METROPOLITAN PLANNING ORGANIZATION
SAN ANGELO

June 12, 2018

Re: 2019-2022 TIP

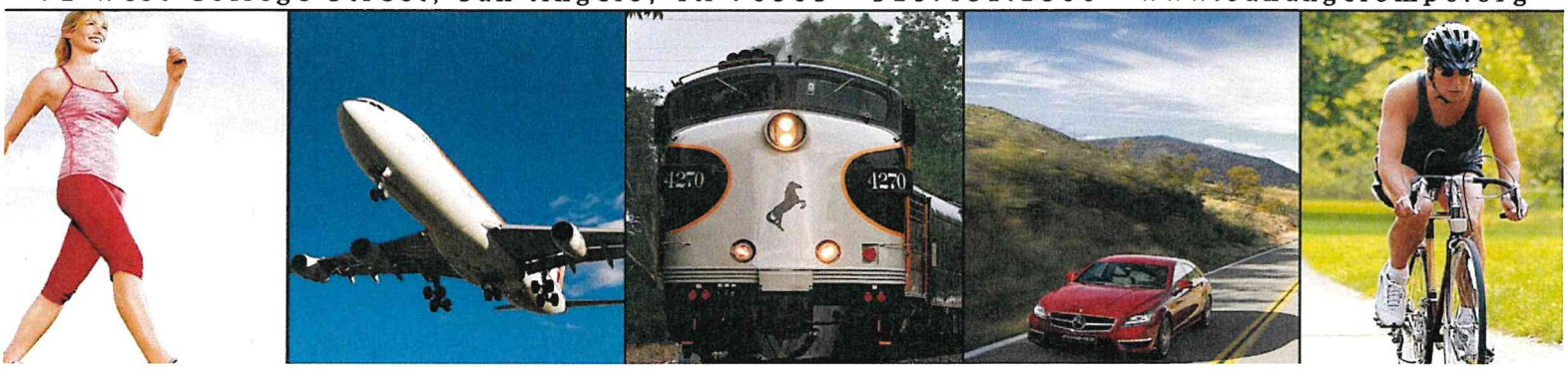
Please be advised the San Angelo Metropolitan Planning Organization has allowed for public comment of the 2019 – 2022 TIP on our website, social media and at our monthly open to the public Policy Board Meetings beginning April 12, 2018.

The Draft 2019 – 2022 TIP was approved by Policy Board members on April 12, 2018 at our normally scheduled board meeting. The Final 2019 – 2022 TIP was approved by the Policy Board members on May 10, 2018.

Respectfully,

Major Hofheins
Director

72 West College Street, San Angelo, TX 76903 · 325.481.2800 · www.sanangelompo.org



METROPOLITAN PLANNING ORGANIZATION
SAN ANGELO

San Angelo Metropolitan Planning Organization Policy Board
Meeting Agenda
April 12, 2018 @ 8:30 a.m.
Concho Valley Multi-Modal Terminal, Conference Room
510 N. Chadbourne Street
www.sanangelompo.org

1. **Call to Order.**

2. **Pledge.**

3. **Public comment.**

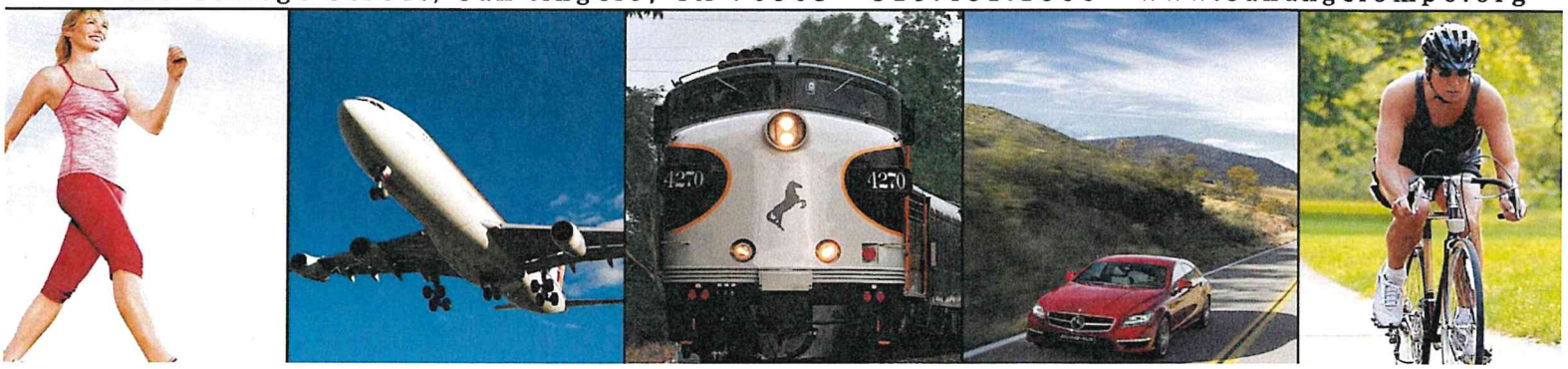
4. **Consideration of approval of the Minutes of the March 8, 2018 Policy Board meeting.**

5. **Representative Reports:**
   a. Daniel Valenzuela, City of San Angelo
   b. John DeWitt/Mark Jones, TxDOT
   c. Steven Floyd, Tom Green County
   d. John Austin Stokes, Concho Valley Transit District
   e. Mike Boyd, Chamber of Commerce

6. **Cooperative MOU**

7. **Shane Kelton- Preview of New Freight Ordinance**

8. **2019 – 2022 TIP**
   Texas Department of Transportation/MPO: Presentation and solicitation of public comment of the Fiscal Years 2019 – 2022 Transportation Improvements Program for the 15 counties of TxDOT's San Angelo District. Counties include Coke, Concho, Crockett, Edwards, Glasscock, Irion, Kimble, Menard, Reagan, Real, Runnels, Schleicher, Sterling, Sutton, and Tom Green.



9. **TAC Recommended Category 2 Funding**

10. **Proposed Category 2 Funding**

11. **Pete Madrid- Website Map**

12. **Discussion and Review of Organizational Reports.**
    a. Director's/Monthly Staff Activities Report
    b. Policy Board/TAC Attendance Report
    c. Financial Report

13. **Opportunity for members of the Policy Board or MPO Staff to recommend topics for future discussion or action.**

14. **Next meeting – May 10, 2018 @ 8:30a.m.**

15. **Adjournment.**

Major Hofheins, Director
San Angelo Metropolitan Planning Organization

Executive Session

The San Angelo Metropolitan Planning Organization Policy Board reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any item on the agenda as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (deliberations about real property), 551.073 (Deliberations about gifts and donations), 551.074 (Personnel matters), and 551.076 (Deliberations about security devices). After discussion in Executive Session, any action or vote will be taken in public.

NOTICE

In compliance with the Americans with Disabilities Act, the San Angelo MPO will provide for reasonable accommodations for persons participating in this meeting. To better serve you, requests should be received 24 hours in advance of the meeting. Please contact the San Angelo MPO at (325) 481-2800.

Other than members, ex-officio members, and non-voting review/advisory members of the San Angelo MPO Policy Board, each person who wishes to address the San Angelo MPO Policy Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and received additional time from the Chairman. The Chairman may exercise discretion in allowing or not allowing additional time to any speakers.

The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the San Angelo MPO Policy Board on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the San Angelo MPO Policy Board.

