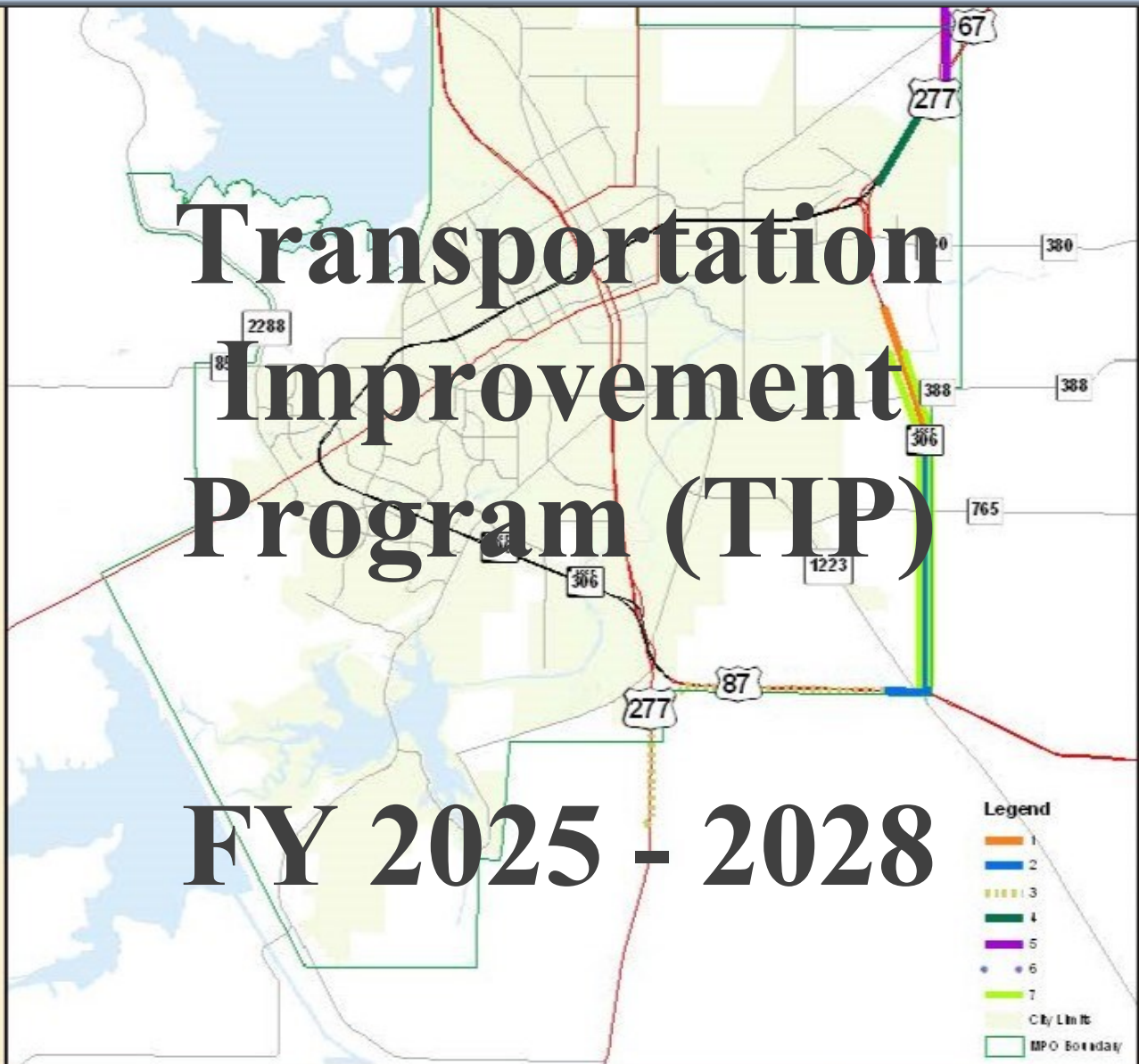


# San Angelo Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

FY 2025 - 2028



San Angelo  
Relief Route Map



# Transportation Improvement Program (TIP)

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

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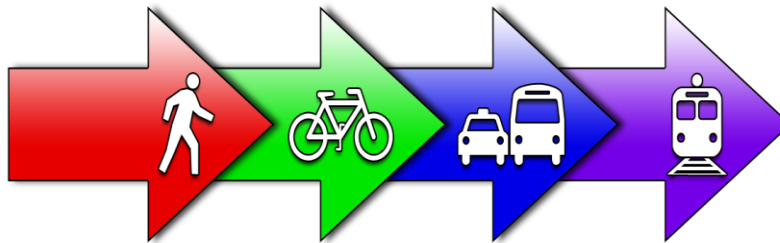
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Federal Transit Administration  
Texas Department of Transportation  
City of San Angelo  
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Concho Valley Transit District  
Local public and private entities



METROPOLITAN PLANNING ORGANIZATION  
S A N A N G E L O

#### *Disclaimer*

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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 commuting to work, transportation in some mode is involved.

Mandated transportation planning began in 1962 when Congress passed legislation that required urban areas to be 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 is 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 2025-2028 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<sup>1</sup>:

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 21<sup>st</sup> Century

On July 6, 2012, President Barack Obama signed into law a new two-year transportation reauthorization bill known as Moving Ahead for Progress in the 21<sup>st</sup> 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 21<sup>st</sup> Century transportation bill lists seven national goals and performance management measures. These measures are based on a Performance Management system

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<sup>1</sup> These eight (8) transportation-planning factors are listed in detail in the Metropolitan Transportation Plan.

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 stormwater 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.

