the Association of Metropolitan Planning

Organizations (AMPO), Texas Association of Metropolitan Planning Organizations (TEMPO), and other qualifying organizational membership dues.

- Subtask 1.5 Direct costs, which include, but are not limited to printing and binding costs, advertising, postage, telephone usage, and lease expenses, room rental for public meetings, and other services as required.
- Subtask 1.6 Development of training opportunities and workshops for the MPO's Transportation Policy Committee and Technical Advisory Committee.
- Subtask 1.7 Maintenance of the MPO website, which facilitates the posting of meeting agendas, works in progress, and MPO documents. Staff has direct access to the website for making updates. A professional web hosting company maintains the site thus relieving staff of the burden of site maintenance.
- Subtask 1.8 Purchase a replacement plotter for producing maps and other graphic intensive documents. The current plotter is eight years old and fails frequently on mapping jobs. We estimate a new plotter will cost under \$25,000.

## E. FUNDING SUMMARY

### TASK 1 – FY 2012

| Subtask  | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> | FTA Sect. 5307 | Local   | Total     |
|--|--------------------|--|----------------|---------|-----------|
| 1.1  | MPO, FTA & TxDOT   | \$5,000  | \$1,500        | \$200   | \$6,700   |
| 1.2  | MPO, FTA & TxDOT   | \$5,000  | \$1,500        | \$200   | \$6,700   |
| 1.3  | MPO, FTA & TxDOT   | \$15,000   | \$3,000        | \$1,000 | \$19,000  |
| 1.4  | MPO, FTA & TxDOT   | \$11,000   | \$3,000        | \$1,000 | \$15,000  |
| 1.5  | MPO, FTA & TxDOT   | \$15,000   | \$3,000        | \$1,000 | \$19,000  |
| 1.6  | MPO and TxDOT      | \$3,000  | \$1,500        | \$200   | \$4,700   |
| 1.7  | MPO, FTA & TxDOT   | \$3,000  | \$1,500        | \$200   | \$4,700   |
| 1.8  | MPO, FTA & TxDOT   | \$20,000   | \$5,000        | \$1,200 | \$26,200  |
|  | Total              | \$77,000   | \$20,000       | \$5,000 | \$102,000 |
| <p>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.</p> |                    |  |                |         |           |

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

## **TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE**

**A. OBJECTIVE** – The objective of this task is to gather, analyze, and maintain data and other information supporting the transportation planning process that includes, but is not limited to maintaining demographic data (i.e. updates to the Census 2010 data, CTPP - Census Transportation Planning Package, urban area research, etc.), labor statistics, traffic counts, transit data collection, area transportation studies, information gathered during the public involvement process and general population/neighborhood study data.

**B. EXPECTED PRODUCTS** – Expected products of this task will be demographic data; traffic analysis/flow data; and reports in varied formats, along with an updated report of aviation activities within the MPO area; transit-related reporting activities, data development and preparation of statistical reports and similar information as needed using data from the Census Transportation Planning Package (CTPP). MPO staff will continue to develop the geographic information system (GIS) and use it for the preparation of analyses and reports for various transportation scenarios and opportunities. Preparation of an Annual List of Projects that outlines the status of transportation projects within the MPO boundaries for the current fiscal year. Continue to provide data to TxDOT in Austin for the express purpose of updating and maintaining the Wichita Falls MPO Travel Demand Model, developed by TxDOT and used to identify and forecast transportation needs within the MPO area. Continued identification of low income and minority areas, in combination with race and ethnicity statistics, analyzed with respect to Title VI requirements, within the MPO boundaries utilizing Census 2010 data for the purposes of improving transportation planning, and the continued implementation of planning outreach activities. MPO staff will gather and develop information about livable and sustainable communities for presentation to the Policy Board and to the public. It is our goal to incorporate livable and sustainable community principles into our planning process.

**C. PREVIOUS WORK** – Staff developed demographic data, traffic analysis and flow data and other reports for use in transportation planning. The MPO made these reports available to the public and added them to the MPO website for download. Staff supplied various census and demographic reports to other city departments, TxDOT, and interested stakeholders and community organizations throughout the fiscal year. The MPO Director developed transit related data and quarterly Federal Financial Reports and Milestone Progress Reports on three open federal transit grants including the 2009 ARRA transit grant.

Staff worked closely with the consulting firm of Lockwood, Andrews, and Newnam, Inc. on the West of Kemp Mobility Study, which we completed in December 2010. Staff updated and developed the MPO street network and associated feature classes (i.e. edge of pavement, hydrology, parcels layer, etc. The MPO Director prepared the Annual List of Projects that outlines the status of transportation projects within the MPO boundaries for the current fiscal year.

MPO staff utilized current U.S. Census data for Environmental Justice analysis of new surface transportation projects submitted to the MPO. Staff worked diligently to meet all Title VI requirements and to further the MPO's outreach activities. Staff analyzed all new projects submitted to the MPO during the Environmental Justice Public Meetings of 2010 utilizing EJ analysis procedures developed by the MPO in 2005. The MPO released the final Environmental Justice Report for 2010 in early 2011.

Staff maintained and updated the database of traffic counts by working closely with the Traffic Division and utilizing the ACTRA software connected to cameras at approximately one-third of

the signalized intersections within the MPO's boundaries. The MPO will use most of the data gathered to update the Traffic Saturation Count, Urbanized Area Boundary, and Functional Classification maps at a future date. Data maintenance involved database maintenance of street information consisting of prefix name, type, suffix, alias names, elevations (Z values) and functional classification of roads; traffic generator database consisting of type, name, address, X-Y location values; development of an intelligent routing system; location of traffic control devices; index of street facilities with data maintenance issues (i.e. multiple naming of streets, broken/disconnected streets, etc.)

Staff, in conjunction with Traffic Engineering, utilized Synchro 7 software (partially paid for with MPO funds back in 2006) to verify Lockwood, Andrews, and Newnam, Inc. (LAN's) modeling results concerning the Lawrence/Rhea/Call Field road intersection, which is part of the West of Kemp Mobility Study. LAN used VISSIM modeling software to model this intersection. We did our own independent modeling with Synchro 7 as a comparison. This helped the TAC committee have confidence in the consultant's work.

