

AAAMPO



Unified Planning Work Program (UPWP) Amendments

Technical Advisory Committee | April 1, 2022

Unified Planning Work Program (UPWP)

- Outlines the MPO's federally funded transportation *planning* activities
- Identifies tasks to be accomplished and the budget associated with each task
- Covers two fiscal years
 - FY 2022 to FY 2023 Approved
 - Transportation Policy Board on June 28, 2021
 - FHWA on September 20, 2021
 - Amended in January for FY funding carryover
- Includes regionally significant planning studies funded through other sources (FTA, STBG)

Amendments to the FY 2022-2023 UPWP



FY 2022-2023 UPWP Amendments

- Requirement to update the UPWP to include the new FHWA/FTA Planning Emphasis Areas (PEAs)
- AAMPO seeking approval for securing a planning consultant contract
- Revised financial information is highlighted
- All revisions will be noted with the approval listed as a footnote

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- To replace **UPWP Section E, Page 13 and 14** with 8 new Planning Emphasis Areas as requested by FHWA/FTA.
- PEAs will be documented in the UPWP **as described in the FHWA/FTA Letter of Request**
- They are **not legal requirements**
- They are **strongly encouraged** to be used a guidance during **policy development and project selection.**

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**
 - Accelerate the transition toward electric and other alternative fueled vehicles;
 - Plan for a sustainable infrastructure system that works for all users; and
 - Undertake actions to prepare for and adapt to the impacts of climate change.

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

UPWP tasks could include:

- Identifying the barriers to and opportunities for deployment of fueling and charging infrastructure;
- Evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and
- Identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Equity and Justice40 in Transportation Planning**
 - Equity: the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment.
 - Justice40 aims to deliver 40% of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Equity and Justice⁴⁰ in Transportation Planning**

MPOs are encouraged to:

(1) Improve infrastructure for **non-motorized travel, public transportation access**, and increased **public transportation service in underserved communities**;

(2) Plan for the **safety of all road users**, particularly those on arterials, through infrastructure improvements and advanced speed management;

(3) **Reduce single-occupancy vehicle travel** and associated **air pollution** in communities near high-volume corridors;

(4) Offer **reduced public transportation fares** as appropriate;

(5) Target **demand-response service** towards communities with higher concentrations of **older adults** and **those with reduced access** to essential services; and

(6) Consider **equitable and sustainable practices** while **developing transit-oriented development** including affordable housing strategies and consideration of **environmental justice populations**.

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Complete Streets**

Federal aid recipients are **encouraged to plan, develop, and operate streets and networks** that prioritize **safety, comfort, and access** to destinations **for people** who use the street network, including pedestrians, bicyclists, transit riders, micromobility users, freight delivery services, and motorists.

Goal is to provide an **equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment**. This vision is not achieved through a one-size-fits-all solution – **each complete street is unique** and developed to best serve its **community context and its primary role in the network**.

- **Safe pedestrian facilities and crossing opportunities**
- **Safe transit stops**
- **Safe and comfortable bicycle facilities**
- **Prioritizes safety improvements and speed management on arterials essential for those without access to single-occupancy vehicles.**

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

Public Involvement

MPOs are encouraged to:

- Integrate **Virtual Public Involvement (VPI) tools** into the overall public involvement approach
- Ensure continued public **participation by individuals without access to computers and mobile devices.**
- VPI makes participation **more convenient and affordable** to greater numbers of people.

Virtual tools provide:

- **Increased transparency and access** to transportation planning activities and decision-making processes.
- **Information in visual and interactive formats** to enhance understanding.

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination**

MPOs are encouraged to **coordinate with DOD representatives** in the transportation planning and project programming process on **infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities** (military bases, ports, and depots).

Many of the **highways (or portions of the highways)** are inadequate to meet **the needs** of national and civil defense operations.

DOD facilities are:

- Essential to national security
- Major employers
- Generate substantial volumes of commuters and freight traffic

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Federal Land Management Agency (FLMA) Coordination**

MPOs are encouraged to **coordinate with FLMAs** in the transportation planning and project programming process on **infrastructure and connectivity needs** related to **access routes** and other **public roads** and **transportation services** that connect to Federal lands.