METROPOLITAN PLANNING ORGANIZATION
SAN ANGELO

San Angelo Metropolitan Planning Organization Policy Board
Meeting Agenda
June 14, 2018 @ 8:30 a.m.
Concho Valley Multi-Modal Terminal, Conference Room
510 N. Chadbourne Street
www.sanangelompo.org

1. **Call to Order.**

2. **Pledge.**

3. **Public comment.**

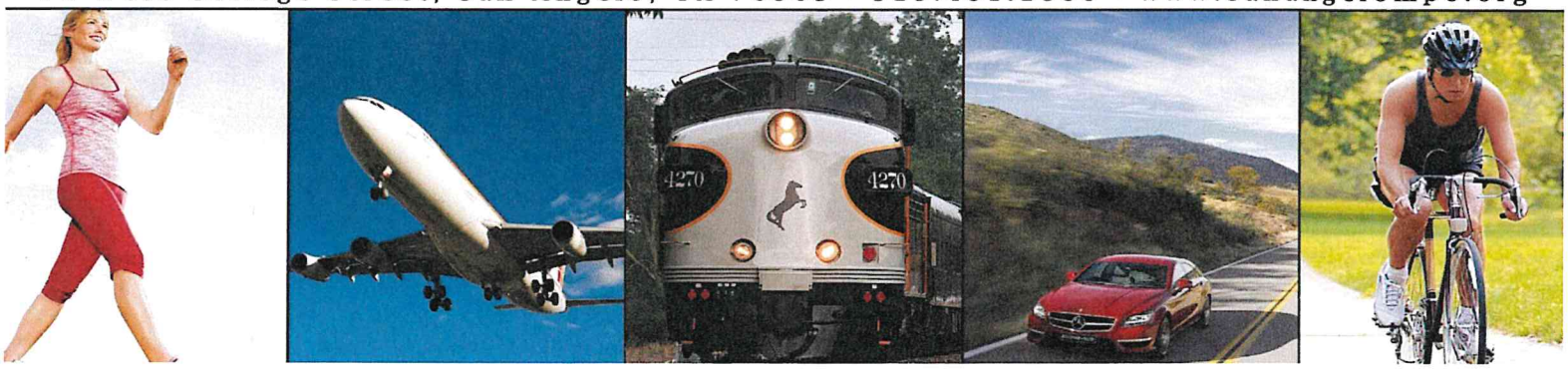
4. **Consideration of approval of the Minutes of the May 10, 2018 Policy Board meeting.**

5. **Representative Reports:**
   a. Daniel Valenzuela, City of San Angelo
   b. John DeWitt/Mark Jones, TxDOT
   c. Steven Floyd, Tom Green County
   d. John Austin Stokes, Concho Valley Transit District
   e. Bruce Partin, Chamber of Commerce

6. **MPO/ TxDOT/ Fiscal Agent Agreement**

7. **MTP Amendment**

8. **2019-2022 TIP Final**
   Texas Department of Transportation/ MPO: Presentation and solicitation of public Comment of the Fiscal Years 2019-2022 Transportation Improvements Program for the 15 counties of TxDOT's San Angelo District. Counties include Coke, Concho, Crockett, Edwards, Glasscock, Irion, Kimble, Menard, Reagan, Real, Runnels, Schleicher, Sterling, Sutton and Tom Green.



9. **Performance Measures (PM3) TAC Recommendation**

10. **San Angelo MPO Policy Board gives direction to petition TxDOT for a feasibility study for the North Segment of the Heavy Freight Relief Route**

11. **2019 UTP Commission Selection of Category 2 Projects**

12. **Discussion and Review of Organizational Reports.**
    a. Director's/Monthly Staff Activities Report
    b. Policy Board/TAC Attendance Report
    c. Financial Report

13. **Opportunity for members of the Policy Board or MPO Staff to recommend topics for future discussion or action.**

14. **Next meeting – July 12, 2018 @ 8:30a.m.**

15. **Adjournment.**

Major Hofheins, Director
San Angelo Metropolitan Planning Organization

Executive Session

The San Angelo Metropolitan Planning Organization Policy Board reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any item on the agenda as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (deliberations about real property), 551.073 (Deliberations about gifts and donations), 551.074 (Personnel matters), and 551.076 (Deliberations about security devices). After discussion in Executive Session, any action or vote will be taken in public.

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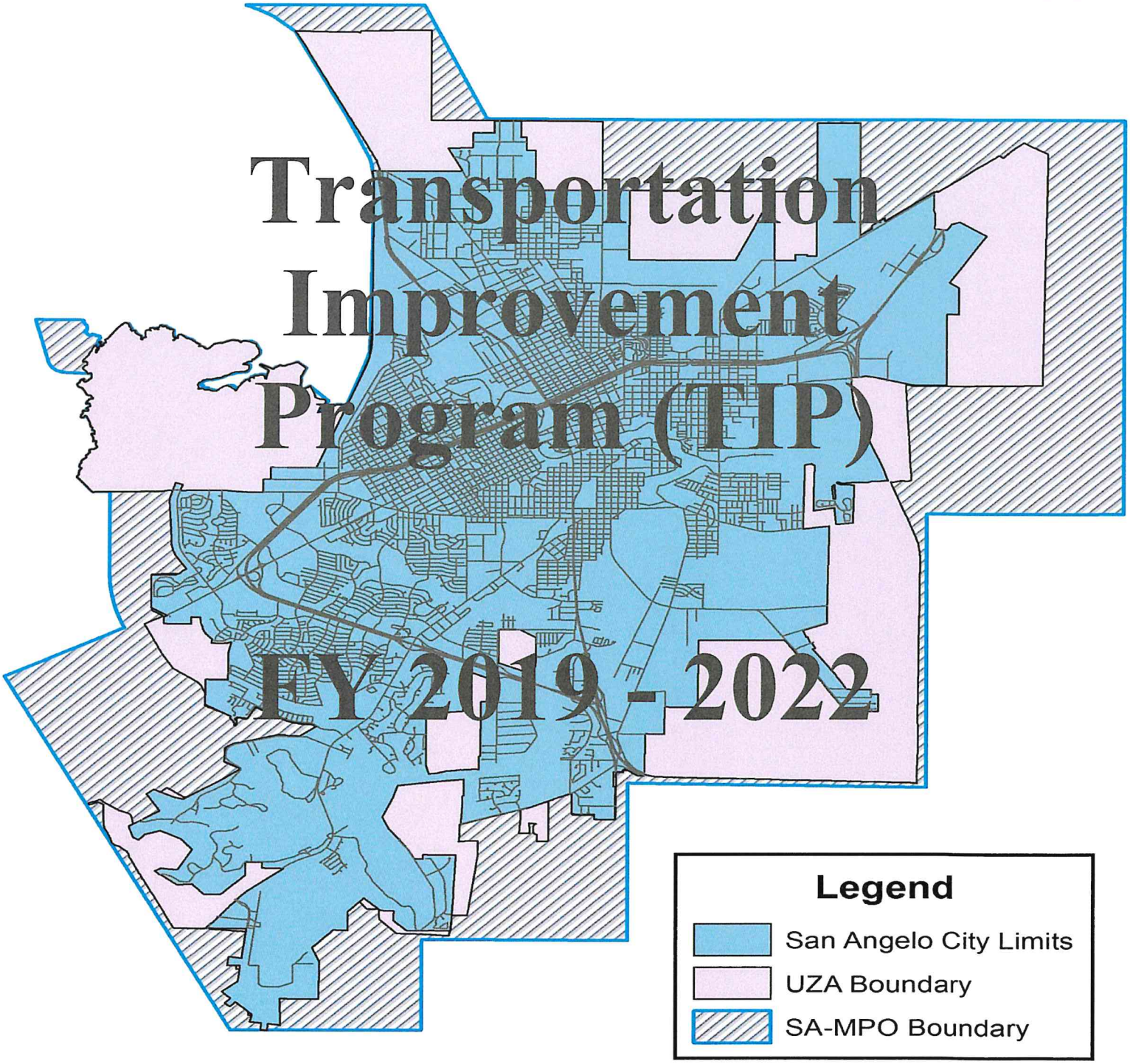
San Angelo Metropolitan Planning Organization

Transportation Improvement Program (TIP)

FY 2019 - 2022



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Transportation Improvement Program (TIP)

Prepared by:
San Angelo Metropolitan
Planning Organization (SA-MPO)

Public Involvement Initiated:
April 12, 2018 – June 8, 2018

Draft Public Hearing:
April 12, 2018

Final Public Hearing & Adoption:
June 14, 2018

October 1, 2018 – September 30, 2022

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION STAFF

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Transportation Technical GIS Analyst

Jennifer Juarez
Administrative Assistant

Cooperative Partners

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Texas Department of Transportation
City of San Angelo
Tom Green County
Concho Valley Transit District
Local public and private entities

METROPOLITAN PLANNING ORGANIZATION
SAN ANGELO

Disclaimer
This report was funded in part through grant(s) from the Federal Highway Administration, Federal Transit Administration and U.S. Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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This document will provide the public with the following information:

- The purpose of the Transportation Improvement Program
- The relationship between the TIP and the MPO
- How public involvement is used in developing the TIP
- Projects planned for the San Angelo Metropolitan Area
- Agencies involved in the Planning and Project Process
- Transportation projects that involved federal, state and local funds

INTRODUCTION

Transportation planning has several elements and components, and is approached differently in every area. The fundamentals of planning involve collecting and analyzing data, identifying current and future problems, developing solutions to address them and identifying financial resources that will be sufficient to cover the costs of implementing the plans. Planning for the transportation system is essential because transportation affects every aspect of everything that we do. Whether it is making a trip to the store, visiting family and friends or communing to work, transportation in some mode is involved.

