

# San Angelo Mobility 2050



## Disclaimer

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# **Metropolitan Transportation Plan (MTP)**

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

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# Chapter 1

## Why we do it

As set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and

Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in [23 U.S.C. 134\(h\)](#) and [49 U.S.C. 5303\(h\)](#)

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

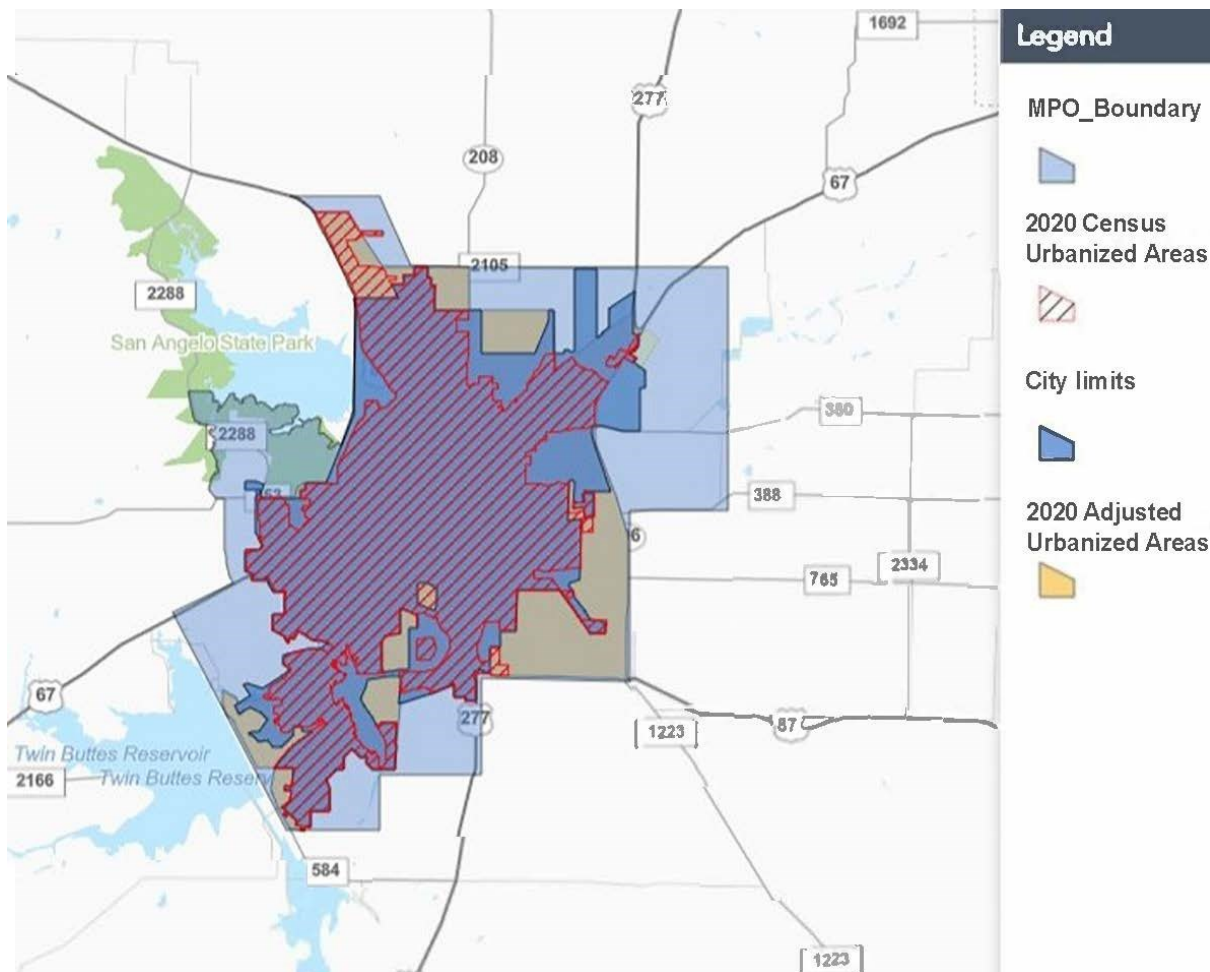
- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase 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 stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

## Who are we?

The Governor of Texas in 1988 designated a Metropolitan Planning Organization (SA-MPO) for the City of San Angelo. This organization is tasked with transportation planning using a Policy Board structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C.

SA-MPO is a federally mandated and federally funded transportation-planning organization that is responsible for the coordination of transportation activities within the SA-MPO boundary. SA-MPO is an independent governmental body that is comprised of local leaders, specialized professionals, elected officials and citizens of the community that work cooperatively to identify and develop solutions for transportation.

The San Angelo MPO Planning area consists of the urbanized and contiguous geographic areas that have become or are likely to become urbanized in the next 25-year forecast. The planning area encompasses the entire city limits of San Angelo and a portion of the county just outside the City Limits. The map below depicts the MPO boundary.



The MPO was re-designated on December 9, 2010. This was to allow the MPO more flexibility and independence in transportation planning decisions and options. The Texas Transportation Commission approved the redesignation on January 27, 2011. This action along with actions by

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the San Angelo City Council separated the MPO from the City making the MPO a separate and stand-alone entity.

There are several factors and resources that work together to make up a successful transportation planning process and Metropolitan Planning Organization. The process is collaborative, comprehensive and cooperative from the beginning to the end. Below are some of these resources and how they fit into the plan.

**The Policy Board** is made of two elected officials, one the city Mayor and the other the County Judge. The rest of the board makeup consists of the City Manager, one County Commissioner, two representatives of the TxDOT District office, the Executive Director of the Concho Valley Council of Governments and the President of the San Angelo Chamber of Commerce. The Policy Board provides direction and guidance for transportation planning in the MPO boundaries. The Board is responsible for ensuring conformance with federal regulations requiring that highways, mass transit, and other transportation facilities and services are properly deployed and developed in relation to the overall plan for urban development. This Board has also created a **Technical Advisory Committee (TAC)** made up of representatives appointed by the Board members. These individuals serve as representatives for Policy Board members and are tasked with reviewing specific issues and making recommendations to the board.

**Special Advisory Committees** may be created as needed and are formed to review special projects that are related to the plans and to advise or make recommendations to the Board. Members. These committees may include SA-MPO staff, Policy Board members, citizens, Technical Advisory Committee members and others with interests related to the task for which the committee is being created.

**MPO Staff** consists of planning and technical professionals that provide valuable resources for information gathering and assembling documents that correspond to transportation issues within the MPO boundary. The current staff makeup consists of three authorized full-time professionals:

- Metropolitan Planning Organization Director – responsible for the administration of the organization, ensuring compliance with all applicable regulations and following the direction of the policy board.
- Transportation Technical Planner – responsible for data collection and analysis, providing transportation planning assistance and coordination.
- Administrative Assistant – responsible for assisting with public outreach and public involvement, social media, MPO website and providing office support and financial billing and reporting.

Federal transportation legislation requires MPOs to have a continuing, cooperative and comprehensive planning process also known as the 3-C planning process. MPOs have many responsibilities but one of the main duties of an MPO is to maintain three required products. These products are the Metropolitan Transportation Plan, the Transportation Improvement

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Program and the Unified Planning Work Program. Here are the simplified details of these documents.

- **Metropolitan Transportation Plan (MTP)** – The MTP is a long-range planning document with a 20-year projection period. This document provides details on existing and projected transportation goals, objectives, system capabilities, needs, resources and recommendations. In summary the MTP identifies short-term and long-range strategies on how an MPO will address the transportation system. This document is updated every 5 years.
- **Transportation Improvement Program (TIP)** – The TIP is the MPO's short-term planning document that consists of highway, transit and non-motorized transportation projects. The projects listed in the TIP include ones funded by federal, state and local funds. TIP projects are first included in the MTP and when funding becomes available. These projects are then programmed into the TIP according to the year that funding is to be provided, and the project is expected to begin. The TIP is a four-year document that is usually updated every two years but possible amended once each quarter.
- **Unified Planning Work Program (UPWP)** – The UPWP is a one-year plan that details all the planning activities that the MPO intends to pursue and complete during the upcoming fiscal year. The UPWP contains studies, planning tasks and any special planning projects for the MPO. Essentially, the UPWP is the planning (operating) budget for the organization.

These plans have short- and long-range strategies that are intended to help with the efficient movement of people and goods

In addition to the three major documents listed above, the SA-MPO also develops and maintains other plans, reports and programs that aid with the transportation planning process. These include the Public Participation Plan, the Limited English Proficiency Plan, San Angelo Bicycle and Pedestrian Plan, Annual Performance and Expenditure Report and the Annual Project Listing.

### **What do we do and why?**

The San Angelo Metropolitan Planning Organization helps support the economic liveliness of the San Angelo area by developing short- and long-range transportation plans. When developing plans, SA-MPO makes sure our projects incorporate livability, mobility, accessibility, safety and sustainability. Use of these methods in our operations helps to produce plans and programs that are beneficial not only for the community, but for the region.

Everything that we do is affected by transportation in some form or fashion. From getting to work or school, making trips to buy goods or acquire services. Traveling to appointments and even recreation or entertainment. Successful transportation systems depend on people that are dedicated to preserving, maintaining and improving the traveling network.

## SA-MPO Vision Statement

Identify a realistic, affordable and effective transportation management process and transportation improvements providing effective movement of people and goods through a centralized, efficient and progressive planning program.

## SA\_MPO Mission Statement

Provide and manage a well-maintained comprehensive and integrated transportation network that improved connectivity, equalizes transportation options, anticipates future demand to ensure all needs are met and provides safe streets for all users.

## SA-MPO Motto

Enhancing Transportation through connectivity and opportunity.

## 2050 Long Range Focus

2050 Long Range Focus			
<u>SAFETY</u>	<u>Balance</u>	<u>Preservation</u>	<u>Public Involvement</u>
Safe Streets For All	Non-roadway	Maintenance	Education
Pedestrians	Airport	Signage	Private Investment
Bicyclists	Bicycle	Striping	Target Neighborhoods
Motorcyclists	Pedestrian	Visibility	Underrepresented
Motorized vehicles	Motorcycles	Street Lighting	Events
Education	Rail (freight)	Lane Markings	Social Media
Technology	Alternatives	Safety	Meetings
Public Transit	Policies	Travel Time Reliability	Surveys
Traffic lights/Ped Heads	Intercity Travel	Environmental Linkages	Technology
Congestion	Taxi	Economic Vitality/Growth	Equity and Justice in Planning
Sidewalks	Connectivity	Resiliency	Public input and participation
Crosswalks	Public Transit	Pavement Condition	Public attendance
Road Sharing	Safe Streets For All	Bridge Condition	Public Trust
Security	Complete Streets		
Road to Zero			



## **Chapter 2**

# **Transportation Condition and Development**

Roadways are the foundation of our transportation system. In San Angelo, roadways are probably our most valuable transportation commodity. Roadways consist of major and minor arterials, collector streets and neighborhood streets. This infrastructure is consistently used, and a demand increase has been demonstrated over the years.

On a local level, people navigate city streets and state-maintained roadways to access shopping, educational sites, recreational areas, work sites, family and friends. A roadway network that is maintained and efficient is necessary to further these and other needs and opportunities.

### **Preservation of existing transportation systems**

The preservation and efficient use of the existing transportation system are prime goals of the MPO. The system must be resilient and able to recover in adverse conditions. System recovery from an interruption must be easily accomplished. Therefore, a major portion of plan funding is dedicated to projects and programs specifically intended to maintain, repair and rehabilitate, and or reconstruct the existing system. Most mobility improvement projects also contain elements of system preservation and rehabilitation. The SA-MPO encourages the use of strategies in the design and construction of new or rehabilitated facilities that extend the useful life of the facility and minimize maintenance requirements. Strategies considered for the achievement of this goal include the combination of rehabilitation, mobility improvements, and safety improvements into single projects whenever feasible and the use of long-lasting, low maintenance construction materials and design.

Evaluation, grading and prioritization of projects ensures that available funds are distributed and dedication to projects that benefit the community and the facilities in an efficient and cooperative manner.

### **City Capital Improvement Plan**

The City of San Angelo through City Management and the City Council plan and fund the city system through the Capital Improvement Plan. This plan is a series of scheduled, funded and prioritized projects. The city charter requires a five-year CIP to be published and available to citizens – it is in hard copy form at City Hall, 72 W. College Ave., or via the links on the City Website.

# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan

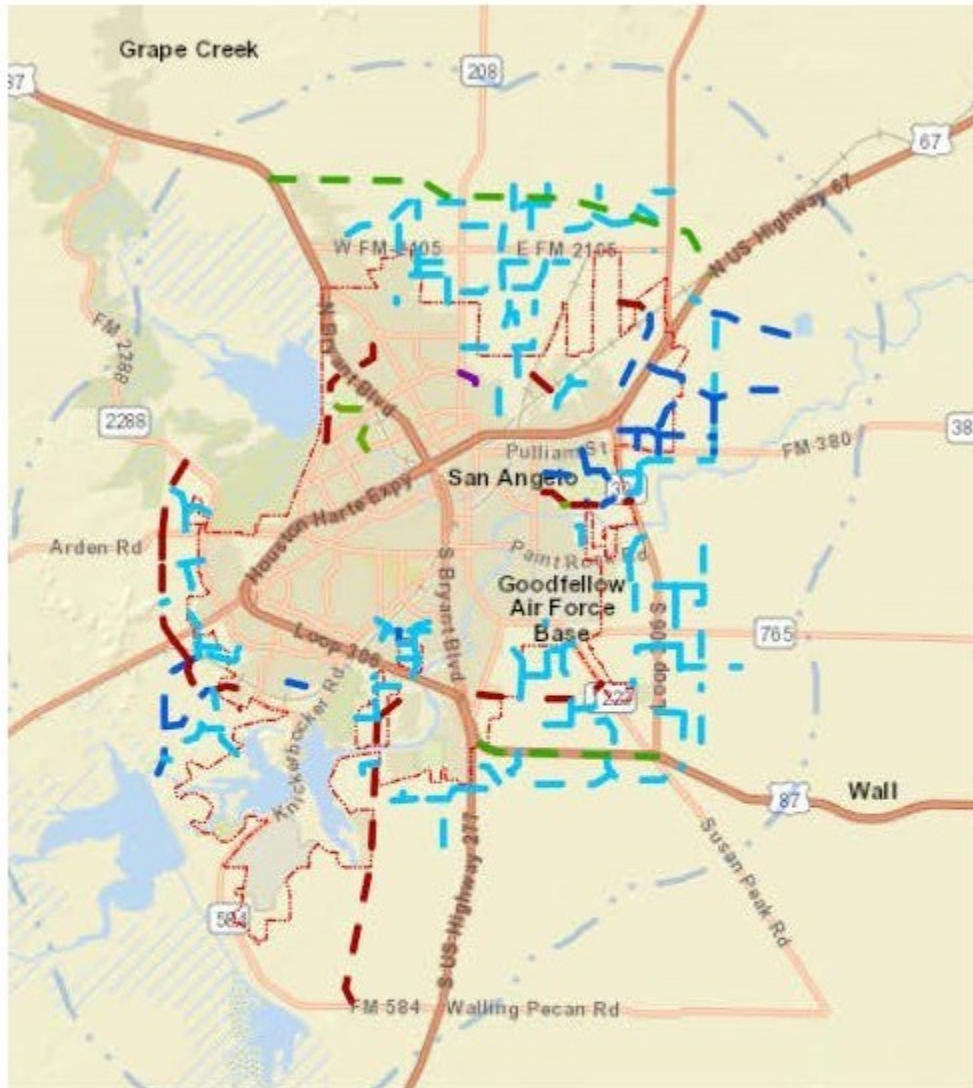
RECONSTRUCTION PROJECTS								
Street Study Priority	Bond Funding Year Scheduled	Street Name	From	To	RECONSTRUCTION PROJECTS: Estimated Totals			
					Roadway	Water Utilities	Wastewater Utilities	Project
1	Year 1 - Completed	MLK Blvd	Loop 306	29th St	\$4,503,751	\$939,913	\$1,174,892	\$7,793,448
2	Year 1 - In Progress	Bell St	Loop 306	Harris St	\$3,055,440	\$501,016	\$626,270	\$4,182,727
3	Year 1 - In Progress	Bell St	Harris St	Rio Concho Dr	\$3,227,388	\$529,211	\$661,514	\$4,418,114
4	Year 1 - In Progress	Bell St	Old Ballinger Hwy	Loop 306	\$2,711,866	\$444,679	\$555,848	\$3,712,393
5	Year 5 - In Design	College Hills Blvd	Loop 306	Avenue N	\$9,930,766	\$1,628,399	\$2,035,499	\$13,594,664
6	Year 7	Avenue N	Sherwood Way	S Chadbourne St	\$13,183,753	\$2,161,808	\$2,702,260	\$18,047,821
7	Year 9	Southwest Blvd	West Loop 306	Rockbrook	\$9,475,387	\$1,553,728	\$1,942,160	\$12,971,275
8	Year 3	29th St/ Edmund Blvd	Howard St	N Bryant Blvd	\$5,145,846	\$843,791	\$1,054,739	\$7,044,376
9	Year 9	S Johnson St	Avenue N	Knickerbocker Rd	\$6,408,712	\$1,050,870	\$1,313,587	\$8,773,169
10	Year 3 - In Design	Glenna Dr	Loop 306	Woodlawn	\$1,628,121	\$266,971	\$333,714	\$2,228,807
11		Junius St/ W 19th St	Howard St	N Abe St	\$6,123,259	\$1,004,062	\$1,255,078	\$8,382,400
12		Pecos St/ W. Harris Ave	Sherwood Way	N Abe St	\$5,593,587	\$917,209	\$1,146,512	\$7,657,308
13		Rio Concho Dr	S Magdalen St	Roosevelt St	\$2,821,489	\$462,654	\$578,318	\$3,862,461
14		29th St/ 28th St	N Bryant Blvd	Armstrong St	\$6,558,836	\$1,075,486	\$1,344,358	\$8,978,680
15		N. Chadbourne St	US Hwy 87	43rd St	\$5,211,749	\$854,597	\$1,068,247	\$7,134,593
16		19th St/ 14th St/ Culwell St/ Hughes St	Armstrong St	N Bell St	\$7,574,469	\$1,075,366	\$1,344,207	\$9,994,042
17		Southland Blvd	Sherwood Way	Southwest Blvd	\$6,558,102	\$1,075,366	\$1,344,207	\$8,977,676
18		Southland Blvd	Valley Ridge Ln	Knickerbocker Rd	\$2,434,349	\$399,173	\$498,966	\$3,332,487
19		S Jackson St	University Ave	S Bryant Blvd	\$6,603,701	\$1,082,843	\$1,353,554	\$9,040,098
20		Main St	19th St	25th St	\$1,882,466	\$308,678	\$385,847	\$2,576,990
21		Foster Rd	Kansas Ave	Loop 306	\$1,760,106	\$288,614	\$360,767	\$2,409,486
22		N Washington St	Loop 306	W Twohig Ave	\$1,826,860	\$299,560	\$374,450	\$2,500,869
23		Pruitt Dr	Old Ballinger Hwy	E 37th St	\$1,004,944	\$164,786	\$205,982	\$1,375,712
24		South Concho Dr/ Country Club Rd	Knickerbocker Rd	Fish Hatchery Rd	\$7,967,997	\$1,306,554	\$1,633,192	\$10,907,743
25		Mercedes Ave	Glenna Dr	City Limits	\$2,515,267	\$412,441	\$515,552	\$3,443,260
					<b>\$125,708,213</b>	<b>\$20,647,775</b>	<b>\$25,809,719</b>	<b>\$173,340,599</b>

MILL AND OVERLAY PROJECTS								
Street Study Priority	Street Name	From	To	MILL AND OVERLAY PROJECTS: Estimated Totals				
				Roadway	Water	Utilities	Wastewater Utilities	Project
1	Year 3 - In Design	N. Chadbourne St	Loop 306	43rd Street	\$3,489,872	\$2,289,009	\$2,861,261	\$8,640,142
2	Year 3 - In Design	Glenna Dr	Woodlawn Dr	Howard St	\$1,560,497	\$1,023,531	\$1,279,414	\$3,863,442
3	Year 3	Sunset Dr	College Hills Blvd	Knickerbocker Rd	\$1,050,869	\$689,266	\$861,582	\$2,601,718
4	Year 7	Sunset Dr	Loop 306	S. College Hills Blvd	\$2,346,951	\$1,539,366	\$1,924,208	\$5,810,525
5	Year 3	Sunset Dr	Knickerbocker Rd	Foster Rd	\$1,348,930	\$884,764	\$1,105,955	\$3,339,648
6	Year 3	Southwest Blvd	Rockbrook	Twin Mountain	\$1,971,281	\$1,292,965	\$1,616,206	\$4,880,452
7	Year 5	E. Harris St	N. Abe St	N. Bell St	\$2,814,969	\$1,846,340	\$2,307,925	\$6,969,233
8	Year 1 - Completed	S. College Hills Blvd	Loop 306	Valleyview Blvd	\$1,259,253	\$825,945	\$1,032,431	\$3,117,628
9	Year 3 - In Design	N. Chadbourne St	US Hwy 67	E. Concho Ave	\$1,210,917	\$794,241	\$992,801	\$2,997,959
10	Year 5	S. Chadbourne St	W. Ave B	E. Ave I	\$929,498	\$609,658	\$762,073	\$2,301,229
11	Year 5	Howard St	Greenwood Dr	US Hwy 67	\$924,444	\$606,343	\$757,929	\$2,288,717
12	Year 5	Howard St	US Hwy 67	Pecos St	\$257,265	\$168,740	\$210,925	\$636,930
13	Year 3	N. Johnson St / S. Johnson St	Sherwood Way	W. Ave N	\$524,569	\$344,065	\$430,082	\$1,298,716
14		W. Concho Ave / E. Concho Ave	Santa Fe Park Dr	Magdalen St	\$1,121,039	\$735,290	\$919,112	\$2,775,441
15	Year 5	Christoval Rd	Paint Rock Rd	S Chadbourne St	\$1,368,491	\$897,594	\$1,121,993	\$3,388,078
16		W. Beaugard Ave	W. Ave N	Sherwood Way	\$1,438,593	\$943,574	\$1,179,468	\$3,561,635
17	Year 5	S. Washington St / W. Washington St	W. Twohig Ave	S. Chadbourne St	\$1,124,290	\$737,422	\$921,778	\$2,783,490
18	Year 7	Smith Blvd	US Hwy 67	Gordon Blvd	\$508,018	\$333,209	\$416,511	\$1,257,738
19		Smith Blvd	US Hwy 67	Pulliam St	\$478,174	\$313,635	\$392,044	\$1,183,853
20		Rio Concho Dr	Roosevelt St	S. Bell St	\$518,563	\$340,126	\$425,157	\$1,283,846
21		Southland Blvd	Southwest Blvd	Valley Ridge Ln	\$1,053,262	\$690,835	\$863,544	\$2,607,641
22		Valleyview Blvd	Southwest Blvd	Stone Canyon Trl	\$776,074	\$509,027	\$636,284	\$1,921,385
23		E. 50th St (Lakeview Heroes Dr)	Caulley Dr	Meadow Dr	\$461,274	\$302,550	\$378,187	\$1,142,011
24		Old Ballinger Hwy	N. Bell St	Covington Rd	\$1,674,082	\$1,098,032	\$1,372,540	\$4,144,654
25		Stone Canyon Trl	Loop 306	Valleyview Blvd	\$1,017,314	\$667,257	\$834,071	\$2,518,643
26		E. 50th St (Lakeview Heroes Dr)	Armstrong St	City Limits	\$143,035	\$93,817	\$117,271	\$354,123
27		Valleyview Blvd	S. College Hills Blvd	Knickerbocker Rd	\$784,879	\$514,803	\$643,504	\$1,943,186
28		Foster Rd	Loop 306	End	\$1,100,609	\$721,890	\$902,363	\$2,724,863
29		Twin Mountain Dr	Southwest Blvd	Knickerbocker Rd	\$1,584,338	\$1,039,169	\$1,298,961	\$3,922,468
					<b>\$34,841,350</b>	<b>\$22,852,463</b>	<b>\$28,565,579</b>	<b>\$86,259,392</b>



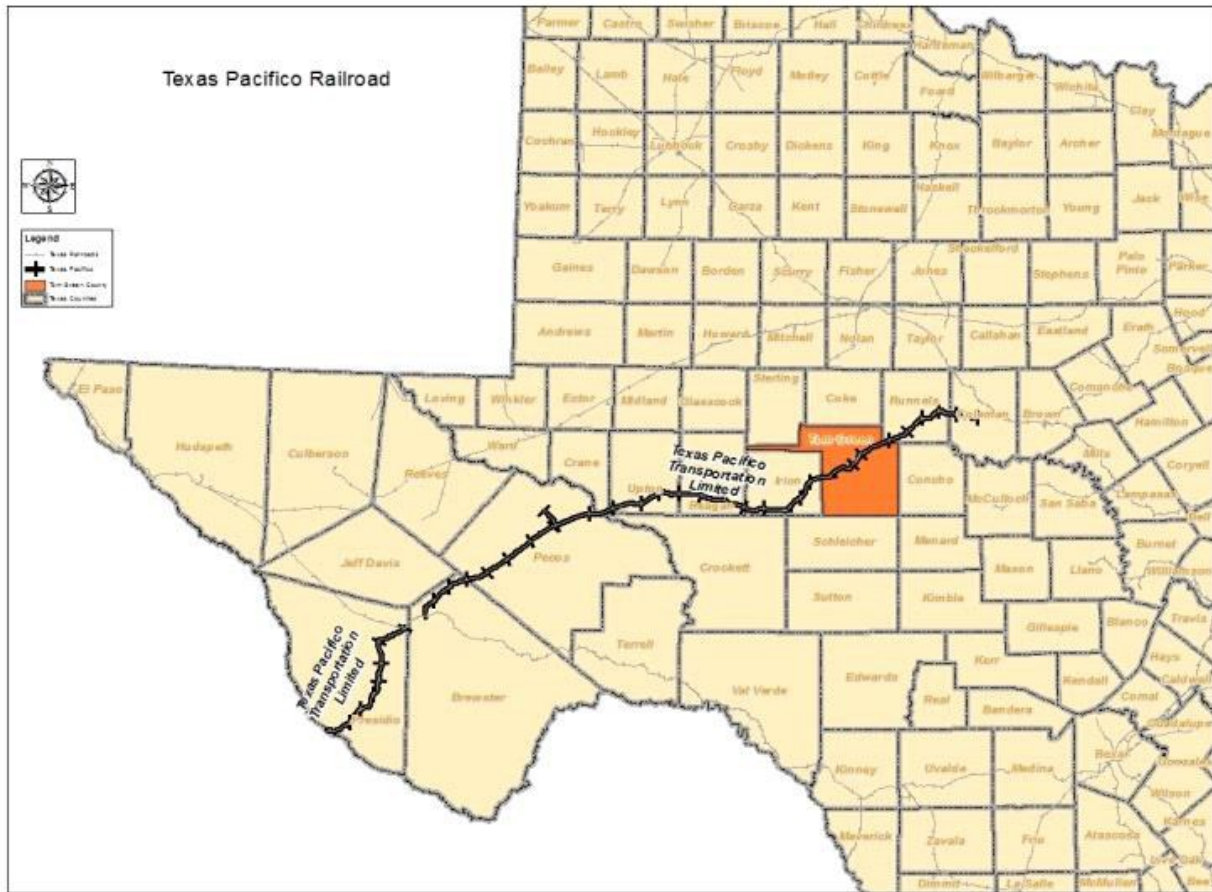


## Future Thoroughfare



- Future Freeway
- Future Major Arterial
- Future Minor Arterial
- Future Major Collector
- Future Minor Collector
- Future Parkway

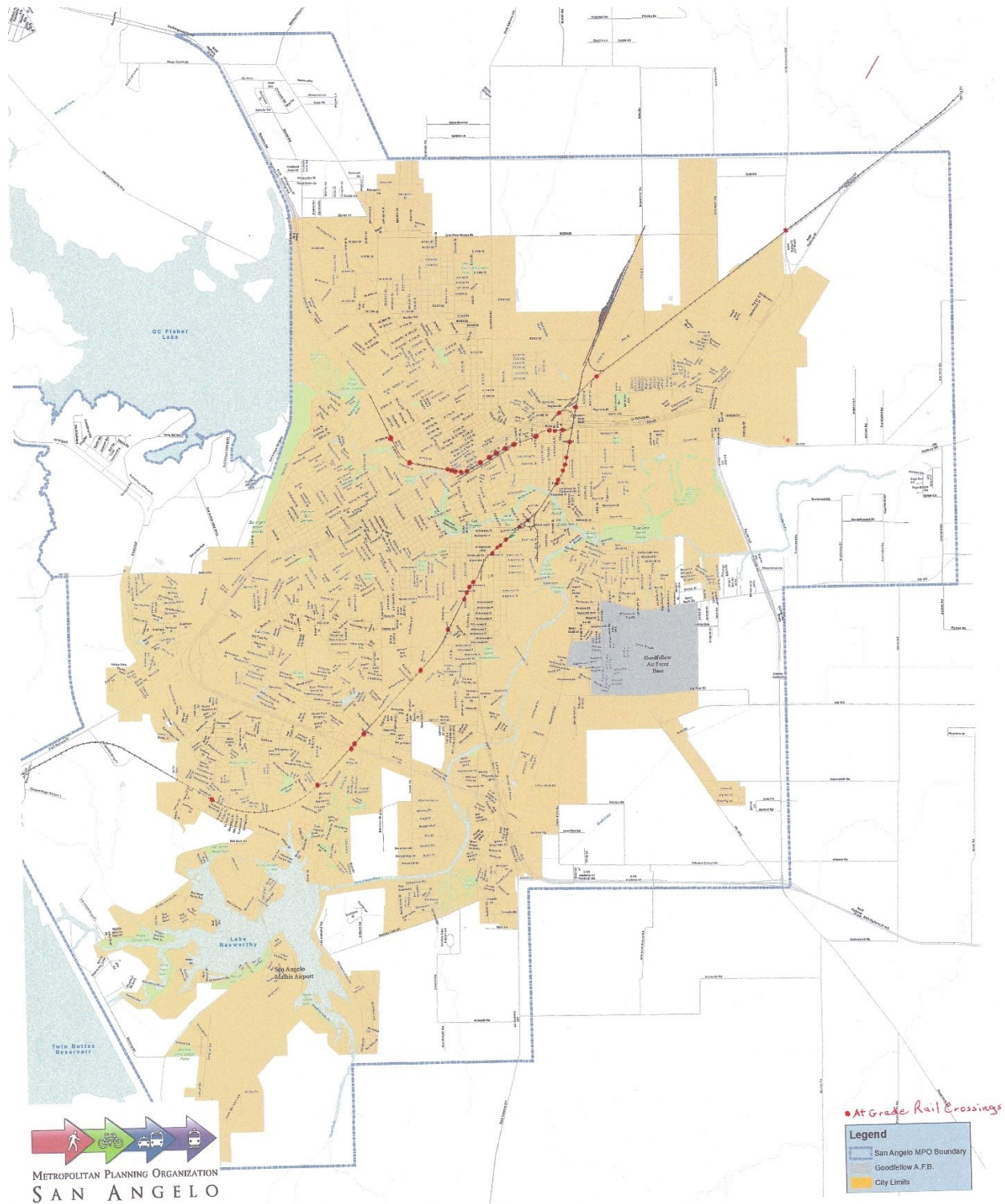
## Rail



Conflicts between railway and roadways continue to be a major concern in the San Angelo Metropolitan Area. Most rail crossings are at grade crossings creating several opportunities for conflict. These conflicts become safety problems if vehicular traffic fails to yield to the trains. The Texas Pacific mainline continues to be the dividing line between the north and south portions of the urban area. This railway is a major cross-country mainline connecting West Texas with Mexico. Most of the public road crossings of the Texas Pacific mainline in the San Angelo Metropolitan Area are either equipped with automatic warning signals and gates or grade separated. However, many are still at grade crossings with no warning mechanisms. This is a valid concern and active conversation for motorized and non-motorized travelers when planning for “Safe Streets for All” mobility.



## At Grade Rail Crossings





## **Increased accessibility and mobility of people and freight**

Programs to increase accessibility of the transit system, especially to mobility-impaired citizens, and provide a better range of options to commuters and tourists is recommendation process with stakeholders. Commercial traffic, especially heavy freight carriers on the highways is a state and MPO priority. Travel Time Reliability is important, so MPO staff and planning partners always looking for ways to improve the reliability of the system.

## **Bridges**

The report on Texas Bridges is prepared by the TxDOT Bridge Division: This report describes Texas publicly owned vehicular bridges and their condition based on information in the Bridge Inspection Database, the Unified Transportation Program (UTP) planning document, and the Design and Construction Information System (DCIS). It describes bridges categorized by location either on or off the state highway system. It also describes the condition of Texas bridges in terms of sufficiency: sufficient bridges (bridges in good or better condition), structurally deficient bridges, functionally obsolete bridges, and sub-standard-for-load-only bridges. The report tracks the progress toward TxDOT's goals to: Make 80% of Texas bridges in good or better condition; and to eliminate structurally deficient on-system bridges.

County governments provide significant matching funds for county bridge rehabilitation and replacement, but the MPO does not project funding for that program as it is managed on a statewide basis. Other financial sources included City of San Angelo economic development funds and funds derived from local tax increment financing funds, each may be used as financial resources for specific projects on a restricted basis.

Programs Financially Constrained on Statewide Basis - Some classifications of funds, such as bridge rehabilitation and replacement, statewide transportation enhancement program, statewide safety program, and Safe Routes to Schools are managed and constrained at the state level through the Unified Transportation Plan. Projects that would be financed by these funds are expected to occur in the San Angelo Metropolitan Area but may not be reasonably projected for particular amounts of funding or year of expenditure. The MPO in cooperation with stakeholders and planning partners maintains financially constrained plans through cooperative project dedicated funding creating two kinds of projects. Funded and unfunded projects.

## **ROADWAY MANAGEMENT NETWORK**

Roadway management network encompasses all programs designed to maintain or improve the street network of San Angelo. The system includes all streets in the San Angelo MPO planning area from expressways to local streets. In addition, the State and U.S. highways are included as they run through the planning area. City streets are up for sealcoat overlays once every eight years.

## **Future Development**

The dedication of Interstate 14 (Gulf Coast Strategic Highway System) and Interstate 27 (Ports to Plains) corridors will open up intrastate commerce and international trade. This plan contains elements that will expedite travel and the free movement of commerce within and through the San Angelo Metropolitan Area.