## **Infrastructure Investment and Jobs Act**

On November 15, 2021, President Joe Biden signed into law the Bi-Partisan Infrastructure Law (BIL) also known as "IIJA". This act is ensuring funding opportunities for a five-year period covering Fiscal years 2022, 2023, 2024, 2025 and 2026. This act outlines new key opportunities for transportation:

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient and equitable.
- Around \$550 B in new Federal infrastructure investment, including---
  - Largest federal investment in public transit ever
  - Largest federal investment in passenger rail since the creation of Amtrak
  - Largest dedicated bridge investment since the construction of the Interstate System
  - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
  - Largest investment in clean energy transmission & electric vehicle infrastructure in history
  - Ensuring every American has access to reliable high-speed internet.
  - On average, around 2 million jobs per year
- **Funds highway programs for five years (FY 22-26)**
- **\$350.8 B (FY22-26) for highway programs**
  - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
  - \$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs, including---**

- **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
- **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings and reconnecting communities.
- **Focus on safety, bridges, climate change, resilience and project delivery.**
- **More opportunities for local governments and other non-traditional entities to access new funding.**
- **90 B transfer (GF-HTF) to keep the HTF Highway Account solvent for years.**

## 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	2024 Statewide Target (Expressed as Five-Year 2017-2022 Average)
Total number of traffic related fatalities on all public roads	3,046
Rate of traffic related fatalities on all public roads per 100 million VMT	1.14
Total number of traffic related serious injuries on all public roads	17,062
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.39
Total number of non-motorized fatalities and serious injuries on all public roads	2,357

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 desired 50% reduction in the number of deaths by the year 2035 and to zero deaths by the year 2050.

On December 14, 2023, the San Angelo Metropolitan Planning Organization Transportation Policy Board adopted TxDOT's Safety targets within the Metropolitan Area Boundary.

The State has established local targets for Travel Time Reliability and state road and Bridge Deck Condition targets. The Transportation Policy Board on May 11, 2023, agreed to adopt and support the published targets below for the San Angelo Planning Area.

San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

2020 Target				2022 Target			
LOTTR_ Interstate	LOTTR_ non- interstate	TTTR	PHED per capita	LOTTR_ Interstate	LOTTR_ non- interstate	TTTR	PHED per capita
	90%				90%		

2024 Target				2026 Target			
LOTTR_ Interstate	LOTTR_ non- interstate	TTTR	PHED per capita	LOTTR_ Interstate	LOTTR_ non- interstate	TTTR	PHED per capita
	90%				90%		

2017 NEW LOTTR- NI ACTUAL DATA	2018 LOTTR-NI ACTUAL DATA	2019 LOTTR-NI ACTUAL DATA	2020 LOTTR-NI ACTUAL DATA	2021 LOTTR-NI ACTUAL DATA
Reliable Percentage	Reliable Percentage	Reliable Percentage	Reliable Percentage	Reliable Percentage
100%	97%	99%	93%	99%

Calculated

2020 PMT x Target	2022 PMT x Target	2024 PMT x Target	2026 PMT x Target
1,136,774	1,159,624	1,182,932	1,206,709

2022 Estimated from 2019					
Reliable Daily PMT	Barely Good PMT grown from 2019	Adjusted Reliable Daily PMT	Unreliable Daily PMT	Total Daily PMT	Reliable Percentage
1,209,765	71,053	1,209,375	79,096	1,288,471	93.9%

2023 Estimated from 2019					
Reliable Daily PMT	Barely Good PMT grown from 2021	Adjusted Reliable Daily PMT	Unreliable Daily PMT	Total Daily PMT	Reliable Percentage
1,221,469	71,763	1,221,073	80,282	1,301,355	93.8%

2024 Estimated from 2019					
Reliable Daily PMT	Barely Good PMT grown from 2021	Adjusted Reliable Daily PMT	Unreliable Daily PMT	Total Daily PMT	Reliable Percentage
1,233,284	72,481	1,232,883	81,486	1,314,369	93.8%

2025 Estimated from 2019					
Reliable Daily PMT	Barely Good PMT grown from 2021	Adjusted Reliable Daily PMT	Unreliable Daily PMT	Total Daily PMT	Reliable Percentage
1,245,211	73,206	1,244,804	82,709	1,327,513	93.8%

2026 Estimated from 2019					
Reliable Daily PMT	Barely Good PMT grown from 2021	Adjusted Reliable Daily PMT	Unreliable Daily PMT	Total Daily PMT	Reliable Percentage
1,257,252	73,938	1,256,839	83,949	1,340,788	93.7%

On May 11, 2023, the Policy Board also adopted by resolution State Targets for pavement and bridge deck condition. As new information becomes available these targets will be adjusted.

Performance Measure	Statewide Baseline	2020 Target	2022 Target
<b>Pavement on Interstate Highway</b>			
1) % in "Good" condition	n/a	n/a	66.40%
2) % in "Poor" condition	n/a	n/a	0.30%
<b>Pavement on Non-Interstate National Highway System</b>			
3) % in "Good" condition	54.40%	52.00%	52.30%
4) % ub "Poor" condition	13.80%	14.30%	14.30%
<b>National Highway System Bridge Deck Condition</b>			
5) % in "Good" condition	50.63%	50.58%	50.42%
6) % in "Poor" condition	0.88%	0.80%	0.80%

State Summary of Performance Measures and Targets			
Performance Measure	BaseLine	2-Year Target	4-Year Target
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

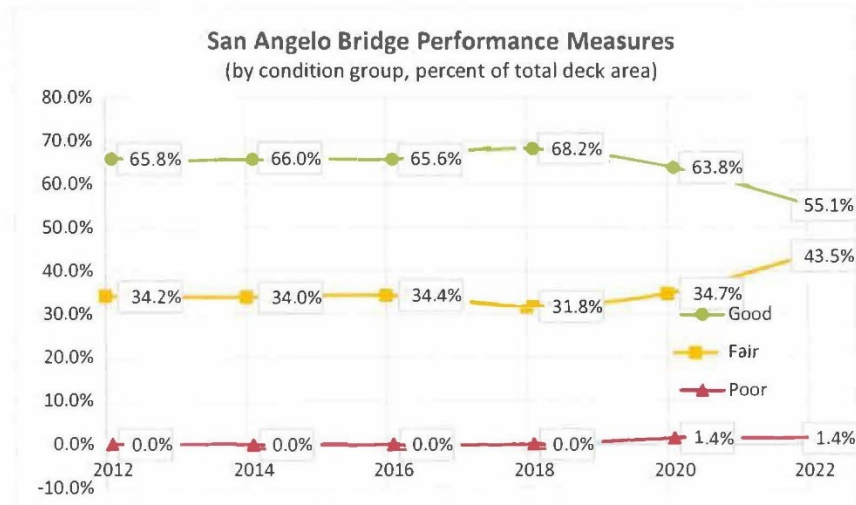
#### San Angelo Bridge Deck Area

(units in millions of square feet)