Mandated transportation planning began in 1962 when Congress passed legislation that required urban areas to in transportation planning in order to receive federal transportation planning dollars. The best way to state this requirement is that cities that have a population of more than 50,000 cannot spend federal transportation funds on projects unless a transportation plan is in place.

While MPOs have several required documents that help to facilitate the transportation planning process, two documents are essential. This document, the Transportation Improvement Program and the long-range transportation plan also called the Metropolitan Transportation Plan. The MTP is a twenty-five year document that is the primary source of information for the formulation and review of the Transportation Improvement Program for the metropolitan area.

The purpose of the MTP is to systematize multi-modal transportation planning for all modes of travel and thus ensure that plans, programs and policies are interconnected and provide transportation coordination among the city, county, state and other entities. The combination of these documents and the stakeholders provide valuable resources that are used to meet the transportation challenges ahead. The MTP incorporates a multi-modal approach to transportation planning and includes not only roadways, but also transit, airports, train, freight, bikeways and pedestrian travel.

The fiscal years 2019-2022 Transportation Improvement Program is broken down into five main sections:

- **Background Information**
- **Transportation Improvement Program Development**
- **San Angelo Metropolitan Planning Organization**
- **Projects**
- **Appendices**

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BACKGROUND INFORMATION

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program commonly called "TIP" is a four-year fiscally constrained document that lists all federally funded transportation and transit projects occurring within the metropolitan planning boundary. The majority of projects in the document are funded largely by federal funds; however, it is not uncommon to see some of the projects supplemented with state and local funds. Projects included in the TIP include streets, highways, bike lanes, pedestrian projects and public transportation.

The TIP is developed like other transportation plans and programs cooperatively between the MPO, the Texas Department of Transportation, local governmental entities and other stakeholders that have an interest in transportation system. Transportation Improvement Programs from MPOs are approved at the local level then they are included in their respective states' Statewide Transportation Improvement Program. The STIP is a four-year capital improvement program, which is federally approved and is required for projects to be eligible for funding.

The TIP is important for transportation planning because it details transportation projects individually and lists them by fiscal year. This is useful for anyone that wants to know when a project will be implemented, how it will be funded and all costs associated with that particular project. Moreover, projects listed in the TIP show citizens of the community the long-term vision for San Angelo's transportation network. More than just writing on paper, these projects demonstrate how cooperative planning by various entities results in an efficient system and shows the commitment for improving the system.

Federal legislation requires individual projects to be included in the TIP to be eligible for federal funding. With that said, there are exceptions to the rule. In some cases, projects may not be individually listed. Some small-scale projects may be grouped into project line items by project type to allow for flexibility in program implementation. Good examples of these types of projects are the Grouped CSJ projects. Other projects that are sometimes included in the TIP are projects that are 100% funded by local dollars. While these projects are not included in the financial summaries, they are listed for informational purposes. Projects that are considered regionally significant will also be listed in the TIP but not included in financial information.

The types of projects listed in the document are either Highway projects or Transit projects. Each project mode has its own information and details. Information for transit projects includes a project sponsor, project year, a breakdown of federal, state and local funding sources and the total project cost. Highway projects include similar information' however, it is more detailed.

Highway information includes completion schedule, project phase costs (preliminary engineering, right-of way purchase, construction, construction engineering, contingencies, indirect costs, bond financing) project phase, year of expenditure costs, a breakdown of federal, state and local funds and total project costs.

LEGISLATION

SAFETEA-LU

The SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law on August 10, 2005. SAFETEA-LU requires the Metropolitan Planning Organizations (MPO) provide for consideration of projects and strategies that will serve to advance eight (8) transportation-planning factors[1]:

1. Support Economic Vitality of the metropolitan area, especially by enabling global, competitiveness, productivity and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and 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.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

SAFETEA-LU, in addition to the eight transportation-planning factors identified above, also provided for an expanded Public Participation Plan. The PPP reflects appropriate consultation and coordination activities undertaken in consideration of the safety, security and environmental planning factors.

Moving Ahead For Progress in the 21st Century

On July 6, 2012, President Barrack Obama signed into law a new two-year transportation reauthorization bill known as Moving Ahead for Progress in the 21st Century Act (MAP-21). This bill governs the United States federal surface transportation spending and was passed after several extensions of its predecessor. Though new and short term, the bill does not significantly alter total funding from the previous authorization. It is estimated that the $118 billion dollar bill will reduce the federal budget deficit by $16.3 billion. The bill makes changes to the legal framework that directs federal transportation funding, generally providing more flexibility to states and other recipients.

One noteworthy change stated in the bill is that it requires the establishment of performance measures and targets. It requires MPOs and states to create a performance-based and multimodal program to strengthen the U.S. transportation system. The Performance measures would focus on issues such as planning, highway safety, highway conditions, congestion, system performance and transit performance.

The Moving Ahead for Progress in the 21st Century transportation bill lists seven national goals and performance management measures. These measures are based on a Performance Management

[1] *These eight (8) transportation-planning factors are listed in detail in the Metropolitan Transportation Plan.*

system with the expectation that they will transform the Federal-aid highway program and provide a means to the most efficient investment of transportation funds by refocusing on national transportation goals, increasing accountability and transparency of the Federal-aid highway program and improve project decision-making through performance based planning and programming.

The seven National goals consist of:

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

The San Angelo Metropolitan Planning Organization is working toward incorporating these goals into the routine transportation planning process to address the transportation issues in the MPO area. The MPO works with the City of San Angelo, San Angelo Police Department and the Texas Department of Transportation to determine where to focus planning efforts.

By working with these and other local, state and federal planning partners, the MPO is able to plan for growth and development, determine the effects and impacts of future transportation issues and develop solutions for long-term transportation issues and concerns.

Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation Act of 2015, or FAST Act, was signed into law on December 4, 2015. The FAST Act provides for new planning requirements such as providing for the development and integrated management of intermodal facilities that support intercity transportation; encouraging consultation with State agencies that plan for tourism and natural disaster risk reduction; planning for system resiliency and reliability and reducing storm-water impacts of surface transportation; and improving freight mobility.

The FAST Act continues MAP-21's overall performance approach, and ensures that State DOTs and MPOs invest in projects that collectively make progress toward the National Goals that were established by Congress.

The FAST Act also allows MPOs serving a transportation management area to voluntarily develop a Congestion Management Plan that shall include regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households.

Performance Measures

Safety

The Texas Department of Transportation has officially established targets based on five-year rolling averages for five Safety performance measures:

Performance Measure	2018 Statewide Target (Expressed as Five-Year 2014-2018 Average)
Total number of traffic related fatalities on all public roads	3,703.8
Rate of traffic related fatalities on all public roads per 100 million VMT	1.432
Total number of traffic related serious injuries on all public roads	17,565.4
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.740
Total number of non-motorized fatalities and serious injuries on all public roads	2,150.6

These targets were developed using a data-driven, collaborative process during the update of Texas' 2017-2022 Strategic Highway Safety Plan. The targets are aligned with the state's Highway Safety Improvement Program and Highway Safety Plan and

reflect a 2% reduction from the original trend line projection for 2022. When a trend line is decreasing, the target mirrors that projection.

On February12, 2018, the San Angelo Metropolitan Planning Organization Transportation Policy Board adopted TxDOT's Safety targets within the Metropolitan Area Boundary.

For STP-MM project selection, safety is one of the criteria where technical points are awarded based on the crash rate. Numerous projects adopted in the FY 2019-2022 Transportation Improvement Program support achieving the targets established for safety. These include: stand-alone safe bicycle and pedestrian projects and Complete Streets projects; added capacity and operational projects that also include safe bicycle and pedestrian facilities; conversion of frontage roads from two-way to one-way; intersection improvements; safety lighting; pavement markings; wrong way driver technologies; improved traffic signals; grade separated overpasses; improved low water crossings; flashing beacons; and Intelligent Transportation Systems projects.