The MPO Director filed Federal Financial Reports (FFR) and Milestone Progress Reports (MPR), quarterly, on three open transit grants throughout FY 2010. FTA conducted a Triennial Review of the Wichita Falls Transit System a.k.a. "Falls Ride" in 2008. The next review was in 2011. Staff filed DBE reports and published DBE goals for 2011. Staff prepared for the 2011 Triennial Review, which occurred in May and June of 2011. Staff, working with the Transit Administrator, updated minor changes to the "Falls Ride" transit route system and to the transit route handbooks, which became available in Spanish in 2010. This is a step towards alleviating Limited English Proficiency (LEP) problems when using the Falls Ride transit system.

Staff, in conjunction with LAN, utilized the Wichita Falls Travel Demand Model (TDM) for part of the West of Kemp Mobility Study. LAN, using TransCAD, ran various scenarios of our TDM focused on the Lawrence/Rhea/Call Field road intersection and on the different north-south alternatives west of Kemp. The study's purpose was to find viable north-south traffic corridors to ease congestion on the Lawrence Road shopping corridor and to provide citizens living in the north with a better way to reach this retail area. Currently, citizens coming from the north must travel east or west before coming south to the Lawrence Road shopping area.

Staff made available to the public pertinent documents and information via the MPO's website during the course of the fiscal year. All of the current, and recent past, TIP, MTP, Bicycle Master Plan, PPP, and other transportation related documents were made available on the website. Staff posted public meetings, agendas, and information about current and future projects within the MPO's boundaries on the MPO website.

Staff inspected the U.S. Census data used for developing the minority and low-income population groups to ensure it was the most accurate and complete data available for Environmental Justice and Title VI requirements. Staff used the data to develop the 2010/2011 MPO Surface Transportation Prioritized Projects List. Staff used the list to develop the Environmental Justice Analysis Final Report for 2010, which staff presented to the Policy Board in January 2011.

## **D. SUBTASKS**

Subtask 2.1 Development and distribution of reports. Specific reports include, but are not limited to progress reports regarding transportation issues; various census

demographic studies and reports requested by citizens, community organizations and city staff; traffic impact analysis reports for planning efforts throughout the metropolitan area; informational reports related to the status of transportation projects; development of traffic flow analysis reports; and studies of various elements of any other projects proposed within the Wichita Falls urban study area. This subtask does not require creation of studies or reports at the request of citizens or community organizations.

- Subtask 2.2 Data gathering and data maintenance. Maintain database of traffic counts, monitor traffic movements, and provide for other transportation planning needs utilizing previously installed video detection equipment.
- Subtask 2.3 On-going development of transit data, production of required federal financial and milestone status reports, and implementation of transit studies.
- Subtask 2.4 Development of various traffic and corridor analysis studies and scenarios within the MPO area utilizing the Travel Demand Model and TRANSCAD software.
- Subtask 2.5 Posting of transportation related data, information, reports, studies, and any other documents deemed appropriate for public consumption on the Wichita Falls MPO website.
- Subtask 2.6 Analyze any changes in demographic data pertinent to minority and low-income groups with respect to Title VI requirements of the Civil Rights Act of 1964. We use this data in developing the annual Environmental Justice report that contains our annual list of prioritized projects located inside the WFMPO boundary.

## E. FUNDING SUMMARY

### TASK 2 – FY 2012

| <b>Subtask</b> | <b>Responsible Agency</b> | <b>Transportation Planning Funds (TPF)<sup>1</sup></b> | <b>FTA Sect. 5307</b> | <b>Local</b> | <b>Total</b> |
|----------------|---------------------------|--|-----------------------|--------------|--------------|
| 2.1            | MPO, FTA & TxDOT          | \$20,000   | \$3,000               | \$500        | \$23,500     |
| 2.2            | MPO, FTA & TxDOT          | \$10,000   | \$1,500               | \$500        | \$12,000     |
| 2.3            | MPO, FTA & TxDOT          | \$10,000   | \$1,500               | \$250        | \$11,750     |
| 2.4            | MPO, FTA & TxDOT          | \$10,000   | \$1,500               | \$250        | \$11,750     |
| 2.5            | MPO, FTA & TxDOT          | \$6,000  | \$1,000               | \$250        | \$7,250      |
| 2.6            | MPO, FTA & TxDOT          | \$9,000  | \$1,500               | \$250        | \$10,750     |
|                |                           |  |                       |              |              |
|                | Total                     | \$65,000   | \$10,000              | \$2,000      | \$77,000     |

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.

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

## **TASK 3.0 – SHORT-RANGE PLANNING**

**A. OBJECTIVE** – The MPO is required to develop a Transportation Improvement Program (TIP) to outline a four-year schedule of transportation improvements for the study area. In addition, the MPO carries out various planning studies to explore the need for other projects unidentified in the Metropolitan Transportation Plan (MTP) or TIP. The MPO is also required to develop processes necessary to hold MPO meetings of the Technical Advisory Committee (TAC) and the Transportation Policy Committee (TPC) at a minimum of four times during the fiscal year.

The objective of this task then is to complete those activities that will assist in the planning process. This includes those activities required by ISTEA, TEA-21 and SAFETEA-LU, such as the development of the FY 2013 Unified Planning Work Program (UPWP), revisions to the FY 2011-2014 Transportation Improvement Program (TIP) and to the FY 2012 Unified Planning Work Program. Along with these revisions, there may occasionally be a need to revise the 2010-2035 Metropolitan Transportation Plan (MTP). It is also the objective of the Wichita Falls MPO to ensure that its Public Participation Plan stay current and incorporate methods to include all interested persons into the transportation planning process.

