



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

2022-2023
UNIFIED PLANNING WORK PROGRAM

DRAFT

PREPARED IN COOPERATION WITH THE TEXAS DEPARTMENT OF
TRANSPORTATION AND THE U.S. DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT
ADMINISTRATION. PREPARED IN COORDINATION WITH:

BRAZOS COUNTY, TEXAS

THE CITY OF BRYAN, TEXAS

THE CITY OF COLLEGE STATION, TEXAS

TEXAS A&M UNIVERSITY

THE TEXAS DEPARTMENT OF TRANSPORTATION, BRYAN DISTRICT

BRAZOS TRANSIT DISTRICT

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INTRODUCTION

On May 19, 1970 the State of Texas, the Cities of Bryan and College Station, and Brazos County agreed to participate in a “continuing, comprehensive transportation planning process carried on cooperatively by States and local communities” for the Bryan/College Station Urban Study Area as provided in the Federal-Aid Highway Act of 1962 for each urbanized area of more than 50,000 souls. On September 13, 1973 an agreement was executed setting forth the organizational structure and responsibilities for the continuing Phase of the 1970 transportation planning process. On September 21, 1979 these two agreements were considered to be null and void and were replaced by a revised agreement that added Texas A&M University as a signatory party and provided for a one-committee structure, known as the Steering Committee with the primary function of providing guidance and direction for the continuing phase of the transportation study.

On September 2, 1986, in accordance with Section 112 of the Federal Highway Act of 1973 and Section 8 of the Urban Mass Transportation Administration Act of 1964, an agreement between the Office of the Governor, State of Texas and the Bryan/College Station Urban Transportation Study Steering Committee established the Steering Committee as the Metropolitan Planning Organization (MPO) for transportation planning in the Bryan/College Station urbanized area.

On August 19, 1988 the agreement was renewed and it was established that the agreement would remain in full force and effect until such time as the Study Steering Committee is no longer the designated MPO or unless terminated by either party upon 30 days’ notice.

Over time the Steering Committee became known as the Policy Committee and finally the Policy Board. The Policy Board continues to act as the forum for cooperative transportation planning and decision making in the BCS MPO Planning Area Boundary.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. ISTEA re-emphasized the role of cooperative decision making in the development, review, and approval of transportation plans and programs and introduced requirements that the Metropolitan Transportation Plan and the Transportation Improvement Programs reflect realistic expectations of available funding for projects. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) continued the planning provisions of ISTEA with some revisions and increased the availability of federal funding for surface transportation. TEA-21 was superseded in 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU continued the general planning provisions of ISTEA and TEA-21. SAFETEA-LU expired on September 30, 2009 but was extended by Congress several times. On July 6, 2012 the federal surface transportation law, known as Moving Ahead for Progress in the 21st Century or MAP-21, was passed. MAP-21 implemented a performance-based approach to transportation planning and established seven national goals: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays. MAP-21 went into effect on October 1, 2012 and expired on September 30, 2014. From October 1, 2014 through December 3, 2015 the federal transportation program was functioning under a series of continuing resolutions. Finally, on December 4, 2015 the Fixing America’s Surface Transportation (FAST) Act was signed into law. While continuing most MPO requirements, the FAST Act added two new planning factors (see below) and explicitly added ports and certain private transportation providers to the list of interested parties that the MPO must provide with a reasonable opportunity to comment on the transportation plan.

A. PURPOSE

The Unified Planning Work Program (UPWP) identifies all transportation and related planning activities that will be undertaken by the BCS MPO during the next two fiscal years from October 1, 2021 to September 30, 2023.

The UPWP helps to assure that planning resources are allocated according to regional needs as identified by Brazos County, the Cities of Bryan and College Station, Texas A&M University, Brazos Transit District, and the Texas Department of Transportation (TxDOT). The BCS MPO is responsible, together with the State of Texas, for carrying out the provisions of the FAST Act, 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.

The FAST Act requires that the transportation planning process addresses the following ten factors:

- 1) support the economic vitality of the United States, the individual states and the metropolitan areas, 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 accessibility and mobility options available to people and freight;
- 5) protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) promote efficient system management and operation;
- 8) emphasize the preservation of the existing transportation system;
- 9) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) enhance travel and tourism.

The BCS MPO involves citizens in the transportation planning process in accordance with the adopted Public Participation Plan. The BCS MPO will provide all citizens within our study area an opportunity to participate in the transportation planning process.

B. DEFINITION OF AREA

The Metropolitan Planning Area (MPA) of the BCS MPO is co-terminus with the jurisdictional boundary of Brazos County as depicted in Appendix B. The MPO includes the incorporated Cities of Bryan, College Station, Wixon Valley and Kurten. Bryan/College Station is the only urbanized area within the MPA. The BCS MPA is located in south-central Texas located 99 miles northwest of Houston, 165 miles south of the Dallas/Fort Worth area, 99 miles east of the Texas State Capital, and home to Texas A&M University.

C. ORGANIZATION

The BCS MPO consists of the Policy Board, the Technical Advisory Committee, the Active Transportation Advisory Panel, and the MPO staff. Since September 1973, the policy directive for transportation planning has been carried out under the direction and guidance of the Policy Committee/Policy Board, which was established at that time by the Continuing Phase Agreement of the Bryan/College Station Urban Transportation Study. The Policy Board, Technical Advisory Committee and Staff members are listed in Appendix A. The Active Transportation Advisory Panel (ATAP) was established under a Memorandum of Understanding between the individual member entities of the BCS MPO on December 18, 2014 with the objective of creating a seamless network that increases the connectivity and accessibility of the transportation system, making non-motorized modes safe and convenient. The BCS MPO operates with the following staff positions: Executive Director, Transportation Systems Analyst, and part-time Administrative Secretary.

D. PRIVATE SECTOR INVOLVEMENT

The BCS MPO may contract with professional services from the private sector periodically and solicit input and comments from private sector transportation providers, businesses, and individuals in accordance with the Public Participation Plan. The BCS MPO will follow Brazos County's prescribed procurement procedures to guide the selection of consultants.

E. PLANNING ISSUES AND EMPHASIS

The planning issues and emphasis areas to be addressed by the BCS MPO during FY 2022-2023 include:

- maintaining a fair and impartial setting for effective decision making;
- evaluating transportation alternatives, scaled to fit the region, its transportation issues and the realistically available resources;
- maintaining the 2045 MTP and monitoring the implementation of the 2045 MTP;
- managing the Transportation Improvement Program (TIP) to insure that it serves the region's goals, and;
- involving the general public in the above four essential functions through the implementation of the Public Participation Plan;

In accordance with The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations (MPOs), dated March 18, 2015, jointly issued Planning Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work tasks associated with PEAs in the UPWP. The FY 2021 PEAs include:

1. FAST Act Implementation: Transition to Performance Based Planning and Programming;
2. Models of Regional Planning Cooperation: Promote cooperation and coordination across MPO boundaries, transit agency boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning; and
3. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services (i.e., housing, employment, health care, schools/education, and recreation).