The Transportation Policy Board commits to supporting, planning and programming projects that contribute to the accomplishments of said targets and the MPO will monitor the established targets and report achievements to the Transportation Policy Board in fall 2018.

Transit State of Good Repair

The Concho Valley Transit District has adopted targets for four Transit Asset Management Performance measures for:

1. Equipment State of Good Repair: rehab or replace equipment based on the Concho Valley Transit District Board of Trustees approved capital plan to maintain an overall state of good repair of all vehicles and facilities.
2. Rolling Stock State of Good Repair: by 2022, replace 4 fixed route buses with an age of 5 years or greater and replace 6 demand response busses with an age of 5 years or greater.
3. Infrastructure State of Good Repair: zero, no passenger rail infrastructure.
4. Facilities State of Good Repair: rehab facilities based on the Concho Valley Transit District Board of Trustees approved capital plan to maintain an overall state of good repair. This to include Multi-Modal facilities and bus stop and shelter (operational) facilities as well.

On April 12, 2018, the San Angelo Metropolitan Planning Organization Transportation Policy Board adopted Concho Valley Transit District's performance measurement targets. The Transportation Policy Board commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

Numerous transit projects adopted in the FY 2019-2022 Transportation Improvement Program support achieving the targets established for transit state of good repair, including: the purchase of revenue vehicles; the purchase of replacement revenue vehicles; new and upgrades to existing passenger facilities; and upgrades to the operational facilities.

PUBLIC INVOLVEMENT PROCESS

The San Angelo Metropolitan Planning Organization recognizes that public participation and public involvement is essential to the success of transportation planning. Comments and feedback from the citizens of the community provide the MPO with information about where the transportation needs and priorities are greatest. From project identification to project prioritization, the public plays an important role in shaping the local transportation system. By sharing information between the citizens, stakeholders, board members and staff the MPO is able to develop plans that best meet the future transportation needs.

The Public Participation Plan's (PPP) purpose is to ensure transportation plans, policies, and decisions have public input. This document outlines procedures for public participation, which helps make certain the public is informed about transportation issues throughout the entire planning process. It gives the public adequate opportunity to express opinions and concerns about transportation issues and it outlines the means used to inform the public through project solicitation, public notice, public review opportunities, public comment opportunities and public meetings.

San Angelo's Public Participation Plan provides an opportunity for citizens, groups, agencies and private providers of transportation to be included in the transportation planning process. Part of the process includes the Citizen Advisory Committee (CAC) comprised of citizens interested in a specific transportation issue such as bicycle/pedestrian paths. The San Angelo MPO encourages continuing public involvement in all aspects of transportation planning. The involvement process is pro-active and provides complete information, timely notice and full public access to key decisions. Efforts to accommodate traditionally underserved citizens including low-income, minority households, limited English-speaking individuals and persons with disabilities.

To encourage citizen further feedback and comments, the San Angelo MPO maintains a website, www.sanangelompo.org that provides information about the organization, our various activities and events, any construction projects and public comment forms. The website also provides viewable and downloadable versions of all MPO documents, as well as various maps in the MPO area, and information on transportation planning including street closures due to current transportation construction projects.

The MPO uses different forms of outreach to keep the community informed and engaged in the transportation planning process. This includes:

- Documents and comment forms
- Brochures and newsletters
- Presentations (in-house or on site)
- Radio and television

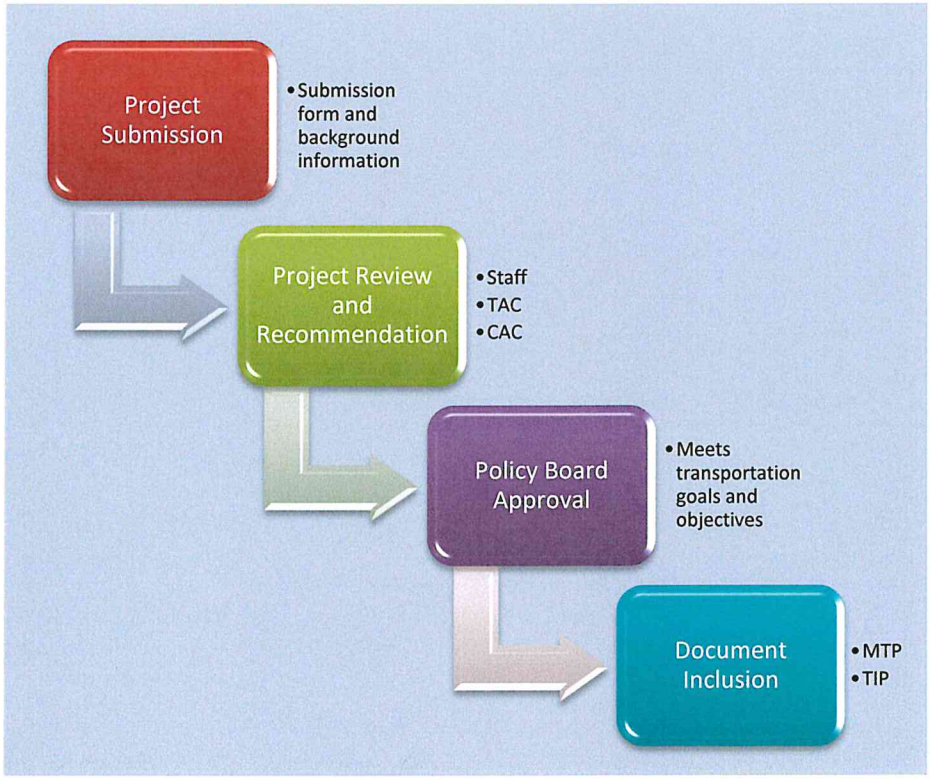
- Social media
- Surveys and blogs
- Public meetings

SA-MPO IS LISTENING TO YOU!

PROJECT SELECTION PROCESS

Another crucial component of the transportation planning process is the establishment of a project selection process. The Project Selection Process fulfills several needs in the metropolitan planning process. First, it defines a process to choose each project or idea and select the project that meets the intended need. Second, the process helps distinguish between a viable project and an idea. While project ideas and participation are encouraged, there must be some way to decide which project to include and that project's priority compared to other current projects. Since projects can vary greatly, it is important to have a device that helps to compare projects. Often there will be a number of suggested projects but not enough resources, money or time to undertake all of the projects. For this reason, a system for evaluating projects and ideas are necessary.

The MPOs Project Selection Process or PSP is the document used to streamline projects from conception to completion. The selection process is used for all projects that use federal or state transportation funds. The graphic below illustrates how projects move through the transportation planning process.



When a project conceived and it is determined that the project is consistent with the long-range transportation goals, it is included in the long-range transportation plan with an estimated total project cost. The project is scored and ranked against other projects and assigned a priority. This action occurs during the project selection process. When funding is secured for the project, it moves to the TIP and is placed in the fiscal year that the funds will be spent for the project.

FINANCIAL CONSIDERATIONS

Federal regulations and guidelines require the Transportation Improvement Program be fiscally constrained and have a financial plan. Fiscally constrained applies to projects listed in the TIP and it means demonstrating an assurance that there will be sufficient funds (federal, state, local and private) to implement proposed transportation system improvements. This also includes any maintenance and operation costs. A financial plan is a comprehensive document that details costs associated with a project and the revenue structure that will be used to fund the project.

Developing a financially constraint program requires an open, cooperative process among the state, local and regional stakeholders and the MPO. More than a simple review and comment of each project, the necessity of financial considerations requires constant involvement by all those in the development of the estimated funds and the testing of the reasonableness of the financial projections. During the development phase of the TIP, the MPO coordinates with the Texas Department of Transportation to gather estimates of federal and state funds available. TxDOT works with the various transportation entities to develop the best technical method for projecting state and federal funds for several years ahead.

To demonstrate that there are funds available for a project, estimates are used for anticipated revenues. The TIP shows these estimated funds in the fiscal year in which they will be received. Generally, historic trends are used to determine future costs and the future revenues for a project. These project funds are shown in Year of Expenditure (YOE) dollars. YOE dollars are dollars that are adjusted for inflation from the present time to the expected year of construction. The annual rate of inflation for cost estimates is usually 4% for project costs. Using the YOE dollars produces a more accurate cost estimate for a project, which is used for planning, programming and implementation.