**B. EXPECTED PRODUCTS** – Quarterly updates and revisions, as necessary, to the 2011-2014 Transportation Improvement Program (TIP). Review and analyze the MPO's Public Participation Plan for timeliness, continuity, and conformance with existing regulations. Prepare and develop the FY 2013 Unified Planning Work Program (UPWP). Incorporate subsequent amendments during the fiscal year to the FY 2012 UPWP. Maintain an on-going Technical Advisory Committee charged with the responsibility of making recommendations to the Transportation Policy Committee (TPC or Policy Board) for adding, deleting, and prioritizing transportation improvement projects, corridor development projects, and technical studies. Continue to focus on Environmental Justice analysis of projects and promote public meetings in order to gain feedback from those populations living in areas of possible impact. Provide assistance to the Regional Transportation Coordination Committee charged with developing a multi-county regional transit plan for the express purpose of qualifying for continued federal and state transit assistance by attending meetings and providing technical assistance within the Metropolitan Area Boundary. Develop and program highway, transit, bicycle, and pedestrian projects that are ready for implementation and/or construction. Engage the public through public involvement projects and other programs, specifically the SAFETEA-LU Public Participation Plan, designed to increase awareness of the transportation planning process. Provide a safe, clean, reliable public transportation system within the planning region.

**C. PREVIOUS WORK** – Staff prepared meeting packets for all of the TAC and TPC meetings held during FY 2010. Staff publicly advertised quarterly meetings and special called meetings based on Public Participation Plan procedures. Staff conducted TAC/TPC meetings on the following dates during fiscal year 2010.

| <b>Technical Advisory Committee</b> | <b>Transportation Policy Committee</b> |
|-------------------------------------|--|
| October 7, 2009                     | October 26, 2009                       |
| January 13, 2010                    | January 27, 2010                       |
| April 14, 2010                      | May 5, 2010                            |
| April 30, 2010 (Workshop)           | July 21, 2010                          |
| July 7, 2010                        |  |
| September 27, 2010 (Workshop)       |  |

Staff made one revision to the FY 2008-2011 Transportation Improvement Program (TIP) that was approved by the Policy Board at the January 27, 2010 TPC meeting. The Policy Board approved the 2011-2014 Transportation Improvement Program on May 5, 2010. The 2011-2014 TIP superseded the 2008-2011 on that date.

Staff reviewed the MPO's Public Participation Plan (PPP) with input from the consultant during the Metropolitan Transportation Plan update process. Staff incorporated the consultant's recommendations into the PPP in order to achieve compliance with SAFETEA-LU and the upcoming transportation reauthorization bill. The Policy Board approved the 2010-2035 Metropolitan Transportation Plan update at the January 27, 2010 TPC meeting.

The MPO held a Metropolitan Transportation Plan public meeting on November 19, 2009. The MPO used this opportunity to display to the public the surface transportation project list developed during the MTP process. The MPO used this list to develop the 2010 Environmental Justice Analysis Report. The 2009/2010 Prioritized Surface Transportation Project List contained 88 projects located within a 150 square mile area. These projects came from TxDOT, the City of Wichita Falls, the City of Pleasant Valley, the City of Lakeside City, Wichita County, and Archer County. Citizens and stakeholders submitted some of these projects. The MPO analyzed all new projects submitted for EJ compliance.

The 2010 Environmental Justice Analysis Report, which contains the 2009/2010 Surface Transportation Prioritized Projects List, included a detailed definition and description of what constitutes Environmental Justice; a description of the analysis methodology and a baseline demographic profile for the MPO area, and was presented to TAC and TPC for adoption in January 2010. The Policy Board approved the document at the January 27, 2010 TPC meeting.

MPO staff continued to assist the North Texas Regional Planning Commission (NORTEX) in producing the Multi County Regional Transportation Plan for the NORTEX region. This region consists of 11 counties and the goal of the plan is to identify barriers and constraints to rural public transportation. The objective of the plan is to find ways of eliminating or mitigating those barriers and constraints in order to provide customers with a seamless public transportation system over the 11-county region. Because of a leadership change, NORTEX renamed the "Regional Transportation Planning Committee" to the "Regional Coordination Transportation Planning Steering Committee". NORTEX held quarterly meetings throughout the fiscal year where the Regional Coordination Transportation Planning Steering Committee met to discuss and improve the regional transportation plan. Subjects of discussion at these meetings included the possibility of area transit providers such as Texoma Area Paratransit System (TAPS), Sharplines or the Wichita Falls Transit System applying for JARC or New Freedom transit grants. The committee's main goal in 2010 was to provide an inventory of transit assets to the state, and to identify gaps in coverage.

#### **D. SUBTASKS**

Subtask 3.1 Preparation of documents for TAC and TPC; other duties or activities required to assist the Policy Committee throughout the fiscal year; preparation of the Unified Planning Work Program (UPWP) for FY 2013.

Subtask 3.2 Revise, amend, and maintain the Policy Board approved 2011-2014 Transportation Improvement Program (TIP).

- Subtask 3.3 In compliance with Executive Order 12898 and the Civil Rights Act of 1964 Title VI requirements, annually review WFMPO's Public Participation Plan, WFMPO's Environmental Justice Analysis Procedures, the Wichita Falls Transit System's Title VI Program and Disadvantaged Business Enterprise Program, and any other civil rights policies, plans, programs, or procedures required by federal or state law, for continued emphasis on community involvement regarding area transportation issues. This includes, but is not limited to, neighborhood public meetings, local MPO sponsored public meetings and public hearings, and Wichita Falls City Council public meetings and public hearings.
- Subtask 3.4 Continue to identify those projects that will have an impact inside the Environmental Justice Target Area. Analyze how the identified projects will effect the population, whether negatively or positively, within those areas using various analysis tools and performance measures for EJ projects, which may include, but are not limited to the following:
- Number of trips per capita per household
  - Percentage of households with no automobiles
  - Households by income group and by mode of transportation
  - Allocation of funds by mode of transportation
  - Mobility-Ease of movement of people and goods
  - Accessibility-Access to opportunities
- Subtask 3.5 Provide continued planning assistance as a member (MPO Director participates as an acting board member) of the Regional Coordination Transportation Planning Steering Committee sponsored by the North Texas Regional Planning Commission, in order to develop transit service areas and plans. This may include sharing data, preparing maps, attending or sponsoring meetings, and providing general transportation planning expertise to the effort. The State of Texas, through 43 Texas Administration Code, § 31.22, requires each metropolitan area have a regional coordination transportation plan in place before a municipality or transit agency applies for Texas Department of Transportation (TxDOT) PLN funds. TxDOT provides these funds through the State Planning Assistance RFP process. Participation allows the Wichita Falls Transit System to compete for PLN funds during the "Coordinated Call for Projects" program held by TxDOT each year.
- Subtask 3.6 Identify congested areas in the local transportation network, including both on system and off-system facilities, and formulate solutions to relieve the congestion thus demonstrating a positive impact on the TxDOT Regional Mobility Plan. This planning activity could lead to the lowering of the TCI index for Wichita Falls. Work activity for this subtask would include, but is not limited to: traffic count and vehicle miles traveled analysis, volume to capacity ratio analysis, level of service, traffic signal optimization, safety issues, multi modal use of existing/proposed facilities, avoidance or mitigation of environmental effects on low-income and minority populations through a proactive public involvement process.