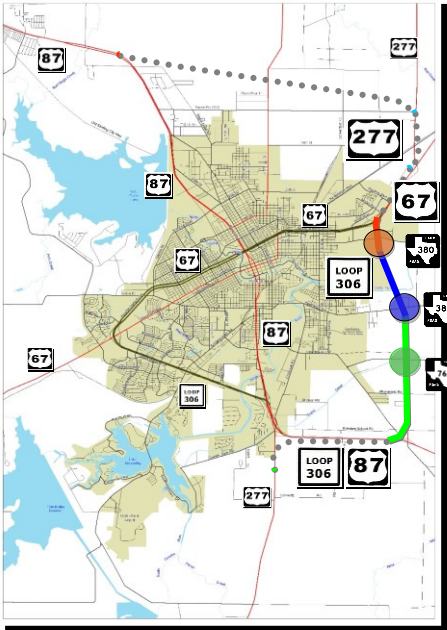
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Important elements of the plan are projects that will improve the principal arterials that pass through the metropolitan area and the connections between these arterials and major traffic generators. The MPO Technical Advisory Committee and the Policy Board are also spending significant energy and funding to complete a freight relief route around the city to handle the increased freight and people traffic associated with the associated enterprise. Land use, future vision and economic development are under constant evaluation by the committee and our planning partners in the Planning Area.

Below are two maps, samples of events that will likely have a large and lasting effect on land use, vision and economic development.



# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan

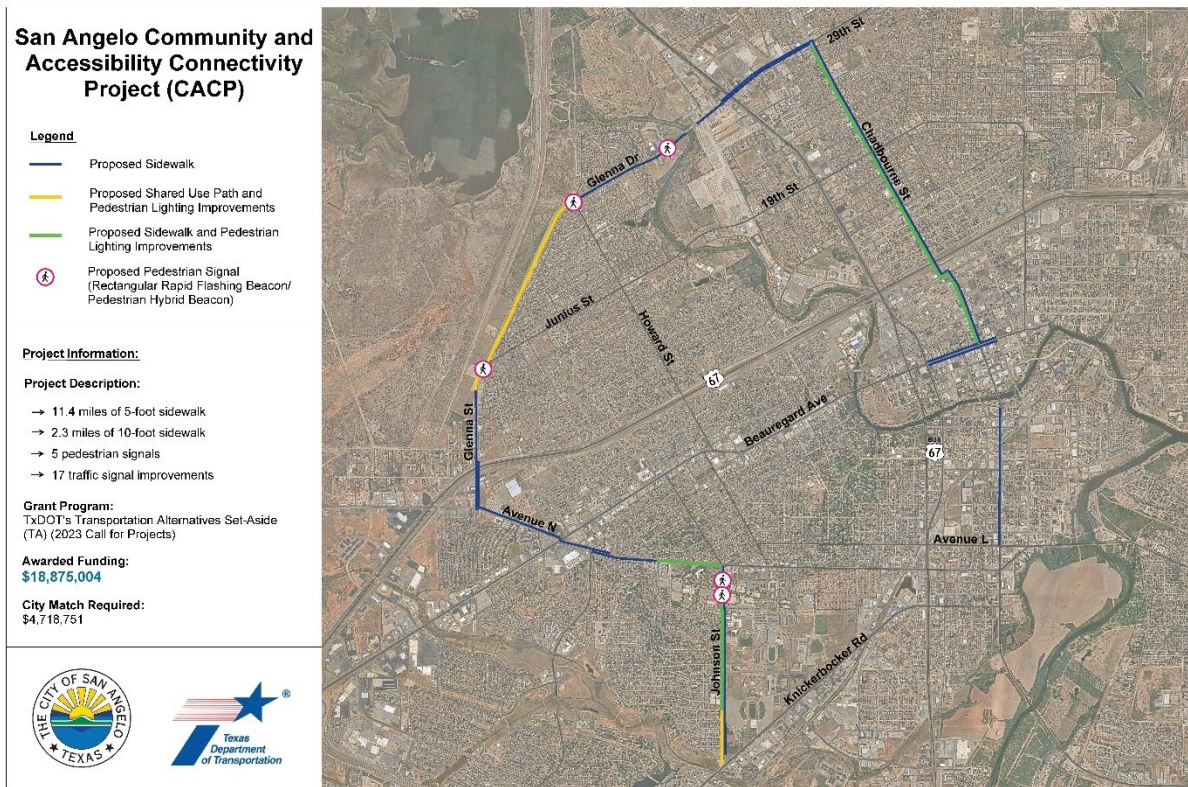


Projects not completed that are a part of the San Angelo Relief Route contributing to the connectivity of future Interstates		
New Highway	0907-24-055	Construct new alignment for Interstate Relief Route
US 87	0070-02-092	Upgrade existing 4-lane divided highway to freeway with frontage roads
US 277	0264-06-047	Construct new bridge over railroad crossing and Old Ballinger Rd.
US 277	0264-06-044	Reconstruct 2-lane highway to 4-lane divided freeway

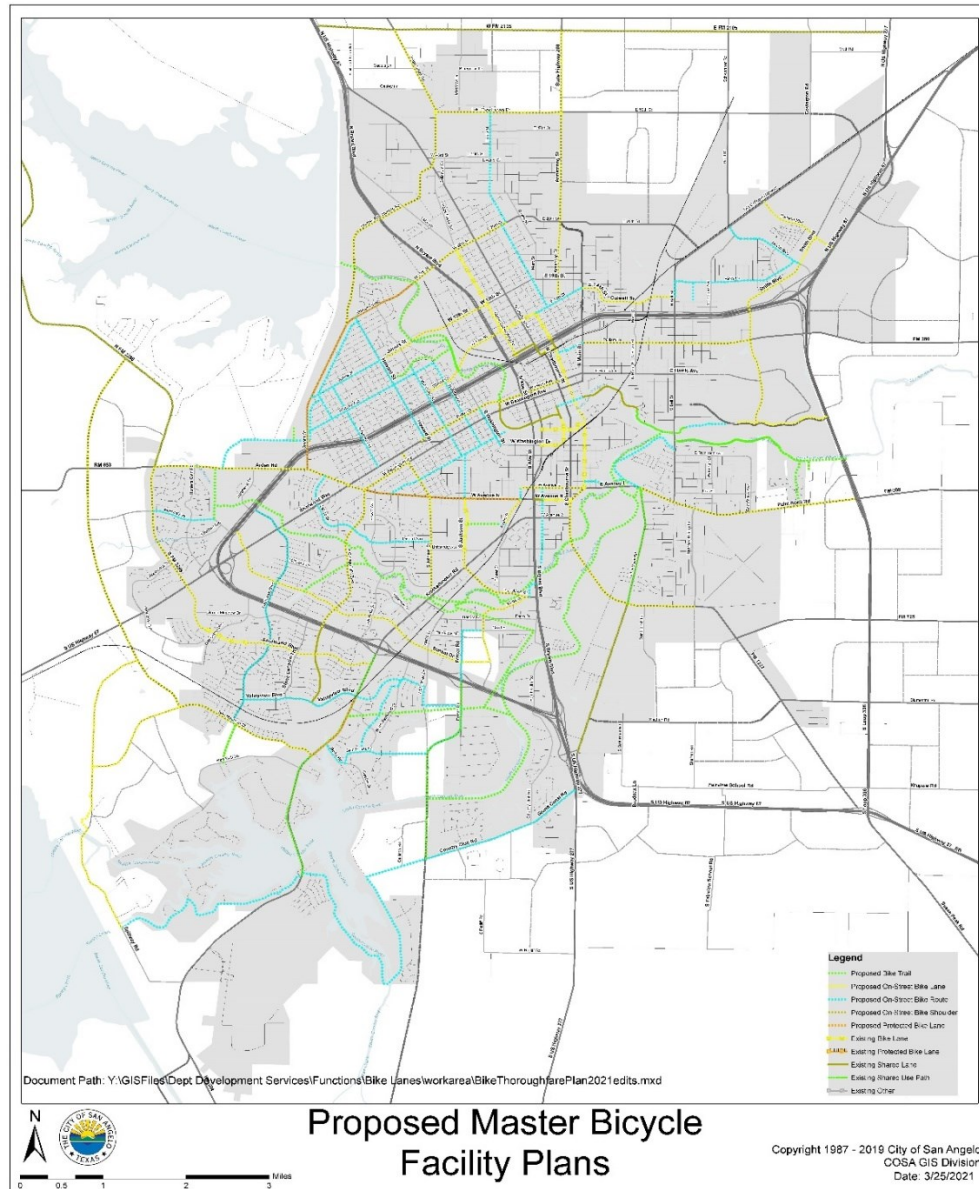


## Bicycle and Pedestrian Plan

Accommodation of bicycles and pedestrians is an ongoing process. The San Angelo MPO is working closely with the City of San Angelo to update their Bicycle/Pedestrian Plan. A Bicycle Pedestrian Safety Committee was established that is comprised of members from Angelo State University, San Angelo Independent School District, San Angelo TxDOT, Goodfellow AFB, San Angelo Fire Department, San Angelo Police Department, CVT Transit, local businesses, bicycling clubs and citizens. This group continues to put together ideas for improvements to the current plan for the City of San Angelo. A new Bicycling Facility Plan map has been designed and establishes a new future for safe cycling and pedestrian movement in San Angelo.



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The San Angelo MPO also works closely with the Tom Green County and San Angelo Office of Emergency Management to address issues such as hazardous materials transportation, evacuation routes, and emergency detouring capability.

San Angelo MPO is working with planning partners and stakeholders to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and enhance travel and tourism.

### Financial Constraints

The Texas Transportation Commission and TxDOT use the Unified Transportation Program (UTP) as TxDOT's 10-year plan to guide transportation project development. The UTP is developed annually in accordance with the Texas Administrative Code (TAC §16.105) and is approved by the Texas Transportation Commission annually prior to August 31. The UTP

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authorizes projects for construction, development and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. The UTP is part of a comprehensive planning and programming process deriving from TxDOT's agency mission to project-level implementation. The UTP is an intermediate programming document linking the planning activities of the Statewide Long-Range Transportation Plan (SLRTP), the Metropolitan Transportation Plans, and Rural Transportation Plan to the detailed programming activities under the Statewide Transportation Improvement Program (STIP) and TxDOT's 2 year Letting Schedule. More specifically, the UTP is a listing of projects and programs that are planned to be constructed and/or developed within the first ten years of the 24-year SLRTP.

Project development includes activities such as preliminary engineering work, environmental analysis, right of way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

### **Outside Influences**

The boom in the oil and gas industry throughout the Permian Basin is having a definite impact in the San Angelo area. From predictions, this boom will continue to accelerate for many years into the future. The impacts of the industry's heavy truck traffic is an issue not only for the San Angelo area but all of West Texas. The impacts are positive and negative as well. Economic development has enjoyed a boost because of it and highways are taking the toll of it in the areas of maintenance and travel time reliability.

The U.S. has become an energy superpower because of the Permian. The region's crude output has doubled in the last four years, and could rise another 50 percent by 2023, according to industry consultant IHS Markit. That could propel the U.S. past Saudi Arabia and Russia, which in recent years have alternated in the role of world's top oil producer. Such a development would have far-reaching economic and political implications for everything from America's foreign policy to OPEC's influence in global energy markets. This depository will account for a third of the entire world's growth in oil supply next year, according to the U.S. Energy Information Administration. The payoffs are already visible. Texas has logged 21 consecutive months of job growth tied to the oil industry. And while oil and gas accounts for only about 1.3 percent of the nation's economic output, that statistic is up a third from 2008.



**Permian Basin/San Angelo**

**Legend**

- State Highways
- Permian Basin
- Permian Basin
- State Counties

The map displays the state of Texas with county boundaries and major highways. The Permian Basin/San Angelo region is highlighted in green. The map includes a legend, a compass rose, and labels for various counties and highways.

Priority and Financial Constraint is imperative in any plan. Therefore, projects selected for the Unified Transportation Plan must have funding available and programed. There is also a list of unfunded projects that the future depends on but are not ready for development or letting at this time.

The San Angelo area is growing at a steady pace. News businesses, more vehicles, and individuals re-locating to the city and the surrounding area is having an impact on the entire transportation system. Attempting to keep infrastructure consistent with the demand can be challenging with shortages in some categories of transportation funding.

Planning, developing, and implementing news projects are no easy task. Implementing projects takes coordination, collecting and analyzing data, identifying deficiencies and determining where

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the needs are greatest. To help with understanding where and when projects need to be constructed the Metropolitan Transportation Plan includes a project listing. Projects included in the listing are divided into two separate funding categories – Funded and Unfunded.

Estimated costs for highway projects listed in the following charts are not adjusted for inflation, and do not reflect anticipated construction cost increases. Furthermore, they do not anticipate potential changes in Federal and State allocations over the life of this document.

### Funded Project List

San Angelo MPO Transportation Projects						
Project Name	MPO Project #	Project Type	Location	Description	Project Year	Estimated Cost
SL 378	0159-07-007	Highway	Central	Widen, add center turn lane, ACP overlay	2024	\$19,628,800
US 277	0264-06-044	Highway	Northeast	Construct freeway main lanes, possible frontage roads	2026	\$15,000,231
US 277	100-23-02	Highway	Northeast	Overpass over at-grade rail crossing	2026	\$25,000,000
FM 2288	2141-02-016	Highway	West	Reconstruct and widen 4.0 miles of southern end of FM2288	2028	\$20,417,400
ADA Improvements	100-19-03	Highway	Various Locations Around the City	Construct Sidewalks and ADA Improvements	2019	\$3,500,000
US 87	0070-02-092	Highway	South	Upgrade existing 4-lane divided section to freeway with frontage roads	2032	\$30,800,000
US 277	100-20-02	Highway	South	Intersection Improvements at Grand Canal	2020	\$2,500,000
FM 2288	100-26-01	Highway	West	Construct Shared Use Path (CRP Funds)	2026	\$13,800,956
						\$130,647,387

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## Unfunded Projects List

Unfunded					
Highway	UFN#	Limits From	Limits To	Estimated Cost	Description
Railroad Overpass	UFN06	At US 87 and Avenue M		\$20,000,000	Construct new overpass over railroad tracks on US 87
US87/FM2105 Interchange	UFN07	At US 87 and FM2105		\$18,000,000	Construct Interchange at US-87 and FM 2105
Railroad Overpass	UFN08	Knickerbocker South of Loop 306	Knickerbocker South of Loop 306	\$20,000,000	Construct new overpass over railroad tracks on knickerbocker
Railroad Overpass	UFN09	At US 87 and Currier St.		\$20,000,000	Construct new overpass over rail road tracks on US 87
US 87 North Bryant Blvd.	UFN10	US 87 Houston Harte Freeway Interchange	W. 29 <sup>th</sup> Street	\$4,500,000	Widen roadway and replace current median ditch with storm drain system
Knickerbocker Road Overpass	TBD	Frontage Loop 306	Frontage Loop 306	TBD	TBD
				<b>\$62,500,000</b>	<b>Total Cost</b>

## Transit Funds

For transit, the MPO assumes that revenue levels will be generally the same as in previous years. However, due to economic changes and inflation costs, the MPO estimates the Year of Expenditure (YOE) funding will increase by 5 percent by each year. The chart below provides an estimate of expected transit funding for fiscal years 2025-2050. Federal, state, and local revenue projections shown in the chart below are based on 2024 estimates.

One other item to note about the chart below is that figures shown for fiscal years 2025-2028 are consistent with those in the respective Transportation Improvement Program. Total transit funding for these four years is expected to be \$18,235,913. This is a combination of Categories 5307 and 5339.

To provide a more through breakdown of transit funding, the chart on page 102 shows expected funds by category. The first chart represents fiscal years 2025-2028. The second chart shows 2029-2050. For fiscal year 2029-2050, the total estimated revenue from the combination of federal, state, and local funds is approximately \$176,516,923.

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**Transit Project List**

Transit projects funding by STIP fiscal years								
MPO Proj #	Type	Fiscal Yr	Apport. Yr	Fed Funds	State Funds	Local Funds	Other Funds	Total
<b>PT200-25-01</b>	<b>Operating</b>	<b>2025</b>	<b>2024</b>	<b>\$1,229,203</b>	<b>\$457,767</b>	<b>\$737,912</b>	<b>\$0</b>	<b>\$2,424,882</b>
<b>PT200-25-02</b>	<b>Operating</b>	<b>2025</b>	<b>2024</b>	<b>\$922,689</b>	<b>\$0</b>	<b>\$224,381</b>	<b>\$0</b>	<b>\$1,147,070</b>
PT200-25-02	Operating	2025	2024	\$744,533	\$0	\$186,133	\$0	\$930,666
<b>PT200-25-04</b>	<b>Safety/Sec</b>	<b>2025</b>	<b>2024</b>	<b>\$21,416</b>	<b>\$0</b>	<b>\$5,063</b>	<b>\$0</b>	<b>\$26,479</b>
PT200-25-05	Capital	2025	2024	\$38,000	\$0	\$9,500	\$0	\$47,500
PT200-25-06	Capital	2025	2022	\$216,683	\$0	\$0	\$32,503	\$249,186
PT200-25-07	Capital	2025	2023	\$223,243	\$0	\$0	\$33,486	\$256,729
PT200-25-08	Capital	2025	2024	\$267,377	\$0	\$0	\$40,107	\$307,484
PT200-25-09	Operating	2025	2022	\$1,439,757	\$411,365	\$813,449	\$0	\$2,664,571
PT200-25-10	Capital	2025	2022	\$13,440	\$0	\$3,360	\$0	\$16,800
<b>PT200-26-01</b>	<b>Operating</b>	<b>2026</b>	<b>2025</b>	<b>\$1,266,079</b>	<b>\$471,500</b>	<b>\$760,049</b>	<b>\$0</b>	<b>\$2,497,628</b>
<b>PT200-26-02</b>	<b>Operating</b>	<b>2026</b>	<b>2025</b>	<b>\$950,369</b>	<b>\$0</b>	<b>\$231,113</b>	<b>\$0</b>	<b>\$1,181,482</b>
<b>PT200-26-04</b>	<b>Safety/Sec</b>	<b>2026</b>	<b>2025</b>	<b>\$22,059</b>	<b>\$0</b>	<b>\$5,215</b>	<b>\$0</b>	<b>\$27,274</b>
PT200-26-05	Capital	2026	2025	\$40,660	\$0	\$10,165	\$0	\$50,825
<b>PT200-27-01</b>	<b>Operating</b>	<b>2027</b>	<b>2026</b>	<b>\$1,304,060</b>	<b>\$485,644</b>	<b>\$782,851</b>	<b>\$0</b>	<b>\$2,572,555</b>
<b>PT200-27-02</b>	<b>Operating</b>	<b>2027</b>	<b>2026</b>	<b>\$978,881</b>	<b>\$0</b>	<b>\$93,135</b>	<b>\$0</b>	<b>\$1,072,016</b>
<b>PT200-27-03</b>	<b>Safety/Sec</b>	<b>2027</b>	<b>2026</b>	<b>\$23,871</b>	<b>\$0</b>	<b>\$5,970</b>	<b>\$0</b>	<b>\$29,841</b>
PT200-27-05	Capital	2027	2026	\$43,506	\$0	\$10,673	\$0	\$54,179
<b>PT200-28-01</b>	<b>Operating</b>	<b>2028</b>	<b>2027</b>	<b>\$1,343,182</b>	<b>\$500,214</b>	<b>\$806,337</b>	<b>\$0</b>	<b>\$2,649,733</b>
<b>PT200-28-02</b>	<b>Operating</b>	<b>2028</b>	<b>2027</b>	<b>\$1,008,247</b>	<b>\$0</b>	<b>\$95,929</b>	<b>\$0</b>	<b>\$1,104,177</b>
<b>PT200-28-03</b>	<b>Safety/Sec</b>	<b>2028</b>	<b>2027</b>	<b>\$24,587</b>	<b>\$0</b>	<b>\$6,149</b>	<b>\$0</b>	<b>\$30,736</b>
PT200-28-	Capital	2028	2027	\$46,551	\$0	\$11,420	\$0	\$57,971

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**2025-2028 TIP**

November 2024 Amendment

## Grouped Projects

Finally, some of the most necessary transportation work in the city may be completed by TxDOT without a specific listing of the project in the MTP. The table shown below is the approved grouped project category descriptions. This table shows the potential projects that would not be required to be listed individually in the MTP. These projects are funded out of the Category 1, 11, and Proposition 1 allocation.

## Grouped Project Control Job Numbers (CSJ) by Category

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.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossing and to rehabilitate functionally obsolete or structurally deficient bridges.
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 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 System 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/VHS 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.

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5000-00-918	Transit Improvements and Programs	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.
Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.		
Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).		

## Chapter 3

### Public Participation

Public participation is required and sought after for any entity that receives Federal Highway Administration or Federal Transit Administration Funds. The San Angelo Metropolitan Planning Organization has developed and uses a documented participation plan that defines a process for providing individuals with reasonable opportunity and easy path to become and stay involved in the metropolitan transportation planning process.

The public participation plan is in compliance with the planning requirements associated with 23 CFR 450.316(a) which states:

1. The MPO develops a proactive participation plan in consultation with all the interested parties and, at a minimum, describes explicit procedures, strategies, and desired outcomes for:
  - Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the Transportation Improvement Plan (TIP)
  - Providing timely notice and reasonable access to information about transportation issues and processes
  - Employing visualization techniques to describe metropolitan transportation plans and TIPs
  - Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
  - Holding any public meetings at convenient and accessible locations and times
  - Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP



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- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
  - Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts
  - Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part and
  - Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
2. When significant written and oral comments are received on the draft metropolitan transportation plan and the TIP (including the financial plans) as a result of the participation process in this selection or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
  3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
  4. Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, which ensure that no person will, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.
  5. Comply with Presidential Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Environmental Justice directed federal agencies to develop environmental justice strategies to help federal agencies address disproportionately high and adverse human health or environmental effects of their programs on minority, elderly, disabled, and low-income populations. Moreover, this order is intended to promote nondiscrimination in federal programs that affect human health and the environment. It aims to provide underrepresented communities access to public information and public participation in matters relating to human health and the environment.

### Public Participation Process General Guidelines

This Participation Plan is intended to provide regulation for public involvement activities to be conducted by the Metropolitan Planning Organization and contains the policies, goals,

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objectives, and techniques used by the MPO for public involvement. In its public participation process, the MPO will:

- Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).
- Provide reasonable public access to technical and policy information used in the development of the long-range Transportation Plans, the Transportation Improvement Program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
- Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the Long-Range Transportation Plans, the Transportation Improvement Program, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan will be made available.
- Respond in writing, when applicable, to public input. When significant written and oral comments are received on the draft transportation plan (including the financial plan for the TIP and Long-Range Transportation Plan) because of the public participation process or the interagency consultation process required under SAFETEA-LU, report on the disposition of comments will be made part of the final plan.
- Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO will provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation. Other required parties include representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process via Section 6001(i)(5)(A).

### Public Participation Plan Goals

The San Angelo Metropolitan Planning Organization is dedicated to the citizens of the community and is always willing to listen and take comments. As a member of the community, you have the opportunity to get involved with the organization and share your thoughts and ideas.

The Public Participation Plan (PPP) is the official procedural document that the San Angelo MPO observes to ensure transportation-planning processes include input from the citizens,

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advisory committees, private transportation providers, agencies, and other interested parties and stakeholders.

The San Angelo MPO understands and recognizes the importance of the Participation Plan. To provide a clear and concise direction for stakeholder involvement, the PPP has the following goals:

- **Visibility:** Raise awareness of the MPO as a leader in transportation planning for San Angelo and Tom Green County.
- **Engagement:** Involve the public in every phase of the transportation planning process.
- **Notification:** Notify the public when key decisions are being made and provide opportunities for comment.
- **Responsiveness:** Ensure that issues raised by the public are explicitly considered and responded to.
- **Communication:** Ensure that all communication media and MPO plans are presented in a format understood by partner agencies and the public.
- **Resourcefulness:** Be creative-optimize and use resources dedicated to public participation effectively.
- **User-Friendliness:** Provide user-friendly collateral materials and communicate in a clear, credible, concise, and consistent manner. Use Visualization techniques to describe plans from citizen perspective.
- **Ease:** Reach out to inform and engage populations that have potential to be under-served in transportation decision making.
- **Compliance:** Meet or exceed the spirit, intent, and requirements of local, state, and federal regulations.

## Document Revision Guidelines

The Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other MPO documents are commonly revised to include new projects, new funding, or to delete projects. Sometimes these revisions are formal and require public notice and board approval.

Conversely, not all of the MPOs revisions require a formal amendment process. For this reason, document revisions are broken down into two categories: Major and Administrative. The basic distinction between these types of amendments is Major Amendments require public notice, public involvement, and board approval. Minor (administrative) amendments are completed with notation outlined in the document.

Generally, significant changes to the design concept, cost, scope of project, or addition/deletion of a project listing requires a Major Amendment. Minor changes in fund sources, description, lead agency, funding years, or typographical errors may be processed via administrative amendments. Below are examples of each type of amendment.

### Major Amendment

As stated above, Major Amendments require formal notice such as community engagement and policy board approval. Examples of these types of modifications are:

- Adding or deleting major regionally significant highway or transit projects

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- Changes in an estimated federal cost are greater than 50% and result in a revised total cost exceeding \$1,499,999
- Changes in the type of work, length, or termini of a regionally significant highway or transit project from its original MTP/TIP description
- Changes from non-federal to federal funds involving regionally significant highway or transit projects

### Administrative Amendment

Administrative Modifications may be made as long as the change occurs within the period of the document's life span. If there is no change in the total funding amount, and the change does not adversely affect the timely implementation and financial constraint finding of the Transportation Improvement Program.

- Minor data entry errors including typos, grammatical errors, etc.
- Changes in federal, state or local funding source or project sponsor (not including those MTP/TIP actions that involve changes from non-federal to federal funds)
- Moving a project and its funding from one fiscal year to another within the period of the Metropolitan Transportation Plan or Transportation Improvement Program.

### Document Revision Table

PLAN/PROGRAM ELEMENT	ACTION TYPE	COMMENT PERIOD	REMARKS
Metropolitan Transportation Plan (MTP)	Adoption	30 days	Significant comments to MTP will be included in the document
	Amendment	15 days	
Transportation Improvement Program (TIP)	Adoption	30 days	Significant comments to TIP will be included in the document
	Amendment	15 days	
Unified Planning Work Program (UPWP)	Annually, in conjunction with a regular meeting of the MPO Policy Board	N/A	Although not required, comments may be solicited for document
Public Participation Plan (PPP)	As needed, in conjunction with a regular meeting of the MPO Policy Board	45 days	Significant comments to PPP will be included in the document
Other Plans and Programs	Amendments or Changes	N/A	Significant changes to these documents may be solicited but are not required
POLICY BOARD MEETINGS			
SA-MPO Policy Board Meetings	Regular meetings are held the second Thursday of each month or as needed	- Public comment at the beginning of each meeting and on each agenda item - Agendas are posted 72 hours in advance of each meeting at specified locations	
OTHER PARTICIPATION ELEMENTS			

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Transit Fixed Routes	Major Changes	15 days	Route changes +/- 25% are considered Major Changes
	Minor Changes	N/A	
SA-MPO Website	N/A	N/A	Meeting information, social media, plans, programs, reports
Citizen Advisory Committee (CAC)	As needed	N/A	Committee is called when necessary with board approval
Technical Assistance	As needed	N/A	Questions, comments, or requests will be responded to in a timely manner
SA-MPO Staff Presentations	As needed	N/A	Available to address organizations, groups, or individuals
SA-MPO Publications	N/A	N/A	Newsletter, brochures, pamphlets, and cards

## DOCUMENT PUBLIC REVIEW AND COMMENT

The comments and feedback received from individuals, groups, organizations, etc. is vital to producing transportation plans and programs that meet the needs of the community. In order to afford the public an opportunity to review major plans in detail, a public review and comment period is observed. The observance period is different between each of the documents, but generally, each requires a minimum of 15 days. The Public Participation Timetable in Appendix A provides more details of each period.



As mentioned earlier, the MPOs major documents such as the Metropolitan Transportation, Transportation Improvement Plan, Public Participation Plan, and Unified Planning Work Program all have different requirements when it comes to making changes or revisions.

As the depiction above demonstrates, the process for any type of amendment, either Major or Administrative, begins with creating a draft version of all of the proposed changes. Generally, for the San Angelo MPO, the entire document is not posted; just the pages proposed to be revised. Sometimes amendments are a few pages and other times, they can be several pages long. When the pages that are being modified are identified, they are made available to the public.

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With the draft pages proposed for change intact, the MPO staff then posts these pages on the MPO website for public viewing. Additionally, the staff provides copies of the changes in the office for those that wish to visit. It is at this time that the public comment process begins and those with an interest in the changes have the opportunity to begin providing feedback.

Normally, the public review period runs concurrently with the public comment period. Since each document has a different minimum comment period, there may be times when the document is available longer than the public comment period. This, however, does not mean that comments received after the public comment period has ended will not be accepted. Comments are always accepted and reviewed.

Document revisions that are determined to be major and have a significant impact may warrant public meetings or public hearings. When this is necessary, the MPO staff will advertise the public meeting through various mechanisms to ensure the meeting notice reaches the largest audience possible. If no public meeting is necessary, then the MPO staff will still provide as much information as possible about the proposed document revision.

After the public comment period has concluded, the MPO staff gathers all the comments, reviews them, then compiles a summary. The summary of comments is included with the document notation. Comments that are determined to be major are presented to the MPO Policy Board at the same time as the proposed document approval.

### **Public Transportation Route Guidelines**

Economic fluctuations, aging population, and fuel costs in today's economy have contributed to increasingly more people needing reliable and adequate public transportation into the city as well as throughout. Coordinating existing services or determining the need for expanded services tends to require a new wave of thinking.

The San Angelo Metropolitan Planning Organization works with local public transportation providers to find new ways to integrate existing public transportation services, so everyone has the means to be mobile. This includes those that are outside the reach of the metropolitan area (or urban area) because individuals in the nearby rural areas that use public transportation to and from San Angelo have a need for goods and services and should have equal access to them.

To truly serve the transportation market, we all must find ways to make service less secluded and regional with seamless connections for passengers between providers. Benefits of coordinated, seamless transportation services ensure that everyone has accessibility to medical services, jobs, and other activities. This effort also helps to provide relief for roads and highways that are congested.





## Transit Services

The Concho Valley Transit (CVT) is the lead agency for the Concho Valley and operates the rural and urban transportation system. CVT provides service to the residents of San Angelo and the Concho Valley. Because of the role, public transit plays for those without private transportation or those choosing an alternative to driving their personal vehicles, it is important to understand the transit system, transit locations, routes, and hours of operation. To keep the public informed and to ensure that everyone is able to reach their destination in a safe and stress-free manner, the PPP has guidelines for applicable public transportation providers operating within the MPO boundary.

## Route Changes

Organizations, which employ a large number of employees or neighborhoods with limited private transportation options, can play a major role in which way a transit route will be determined. As these factors change, sometimes it is necessary to adjust or modify a fixed transit route.

To keep citizens and the public informed about transit routes, the Public Participation Plan outlines criteria that must be met by transportation operators that provide services to the public. To help identify what must be done, this section of the plan details two types of route changes: Major changes and Minor changes.

### Major Changes

Major changes to a transit system route (Fixed Route) are those influencing the total hours of service hours or miles of a specific route by an increase or decrease of 25%. Below is an example of a Major change to a route.



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*For example, if the total mileage of a route were 13 miles, the change would have to be at least an increase or decrease of 3.25 miles to the total route mileage such as 9.75 total miles or 16.25 total miles for that route.*

The following outlines the action required for Major Changes in the transit route system:

- **Public Notice Requirement.** At least two public notices are required in the form of an official advertisement placed in the local newspaper(s). Typically, these should be listed in the Classified or Public Notice sections; however, sections that are for general advertisements can suffice.
- **CVTD Board Approval.** The review and approval of the Concho Valley Transit District Board is required prior to a major route change.
- **San Angelo Metropolitan Planning Organization.** As the transportation planning authority for transportation related activities within the MPO boundary, notice to the SA-MPO is required. While not required, the Policy Board may make a comment on the proposed changes.
- **Public Comment.** A public comment period of 15 days is required. Comments may be mailed, emailed, or submitted on the SA-MPO website. Comments will be shared with CVTD Board and SA-MPO Policy Board.

### **Minor Changes**

Minor changes to a transit system route affect the total mileage of a specific route by an increase or decrease of less than 25%. The following outlines the action required for minor changes in the transit system.

- **Public Notice Requirement.** Public notice is recommended in the form of an official advertisement placed in the local newspaper(s), in the Classified or Public Notice sections.
- **San Angelo Metropolitan Planning Organization.** Notice to the San Angelo MPO is recommended but is not required.
- **Advertisements.** Route changes may be advertised on the CVTD or MPO website or in the form of social media but are not required.

## **LIMITED ENGLISH PROFICIENCY PLAN**

### **Purpose**

To ensure equal access to all citizens of the San Angelo community, the San Angelo Metropolitan Planning Organization has developed Limited English Proficiency (LEP) to accommodate those whose proficiency is limited in speaking, reading, writing, or understanding English. The purpose of this is to guarantee access to those in which English is not their first language, so they have the opportunity to be involved with the transportation planning process. These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

### **Staffing and General Organization**

The San Angelo Metropolitan Planning Organization (SA-MPO) strives to provide information to all citizens and individuals within the Metropolitan Planning boundary. To ensure that everyone has a voice in the transportation planning process, SA-MPO has adopted plans that include Title VI and Limited English Proficiency (LEP).

Limited English Proficiency was created to guarantee that everyone has a voice and that no person, group, organization, or entity is discriminated against on the basis of color, national origin, race, gender, affiliation, or any other characteristics protected by law including Articles contained in the Civil Rights Act of 1964.

Furthermore, SA-MPO abides by the American with Disabilities Act of 1990, which states no entity will discriminate against an individual with a physical or mental disability in connection with transportation planning.

### **LEP Individuals: Four Factor Analysis**

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 200d, et seq., provides that no person will be subjected to discrimination based on race, color, or national origin under any program that receives Federal financial assistance. Title VI and its implementing regulation require that FA recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP).

According to the most recent Census, the largest non-English speaking segment of the area reveals that Spanish is the language spoken at home. As such, SA-MPO will attempt to produce all major publications, communications, and advertising in English and Spanish.

Strategies to provide meaningful access to LEP persons to ensure that they can communicate effectively will be achieved by applying the four-factor analysis process provided as a guideline from the U.S. Department of Justice to determine LEP needs.

### **LEP Individuals Defined**

Persons who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English may be considered Limited English Proficient or LEP.

### **Determining the Need**

SA-MPO makes every effort possible and takes reasonable steps to ensure meaningful access to the information and services it provides. To do this, we use the four-factor analysis as a guide to determine reasonable actions.

- Factor 1: The number and proportion of LEP persons in the MPO boundary area.
- Factor 2: The frequency with which LEP persons encounter MPO programs.
- Factor 3: The importance of the service provided by MPO programs.
- Factor 4: The resources available and overall cost to the MPO.

The Department of Transportation (DOT) gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four listed above.

### **Public Participation and Outreach Procedures for LEP Individuals**

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SA-MPO is responsible for utilizing the San Angelo Public Participation Plan (PPP) that was developed in consultation with interested parties pursuant to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The procedures outlined below are intended to afford an expanded list of interested parties with an opportunity to comment on transportation plans and programs. SA-MPO strives to provide timely information to the public and opportunities for public participation. Key objectives of the public participation process are to:

- Provide opportunities for citizens to help shape the area's future through a public comment process that is open and accessible to the public, stakeholders, and policy-makers.
- Work with community groups to create opportunities for all segments of the public to learn and become informed about issues and proposals under consideration that may affect their neighborhoods.
- Look for opportunities to seek comment from low-income, elderly, disabled, and minority communities that may not typically participate in the urban planning process.
- Disseminate clear, concise, and timely information to citizens, affected agencies, and interested parties.
- Make information on transportation projects and programs available in a variety of formats, mediums, and languages to reach a larger audience.
- Provide timely responses to concerns and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects.
- Ensure that all comments received for plans, projects, or transportation related issues are considered and incorporated into the deliberation regarding proposed plans and programs.