The TIP is the product of these estimates for all projects (highway and transit) that will be implemented during the life of the document. The federal, state and local funds shown in the TIP are consistent with the Metropolitan Transportation Plan.

As you can see, the financial constraint enables the Transportation Improvement Program to be a meaningful document for implementing the metropolitan transportation goals. The TIP becomes useful for community planning purposes, for meeting environmental protection laws, and for projecting economic, transportation access and mobility performance. The TIP provides a reasonable guide for highway and transit transportation spending based on the assessment of projected available resources.

Proper use of the Financial Constraint rationalizes and democratizes the planning process and the program, which implements the metropolitan area's visionary goals. The region can have a proper sense of purpose and proportion through the financial constraint. By forcing us to live within our means, the TIP with a financial constraint becomes a meaningful transportation priority-setting investment plan.

AMENDMENTS AND MODIFICATIONS

Since the Transportation Improvement Program is a four-year document and a lot changes during four years, there are times when amendments and revisions are necessary. There are two types of amendments, which occur to the document. These are Major amendments and Minor (administrative) amendments.

Generally, significant changes to the design concept, cost, scope of project, or addition/deletion of a project listing, project phase initiation dates requires a Major amendment, while minor changes in fund sources, description, lead agency, funding years or typographical errors may be processed via administrative amendments. Administrative amendments do not require any formal action or public comment periods.

During the Major amendment process, the MPO solicits input from the public. In order to provide the citizens with an opportunity to review the proposed amendments, a public review period and comment period is initiated. During this time, the MPO makes the amended document available in the office as well as online. The duration of document review is dependent on whether the document is being drafted or if a major amendment is being done. For the draft document of the TIP, a public comment period of 30 days is required. A 15-day comment period is used for amendments to the document.

The public review period is normally concurrent with the public comment period. Comments received during the public comment or review periods are presented to the MPO Policy board and the other organizational components.

The graphic below shows the general flow of the amendment process to the Transportation Improvement Program and other MPO documents that require modification.

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION

HISTORY

In 1988, the Governor of Texas designated the City of San Angelo as the Metropolitan Planning Organization (MPO) for the San Angelo area. This gave the City of San Angelo Metropolitan Planning Organization the responsibility of overall transportation guidance. On October 19, 2010, the Council for the City of San Angelo resolved to re-designate the City of San Angelo Metropolitan Planning Organization to the San Angelo Metropolitan Planning Organization.

On December 9, 2010 the San Angelo Metropolitan Planning Organization Policy Board, with a quorum present at a meeting duly called, agreed with the proposal for the re-designation. The board made a request to the state transportation commission and at its meeting on January 27, 2011; the Texas Transportation Commission approved the re-designation. The actions of the City Council and the Policy Board resulted in the San Angelo Metropolitan Planning Organization becoming a separate stand-alone entity.

In order to provide for the continuing phase of the comprehensive, cooperative planning process for keeping San Angelo's transportation plan up-to-date, a continuing phase agreement between the San Angelo MPO Policy Board, the City of San Angelo and the Texas Department of Transportation is executed every six years. This agreement outlines the guidelines and responsibilities for each entity, which helps guarantee successful and supportive transportation planning.

ROLES & RESPONSIBILITIES

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

SA-MPO is required by law to meet certain requirements and guidelines. Major responsibilities include the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). Other annual reports are required. The MTP is a 25-year document that serves as the guide and vision for transportation within the region. It details current transportation projects and identifies future transportation needs and projects. It is essentially the transportation comprehensive plan for the MPO boundary. The TIP is a 4-year document that has all approved projects that use federal funds. The UPWP is a 2-year plan that details all of the activities the MPO will pursue and complete during the given fiscal year. It is in essence the operating budget for the MPO.

Like many, a transportation plan has short- and long-range strategies that are intended to help with the efficient movement of people and goods. More importantly, the plan must provide an economic benefit. The transportation plan is a tool for decision makers when transportation project are being considered for implementation.

As the designated metropolitan planning organization, SA-MPO is responsible for not only the ensuring the transportation planning process is consistent with federal and state requirements, we are also responsible for the development and maintenance of the Transportation Improvement Program.

The City of San Angelo in cooperation with Tom Green County, the Texas Department of Transportation and the U.S. Department of Commerce began transportation planning in the San Angelo area in 1964. The product of the cooperation resulted in a transportation study (long-range transportation plan) that was completed in 1966 and was later formally adopted.

Since 1964, transportation planning activities have been performed by the Metropolitan Planning Organization, originally the City of San Angelo MPO and since 2010 the San Angelo MPO. Although much has changed since the original study took place and transportation planning began in San Angelo, one thing that has remained unchanged is realization that cooperative planning continues to provide a safe and efficient transportation system.

Today the San Angelo MPO continues to work with TxDOT, Concho Valley Transit District, the City of San Angelo and other local entities to make sure the planning process is in accordance with federal planning regulations, which require transportation programs and projects to be based on a comprehensive, cooperative and continuing planning process also known as (3-C) process.

ORGANIZATION COMPONENTS

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

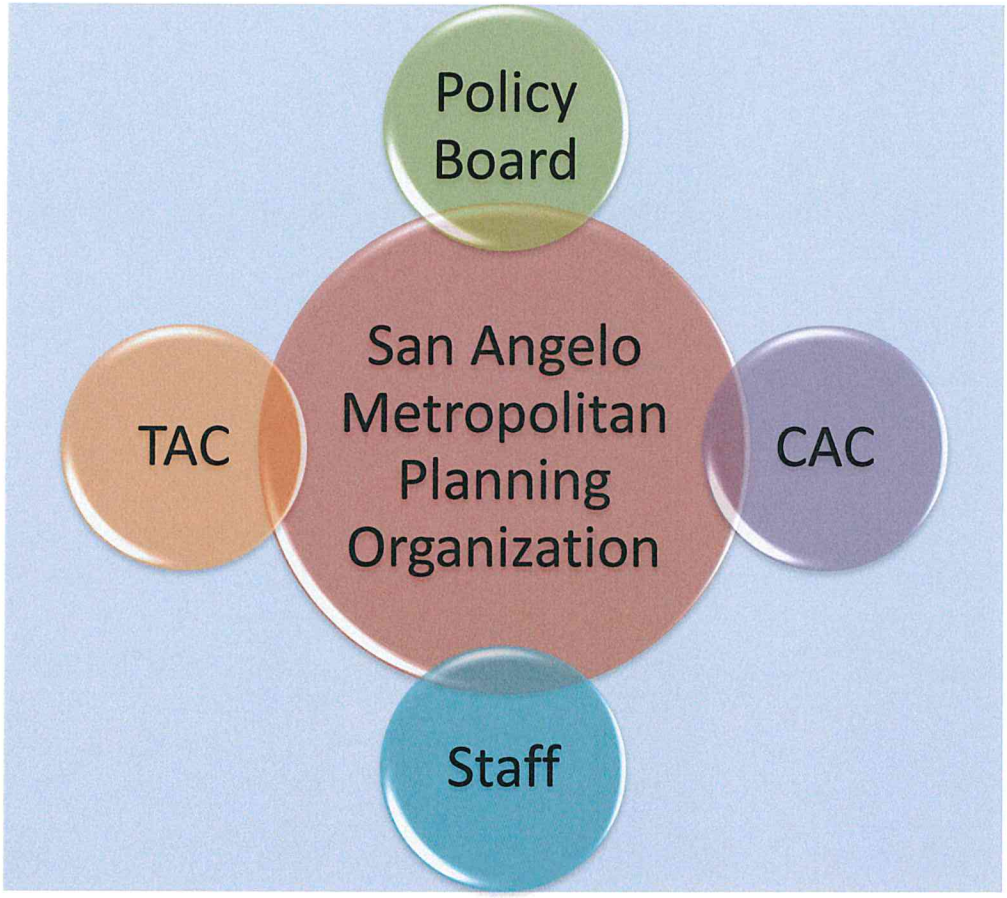
The Policy Board provides direction and guidance for transportation planning within the Metropolitan planning boundary, which essentially guides how the city grows. The Board is responsible for ensuring conformance with federal regulations, which include requiring that highways, mass transit, and other transportation facilities and services are consistent with urban development.