## E. FUNDING SUMMARY

### TASK 3 – FY 2012

| <b>Subtask</b> | <b>Responsible Agency</b> | <b>Transportation Planning Funds (TPF)<sup>1</sup></b> | <b>FTA Sect. 5307</b> | <b>Local</b>   | <b>Total</b>    |
|----------------|---------------------------|--|-----------------------|----------------|-----------------|
| 3.1            | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$500          | \$11,500        |
| 3.2            | MPO, FTA & TxDOT          | \$5,000  | \$500                 | \$250          | \$5,750         |
| 3.3            | MPO, FTA & TxDOT          | \$5,000  | \$500                 | \$250          | \$5,750         |
| 3.4            | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$250          | \$11,250        |
| 3.5            | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$250          | \$11,250        |
| 3.6            | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$500          | \$11,500        |
|                | <b>Total</b>              | <b>\$50,000</b>  | <b>\$5,000</b>        | <b>\$2,000</b> | <b>\$57,000</b> |

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.

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

## **TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN**

### **MISSION STATEMENT**

*The Wichita Falls MPO is committed to building and preserving the finest transportation system possible within its boundaries by involving the public at all stages of project design, development and implementation utilizing the best technologies and practices available.*

**A. OBJECTIVE** – The Transportation Equity Act for the 21st Century (TEA-21) requires the development of a transportation plan addressing a twenty-year planning horizon. SAFETEA-LU incorporates into the Metropolitan Transportation Plan (MTP) the following additional planning factors.

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

In order to achieve the goals of the eight planning factors listed above, WFMPO will incorporate the Regional Planning Issues listed on page 7 and 8 of this document along with elements of the Texas Strategic Highway Safety Plan. WFMPO will conduct all planning activities in consultation and coordination with Federal, State, Tribal and Local agencies.

WFMPO's MTP plan includes both long-range and short-range strategies and actions that will lead to the development of an integrated inter-modal transportation system. The MPO will review the plan at least every five years because we are an attainment area. If the MPO becomes non-attainment for air quality, then the plan will be revised every third year to comply with the State Implementation Plan (SIP).

The MPO will maintain its Metropolitan Transportation Plan (MTP) utilizing an update process that ensures the project and financial plan accurately reflects recent TIP amendments and other pertinent information. The MPO will also provide opportunities for citizen input regarding highway, transit, rail, freight, air, bicycle, and pedestrian planning issues involving prospective, long-range, transportation projects.

**B. EXPECTED PRODUCTS** – Expected products for this task include the revision, maintenance, and amendment of the 2010-2035 Metropolitan Transportation Plan including updating the MPO area project list. Other products consist of reviewing and updating the Bicycle Master Plan, which includes maintaining an inventory of existing and proposed hike and bike trails for the City's bicycle/pedestrian trail system, and scheduling of an annual meeting with the Bicycle & Pedestrian Advisory Committee for the express purpose of updating the trail system. Update the MPO Functional Classification System in cooperation with TxDOT, FHWA and the

Texas Transportation Institute (TTI); and continued utilization of the process for prioritizing transportation projects in order to maintain a current prioritized list of transportation projects that have been analyzed for Environmental Justice impacts in low-income and minority populated areas of the MPO.

**C. PREVIOUS WORK** – Staff, with help from the consulting firm of Kimley-Horn and Associates, Inc. (KHA), completed the update to the 2010-2035 Metropolitan Transportation Plan (MTP) in December 2009. The Policy Board approved the plan on January 27, 2010. KHA also assisted with updating the Wichita Falls Travel Demand Model and submitting it to the TxDOT Transportation Planning and Programming, Model Division, in Austin, Texas for review and calibration. Staff did not perform any updates to the Functional Classification System in FY 2010.

The MPO Director, with help from local citizens and stakeholders, created the Bicycle and Pedestrian Advisory Committee or BPAC to assist staff and provide input to the consultant during the 2010-2035 MTP update. Staff worked with BPAC during the course of the 2010-2035 MTP update to address specific issues in the update of the Bicycle Master Plan (BMP). The Bicycle Master Plan is located in a separate section of the MTP and came into existence during the 2005-2030 MTP update. There was no Bicycle Master Plan for Wichita Falls before 2005. Staff met with BPAC members on November 19, 2009 specifically to review updates in the BMP prior to Policy Board approval of the MTP in January 2010.

MPO staff compiled 104 projects for the 2010/2011 Surface Transportation Prioritized Projects List. The majority of projects were carry over from the previous year with one new project added by the City of Wichita Falls. The Technical Advisory Committee reviewed and ranked the list in order of importance to the region. The Transportation Policy Committee (Policy Board) reviewed the prioritized list, made revisions, and approved the list for use in 2011. Projects on the list are from TxDOT, the City of Wichita Falls, Lakeside City, Pleasant Valley, Wichita County, area citizens, and stakeholders. All projects were analyzed for adverse impacts to low-income and minority populations and documented in the 2010 Environmental Justice Analysis.