A summary table on the next page indicates the subtasks that address each Federal PEA:

| 2022 – 2023 UPWP Element | | Federal Planning Emphasis Areas | | |
|-----------------------------|---|------------------------------------|-------------------------|---------------------------|
| | | FAST Act Implementation | Regional Cooperation | Ladders of Opportunity |
| 1.1 | Committee Support and Interagency Coordination - Coordinate with agencies and community groups on transportation-related issues across boundaries. | | X | |
| 2.1 | Transportation System Data - The MPO staff, in cooperation with public and private agencies, across boundaries, will develop, analyze, update and maintain data relative to the transportation system. | | X | X |
| 2.2 | Travel Demand Model (TDM) - MPO staff will work with TxDOT to update the TDM for a 2017 Base Year. | | X | |
| 2.3 | Performance Measures Data - MPO staff will work with TxDOT and Texas A&M Transportation Institute (TTI) to analyze data related to the congestion reduction and system reliability national performance goals. | X | X | |
| 3.2 | Coordination with Transit Service Providers - The MPO will coordinate with transit service providers. | X | X | X |
| 3.3 | Intelligent Transportation System - The MPO will provide support for maintaining the Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan. | | X | |
| 4.1 | Metropolitan Transportation Plan - The MPO will maintain the 2045 MTP and begin preparation of the 2050 MTP. | X | X | |
| 5.1 | Transportation Resiliency Plan - The MPO, in coordination with the Brazos County Emergency Management Department, will develop a Transportation Resiliency Plan for Brazos County | X | X | X |
| 5.2 | Texas Innovation Alliance - The MPO will work with transportation and transportation research partners across the state to make the State of Texas an innovation leader in the transportation sector. | | X | X |
| 5.3 | Regional Development Standards - The MPO will local governments and the development community in establishing uniform access management standards and traffic impact analysis requirements. | X | X | X |
| 5.4 | Public Participation Procedures -The MPO will review and revise its Public Participation Procedures. | X | X | X |
| 5.5 | Limited English Proficiency Plan - The MPO will work with Brazos Transit District in updating the Limited English Proficiency Plan. | X | X | |

TASK 1.0: ADMINISTRATION / MANAGEMENT

A. OBJECTIVE

The objective of Task 1.0 is to ensure that the metropolitan transportation planning process is a continuing, comprehensive and coordinated activity; to monitor on-going planning activities, address community transportation needs and to assure that all modes of transportation are considered as viable elements in the overall planning process.

B. EXPECTED PRODUCTS

The expected product from this task is the effective administration of the metropolitan transportation planning process through coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process.

C. PREVIOUS WORK

1.1 Program Administration

All general support and administration tasks to keep the planning programs operational were conducted. This included day-to-day management, financial and non-financial record keeping and compliance with federally mandated tasks.

1.2 Committee Support and Interagency Coordination

Staff scheduled meetings, provided public notice, created agendas and agenda packets, provided presentations and provided facilitation for the meetings.

The above items were performed for the committees as follows:

- Twelve Regular Policy Board (PB) meetings;
- Twenty Regular Technical Advisory Committee (TAC) meetings/workshops; and
- Twelve regular Active Transportation Advisory Panel (ATAP) meetings.

In addition, MPO staff attended various public meetings, city council/county commissioner meetings, and information seminars regarding transportation improvements or developments. The MPO also has a working relationship with TTI, the Chamber, Brazos Valley Economic Development Corporation, the COG, Blinn College, various safety and emergency management staff, and other Texas MPOs. At the request of the Policy Board, assistance was provided to local transportation advocates in developing and drafting a Regional Mobility Authority Petition and Resolution.

1.3 Public Participation

Meeting notices for monthly Policy Committee meetings were posted in public places such as the city offices and the county courthouse, advertised in the Bryan-College Station Eagle newspaper in accordance with the MPO's approved Public Participation Procedures (PPP) and posted on the MPO's website. No translation services were necessary this fiscal year and no activities related to changes in the public involvement process for EJ populations were undertaken. The PPP was followed in the development of the 2021-20224 TIP and the 2045 MTP. In particular, the MPO held a series of Regional Mobility Symposiums to educate citizens on growing transportation trends, the communities desired response to those trends and how their input influenced project selection rankings in the 2045 MTP.

1.4 Travel, Training and Education

Staff attended seminars, workshops, conferences, participated in webinars and other related activities, which helped to develop and maintain a professional planning and support staff. These included:

- Texas Transportation Forum, San Antonio, TX and Virtual
- TEMPO General Membership meetings (eight), in Georgetown, TX, and Virtually
- Texas Mobility Summit 4.0, Virtual
- Transportation Works Summit, Waco, TX
- TTI Short Course and Transportation Technology Conference, College Station, TX and Virtually
- Texas Proving Grounds Blueprint Workshop, Austin, TX
- Texas Active Transportation Conference, Austin, TX
- TxDOT Planning Conference, Dallas, TX
- Transportation Resiliency Conference, College Station, TX
- Association of Metropolitan Planning Organizations Conference, San Antonio, TX
- FHWA Course – Role of Data in Transportation Performance Management, Austin, TX
- TexPack Training, Corpus Christi, TX
- FHWA Environmental Justice Course, Austin, TX
- FAST Act Metropolitan Planning Webinar

D. SUBTASKS

1.1 Program Administration (2022 and 2023)

Administer the program by:

- Accomplishing planning objectives and ensure compliance with applicable federal, state, and local laws and regulations
- Carrying out accounting and procurement tasks and records management in accordance with OMB Super-circular 2 CFR 200 and 23 CFR 420 and managing the program by:
 - Supporting an external audit through Brazos County;
 - Submitting monthly reimbursement claims to TxDOT;
 - Submitting the 2021 and 2022 Single Audit Reports to TxDOT;
 - Disposing of surplus property in accordance with Brazos County policy;
 - Maintaining equipment and software inventories as required;
 - Managing funds in compliance with applicable local, state and federal requirements;
 - Purchasing, maintaining, replacing and disposing of equipment, computer hardware, software, and peripherals, other electronic supplies, office supplies/services, informational material and furniture will be conducted in accordance with 2 CFR 200 and Brazos County's Procurement Policy. Expenditures over \$5,000 are subject to pre-approval by TxDOT in accordance with the FHWA/TxDOT Oversight Agreement. The MPO will not procure services or equipment in divided quantities to avoid the \$5,000 threshold; and
 - Providing office space for BCS MPO staff.

1.2 Committee Support and Interagency Coordination (2022 and 2023)

Provide support to the Policy Board (PB), Technical Advisory Committee (TAC), Active Transportation Advisory Panel (ATAP) and others by:

- Preparing and distributing meeting schedules, agendas and supporting information;
- Securing meeting locations;
- Providing meeting minutes or notes, as appropriate, to committee members.