Staff: The San Angelo MPO is comprised of three staff members – Director, Technical Transportation Analyst and Project and Planning Coordinator. The MPO staff carries out the planning goals and objectives by utilizing their planning and technical expertise. Staff conducts studies, collects and analyzes data, and oversees transportation projects. Working with local and outside public and private entities, staff is able to share and provide information, which is used by the Policy Board to make program and policy decisions.

Public involvement plays an important role in the transportation planning process and the staff members are devoted to public outreach and participation. Staff members solicit input for the community, provide avenues for public participation, host educational activities and events and interact through various social media venues.

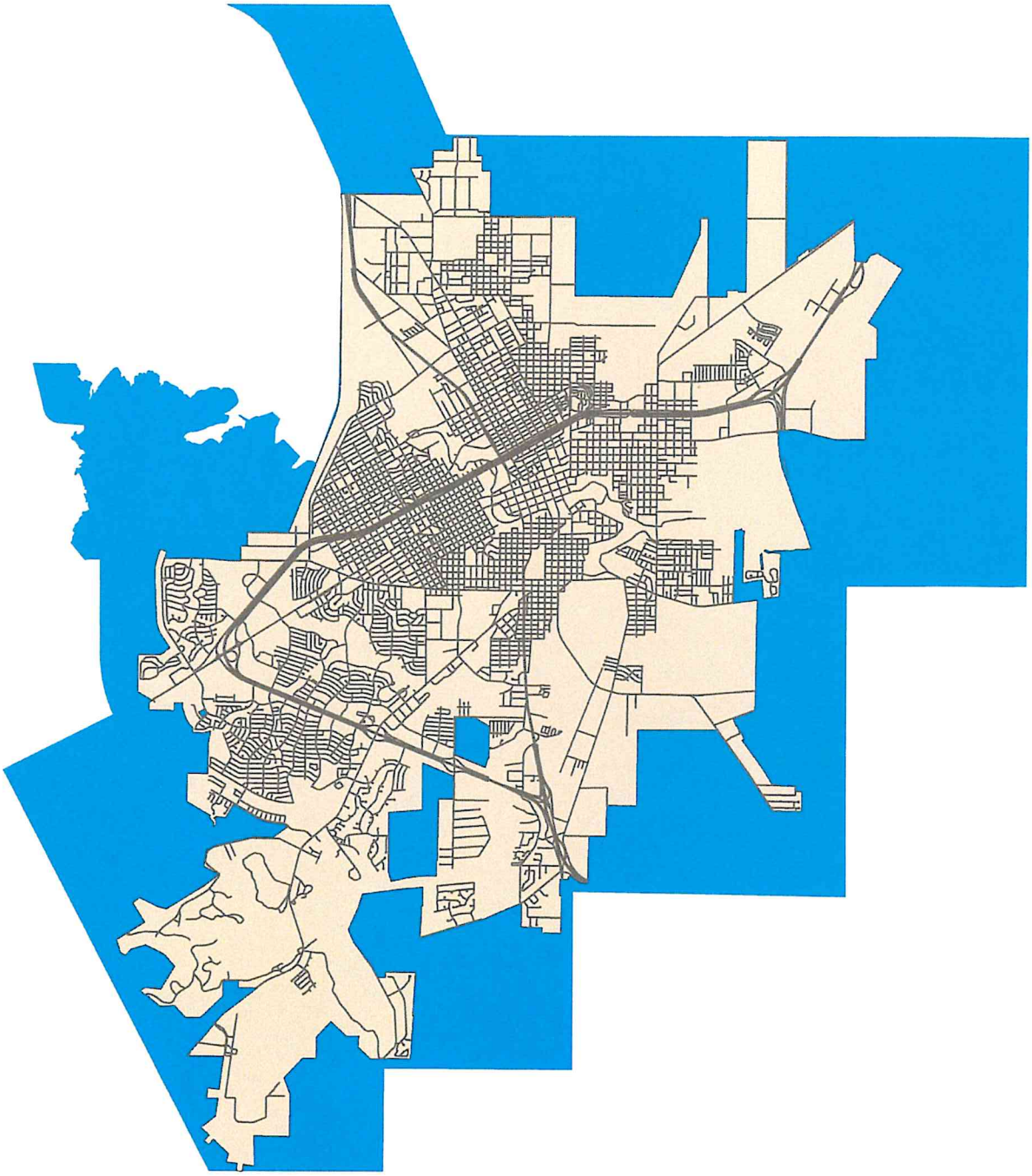
Advisory Committees: The San Angelo Metropolitan Planning Organization works with a several organizations, community clubs, civic groups and other individuals to develop transportation plans. The advisory committees can be in a variety of formats including a Technical Advisory Committee, which provides the board with technical advice and recommendations on projects and programs.

Citizen Advisory Committee: The Citizen Advisory Committee is made up of volunteers from community groups, professional organizations, neighborhood associations, private sector and individuals and provides recommendations to the policy board from a "public" perspective. Occasionally, there may be a special committee or temporary committee created that is made up of both technical and community individuals that provide recommendations for the policy board.



METROPOLITAN AREA

The San Angelo metropolitan planning area encompasses approximately 116 square miles of Tom Green County. The City of San Angelo is the only incorporated area within the boundary with an approximate population of nearly 100,000. The population outside of the City in the metropolitan planning area is mainly rural with spotted urbanized development.



TRANSPORTATION PROJECTS

FEDERAL TRANSIT PROJECTS

FY 2019 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2019-2022
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$814,172
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$293,295
MPO Project Number:	PT200-19-01	**Local Funds:**	$522,208
Apportionment Year:	2019	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,629,675**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$611,152
Project Name:	**Complementary ADA Service**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-19-02	**Local Funds:**	$152,788
Apportionment Year:	2019	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$763,940**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$108,048
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-19-03	**Local Funds:**	$27,013
Apportionment Year:	2019	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$135,061**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$17,273
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-19-04	**Local Funds:**	$4,317
Apportionment Year:	2019	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$21,590**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2019 PROJECT COST:	**$2,550,266**

FY 2020 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2019-2022
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$838,597
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$302,093
MPO Project Number:	PT200-20-01	**Local Funds:**	$537,874
Apportionment Year:	2020	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,678,564**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$629,486
Project Name:	**Complementary ADA Service**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-20-02	**Local Funds:**	$157,371
Apportionment Year:	2020	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$786,857**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$111,290
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-20-03	**Local Funds:**	$27,823
Apportionment Year:	2020	**Other Funds:**	
Project Type:	Capital	**Fiscal Year Cost:**	**$139,113**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$17,791
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-20-04	**Local Funds:**	$4,446
Apportionment Year:	2020	**Other Funds:**	
Project Type:	Operating	**Fiscal Year Cost:**	**$22,237**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2020 PROJECT COST:	**$2,626,771**

FY 2021 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2019-2022
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$863,755
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$311,156
MPO Project Number:	PT200-21-01	**Local Funds:**	$554,010
Apportionment Year:	2021	**Other Funds:**	
Project Type:	Operating	**Fiscal Year Cost:**	**$1,728,921**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$648,370
Project Name:	**Complementary ADA Service**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-21-02	**Local Funds:**	$162,092
Apportionment Year:	2021	**Other Funds:**	
Project Type:	Operating	**Fiscal Year Cost:**	**$810,462**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$114,629
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-21-03	**Local Funds:**	$28,658
Apportionment Year:	2021	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$143,287**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$18,325
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-21-04	**Local Funds:**	$4,579
Apportionment Year:	2021	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$22,904**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2021 PROJECT COST:	**$2,705,574**

FY 2022 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2019-2022
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$889,668
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$320,490
MPO Project Number:	PT200-22-01	**Local Funds:**	$570,631
Apportionment Year:	2022	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,780,789**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$667,821
Project Name:	**Complementary ADA Service**	**TxDOT State Funds:**	$0
MPO Project Number:	PT200-22-02	**Local Funds:**	$166,955
Apportionment Year:	2022	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$834,776**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	118,068
Project Name:	**Capital Lease**	**TxDOT State Funds:**	0
MPO Project Number:	PT200-22-03	**Local Funds:**	29,518
Apportionment Year:	2022	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$147,586**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	18,875
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	0
MPO Project Number:	PT200-22-04	**Local Funds:**	4,716
Apportionment Year:	2022	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$23,591**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2022 PROJECT COST:	**$2,786,742**