The procedures outlined in the Public Participation Plan allow orderly public interaction between the MPO Policy Board, Technical Advisory Committee, Citizen Advisory Committee, and staff. The PPP includes public participation procedures for the following planning documents: the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and any other transportation planning initiatives and/or studies or projects that have a significant scope or affect to the community.

Keeping the citizens and stakeholders informed about transportation planning and transportation related projects is always a priority of SA-MPO and we are committed to reaching as many individuals and organizations as possible. Therefore, information concerning transportation planning will be distributed in a variety of outlets, which include internet, website, newsletter, social media, and media. SA-MPO will make every attempt to complete requests for materials and information in a non-English format.

### **Program Administration and Title VI Coordinator Responsibilities**

The Director of the San Angelo Metropolitan Planning Organization is responsible for ensuring the implementation of the Title VI program within the metropolitan planning area. As such, the day-to-day administration of the program will be the responsibility of the MPO Director, which also serves as the Title VI Coordinator.

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These responsibilities include initiating, monitoring, and ensuring SA-MPO and any other entities that receive Federal or State transportation related funds, comply with Title VI requirements as follows:

- Process, review, and investigate Title VI complaints received by SA-MPO in accordance with Complaint Procedures. If any individual believes that he, she, or any other program beneficiaries have been subject to unequal treatment or discrimination as to the receipts of services or funding, on the grounds of race, color, national origin, or gender, he or she may exercise their right to file a complaint with SA-MPO. Every effort will be made to resolve complaints informally at the local level.
- Collect statistical data (race, color, and national origin) of participants in, and beneficiaries of federally funded transportation and transit programs. Each of the Title VI special emphasis program areas will maintain data to be incorporated in the Title VI updates. Procedures will be reviewed regularly to ensure the data is sufficient in meeting the Title VI program administration requirements.
- Review special emphasis program areas to determine the effectiveness of program area activities at all levels. In addition to the day-to-day monitoring, all special emphasis program areas will be reviewed annually to assure effectiveness in their compliance of Title VI provisions. The Title VI Coordinator and program liaisons will coordinate efforts to ensure equal participation in their program areas and activities at all levels.
- Conduct Title VI reviews when necessary, of recipients of federal aid funds.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- Develop Title VI information for Public Dissemination and Limited English Proficiency. Ensure dissemination to the public and, where appropriate, in languages other than English. SA-MPO will disseminate Title VI Program information to citizens of the community, residents of neighborhoods affected by new transportation construction, and the public. Public dissemination will include posting of public materials, i.e. Agendas, Comment Solicitation Forms, Announcements, or Notices in appropriate locations to ensure compliance with San Angelo MPOs Public Participation Plan.
- Prepare an Annual Title VI Update Report. The report will encompass any accomplishments and changes to the plan occurring during the preceding year.
- Schedule training for Title VI related statutes for appropriate MPO employees. The training will provide comprehensive information on Title VI provisions, its application to program operations, identification of Title VI issues and resolution of complaints.
- Identify and eliminate discrimination when it exists. Work with appropriate offices and departments to establish procedures for promptly resolving deficiencies. Procedures will be implemented to identify and eliminate discrimination when it exists, including, but not limited to dissemination of information, public involvement, and availability of materials.
- A list of all Title VI complaints, investigations, and lawsuits received since the last Title VI program submission will be provided as requested.
- Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary within a period not to exceed 90 days. SA-MPO will actively pursue the prevention of Title VI deficiencies and violations and will take the necessary steps to ensure compliance with all program administrative requirements. When irregularities occur in the administration of the program's operation, procedures will be promptly implemented to resolve Title VI issues and



reduce to writing remedial action agreed necessary within a period not to exceed 90 days.

- Maintain updated legislative and procedural information regarding SA-MPOs Title VI Program. This will include federal laws, rules and regulations, local guidelines, SA-MPOs Plans and Programs, and updates, and other resource information pertaining to Title VI issues.

## **Complaint Procedures for Programs and/or Activities That Receive Federal or State Transportation Funds**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that “no person in the United States will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964 relating to any transportation or program or activity administered by SA-MPO. These procedures apply to complaints filed against a program and/or activity funded by either the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

The Metropolitan Planning Organization’s staff is committed to assuring that no person will, on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Restoration Act, and the Civil Restoration Act of 1987 (P.L. 100.259), be excluded from, or participation in, be denied benefits of, or otherwise be subjected to, discrimination under any program or activity.

Any person who believes he/she has been discriminated against on the basis of race, color, or national origin by Title VI nondiscrimination provisions may file a written complaint with SA-MPO. A formal complaint must be filed within 180 calendar days of the alleged occurrence, or when the alleged discrimination became known to the complainant.

## **Procedures**

1. The complainant must meet the following requirements:

- Complaints will be in writing and signed by the complainant(s).
- Present the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
- Present a detailed description of the issues including names and job title of perceived parties in the complaint.
- Allegations received by fax or e-mail will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent is required to mail a signed, original copy of the fax or e-mail transmittal for SA-MPO to be able to process it.
- Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign and return to SA-MPO for processing.
- f. If required, the case file will be submitted to the appropriate authority.

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2. Acceptance of a complaint will be determined by:
  - Whether the complaint is timely filed.
  - Whether the allegations involve a covered basis such as race, color, and national origin.
  - Whether the allegations involve a program or activity of a Federal-aid recipient, sub-recipient, or contractor; or, in the case of ADA allegations, an entity open to the public.
  - The complainant(s) acceptance of reasonable resolution based on the Departments administrative authority (reasonability to be determined by SA-MPO).
3. A complaint may be dismissed for the following reasons:
  - The complainant requests the withdrawal of the complaint.
  - The complainant fails to respond to repeated requests for additional information needed to process the complaint.
  - The complainant cannot be located after reasonable attempts.
4. The San Angelo Metropolitan Planning Organization has sole authority for accepting complaints for investigation. Once SA-MPO decides to proceed with the investigation, the complainant and the respondent will be notified in writing of the determination within ten (10) calendar days. The complaint will receive a case number and then be logged into SA-MPO's records identifying its basis, alleged harm, the race, color, national origin of the complainant(s).
5. In cases where SA-MPO assumes investigation of the complaint, SA-MPO will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have ten (10) calendar days from the date of SA-MPO's written notification of acceptance of the complaint to furnish his/her response to the allegations.
6. Within 40 calendar days of the acceptance of the complaint, the MPO Director (Title VI Coordinator) will prepare an investigative report. The report will include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition within 10 days.
7. The MPO Director will address any comments to the preliminary investigative report. The report and its findings will be forwarded to the City of San Angelo's Legal Department for review. The legal consultant will review the report, associated documentation, and will provide input within 10 calendar days. There will be a period of 10 calendar days for the legal consultant to discuss the report and any recommendations with the MPO Director and address any modifications as needed.
8. SA-MPO's final investigative report and a copy of the complaint will be forwarded to FTA within 60 calendar days of the acceptance of the complaint.
9. SA-MPO will notify the parties of its preliminary findings.

**Complaint Specifics for Programs and/or Activities That Receive Federal or State Transportation Funds**

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These above-mentioned procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964 relating to any transportation or program or activity administered by SA-MPO. These procedures apply to complaints filed against a program and/or activity funded by either the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

***Title VI Complaints are to be submitted to:***

MPO Director  
San Angelo Metropolitan Planning Organization  
72 West College Avenue (mailing)  
510 N Chadbourne Street (physical)  
San Angelo, TX 76903  
[info@sanangelompo.org](mailto:info@sanangelompo.org)

- Intimidation or retaliation of any kind is prohibited per Title 49, Code of Federal Regulations, Part 21.11(e).
- The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel for complaints alleging discrimination.
- These procedures are part of an administrative process, which do not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the investigator may be utilized for resolution, at any stage of the process. The investigator will make every effort to pursue a resolution of the complaint. Initial interviews with the complainant and the respondent will request information regarding specifically requested relief and settlement opportunities.

**Title VI Emphasis in the Transportation Planning Process**

San Angelo Metropolitan Planning Organization (SA-MPO) annually updates and coordinates plans for transportation planning, improvement programs, and projects. The update informs other jurisdictions of the current planning direction for transportation needs. Projects included in the update are the result of evaluation and prioritization of needs in various areas within the MPO boundary. The evaluation process includes input from local jurisdictions and organizations, private entities, various groups, and individual citizens.

In addition, SA-MPO utilizes a comprehensive transportation planning process, which incorporates input from the public. The process further entails the monitoring and collection of varied data pertaining to transportation issues. SA-MPO also coordinates the establishment of new transportation corridors within the boundary.

**Title VI Responsibilities**

- Ensure all aspects of the transportation planning process comply with Title VI.
- Ensure participation of a cross section of various social, economic, and ethnic interest groups are represented in the planning process by disseminating program information to minority media and ethnic organizations and participating in roundtable meetings in minority communities when applicable.

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- Assist in gathering and organizing information for internal annual Title VI update reports.
- Review the Unified Planning Work Program and other directives to ensure compliance with Title VI program requirements.
- Gather statistical data on program participation regarding race, color, and national origin.

## **Title VI Complaint and Investigation Procedures**

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the American with Disabilities Act of 1990, for alleged discrimination in any program or activity administered with Federal or State funds. These procedures do not deny the right of the complainant to file formal complaints with other Federal or State agencies to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and SA-MPO may be utilized for resolution. Any individual, group of individuals or entity that believes they have been subjected to discrimination under Title VI and related statutes may file a complaint.

The following measures will be taken to resolve Title VI complaints:

- A formal complaint must be filed within 180 days of the alleged occurrence. Complaints will be in writing and signed by the individual or his/her representative, and will include the complainant's name, address, and telephone number; name of alleged discriminating official, basis of complaint (race, color, national origin, sex, disability, age, limited English), and date of alleged act(s). A statement detailing the facts and circumstances of the alleged discrimination must accompany all complaints.
- In cases where a complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the SA-MPO Title VI Coordinator (MPO Director). Under these circumstances, the Complainant will be interviewed, and SA-MPO Title VI Coordinator will assist the Complainant in converting the verbal allegations to writing.
- When a complaint is received, the Title VI coordinator will provide written acknowledgement to the Complainant, within ten (10) days by registered mail.
- If a complaint is deemed incomplete, additional information will be requested, and the Complainant will be provided 60 business days to submit the required information. Failure to do so may be considered good cause for determination of no investigative merit.
- Within 15 business days from receipt of a complete complaint, SA-MPO will determine its jurisdiction in pursuing the matter and whether the complaint has sufficient merit to warrant investigation. Within five (5) days of this decision, the Department Director of his/her authorized designee will notify the Complainant and Respondent, by registered mail, informing them of the disposition.
  - a. If the decision is not to investigate the complaint, the notification will specifically state the reason for the decision.



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- b. If the complaint is to be investigated, the notification will state the grounds of SA- MPO's jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.
- When SA-MPO does not have sufficient jurisdiction, the MPO Director or his/her authorized designee will refer the complaint to the appropriate Federal or State agency holding such jurisdiction.
- If the complaint has investigative merit, the MPO Director or his/her designee will fully investigate the complaint. A complete investigation will be conducted, and an investigative report will be completed. The report will include a narrative description of the incident, summaries of all persons interviewed, and a finding with recommendations and conciliatory measures where appropriate. If the investigation is delayed for any reason, the MPO Director will notify the appropriate authorities, and an extension will be requested.
- The MPO Director or his/her authorized designee will issue letters of finding to the Complainant and Respondent within 90 days from the receipt of the complaint.
- If the Complainant is dissatisfied with SA-MPO's resolution of the complaint, he/she has the right to file a complaint with the Federal Transit Administration within 180 days of the alleged occurrence to the following address:

Federal Transit Administration  
Office of Civil Rights  
Region 6  
819 Taylor Street, Room 8A36  
Fort Worth, TX 76102  
Telephone: (817) 978-0550

The Moving Ahead for Progress in the 21st Century (MAP-21) legislative bill, as did the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) mandates that agencies receiving federal transportation demonstrate compliance with Title VI of the Civil Rights Act and the Environmental Justice order.

The Title VI requirement of the 1964 Civil Rights Act states, establishes the prohibition of discrimination based on color, race or national origin in any program or activity receiving federal funds. Legislation that is more recent has extended the protections to include gender, disability, age, and income. Additionally, legislation has broadened the application of the protections to all activities of federal-aid recipients, sub-recipients, and contractors regardless of whether a particular activity is receiving federal funds.

The Environmental Justice (EJ) orders require every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations". The San Angelo Environmental Justice initiatives try to involve potentially affected citizens in the development of transportation projects so they will fit harmoniously within the community without sacrificing safety or mobility.

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It is expected that Environmental Justice be applied to all policies, plans, programs, and project development activities, transportation plans such as the Metropolitan Transportation Plan and the Transportation Improvement Program and any planning studies.

## ENVIRONMENTAL JUSTICE CORE PRINCIPLES AND MAPS

1. To ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
2. To prevent the denial, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.
3. To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects on minority populations and low-income populations.

Title VI and Environmental Justice are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and addressing the unique needs of different socioeconomic groups.

By involving the public in transportation decisions in their neighborhoods, the MPO attempts to make sure that every transportation project considers the effect on the human environment and that these projects provide the maximum benefit.

To help meet these requirements, the San Angelo Metropolitan Planning Organization uses data analysis and Geographic Information System (GIS) software to identify neighborhoods and groups of the population that are traditionally underserved. These ordinarily include minorities, low-income, individuals with disabilities, non-English speaking, elderly and lower educated residents. We can now overlay all street, highway, pedestrian elements over the maps below to analyze the progress of transportation planning and its effects on minority and low-income groups.

## Justice 40

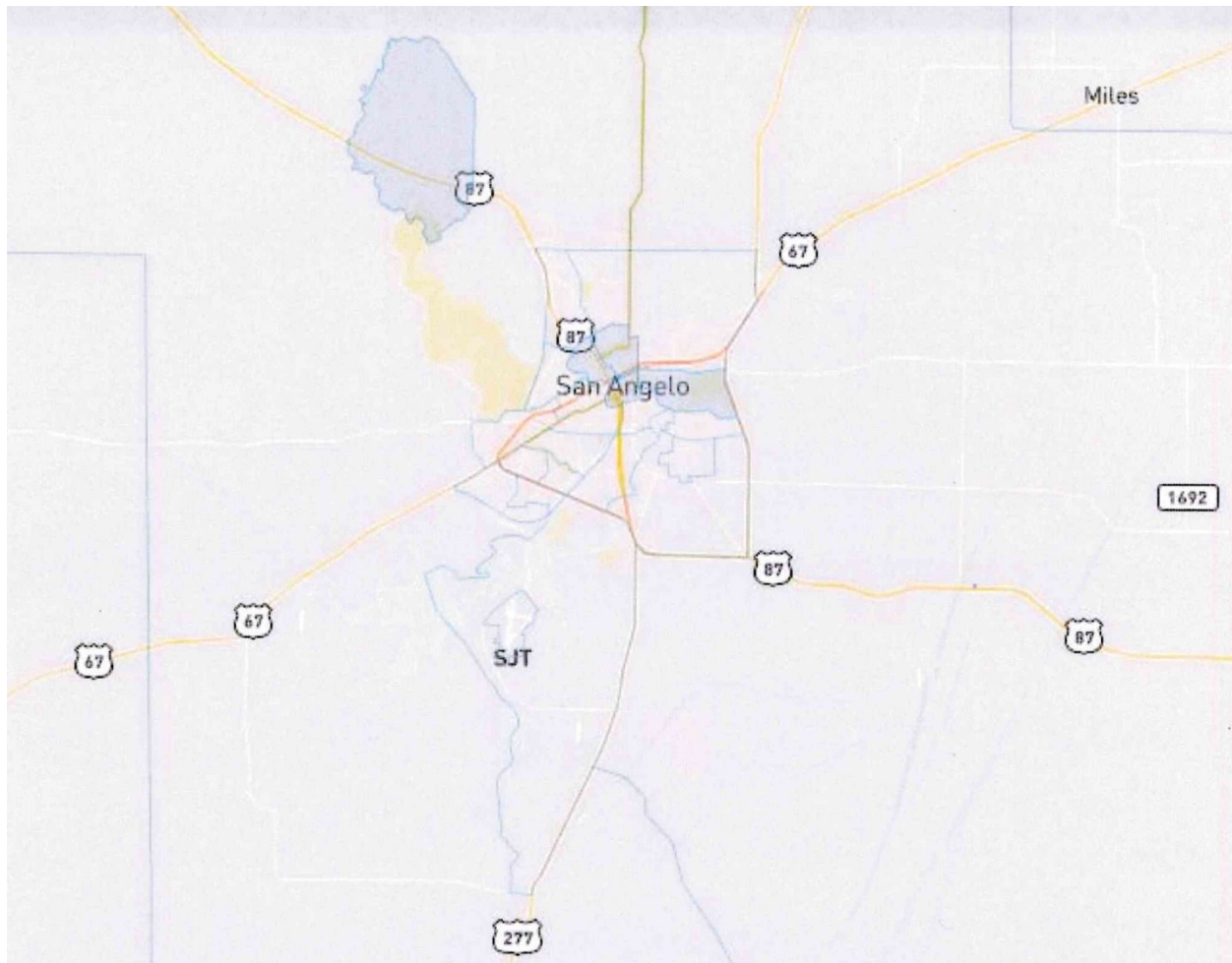
For the first time in our nation's history, the Federal government has made it a goal that 40 percent of the overall benefits of certain Federal climate, clean energy, affordable and sustainable housing, and other investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. President Biden made this historic commitment when he signed [Executive Order 14008](#) on Tackling the Climate Crisis at Home and Abroad within days of taking office. To continue delivering on his environmental justice vision, President Biden signed [Executive Order 14096](#) on Revitalizing Our Nation's Commitment to Environmental Justice for All in April 2023.

The categories of investment are climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure.

A "Justice40 covered program" is a Federal government program that falls in the scope of the Justice40 Initiative because it includes investments that can benefit disadvantaged communities across one or more of the following seven areas: climate change, clean energy

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and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure. All of this affects our “underserved” area and is therefore a new planning area that adds some detail and clarity to Environmental Justice, and we include the initiative in all our plans and planning. The populations below and the maps representing them are here for exactly that reason and to remind us of the importance of the initiative. We use the federal government Climate and Economic Justice Screening Tool in our planning efforts.



Communities that are disadvantaged live in tracts that experience burdens. These tracts are highlighted on the map. ○

### **Elderly Population Map**

Based on 2020 Census data, this map only represents individuals that are 65 years or older. It calculates the percentage of the elderly population within each block group to the whole population of that block group.

### **Individuals with Disabilities Map**

This map uses the American Community Survey data 2023, 5-year estimates. It considers the “disabled” population between 16 and 64 years of age in each block group. Furthermore, the map shows the percentage of disabled population between 16 and 64 years old within each block group to the whole 16-64 years old population of that block group.

### **Low Income Map**

This map was created using Census Bureau Data from the 2020 Census. It considers household population in each block group. In addition, it considers “100% poverty line” as the cutoff value to specify low-income households. The map shows the percentage of households below the poverty line within each block group to the whole household population of that block group. There are 2 block groups in the MPO area that don’t have households but group quarters (shown in grey).

### **Minority Demographic Map**

This map was created using “2020 Census Data”. It considers “white non-Hispanic” as non-minority and the rest of the population as the minority. The map shows the percentage of minority population within each block group to the whole population of that specific block group.

### **Minority Demographic Map 2**

This map was created using 2020 Census data. It shows “white non-Hispanic” as non-minority and the rest of the population as the minority. The Metropolitan Planning Area is approximately 42% of the minority population. Therefore, if the percentage of the minority population in the block group is higher than 42%, that block group is considered a “minority block group.”

### **Unemployed Map**

This map was created using Census Bureau Data from the 2020 Census. It considers “unemployed” population older than 16 in each block group. The map shows the percentage of unemployed population older than 16 within each block group to the whole 16 years and older population of that block group. Areas shown in red have the highest unemployed statistics for individuals age 16 and older.

### **Limited English Speaking: Spanish Map**

This map is created using Census Bureau Data from 2020 Census. It considers Spanish speaking Limited English Proficient (LEP) household populations in each block group. The map shows the percentage of Spanish speaking LEP household populations within each block group compared to the complete household population of that particular block group. Spanish includes Spanish, Spanish-Creole, and Latino.

### **Limited English Speaking: Asian-Pacific Island Map**

Based on Census Bureau Data from 2020 Census this map displays Asian and Pacific Island language speaking Limited English Proficient household populations in each block group. The map shows the percentage of Asian and Pacific Island language speaking LEP household population within each block group to the household population of that block group. Asian and Pacific Island languages include Chinese; Korean; Japanese; Vietnamese; Hmong; Khmer;



Lao; Thai; Tagalog or Pilipino; the Dravidian languages of India, such as Telugu, Tamil, and Malayalam; and other languages of Asia and the Pacific, including the Philippine, Polynesian, and Micronesian languages.

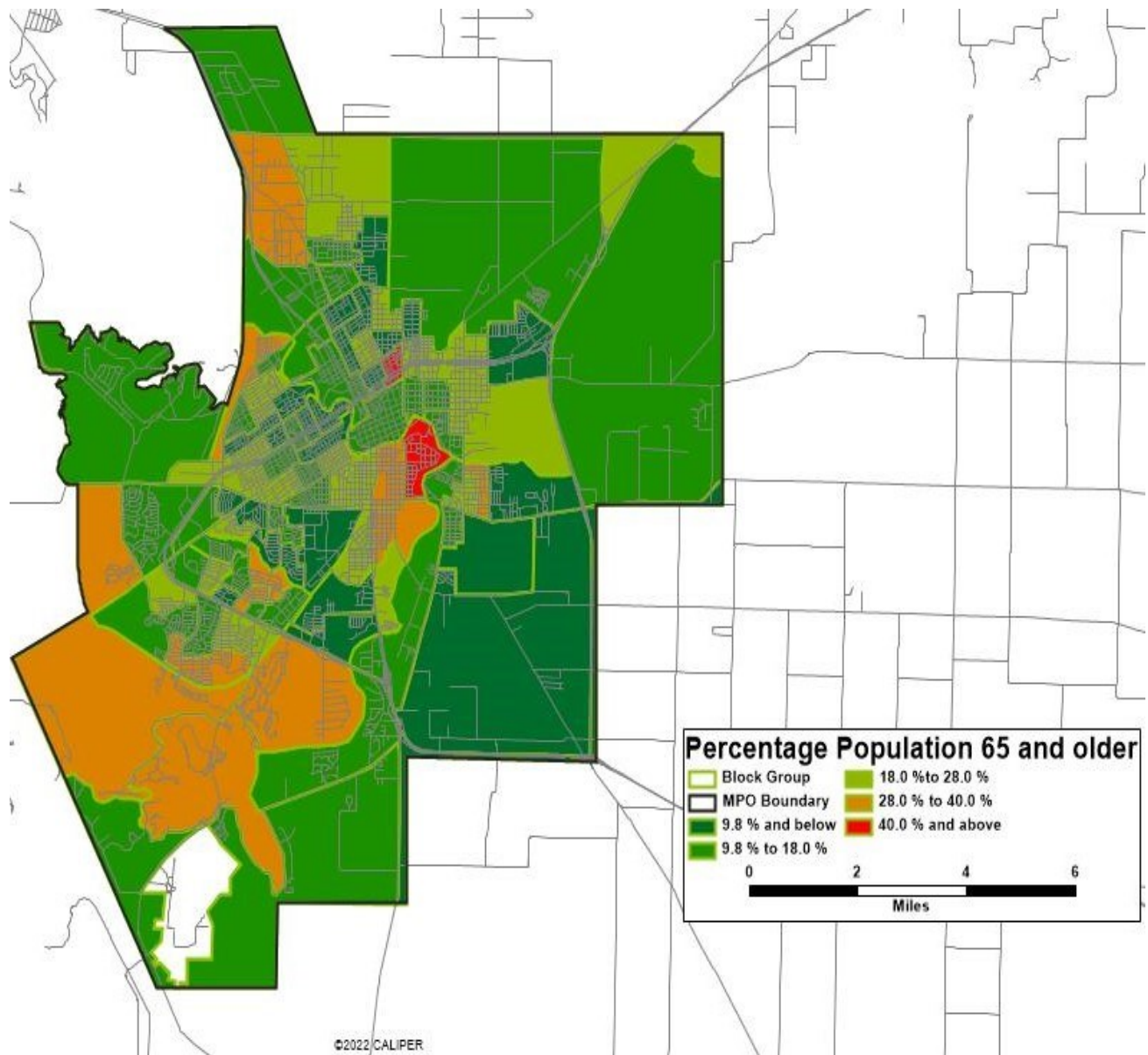
### Limited English Speaking: Indo-European Map

This map is based on Census Bureau Data from 2020 Census. It considers other Indo-European speaking Limited English Proficient household populations in each block group. The map shows the percentage of other Indo-European speaking LEP household populations within each block group compared to the whole household population of that block group.

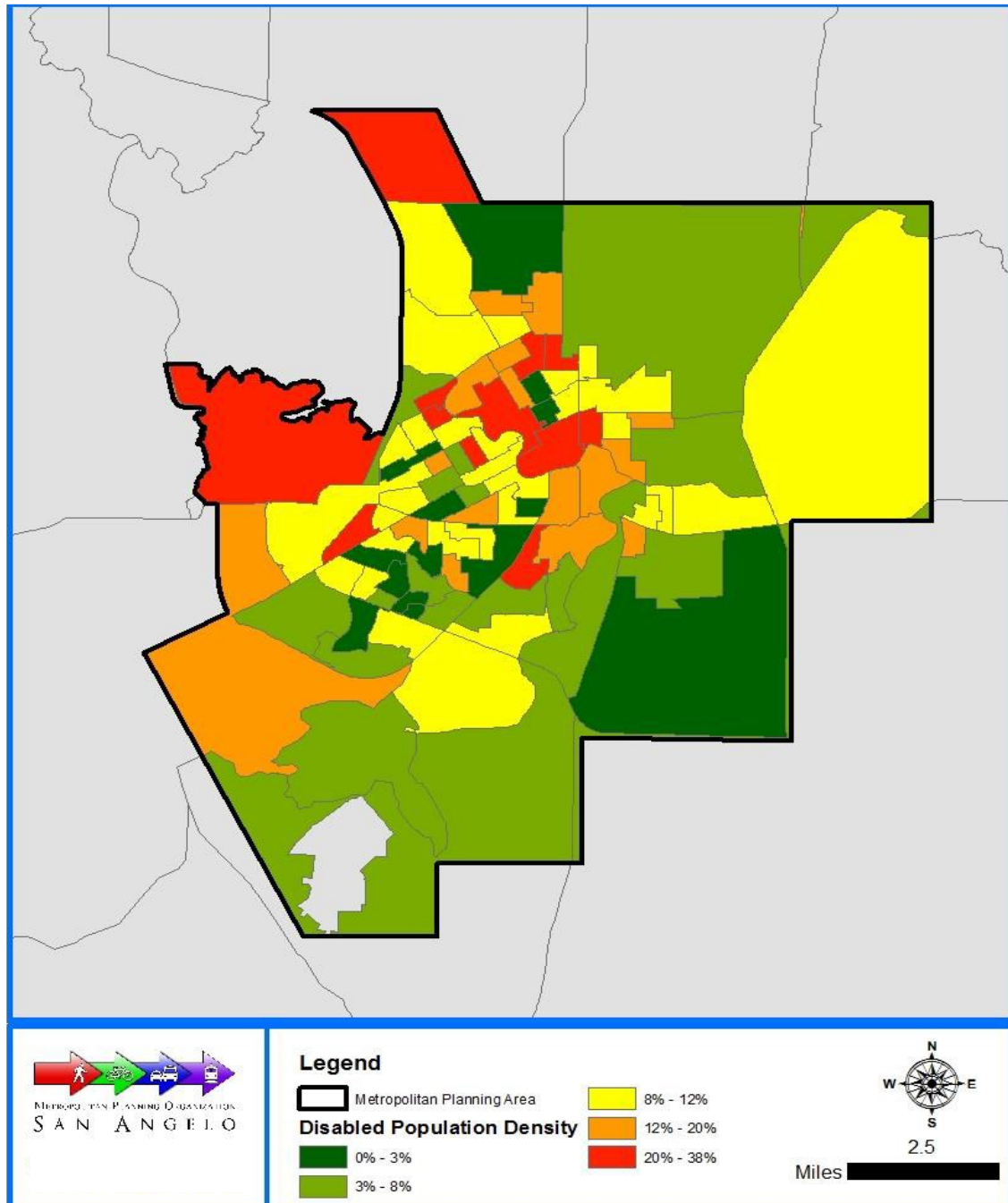
Other Indo-European languages include most languages of Europe and the Indic languages of India. These include the Germanic languages, such as German, Yiddish, and Dutch; the Scandinavian languages, such as Swedish and Norwegian; the Romance languages, such as French, Italian, and Portuguese; the Slavic languages, such as Russian, Polish, and Serbo-Croatian; the Indic languages, such as Hindi, Gujarati, Punjabi, and Urdu; Celtic languages; Greek; Baltic languages; and Iranian languages.

**Data for all maps come from the Federal 2020 Census Data Center. All these maps will be updated with the 2030 Census Data as it becomes available**