- Coordinate with agencies and community groups on transportation-related issues across boundaries including, but not limited to, the following:
 - BCS Chamber of Commerce
 - Destination Bryan & Visit College Station
 - BCS Intergovernmental Committee
 - Blinn College
 - Brazos Transit District
 - Brazos Valley Council of Governments
 - Bryan Independent School District
 - College Station Independent School District
 - Brazos County Regional Mobility Authority
 - Social Service Agencies
 - Texas A&M Transportation Institute
 - Texas A&M University System
 - Brazos Valley Economic Development Corporation

1.3 Public Participation (2022 and 2023)

Public participation activities will be conducted under this subtask. The MPO will engage the public in accordance with the Public Participation Plan (3P) and will conform to the Environmental Justice Executive Order and Title VI of the Civil Rights Act of 1964 by:

- Conducting public hearings, meetings and outreach activities, as appropriate;
- Publicizing participation opportunities using the BCS MPO website, surveys, periodic newsletters, visualization tools, and by other appropriate means; and
- Attending local meetings involving transportation issues/concerns.

1.4 Travel, Training and Education (2022 and 2023)

Provide for travel related expenditures required for the execution of this UPWP and for staff training and education. Also, included under this task will be the reimbursement of out-of-state travel expenses incurred as the result of interviews of prospective employees. Additionally, relocation and temporary residence expenses are covered as per the BCSMPO Relocation Reimbursement Policy. Staff will participate in training and education opportunities for maintaining or acquiring skills and abilities applicable to the transportation planning process. The MPO will obtain prior approval for out-of-state travel from TxDOT-Transportation Planning & Programming Division.

E. TASK 1.0 FUNDING SUMMARY – ADMINISTRATION/MANAGEMENT

2022 Task 1.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------------|--------------------|---------------|--------------|------|---------------|
| 1.1 Program Administration | MPO | \$ 86,093.00 | \$ 32,400.00 | \$ - | \$ 118,493.00 |
| 1.2 Support & Coordination | MPO | \$ 39,500.00 | \$ 15,000.00 | \$ - | \$ 54,500.00 |
| 1.3 Public Participation | MPO | \$ 17,550.00 | \$ - | \$ - | \$ 17,550.00 |
| 1.4 Travel, Training & Educ. | MPO | \$ 15,075.00 | \$ - | \$ - | \$ 15,075.00 |
| Task 1.0 Totals | | \$ 158,218.00 | \$ 47,400.00 | \$ - | \$ 205,618.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2023 Task 1.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------------|--------------------|---------------|--------------|------|---------------|
| 1.1 Program Administration | MPO | \$ 91,000.00 | \$ 32,205.00 | \$ - | \$ 123,205.00 |
| 1.2 Support & Coordination | MPO | \$ 37,103.00 | \$ 13,500.00 | \$ - | \$ 50,603.00 |
| 1.3 Public Participation | MPO | \$ 17,775.00 | \$ - | \$ - | \$ 17,775.00 |
| 1.4 Travel, Training & Educ. | MPO | \$ 15,000.00 | \$ - | \$ - | \$ 15,000.00 |
| Task 1.0 Totals | | \$ 160,878.00 | \$ 45,705.00 | \$ - | \$ 206,583.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2022 - 2023 Task 1.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------------|--------------------|---------------|--------------|------|---------------|
| 1.1 Program Administration | MPO | \$ 177,093.00 | \$ 64,605.00 | \$ - | \$ 241,698.00 |
| 1.2 Support & Coordination | MPO | \$ 76,603.00 | \$ 28,500.00 | \$ - | \$ 105,103.00 |
| 1.3 Public Participation | MPO | \$ 35,325.00 | \$ - | \$ - | \$ 35,325.00 |
| 1.4 Travel, Training & Educ. | MPO | \$ 30,075.00 | \$ - | \$ - | \$ 30,075.00 |
| Task 1.0 Totals | | \$ 319,096.00 | \$ 93,105.00 | \$ - | \$ 412,201.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

TASK 2.0: DATA DEVELOPMENT & MAINTENANCE

A. OBJECTIVE

The objective of Task 2.0 is to collect, update, analyze, model and maintain the basic data, inventories and tools necessary for use in implementing the transportation planning process. Private sector professional services may be utilized in order to supplement staff efforts under this task.

B. EXPECTED PRODUCTS

Expected products from this task include the following:

- Collection, analysis, and maintenance of transportation data;
- Maintain and update databases and inventories of transportation data and facilities;
- Maintain and update the travel demand model;
- Monitor land use and development in the Metropolitan Planning Boundary (Appendix B);
- Maintain and update data and information in the Geographic Information System (GIS).

C. PREVIOUS WORK

2.1 Transportation Data Collection and Analysis

Subtasks indicated below are currently ongoing from 2020-2021 UPWP:

- Maintained the current Existing + Committed travel demand model network
- The 2022 forecast is approximately 90% complete
- The 2017 Base year demographics were reviewed and adjusted
- Census/TAZ/Employment Data were reviewed and updated
- The Geographic Information System Database was managed
- Building Permit Data Processing
- Mapping and Travel Demand Model Runs as needed/requested

2.2 Title VI/Environmental Justice/Limited English Proficiency Planning

Consideration of environmental justice is integrated throughout the MPO planning process and is an ongoing activity from 2020-2021 UPWP. MPO Staff integrated an Environmental Justice chapter into the 2045 MTP.

2.3 Performance Measure Data

Staff completed the following activities:

- Used RHiNo traffic data to process traffic volume data for facilities that are under study
- Used RHiNo data to construct speed and travel time maps for various facilities in the study area
- Collected traffic counts for the City of Bryan at various locations as requested
- Obtained the latest traffic count information from TxDOT
- Obtained INRIX data for use in various studies and activities.

D. SUBTASKS

2.1 Transportation System Data (2022 and 2023)

The MPO staff, in cooperation with public and private agencies across boundaries, will develop, analyze, update and maintain data relative to the transportation system. The purpose of this task is

to support the travel demand model and updates to the Metropolitan Transportation Plan. Activities that will be undertaken, to the extent that resources allow, include:

- Developing written agreements with transportation planning partners for cooperatively developing and sharing information related to:
 - Transportation performance data
 - Selection of performance targets
 - Reporting of performance targets
 - Reporting of performance used in tracking attainment of targets
 - Collection of data for the State asset management plan for the NHS;
- Collecting and maintaining population, employment, land use, and socio-economic data;
- Maintaining and updating Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) related databases to avoid or mitigate for potential disproportionately adverse impacts, using the databases to facilitate effective outreach, and develop maps to indicate accessibility of transportation services;
- Maintaining the Existing + Committed Travel Demand Model (TDM) Network;
- Developing and maintaining inventories of crash locations, traffic signal locations and bicycle and pedestrian facilities;
- Developing and maintaining maps and inventories of transportation system components and perform revisions/updates to the Highway Functional Classification system;
- Collecting, updating and maintaining GIS data for use in data analysis, projections, mapping and the presentation of transportation planning products and activities;
- Continuing the traffic count program and conducting specific counts to assist local agencies; and
- Collaborating with TxDOT and TTI in utilizing traffic count data.