Year	Good		Fair		Poor		Total	
	M SF	%	M SF	%	M SF	%	M SF	%
2022	0.9	55.1%	0.7	43.5%	0.0	1.4%	1.6	100%
2020	1.0	63.8%	0.6	34.7%	0.0	1.4%	1.6	100%
2018	1.1	68.2%	0.5	31.8%	0.0	0.0%	1.6	100%
2016	1.0	65.6%	0.5	34.4%	0.0	0.0%	1.5	100%
2014	1.0	66.0%	0.5	34.0%	0.0	0.0%	1.5	100%
2012	1.0	65.8%	0.5	34.2%	0.0	0.0%	1.4	100%

San Angelo Number of Bridges

Year	Good		Fair		Poor		Total	
	Count	%	Count	%	Count	%	Count	%
2022	102	68.0%	47	31.3%	1	0.7%	150	100%
2020	100	68.5%	45	30.8%	1	0.7%	146	100%
2018	103	71.0%	42	29.0%	0	0.0%	145	100%
2016	101	70.6%	42	29.4%	0	0.0%	143	100%
2014	102	72.3%	39	27.7%	0	0.0%	141	100%
2012	96	72.2%	37	27.8%	0	0.0%	133	100%



In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This allowed TxDOT to achieve 50% reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050. On June 26, 2020, the Policy Board voted to support these goals and TxDOT performance measures.

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 2025-2028 Transportation Improvement Program support achieving the targets established for safety, travel time reliability and road and bridge deck conditions. 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 all established and adopted targets and the MPO will monitor the established targets and report achievements to the Transportation Policy Board as they become available.

## **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 2026, replace 4 fixed route buses with an age of 5 years or greater and replace demand response buses 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 and in-house maintenance facility as well.

On May 11, 2023, 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 2025-2028 Transportation Improvement Program support economic and accessible public transportation. It is expected that future funding in this four-year plan will include funding for vehicle replacement and facility improvements. This will maintain the 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.



**SA-MPO  
IS LISTENING TO  
YOU!**

## **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 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](http://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:

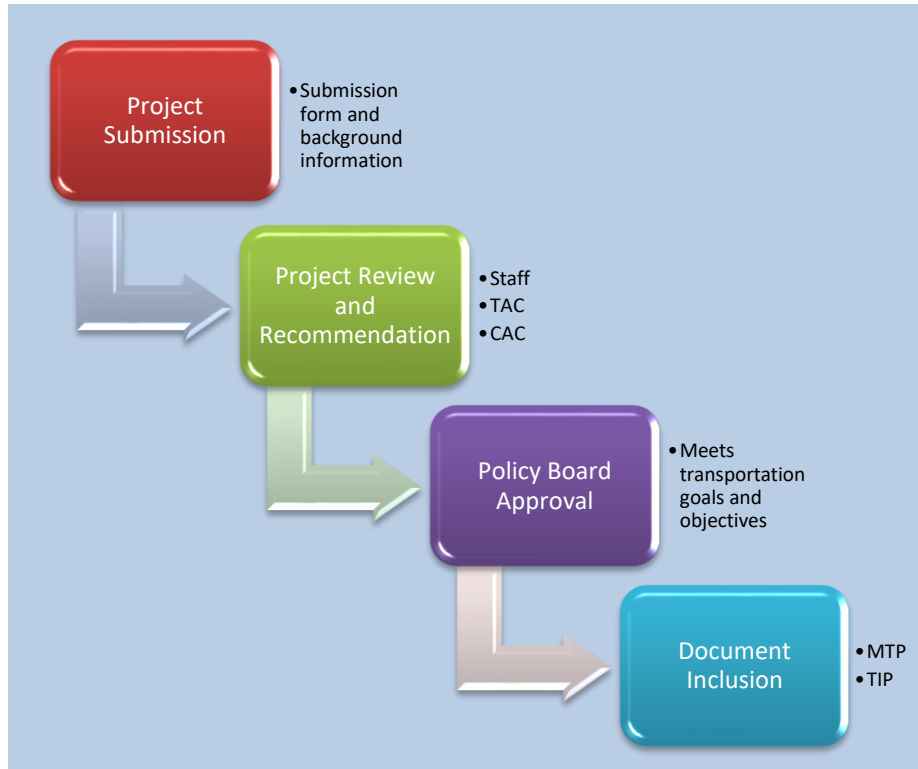
- Documents and comment forms
- Brochures and newsletters
- Presentations (in-house or on site)
- Radio and television
- Social media
- Surveys and blogs
- Public meetings

## **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 is 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 is 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 to 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 of 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 require 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 made. 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 projects 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