## **D. SUBTASKS**

- Subtask 4.1 Maintain, revise, and amend the 2010-2035 Metropolitan Transportation Plan including the MTP project list; add and delete projects from the list as needed. Perform updates to the Functional Classification System as required.
- Subtask 4.2 Work with the Bicycle and Pedestrian Advisory Committee (BPAC) through public meetings and workshops to maintain and update the route inventory in the Bicycle Master Plan. Identify areas within the MPO's boundary for possible enhancement by updating old infrastructure or building new facilities.
- Subtask 4.3 Continue utilizing the process for prioritizing short-range and long-range transportation projects, including bicycle/pedestrian issues, for Environmental Justice analysis purposes. We use this process to develop the annual prioritized project list, which we then use to develop the annual Environmental Justice Analysis of new projects.
- Subtask 4.4 WFMPO will develop a comprehensive, prioritized, and feasible Long-Range Project Readiness Plan (LRPRP) based on WFMPO's Metropolitan Transportation Plan. WFMPO will utilize the services of a professional consulting firm to provide a list of deliverables based on criteria established by the Technical

Advisory Committee. The list of deliverables, inside the scope of work, will include, but is not limited to, a Project Management Plan, a Project Schedule, a Comprehensive Project List, a Comprehensive Project Map, a List of Criteria Categories, a Decision Matrix, a Summary of Input from the Public Participation Process, a Final Report with Technical Memoranda, a Final LRPRP List of Prioritized Projects, and a Final LRPRP Map of the Prioritized Projects. Using an objective methodology, the goal of the LRPRP is to identify those surface transportation projects located inside the WFMPO boundary capable of providing the best return on investment of limited transportation construction dollars.

## E. FUNDING SUMMARY

### TASK 4 – FY 2012

| <b>Subtask</b>   | <b>Responsible Agency</b> | <b>Transportation Planning Funds (TPF)<sup>1</sup></b> | <b>FTA Sect. 5307</b> | <b>Local</b>   | <b>Total</b>    |
|--|---------------------------|--|-----------------------|----------------|-----------------|
| 4.1  | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$250          | \$11,250        |
| 4.2  | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$250          | \$11,250        |
| 4.3  | MPO, FTA & TxDOT          | \$10,000   | \$1,000               | \$250          | \$11,250        |
| 4.4  | MPO, FTA & TxDOT          | \$50,000   | \$1,000               | \$250          | \$51,250        |
|  | <b>Total</b>              | <b>\$80,000</b>  | <b>\$4,000</b>        | <b>\$1,000</b> | <b>\$85,000</b> |
| <p>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.</p> |                           |  |                       |                |                 |

<sup>1</sup>This includes both FHWA PL-112 and FTA Section 5303 funds.

## **TASK 5.0 – SPECIAL STUDIES**

**A. OBJECTIVE** – Occasionally, projects warrant a study of special interest that the MPO does not have the resources to complete without support staff. This may include a variety of topics necessary to complete the goals and objectives set forth in the Metropolitan Transportation Plan and other unique transportation topics that demand special attention and are beyond the scope of the other regularly programmed activities and tasks. The objective of this task is to provide funding for the completion of such projects. This task includes subtasks that staff may not work on continuously or may not complete within one year.

**B. EXPECTED PRODUCTS** – The MPO will search for funding mechanisms to complete the remaining sections of the bicycle and pedestrian trail system located inside of Wichita Falls. The MPO will also initiate an in-house freight study to investigate ways of improving freight movement throughout the MPO area. Airfreight will be a component of this study.

MPO staff will use 2010 Census Bureau information to investigate the possibility of expanding the MPO's boundary to include the communities of Iowa Park and Burkburnett. MPO staff will look for contiguous population block groups to justify boundary expansion.

MPO staff will utilize the assistance of a qualified consulting firm to conduct an alternative fuel study for the Wichita Falls Transit System.

MPO staff will work with the City of Wichita Falls Traffic Engineering Division to conduct an intersection safety study. This study may require the services of a qualified consulting firm.

**C. PREVIOUS WORK** – MPO staff completed the 2010-2035 Metropolitan Transportation Plan (MTP) update with assistance from the consulting firm of Kimley-Horn and Associates, Inc (KHA). Staff presented the MTP update to the Policy Board for review and approval on January 27, 2010. KHA also performed Travel Demand Model updates for the MPO. We submitted our model to Austin late in 2009 for review and calibration.

WFMPO hired the consulting firm of Lockwood, Andrews, and Newnam, Inc. (LAN) to help MPO staff perform the West of Kemp Mobility Study. LAN completed the study in December 2010. MPO staff presented the results to the Policy Board in January 2011. At the request of the Wichita Falls City Council, MPO staff presented the same results at the City's annual strategic planning session in February 2011. City Council used the information to address projected traffic congestion at a key intersection inside of Wichita Falls.

WFMPO contributed \$13,800 of PL-112 funding and \$1,200 of Section 5307/Local Match funding to gain access to the Wichita County Appraisal District's aerial pictometry updates. MPO staff use this data for future transit and surface transportation planning projects.

### **D. SUBTASKS**

Subtask 5.1 Identify funding mechanisms to complete the remaining sections of the Wichita Falls bicycle and pedestrian trail system.

Subtask 5.2 Conduct an in-house freight study that identifies areas needing improvement within the MPO's boundaries. Airfreight will be a component of this study. Completion of the Falls Flyover Interchange and the Kell West Main Lanes are

the driving force for this study. The MPO needs to measure the increase in freight traffic through the area since the completion of these two facilities. We need to identify areas of opportunity and areas needing improvement.

- Subtask 5.3 Examine the possibility of expanding the WFMPO’s boundary to include Iowa Park and Burkburnett, Texas. Use 2010 census block group and census tract information to identify contiguous population groups. Analyze this information to determine if there is justification to expand the MPO’s boundary out to include the communities of Iowa Park and Burkburnett, Texas and the effects on funding for our area.
- Subtask 5.4 Conduct an in-house update of the consultant-led 2003 alternative fuels study for the Wichita Falls Transit System.
- Subtask 5.5 Work with the City of Wichita Falls Traffic Engineering Division to conduct an intersection safety study. This study may require the services of a qualified consulting firm.