2.2 Travel Demand Model (TDM) (2022 and 2023)

MPO staff will work with TxDOT to update the TDM for a 2017 Base Year by:

- Reviewing the 2017 Base Year network geography;
- Defining the Transportation Analysis Zone(TAZ) geographies;
- Developing TAZ level demographic data and submitting it to TxDOT for review;
- Allocate population control total to TAZs and submitting it to TxDOT for review;
- Develop the horizon/plan year 2022 network to support the 2050 MTP; and
- Prepare model runs and analysis as requested by MPO members.

2.3 Performance Measures Data (2022 and 2023)

MPO staff will work with TxDOT and Texas A&M Transportation Institute (TTI) to analyze data related to the congestion reduction and system reliability national performance goals for use in the Metropolitan Transportation Plan by:

- Analyzing the Roads/Highways Network (RHiNo) traffic volume data;
- Analyzing private-sector speed data purchased by TxDOT; and
- Analyzing the reliability aspects of the transportation network.

E. TASK 2.0 FUNDING SUMMARY – DATA DEVELOPMENT & MAINTENANCE

2022 Task 2.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|--------------------------------|--------------------|--------------|------|------|--------------|
| 2.1 Transportation System Data | MPO | \$ 12,000.00 | \$ - | \$ - | \$ 12,000.00 |
| 2.2 Travel Demand Model | MPO/TxDOT | \$ 11,990.00 | \$ - | \$ - | \$ 11,990.00 |
| 2.3 Performance Measures Data | MPO/TTI | \$ 6,755.00 | \$ - | \$ - | \$ 6,755.00 |
| Task 2.0 Totals | | \$ 30,745.00 | \$ - | \$ - | \$ 30,745.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.
As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2023 Task 2.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|--------------------------------|--------------------|--------------|------|------|--------------|
| | | | | | |
| 2.1 Transportation System Data | MPO | \$ 10,000.00 | \$ - | \$ - | \$ 10,000.00 |
| 2.2 Travel Demand Model | MPO/TxDOT | \$ 11,245.00 | \$ - | \$ - | \$ 11,245.00 |
| 2.3 Performance Measures Data | MPO/TTI | \$ 9,500.00 | \$ - | \$ - | \$ 9,500.00 |
| Task 2.0 Totals | | \$ 30,745.00 | \$ - | \$ - | \$ 30,745.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.
As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2022 - 2023 Task 2.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|--------------------------------|--------------------|--------------|------|-----|--------------|
| | | | | | |
| 2.1 Transportation System Data | MPO | \$ 22,000.00 | \$ - | | \$ 22,000.00 |
| 2.2 Travel Demand Model | MPO/TxDOT | \$ 23,235.00 | \$ - | | \$ 23,235.00 |
| 2.3 Performance Measures Data | MPO/TTI | \$ 16,255.00 | \$ - | | \$ 16,255.00 |
| Task 2.0 Totals | | \$ 61,490.00 | \$ - | | \$ 61,490.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.
As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

TASK 3.0: SHORT RANGE PLANNING

A. OBJECTIVE

The objective of Task 3.0 is to implement short range transportation planning activities between October 1, 2021 and September 30, 2023. The MPO may utilize private sector professional services for activities in this work task.

B. EXPECTED PRODUCTS

Products expected from this task include:

- Management of the 2021-2024 Transportation Improvement Program (TIP);
- Implementation the 2022-2023 Unified Planning Work Program (UPWP);
- Development of the 2023-2026 TIP;
- Development of the 2024-2025 UPWP;
- Development and submittal to TxDOT, FHWA, and FTA of the Annual Performance Expenditure Report (APER), the Self-Certification Statements and the Annual List of Projects (ALOP);
- Coordination with transit service providers; and
- Monitoring the Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan.

C. PREVIOUS WORK

3.1 Manage Program Documents

- The FY 2019 and FY 2020 APERs and ALOPs were approved by FHWA–Texas Division on January, 2019 and January, 2020, respectively.
- The 2018-2019 UPWP Amendments I and II were approved by the Policy Board on December 4, 2019 and September 2, 2020, respectively.
- The 2022-2023 UPWP is currently under development.
- The 2021-2024 TIP was approved by the Policy Committee on July 6, 2020.
- The 2021-2024 TIP Amendments One and Two were approved by the Policy Board on October 7, 2020 and February 3, 2021, respectively.

3.2 Coordination with Transit Service Providers

Worked with Brazos Transit District in refining a new route structure that was implemented in December of 2018 and April of 2019. Brazos Transit District is transitioning from flag stop to fixed stop operations. MPO staff assisted in identifying fixed stop locations for most routes.

3.3 Transportation System Management (TSM)

Activities under this task are ongoing from 2020-2021 UPWP.

D. SUBTASKS

3.1 Manage Program Documents (2022 and 2023)

The following program documents will be managed:

- The 2022-2023 UPWP will be implemented, monitored and amended as necessary;
- The 2024-2025 UPWP will be developed;

- The 2021-2024 TIP will be monitored and amended as necessary;
- The 2023-2026 TIP will be developed;
- The 2021 Annual Listing of Projects (ALOP) and the 2022 ALOP will be developed;
- The 2021 Annual Performance and Expenditure Report (APER) and the 2022 APER will be developed and submitted to TxDOT each year;
- The Self-Certification Statement will be prepared and included in the 2023-2026 TIP document; and
- Policy documents, including the MPO Bylaws, the Public Participation Plan and the Limited English Proficiency Plan will be maintained and amended as necessary.

3.2 Coordination with Transit Service Providers (2022 and 2023)

The MPO will coordinate with transit service providers, when requested and to the extent that MPO resources allow by:

- Providing assistance with planning projects for public transportation services particularly in underserved areas within the MPA;
- Assist in moving Brazos Transit District from a flag stop to fixed stop system;
- Participating in efforts to develop the Coordinated Regional Public Transportation Plan;
- Providing assistance for county level planning analysis in support of EJ/Title VI requirements to ensure compliance with FTA requirements;
- Participating in opportunities for transportation demand management;
- Participating in public education/awareness activities; and
- Supporting member agencies applications for transit related grants and other funding sources.

This task also documents the use of Section 5307 funds by the Brazos Transit District (BTD) under the direction of their Board of Directors and President/CEO. The funds are being utilized for a portion of program support/administration, capital projects, capital projects planning, real estate acquisition and system management operations. (Note: These funds are distributed directly to BTD and are not programmed or managed by the B/CS MPO.)

3.3 Intelligent Transportation System (2022 and 2023)

The MPO will provide support for maintaining the Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan by:

- Participating in planning and system review meetings;
- Partnering with member agencies on grant and other funding source applications; and
- Evaluating potential impacts on the regional transportation system from planned deployment of ITS components.