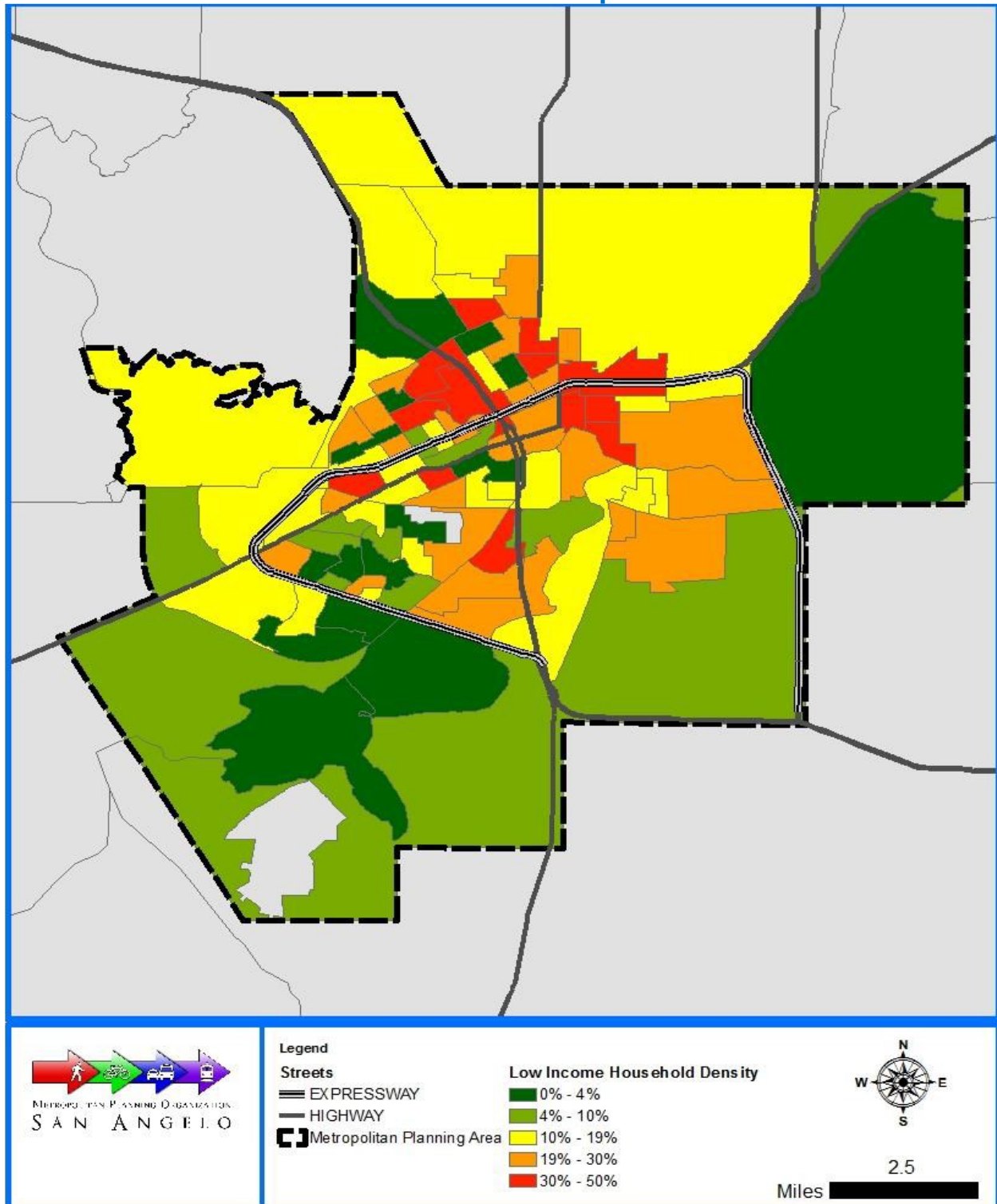
## Elderly Population Map



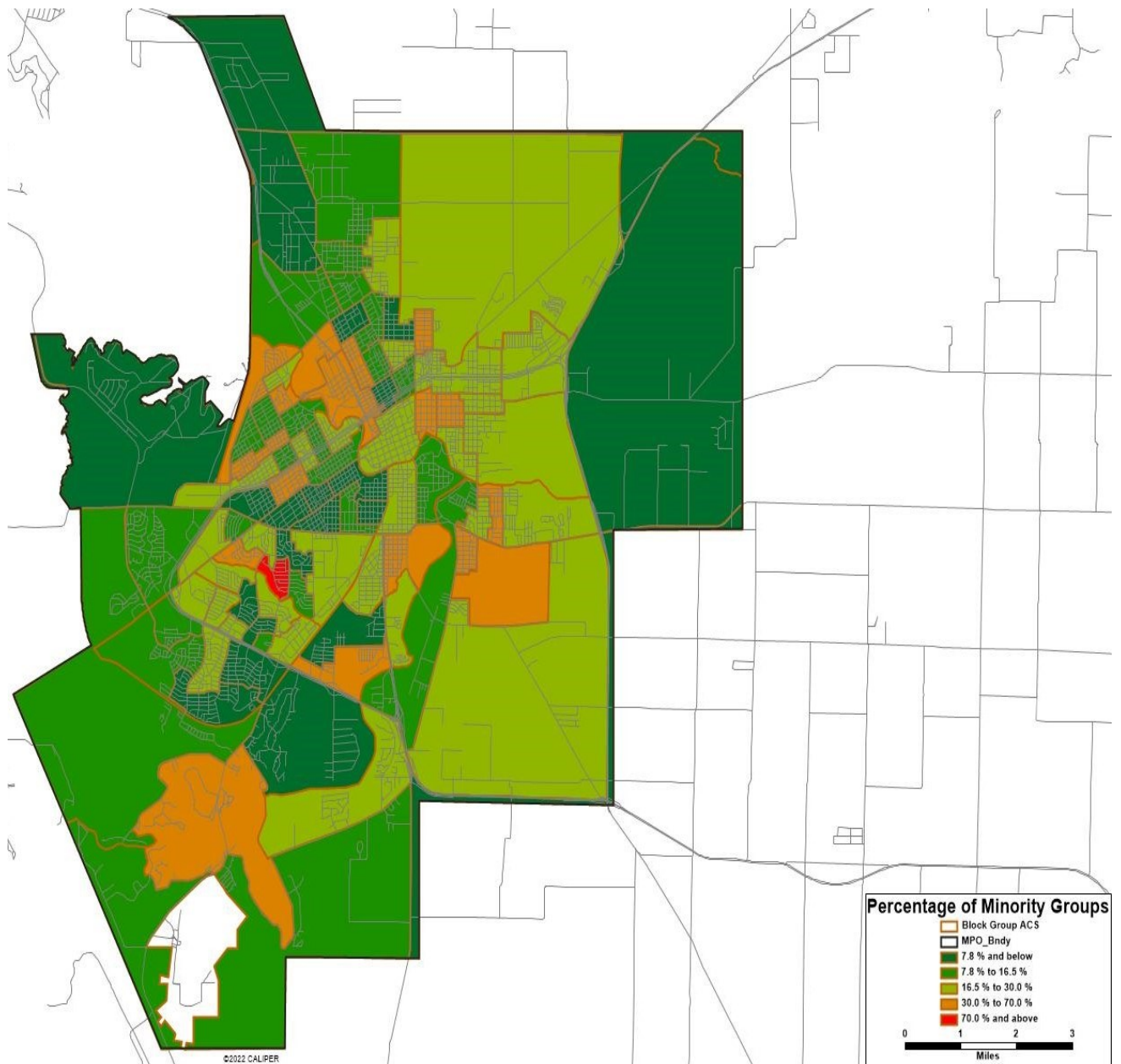
## Individuals with Disabilities Map



## Low Income Map

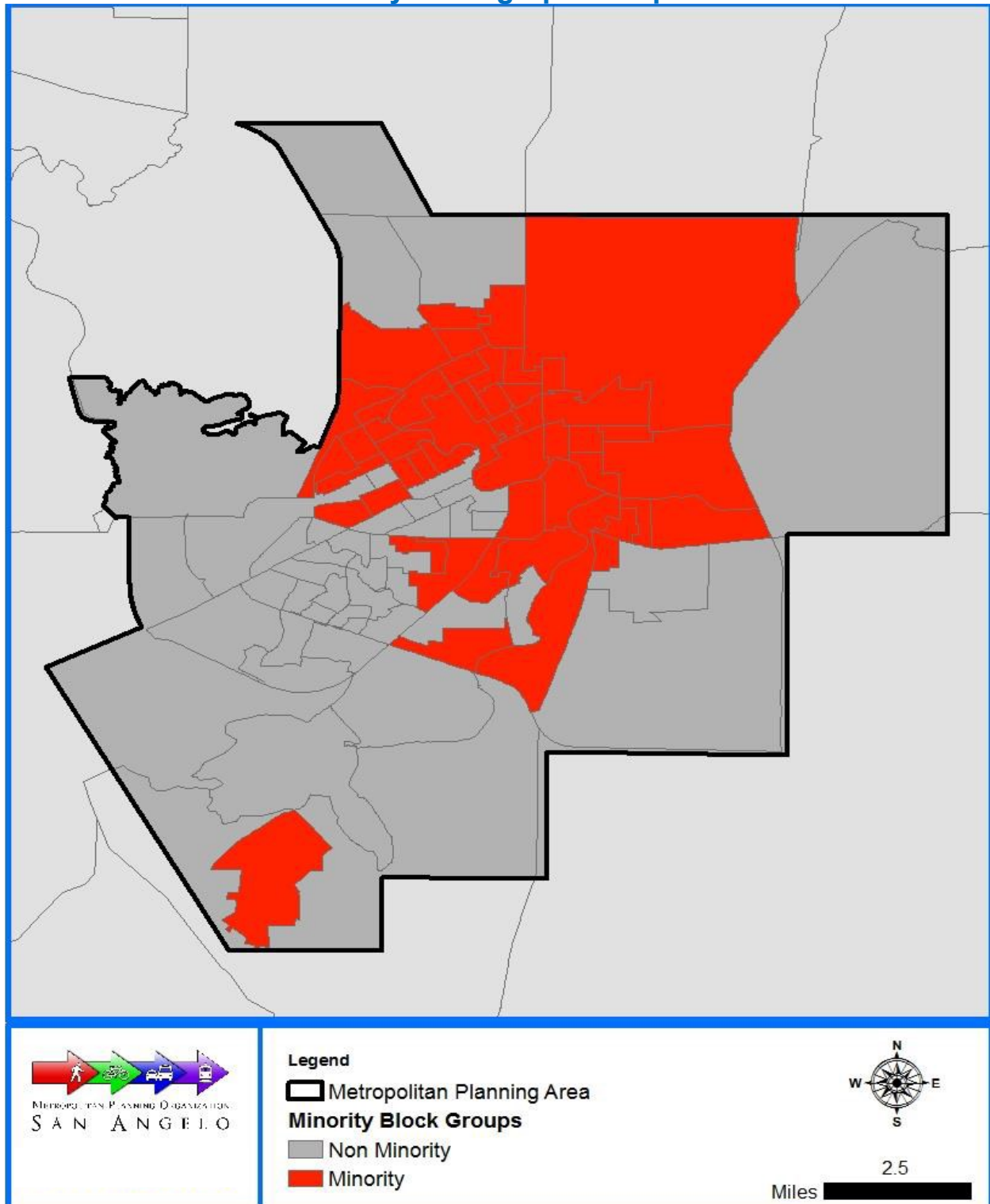


## Minority Demographic Map

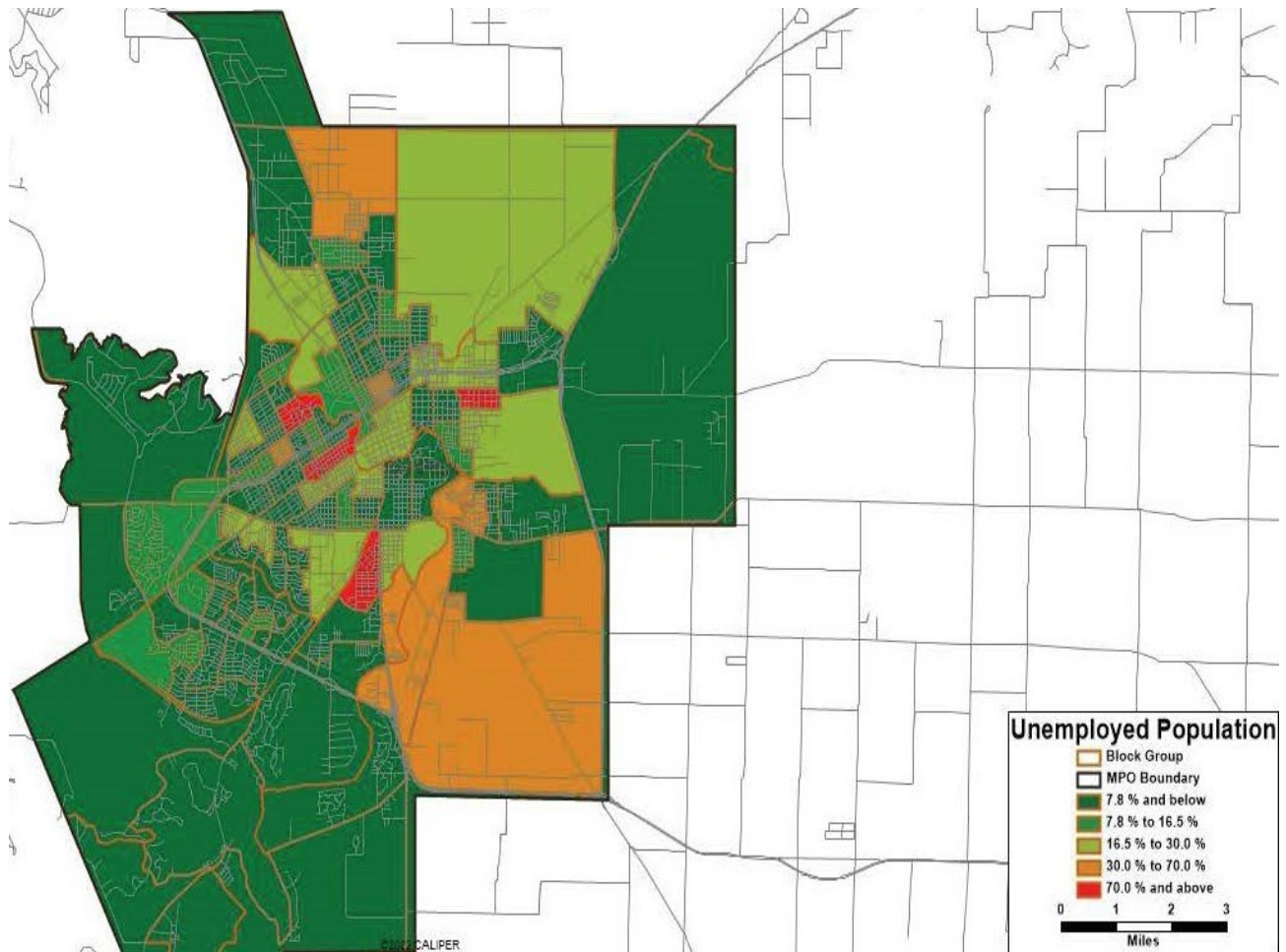




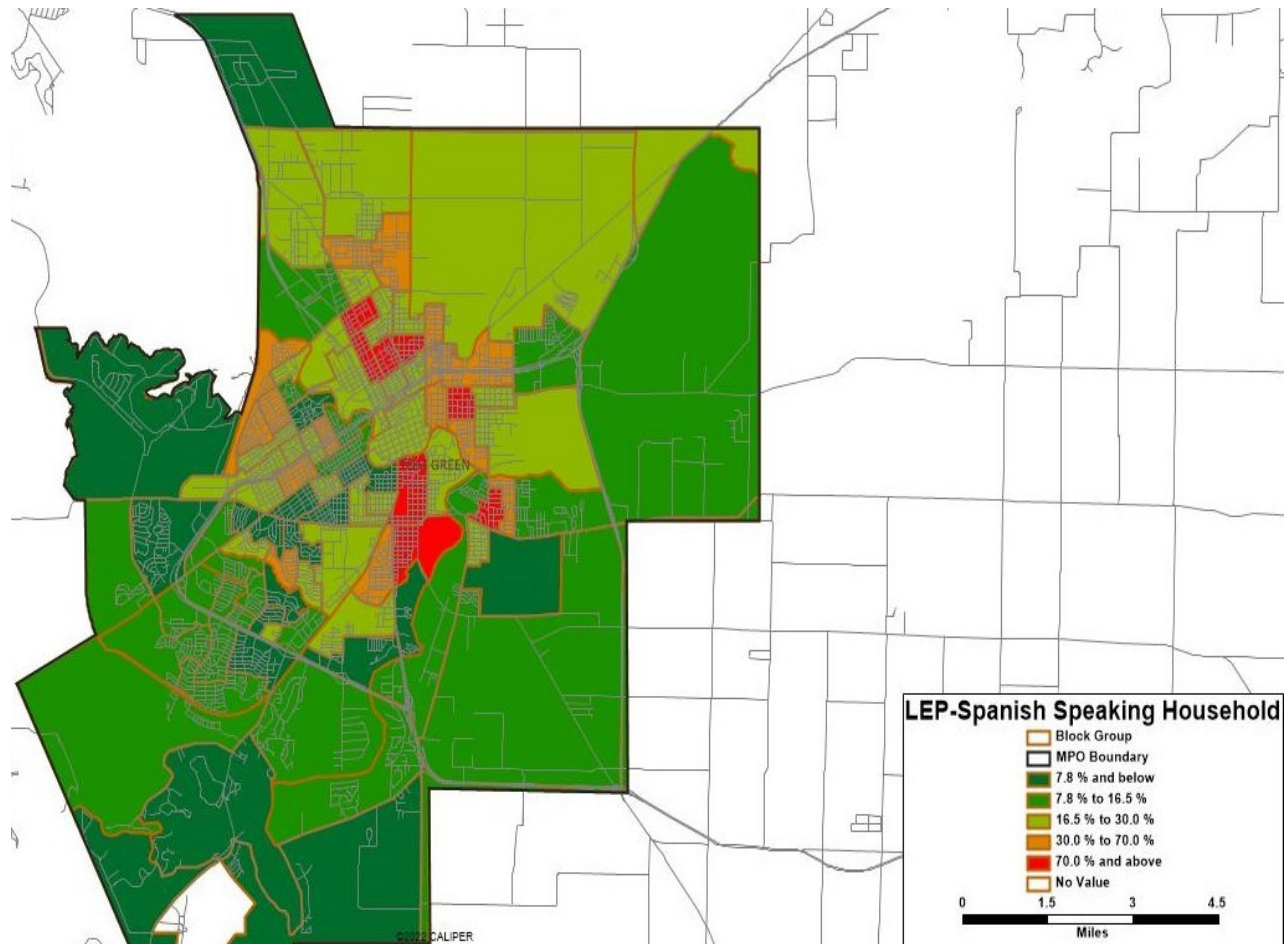
## Minority Demographic Map 2



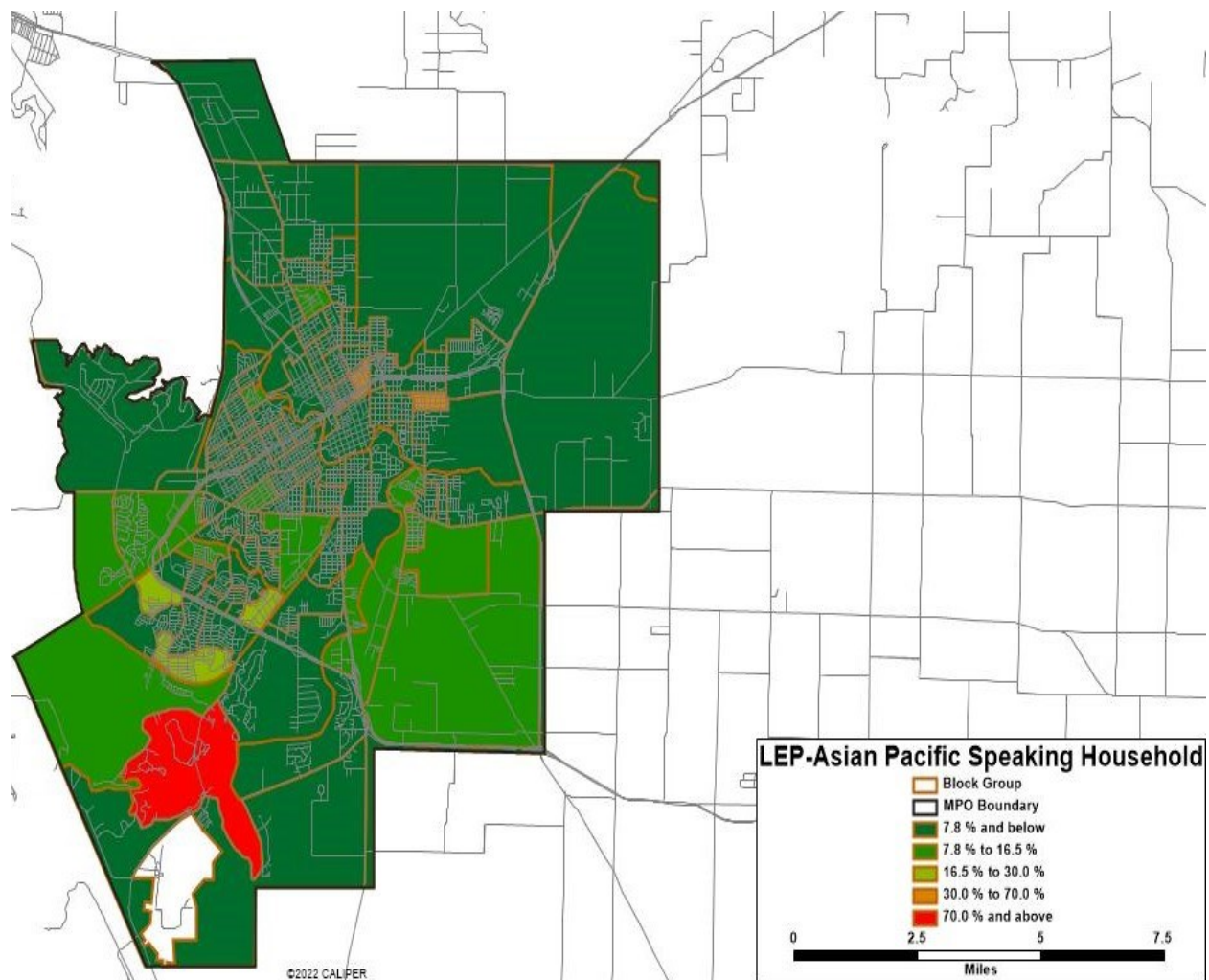
## Unemployed Map



## Limited English Speaking: Spanish Map

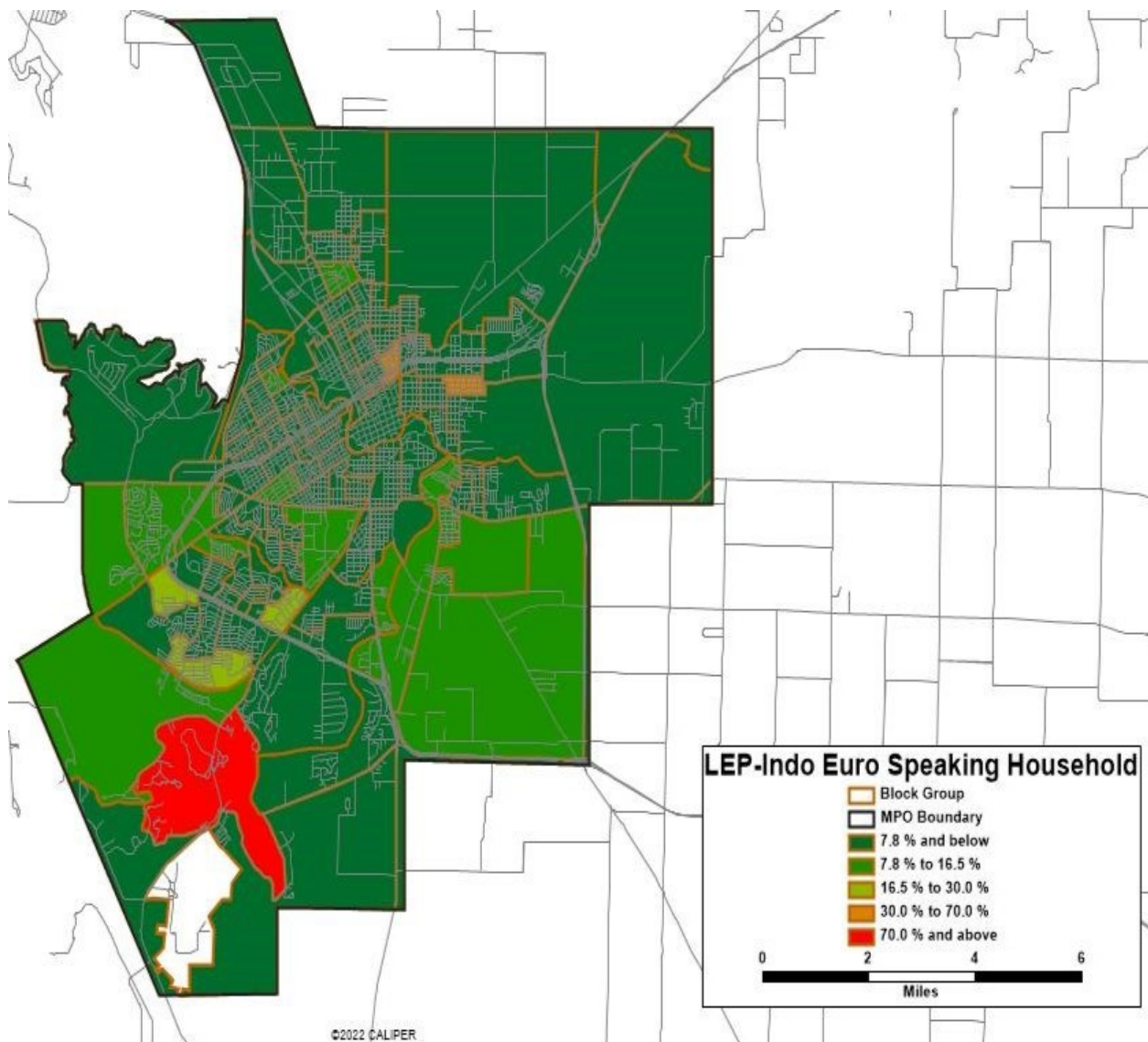


## Limited English Speaking: Asian-Pacific Island Map





## Limited English Speaking: Indo-European Map





## Title VI and Environmental Justice Considerations Conclusion

The purpose of Environmental justice is to identify and address disproportionate high and adverse effects of proposed decisions on low-income, elderly, and minority populations. Decisions by the MPO should consider equitable conditions for several of the community's population including color, race, national origin, sex, age disability, and persons with limited English Proficiency.

To comply with the requirements of environmental justice, the MPO attempts to have meetings, events, and activities in areas that have higher percentages of low-income or minority populations. In addition to hosting activities in these areas, the MPO understands that many of these residents have limited access to transportation and are not usually available during the day and for that reason, the planning activities occur during evening hours and sometimes on the weekends.

To further our outreach and involvement efforts, the MPO provides several of our reading and informational materials in languages other than English.

## ENVIRONMENTAL MITIGATION

The required approach to mitigation, also known as sequencing, involves understanding the affected environment and assessing transportation effects throughout project development. Effective mitigation starts at the beginning of the National Environmental Policy Act (NEPA) process, not at the end. Mitigation must be included as an integral part of the alternatives development analysis process.

**Mitigation: Avoid > Minimize > Repair or Restore > Reduce over time > Compensate**

The Council on Environmental Quality (CEQ) regulations define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

## Agency Consultation

In order to adhere to MAP-21 requirements, the MTP needs to discuss potential environmental mitigation activities to be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory agencies.

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The MPO consulted with local resource and environmental agencies, including federal and state, with the development of this document. Although there were no comments, the MPO wanted to get their input to ensure that planning activities do not negatively affect areas that are unique.

In assessing environmental mitigation impacts, areas which are considered environmentally and historically or culturally sensitive should be carefully studied for unique features such as:

- Floodplains
- Wetlands
- Agricultural areas
- Conservation areas
- Natural areas
- Parks or trails
- Woodlands
- Archeologically significant
- Cemeteries
- Endangered species areas

While many of these areas are not located within the MPO planning boundary some are. As the MPO begins developing projects, consultation with resource and environmental agencies will take place.

It is the intent of the MPO to maintain a community that is healthy, environmentally responsible and considers the needs of others. Furthermore, the MPO will collaborate with stakeholders to make sure the mitigation of impacts is considered regardless if the impacts are considered significant.

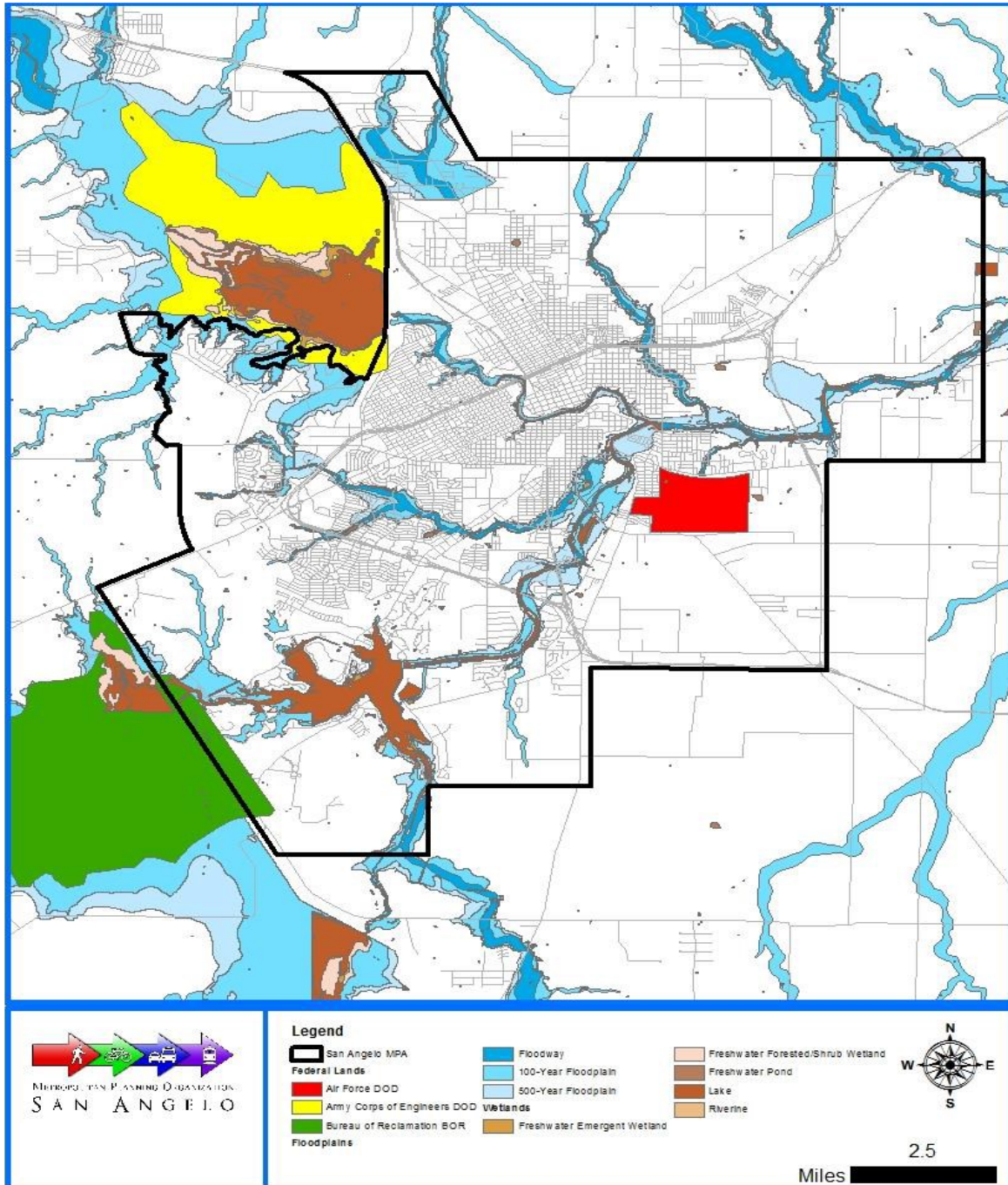
Consulting with environmental agencies and stakeholder organizations during the planning process helps establish communication and collaboration, which helps to avoid potential conflicts in the future.

The Potential Mitigation Strategies chart below describes some potential mitigation resources, legislation, and project activities. The map preceding the chart shows areas within the San Angelo MPO boundary that are considered environmentally significant. The MPO will work with the appropriate federal and state offices in advance of any project development.

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Potential Mitigation Strategies			
Resource	Key applicable requirements	Potential mitigation activities for project implementation	Potential mitigation area for project implementation
Neighborhoods and communities, and homes and business	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or esthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accordance with 49 CFR 24).
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Resources; design exceptions and variances; environmental compliance monitoring.	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place.
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.	On-site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing.
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (Could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring.	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions.
Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring.	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district.
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309, 15.2-4313)	Avoidance, minimizations; design exceptions and variances; environmental compliance monitoring.	Replacement of agricultural operation within existing agriculture/forestal district.
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring.	Relocation of species to suitable habitat adjacent to project limits.
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures.	Within air quality non-attainment and maintenance areas.

## Environmentally Sensitive Areas map



Data for this Environmentally Sensitive Areas received from EPA and TxDOT environmental Data Sources.

## **Chapter 4**

### **Organizational Components and Planning**

#### **ORGANIZATIONAL COMPONENTS**

Everything that we do is affected by transportation. From getting to work or school, making trips to buy goods or acquire services, traveling to appointments or even enjoying recreation or entertaining, transportation is involved in some form.

Successful transportation systems depend on a number of factors that include various resources and vision. Success depends on people that are dedicated to preserving, maintaining, and improving the transportation network. The San Angelo Metropolitan Planning Organization is made up of four-major components that work together to successfully coordinate

the transportation planning process. These are discussed in detail below.

#### **Policy Board**

The Policy Board provides direction and guidance for transportation planning in the MPO boundaries. The Board is responsible for ensuring conformance with federal regulations requiring that highways, mass transit, and other transportation facilities and services are properly deployed and developed in relation to the overall plan for urban development. This includes the responsibility of reviewing and approving the Metropolitan Transportation Plan, the Transportation Improvement Plan, and the Unified Planning Work Program. The following members comprise the policy board (voting and non-voting).

#### **Technical Advisory Committee**

The Technical Advisory Committee (TAC) is made up of representatives appointed by the Policy Board. These individuals serve as representatives for policy board members and are tasked with reviewing specific issues and making recommendations to the board. Each TAC member contributes their knowledge and experience from their respective fields to advance the transportation planning process.

#### **Citizen Advisory Committee and Special Advisory Committee**

The Citizen Advisory Committee (CAC) is another component of the MPO and is comprised of individuals selected by either the Policy Board or the Technical Advisory Committee. Members of the committee are usually citizens of the community, transportation stakeholders, or individuals with an interest in transportation. CAC meetings are not held as frequently as policy board or TAC meetings, but meetings are called when their input is needed. This committee is activated and used for projects as needed by the TAC or Policy Board.

Special Advisory Committee (SAC) are created as needed and are formed to review “special” projects that are related to transportation planning within and if required, outside of the MPO



boundary. Members of this committee include MPO staff, Policy Board members, citizens, and others with interest related to the task for which the committee is being created. SAC members are used to provide additional advice on a particular issue.

While the meetings of both the Citizen and Special Advisory Committees are not held regularly, the committee members are kept informed and are invited to attend other MPO meetings. The members always have the option to make a recommendation or provide input on projects, plans, and programs.



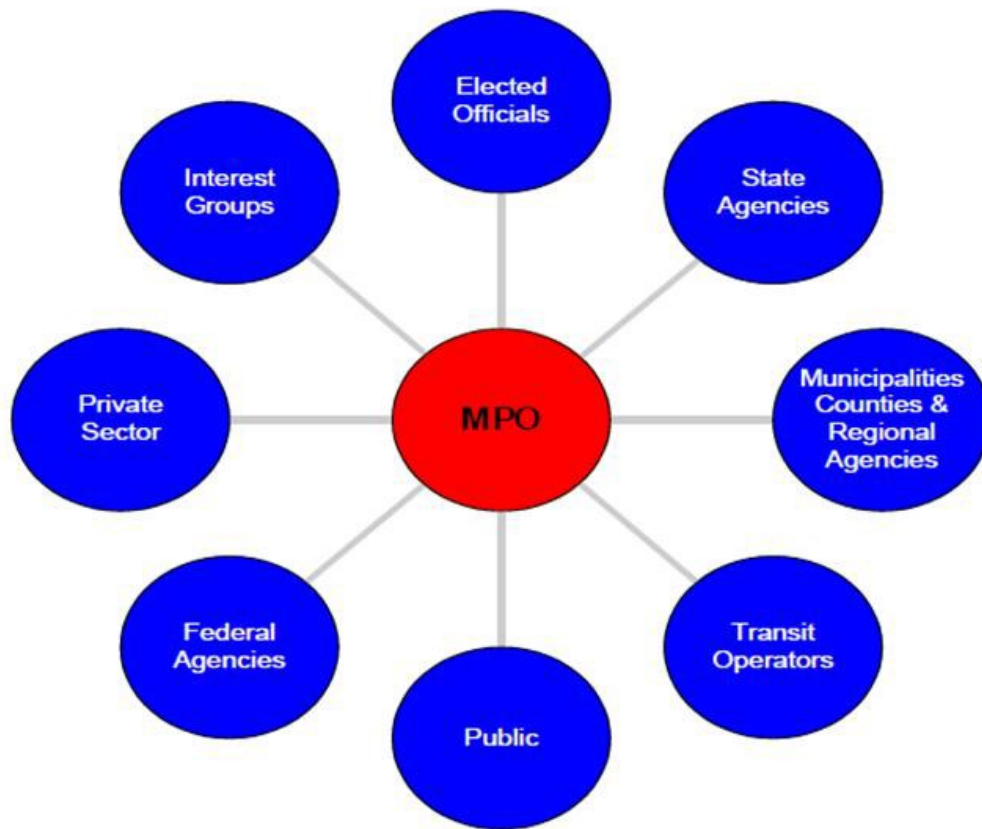
### Staff

The MPO staff consists of planning and technical professionals that provide valuable resources for information gathering and assembling of documents that correspond to transportation issues within the MPO boundary. The current staff makeup consists of three full-time professionals:

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- Metropolitan Planning Organization Director – responsible for the administration of the organization, ensuring compliance with all applicable regulations and following the direction of the policy board.
- Transportation Technical Planner – responsible for data collection and analysis, providing transportation planning assistance and coordination.
- Administrative Assistant– responsible for public outreach and Financials and billing, social media and the MPO website and providing office support.

The MPO staff works closely with the Texas Department of Transportation (TxDOT), the Concho Valley Transit District and the City of San Angelo to organize, implement and evaluate transportation concerns.



## TRANSPORTATION PLANS AND PROGRAMS

Transportation planning has several elements and components and is approached differently in every area. However, the fundamentals of planning are the same. Transportation planning essentially involves 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.

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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.

Federal transportation legislation requires metropolitan planning organizations to have a continuing, cooperative, and comprehensive planning process also known as the 3-C planning process. Metropolitan Planning Organizations have many responsibilities but a primary duty of an MPO is to maintain three required products. These products are the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Work Program.

These documents are be detailed below.

**Metropolitan Transportation Plan** – The MTP is a long-range planning document with a 20-year projection period. This document provides details on existing and projected transportation goals, objectives, system capabilities, needs, resources, and recommendations. In summary, the MTP identifies short-term and long-range strategies on how an MPO will address the transportation system. This document is updated every 4 or 5 years.

**Transportation Improvement Program** – The TIP is the MPO's short-term planning document that consists of highway, transit, and non-motorized transportation projects. The projects listed in the TIP include ones funded by federal, state, and local funds. TIP projects are first included in the long-range transportation plan and when funding becomes available, these projects are then programmed in the TIP according to the year that funding is expected to be received. The TIP is a four-year document that is usually updated every two years.