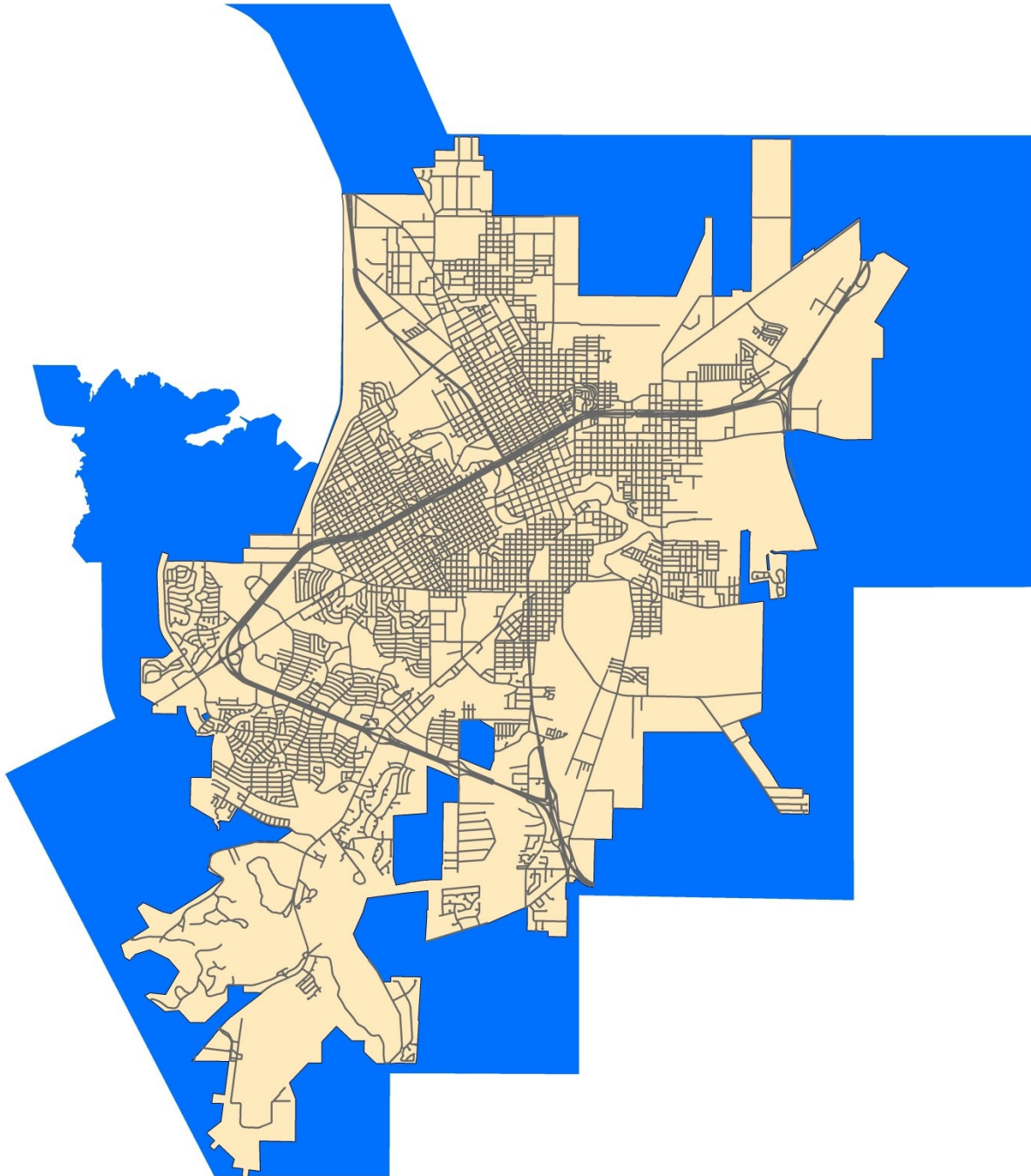
advisory committees can be in a variety of formats including a Technical Advisory Committee, which provides the board with technical advice and recommendations on projects and programs.

**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 2025 TRANSIT PROJECT LISTING**  
**SAN ANGELO METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM FY 2025-2028**  
**TOTAL PROJECT/YEAR OF EXPENDITURE COSTS**

<u>General Project Information</u>		-	<u>Funding Information (YOE 2025)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$1,229,203
<b>Project Name:</b>	Urban Transit Bus Operating Assistance		<b>TxDOT State Funds:</b>	\$457,767
<b>MPO Project Number:</b>	PT200-25-01		<b>Local Funds:</b>	\$737,912
<b>Apportionment Year:</b>	2024		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	\$2,424,882
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Operating assistance for the urban transit buses		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award</b>	
			<b>Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2025)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$922,689
<b>Project Name:</b>	Complementary ADA Service		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-25-02		<b>Local Funds:</b>	\$224,381
<b>Apportionment Year:</b>	2024		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	\$1,147,070
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Complementary ADA Service, Capital Preventative Maintenance		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award</b>	
			<b>Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2025)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$21,416
<b>Project Name:</b>	Bus and Facility Security		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-25-04		<b>Local Funds:</b>	\$5,063
<b>Apportionment Year:</b>	2024		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Safety/Security		<b>Fiscal Year Cost:</b>	\$26,479
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Security projects for urban buses and transit facility		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award</b>	
			<b>Date:</b>	n/a

<b>TOTAL FISCAL YEAR 2025 PROJECT COST:</b>	<b>\$3,598,431</b>
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**FY 2026 TRANSIT PROJECT LISTING**  
**SAN ANGELO METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM FY 2025-2028**  
**TOTAL PROJECT/YEAR OF EXPENDITURE COSTS**

<u>General Project Information</u>		-	<u>Funding Information (YOE 2026)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$1,266,079
<b>Project Name:</b>	<b>Urban Transit Bus Operating Assistance</b>		<b>TxDOT State Funds:</b>	\$471,500
<b>MPO Project Number:</b>	PT200-26-01		<b>Local Funds:</b>	\$760,049
<b>Apportionment Year:</b>	2025		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	<b>\$2,497,628</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
			<b>Trans. Dev. Credits Awarded:</b>	n/a
<b>Project Description:</b>	Operating assistance for the urban transit buses		<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2026)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$950,369
<b>Project Name:</b>	<b>Complementary ADA Service</b>		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-26-02		<b>Local Funds:</b>	\$231,113
<b>Apportionment Year:</b>	2025		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	<b>\$1,181,482</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
			<b>Trans. Dev. Credits Awarded:</b>	n/a
<b>Project Description:</b>	Complementary ADA Service, Capital Preventative Maintenance		<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2026)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$22,059
<b>Project Name:</b>	<b>Bus and Facility Security</b>		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-26-04		<b>Local Funds:</b>	\$5,215
<b>Apportionment Year:</b>	2025		<b>Other Funds:</b>	
<b>Project Type:</b>	Safety/Security		<b>Fiscal Year Cost:</b>	<b>\$27,274</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
			<b>Trans. Dev. Credits Awarded:</b>	n/a
<b>Project Description:</b>	Security projects for urban buses and transit facility		<b>Trans. Dev. Credit Award Date:</b>	n/a

<b>TOTAL FISCAL YEAR 2026 PROJECT COST:</b>	<b>\$3,706,384</b>
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**FY 2027 TRANSIT PROJECT LISTING**  
**SAN ANGELO METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM FY 2025-2028**  
**TOTAL PROJECT/YEAR OF EXPENDITURE COSTS**