TEXAS DEPARTMENT OF TRANSPORTATION

Transit Financial Summ

San Angelo Metropolitan Planning Organization

FY 2019 - 2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Revised 03-27-2018

	Transit Program	FY 2019			FY2020			FY2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			$0			$0			$0
2	Sec. 5307 - Urbanized Formula <200K	$1,550,645	$999,621	$2,550,266	$1,597,164	$1,029,607	$2,626,771	$1,645,079	$1,060,495	$2,705,574
3	Sec. 5309 - Fixed Guideway Investment			$0			$0			$0
4	Sec. 5337 - State of Good Repair			$0			$0			$0
5	Sec. 5339 - Bus & Bus Facilities >200k			$0			$0			$0
6	Sec. 5310 - Seniors&People w/Disabilities >200k			$0			$0			$0
7	Sec. 5316 - JARC >200K			$0			$0			$0
8	Sec. 5317 - New Freedom >200K			$0			$0			$0
9	Other FTA			$0			$0			$0
10	Regionally Significant or Other (incl FHWA transfers)			$0			$0			$0
	Total Funds	**$1,550,645**	**$999,621**	**$2,550,266**	**$1,597,164**	**$1,029,607**	**$2,626,771**	**$1,645,079**	**$1,060,495**	**$2,705,574**
	Transportation Development Credits									
	Requested			$0			$0			$0
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2022			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			$0	$0	$0	$0
2	Sec. 5307 - Urbanized Formula <200K	$1,694,432	$1,092,310	$2,786,742	$6,487,320	$4,182,032	$10,669,353
3	Sec. 5309 - Fixed Guideway Investment			$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair			$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200k			$0	$0	$0	$0
6	Sec. 5310 - Seniors&People w/Disabilities >200k			$0	$0	$0	$0
7	Sec. 5316 - JARC >200K			$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
9	Other FTA			$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)			$0	$0	$0	$0
	Total Funds	**$1,694,432**	**$1,092,310**	**$2,786,742**	**$6,487,320**	**$4,182,032**	**$10,669,353**
	Transportation Development Credits						
	Requested			$0			$0
	Awarded			$0			$0

FEDERAL HIGHWAY PROJECTS

San Angelo Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0159-07-007	SL 378	C	San Angelo	TxDOT	$14,470,000

PROJECT:		**REV DATE:**	7/2018
LIMITS FROM:	FM 1223	**MPO PROJ. #:**	**HR100-20-01**
LIMITS TO:	US 87	**FUND CAT(S):**	2U , 1
DESCRIPTION:	Widen, Add Center Turn Lane, and ACP Overlay		
REMARKS:		**PROJECT HISTORY:**	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$769,297	**COST OF APPROVED PHASES**
ROW PURCHASE:	$0	
CONST COST:	$14,470,000	
CONST ENG:	$778,717	
CONTINGENCIES:	$312,429	**$14,470,000**
INDIRECT COSTS:	$0	
BOND FINANCING	$0	
TOTAL COST	**$16,330,443**	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	LC	TOTAL
CAT:	2U	$4,152,000	$1,038,000	$0	$0	$5,190,000
CAT:	1	$7,424,000	$1,856,000	$0	$0	$9,280,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		**$11,576,000**	**$2,894,000**	**$0**	**$0**	**$14,470,000**

Additional Remarks:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0907-24-048	CS	C, PE	San Angelo	San Angelo	$2,613,780

PROJECT:	Sidewalks & SUP Connection	**REV DATE:**	7/2018
LIMITS FROM:	On Chadbourne St from W Beauregard Ave	**MPO PROJ. #:**	**HR100-20-00**
LIMITS TO:	Concho River	**FUND CAT(S):**	3LC, 9
DESCRIPTION:	Reconstruct sidewalks and construct new Concho River Trail access structure		
REMARKS:	Project Name: San Angelo - Sidewalks & SUP Connection	**PROJECT HISTORY:**	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$102,278	**COST OF APPROVED PHASES**
ROW PURCHASE:	$0	
CONST COST:	$2,477,409	
CONST ENG:	$34,093	
CONTINGENCIES:	$0	
INDIRECT COSTS:	$0	**$2,613,780**
BOND FINANCING	$0	
TOTAL COST	**$2,613,780**	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	9	$1,960,335	$0	$490,084	$0	$2,450,419
CAT:	3LC	$0	$0	$0	$163,361	$163,361
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		**$1,960,335**	**$0**	**$490,084**	**$163,361**	**$2,613,780**

Additional Remarks:

TEXAS DEPARTMENT OF TRANSPORTATION

TIP Highway Financial Summary - Year of Expenditure Cost

San Angelo Metropolitan Planning Organization

FY 2019 - 2022 Transportation Improvement Program

Funding by Category

		FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$9,280,000	$9,280,000	$0	$0	$0	$0	$9,280,000	$9,280,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$5,190,000	$5,190,000	$0	$0	$0	$0	$5,190,000	$5,190,000
3	Non-Traditionally Funded Transportation Project	$0	$0	$163,361	$163,361	$0	$0	$0	$0	$163,361	$163,361
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP / TASA	$0	$0	$2,450,419	$2,450,419	$0	$0	$0	$0	$2,450,419	$2,450,419
10	Supplemental Transportation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$0	$0	$17,083,780	$17,083,780	$0	$0	$0	$0	$17,083,780	$17,083,780

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	$0	$13,536,335	$0	$0	$13,536,335
State	$0	$2,894,000	$0	$0	$2,894,000
Local Match	$0	$490,084	$0	$0	$490,084
CAT 3 - Local Contributions (LC)	$0	$163,361	$0	$0	$163,361
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Strategy 102 Budget	$0	$0	$0	$0	$0
Total	$0	$17,083,780	$0	$0	$17,083,780

GROUPED CSJ HIGHWAY PROJECTS

Definition of Grouped Projects for use in the Transportation Improvement Program
Revised August 4, 2015

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventative Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
500-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

San Angelo Metropolitan Planning Organization

FY 2019-2022 Transportation Improvement Program

Grouped CSJ Highway Projects FY 2019

For Information Purposes Only

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	2410-01-011	FM 2105	C	San Angelo	TXDOT	$6,920,000

PROJECT:	**RESTORATION OF EXISTING ROADWAY**	**REV DATE:**	7/2018
LIMITS FROM:	US 87	**MPO PROJ. #:**	**HR100-19-00**
LIMITS TO:	US 277	**FUND CAT(S):**	2U, 1
DESCRIPTION:	RESTORATION OF EXISTING ROADWAY	**PROJECT HISTORY:**	
REMARKS:			

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$354,863	**COST OF APPROVED PHASES**
ROW PURCHASE:	$0	
CONST COST:	$6,920,000	
CONST ENG:	$324,446	
CONTINGENCIES:	$0	
INDIRECT COSTS:	$0	
BOND FINANCING:	$0	**$6,920,000**
TOTAL COST	**$7,599,309**	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	2U	$1,536,000	$384,000	$0	$0	$1,920,000
CAT:	1	$4,000,000	$1,000,000	$0	$0	$5,000,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		**$5,536,000**	**$1,384,000**	**$0**	**$0**	**$6,920,000**

Additional Remarks:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0077-06-101	US 67	C	San Angelo	TXDOT	$917,908

PROJECT:	**Improve Traffic Signals, Interconnect Signals, Install Sidewalks**	**REV DATE:**	7/2018
LIMITS FROM:	At US 87	**MPO PROJ. #:**	**HR100-19-01**
LIMITS TO:	.	**FUND CAT(S):**	8
DESCRIPTION:		**PROJECT HISTORY:**	
REMARKS:			

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$ 47,386	**COST OF APPROVED PHASES**
ROW PURCHASE:	$ -	
CONST COST:	$ 917,908	
CONST ENG:	$ 43,228	
CONTINGENCIES:	$ -	
INDIRECT COSTS:	$ -	
BOND FINANCING:		**$917,908**
TOTAL COST	$ 1,008,522	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	8	$826,117	$91,791	$0	$0	$917,908
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		**$826,117**	**$91,791**	**$0**	**$0**	**$917,908**