**Unified Planning Work Program** – The UPWP is a two-year plan that details all of the planning activities the MPO will pursue and complete during the upcoming fiscal year. The UPWP contains studies, planning tasks and any special planning projects used by the MPO. Essentially, the UPWP is the planning (operating) budget for the organization.

In addition to the three major documents listed above, the San Angelo Metropolitan Planning Organization also develops and maintains other plans, reports and programs that aide with the transportation planning process. These include the Public Participation Plan (discussed later in the MTP), the Limited English Proficiency Plan, San Angelo Bicycle and Pedestrian Plan, Annual Performance and Expenditure Report and the Annual Project Listing.

Many of the documents that are maintained by the MPO are required by either federal or state legislation and all documents are made available for public viewing. Some of these documents have required minimum public comment periods and solicitation requirements. The other documents produced by the MPO are generally advertised. Regardless of the requirements,

all of the plans, programs, and reports produced by the MPO provide coordinated long and short-term transportation planning guidance for the San Angelo area.

## **TRANSPORTATION PLANNING PROCESS**

SA-MPO is required by law to meet certain requirements and guidelines. Major responsibilities include developing and maintaining the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). Like many, a transportation plan has short- and long-range strategies that are intended to help with the efficient movement of people and goods.

To develop the required plans and to ensure that the planning requirements are met, there must be some type of process in place. This process must consider several things, offer alternatives, and provide a way of measuring progress. Like several other transportation-planning organizations, the San Angelo MPO sets goals, collects data, public input and collaborative decision-making for transportation plans.

### **Census Urbanized Area**

The Census Urbanized Area is a statistical geographic entity defined by the Census Bureau and consists of a central core of adjacent densely settled parcels that contain at least 50,000 people with an overall population density of at least 1,000 people per square mile. The urbanized area boundary is usually smaller than the MPO planning boundary but larger than the city limits.

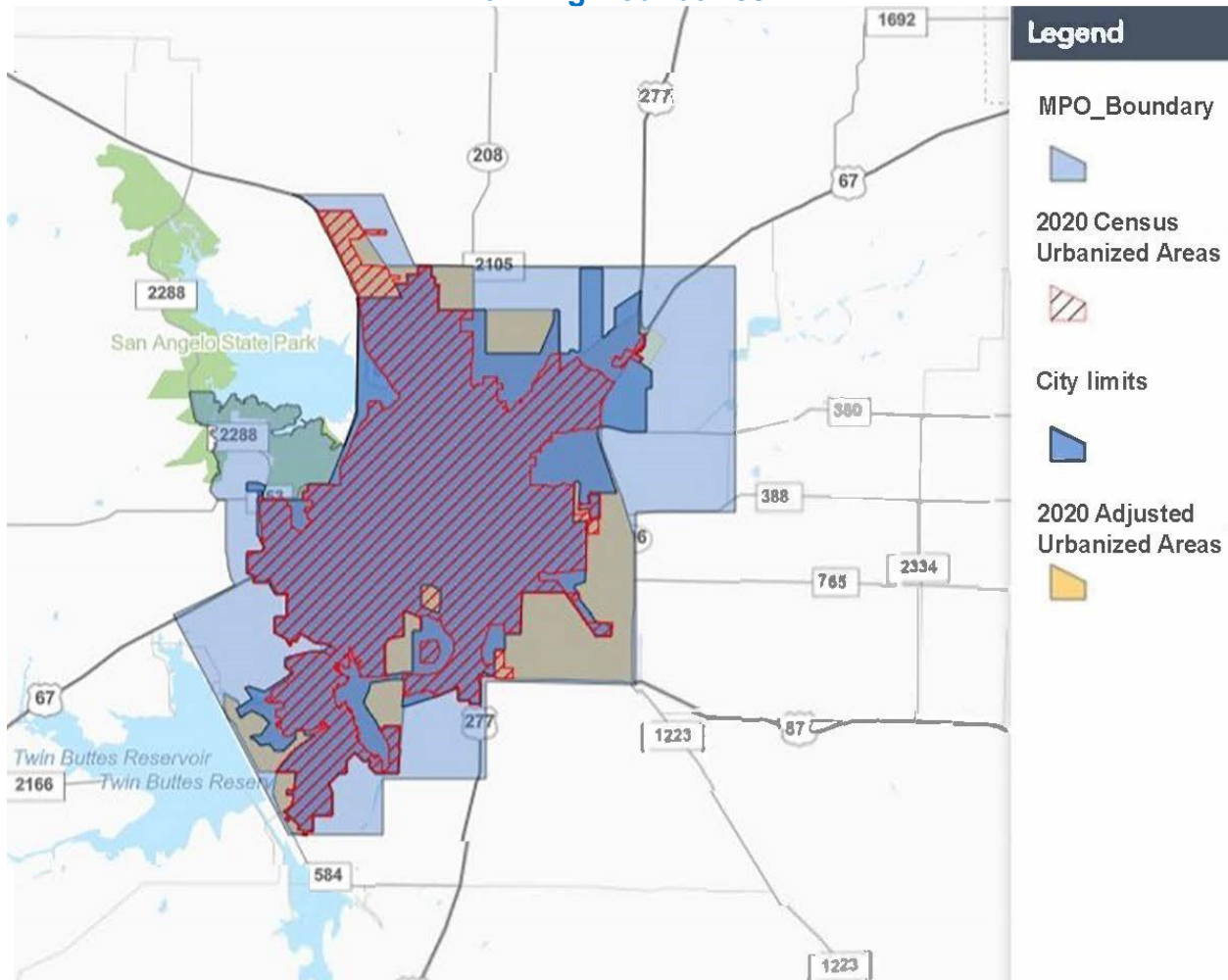
### **San Angelo Metropolitan Statistical Area**

The San Angelo Metropolitan Statistical Area encompasses three counties, Tom Green, Sterling and Irion. In 2020, the San Angelo MSA had a population of over 121,834 and included nearly 48,115 households. MSA's are generally defined as adjacent areas that comprise one or more entire counties and have a high degree of social and economic integration.

### **Federal Highway Administration Area Boundary**

The FHWA Urban Area Boundary (UAB) typically represents an adjustment or revision to the Census Urban Area Boundary and is fixed by responsible State and local officials in coordination with each other.

### Planning Boundaries



Census Urban Area Boundaries are revised to smooth out geographic irregularities, maintain administrative continuity and encompass fringe area having residential, commercial, industrial and/or national defense significance. The FHWA UAB is fixed to determine capital program funding and eligibility.

#### Tom Green County

The TGC boundary has a total area of 1,541 square miles and is made up of land and water. Tom Green County is located in the Edwards Plateau and is included in the Metropolitan Statistical Area.

#### Population

It is a known fact that transportation plays a role in everyone's daily activities. Whether it is getting to work, going to school, taking a vacation, shopping for goods or visiting family, transportation is used. Since everyone utilizes transportation in some form, determining how many people are currently using and will use transportation is extremely important. To get an

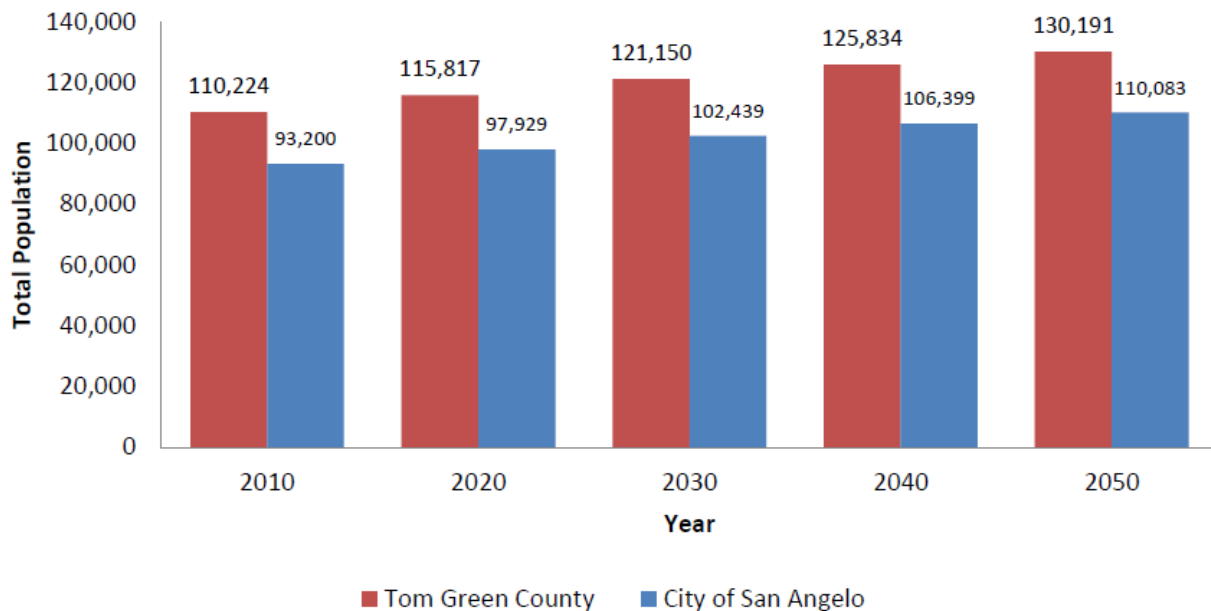


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idea of the number of residents that are using transportation in the metropolitan area, the MPO collected and forecasted population statistics for Tom Green County and San Angelo. Generally, the residents in the City of San Angelo comprise about 85 percent of the total population for Tom Green County.

The information below compares the population changes for Tom Green County and San Angelo from 2020 through 2050. When reviewing the population changes, the MPO chose to start with the latest Census information and forecast beyond the long-range plan year up to 2050. The graphic shows the population for TGC at approximately 110,224 and San Angelo at 93,200. It is important to note that statistics for San Angelo include the City of San Angelo and areas outside the city limits but are within the MPO planning area boundary. In addition, forecasted population data was calculated using a zero-migration rate. The data presented is from the Texas State Data Center.

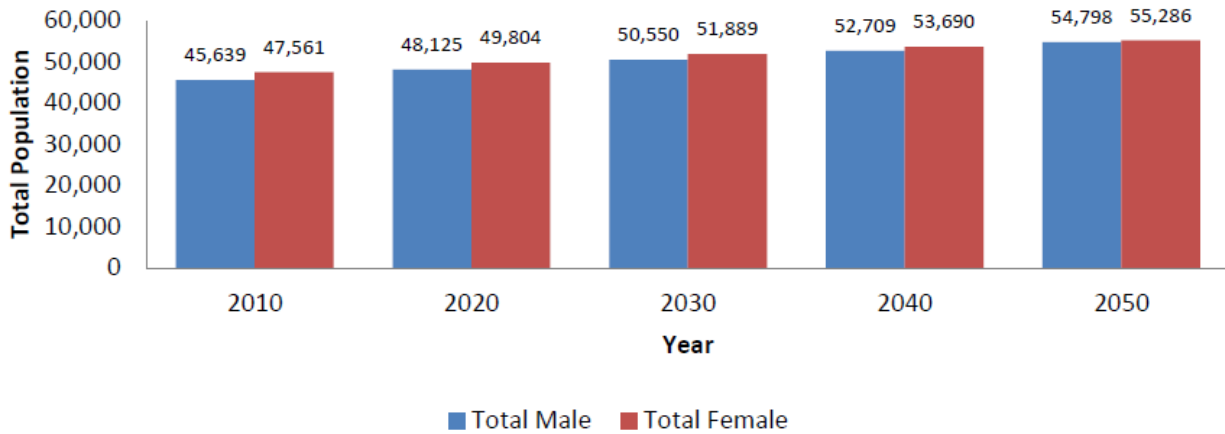
### Tom Green County and San Angelo Population Chart



As has been demonstrated with previous population forecast analysis, the percentage in growth from one decade to the next for Tom Green County and San Angelo are relatively close. As the population for TGC increases, so does the population for San Angelo. Previous trends not represented in the chart above have shown that the growth of San Angelo has been gradual for the last 70 years.

Each year the population increases about 3 to 4 percent, as does the county. There have been years where there was an unexpected spike in population due to a special activity. For instance, from 2011 through 2014, the population for both the county and city grew due to the energy sector production. It is still uncertain what affects the energy sector improvements will have on the future population; it is reasonable to assume that San Angelo will not see an increase that large again unless oil activity bounces back.

### Population by Gender



Although it does not have a direct correlation to demand on the transportation system, the MPO reviewed the population by gender for 2010 through 2050. The chart below shows that the total female population is slightly larger than the total male population. Generally, females make up about 51% of the population for San Angelo. The chart reveals that as we move closer to 2040 and 2050 the gap between males and females gets smaller.

In 2020, the Anglo population was approximately 53,945 or 57% of the population. Hispanics represented about 35 percent of the population and Black and other were far less, representing about 6 percent of the total population. Projections show these two race categories will continue to represent a small percentage of the total population.

The Anglo and Hispanic segments of the population present a different story. In 2010, figures for Anglos were at 53,945, representing 58 percent of the population. Hispanic statistics for 2010 were approximately 33,243 and made up 35% of the population. As the graphic shows, from 2010 through 2050, the Anglo population begins to slightly decline. This decline begins to occur around 2030. Around this same time, the Hispanic population sees the largest increase adding almost 5,000 new residents.

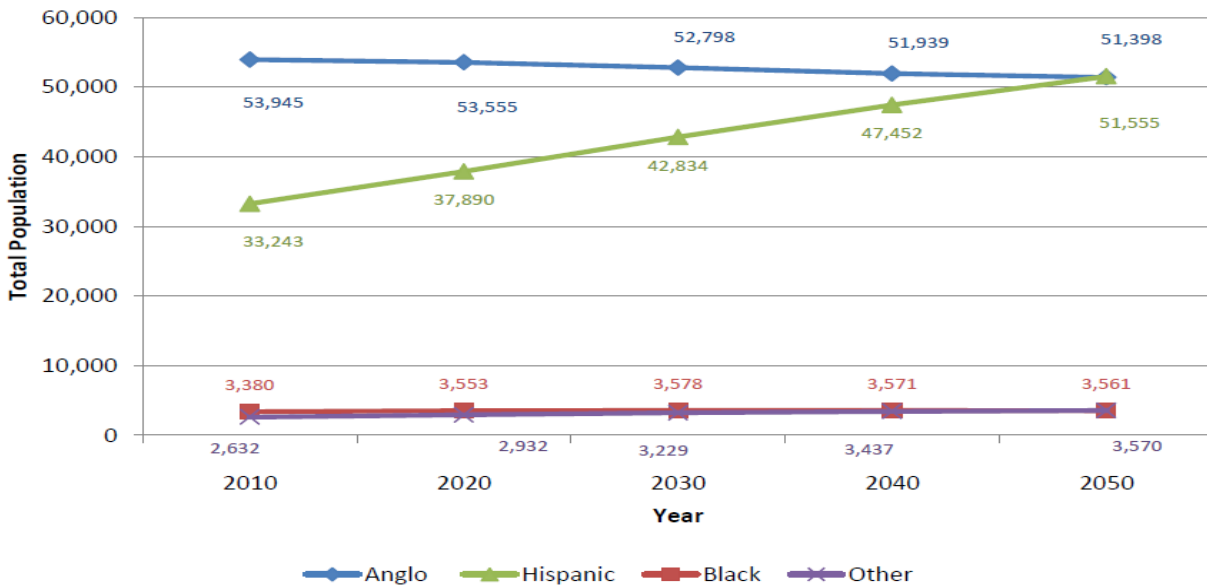
As the trend continues, the gap between the Hispanic and Anglo population begins to get smaller, and ultimately, in 2050 the Hispanic population is projected to be slightly larger the Anglo population.

Another take-away from this graphic is that when combined, the minority segment of the population (Hispanic, Black and other) are less than the Anglo population, at least in 2010. The chart shows that in 2010 the Anglo population accounts for about 57% of the population and minorities represent 43%. In 2030, the Anglo population decreases and represents 51 percent of the population and minorities make up 49 percent. Going forward, the minority population becomes the majority.

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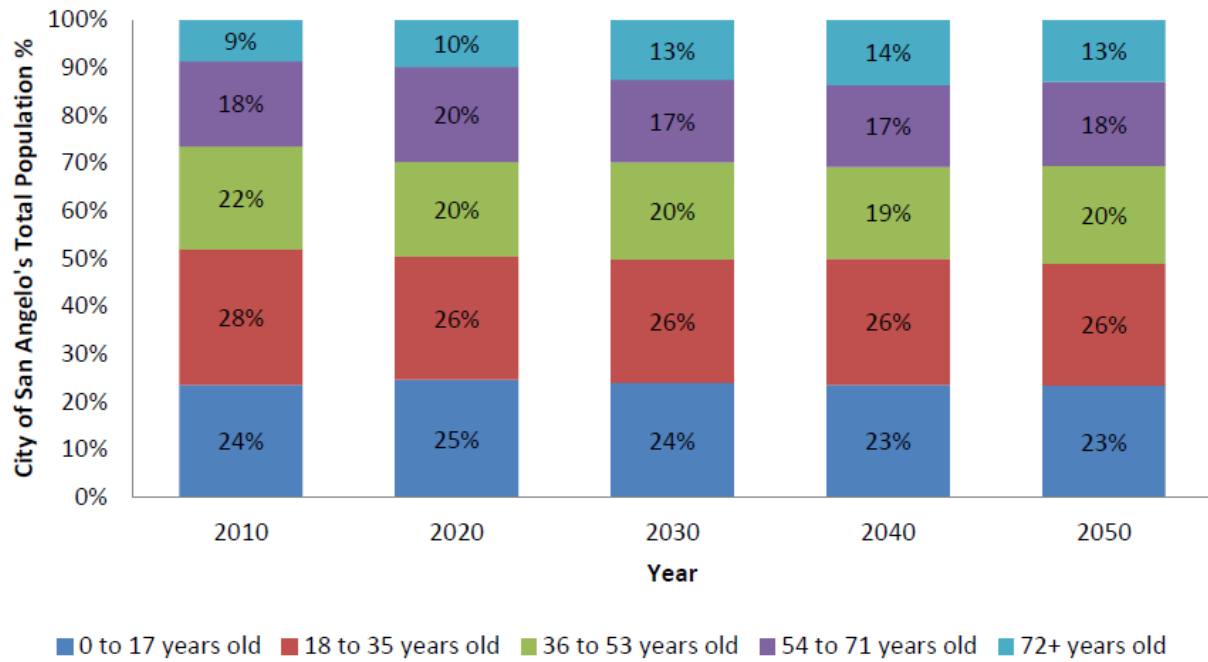
In assuming that minorities typically are considered lower income and rely more heavily on public transportation or non-motorized transportation, for San Angelo's transportation system, this means that over the next few decades, more investments will have to be made in

other forms of transportation besides highways.

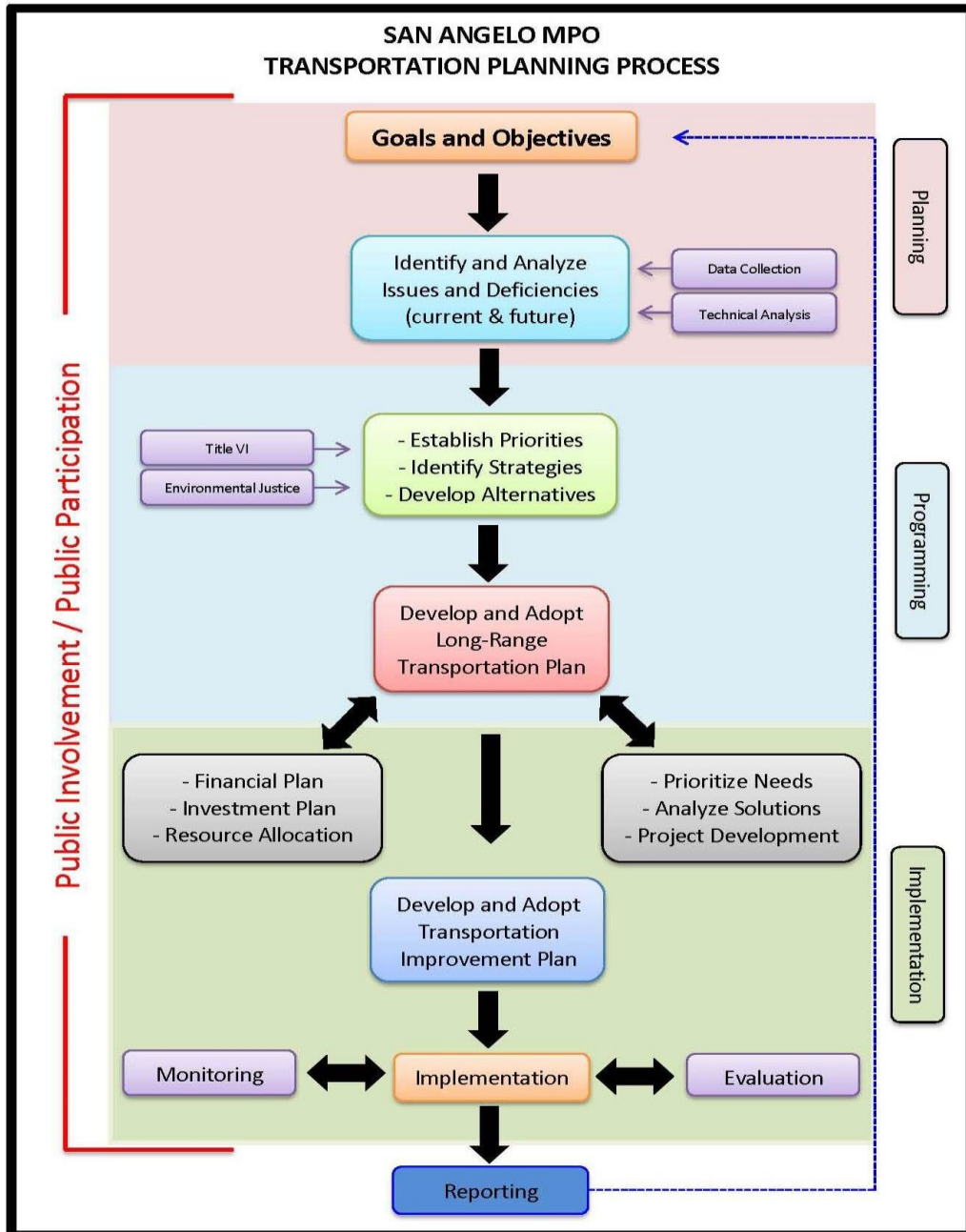


The graphic below shows the San Angelo population from 2010 through 2050 broken into five age groups. Unlike race, the age groups for San Angelo do not change typically over the five observed decades. From 2010 through 2050, each age category increases or decreases by a very small percentage.

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## Performance Based Planning

With increased emphasis on accountability and transparency performance-based planning and reporting has become a standard requirement for agencies receiving federal funds for transportation.



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The San Angelo MPO along with our partners in transportation planning and delivery have agreed to maintain a living agreement where all partners are aware of the status and progress toward agreed targets. These targets to be updated and included with each TIP/STIP and MTP update. The project selection process has been modified to use Decision Lens grading process to ensure that all project selections are graded and prioritized with these Targets and Goals in mind. See Project Selection at the end of this chapter.

## Examples of projects supporting PM-1 , PM-2 and PM-3 improving Safety, Travel Time Reliability and Bridge and Pavement Conditions

CSJ PROJECT		LIMITS FROM TO		PM1	PM2	PM3	TAM	PTASP	COMMENTS
FY 2026									
1	0159-07-007	SL 376 Widened non-free-way, add center turnlane and ACP overlay	FM 1223	US 97	●	●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements improving travel time reliability) / <b>Second Goal Addressed:</b> Promote Safety (Reduce crashes & incidents through targeted infrastructure improvements such as more lanes, curbs, and driveway access) / <b>Third Goal Addressed:</b> Improve Pavement Condition (improve handling and ride with new surfaces and expansion of lanes)
2	0264-06-044	US 277 Reconstruct 2 lane highway to 4 lane divided freeway	0.75 miles North of FM2105	US 67		●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements and increase Travel Time Reliability for freight movements) / <b>Second Goal Addressed:</b> Improve Pavement Condition (improve handling and ride through new surfaces at freeway standards)
3	0264-06-047	US 277 Construct new bridge over railroad crossing and Old Ballinger Road, Grade Separation	At Texas Pacific Crossing DOT 021470R			●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements and elimination of at-grade crossing, improving Travel Time Reliability for freight movements) / <b>Second Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through grade separation project)
4	2141-02-019	FM2290 Construct Shared Use Path	US 67	Glasgow Road	●				<b>Primary Goal Addressed:</b> Promote Safety and Safe Streets for all (Reduce serious injuries and fatalities through targeted infrastructure improvements) & work for Carbon Reduction which will support TxDOT with their Carbon Reduction Targets and improve the environment and quality of life in the community.
FY 2027									
1	0907-09-236	Construct 11.4 miles of sidewalk and shared use path	Various locations in the City			●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility and connectivity through targeted infrastructure & operational improvements getting bicycle riders and pedestrians off the Streets improving Travel Time Reliability) / <b>Second Goal Addressed:</b> Promote Safety (through targeted infrastructure improvements assisting with Safe Streets for All initiatives) (Note: This project will assist TxDOT with their Carbon Reduction Goals)
FY 2028									
1	2141-02-016	FM2293 reconstruction and widen 4.0 miles of South end of FM 2293	4.3 miles South of US 87	8.1 miles South of US 87	●	●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements improving Travel Time Reliability for freight movements) / <b>Second Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) / <b>Third Goal Addressed:</b> Improve Pavement Condition (improve handling and ride and repair wear and tear from heavy trucks)
FY 2032									
1	0070-02-092	US 87 Upgrade existing 4 lane divided section to freeway with frontage roads	US 277	S-306 and FM 1223		●	●		<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements and improve travel time reliability for freight movements) / <b>Second Goal Addressed:</b> Improve Pavement Condition (improve handling and ride with new surfaces and expansion of lanes)

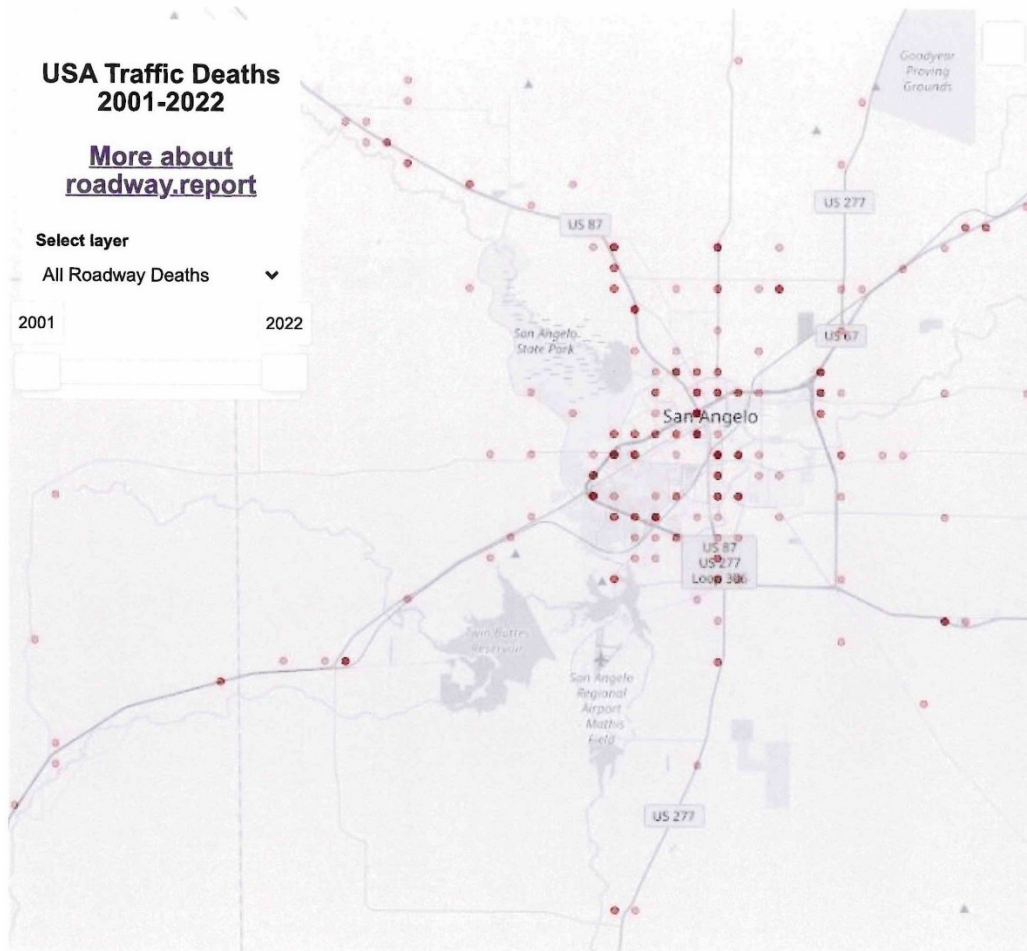
## Safety

The MPO chose to support the State Targets on Safety and below are those targets along with the latest crash data available. These will be updated as future analysis and reporting becomes available.

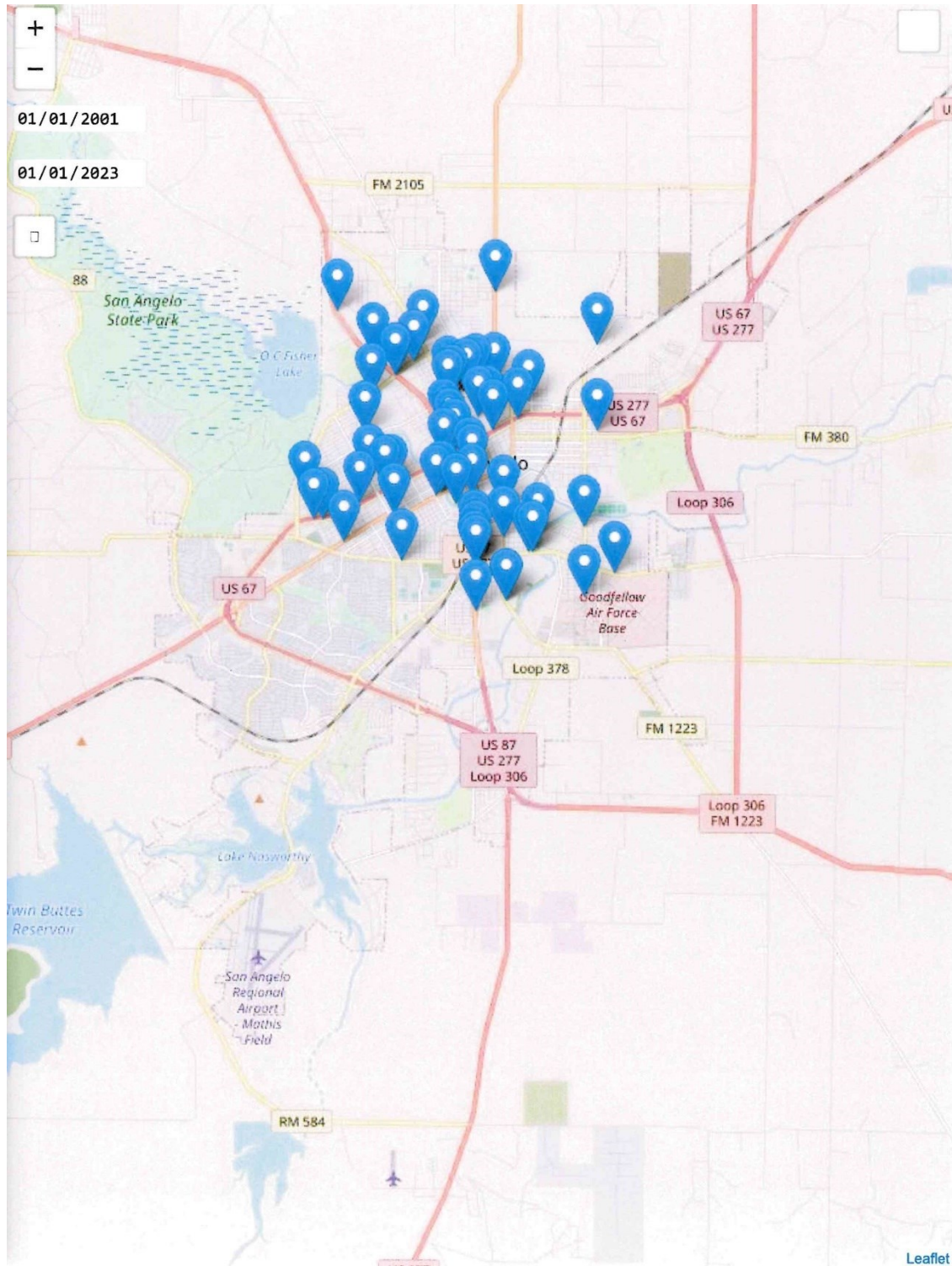
Performance Measure	2024 Statewide Target (Expressed as Five-Year 2017-2022 Average)
Total number of traffic related fatalities on all public roads	3,046
Rate of traffic related fatalities on all public roads per 100 million VMT	1.14
Total number of traffic related serious injuries on all public roads	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

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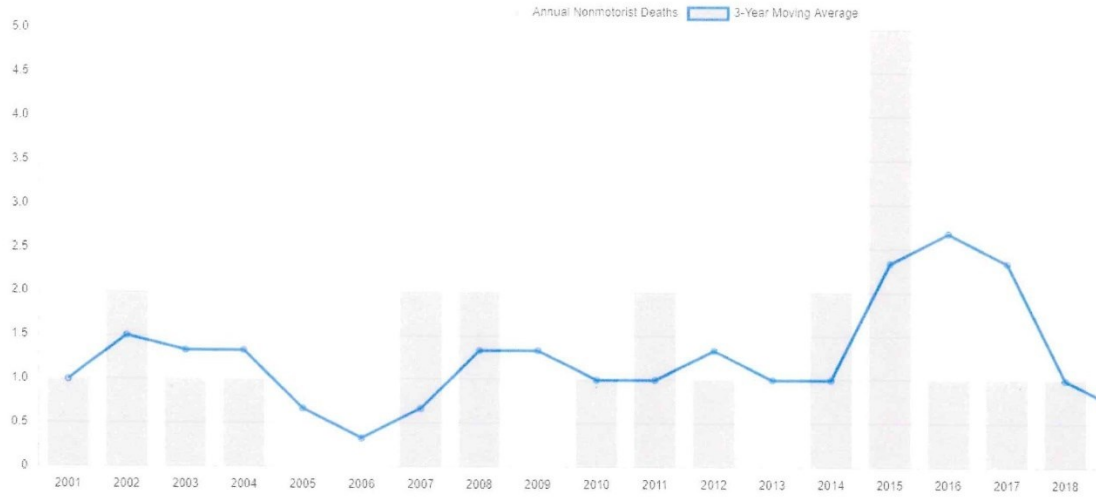
Having accepted the State targets and having chosen to support the state in their efforts, the San Angelo MPO is constantly monitoring transportation safety and conflicts in the area, even just outside the Planning area that probably do influence the planning area as many people travel from outside the area into the city for work, shopping, medical and enjoyment and then return to their homes outside the area. Below are some of the data sources we continue to monitor.