<u>General Project Information</u>		<u>Funding Information (YOE 2027)</u>	
<b>TxDOT District:</b>	San Angelo	<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District	<b>FTA Federal Funds:</b>	\$1,304,060
<b>Project Name:</b>	<b>Urban Transit Bus Operating Assistance</b>	<b>TxDOT State Funds:</b>	\$485,644
<b>MPO Project Number:</b>	PT200-27-01	<b>Local Funds:</b>	\$782,851
<b>Apportionment Year:</b>	2026	<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating	<b>Fiscal Year Cost:</b>	\$2,572,555
<b>Amendment Date:</b>	n/a	<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Operating assistance for the urban transit buses	<b>Trans. Dev. Credits Awarded:</b>	n/a
		<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		<u>Funding Information (YOE 2027)</u>	
<b>TxDOT District:</b>	San Angelo	<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District	<b>FTA Federal Funds:</b>	\$978,881
<b>Project Name:</b>	<b>Complementary ADA Service</b>	<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-27-02	<b>Local Funds:</b>	\$93,135
<b>Apportionment Year:</b>	2026	<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating	<b>Fiscal Year Cost:</b>	\$1,072,016
<b>Amendment Date:</b>	n/a	<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Complementary ADA Service, Capital Preventative Maintenance	<b>Trans. Dev. Credits Awarded:</b>	n/a
		<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		<u>Funding Information (YOE 2027)</u>	
<b>TxDOT District:</b>	San Angelo	<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District	<b>FTA Federal Funds:</b>	\$23,871
<b>Project Name:</b>	<b>Bus and Facility Security</b>	<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-27-03	<b>Local Funds:</b>	\$5,970
<b>Apportionment Year:</b>	2026	<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Safety/Security	<b>Fiscal Year Cost:</b>	\$29,841
<b>Amendment Date:</b>	n/a	<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Security projects for urban buses and transit facility	<b>Trans. Dev. Credits Awarded:</b>	n/a
		<b>Trans. Dev. Credit Award Date:</b>	n/a

<b>TOTAL FISCAL YEAR 2027 PROJECT COST:</b>	<b>\$3,674,412</b>
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**FY 2028 TRANSIT PROJECT LISTING**  
**SAN ANGELO METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM FY 2025-2028**  
**TOTAL PROJECT/YEAR OF EXPENDITURE COSTS**

<u>General Project Information</u>		-	<u>Funding Information (YOE 2028)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$1,343,182
<b>Project Name:</b>	<b>Urban Transit Bus Operating Assistance</b>		<b>TxDOT State Funds:</b>	\$500,214
<b>MPO Project Number:</b>	PT200-28-01		<b>Local Funds:</b>	\$806,337
<b>Apportionment Year:</b>	2027		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	<b>\$2,649,733</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Operating assistance for the urban transit buses		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2028)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$1,008,247
<b>Project Name:</b>	<b>Complementary ADA Service</b>		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-28-02		<b>Local Funds:</b>	\$95,929
<b>Apportionment Year:</b>	2027		<b>Other Funds:</b>	\$0
<b>Project Type:</b>	Operating		<b>Fiscal Year Cost:</b>	<b>\$1,104,176</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Complementary ADA Service, Capital Preventative Maintenance		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award Date:</b>	n/a

<u>General Project Information</u>		-	<u>Funding Information (YOE 2028)</u>	
<b>TxDOT District:</b>	San Angelo		<b>Federal Funding Category:</b>	5307
<b>Project Sponsor:</b>	Concho Valley Transit District		<b>FTA Federal Funds:</b>	\$24,587
<b>Project Name:</b>	<b>Bus and Facility Security</b>		<b>TxDOT State Funds:</b>	\$0
<b>MPO Project Number:</b>	PT200-28-03		<b>Local Funds:</b>	\$6,149
<b>Apportionment Year:</b>	2027		<b>Other Funds:</b>	
<b>Project Type:</b>	Safety/Security		<b>Fiscal Year Cost:</b>	<b>\$30,736</b>
<b>Amendment Date:</b>	n/a		<b>Trans. Dev. Credits Requested:</b>	n/a
<b>Project Description:</b>	Security projects for urban buses and transit facility		<b>Trans. Dev. Credits Awarded:</b>	n/a
			<b>Trans. Dev. Credit Award Date:</b>	n/a

<b>TOTAL FISCAL YEAR 2028 PROJECT COST:</b>	<b>\$3,784,645</b>
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San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

**Transit Financial Summary**  
**San Angelo Metropolitan Planning Organization**  
**FY 2025- 2028 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of June 2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,173,308	\$1,425,123	\$3,598,431	\$2,238,507	\$1,467,877	\$3,706,384	\$2,306,812	\$1,367,600	\$3,674,412
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA			\$0			\$0			\$0
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$2,173,308	\$1,425,123	\$3,598,431	\$2,238,507	\$1,467,877	\$3,706,384	\$2,306,812	\$1,367,600	\$3,674,412
Transportation Development Credits										
Requested										
Awarded										

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,376,016	\$1,408,629	\$3,784,645	\$9,094,643	\$5,669,229	\$14,763,872
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA			\$0	\$0	\$0	\$0
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$2,376,016	\$1,408,629	\$3,784,645	\$9,094,643	\$5,669,229	\$14,763,872
Transportation Development Credits							
Requested							
Awarded							