**E. FUNDING SUMMARY**

**TASK 5 – FY 2012**

| <b>Subtask</b> | <b>Responsible Agency</b> | <b>Transportation Planning Funds (TPF)<sup>1</sup></b> | <b>FTA Sect. 5307</b> | <b>Local</b>   | <b>Total</b>        |
|----------------|---------------------------|--|-----------------------|----------------|---------------------|
| 5.1            | MPO, FTA & TxDOT          | \$10,000.00  | \$1,000               | \$200          | \$11,200.00         |
| 5.2            | MPO, FTA & TxDOT          | \$10,000.00  | \$1,000               | \$200          | \$11,200.00         |
| 5.3            | MPO, FTA & TxDOT          | \$10,000.00  | \$1,000               | \$200          | \$11,200.00         |
| 5.4            | MPO, FTA & TxDOT          | \$40,000.00  | \$1,000               | \$200          | \$41,200.00         |
| 5.5            | MPO, FTA & TxDOT          | \$42,645.00  | \$1,000               | \$200          | \$43,845.00         |
|                | <b>Total</b>              | <b>\$112,645.00</b>                                    | <b>\$5,000</b>        | <b>\$1,000</b> | <b>\$118,645.00</b> |

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.

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

## TABLE 1 – BUDGET SUMMARY

### WICHITA FALLS URBAN TRANSPORTATION STUDY – FY 2012

| UPWP Task | FTA Task             | Description                      | TPF Funds <sup>1</sup> | FTA Sect. 5307 | Local Funds | Total Funds  |
|-----------|----------------------|----------------------------------|------------------------|----------------|-------------|--------------|
| 1         | 44.21.00             | Administration-Management        | \$77,000.00            | \$20,000       | \$5,000     | \$102,000.00 |
| 2         | 44.22.00             | Data Development and Maintenance | \$65,000.00            | \$10,000       | \$2,000     | \$77,000.00  |
| 3         | 44.24.00<br>44.25.00 | Short Range Planning             | \$50,000.00            | \$5,000        | \$2,000     | \$57,000.00  |
| 4         | 44.23.01<br>44.23.02 | Metropolitan Transportation Plan | \$80,000.00            | \$4,000        | \$1,000     | \$85,000.00  |
| 5         | 44.27.00             | Special Studies                  | \$112,645.00           | \$5,000        | \$1,000     | \$118,645.00 |
|           |                      | <b>TOTAL</b>                     | \$384,645.00           | \$44,000       | \$11,000    | \$439,645.00 |

#### **<sup>1</sup>TRANSPORTATION PLANNING FUNDS (TPF)**

|                                       |                     |
|---------------------------------------|---------------------|
| FHWA (PL-112) <sup>2</sup>            | \$182,508.00        |
| FTA Section 5303 <sup>2</sup>         | \$45,987.00         |
| <u>Estimated Unexpended Carryover</u> | <u>\$156,150.00</u> |
| <b>TOTAL TPF</b>                      | <b>\$384,645.00</b> |

#### **PUBLIC TRANSPORTATION FUNDS (PTF) <sup>3</sup>**

|                      |                       |
|----------------------|-----------------------|
| FTA (5307)           | \$44,000 (80%)        |
| <u>Local (Match)</u> | <u>\$11,000 (20%)</u> |
| <b>TOTAL PTF</b>     | <b>\$55,000</b>       |

<sup>2</sup>Estimate based on FY 2011 authorization.

<sup>3</sup>Includes expenses for General Development/Comprehensive Planning, GIS/TransCAD Annual Software Maintenance and Transit Grant Administration in the Section 5307 FY 2011 Transit Grant.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## APPENDIX A