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# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan



**Pedestrian Deaths**



**Bicycle / Micro-Mobility Deaths**

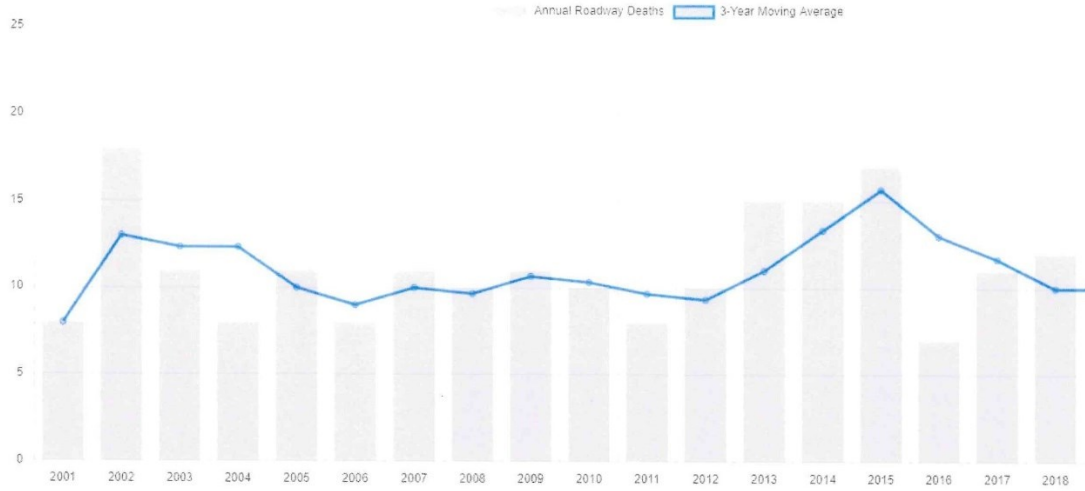


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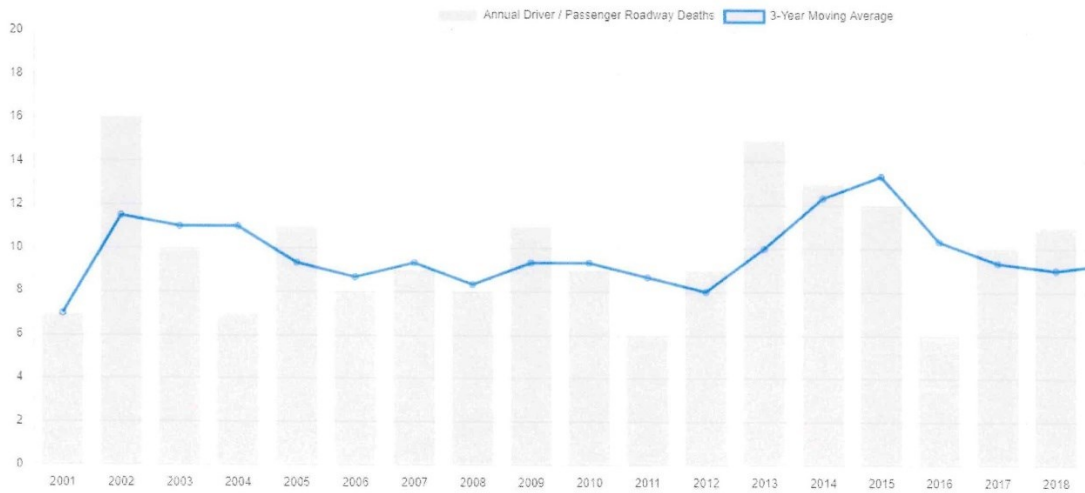
**TOM GREEN County Dashboard**

[See Other Counties](#)

**Total Roadway Deaths**



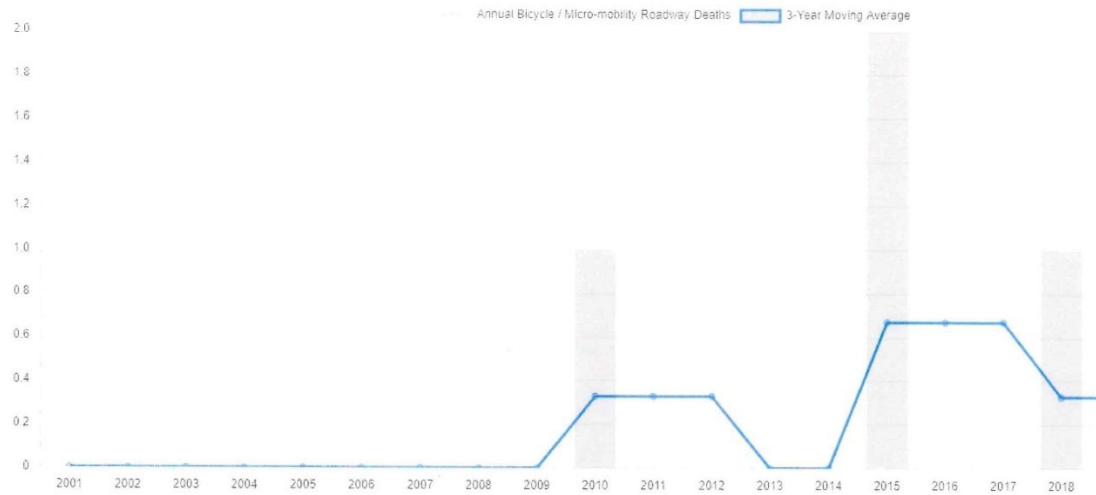
**Driver / Passenger Roadway Deaths**



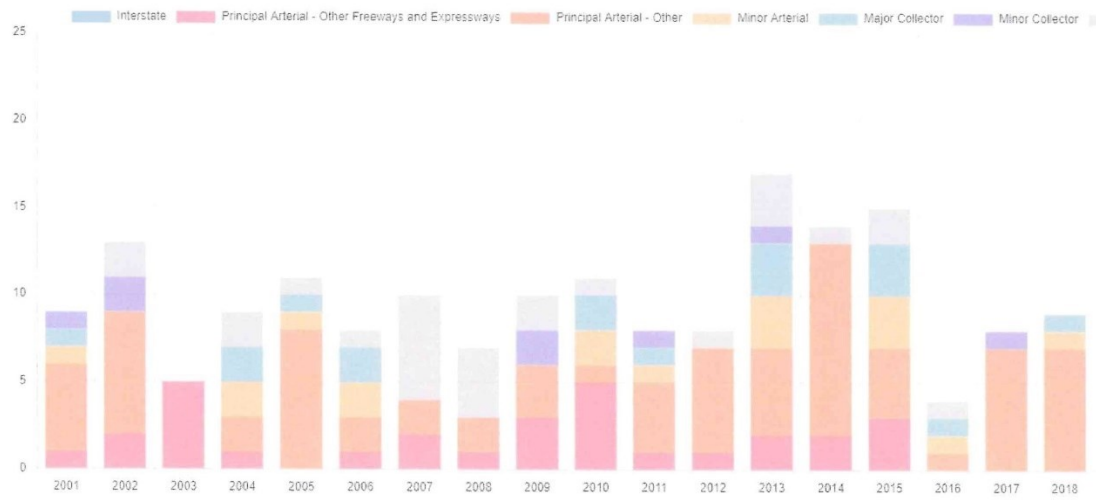
**Non-Motorist Roadway Deaths**



# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan



## Functional System



## Nonmotorist Deaths by Total Lanes in Roadway

A stacked bar chart illustrating the distribution of lane counts for road segments across various years from 2001 to 2018. The y-axis represents the count of road segments, ranging from 0 to 5.0 in increments of 0.5. The x-axis lists the years. The legend identifies eight categories: One Lane (dark blue), Two Lanes (orange), Three Lanes (green), Four Lanes (red), Five Lanes (purple), Six Lanes (brown), Seven or More Lanes (pink), and Not Reported (grey). The data shows a significant increase in two-lane roads starting around 2014, peaking at nearly 5.0 segments in 2015.

Year	One Lane	Two Lanes	Three Lanes	Four Lanes	Five Lanes	Six Lanes	Seven or More Lanes	Not Reported
2001	0	0	1.0	0	0	0	0	0
2002	0	1.0	0	1.0	0	0	0	0
2003	0	0	0	0	0	1.0	0	0
2004	0	0	0	1.0	0	0	0	0
2005	0	0	0	0	0	0	0	0
2006	0	0	0	0	0	0	0	0
2007	0	0	2.0	0	0	0	0	0
2008	0	0	2.0	0	0	0	0	0
2009	0	0	0	0	0	0	0	0
2010	0	0	0	0	0	1.0	0	0
2011	0	1.0	0	1.0	0	0	0	0
2012	0	1.0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0
2014	0	1.0	0	1.0	0	0	0	0
2015	0	2.0	0	2.0	0	0	0	0
2016	0	1.0	0	0	0	0	0	0
2017	0	1.0	0	0	0	0	0	0
2018	0	1.0	0	0	0	0	0	0

Convertible (Excludes Sunroof, T-Bar) 2-Door Sedan/Hardtop/Coupe 3-Door/2-Door Hatchback 4-Door Sedan/Hardtop 5-Door/4-D Station Wagon (Excluding Van- and Truck-Based) Hatchback, Number of Doors Unknown Sedan/Hardtop, Number of Doors Unknown (Since 1994) Other or Unkr Auto-Based Pickup Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse) Large Limousine (More Than Four Side Doors or Str Three-Wheel Automobile or Automobile Derivative Compact Utility (ANSI D-16 Utility Vehicle Categories "Small" and "Midsize") Large Utility (ANSI D-16 Utility Vehicle Ca Utility Station Wagon 3-Door Coupe Utility Unknown Body Minivan Large Van - Includes Van-Based Buses Step Van or Walk-In Va Other Van Type (Hi-Cube Van) Unknown Van Type Convertible Pickup Light Pickup Unknown (Pickup Style) Light Conventional Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles) Truck-Based Panel Light Vehicle-Based Motorhome (Chassis Other Light Conventional Truck Type (Includes Stretched Suburban Limousine) Unknown Light Truck Type (Since 2013) Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Cross-Country/Intercity Bus (i.e., Greyhound) Transit Bus (City Bus) Van-Based Bus (GVWR > 10,000 lbs) (Since 2011) Other Bus Type Unknown Bus Type Single-Unit Straight Truck or Cab-Chassis (GVWR range 10,001 to 19,500 lbs) (Since 2011) Single-Unit Straight Truck or Cab-Chassis (GVWR range 19,501 to 26,000 Single-Unit Straight Truck or Cab-Chassis (GVWR > 26,000 lbs) (Since 2011) Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011) Medium/Haa

Year	Vehicle Type	Count
2001	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2002	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	2.0
2003	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2004	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2005	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	0.0
2006	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	0.0
2007	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2008	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2009	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	0.0
2010	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2011	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2012	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2013	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	0.0
2014	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2015	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	2.0
2016	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2017	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0
2018	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)	1.0

## Pavement and Bridge Condition

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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) % in "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%

**Bridge Deck Area**

(units in millions of square feet)

Year	Good		Fair		Poor		Total	
	M SF	%	M SF	%	M SF	%	M SF	%
2024	0.1	35.5%	0.2	60.2%	0.0	4.3%	0.4	100%
2022	0.2	39.7%	0.2	60.3%	0.0	0.0%	0.4	100%
2020	0.3	70.8%	0.1	29.2%	0.0	0.0%	0.4	100%
2018	0.3	70.8%	0.1	29.2%	0.0	0.0%	0.4	100%

**Number of Bridges**

Year	Good		Fair		Poor		Total	
	Count	%	Count	%	Count	%	Count	%
2024	26	63.4%	14	34.1%	1	2.4%	41	100%
2022	27	65.9%	14	34.1%	0	0.0%	41	100%
2020	32	78.0%	9	22.0%	0	0.0%	41	100%
2018	32	78.0%	9	22.0%	0	0.0%	41	100%

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## System Performance

The MPO resolved and Adopted Travel Time Reliability Targets that support Statewide targets in the effort to attain and maintain the targets that they have chosen. These will be evaluated and adjusted and reestablished as new information becomes available.

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

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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					
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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%

### CVTD State of Good Repair

The following is the evaluation and maintenance progress of the Concho Valley Transit District established to maintain their fleet in a state of good repair and is fully funded and constrained in their budget each year.

General Asset Description	Type	Agency Fleet Designation: License Plate/VIN	Year of Manufacture	Date put in service	Useful Life	Year Due	Preliminary evaluation of condition? E=excellent G= good F= fair P=poor	Current Mileage	Original Cost	Estimated cost to replace	Last fiscal year maintenance fees	Average Cost for last fiscal year per month - Maintenance	Tire expense per prior fiscal year	Gas expense for last year	Average Fuel Cost per month	Useful Life remaining?
Asset Inventory Information																
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175419/ 1FDFE4F52EDA05921	2014	2/12/2014	5/150,000	2019	F	150482	\$51,248.00	\$400,000.00	\$14,384.26	1198.69	1811.85	28591.99	2382.67	0
Ford, F550, SuperDuty, Cutaway, type 3, 25'	3	1186922/ 1FDGFSGT1FEA89823	2015	1/14/2015	5/150,000	2020	E	141150	\$164,199.25	\$400,000.00	\$35,695.03	2974.59	3603.96	21818.71	1818.23	1
Ford, F550, SuperDuty, Cutaway, type 3, 25'	3	1186923/ 1FDGFSGTXEES4179	2014	1/14/2015	5/150,000	2019	F	96220	\$164,199.25	\$400,000.00	\$17,609.69	1467.47	1540.00	6619.15	551.60	1
Ford, F550, SuperDuty, Cutaway, type 3, 25'	3	1186920/ 1FDGFSGT0FEA65349	2015	1/14/2015	5/150,000	2020	E	124515	\$164,199.25	\$400,000.00	\$37,832.08	3152.67	2992.52	15343.72	1278.64	1
Ford, F550, SuperDuty, Cutaway, type 3, 25'	3	1186921/ 1FDGFSGT2FEA72299	2015	1/14/2015	5/150,000	2020	E	98932	\$164,199.25	\$400,000.00	\$20,385.47	1698.79	1960.38	14188.73	1182.39	1
Ford, E450, Trolley, type 14, 31'	14	1261414/ 1FC4E4KS9FDA05093	2015	9/22/2015	varies MD-HD	2020	G	27426	\$158,148.00	\$400,000.00	\$3,480.35	290.03	515.24	5630.26	469.19	1
Ford, E450, SuperDuty, Cutaway, type 3, 27'	3	1FDFE4F57HDC62058	2017	4/17/2018	5/100,000	2022	G	37818	\$67,533.28	\$400,000.00	\$929.43	77.45	0.00	6630.62	552.55	4
Ford, E450, SuperDuty, Cutaway, type 3, 27'	3	1FDFE4F59HDC62045	2017	4/17/2018	5/100,000	2022	G	40878	\$67,533.28	\$400,000.00	\$645.29	53.77	0.00	6720.43	560.04	4

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Ford, E450, SuperDuty, Cutaway, type 3, 27'	3	1FDFE4F57HDC62044	2017	4/17/2018	5/100,000	2022	G	37407	\$67,533.28	\$400,000.00	\$860.00	71.67	188.31	5326.27	443.86	4
Ford, E450, SuperDuty, Cutaway, type 3, 27'	3	1FDFE4F51HDC53047	2017	4/17/2018	5/100,000	2022	G	44267	\$67,533.28	\$400,000.00	\$1,256.65	104.72	250.81	6010.65	500.89	4
Ford, E450, SuperDuty, Cutaway, type 3, 27'	3	1FDFE4F53HDC62042	2017	4/17/2018	5/100,000	2022	G	29143	\$67,533.28	\$400,000.00	\$0.00	0.00	0.00	1033.12	86.09	4
Ford, E450, Starcraft, Cutaway, type 3, 27'	3	1FDFE4F52HDC55874	2017	2018	5/100,000	2022	E	27014	\$67,533.28	\$400,000.00	\$1,167.81	97.32	188.31	5510.42	459.20	4
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175428/ 1FDFE4F50EDA05903	2014	2/12/2014	5/150,000	2019	F	121280	\$51,248.00	\$400,000.00	\$4,974.11	414.51	1919.61	13104.94	1092.08	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175427/ 1FDFE4F55EDA05914	2014	2/12/2014	5/150,000	2019	G	172292	\$51,248.00	\$400,000.00	\$21,795.49	1816.29	1830.26	24958.77	2079.90	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175423/ 1FDFE4F58EDA05907	2014	2/12/2014	5/150,000	2019	G	144161	\$51,248.00	\$400,000.00	\$14,977.96	1248.16	2421.60	22483.40	1873.62	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175419/ 1FDFE4F51EDA05912	2014	2/12/2014	5/150,000	2019	F	167270	\$51,248.00	\$125,000.00	\$11,062.12	921.84	3177.54	20767.14	1730.60	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175420/ 1FDFE4F53EDA05913	2014	2/12/2014	5/150,000	2019	P	179402	\$51,248.00	\$125,000.00	\$13,128.09	1094.01	1272.06	19477.88	1623.16	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175430/ 1FDFE4F50EDA05917	2014	2/12/2014	5/150,000	2019	G	163608	\$51,248.00	\$125,000.00	\$9,315.39	776.28	1785.67	20819.17	1734.93	0
Ford, Transit 350, Wagon High Roof, type 1, 19'	1	1261419/ 1F8X2XG7GKA26423	2016	11/12/2015	4/100,000	2020	G	68049	\$41,684.81	\$125,000.00	\$2,773.18	231.10	1028.00	5830.92	485.91	1
Ford, Transit 350, Wagon High Roof, type 1, 19'	1	1261420/ 1F8X2XG2GKA26426	2016	11/18/2015	4/100,000	2020	G	64875	\$41,684.81	\$125,000.00	\$3,315.19	276.27	1032.95	6753.96	562.83	1

Ford, Transit 350, Wagon High Roof, type 1, 19'	1	1261531/ 1F8X2XG0GKA26425	2016	1/4/2016	4/100,000	63	G	63913	\$41,684.81	\$125,000.00	\$2,657.16	221.43	1352.00	7346.78	612.23	1
Mobility Ventures, MV1, Van, type 7, 16'	7	1312606/ 57WMD2AG1EM101841	2014	2/24/2016	4/100,000	2018	E	42964	\$42,500.00	\$125,000.00	\$1,792.57	149.38	15.00	2674.52	222.88	0
Mobility Ventures, MV1, Van, type 7, 16'	7	1312605/ 57WMD2AG1EM101838	2014	2/24/2016	4/100,000	2018	G	48858	\$42,500.00	\$125,000.00	\$3,287.82	273.99	773.00	2739.94	228.33	1
Ford, E350, Van, Cutaway, type 3, 23'	3	1346260/ 1FDEE3FL5GDC13230	2016	6/22/2016	5/150,000	2021	G	110614	\$54,537.00	\$125,000.00	\$6,849.85	570.82	2399.06	23007.36	1917.28	2
Ford, E350, Van, Cutaway, type 3, 23'	3	1346259/ 1FDEE3FL3GDC24291	2016	6/22/2016	4/100,000	2020	E	26721	\$54,537.00	\$125,000.00	\$645.51	53.79	15.00	702.14	58.51	1
Mobility Ventures, MV1, Van, type 7, 16'	7	1346258/ 57WMD2AG6EM101849	2014	6/24/2016	4/100,000	2018	G	49697	\$42,500.00	\$125,000.00	\$1,747.23	145.60	302.00	4797.78	399.82	1
Ford, E350, Van, Cutaway, type 3, 23'	3	1346256/ 1FDEE3FL7GDC22690	2016	6/30/2016	5/150,000	2021	G	109420	\$58,343.00	\$125,000.00	\$6,904.38	575.37	2234.74	23601.10	1966.76	2
Ford, E350, Van, Cutaway, type 3, 23'	3	1346255/ 1FDEE3FL5GDC24292	2016	6/30/2016	5/150,000	2021	G	97987	\$58,343.00	\$125,000.00	\$6,378.61	531.55	1551.31	20467.57	1705.63	2
Ford, E350, Van, Cutaway, type 3, 23'	3	1346266/ 1FDEE3FL2GDC24296	2016	6/30/2016	5/150,000	2021	G	97715	\$58,343.00	\$125,000.00	\$7,781.31	648.44	2773.38	22414.65	1867.89	2
Ford, E450, Champion, type 3, 23'	3	1078814/ 1FDFE455X9DA57739	2009	2009	5/150,000	2014	G	214145	\$62,236.00	\$125,000.00	\$10,989.68	915.81	621.99	10025.23	835.44	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175426/ 1FDFE4F50EDA05948	2014	2/12/2014	5/150,000	2019	F	150000	\$51,248.00	\$125,000.00	\$4,133.77	344.48	2100.26	17331.06	1444.26	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175425/ 1FDFE4F52EDA05904	2014	2/12/2014	5/150,000	2019	G	98711	\$51,248.00	\$125,000.00	\$3,910.54	325.88	1219.94	11067.71	922.31	1
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175424/ 1FDFE4F51EDA05926	2014	2/12/2014	5/150,000	2019	F	129339	\$51,248.00	\$125,000.00	\$7,294.56	607.88	1309.47	7978.47	664.87	1
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175421/ 1FDFE4F5XEDA05908	2014	2/12/2014	5/150,000	2019	G	124810	\$51,248.00	\$125,000.00	\$4,225.54	352.13	932.65	18640.51	1553.38	1

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Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175429/ 1FDFE4F54EDA05905	2014	2/12/2014	5/150,000	2019	G	14042	\$51,248.00	\$125,000.00	\$6,752.52	562.71	65.00	7531.08	627.59	0
Ford, E450, Starcraft, Cutaway, type 3, 23'	3	1175431/ 1FDFE4F5XEDC05892	2014	2/12/2014	5/150,000	2019	G	133339	\$51,248.00	\$125,000.00	\$8,354.66	696.22	1644.94	17012.84	1417.74	1
Ford, Transit 350, Wagon High Roof, type 1, 19'	1	1261413/ 1FBZ2XG59GKA26424	2015	11/12/2015	4/100,000	2020	E	87899	\$41,684.81	\$125,000.00	\$2,759.08	229.92	847.92	10131.02	844.25	1
Ford E350, Starcraft, Cutaway, type 3, 27'	3	1363717/ 1FDEE3F50HDC30106	2017	7/28/2017	5/100,000	2022	G	75945	\$63,898.50	\$125,000.00	\$2,605.33	1419.25	654.96	17030.94	1419.25	3
For E350, Starcraft, Cutaway, type 3, 27'	3	1363716/ 1FDEE3F52HDC30110	2017	7/28/2017	5/100,000	2022	G	62421	\$63,898.50	\$125,000.00	\$2,319.24	193.27	50.00	13404.50	1117.04	3
Ford E350, Starcraft, Cutaway, type 3, 27'	3	1363712/ 1FDEE3F55HDC30117	2017	7/28/2017	5/100,000	2022	G	62493	\$63,898.50	\$125,000.00	\$1,300.07	108.34	0.00	16009.83	1334.15	3
For E350, Starcraft, Cutaway, type 3, 27'	3	1363711/ 1FDEE3F52HDC30124	2017	7/28/2017	5/100,000	2022	E	63327	\$63,898.50	\$125,000.00	\$1,712.31	142.69	160.00	15053.54	1254.46	3
Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363707/ 1FDFE4F55HDC01534	2017	7/28/2017	5/100,000	2022	E	25038	\$67,213.50	\$125,000.00	\$1,705.40	142.12	0.00	4508.40	375.70	3
Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363709/ 1FDFE4F54HDC02612	2017	7/28/2017	5/100,000	2022	E	37800	\$67,213.50	\$125,000.00	\$1,748.40	145.70	0.00	6319.30	526.61	3
Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363708/ 1FDFE4F51HDC02616	2017	7/28/2017	5/100,000	2022	E	41955	\$67,213.50	\$125,000.00	\$2,080.23	173.35	829.05	9687.18	807.27	3
Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363715/ 1FDFE4F56HDC02613	2017	7/28/2017	5/100,000	2022	E	48973	\$67,213.50	\$125,000.00	\$2,625.46	218.79	165.00	10086.72	840.56	3
Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363714/ 1FDFE4F53HDC02617	2017	7/28/2017	5/100,000	2022	G	73139	\$67,213.50	\$125,000.00	\$3,231.09	269.26	0.00	17951.44	1495.95	3

Ford E450 SuperDuty, Cutaway, type 3, 27'	3	1363713/ 1FDFE4F58HDC02614	2017	7/28/2017	5/100,000	2022	G	35400	\$67,213.50	\$125,000.00	\$1,153.66	96.14	0.00	8471.84	705.99	3
Ford E450 SuperDuty, Cutaway, type 3	3	1FBFE4F53HDC78998	7/10/2005	8/20/2018	5/100,000	2022	E	14042	\$85,450.00	\$125,000.00	\$0.00	0.00	0.00	746.42	62.20	4

New Flyer	15	5FYD27L03WU018206	1998	----	5	2024	F	1,000,000+	\$4,308.00	----	\$17,298.95	----	4770.00	----	----	----
New Flyer	15	5FYD27L09WU018193	1998	----	5	2024	F	1,000,000+	\$4,328.00	----	\$28,032.41	----	0.00	----	----	----
Ford, F550, SuperDuty, Cutaway, type 3, 25'	3	1186919/ 1FDG5GT9FEA65348	2015	1/14/2015	5/150,000	2020	E	127454	\$164,199.25/	\$400,000.00	\$29,684.32	2473.69	2263.34	6563.20	546.93	1

### 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

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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	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 Events *	0.0000075	0.0000075
System Reliability	36,377	36,377
Other	N/A	N/A

TABLE 7: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS

\*rate = 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

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**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.

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
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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

## Resiliency

Resiliency is important to our community and our planning area as well as those around us. Resiliency in planning has a direct correlation to System Reliability, Safety and Congestion. As such Resiliency has become an important part of project evaluation and selection as well. Some of the Resiliency Projects planned for the planning area are:

- All projects associated with the Relief Route around San Angelo in preparation for a future Interstate Highway.
- Widening and rehab of FM2288 to handle traffic associated with current housing expansion on this roadway and truck traffic going and coming from North to West and West to North.
- SL378 Rehab and expansion to better handle current traffic and future growth of traffic accessing the Air Force Base.
- Overpasses over three of the at-grade railroad crossings on some of the busiest streets inside the MPA. These three projects are listed as future Strategies.
- Rehab of US 87 from non-interstate to interstate with frontage roads and rehab of current interchanges at US277 and FM1223.

## Project Selection

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 several suggested projects but not enough resources, money or time to undertake all of the projects. For this reason, the MPO uses the PSP to help with decision-making.

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The San Angelo Project Selection Process has three main steps:

- Project Submission and Categorization
- Project Review and Evaluation
- MPO Policy Board Review and Approval

Project Review and Evaluation

When project proposals are submitted, they must then be evaluated. Initially, the MPO staff reviews and evaluates each project using certain criteria. The following requirements help determine which projects, based on a 100-point scoring system, are eligible for possible inclusion in the funded section of the Metropolitan Transportation Plan, the unfunded section or not included in the document. The checklist below shows how projects are initially evaluated. To be included in the document, funded or unfunded, projects must meet all of the criteria.

- The proposed project is consistent with the MPO's long-range goals.
- The proposed project has an identified funding source.
- The proposed project has a project implementation timeline and other details necessary to complete the Project Selection Process.
- The proposed project is consistent with other plans and programs.
- Once Projects are graded and accepted, they are compared with other projects in Decision Lens software to rank them with other projects as to suggested priority.

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**SAN ANGELO METROPOLITAN PLANNING ORGANIZATION  
PROJECT SCORING FORM**

Project consistent with MPO's long range plan	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project has an identified funding source	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project has implementation timeline	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Consistent with other plans and programs	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Anticipated Project Implementation Date \_\_\_\_\_

1. Safety and Efficiency Concerns (20 total points)
- Accident History (0-5 points)
  - Traffic Volume (0-5 points)
  - Capacity Issues (0-5 points)
  - Congestion Relief (0-5 points)
  - Support SAFETEA-LU factors (0-5 points)
  - Expands multi-modal options (0-5 points)
  - Improves Connectivity (0-5 points)
  - Pedestrian/Bike Safety (0-5 points)
- Total \_\_\_\_\_

2. Development Benefits (20 total points)
- Economic Development (0-5 points)
  - Health Benefits (0-5 points)
  - Recreational Benefits (0-5 points)
  - Educational Benefits (0-5 points)
  - Environmental/Air Quality Benefits (0-5 points)
  - Economy Benefits (0-5 points)
- Total \_\_\_\_\_

3. System Preservation (20 points total)
- Pavement Conditions (0-10 points)
  - Bridge Conditions (0-10 points)
  - Other Roadway Features (0-10 points)
  - Provide Access Management (0-10 points)
- Total \_\_\_\_\_

4. Regional Development Pattern (20 points total)
- a. MPO Prioritized Goal (0-10 points)

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- b. Local Prioritized Goal (0-10 points)
- c. Regional Prioritized Goal (0-10 points)
- d. Support regional land use goals (0-10 points)
- e. Regional economic development (0-10 points)

Total \_\_\_\_\_

- 5. Supports Performance Targets (20 points total)
  - a. Highway Safety Improvement (0-10 points)
  - b. Pavement & Bridge Condition (0-10 points)
  - c. Transit Asset Management (0-10 points)
  - d. System Performance (0-10 points)

Total \_\_\_\_\_

Total Score \_\_\_\_\_

Project Accepted by MPO ☐ Yes ☐ No

MPO Project # \_\_\_\_\_

Accepted Date: \_\_\_\_\_

**Project Assignment**

Type	Project Category	FY	Project Sequence
Highway/Roadway	HR100	16	01
Grouped Highway	GRP100	16	01
Public Transportation	PT200	16	01
Bike/Pedestrian	BP300	16	01
Other	Z400	16	01

Example: Submission date for first highway project for 2016 (HR100-16-01)  
Submission date for second highway project for 2016 (HR100-16-02), etc...



## **Chapter 5**

### **Modes of Transportation**

#### **How do people and goods move around and through San Angelo?**

The San Angelo area is unique in that it reflects all the transportation needs and pieces as the larger Metropolitan Areas without an Interstate Highway to bring a different dimension to the travel area.

We have Planes for intercity and international travel, Rail for commercial freight, Intercity Bus for transportation between us and other cities, Cars, Trucks, Local and Rural Public Transportation bus service, Bicycle and Pedestrian travel. Some of this is commute and commercial delivery.

Some are leisure or business travel, and some are recreational and fitness related. San Angelo is a city driven by the automobile like most cities but there are other modes of mobility that are important to the community as well.

Transportation in and through San Angelo is a coordinated system with several planning partners to improve Tourism, Safety, Mobility, Access to Opportunity, Environment and the Quality of Life in our city as well as around our city due to the emphasis on Rural Connectivity which is very important in Rural West Texas.

#### **AVIATION**

The San Angelo Regional Airport – Mathis Field is the only airport located within the San Angelo Metropolitan Planning area boundary and, it is the only commercial airport that serves the Concho Valley. The airport is able to handle both passenger air and freight services. The City of San Angelo owns and operates the regional airport. Located approximately eight miles from the center of the city, this airport is on Texas Highway 584, also known as Knickerbocker Road and is located very near the border of the city limits and the MPO boundary.

This airport provides direct flights daily to Dallas/Fort Worth International Airport. The regional airport generates about \$31.5 million and 219 jobs in on-airport impacts annually, \$7.5 million and 52 capital improvement jobs and \$26.1 million and 468 jobs due to visitor impacts going through the airport. The airport serves more than 100,000 passengers annually with over 50,000 getting on flights and 50,000 getting off. While the regional airport is one of the smaller airports located in Texas, it offers seven commercial passenger flights per day and almost 100,000 air operations annually.

Today, the San Angelo Regional Airport has 11 employees on staff and there are more than 63 employees at the airport in other than City employment, including those of the airlines, restaurants, Federal Aviation Administration, the U.S. government federal business officers, car rental companies, and concessions.

Currently San Angelo is serviced by one airline (American Eagle). However, there is a concentrated effort to show the need and the customer base to attract a second provider. There are also plans to make the Airport a more viable part of the economy with a plan to develop a business park on the vast land available at the Airport.

## **FREIGHT**

When we look at freight in the light of Food, Fuel and Fiber which are some of the most prominent and important discussions and priorities we have. There is a heavy dependency on freight by the abundant Agricultural Communities and Energy Sector. Industries are producing Food, Fiber and Fuel all around us as we sit amidst grain and cotton fields, sheep and goat herds and perched on the edge of the Permian Basin as well as other gas and oil fields. Renewable Energy is also abundant here in warm sunny West Texas with Solar Fields and Wind Generation Fields going in with more to come in the future.

## **INTRODUCTION TO RAIL**

At present there is no passenger rail service to or from San Angelo. However, the rails through San Angelo move approximately 44,000 rail cars of heavy freight to and through San Angelo. This is mostly sand and aggregate for the Energy Sector. However, with the Presidio Rail Bridge completion spanning the border between Texas and Mexico this will surely multiply. Therefore, it is incumbent on the planning partners to coordinate and monitor this situation for related congestion, safety, travel time reliability, pavement condition and insure future resiliency through monitoring, planning and programming of projects. There is a plan for the future as land has been appropriated by the City and a Rail Port in the Northeast part of the City constructed. This will provide the District with a more multimodal spearhead to accommodate and meet current and future needs brought about by freight growth around us and two interstates coming through our community.

## **NON-MOTORIZED TRAVEL**

Bicycle and pedestrian infrastructure is important to the community of San Angelo. They provide transportation modes for those that do not have access to a vehicle and those that choose not to drive. Most people think of non-motorized travel as a recreational activity. However, it is more than that. Travel modes such as bicycle and pedestrian play a much larger role than imagined. These two modes are very essential travel choices that stimulate economic development, influence land-use development, and provide access to shopping, community resources, schools, universities, and work. These modes provide mobility options, encourage recreation, and promote healthy lifestyles. Creating a safe environment for these mobility options requires removal of barriers and obstacles and planning for a more robust non-motorized infrastructure. A current shared use path and extensive sidewalk project are through the planning stage and ready for construction

## **Bicycle and Pedestrian Plan Highlights**

San Angelo MPO has developed a Bicycle and Pedestrian Master Plan. The plan was created to provide the community with a strategy for creating an environment where people could choose to bicycle or walk safely to their destinations. It is necessary to keep it fresh and in step with the changes in our metropolitan area. This plan is always under consideration for timeliness and update by a Bike/Ped advisory committee.

## **BICYCLE AND PEDESTRIAN OBJECTIVES**

To achieve the goals of the Bicycle and Pedestrian Plan, objectives were established. These objectives were collectively decided and were intended to help with accomplishing each goal. The goals and objectives are:

### Goal 1

Improve bicycle access, mobility, and safety for both transportation and recreational uses.

### Goal 2

Improve pedestrian access to opportunity, mobility, safety, health and recreational uses.

### Goal 3

Enhance San Angelo for tourism, economic development and as a “healthy” place to live by improving upon and promoting bicycle and pedestrian activities.