# **FEDERAL HIGHWAY PROJECTS**

San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

San Angelo Metropolitan Planning Organization FY 2025-2028 Transportation Improvement Program Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
San Angelo	Tom Green	0264-06-044	US 277	C	San Angelo	TxDOT	\$25,000,231	
PROJECT:	Convert Non-Freeway to Freeway					REV DATE:	06/2024	
LIMITS FROM:	0.75 miles North of FM 2105					MPO PROJ. #:	HR100-23-02	
LIMITS TO:	US 67					FUND CAT(S):	4U,2	
DESCRIPTION:	Convert Non-Freeway to Freeway					PROJECT HISTORY:		
REMARKS:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRE.ENG.	\$716,833	COST OF APPROVED PHASES	FEDERAL		STATE	LOCAL	OTHER	TOTAL
ROW PURCHASE:	\$2,010,000		CAT: 4U	\$2,880,186	\$720,045	\$0	\$0	\$3,600,231
CONST COST:	\$15,000,232		CAT: 2	\$9,120,000	\$2,280,000	\$0	\$0	\$11,400,000
CONST ENG:	\$1,116,211		CAT:	\$0	\$0	\$0	\$0	\$0
CONTINGENCIES:	\$0	\$15,000,232	CAT:	\$0	\$0	\$0	\$0	\$0
INDIRECT COSTS:	\$424,248		TOTAL:	\$12,000,186	\$3,000,045	\$15,000,231		
POT CHG ORD:	\$1,236,179		Additional Remarks:					
TOTAL COST	\$20,503,703							

San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

*San Angelo Metropolitan Planning Organization*  
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan & Urban Area Corridor Projects	\$0	\$0	\$11,400,000	\$11,400,000	\$0	\$0	\$0	\$0	\$11,400,000	\$11,400,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3 DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$3,600,231	\$3,600,231	\$0	\$0	\$0	\$0	\$3,600,231	\$3,600,231
6	Structures - Bridge	\$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
8 R	Rail-Highway Crossing Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CRBN	Carbon Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ADA	ADA Pedestrian Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RR	Railroad Grade Crossing and Replanking Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RSMP	Railroad Signal Maintenance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 BSF	Border State Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 EN	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 (Safety)	Safety (District Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 CO/CO	Cost Overruns / Change Orders	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 SP	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		\$0	\$0	\$15,000,231	\$15,000,231	\$0	\$0	\$0	\$0	\$15,000,231	\$15,000,231

Funding Participation Source

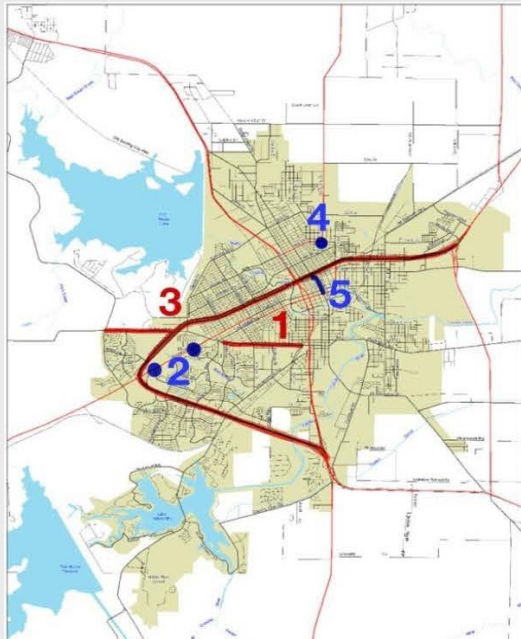
Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$0	\$12,000,186	\$0	\$0	\$12,000,186
State	\$0	\$3,000,045	\$0	\$0	\$3,000,045
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Enter "Other" Project Type (if highlighted)					
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$0	\$15,000,231	\$0	\$0	\$15,000,231

# **GROUPE CSJ HIGHWAY PROJECTS**

### Definition of Grouped Projects for use in the Transportation Improvement Program

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.

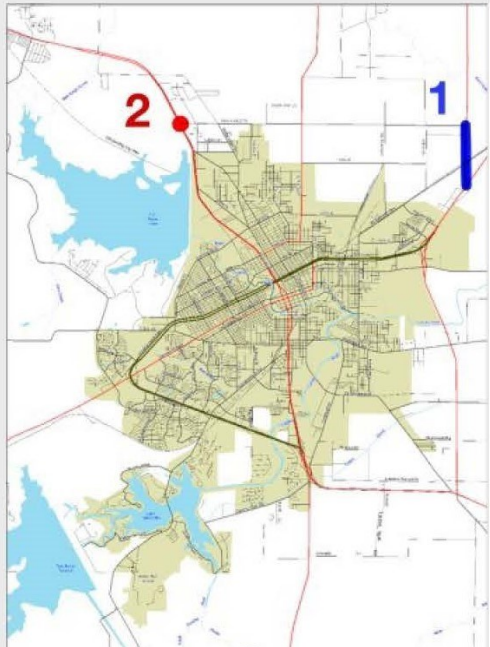
## SAMPO Transportation Improvement Program FY 2025



Index	CSJ	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0907-24-057	Improve Ped Signals	AVE N	Tom Green	College Hills Blvd. to Austin St.	Feb-25	\$ 177,075.00	\$ 170,264.00	8	Safety
								\$ 6,811.00	3	Local Contribution
2	0077-09-012	Replace Traffic Signals and Pedestrian Improvements	BU 67H	Tom Green	At Sunset Dr	Feb-25	\$ 1,560,000.00	\$ 832,000.00	115F	District Discretionary
	At Oxford Dr				\$ 728,000.00			115F	District Discretionary	
3	0077-06-107	2" ACP Overlay	US 67	Tom Green	Chadbourne St. to SL 306	Feb-25	\$ 24,134,795.00	\$ 7,853,344.00	1	Preventive Maintenance and Rehab
	0077-08-047		SL 306		US 67 to US 87			\$ 8,030,548.00	1	Preventive Maintenance and Rehab
	0158-02-097	US 67	SL 306 to Chadbourne St.		\$ 5,731,058.00			1	Preventive Maintenance and Rehab	
	0555-05-028	RM 853	FM 2288 to US 67		\$ 2,110,183.00			1	Preventive Maintenance and Rehab	
	0077-06-104	Extend the NB acceleration lane and add pavement markings along with	US 67		US 67 at Sherwood Way to Arden Road Exit.			\$ 409,662.00	8	Safety
4	0454-02-055	Improve traffic & Ped signals and reconfigure approach lane	SH 208	Tom Green	SH 208 to 19th St	Apr-25	\$ 552,113.00	\$ 552,113.00	8	Safety
5	0907-24-058	Constructing 1.2 miles of sidewalk	Chadbourne St	Tom Green	6th St to Beauguard Ave.	Jun-25	\$ 5,098,961.50	\$ 4,079,169.20	9	Transportation Alternatives
								\$ 1,019,792.30	3	Local Contribution
Total FY 2025 Planned Letting							\$	31,522,944.50		