E. TASK 3.0 FUNDING SUMMARY – SHORT RANGE PLANNING

2022 Task 3.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|--------------|--------------|------|--------------|
| 3.1 Manage Program Docs. | MPO | \$ 15,265.00 | \$ 5,000.00 | \$ - | \$ 20,265.00 |
| 3.2 Support Transit Providers | MPO | \$ - | \$ 24,805.00 | \$ - | \$ 24,805.00 |
| 3.3 ITS | MPO | \$ 1,000.00 | \$ - | \$ - | \$ 1,000.00 |
| Task 3.0 Totals | | \$ 16,265.00 | \$ 29,805.00 | \$ - | \$ 46,070.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2023 Task 3.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|--------------|--------------|------|--------------|
| 3.1 Manage Program Docs. | MPO | \$ 25,269.00 | \$ 5,000.00 | \$ - | \$ 30,269.00 |
| 3.2 Support Transit Providers | MPO | \$ - | \$ 25,000.00 | \$ - | \$ 25,000.00 |
| 3.3 ITS | MPO | \$ 1,000.00 | \$ - | \$ - | \$ 1,000.00 |
| Task 3.0 Totals | | \$ 26,269.00 | \$ 30,000.00 | \$ - | \$ 56,269.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2022 - 2023 Task 3.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|--------------|--------------|-----|---------------|
| 3.1 Manage Program Docs. | MPO | \$ 40,534.00 | \$ 10,000.00 | | \$ 50,534.00 |
| 3.2 Support Transit Providers | MPO | \$ - | \$ 49,805.00 | | \$ 49,805.00 |
| 3.3 ITS | MPO | \$ 2,000.00 | \$ - | | \$ 2,000.00 |
| Task 3.0 Totals | | \$ 42,534.00 | \$ 59,805.00 | | \$ 102,339.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

TASK 4.0: METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

The objective of Task 4.0 is to monitor and amend as necessary the 2045 Metropolitan Transportation Plan (MTP) which identifies metropolitan area transportation projects and their anticipated funding from 2020 to 2045 and provides guidance on the management of the region's transportation system in accordance with local needs and federal and state regulations. In addition, staff will begin work in FY 2023 on the 2050 Metropolitan Transportation Plan (MTP).

B. EXPECTED PRODUCTS

Products expected from this task include performing activities related to monitoring and amending the 2045 MTP and beginning development of the 2050 MTP.

C. PREVIOUS WORK

4.1 MTP Management

Implementation of the 2045 MTP was monitored and the MTP was amended twice. Amendment One was approved by the Policy Board on February 26, 2020, and Amendment Two was approved October 6, 2020. Staff utilized Decision Lens tool for project prioritization consideration in the development of the 2045 MTP and analyzed the adopted 2045 MTP using INVEST.

D. SUBTASK

4.1 Metropolitan Transportation Plan (2022 and 2023)

The MPO will monitor the 2045 MTP and amend the MTP as necessary. The MPO will focus on the integration of new tools and techniques in the 2050 MTP by:

- Integration of a Resiliency factor in the TxDOT Decision Lens project prioritization tool;
- Enhance Performance-Based Planning Techniques by incorporating federally mandated performance measures and performance targets to assess system performance;
- Development of a system evaluation reporting process for evaluating the condition and performance of the transportation system;
- Revise and enhance the development of environmental justice tools and methodologies;
- Model the adopted 2050 Major Thoroughfare Concept for development of the unconstrained project list and assist in project prioritization;
- Work with the Destination Bryan and Visit College Station and the Chamber of Commerce to enhance tourism;
- Work with the Brazos Valley Emergency Management Association in determining ways to minimize the impacts of natural disasters on the transportation network; and
- Compile a list of transportation projects to meet TxDOT's 10-year advanced project identification requirement associated with the Unified Transportation Program.

E. TASK 4.0 FUNDING SUMMARY – METROPOLITAN TRANSPORTATION PLAN

2022 Task 4.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------|--------------------|--------------|-------------|------|--------------|
| 4.1 MTP | MPO | \$ 20,572.00 | \$ 5,000.00 | \$ - | \$ 25,572.00 |
| Task 4.0 Totals | | \$ 20,572.00 | \$ 5,000.00 | \$ - | \$ 25,572.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2023 Task 4.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------|--------------------|--------------|-------------|------|--------------|
| 4.1 MTP | MPO | \$ 33,358.00 | \$ 5,000.00 | \$ - | \$ 38,358.00 |
| Task 4.0 Totals | | \$ 33,358.00 | \$ 5,000.00 | \$ - | \$ 38,358.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2022-2023 Task 4.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|------------------------|--------------------|--------------|--------------|-----|--------------|
| 4.1 MTP | MPO | \$ 53,930.00 | \$ 10,000.00 | | \$ 63,930.00 |
| Task 4.0 Totals | | \$ 53,930.00 | \$ 10,000.00 | | \$ 63,930.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds. As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

TASK 5.0: SPECIAL STUDIES

A. OBJECTIVE

The objective of Task 5.0 is to further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants.

B. EXPECTED PRODUCTS

- Develop a Transportation Resiliency Plan for Brazos County that addresses extreme weather events; (2022);
- Participate in the Texas Innovation Alliance (2022 and 2023);
- The MPO will local governments and the development community in establishing uniform access management standards and traffic impact analysis standards (2022);
- The MPO will review and revise its Public Participation Procedures (2023); and
- The MPO will work with Brazos Transit District in updating the Limited English Proficiency Plan (2023).

C. PREVIOUS WORK

5.1 TxDOT Study Partnership

The TxDOT Bryan District is undertaking two multi-year studies that will have a significant impact on the BCSMPO. The first is a follow-up study to the MPO funded University Drive Study that recommended several concepts for enhanced bicycle and pedestrian safety along and across FM 60. The second study is the I-14 Alignment Study which passes through Bryan/College Station and may include a loop around the MPO area. MPO staff provides data and technical input.

5.2 Texas Innovation Alliance

The Bryan-College Station area was invited to participate in the Texas Innovation Alliance in 2016. In addition to on-going statewide Alliance activities, the BCSMPO developed three small projects for development under this task. The first was to improve the efficiency of use of human service transportation for low-income and disabled citizens. The second was to take lessons learned from managing traffic operations during Texas A&M football games and deploy these operational techniques MPO wide Monday through Friday. The third project was autonomous vehicle (AV) testbeds and included AV shuttle deployments in Downtown Bryan and on the Texas A&M campus.

5.3 State Highway 6 Freight Concept

The MPO, in conjunction with the Texas A&M Transportation Institute (TTI), took the lead to develop an alternative freight corridor concept from new Houston port facilities in Freeport to the Alliance Rail Yard in Fort Worth. The final product will be a State Highway 6 Corridor Concept for freight movement and then present the entire concept to TxDOT for consideration.

5.4 Congestion Management Process

The MPO completed the Congestion Management Process for our planning area and developed regional access management and traffic impact analysis guidelines.