### COMMITTEE MEMBERSHIPS TRANSPORTATION POLICY COMMITTEE WICHITA FALLS URBAN TRANSPORTATION STUDY

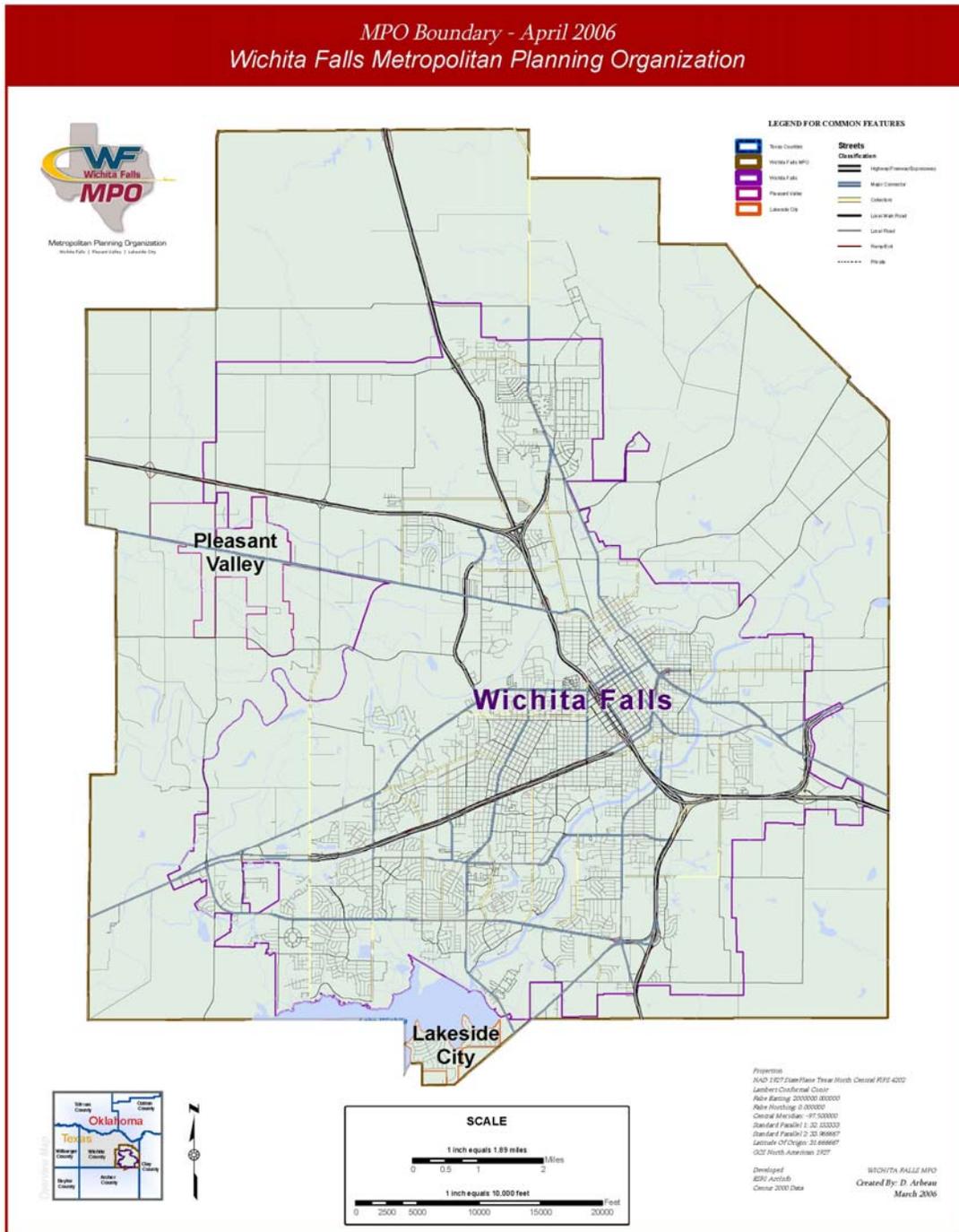
| <b>Voting Members</b>                 |   |   |
|---------------------------------------|---|---|
| Glenn Barham                          | Mayor, Chairperson                                    | City of Wichita Falls                       |
| Woodrow (Woody) Gossom                | County Judge, Vice-Chairperson                        | Wichita County                              |
| Larry Tegtmeyer, P.E.                 | District Engineer                                     | Wichita Falls District, TxDOT               |
| Dennis Wilde                          | Executive Director                                    | NORTEX Regional Planning Commission         |
| Jeff Watts                            | City Representative                                   | City of Pleasant Valley                     |
| Steven Halloway                       | Mayor, Lakeside City                                  | City of Lakeside City                       |
| Michael Smith                         | City Council Representative                           | City of Wichita Falls                       |
| Tim Ingle                             | City Council Representative                           | City of Wichita Falls                       |
| Russell Schreiber, P.E.               | Director of Public Works                              | City of Wichita Falls                       |
| <b>Ex-Officio, Non-Voting Members</b> |   |   |
| Darron Leiker                         | City Manager  | City of Wichita Falls                       |
| Danny Brown, P.E.                     | Transportation Planning & Development Director        | Wichita Falls District, TxDOT               |
| Gary Beesinger                        | County Judge  | Archer County                               |
| Eric Gleason                          | Public Transportation Division                        | TxDOT (PTN) – Austin                        |
| William (Mac) Thornberry              | U.S. Representative                                   | District 13                                 |
| Barbara C. Maley, AICP                | Environmental and Transportation Planning Coordinator | Federal Highway Administration – Austin     |
| Craig Estes                           | State Senator   | District 30                                 |
| Tim Juarez                            | MPO / RPO Coordinator                                 | North Region Support Center<br>TxDOT – Waco |
| Lanham Lyne                           | State Representative                                  | District 69                                 |
| Winona Henry                          | Regional Manager                                      | TCEQ  |

**COMMITTEE MEMBERSHIPS  
TECHNICAL ADVISORY COMMITTEE  
WICHITA FALLS URBAN TRANSPORTATION STUDY**

| <b>Voting Members</b>                 |   |                               |
|---------------------------------------|---|-------------------------------|
| Irvan F. (Lin) Barnett Jr.            | MPO Director, Chairperson                         | City of Wichita Falls         |
| Danny Brown, P.E.                     | Director of Transportation Planning & Development | Wichita Falls District, TxDOT |
| Vacant                                | Director of Community Development                 | City of Wichita Falls         |
| James Kelley, P.E.                    | Area Engineer                                     | Wichita Falls District, TxDOT |
| Allan Moore, P.E.                     | Director of Construction                          | Wichita Falls District, TxDOT |
| Karen Montgomery-Gagne                | Community Development Planner                     | City of Wichita Falls         |
| Mark Beauchamp                        | Traffic Superintendent                            | City of Wichita Falls         |
| Tim Hertel, P.E.                      | Director of Operations                            | Wichita Falls District, TxDOT |
| Davis Powell, P.E.                    | City Engineer                                     | City of Wichita Falls         |
| <b>Ex-Officio, Non-Voting Members</b> |   |                               |
| Mark McBurnett                        | Base Civil Engineer                               | Sheppard Air Force Base       |

# APPENDIX B

## METROPOLITAN AREA BOUNDARY (GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



**APPENDIX C**

**DEBARMENT CERTIFICATION  
(Negotiated Contracts)**

- (1) The **WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION (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

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Mayor Glenn Barham

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Chairperson, MPO Transportation Policy Committee  
Title

---

Date

**APPENDIX D**

**LOBBYING CERTIFICATION**

**CERTIFICATION FOR CONTRACTS, GRANTS,  
LOANS AND COOPERATIVE AGREEMENTS**

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

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

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

\_\_\_\_\_  
Mayor Glenn Barham

Chairperson, MPO Transportation Policy Committee  
Title

Wichita Falls Metropolitan Planning Organization  
Agency

\_\_\_\_\_  
Date

**APPENDIX E**

**Certification of Compliance**

I, Glenn Barham, a duly authorized officer/representative of the Wichita Falls Metropolitan Planning Organization (MPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Mayor Glenn Barham  
Chairperson, Wichita Falls  
MPO Transportation Policy Committee

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

**APPENDIX F**

**MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS**

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

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

\_\_\_\_\_  
Wichita Falls  
District  
Texas Department of Transportation

\_\_\_\_\_  
Wichita Falls  
Metropolitan Planning Organization  
Policy Board Chairperson

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**APPENDIX G**

**Certification of Internal Ethics and Compliance Program**

The undersigned hereby certifies that it has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of the 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 Title 43 Texas Administrative Code.