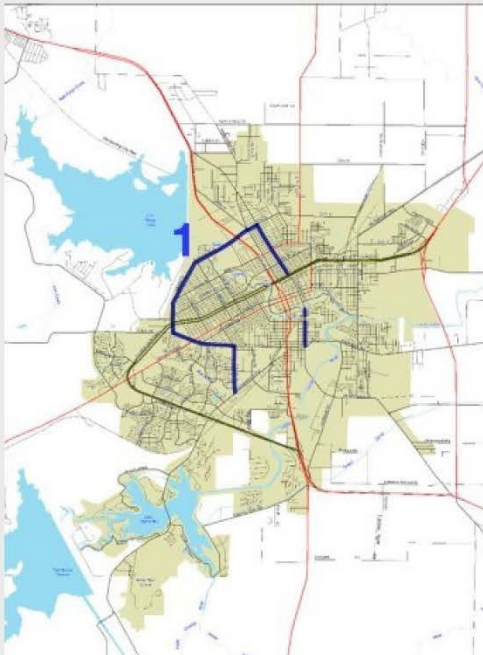
## SAMPO Transportation Improvement Program FY 2026



Index	CSJ	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0264-06-044	Construct Freeway	US 277	Tom Green	0.75 mi N of FM 2105 to US 87	May 26	\$ 11,400,000.00		2	Metropolitan and Urban Corridor
							\$ 3,600,231.00		4U	Connectivity Corridors
	0264-06-047						\$ 1.00		1	Preventive Maintenance and Rehab
					At Texas Pacific Crossing DOT #021470R		\$ 25,000,000.00		6	Structures (Bridges)
2	0009-07-113	Install traffic signal and ped signal	US 87	Tom Green	At FM 2105	Jul-26	\$ 1,500,000.00	\$ 1,500,000.00	8	Safety
Total FY 2026 Planned Letting							\$			41,500,232.00



## SAMPO Transportation Improvement Program FY 2027



Index	CSJ	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0907-00-238	Construct 11.4 miles of sidewalk and 2.3 mi shared use path.	Various	Tom Green	Various locations in city of San Angelo	Dec-26	\$ 18,494,792.50	\$ 14,795,833.80	9	Transportation Alternatives
								\$ 3,698,958.70	3	Local Contribution
Total FY 2027 Planned Letting							\$	18,494,792.50		

San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

FY	Cat. 1 Preventive Maintenance and Rehab	Cat. 2 Metropolitan and Urban Corridors	Cat 3. Local Contributions	Cat. 4U Connectivity Corridors (Urban)	Cat. 4R Connectivity Corridors (Rural)	Cat. 6 Structures (Bridges)	Cat. 8 Safety	Cat. 9 Transportation Alternatives	Cat. 10 Supplemental Transportation Programs	Cat. 11 District Discretionary	Cat. 11ES District Discretionary (Energy Sector)	Cat. 12 Strategic Priority	Total
2025 Urban	\$ 23,725,133	\$ -	\$ 1,026,603	\$ -	\$ -	\$ -	\$ 1,132,039	\$ 4,079,169	\$ -	\$ -	\$ 1,560,000	\$ -	\$ 31,522,944
2026 Urban	\$ -	\$ 11,400,000		\$ 3,600,231	\$ -	\$ 25,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,500,231
2027 Urban	\$ -	\$ -	\$ 3,698,959	\$ -	\$ -	\$ -	\$ -	\$ 14,795,833	\$ -	\$ -	\$ -	\$ -	\$ 18,494,792
2028 Urban	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total Grouped Urban Program FY 2025 – FY 2028: \$91,517,967

# **NOTE WORTHY PROJECTS**

San Angelo Metropolitan Planning Organization  
Transportation Improvement Program FY 2025-2028

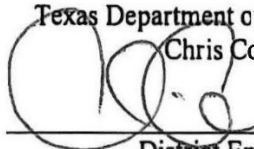
<b>Projects from Previous TIP</b>					
Project Name	CSJ#	Limits From	Limits TO	Status	Total Cost
Pedestrian Pathways	2574-01-051	US 87	Lake Nasworthy	Under Construction	\$1,500,000
SL 378 Safety and expansion	0159-07-007	FM 1223	US 87	Under Construction	\$20,413,952
US 67 Extension	0158-02-087	Paulann Blvd	Howard College	Completed	\$200,000
US 87 Interchange Construction	0158-02-088	At Paulann Blvd	At Paulann Blvd	Completed	\$1,236,322
Tractor Trail Interchange	0158-02-084	At Tractor Trail	At Tractor Trail	Completed	\$9,740,000

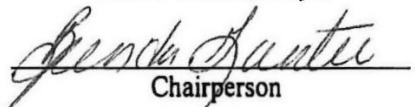
# APPENDICES

## 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  
Chris Cowen  
  
District Engineer  
6/12/2024  
Date

San Angelo  
Metropolitan Planning Organization  
Policy Board Chairperson  
Brenda Gunter, Mayor  
  
Chairperson  
5-9-24  
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 provides 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.
- 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.

## **FAST Act Requirements**

### **Integration of Performance Measures into the San Angelo MPO FY 2025-2028 Transportation Improvement Program**

#### Introduction

What started as the Moving Ahead for Progress in the 21st Century (MAP-21) Act and then was continued with Fixing America's Surface Transportation (FAST) Act, the State DOT's and Metropolitan Planning Organizations (MPOs) are required to move toward a performance-based planning process with an emphasis on project selection based on specific planning factors. For selection of projects in a fiscally constrained Project List:

- Highway Safety: Five-year average of auto related fatal and serious injury crashes within the project limits.
- Bicycle and Pedestrian Safety: Five-year average of bicycle and pedestrian related fatal and serious injury crashes within the project limits.
- Congestion: Modeled Annual Travel Time Reliability to reduce hours of delay/mile
- Mobility: Bicycle and pedestrian level-of-service and accessibility

#### **Safety**

Under MAP-21 States are required to set annual safety performance targets. The annual measures States set targets include:

- Number of fatalities in motor vehicle crashes during the calendar year
- Rate of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.
- Number of serious injuries in motor vehicle crashes during the calendar year
- Rate of serious injuries per 100 million VMT in the calendar year
- Number of non-motorized fatalities and number of non-motorized serious injuries combined involving a motor vehicle in the calendar year.