5.5 TMA Transition

The MPO worked with member jurisdictions and partner agencies to assist in an accurate 2020 Census count and provided guidance on the anticipated re-designation as a TMA and its ramifications.

D. SUBTASKS

5.1 Transportation Resiliency Plan (2022)

Introduced as a planning factor in the FAST Act, making the local transportation network resilient to natural disasters is an emphasis area in the current administration. With assistance from TTI and the Federal Highway Administration, MPO staff will develop a Transportation Resiliency Plan with an emphasis on network redundancy during extreme weather events. An advisory committee, selected by the Brazos County Emergency Management Department, will provide review services.

5.2 Texas Innovation Alliance (2022 & 2023)

The Bryan-College Station area was invited to participate in the Texas Innovation Alliance in 2016. In addition to on-going statewide Alliance activities the BCSMPO has developed three small projects for development under this task. The first is to improve the efficiency of use of human service transportation for no vehicle access households, low-income and disabled citizens. The second is to take lessons learned from managing traffic operations during Texas A&M football games and deploy these operational techniques MPO wide Monday through Friday. The third project is autonomous vehicle (AV) testbeds and includes AV shuttle deployments in Downtown Bryan and near the Texas A&M campus.

5.3 Regional Development Standards (2022)

MPO staff, working with the Technical Advisory Committee, has developed written access management and traffic impact analysis standards for adoption by both cities the County and TxDOT. This task will focus on obtaining comments from the development community and citizens to finalize the final document. MPO staff will then work with local governments to incorporate the standards into existing land development codes and ordinances.

5.4 Public Participation Procedures (2022 and 2023)

As required in the Public Participation Procedures (PPP) adopted by the Policy Board in 2017, the PPP should be reviewed and updated every five years. Staff will conduct the review and update the PPP with an eye to increasing virtual public involvement techniques.

5.5 Limited English Proficiency (LEP) Plan (2023)

The MPOs Limited English Proficiency Plan was last developed in 2012. In addition to new technologies and techniques that have been developed since the plan's adoption, a thorough review and update is needed. Staff will work with Brazos Transit District staff to determine if a Limited English Proficiency Plan can be developed that works for both agencies.

E. TASK 5.0 FUNDING SUMMARY – SPECIAL STUDIES

2022 Task 5.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|--------------|--------------|------|--------------|
| 5.1 Resiliency Plan | MPO | \$ 41,750.00 | \$ 6,000.00 | \$ - | \$ 47,750.00 |
| 5.2 Texas Innovation Alliance | MPO | \$ 14,040.00 | \$ 6,000.00 | \$ - | \$ 20,040.00 |
| 5.3 Regional Dev. Standards | MPO | \$ 11,000.00 | \$ - | \$ - | \$ 11,000.00 |
| 5.4 Public Part. Procedures | MPO | \$ 1,500.00 | \$ - | \$ - | \$ 1,500.00 |
| 5.5 LEP Plan | MPO | \$ 1,500.00 | \$ - | \$ - | \$ 1,500.00 |
| Task 5.0 Totals | | \$ 69,790.00 | \$ 12,000.00 | \$ - | \$ 81,790.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.
As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2023 Task 5.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|--------------|--------------|------|--------------|
| 5.1 Resiliency Plan | MPO | \$ 1,000.00 | \$ - | \$ - | \$ 1,000.00 |
| 5.2 Texas Innovation Alliance | MPO | \$ 14,805.00 | \$ 5,500.00 | \$ - | \$ 20,305.00 |
| 5.3 Regional Dev. Standards | MPO | \$ 1,000.00 | \$ - | \$ - | \$ 1,000.00 |
| 5.4 Public Part. Procedures | MPO | \$ 15,000.00 | \$ 4,500.00 | \$ - | \$ 19,500.00 |
| 5.5 LEP Plan | MPO | \$ 13,500.00 | \$ 3,500.00 | \$ - | \$ 17,000.00 |
| Task 5.0 Totals | | \$ 45,305.00 | \$ 13,500.00 | \$ - | \$ 58,805.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.
As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

2022 - 2023 Task 5.0 Funding

| UPWP Subtask | Responsible Agency | FHWA | FTA | SPR | TOTAL |
|-------------------------------|--------------------|---------------|--------------|------|---------------|
| | | | | | |
| 5.1 Resiliency Plan | MPO | \$ 42,750.00 | \$ 6,000.00 | | \$ 48,750.00 |
| 5.2 Texas Innovation Alliance | MPO | \$ 28,845.00 | \$ 11,500.00 | | \$ 40,345.00 |
| 5.3 Regional Dev. Standards | MPO | \$ 12,000.00 | \$ - | \$ - | \$ 12,000.00 |
| 5.4 Public Part. Procedures | MPO | \$ 16,500.00 | \$ 4,500.00 | | \$ 21,000.00 |
| 5.5 LEP Plan | MPO | \$ 15,000.00 | \$ 3,500.00 | | \$ 18,500.00 |
| Task 5.0 Totals | | \$ 115,095.00 | \$ 25,500.00 | \$ - | \$ 140,595.00 |

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 funds.

As the credits reflect neither cash nor man hours, they are not reflected in the funding table.

BUDGET SUMMARIES

The following tables show the amount of available planning resources programmed by the MPO for 2022, 2023 and a combined summary for 2022 – 2023. Also included is a recap of the funding requirements and sources of funding (including any funds carried over from previous years). Be aware that funding estimates are based upon prior years’ authorization; approvals are made contingent upon legislation for continued funding.

2022 BUDGET SUMMARY

| UPWP Task | Description | FHWA | FTA | SPR | TOTAL |
|---------------|----------------------------------|---------------|--------------|------|---------------|
| 1.0 | Administration/ Management | \$ 158,218.00 | \$ 47,400.00 | \$ - | \$ 205,618.00 |
| 2.0 | Data Development and Maintenance | \$ 30,745.00 | \$ - | \$ - | \$ 30,745.00 |
| 3.0 | Short Range Planning | \$ 16,265.00 | \$ 29,805.00 | \$ - | \$ 46,070.00 |
| 4.0 | Metropolitan Transportation Plan | \$ 20,572.00 | \$ 5,000.00 | \$ - | \$ 25,572.00 |
| 5.0 | Special Studies | \$ 69,790.00 | \$ 12,000.00 | \$ - | \$ 81,790.00 |
| TOTALS | | \$ 295,590.00 | \$ 94,205.00 | \$ - | \$ 389,795.00 |

TRANSPORTATION PLANNING FUNDS (TX)^a

| | |
|--|----------------------|
| TPF (FHWA PL-112 + FTA) | \$ 380,847.00 |
| TPF Prior Years Carryover ^b | \$ 8,948.00 |
| SPR (Award notification received September 23, 2019) | \$ - |
| TOTAL FUNDING^c | \$ 389,795.00 |

^a TxDOT will apply transportation development credits sufficient to provide the match for TPF funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

^b Based on FY 2020 Balance Available (\$181,000) and FY 2022 estimated need

^c Funds are for MPO performed activities (and associated consultants) and not for the work performed by others.