City of Wichita Falls

Name of entity

By: 

Title: Human Resources Manager

Date: January 27, 2011

**APPENDIX H**

|  |
|--|
| <b>FTA/TxDOT Section 5303 Budget Worksheet for FY 2012</b> |
|--|

**MPO:** Wichita Falls Metropolitan Planning Organization

**PART A. TECHNICAL ACTIVITIES**

Show estimated cost (Section 5303 only) by appropriate activity line item.

| <b>Metropolitan Planning</b>        |  | <b>Section 5303<br/>Federal Share</b> |
|-------------------------------------|--|---------------------------------------|
| 44.21.00                            | Program Support and Administration             | \$ <u>12,000</u>                      |
| 44.22.00                            | General Development and Comprehensive Planning | \$ <u>12,000</u>                      |
| 44.23.01                            | Long Range System Level Planning               | \$ <u>5,000</u>                       |
| 44.23.02                            | Long Range Project Level Planning              | \$ <u>5,000</u>                       |
| 44.24.00                            | Short Range Transportation Planning            | \$ <u>5,000</u>                       |
| 44.25.00                            | Transportation Improvement Program             | \$ <u>5,000</u>                       |
| <br><b>Other</b>                    |  |                                       |
| 44.27.00                            | Other Activities                               | \$ <u>1,987</u>                       |
| <b>TOTAL (Section 5303 Funding)</b> |  | <b>\$<u>45,987</u></b>                |

**PART B. FUND ALLOCATIONS**

How will the MPO's FTA funds be allocated:

- A) Metropolitan Planning Organization \$ 45,987
- B) Transit Agencies (Pass-through Funds) \$ 0
- C) State/Local Agencies (Pass-through Funds) \$ 0

Please identify individual agency(s)/amount(s) for pass-through funds

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL** (matches the total on pg 1) \$ 45,987

Person to contact regarding this worksheet:

Name: Lin Barnett  
Phone: (940) 761-7450  
E-Mail: Lin.Barnett@wichitafallstx.gov

TxDOT PTN Contact: Karen Dunlap  
Phone: 512-374-5239  
FAX: 512-374-5244  
E-mail: Karen.dunlap@txdot.gov

## **FTA BUDGET CODE EXPLANATIONS**

### **Metropolitan Planning**

Program Support and Administration (44.21.00) Include basic overhead, program support, and general administrative costs directly chargeable to the FTA project, i.e., direct program support, administration, interagency coordination, citizen participation, public information, local assistance, UPWP development, etc. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category.)

General Development and Comprehensive Planning (44.22.00) Include only the costs of activities *specifically emphasizing* regional policy and system planning for non-transportation functional areas, including the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling and forecasting activity, i.e., land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities, etc.

Long Range System Level Planning (44.23.01) Include only the costs of activities *specifically emphasizing* long range transportation system planning and analysis, i.e., long range travel forecasting and modeling including appropriate data base development and maintenance for transportation in the entire metropolitan area or state, system analysis, sketch planning, system plan development, reappraisal or revision, and all long range, Transportation System Management (TSM) activities.

Long Range Project Level Planning (44.23.02) Include only the costs of activities *specifically emphasizing* long range project level planning and analysis, i.e., corridor and sub-area studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

Short Range Transportation Planning (44.24.00) Include only the cost of activities *specifically emphasizing* short range transportation system or project planning and analysis proposed in the next three to five years, i.e., management analyses of internal operations such as, management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; TDP preparation; financial management planning, including alternative fare box policies; all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management, etc.

Transportation Improvement Program (44.25.00) Include only the costs of activities *specifically emphasizing* TIP development and monitoring.

### **Other**

Other Activities (44.27.00) Include only the cost of those activities whose primary emphasis is unrelated to the specific types of activities described above.

**APPENDIX I**

**FY 2012 ESTIMATED TRAVEL EXPENSES**

| Event                         | Attendees | Nights | Days | Lodging & Meals | Registration & Training | Gas, Parking, Tolls | Estimated Cost | Comment  |
|-------------------------------|-----------|--------|------|-----------------|-------------------------|---------------------|----------------|--|
| SCAUG*<br>Conf.               | 2         | 5      | 6    | \$1,600         | \$2,000                 | \$250               | \$3,850        | Total cost for 2 people to attend conf.          |
| ESRI, Inc.<br>Training Course | 1         | 3      | 4    | \$500           | \$1,000                 | \$200               | \$1,700        | Total cost for 1 person to attend training class |
| TransCAD**<br>Training        | 1         | 3      | 4    | \$500           | \$1,000                 | \$200               | \$1,700        | Total cost for 1 person to attend training class |
| TEMPO Meeting                 | 2         | 1      | 2    | \$310           |                         | \$125               | \$435          | MPO Director & staff                             |
| TEMPO Meeting                 | 2         | 1      | 2    | \$310           |                         | \$125               | \$435          | MPO Director & staff                             |
| TEMPO Meeting                 | 2         | 1      | 2    | \$310           |                         | \$125               | \$435          | MPO Director & staff                             |
| TEMPO Meeting                 | 2         | 1      | 2    | \$310           |                         | \$125               | \$435          | MPO Director & staff                             |
| <b>Total Cost</b>             |           |        |      | <b>\$3,840</b>  | <b>\$4,000</b>          | <b>\$1,150</b>      | <b>\$8,990</b> |  |

\*South Central Arc Users Group – Annual conference with available training on GIS applications specifically tailored to ESRI ArcGIS software.

\*\*TxDOT supported Travel Demand Modeling software.