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would assist in the achievement of the statewide target set. The San Angelo MPO chose to adopt the state targets. These statewide targets are:

1. State-wide Traffic Fatalities 3,046
2. State-wide Serious Injuries 17,062
3. State-wide Fatalities per 100 million vehicle miles traveled 1.14
4. State-wide Serious Injuries per 100 million miles traveled 6.39
5. State-wide non-motorized fatalities and serious injuries 2,357

## PTASP Safety Performance for Concho Valley Transit

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan to include safety performance targets (SPTs) based on the safety performance measures established under the National Public Transportation Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the TAM Plan). As per the current PTASP, Concho Valley Transit has met the following STPs in the 2021 Calendar Year:

The FY 2025-2028 programmed a total of \$14,763,872 (federal and local match) for transit projects. Programmed funding includes: \$9,094,643 in FTA 5307 formula funding to be used for assistance of Concho Valley Transit bus operations and \$5,669,229 local funds for capital investments to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding mobility options which include projects to improve safety and access for the public transportation users by purchasing and having installed additional bus stops and shelters throughout the city. These shelters have been and will continue improving the quality of life for those accessing public transportation as well as the health and accessibility of those users especially during the tormenting heat of the summer and bitter cold of winter.

Concho Valley Transit Safety Targets are based on a five-year rolling average. Targets have been established for FY 2022 and FY 2023 based on previous historic data. The next baseline will be established once another three years-worth of data has been collected. Below are their published and expressed targets.

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	1.5	1.5
Rate of Safety Events *	0.0000048	0.0000048
Mean Distance Between Major Mechanical Failure	27,446	27,446

TABLE 6: FIXED ROUTE (Bus) SAFETY PERFORMANCE TARGETS

\*rate= total number for the year/total revenue vehicle miles traveled

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries *	0	0
Safety Events	3	3
Rate of Safety Event s*	0.0000075	0.0000075
System Reliability	36,377	36,377
Other	N/A	N/A

**TABLE 7: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS**

\* r at e = total number for the year/total revenue vehicle miles traveled

## Transit Asset Management Plan

### Methods for Target-Setting

CVTD utilizes the FTA performance for target measures. For Rolling Stock it is the percentage of assets that have met their useful life benchmark (ULB).

For equipment (service vehicles) it is the percentage that have met their useful life benchmarks. The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old

### Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
CVTD	Equipment	Other Rubber Tire Vehicles	67%					
CVTD	Facilities	Administrative / Maintenance Facilities	0%					
CVTD	Facilities	Passenger Facilities	0%					
CVTD	Revenue Vehicles	BU - Bus	67%					
CVTD	Revenue Vehicles	CU - Cutaway	38%					
CVTD	Revenue Vehicles	VN - Van	100%					

## Condition Assessment

### Asset Condition Summary

Asset Category Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value	% At or Exceeds ULB
Revenue Vehicles	48	7.1	24,177	\$0.00	\$0.00	90%
BU-Bus	1	8	1,517	\$0.00	\$0.00	100%
CU- Cutaway Bus	40	6.9	26,135	\$0.00	\$0.00	88%
VN-VAN	7	7.9	16,228	\$0.00	\$0.00	100%
Equipment	3	6	N/A	\$38,163	\$114,489	67%
Non-Revenue/Service Vehicle	0	N/A	N/A	\$0.00	\$23,176	0%
Other Rubber Tire Vehicles	3	6	N/A	\$30,438	\$91,313	67%
Facilities	1	11	N/A	\$0.00	\$0.00	N/A
Passenger Facilities	1	11	N/A	\$0.00	\$0.00	N/A

## Decision Support

### Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Facility Evaluation Form	Facility Assessments are conducted monthly, Quarterly and yearly. The assessments coincide with our PTMS asset inventory conducted yearly. The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old
Equipment Evaluation Form (Non-Revenue, Service Vehicles)	Asset Criteria and Scoring System. This is done yearly to coincide with state PTMS asset fleet inspection of mileage. The scoring sheet is completed to incorporate asset age, asset condition, asset performance, and level of maintenance. It is rated on a scale of 1-5. Any asset rated 2.5 and above is defined as in a state of good repair. Any asset less than 2.4 is defined as not in a state of good repair. Assets with a zero rating are non-operable.

Rolling Stock Equipment Evaluation Form	Asset Criteria and Scoring System. This is done yearly to coincide with state PTMS asset fleet inspection of mileage. The scoring sheet is completed to incorporate asset age, asset condition, asset performance, and level of maintenance. It is rated on a scale of 1-5. Any asset rated 2.5 and above is defined as in a state of good repair. Any asset less than 2.4 is defined as not in a state of good repair. Assets with a zero rating are non-operable.
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By rule TIPs amended or updated on or after 10-1-2018 must meet the PBPP planning requirements for FTA's Transit Asset Management Final Rule. As such, in making amendments to the FY 2025-2028 TIP, the entire TIP must be reviewed, and a narrative developed showing how projects included in the San Angelo MPO TIP help achieve safety, bridge, pavement and travel time reliability targets as well as TAM Plan requirements.

## Investment Prioritization

1. Maintenance Facility 2023
2. Rolling Stock Expansion MB 30ft buses 2023
3. UDR Cutaway Acquisition 2023
4. Trolley Acquisition 2023

### Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
UDR Cutaway acquisition	2023	Revenue Vehicles	CU - Cutaway Bus	\$597,700	High	
Trolley Acquisition	2023	Revenue Vehicles	TB - Trolleybus	\$427,400	Medium	
Rolling Stock Expansion MB 30ft buses	2023	Revenue Vehicles	AB - Articulated Bus	\$1,450,516	High	
Maintenance Facility Ph 1A	2023	Facilities	Maintenance	\$7,731,848	High	5/10/2023 5:00:27 PM

## **HISTORY OF AMENDMENTS/REVISIONS**