² FTA Section 5307 funds are administered by the Brazos Transit District, as a result they are not included in the funding totals.

2023 BUDGET SUMMARY

| UPWP Task | Description | FHWA | FTA | SPR | TOTAL |
|---------------|----------------------------------|---------------|--------------|------|---------------|
| 1.0 | Administration/ Management | \$ 160,878.00 | \$ 45,705.00 | \$ - | \$ 206,583.00 |
| 2.0 | Data Development and Maintenance | \$ 30,745.00 | \$ - | \$ - | \$ 30,745.00 |
| 3.0 | Short Range Planning | \$ 26,269.00 | \$ 25,000.00 | \$ - | \$ 56,269.00 |
| 4.0 | Metropolitan Transportation Plan | \$ 33,358.00 | \$ 5,000.00 | \$ - | \$ 38,358.00 |
| 5.0 | Special Studies | \$ 45,305.00 | \$ 13,500.00 | \$ - | \$ 58,805.00 |
| TOTALS | | \$ 296,555.00 | \$ 89,205.00 | \$ - | \$ 390,760.00 |

TRANSPORTATION PLANNING FUNDS (TX)^a

TPF (FHWA PL-112 + FTA) \$ 380,847.00

TPF Prior Years Carryover^b \$ 9,913.00

LOCAL \$ -

TOTAL FUNDING^c \$ 390,760.00

^a TxDOT will apply transportation development credits sufficient to provide the match for TPF funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

^b Based on FY 2020 Balance Available (\$181,000) and FY 2023 estimated need

^c Funds are for MPO performed activities (and associated consultants) and not for the work performed by others.

² FTA Section 5307 funds are administered by the Brazos Transit District, as a result they are not included in the funding totals.

2022-2023 BUDGET SUMMARY

| UPWP Task | Description | FHWA | FTA | SPR | TOTAL |
|---------------|----------------------------------|---------------|---------------|------|---------------|
| 1.0 | Administration/ Management | \$ 319,096.00 | \$ 93,105.00 | \$ - | \$ 412,201.00 |
| 2.0 | Data Development and Maintenance | \$ 61,490.00 | \$ - | \$ - | \$ 61,490.00 |
| 3.0 | Short Range Planning | \$ 42,534.00 | \$ 49,805.00 | \$ - | \$ 102,339.00 |
| 4.0 | Metropolitan Transportation Plan | \$ 53,930.00 | \$ 10,000.00 | \$ - | \$ 63,930.00 |
| 5.0 | Special Studies | \$ 115,095.00 | \$ 25,500.00 | \$ - | \$ 140,595.00 |
| TOTALS | | \$ 592,145.00 | \$ 178,410.00 | \$ - | \$ 780,555.00 |

TRANSPORTATION PLANNING FUNDS (TX)^a

| | |
|--|----------------------|
| TPF (FHWA PL-112 + FTA) | \$ 761,694.00 |
| TPF Prior Years Carryover ^b | \$ 18,861.00 |
| LOCAL/SPR (SPR award notification received September 23, 2019) | \$ - |
| TOTAL FUNDING^c | \$ 780,555.00 |

^a TxDOT will apply transportation development credits sufficient to provide the match for TPF funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

^b Based on FY 2022 and FY 2023 proposed funding

^c Funds are for MPO performed activities (and associated consultants) and not work performed by others.

² FTA Section 5307 funds are administered by the Brazos Transit District, as a result they are not included in the funding totals.

APPENDIX A

POLICY COMMITTEE & TECHNICAL ADVISORY COMMITTEE VOTING MEMBERS

POLICY COMMITTEE MEMBERSHIP

(As of May 7, 2021)

| Name | Committee Position | Representing |
|----------------------------|---------------------------|------------------------------------|
| Commissioner Nancy Berry | Chair | Brazos County |
| Mayor Karl Mooney | Vice-Chair | City of College Station |
| Mayor Andrew Nelson | Member | City of Bryan |
| Dr. William Stockton, P.E. | Member | Texas A&M University |
| Lance Simmons, P.E. | Member | Texas Department of Transportation |

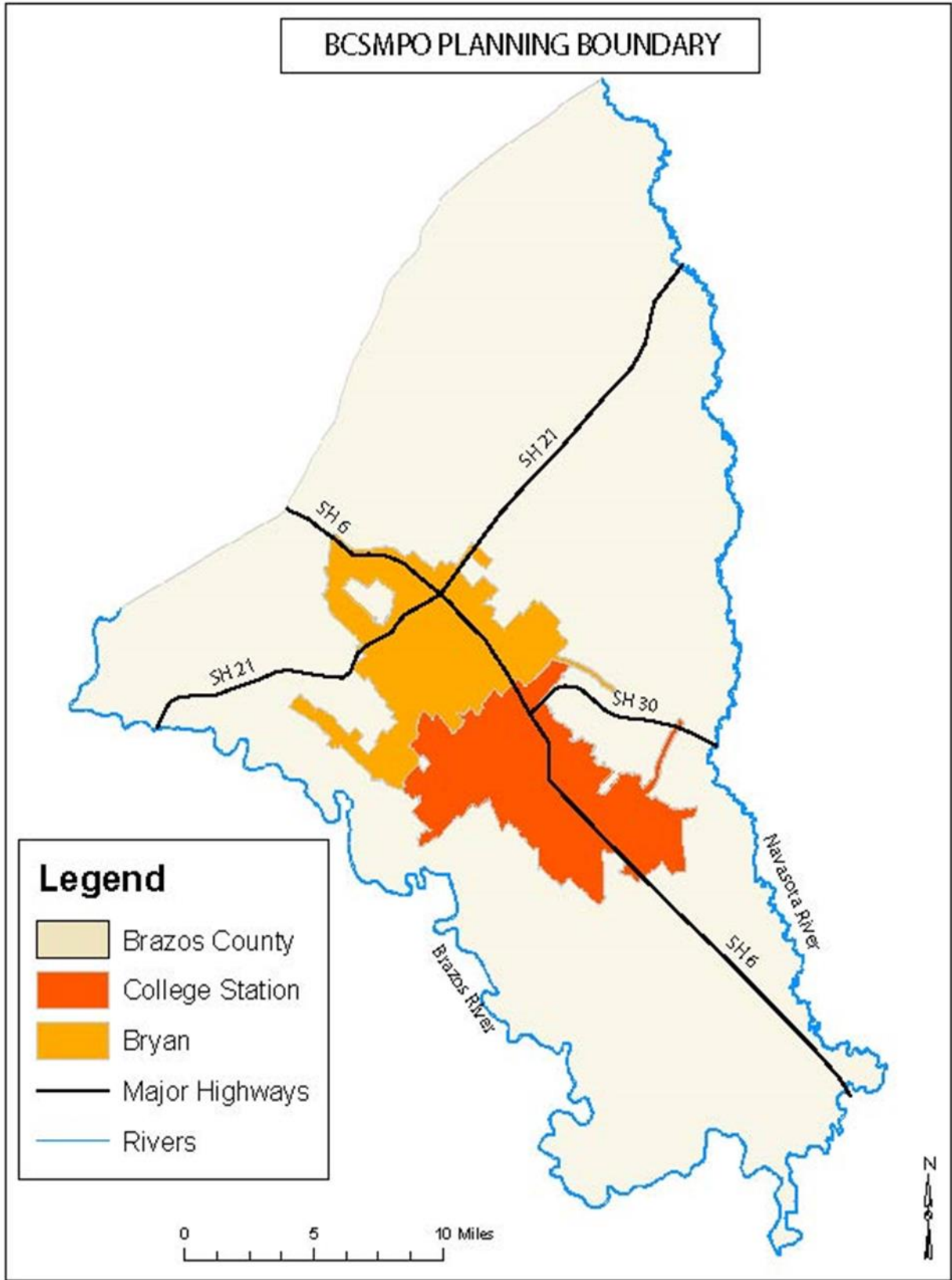
TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