Focus on:

- Integration of transportation planning activities
- Exploring opportunities to leverage transportation funding to support access and transportation needs of FLMAs
- Involving FLMAs in MTP and TIP development

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

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

MPOs are encouraged to **implement PEL** as part of the transportation planning and environmental review processes

PELs provide an opportunity for:

- A **collaborative and integrated approach early** in the transportation planning process
- **Information, analysis, and products** developed during planning **to inform the environmental review process**
- **Interagency relationship building** in the early stages of planning
- **Informing and improving project delivery timeframes** and minimizing and creating one cohesive flow of information
- **Avoiding and minimizing the impacts on human and natural resources**

FY 2022-2023 UPWP Amendment

FHWA/FTA 2021 PEAs

- **Data in Transportation Planning**

MPOs are encouraged to incorporate data sharing and consideration into transportation planning processes.

Data management can be used for:

- freight, bike and pedestrian planning,
- equity analyses
- managing curb space
- performance management
- travel time reliability
- connected and autonomous vehicles
- mobility services
- safety

Data sharing allows for efficient use of resources and improved policy and decision making for all parties.

FY 2022-2023 UPWP Amendment

Subtask 4.5 General Planning Consultant

4.5.1 This task involves procuring a **third party consultant contract** to assist with the following tasks in support of the AAMPO's transportation planning requirements: 1) Development and maintenance of the **MPO's long and short range transportation plans** 2) development and maintenance of the MPO's **Unified Planning Work Program and Annual Expenditure Report**; 3) assistance with **air quality related tasks**; 4) assistance with **travel demand modeling**; 5) assistance with **transportation performance measurement and management**; 6) **data collection** as required for planning activities; 7) assistance with new planning requirements associated with the **bipartisan infrastructure law (IIJA)**; and 8) **general transportation planning support**.

Responsible Agency: Alamo Area Metropolitan Planning Organization
(consultant)

Funding Requirement: \$750,000

Product(s): Data sets, technical memoranda, and technical reports

FY 2022-2023 UPWP Amendment

Subtask 4.5 General Planning Consultant

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY2022	FY 2023	
4.1	MPO	\$518,000	\$550,000							\$1,068,000
4.2	MPO	\$436,035.72								\$436,035.72
4.3	MPO	\$250,000	\$250,000							\$500,000
4.4	VIA							\$8,068,309		\$8,068,309
4.5	MPO	\$200,000	\$550,000**							\$750,000
Total		\$1,404,035.72	\$1,350,000					\$8,068,309		\$10,822,344.72

*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor staff-hours, they are not reflected in the funding tables.

**Task 4.5 will be a multi-year contract and funds may carryover from FY 2023 to future fiscal years.

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Budget Summary by Funding Source

Transportation Planning Funds (TPF)	
FHWA (PL-112 + Section 5303) (FY 2022)	\$4,075,000.00
FHWA (PL-112 + Section 5303) (FY 2023)	\$4,459,000.00
Programmed Carryover	\$1,392,846.62
Estimated Unexpended Carryover	\$5,813,277.52
Total TPF Available to Program	\$15,740,124.14
Total TPF Programmed	\$9,201,774.62
FY 2022	\$4,617,774.62
FY 2023	\$4,584,000.00
TPF Liability	\$175,000
<p>Note: per the MPO's FY 2009 audit the MPO will maintain a minimum balance of \$55,000 for compensated absences liability. The MPO also has a five-year legal services contract with a total unprogrammed potential liability of approximately \$120,000 to FY 2026.</p>	
Other Funds	
STP-MM/STBG: Federal + local match (Subtask 3.5)	\$3,000,000
FTA: Federal + \$250,000 local match (Subtask 3.6)	\$725,072
STP-MM/STBG: Federal + local match (Subtask 4.4)	\$8,068,309
STP-MM/STBG: Federal portion only (Subtask 5.2)	\$297,971
Other	
Total Other Funds Programmed	\$12,091,352
Total Funds Programmed	\$21,293,126.62

FY 2022-2023 UPWP Amendments

Action

Motion to approve, and recommend approval to the Transportation Policy Board, the proposed April 2022 amendments to the FY 2022-2023 Unified Planning Work Program.