### Goal 4

Work with Citizen and Riding groups to update the Bike/Ped Master Plan in cooperation with the already active Bike/Ped Safety Committee that will provide a real plan to fund and build improved interconnections to existing and proposed pathways to better link non-motorized transportation options to college campuses, Goodfellow AFB, bus intermodal routes and ADA-compliant sidewalks.

These objectives are concise statements providing guidance for achieving the overall goal of the bicycle and pedestrian plan.

The targeted focus areas are:

### Accessibility

Providing access to multiple areas of the city for all citizens is an important consideration in development of transportation facilities. Access should be provided at the neighborhood level and regional levels to accommodate access for cycling and walking to major employment centers and activity centers such as schools, libraries, community centers, and transit facilities. Planning for pedestrian access should also incorporate the needs of mobility-impaired persons, including blind, deaf, and mobility device-bound individuals.

### Safety

In support of the State Highway Safety Plan and Targets, safety considerations must be and is an integral part of the developed bicycle and pedestrian plan. The provision of safe and well-maintained facilities for cyclists and pedestrians is of prime importance in all project selections.

## Design Considerations

Proper design of bike and pedestrian facilities encourages and facilitates bicycling and walking activities and creates facilities that feel safe for all users. Use of uniform development standards and coordination of existing programs and facilities are critical.

## Interagency Coordination and Policies

There are numerous governmental jurisdictions and public services entities that have control of public rights-of-way. It is important to coordinate with these agencies and stakeholders as well as public entities and organizations to partner in the development and implementation of the bikeway and walkway system. Some of them are listed here and are contributors to the data needed to have a cooperative and comprehensive plan.

- Bureau of Land Management
- Tribal governments affected
- State Park Management
- San Angelo School District
- City of San Angelo Planning, Zoning and Operations affecting the city CIP
- Tom Green County and City of San Angelo management
- Advocacy groups for the underrepresented
- Goodfellow Air Force Base

## Education

Education of the citizenry and public agency staff regarding the bicycle and pedestrian plan is provided for information and guidance concerning proper and safe use of the system.

Motorists must understand and respect the presence of cyclists and pedestrians when traveling along roadways on or off the designated bikeway system. Public agencies make informed decisions to include consideration of cyclists and pedestrians in transportation and access planning.

## Funding

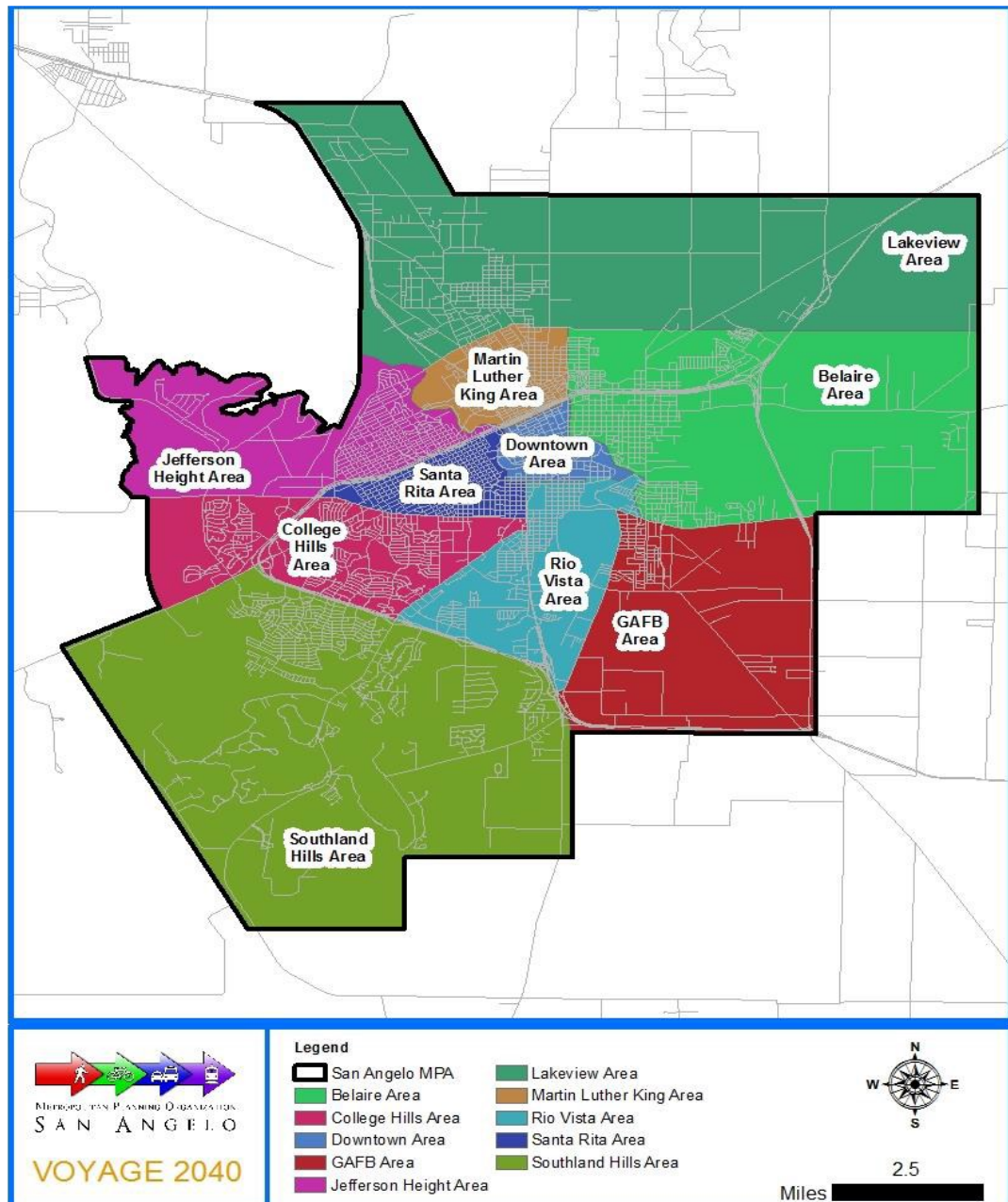
The ability to fund the implementation of the Plan elements is often the largest obstacle of any bicycle and pedestrian community. The collective will to plan, encourage, and uphold the precepts of the plan define the success of the long-range vision. One final component established by the Bicycle and Pedestrian plan is the identification and development of districts. To give focus to the extensive effort of providing sidewalks in the walkable areas of San Angelo, the identification of specific neighborhood areas was formulated.

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The B&P Plan Districts encompass most of San Angelo's city limits and are broken down to help with geographic identification, development need, and funding possibilities. The following ten pedestrian districts have been identified as follows:

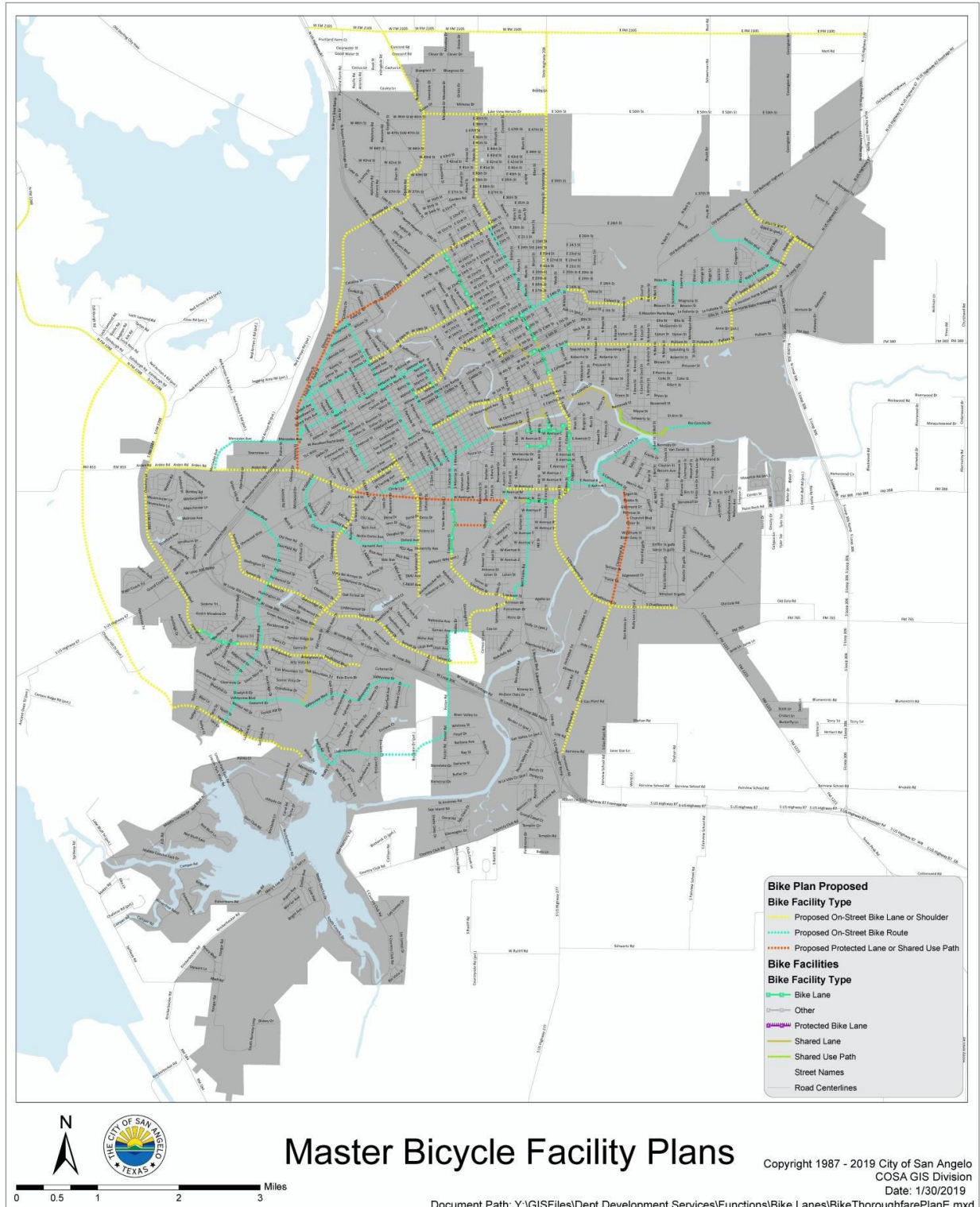
- Martin Luther King District
- Santa Rita District
- Rio Vista District
- Goodfellow District
- College Hills District
- Lakeview District
- Belaire District
- Jefferson Heights District
- Downtown District
- Southland Hills District
- College Hills District
- Lakeview District
- Belaire District
- Jefferson Heights District
- Southland Hills District
- Downtown District

**San Angelo Bicycle-Pedestrian Districts Maps**





# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan



## BICYCLE AND PEDESTRIAN PROJECTS

To date, the Bicycle and Pedestrian Plan has been used in the development and implementation of many of San Angelo's non-motorized projects, which were funded using

grants such as Safe Routes to School, American Recover and Reinvestment Act, Transportation Enhancement, Alternatives Set Aside and New Freedom. The past history shows a responsible and modern approach to non-motorized transportation improvement with projects like the Lone Wolf Bridge Project, Northwestern Eastern and Eastern Safe Routes to Schools Projects, Chadbourne Street Pedestrian Improvement Project and a completion of the Red Arroyo Trail Shared Path Project. However, the Master Plan has become rather stale and dated. As a result, the MPO has formed a Bicycle/Pedestrian Safety and Review Committee. This committee is examining the Plan, the projects that have been completed and what needs to be done to refresh this plan and present new projects for the future of non-motorized transportation. The projects to come out of this plan will help to mitigate future congestion issues and encourage a healthier lifestyle.

## **BICYCLE AND PEDESTRIAN SAFETY**

Safety is always a priority for the San Angelo Metropolitan Planning Organization. Since 2008, the MPO has noticed an increase in the number of bicycle and pedestrian accidents. However, in 2012 there was a slight decrease and the city has been on a slight decreasing or flat trend. Approximately 212 bicycle and pedestrian related casualties have taken place in San Angelo. Severities for the accidents have ranged from deaths, incapacitating injuries, some not injured, and some unknown.

## **BICYCLE AND PEDESTRIAN SURVEY SUMMARY**

The San Angelo Metropolitan Planning Organization contracted with Community Development Initiatives at Angelo State University to conduct a survey of Pedestrian and Bicycle Project Priorities. The survey used existing planning documents to identify proposed bicycle pedestrian infrastructure projects and previously gathered public feedback related to those documents. The procedure garnered a sample of 679 respondents representing all geographical areas of San Angelo. The information provided below provides highlights of the survey. The complete final survey report is available at the MPO offices.

The purpose was to gather key data addressing the following five areas:

- Bicycle and pedestrian infrastructure user patterns.
- Public views on bicycle and pedestrian project priorities.
- Variations and differences by neighborhoods or demographic groups within the city.
- Public views of City performance on bicycle and pedestrian infrastructure.
- Public recommendations pertaining to bicycle and pedestrian infrastructure.

A secure online version of the Survey was launched and operated continuously for 90 days. The Spanish version was launched online and operated for the same period. In addition, paper versions of the survey were available at commonly public outlets such as libraries, government offices, and non-profit organizations.

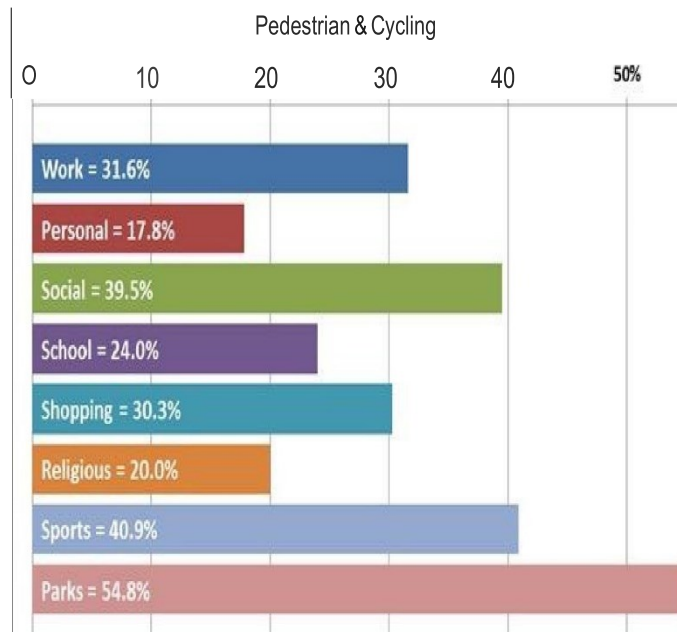
The San Angelo Standard Times and KLST News provided publicity and information for connecting to the Survey. Publicity by both media stressed the importance of participation in the Survey as a means of conveying public views on infrastructure project priorities to City decision-makers. It also stressed the importance of obtaining a balanced response from all social groups and geographical areas of the city.

60%

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To determine the most common purposes for bicycle and pedestrian activities, the survey asked respondents if members of their households ever walk, run, or ride bicycles to various types of destinations. The most popular destinations for cycling and pedestrian activities were parks, museums and other community centers.

More than 30 percent of respondents identified four other destinations where household members travel by foot or cycle. These include organized sports or recreational activities and events (40.9%), social functions or entertainment activities (39.5%), work (31.6%), and shopping or running errands (30.3%). Using pedestrian or cycle transportation for medical or other personal appointments was the least cited (17.8%) type of destination by respondents.



To understand the motivation behind why residents use non-motorized transportation, the survey asked respondents to rate their motivations. The results revealed that respondents did not universally express strong support or opposition for motivation. Motivations such as health, recreation and visiting friends or family ranked higher and unfortunately, transportation was not a favored motivation.

The MPO has been working with transportation stakeholders like Concho Valley Transit, City of San Angelo, Chamber of Commerce and TxDOT District Office to develop positive measures such as education, campaigns and activities designed to make bicycling and walking safer citywide. This will make bicycling and walking just as much a priority as other modes of transportation in the area.



## CONCHO VALLEY TRANSIT DISTRICT

The Concho Valley Transit District provides public transportation within San Angelo and the Tom Green County region. CVTD service covers over 100 percent of the city and includes rural services for 12 counties. Another public transportation entity provides inter-city bus service that run to and from San Angelo; taxi companies that provide local service; and several other non-profit/public agencies that provide transportation for elderly or disabled passengers.

### History of Transit

San Angelo's public transportation dates back to 1905, when local land developers petitioned the City Commission to create a rail system, which would link the city proper with a new subdivision three miles to the north. The first trolleys ran on September 7, 1908. Public transportation has been provided continuously since the 1930s, when control shifted from private investors to the city. In April 1997, the demand response service and fixed route service were consolidated and in 2006 this service was turned over to the Concho Valley Council of Governments as the Concho Valley Transit District.

### Goals and Objectives

The goals and objectives of the Concho Valley Transit District for the foreseeable future are to:

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- Steadily increase service, both Urban and Rural by growing inventory and staff slowly to provide quality service that is appropriate and feasible based on client and region needs.
- Comply with the requirements imposed by state and federal government and in accordance with organizational policies and procedures
- Maintain and grown provided transportation services to clients in and around the Concho Valley through innovative efficiencies and innovative direction of assets and customer base.
- Insure that all eligible clients have safe and timely access to transportation services throughout the region
- Reduce the cost of service and maintain the upkeep of capital assets through a newly developed Asset Management Plan.
- Increase services within the Concho Valley by gradually increasing the size of the transportation fleet through sensible and cost-effective purchases.
- Increase the budget through increased local contributions and sales while exploring new opportunities utilizing uncommon government collaborations.

### **Transit Services**

The CVTD operates various forms of transit services that function within the San Angelo community and the Concho Valley. These services include the Urban Fixed Route service, Demand-Response service, ADA Para-Transit service, and rural transportation services for the counties. Business hours for the transit district are from 6:30 A.M. to 7:30 P.M. Monday through Friday, and 7:30 A.M. to 6:30 P.M. on Saturday.

Transportation Services does not operate on Sundays or on major holidays (New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day). Major trip generators for the transportation system include Goodfellow Air Force Base, Angelo State University, Howard College, the movie theatres, Shannon Hospital, Community Hospital, grocery stores, Sunset Mall, shopping centers, dialysis centers, rehabilitation centers, medical clinics, churches, and indigent health care facilities.

#### Fixed Route Service

Concho Valley Transit District operates five daily urban fixed route services that provide transit options for residents of San Angelo. Buses on these routes provide passengers with access to grocery stores, retail places, religious facilities, and restaurants. The fixed routes run on a circular hourly basis and operation is from 6:30 A.M. to 7:30 P.M. Monday thru Friday and 7:30 A.M. to 6:30 P.M. on Saturday.

#### Demand Response Service

The Demand Response service is an advanced, user-oriented form of public transport characterized by flexible routing and scheduling of small/medium vehicles operating in shared-ride mode between pick-up and drop-off locations according to passenger's needs. This service provides public transportation services in rural areas or areas with low passenger demand, where a regular bus service may not be as viable. Individuals with disabilities or elderly passengers are also eligible for this type of service.



#### ADA Para-Transit Service

Similar to the urban fixed routes, the Demand Responsive service is an advance reservation, shared-ride, curb-to-curb service within three-quarters of a mile of a fixed-route, during the same days and hours of operation as the fixed route. Wheelchair accessible vehicles are available to assist in transporting individuals with disabilities. Generally, passengers that use this service are unable to use the Fixed Route Service.

#### Rural Passenger Service

Public transportation services are offered to the outer counties of the Concho Valley. The rural transportation services provide users with access throughout the county (city), other counties, and San Angelo. The Concho Valley has 13 counties in its jurisdiction however, only 12 counties are served by public transportation. Hours of operation for the counties are from 7:30 A.M. to 5:30 P.M.

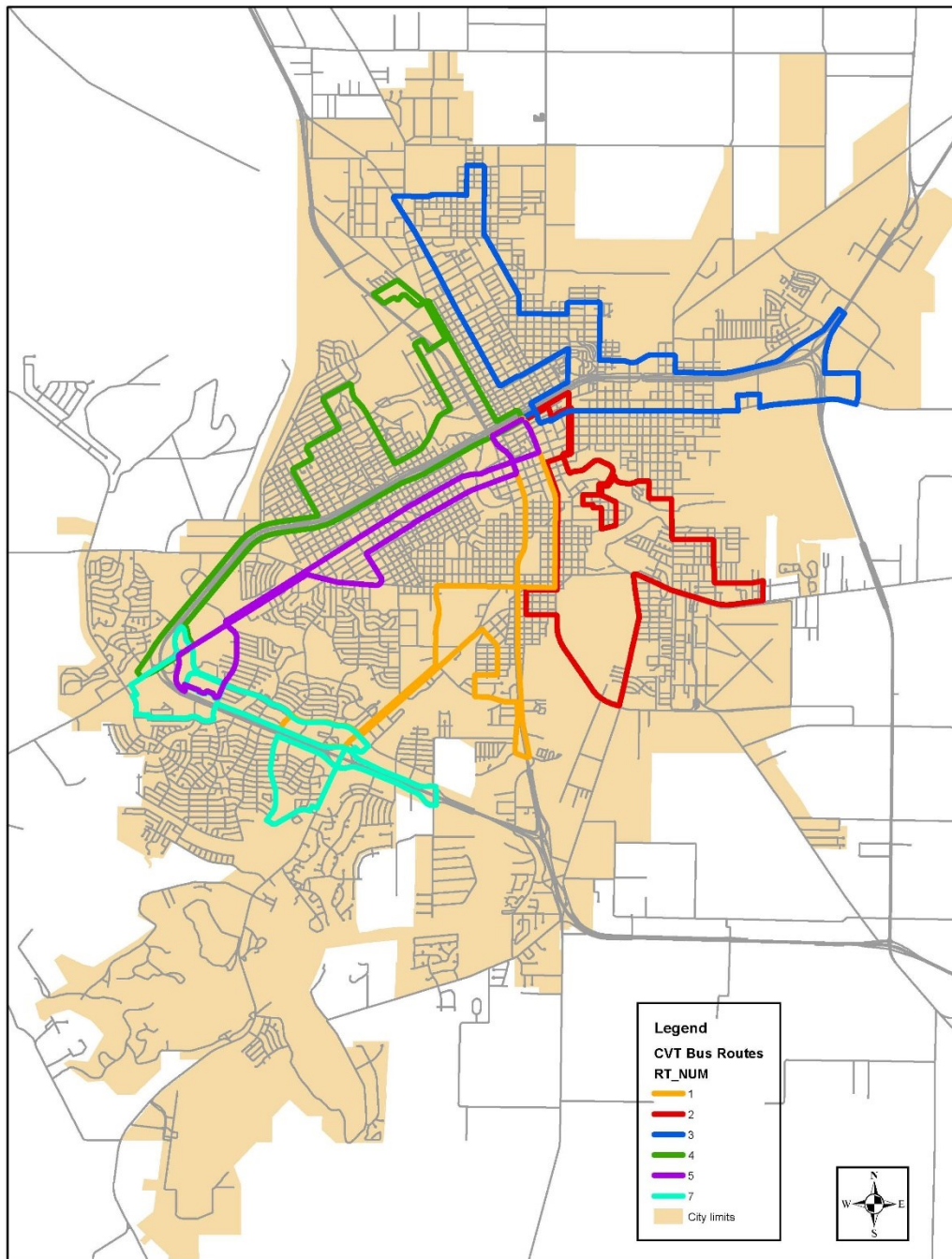
#### Goodfellow Air Force Base Service

In 2012, CVTD created a new Friday and Saturday Deviated Route, the Goodfellow Express, which provides services to those at the local Air Force base. The Goodfellow Express route is like the fixed routes in that it operates on an hour interval. The hours of operation for this route are different, operating on Fridays from 6:00 P.M. to 11:30 A.M. and 11:00 A.M. to 1:30 A.M. on Saturday. The Goodfellow route is open to the public and offers access to downtown, entertainment and other attractions.

#### Angelo State University

In 2015, CVTD in cooperation with the MPO, Chamber of Commerce and City of San Angelo formed another Deviated Route to serve the students of ASU called the RAM TRAM. This service would assist students and get them out into the economy of the city. The increasing foreign student population was accustomed to public transportation and this service helped fill a gap in access for those students.

**Fixed route map**



**CONCHO VALLEY TRANSIT DISTRICT FUTURE INITIATIVES**

**Urban Bus Replacement Project**

Urban bus replacement and additions are planned for in the CVTD Transit Asset Management Plan to keep their fleet in a state of good repair and insure a resilient and reliable system. The

need to accommodate the mobile public is under constant evaluation through ridership numbers and trip generators.

### **Expansion**

The Concho Valley Transit District intends to expand services both Urban and Rural through efficiencies and new design of existing route structures. The CVTD physical inventory of transportation vehicles will increase as population and needs increase. The expansion will be directed at accommodating the elderly, disabled, underemployed and veterans. CVTD will continue to access these specialized groups of residents and make improvements accordingly as the environment changes.

### **Future Studies**

Over the next few years, the MPO and Concho Valley Transit District will be conducting studies to improve public transportation for the residents of San Angelo and the Concho Valley. Proposed studies include:

- Conduct studies on the effect of the influx of people into our region and city brought on by new industry and how it can best be accommodated.
- Conduct studies on the unfulfilled transportation necessities brought to the aging veteran community.
- Conduct studies along with other agencies involved with the underemployed and unemployed needs and assessment in our region.
- Developing a study to determine the possibility and opportunity of transportation for the independent living establishments in the region.

### **Concho Valley Multimodal Terminal**

In June 2012, the Concho Valley Transit District opened the Concho Valley Multimodal Terminal in historic downtown San Angelo. Housed within the terminal are the operations and some administrative offices of CVTD, the San Angelo Metropolitan Planning Organization, and Greyhound intercity bus office and stop. The terminal provides a centralized location for public transportation users to transfer buses, which gives them access to schools, shopping, and entertainment.

## **INTERCITY BUS TRANSPORTATION**

### **Greyhound**

Greyhound Lines has existing schedules which link to many of the smaller towns in Greyhound Lines national route system. Greyhound is well known for its regularly scheduled passenger service and has an interline partnership with a number of independent bus lines across the United States.

## **REGIONAL COORDINATION PLANNING**

To improve transportation coordination throughout the area, the Concho Valley Transit District, as required by regional coordination legislation, created the Concho Valley Regional

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Coordination Planning Committee. The intent of the regional coordination legislation was to improve the delivery of transportation services, cooperate, and coordinate among agencies and programs, and requires the development of regional service plans.

The Concho Valley Regional Coordination Planning Committee is a planning work group comprised of diverse professional representatives from several local public and private organizations. The committee discusses and recommends transportation strategies for citizens of the community and for the clients that each representative serves. These clients usually include elderly, low-income, disabled and those with limited mobility options. The committee discusses transportation issues that affect the community, and the members work together to address the problems through coordination, partnerships and sharing resources.

The goals of the committee are to develop coordinated transportation plans and programs that achieve improved delivery of services, generate efficiencies in operations, increase level of services, and enhance the customer service and satisfaction of citizens. The mission of the Regional Planning Coordination Committee is to plan for safe, accessible reliable transportation services to the residents of the Concho Valley using existing providers and planning for new, sustainable funded resources.

The committee's vision is to have coordinated, efficient and accessible transportation services in the Concho Valley. In the past, the committee has focused on the following objectives:

- Transportation needs and services in the Concho Valley including the planning area
- Transportation planning processes for the Concho Valley including the planning area
- Providing educational workshops and trainings

Shortly after the regional legislation was passed, a regional plan was developed and adopted by the regional committee. In 2016, the Concho Valley Transit District and the Regional Coordination Planning Committee revised the Regional Work Plan for the Concho Valley. The MPO is and has always been a committee member and stakeholder.

## IN CONCLUSION

The San Angelo Metropolitan Planning Area and surrounding areas that have a direct impact on the area only continue to succeed and grow because of free flowing and accessible transportation and a vigorous planning partnership with the MPO, TxDOT, CVTD, City of San Angelo, the San Angelo Chamber of Commerce and private business and industry.

To maintain and grow the system we continue to monitor the system with data collected from organizations such as TxDOT, HUD, Concho Valley Council of Governments, City of San Angelo, Tom Green County, Economic Development Organizations, Hospitals, Housing Authority and private business and industry Partners.

With the eventual introduction of automated and/or connected vehicles in the future our planning directions will be broadening due to our very rural nature here in West Texas.

Because of this very rural nature and its influence we will grow into acceptance and usage slowly. So, surveillance and planning for is taking special consideration. -

We continue to plan, monitor project results, evaluate the data and go back to influence the plan to improve and maintain the well thought out plans and priorities of the past and future.

## Chapter 6

### Strategies

The San Angelo MPO has developed six strategies to improve people and freight movement within and through the area for the next 25 years. These strategies address congestion, safety, and resiliency on a multimodal basis and through a performance-based planning process. Congestion is relative among metropolitan areas in general, as well as throughout any given area, and thus must be addressed appropriately. Bicycle and pedestrian modes of travel are very important for a wide cross-section of San Angelo citizens ranging from school children to recreationalists to enthusiasts. Freight truck traffic continues to grow on the roadways in San Angelo, serving several purposes, including agriculture, petroleum exploration and production, livestock, and steel. Rail traffic is also on a growth trend in San Angelo, with Texas Pacifico Railroad increasing the number and length of trains due to rail line improvements and completion of the rail freight bridge in Presidio. Air travel is always constant in San Angelo but expected to increase with population. Planning around air travel is ongoing with all partners and stakeholders involved.

The six San Angelo MTP strategies address all of these multimodal issues, while coordinating with the performance targets that have been set by the MPO, TxDOT and Concho Valley Transit. The strategies may ultimately contain multiple projects and will guide the MPO and member entities through decision making processes.

#### Strategy 1 – Congestion Mitigation

Travel time data indicate that there are road segments in San Angelo where it can take up to 60% longer to travel during peak time periods compared to off-peak time periods. Typical congestion in San Angelo is tied to delays while waiting at traffic signals and frontage road traffic yielding to traffic on off-ramps from highways and the Loop. There is no documented congestion issues related to roadway capacity.

As the most significant documented congestion in the area occurs on the West Loop 306 frontage roads. MPO staff investigated this corridor by performing travel time runs during peak periods. They discovered that there is plenty of capacity on the frontage roads, but travel delays mainly occur due to waiting at red lights at signalized intersections and yielding to traffic exiting from the Loop 306 main lanes. MPO member entities, including the City of San Angelo and TxDOT, have a variety of options to address congestion on the frontage roads. Some options include signal timing and ramp and intersection configurations. While individual segments have varying degrees of documented congestion, the MPO recognizes the importance of addressing this as a corridor issue, basically from US 67/Sherwood Way to US 277. Frontage road improvements and the ability to visually (through



cameras) monitor and immediately adjust signal timing appropriately may also improve resiliency by improving travel along a major corridor.

Therefore, the MPO has developed a strategy to improve operations at signalized intersections. This strategy can be accomplished, at least in part, through increased use of systems such as Grid Smart cameras and CENTRACS systems that maximize the ability to control traffic signal timing schedules and in real time. By implementing intelligent transportation system (ITS) improvements such as these at appropriate locations, agencies can maximize travel time efficiencies on roadway segments. These signal improvements will also coordinate motorized traffic with non-motorized bicycle and pedestrian traffic at the intersections, providing multimodal applications. In addition to adjusting signal timing to impact travel times and delays, these systems can document illegal and other unsafe vehicular maneuvers, including interactions with pedestrians and bicyclists. This information will help MPO member agencies identify and address root causes of fatal and serious injury crashes at and near signalized intersections.

A primary benefit of this strategy is implementing relatively low-cost tools that can be used in a wide variety of situations and provide significant improvements in travel times and safety. Another important benefit of these improvements will be increased coordination among the MPO and its member entities. It will also help improve overall decision making and project analysis, prioritizing, and selection.

## Strategy 2 – Resilience

The Federal Highway Administration defines resilience as “the ability to prepare for changing conditions and withstand, respond to, and recover rapidly from disruptions”. One of the changing conditions in the San Angelo area is freight traffic growth, which is expected to continue increasing for the foreseeable future. The expected increases are due at least, but not limited to, the following issues:

- Petroleum exploration and production in areas such as the Permian Basin and the Cline Shale formation
- Proposed rail intermodal facility on the north side of San Angelo
- Continued demand for steel products fabricated in San Angelo
- Agricultural and livestock transport to and through San Angelo
- Ports to Plains freight corridor
- IH-14 corridor potential route through San Angelo

Other resilience issues that have occurred in the San Angelo area in the past are wildfires, tornadoes and severe thunderstorms, flash flooding, and weather changes that affect pavement conditions.

A strategy to ensure resiliency of the system is a relief route around the city, which mitigates congestion issues through smoother and more reliable flow of traffic and freight around the city instead of through it. This will assist in preservation of the roadways through removal of frequent heavy truck traffic from the city’s core infrastructure. This will also promote safety and reduced crash rates by segregating motorized freight, passenger, and non-motorized modes of travel for

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a more harmonious traffic flow in the planning area.