(As of May 7, 2021)

| Name | Committee Position | Representing |
|-------------------------|---------------------------|------------------------------------|
| Paul Kaspar P.E. | Chair | City of Bryan |
| Dr. Tim Lomax, P.E. | Vice-Chair | Texas A&M University |
| Doug Marino, P.E. | Member | Texas Department of Transportation |
| Prarthana Banerji, P.E. | Member | Brazos County |
| Taslina Khandaker | Member | Brazos Transit District |
| Jason Schubert | Member | City of College Station |

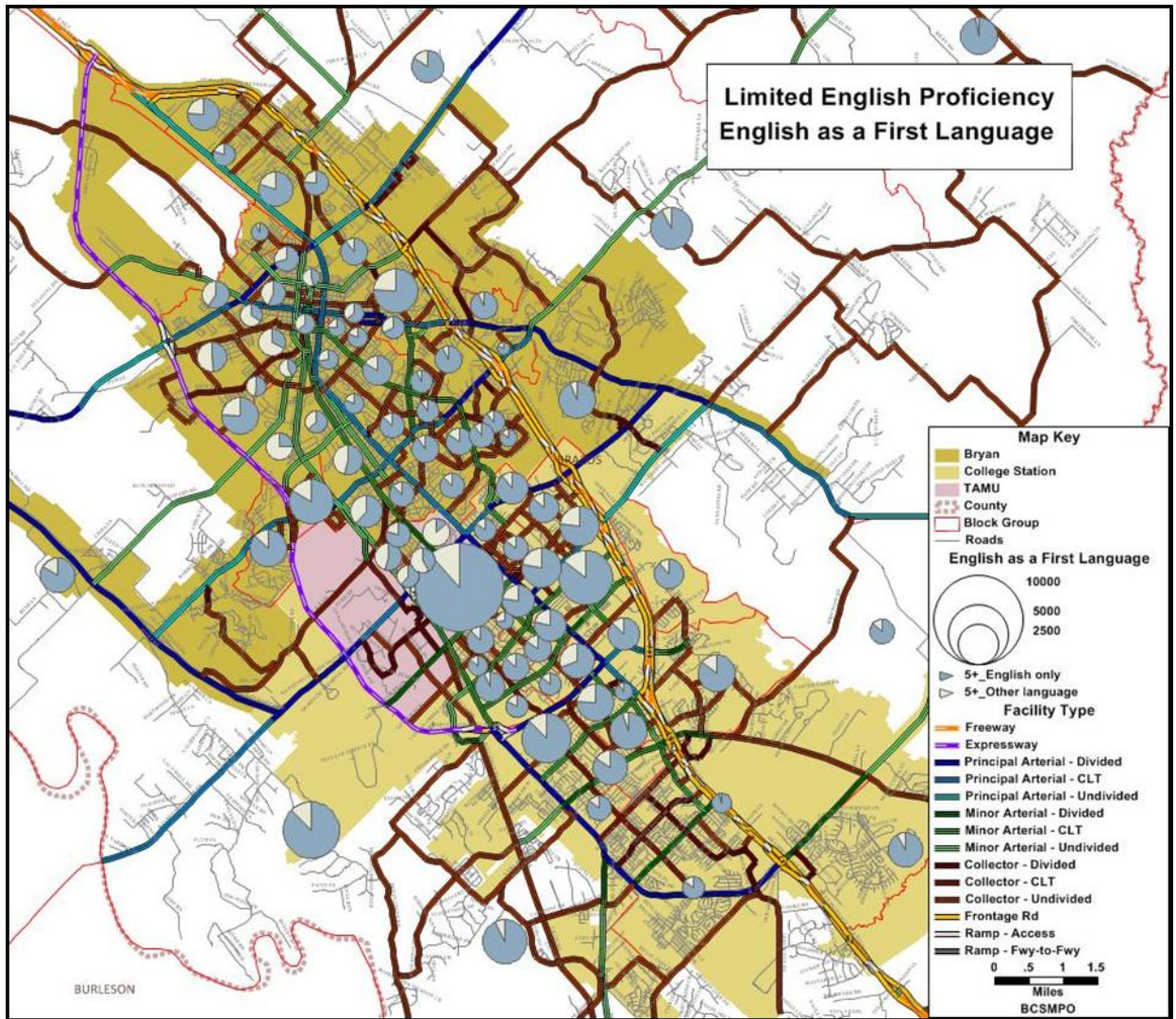
APPENDIX B

METROPOLITAN AREA BOUNDARY MAP



APPENDIX C

LIMITED ENGLISH PROFICIENCY MAP



APPENDIX D

DEBARMENT CERTIFICATION

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The ***Bryan/College Station Metropolitan Planning Organization*** 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

Commissioner Nancy Berry
Chairperson
Bryan/College Station MPO Policy Committee

July 31, 2019

Date

APPENDIX E

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 sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure accordingly.

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

Commissioner Nancy Berry
Chairperson
Bryan/College Station MPO Policy Committee

July 31, 2019

Date

APPENDIX F

CERTIFICATION OF COMPLIANCE

Certification of Compliance

I, Commissioner Nancy Berry, Chairperson of the Policy Committee, a duly authorized officer/representative of the Bryan/College Station Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements," as it may be revised or superseded.

Commissioner Nancy Berry
Chairperson
Bryan/College Station MPO Policy Committee

July 31, 2019

Date

Attest:

Daniel Rudge, Executive Director
Bryan/College Station MPO

APPENDIX G

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

Certification of Internal Ethics and Compliance Program

I, Commissioner Nancy Berry, Chairperson of the Policy Committee, a duly authorized officer/representative of the Bryan/College Station Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39. “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Commissioner Nancy Berry
Chairperson
Bryan/College Station MPO Policy Committee

July 31, 2019

Date

Attest:

Daniel Rudge, Executive Director
Bryan/College Station MPO

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