Additional Remarks:

San Angelo Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Grouped CSJ Highway Projects FY 2020

For Information Purposes Only

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0159-01-042	US 277	C	San Angelo	TxDOT	$277,844

PROJECT:		**REV DATE:**	7/2018
LIMITS FROM:	At Grand Canal	**MPO PROJ. #:**	**HR100-20-02**
LIMITS TO:	.	**FUND CAT(S):**	8
DESCRIPTION:	Intersection Improvements		
REMARKS:		**PROJECT HISTORY:**	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$14,964	**COST OF APPROVED PHASES**	
ROW PURCHASE:	$0		
CONST COST:	$277,844		
CONST ENG:	$14,934		
CONTINGENCIES:	$3,451		
INDIRECT COSTS:	$0	**$277,844**	
BOND FINANCING:	$0		
TOTAL COST	**$311,193**		

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	**8**	$250,060	$27,784	$0	$0	$277,844
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		**$250,060**	**$27,784**	**$0**	**$0**	**$277,844**

Additional Remarks:

San Angelo Metropolitan Planning Organization
FY 2017-2020 Transportation Improvement Program
Highway Financial Summary Grouped CSJ - Year of Expenditure Costs
2017- 2020 STIP

Funding by Category

Current as of 04-25-17

		FY 2019	FY 2020	FY 2021	FY 2022	Total
Category	Description	Programmed	Programmed	Programmed	Programmed	Programmed
1	Preventive Maintenance and Rehabilitation	$5,000,000	$0	$0	$0	$5,000,000
2	Metropolitan Area Corridor Projects	$1,920,000	$0	$0	$0	$1,920,000
3	Urban Area Corridor Projects	$0	$0	$0	$0	$0
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0
5	Congestion Mitigation Air Quality (CMAQ)	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0
8	Safety	$917,908	$277,844	$0	$0	$1,195,752
9	Transportation Enhancements	$0	$0	$0	$0	$0
10	Supplemental Transportation Projects	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0
Other	Prop 12	$0	$0	$0	$0	$0
Other	Prop 14	$0	$0	$0	$0	$0
Other	Programming Authority (PA)	$0	$0	$0	$0	$0
LC	Local Contributions	$0	$0	$0	$0	$0
Total		**$7,837,908**	**$277,844**	**$0**	**$0**	**$8,115,752**

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	$6,362,117	$250,060	$0	$0	$6,612,177
State	$1,475,791	$27,784	$0	$0	$1,503,575
Local Contributions	$0	$0	$0	$0	$0
Prop 12	$0	$0	$0	$0	$0
Prop 14	$0	$0	$0	$0	$0
Other (Insert Entity Name)	$0	$0	$0	$0	$0
Other (Insert Entity Name)	$0	$0	$0	$0	$0
Total	**$7,837,908**	**$277,844**	**$0**	**$0**	**$8,115,752**

NOTE WORTHY PROJECTS

Projects from Previous TIP

Project Name	CSJ #	Limits From	Limits To	Status	Total Cost
Tractor Trail Interchange Project	0158-02-084	At Tractor Trail	At Tractor Trail	Under Construction	$9,740,000
US 87 Interchange Construction Project	0158-02-088	At Paulann Boulevard	At Paulann Boulevard	Under Construction	$1,236,322
ACP Overlay on Main Lanes	0077-06-095	US 87	Sherwood Way	Grouped	$9,110,286
ACP Overlay on Main Lanes	0077-08-042	Sherwood Way	.4 Miles South of Sherwood Way	Grouped	$900,000
ACP Overlay Project	0069-07-105	9.8 Miles South of Coke County Line	33rd Street in San Angelo	Grouped	$8,910,000.00
Intersection Improvements at Concho Avenue	0069-07-106	On US 87 NB (Koenigheim St.)	At West Concho Ave	Grouped	$350,000.00

APPENDICES

MPO SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the San Angelo Metropolitan Planning Organization for the San Angelo urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7) 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;
8) 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;
9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

San Angelo
District
Texas Department of Transportation
Mark Jones

District Engineer

6-12-2018
Date

San Angelo
Metropolitan Planning Organization
Policy Board Chairperson
Brenda Gunter, Mayor

Chairperson

06/14/18
Date

ACRONYMS

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BU	Business
C	Construction
CAC	Citizen Advisory Committee
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
E	Engineering
FAST	Fixing America's Surface Transportation Act: Amended the National Highway Performance Program (NHPP
FHWA	Federal Highway Administration
FM	Farm to Market
FTA	Federal Transit Administration
JARC	Job Access Reverse Commute
LCL	Local
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PPP	Public Participation Plan
PROJ ID	Project identification number
ROW	Right of Way
RM	Ranch to Market
RVN	Revision Date
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users
SA-MPO	San Angelo Metropolitan Planning Organization
STP	Surface Transportation Program
STS	Specialized Transportation System
T	Transfer
TEA-21	Transportation Equity Act for the Twenty-First Century
TDC	Transportation Development Credit
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program

GLOSSARY

Highway Funding Categories

- Preventive Maintenance & Rehabilitation
- Metro Corridor Projects
- Urban Corridor Projects
- Statewide Connectivity Corridor Projects
- Congestion Mitigation and Air Quality Improvement Program
- Structures Replacement and Rehabilitation
- Surface Transportation Program – Metropolitan Mobility
- Safety
- Transportation Enhancements
- Miscellaneous Transportation
- District Discretionary
- Strategic Priority

Transit Funding Categories

- **FTA Section 5307** - Mass transit apportionment to urbanized areas based on population, population density and operating performance. The department has authority over the distribution of funds to urbanized areas with a population of less than 200,000. TxDOT will limit annual project allocations to stay within the apportionment furnished by FTA.
- **FTA Section 5309** - Mass transit discretionary funds for capital projects only. The presence of an identifier number in the project description indicates the transit agency has received the funds requested. Otherwise, the numbers shown in each fiscal year simply reflect needs as perceived by the requesting agencies and operators. Funding for the following programs is constrained to the Federal Transit Administration's published estimates of future funding levels.
- **FTA Section 5310** - Provides federal funds to public and private nonprofit entities for the transportation of elderly individuals and/or individuals with disabilities. Grants are for capital equipment, preventive maintenance and purchase of service only.
- **FTA Section 5311** - Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.
- **FTA Section 5316** - Funds projects that provide work transportation or transportation to support services such as training, job search, and childcare.
- **FTA Section 5317** - Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act. TxDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes outlined in 23 CFR 450.306(g).

The San Angelo Metropolitan Planning Organization is not eligible for all of the funding sources.

TRANSPORTATION IMPROVEMENT PROGRAM CONTENT

The TIP/STIP includes the federally funded highway and transit projects funded under Title 23 USC, Title 49 USC, and modal projects with phases or components funded under those titles or with state or local funds. Regionally significant projects funded with non-federal funds (e.g., state or local) are included in the TIP/STIP for planning, coordination, and public disclosure purposes.

Projects that are not considered by the department and MPO to be of appropriate scale for individual identification in a given program year (e.g., minor rehabilitation, preventive maintenance, non-urbanized transit projects) may be grouped by function, geographic area, or work type.

In nonattainment and maintenance areas, classification must be consistent with the exempt project classifications contained in the Environmental Protection Agency (EPA) conformity regulations. Some types of projects may be excluded from an MPO TIP and the STIP by agreement between the department and the MPO in accordance with requirements established in TAC 16.101(d).
Those projects include:

- Safety projects funded under 23 USC (highway safety programs) and emergency relief projects, except those involving substantial functional, location, and capacity changes;

- Planning and research activities, except those activities funded with National Highway Performance Program or Surface Transportation Program funds other than those used for major investment studies; and

- Projects funded under 23 USC that are for resurfacing, restoration, rehabilitation, reconstruction, or highway safety improvement, and which will not alter the functional traffic capacity or capability of the facility being improved.

HISTORY OF AMENDMENTS/REVISIONS

April 12, 2018: Approval of projects for inclusion in the Draft FY 2019-2022 Transportation Improvement Program for the San Angelo Metropolitan Planning Organization.

June 14, 2018: Approval of the FY 2019-2022 Transportation Improvement Program for the San Angelo Metropolitan Planning Organization