### Strategy 3 – Resilience Through Connectivity/Relief

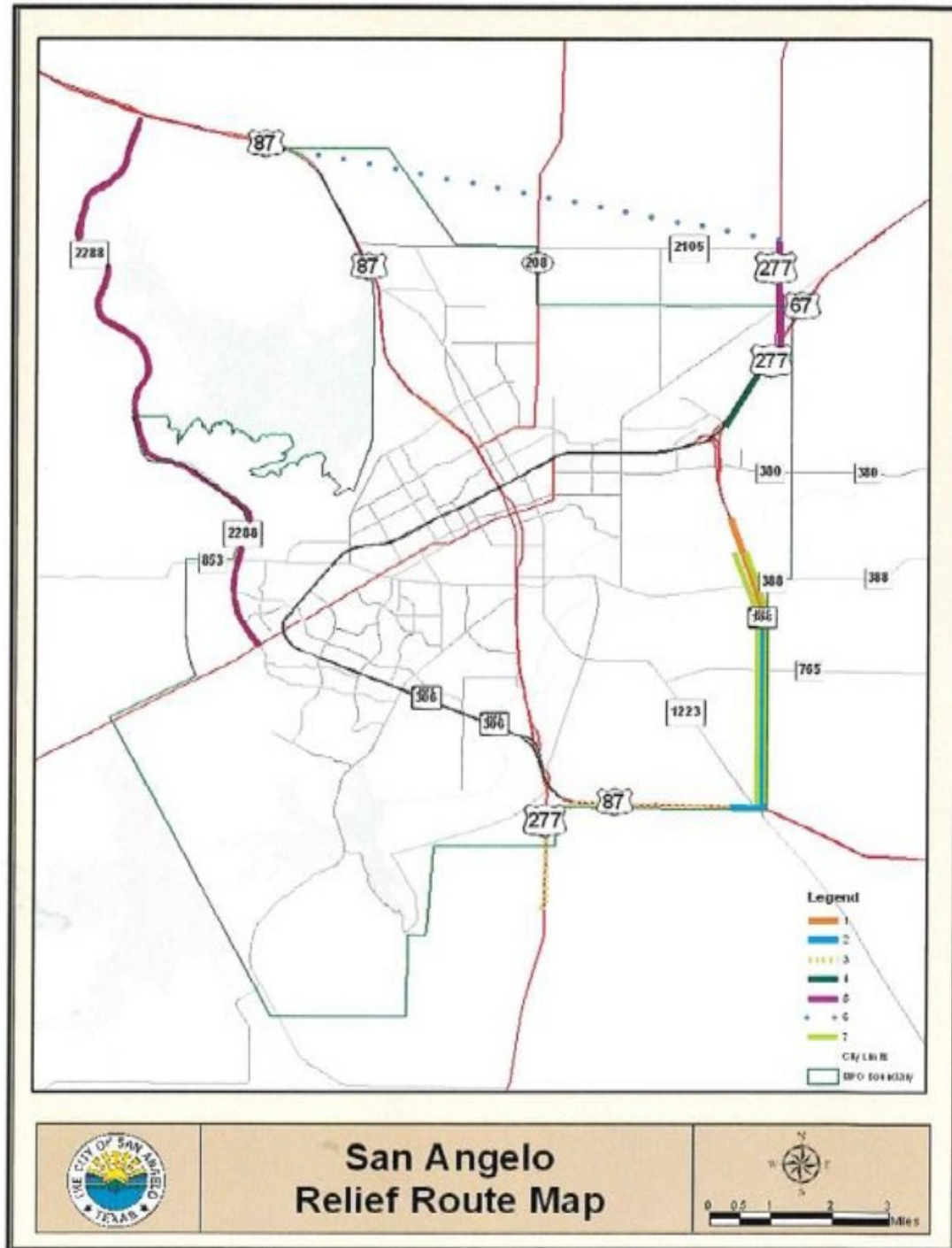
FM 2288 connects US 67/Sherwood Way (inside the western part of the metropolitan area boundary) with US 87 in the Grape Creek community (outside the metropolitan area boundary). Traffic volumes have been increasing on this road due to reasons such as the following:

- Housing developments between Grape Creek and US 67/Sherwood Way
- Increased commercial development on US 67/Sherwood Way that draws traffic from Grape Creek and other points north
- Motorists, including truck drivers, discovering that it is a shorter route from areas north and northwest of San Angelo to points in San Angelo as opposed to taking US 87 into town

Highway	UFN#	Limits From	Limits To	Estimated Cost	Description
New Highway	UFN01 CSJ 0907-24-055	US 87	US 277	\$82,350,000	Construct new alignment for Interstate Relief Route
FM 2288	UFN02 CSJ 2141-02-018	US 87	4.3 Miles South of US 87	\$55,000,000	Reconstruct and widen from 2 lanes to 4 lanes
Railroad Overpass	UFN06	At US 87 and Avenue M		\$20,000,000	Construct new overpass over railroad tracks on US 87
US87/FM2105 Interchange	UFN07	At US 87 and FM2105		\$18,000,000	Construct Interchange at US-87 and FM 2105
Railroad Overpass	UFN08	Knickerbocker South of Loop 306	Knickerbocker South of Loop 306	\$25,000,000	Construct new overpass over railroad tracks on knickerbocker
Railroad Overpass	UFN09	At US 87 and Currier St.		\$25,000,000	Construct new overpass over rail road tracks on US 87
Knickerbocker Rd/Loop 306 Overpass	TBD	Frontage Loop 306	Frontage Loop 306	TBD	TBD
<b>Total Cost</b>				<b>\$225,572,222</b>	

Many of these unfunded projects are part of our strategies for the future. They are included here as a graphic of future planning efforts. This chart is a duplicate of Unfunded Projects on page 99 and costs are only estimates. Going forward these estimates are likely to change.

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A segment of this road is officially load restricted, but still carries a significant amount of truck freight traffic. The ultimate goal is to have the entire length as a four-lane, undivided road with pavement capable of carrying typical truck weights. A current project, consisting of approximately the middle third of the road, include adding one lane in each direction, adding

turn/auxiliary lanes at specific locations, and upgrading the pavement structure. A portion of this segment is inside the metropolitan area boundary and a portion is outside of it. The southernmost segment of FM 2288, which is completely inside the metropolitan area is already a four-lane facility with adequate pavement.

#### Strategy 4 – US87/US277/Loop 306 Interchanges to Improve Wayfinding, Navigation and Safety

Improvements to ingress and egress to San Angelo from the south at the US 87/US 277/Loop 306 interchange is much needed. This area is very spread out and confusing for tourists and non-residents unfamiliar with the metropolitan area. This interchange will become even more of a priority project as an interstate is designated through San Angelo. This is an area that experiences a higher crash rate and therefore will support the state targets for safety.

#### Strategy 5 – North Reliever Route to Improve Freight Performance, System Reliability and Connectivity

The MPO has identified the future need for a North Reliever Route that would extend in an area generally from the US 277/US 67 interchange in northeast San Angelo to US 87, some distance north of FM 2105. As the Ports to Plains and IH-14 corridors are improved through the San Angelo area, and through truck traffic volumes increase, the need to provide the opportunity for truck traffic to avoid travelling through the center of San Angelo. This route will decrease opportunities for truck conflicts with other motorized vehicles, pedestrians, and bicycles. It will also potentially improve mobility on other roads by taking truck traffic off of them. This corridor will also potentially improve resiliency by providing additional traffic routing opportunities in the San Angelo area.

#### Strategy 6 – Transit Express Route

A significant change that could affect public transportation, congestion and safety will be a possible Express Route with feeder routes and extended hours proposed by CVTD. In the planning and consideration stages it is apparent that this express route and longer hours would finally make Public Transit a viable option for some commuters, removing some cars from the roads. Fewer cars would help with the risk factors and congestion on Sherwood way and the Loop these being the busiest commute corridors. This project will also reduce headway on two of the longest routes making it more convenient for those regularly using Public Transit for everyday purposes. We also believe that this will also make public transit more practical for tourists as well.

#### Strategy 7 – Multi-modal Freight Terminal

One positive strategy for the future that will have great impacts on safety, congestion and resiliency will be a multi-modal freight terminal or “Rail Port” on the north end of town close to a rail spur and the reliever route. This will give the heavy trucks an opportunity to do business here, stay out of the city and remain isolated from automobile, bicycle and

pedestrian traffic. It would keep the heavy trucks off the city streets with exception of delivery trucks. This would have a positive effect on safety, congestion and resiliency supporting all these state and local initiatives.

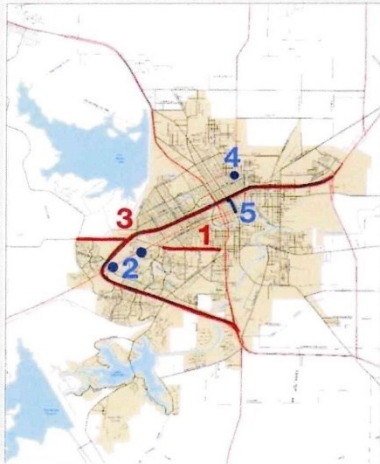
These strategies, individually and combined, will improve the opportunities for the MPO and TxDOT to meet or exceed their performance targets and address all of the federally required planning issues.





# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan

## SAMPO Transportation Improvement Program FY 2025



Index	CSI	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0507-24-027	Improve Ped Signals	405 N	Tom Green	College Hill Blvd to Austin St	Feb-25	\$ 127,075.00	\$ 170,294.00	6	Safety
2	0077-09-012	Replace Traffic Signals and Pedestrian Improvements	864 E	Tom Green	At Sunset Dr	Feb-25	\$ 832,000.00	\$ 1159,000.00	1159	District Discretionary
	0077-09-013				At Oxford Dr		\$ 726,000.00	\$ 1159,000.00	1159	District Discretionary
3	0077-09-017	2" AD Overlay	US 67	Tom Green	Chadbourne St to US 67	Feb-25	\$ 7,853,544.00	\$ 1,110,183.00	1	Preventive Maintenance and Repair
	0077-09-047				US 67 to US 67		\$ 8,200,948.00	\$ 1,110,183.00	1	Preventive Maintenance and Repair
	0088-02-087				US 67 to Chadbourne St		\$ 24,134,705.00	\$ 1,110,183.00	1	Preventive Maintenance and Repair
	0505-05-018				FM 2155 to US 67		\$ 1,110,183.00	\$ 1,110,183.00	1	Preventive Maintenance and Repair
4	0077-09-024	Expand the NB acceleration lane and add pavement markings along with improve traffic & Ped signals and reconfigure approach lane	US 67	Tom Green	US 67 at Shakeshaft Way to Arden Road Etc.	Apr-25	\$ 408,662.00	\$ 408,662.00	8	Safety
	0404-02-055				FM 2155 to US 67		\$ 552,123.00	\$ 552,123.00	8	Safety
5	0507-24-058	Constructing 1.2 miles of sidewalk	Chadbourne St	Tom Green	8th St to Bequaugh Ave	Jun-25	\$ 5,096,961.50	\$ 1,018,792.50	9	Transportation Alternatives
Total FY 2025 Planned Letting							\$	\$1,572,944.50		

## SAMPO Transportation Improvement Program FY 2026



Index	CSI	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0264-06-048	Construct Freeway	US 277	Tom Green	0.25 mi Real FM 2155 to US 67	May-26	\$ 11,492,000.00	\$ 3,400,232.00	40	Investigation and Urban Corridor
	0264-06-047				At Texas Pacific Crossing OCT 2024/25		\$ 40,000,000.00	\$ 3,400,232.00	40	Investigation and Urban Corridor
2	0088-01-013	Install traffic signal and pedestrian signal	US 67	Tom Green	At FM 2155	Jun-26	\$ 1,500,000.00	\$ 1,500,000.00	8	Safety
Total FY 2026 Planned Letting							\$	\$1,500,232.00		

## SAMPO Transportation Improvement Program FY 2027



Index	CSI	Type of work	Highway	County	Limits	Letting Date	Total Amount	Category Amount	Cat	Fund Source
1	0505-05-038	Construct 3.1 miles of sidewalk and 3.1 mi shared use path	Various	Tom Green	Various locations north of San Angelo	Dec-28	\$ 18,494,792.50	\$ 14,793,838.00	9	Transportation Alternatives
Total FY 2027 Planned Letting							\$	\$14,793,838.00		



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## Top Safety Concerns

Count of Crash Year

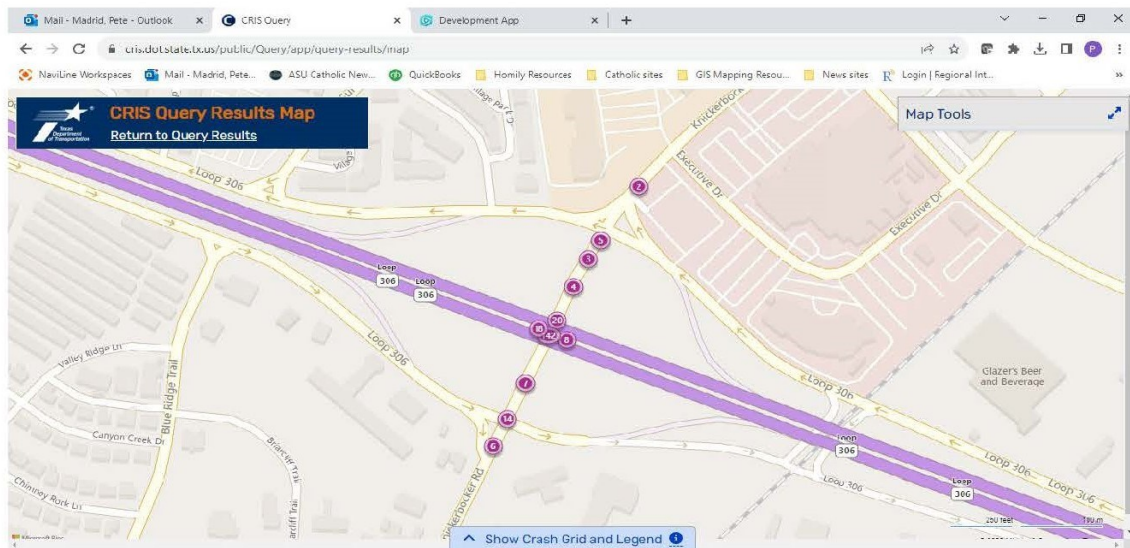
Crash Year	E TX 306 LOOP	RM0584	SL0306	W TX 306 LOOP	(blank)
2018	1	47	7	2	0
2019	0	34	4	0	0
2020	0	27	8	0	0
2021	0	29	4	0	0
2022	0	32	14	0	0
2023	0	28	5	0	0

Crash Year

Street Name

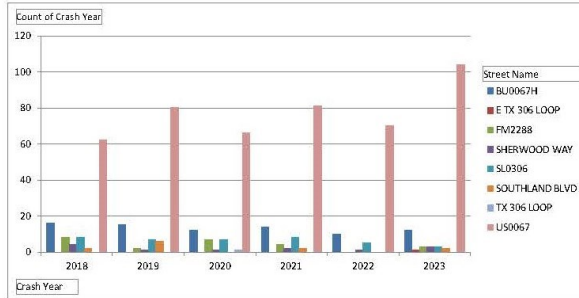
- E TX 306 LOOP
- RM0584
- SL0306
- W TX 306 LOOP
- (blank)

Crash Year
2018
2019
2020
2021
2022
2023
(blank)



# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan

Count of Crash Year	Column Labels								
Row Labels	BU0067H	E TX 306 LOOP	FM2288	SHERWOOD WAY	SL0306	SOUTHLAND BLVD	TX 306 LOOP	US0067	Grand Total
2018	16		8	4	8	2		62	100
2019	15		2	1	7		6		111
2020	12		7	1	7		1		94
2021	34		4	2	8		2		111
2022	10			1	5				86
2023	12	1	3	3	3	2			128
Grand Total	79	1	24	12	38	12	1	463	630



Crash Year

2018

2019

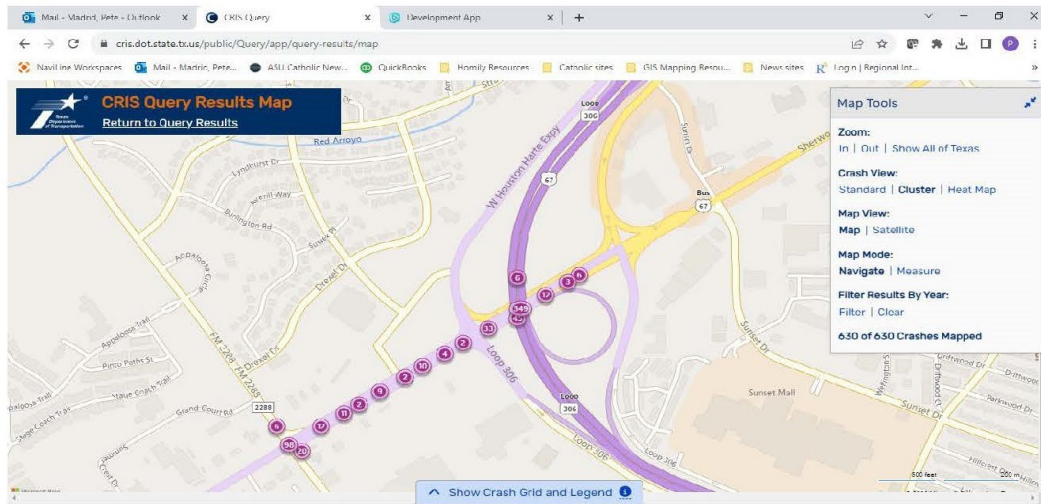
2020

2021

2022

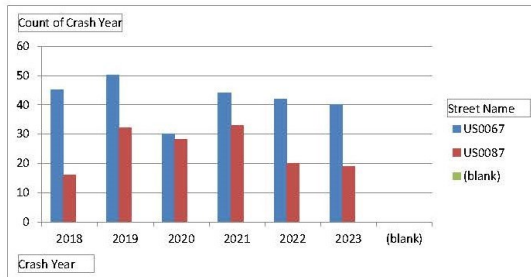
2023

(blank)



# San Angelo Metropolitan Planning Organization 2025-2050 Metropolitan Transportation Plan

Count of Crash Year	Column Labels			
Row Labels	US0067	US0087	(blank)	Grand Total
2018	45	16		61
2019	50	32		82
2020	30	28		58
2021	44	33		77
2022	42	20		62
2023	40	19		59
(blank)				
<b>Grand Total</b>	<b>251</b>	<b>148</b>		<b>399</b>



Crash Year

2018

2019

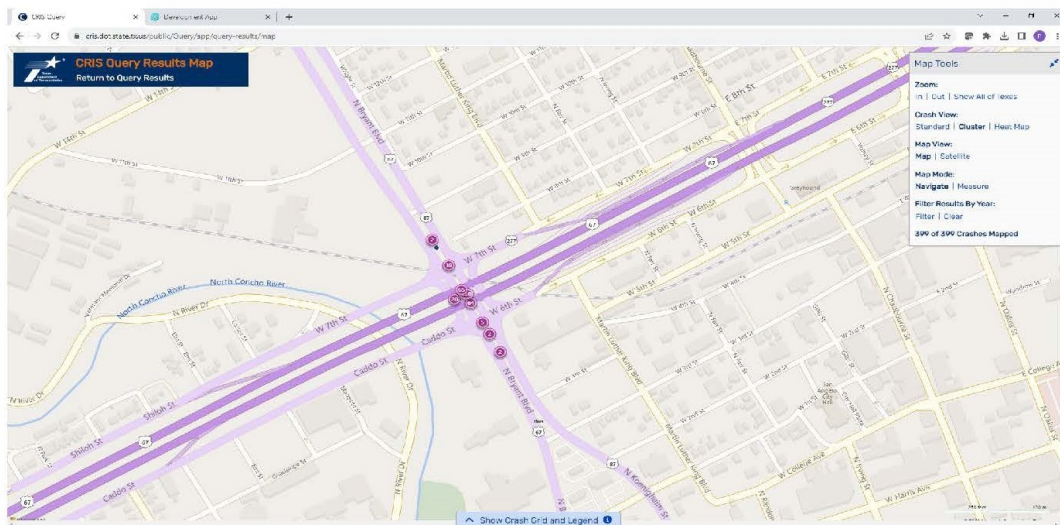
2020

2021

2022

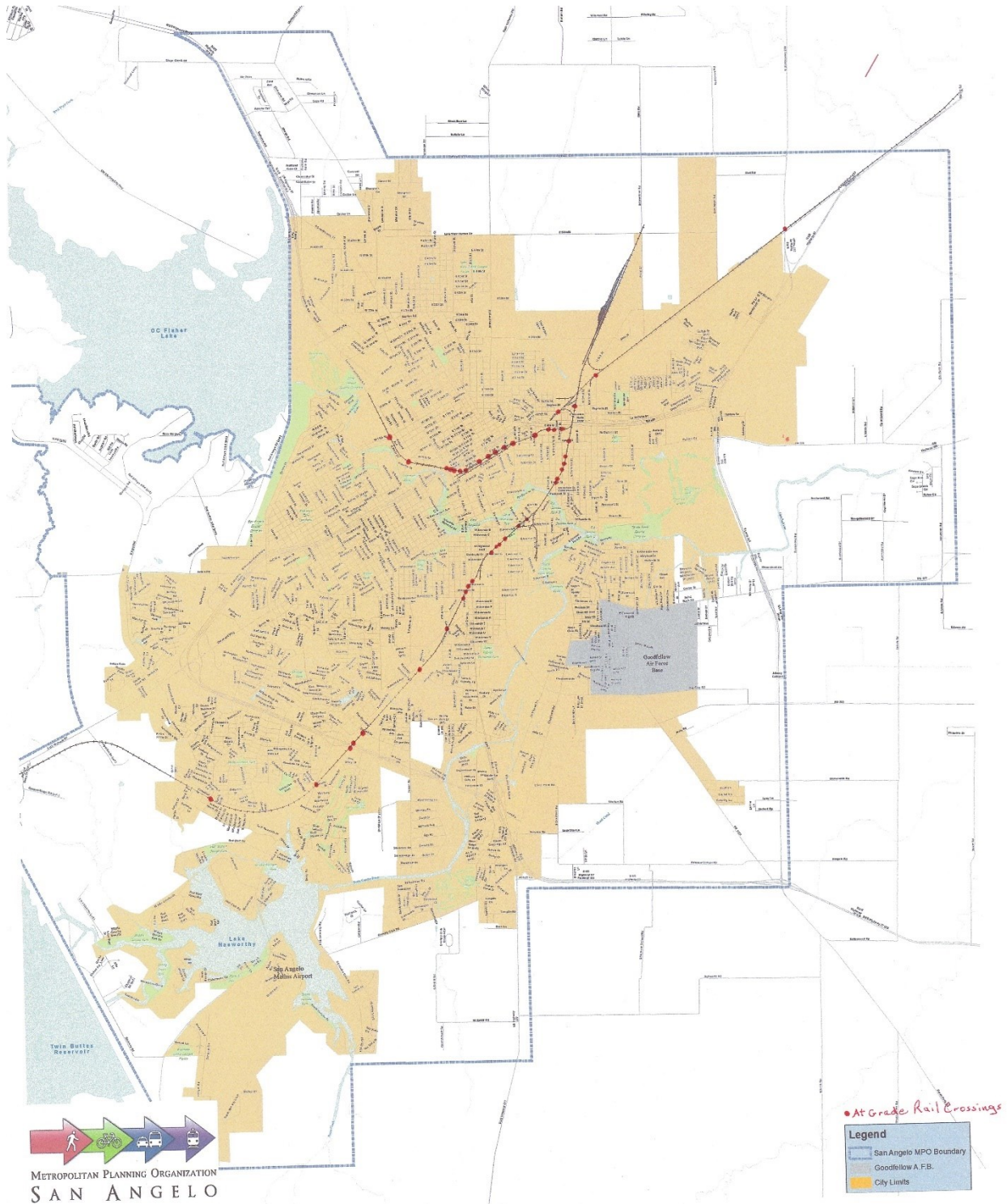
2023

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## **Chapter 7**

### **Financial**

#### **Financial Constraints**

The Texas Transportation Commission and TxDOT use the Unified Transportation Program (UTP) as TxDOT's 10-year plan to guide transportation project development. The UTP is developed annually in accordance with the Texas Administrative Code (TAC §16.105) and is approved by the Texas Transportation Commission annually prior to August 31. The UTP authorizes projects for construction, development and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. The UTP is part of a comprehensive planning and programming process deriving from TxDOT's agency mission to project-level implementation. The UTP is an intermediate programming document linking the planning activities of the Statewide Long-Range Transportation Plan (SLRTP), the Metropolitan Transportation Plans, and Rural Transportation Plan to the detailed programming activities under the Statewide Transportation Improvement Program (STIP) and TxDOT's 2 year Letting Schedule. More specifically, the UTP is a listing of projects and programs that are planned to be constructed and/or developed within the first ten years of the 24-year SLRTP.

Project development includes activities such as preliminary engineering work, environmental analysis, right of way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long- term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

All of the revenue projections in this MTP consist of federal, state and local funding that is reasonably expected to be available for the twenty-five-year planning horizon. These allocations are based on an analysis of past funding.

#### **Projects**

Priority and Financial Constraint is imperative in any plan. Therefore, projects selected for the Unified Transportation Plan must have funding available and programmed. There is also a list of unfunded projects that the future depends on but are not ready for development or letting at this time.

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## Highway Projects

San Angelo MPO Transportation Highway Projects						
Project Name	MPO Project #/CSJ	From	To	Description	Project Year	Estimated Cost
SL 378	0159-07-007	FM 1223	US 87	Widen non-freeway, add center turn lane, ACP overlay	2024	\$29,908,712
US 277	0264-06-044	0.75 miles North of FM 2105	US 67	Reconstruct 2 lane highway to 4 lane divided freeway	2026	\$15,000,231
US 277	0264-06-047	At Texas Pacifico Crossing DOT 021470R		Construct new bridge over railroad crossing and Old Ballinger Rd. Grade Separation	2026	\$25,000,000
FM 2288	2141-02-016	4.3 Miles South of US 87	8.1 Miles South of US 87	Reconstruct and widen from 2 lanes to 4 lanes 4.0 miles of southern end of FM2288	2028	\$60,000,000
US 87	0069-07-113	At US 87 and FM 2105		Intersection Improvements	2026	\$1,500,000
US 87	0070-02-092	US 277	SL-306 and FM 1223	Upgrade existing 4-lane divided section to freeway with frontage roads	2032	\$30,800,000
US 277	0159-01-045	At US 277 and Grand Canal		Intersection Improvements at Grand Canal	2025	\$2,500,000
FM 2288	2141-02-019	US 67	Glasgow Road	Construct Shared Use Path (CRP Funds)	2026	\$13,800,956
Chadbourne St	0907-24-058	6 <sup>th</sup> Street	Beauregard Ave.	Construct 1.2 miles of sidewalk	2025	\$5,863,806
						\$184,373,705

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## Unfunded Projects List

Unfunded					
Highway	UFN#	Limits From	Limits To	Estimated Cost	Description
New Highway	UFN01 CSJ 0907-24-055	US 87	US 277	\$82,350,000	Construct new alignment for Interstate Relief Route
FM 2288	UFN02 CSJ 2141-02-018	US 87	4.3 Miles South of US 87	\$55,000,000	Reconstruct and widen from 2 lanes to 4 lanes
Railroad Overpass	UFN06	At US 87 and Avenue M		\$20,000,000	Construct new overpass over railroad tracks on US 87
US87/FM2105 Interchange	UFN07	At US 87 and FM2105		\$18,000,000	Construct Interchange at US-87 and FM 2105
Railroad Overpass	UFN08	Knickerbocker South of Loop 306	Knickerbocker South of Loop 306	\$25,000,000	Construct new overpass over railroad tracks on knickerbocker
Railroad Overpass	UFN09	At US 87 and Currier St.		\$25,000,000	Construct new overpass over railroad tracks on US 87
Knickerbocker Rd/Loop 306 Overpass	TBD	Frontage Loop 306	Frontage Loop 306	TBD	TBD
<b>Total Cost</b>				<b>\$225,572,222</b>	

Several of these unfunded projects refer back to our future strategies and are included here as unfunded and possible future projects.

## Highway Project Funding Projections

As project funding in Rural Texas is limited, we will only be addressing Category 2U and 4(3C) funding within the San Angelo Planning area. All other funding coming into the district is discretionary funds and therefore vulnerable to regular variations. We have used the Current UTP to capture funding committed in FY 2023 which extends out to 2032. Based on this we have projected out to year 2050. Whereas the State as a whole is growing faster than funding can keep up with it, it is reasonable to assume that the majority of available funding will be concentrated on the more densely populated areas and the Permian Basin where safety continues to be a priority. Assumptions are made based on recent funding that it will continue at the same level with no annual increases throughout the life of the plan with the possible exception of Maintenance and Operations funding.

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## Operations and Maintenance

The MPO works very closely and diligently with the District Office and the City of San Angelo to ensure that the roadways and the highway system are maintained in as high a level of service as possible. The coordination is ongoing. Roadway preservation and Resiliency is a top priority for Texas. The integrity of the existing highway system and urban streets should not be allowed to deteriorate. The operation and maintenance projections are to cover improvements such as signal modernizations, general signal improvements, pavement rehabilitation, seal coating, and overlays. Projecting out discretionary funding is difficult, as this funding is spread throughout the district and not just the MPA. This funding is used when needed and where needed at any given time. Moved from one part of the district to another on almost any given day or hour. However, based on history we have projected out 25 years of funding based on a four percent increase throughout the plan and then shown a yearly average to better predict preservation of the systems.

<b>Metropolitan Transportation Plan 2025-2050 Roadway and Highway Network Operations and Maintenance Projections</b>			
	Federal/State	Local	Total
Operations/Maintenance	\$12,500,000	\$105,000,000	\$117,500,000
Average	\$500,000	\$4,200,000	

### Based on current UTP and Projected out

<b>2025-2028 Highway Funds</b>			
Fund Source			Total
Category 2(U)	Urban Corridor	\$13,641,467	\$13,641,467
Category 4(3C)	Regional Connectivity	\$6,781,697	\$6,781,597
Total			<b>\$20,431,164</b>
<b>2029-2032 Highway Funds</b>			
Fund Source			Total
Category 2(U)	Urban Corridor	\$12,117,081	\$12,117,081
Category 4(3C)	Regional Connectivity	\$6,023,866	\$6,023,866
Total			<b>\$18,140,947</b>
Ten Year Total			<b>\$55,903,512</b>
<b>2033-2050 Highway Funds Projected</b>			
Fund Source			Total
Category 2(U)	Urban Corridor	\$59,500,000	\$59,500,000
Category	Regional	\$5,400,345	\$5,400,345



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<b>4(3C)</b>	Connectivity	\$10,240,572	\$10,240,572
<b>Total</b>			\$75,140,917
<b>2025-2050 Plan Total Funding Projections</b>			
<b>Category 2(U)</b>	Urban Corridor	\$85,258,548	\$85,258,548
<b>Category 4(3C)</b>	Regional Connectivity	\$18,205,890	\$18,205,890
<b>Total</b>			<b>\$103,464,438</b>

## Transit Funds

Transit funding has shown a historic increase from FTA over the years of approximately 5%. As a result, the assumption was made that this will remain the same throughout the length of this plan.

<b>TRANSIT PROJECT FUNDING PROJECTION</b>					
<b><u>YEAR</u></b>	<b><u>FEDERAL</u></b>	<b><u>STATE</u></b>	<b><u>LOCAL</u></b>	<b><u>OTHER</u></b>	<b><u>TOTAL</u></b>
2025	\$4,193,652	\$869,132	\$1,755,417	\$106,096	<b>\$6,924,297</b>
2026	\$2,279,167	\$471,500	\$1,006,542	\$0	<b>\$3,757,209</b>
2027	\$2,350,318	\$485,644	\$892,629	\$0	<b>\$3,728,591</b>
2028	\$2,422,567	\$500,214	\$919,835	\$0	<b>\$3,842,616</b>
2029	\$2,638,979	\$525,225	\$1,080,893	\$0	<b>\$4,245,096</b>
2030	\$2,764,909	\$551,486	\$1,134,937	\$0	<b>\$4,451,333</b>
62031	\$3,363,376	\$579,061	\$1,191,684	\$0	<b>\$5,134,120</b>
2032	\$3,525,159	\$608,014	\$1,251,268	\$0	<b>\$5,384,441</b>
2033	\$3,694,840	\$638,414	\$1,313,832	\$0	<b>\$5,647,086</b>
2034	\$3,872,808	\$670,335	\$1,379,523	\$0	<b>\$5,922,667</b>
2035	\$4,059,471	\$703,852	\$1,448,500	\$0	<b>\$6,211,823</b>
2036	\$4,255,258	\$739,044	\$1,520,925	\$0	<b>\$6,515,227</b>
2037	\$4,460,619	\$775,997	\$1,596,971	\$0	<b>\$6,833,586</b>
2038	\$4,676,025	\$814,796	\$1,676,819	\$0	<b>\$7,167,641</b>
2039	\$4,901,974	\$855,536	\$1,760,660	\$0	<b>\$7,518,170</b>
2040	\$5,138,984	\$898,313	\$1,848,693	\$0	<b>\$7,885,990</b>
2041	\$5,387,602	\$943,229	\$1,941,128	\$0	<b>\$8,271,958</b>
2042	\$5,648,400	\$990,390	\$2,038,184	\$0	<b>\$8,676,975</b>
2043	\$5,921,982	\$1,039,910	\$2,140,094	\$0	<b>\$9,101,985</b>
2044	\$6,208,977	\$1,091,905	\$2,247,098	\$0	<b>\$9,547,981</b>
2045	\$6,510,049	\$1,146,500	\$2,359,453	\$0	<b>\$10,016,003</b>
2046	\$6,825,893	\$1,203,826	\$2,477,426	\$0	<b>\$10,507,145</b>
2047	\$7,167,188	\$1,264,017	\$2,601,297	\$0	<b>\$11,032,502</b>
2048	\$7,525,547	\$1,327,218	\$2,731,362	\$0	<b>\$11,584,127</b>
2049	\$7,901,824	\$1,393,578	\$2,867,930	\$0	<b>\$12,163,333</b>
2050	\$8,296,916	\$1,463,257	\$3,011,327	\$0	<b>\$12,771,500</b>
	<b>\$125,962,484</b>	<b>\$22,139,028</b>	<b>\$46,562,028</b>	<b>\$106,096</b>	<b>\$194,769,636</b>

San Angelo Metropolitan Planning Organization  
2025-2050 Metropolitan Transportation Plan

<b>2025-2028 Transit Funds</b>					
<b>Fund Source</b>	<b>Section 5307: Operations</b>	<b>Section 5307: ADA Service</b>	<b>Section 5307: Stop Shelter</b>	<b>Section 5307: Bus &amp; Facility Security</b>	<b>Total</b>
<b>Federal</b>	\$6,595,721	\$3,682,030	\$168,717	\$91,933	\$10,538,401
<b>State</b>	\$2,326,490	\$0	\$0	\$0	\$2,326,490
<b>Local</b>	\$3,903,958	\$606,310	\$41,758	\$22,397	\$4,574,423
<b>Other</b>	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$12,826,169</b>	<b>\$4,288,340</b>	<b>\$210,475</b>	<b>\$114,330</b>	<b>\$17,439,314</b>
<b>Fund Source</b>	<b>Section 5339: Bus Purchase</b>				
<b>Federal</b>	<b>\$707,303</b>				<b>\$707,303</b>
<b>State</b>					
<b>Local</b>					
<b>Other</b>	<b>\$106,096</b>				<b>\$106,096</b>
<b>Total</b>	<b>\$813,399</b>				<b>\$813,399</b>
<b>Total 2025-2928</b>	<b>\$13,639,568</b>	<b>\$4,288,340</b>	<b>\$210,475</b>	<b>\$114,330</b>	<b>\$18,252,713</b>

<b>2029-2050 Transit Funds</b>					
<b>Fund Source</b>	<b>Section 5307: Operations</b>	<b>Section 5307: ADA Service</b>	<b>Section 5307: Capital Lease</b>	<b>Section 5307: Bus &amp; Facility Security</b>	<b>Total</b>
<b>Federal</b>	\$66,067,913	\$47,748,530	\$0	\$900,337	<b>\$114,716,780</b>
<b>State</b>	19,812,538	\$0	\$0	\$0	<b>\$19,812,538</b>
<b>Local</b>	\$33,268,983	\$8,395,659	\$0	\$322,963	<b>\$41,987,605</b>
<b>Other</b>	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Total</b>	<b>\$119,149,434</b>	<b>\$56,144,189</b>	<b>\$0</b>	<b>\$1,223,300</b>	<b>\$176,516,923</b>
<b>Plan totals</b>					
<b>2025-2050 Plan Total Transit Funds</b>					
<b>Federal</b>	\$73,526,194	\$51,430,580	\$0	\$992,270	\$125,949,044
<b>State</b>	\$22,139,028	\$0	\$0	\$0	\$22,139,028
<b>Local</b>	\$37,211,339	\$9,001,969	\$0	\$345,360	\$46,558,668
<b>Other</b>	\$106,096	\$0	\$0	\$0	\$106,096
<b>Total</b>	<b>\$132,982,657</b>	<b>\$60,432,549</b>	<b>\$0</b>	<b>\$1,337,630</b>	<b>\$194,752,836</b>