SAN ANGELO
METROPOLITAN TRANSPORTATION PLAN

FISCAL YEARS 2010-2035

Approved by the Policy Committee on **November 16, 2009**
Amendment (Draft) January 14, 2010 (Final) February 11, 2010 (pending Board approval)

Prepared by:

San Angelo Metropolitan Planning Organization

In cooperation with:

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







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Disclaimer

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SAN ANGELO METROPOLITAN PLANNING ORGANIZATION

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TxDOT Representatives

Kristan Hereford
Design Resource Coordinator, San Angelo District

MPO Staff Members

E'Lisa Smetana
MPO Director, City of San Angelo

Doray Hill, Jr.
Transportation Planner,
City of San Angelo

Sarah Tackett
Transportation Planning Technician,
City of San Angelo

Mike Smith
GIS Manager,
City of San Angelo

Contributing Authors of the MTP

E'Lisa Smetana	Director, MPO
Doray Hill	Transportation Planner, MPO
Sarah Tackett	Transportation Technician, MPO
John DeWitt	Director of Transportation Planning & Development, TxDOT
Luis Elguezabal	Airport Director, City of San Angelo
Roy Williams	Vice President Operations, Texas Pacifico Transportation Company, Ltd.
Robert Stephens	Transportation Director, Concho Valley Transit District
Patricia Ellis	Research Scientist, Texas Transportation Institute

Contributing Authors of the MTP Survey

Dr. Laurence Jones	Government Professor, Angelo State University
Courtney Snow	Intern, MPO from Angelo State University

Executive Summary

The Metropolitan Transportation Plan identifies transportation improvement projects that our area will need over the next 25-year period based on the demand on our current system and input from the community. This document divides projects into two separate areas – those with funding and those on an unconstrained needs component (or wish list). With the fluctuation in the economy over the past few years, projecting funding has become somewhat of a challenge. With the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on August 10, 2005, many changes to the way we conduct transportation planning have evolved. The one item that has stayed constant is that there are more projects needed than there is funding available for. To add to this dilemma, our Interstate System is reaching the end of its useful life, which means we will be seeing more and more deterioration of our roadways and infrastructure. We are predicting that finding funding sources to accomplish projects will become the goal of all Metropolitan Planning Organizations.

Transportation is a vital part of our communities and our daily lives. It helps shape economic health and quality of life within our area and has a direct impact on jobs, recreation, and in general, lifestyles of today's population. During the course of the years, the movement of people and goods has always been a necessity; the only item that continues to change is how this is accomplished.

With the advance of technology, environmental concerns, and increased needs - meeting the challenges of sufficient and safe mobility will depend on a coordinated planning process. Thus, transportation planning is progressively becoming more and more important. It is the process by which strategies evolve for developing, operating, maintaining, and financing long-term goals and projects.

Many elements go into transportation planning of which the most important is public participation. Without the input from our community, transportation planning would be hard-pressed to focus on the needs of our area. Transportation planning is a collaborative process that is accomplished through the San Angelo Metropolitan Planning Organization (MPO) along with other key government organizations and interested stakeholders. The MPO is responsible for developing, in cooperation with the State, affected transit operators, and the general public, a long-range transportation plan. This long-range transportation plan called the Metropolitan Transportation Plan (MTP) provides the base for planning activities and projects that will occur within the MPO area. This plan is part of the continuing, cooperative, and comprehensive transportation planning process. The MPO has consulted and coordinated with other planning officials to the maximum extent practicable. We have tried to make sure that the public is both well-informed and has the opportunity to participate in this process.

This plan, at a minimum, should include existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important

national and regional transportation functions over the period of this transportation plan (23 CFR 450.322). This plan has been developed with those goals in mind and every effort has been made to make this a truly multi-modal approach to transportation planning.

Funding

The Texas Department of Transportation's (TxDOT's) Unified Transportation Program (UTP) has established funding categories to reflect various programs outlined in this plan. The Public Transportation funding is provided mainly through the Federal Transit Administration. In addition, other sources of funds include local contributions from entities such as the City of San Angelo and Concho Valley Council of Governments.

Major Transportation Elements

The major elements that make up transportation planning include roadways; public transportation; bicycle and pedestrian mobility; railroads, trucks and freight movement; and aviation. Our goal is to have a combination of these elements to provide for the smooth movement of people and goods through our MPO area.

Recommendations

The major recommendations of this plan are summarized below:

1. A financial plan designed to span 20 years was prepared to demonstrate the expected funding available for transportation improvements. What this plan showed is that more projects are needed and the funding is not able to keep up with that need as we project our plans out.

2. The goal is to provide a coordinated effort on transportation planning. Many of the future projects look at integrating modes of transportation so that reliance is not heavily weighed on one mode.

3. With the consolidation of the Public Transportation now housed under the direction of the Concho Valley Transit District, many changes have occurred and many more planned for the future. These changes will allow improved use of limited funding sources, better connectivity for the riders, elimination of inefficiencies in the system and a more cost-effective/service-effective transit services throughout our area.

4. The bicycle and pedestrian mode of transportation has really seen an expansion of need in our area. The MPO staff will be looking at ways to promote and develop parts of the San Angelo Bicycle and Pedestrian Plan to incorporate positive changes within our non-motorized transportation system.

5. There has been an influx of dollars into our railroad system and more expected for the future. The MPO's goal in this area will be the establishment of a railroad coalition with ties to the Ports-to-Plains Coalition and future needs analysis of a truly intermodal facility.

Conclusion

Transportation is a part of each of our lives, whether we are going back and forth to work, shopping, visiting family, traveling around the country, or just moving from town to town. Transportation Planning is the means by which this process can be improved, streamlined, or just sustained. Regardless of if we want to build new roads, maintain the ones we have, improve transit operations, ride our bike, walk in the park, move freight through our City, or take a plane to another location, transportation will have a role in that.

The San Angelo MPO goals in the MTP process *(in addition to those stated in this document)* are to strengthen the public's (your) voice in the process; explore ways to collaborate and deliver the necessary services; enhance economic opportunities; preserve our mobility options and explore new ones; improve the safety of our system and enhance its performance; and finally, just to provide a roadmap for our future in transportation and ensure that the system will be around for the use of many generations to come.

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Chapter 1 – INTRODUCTION

History

The Metropolitan Transportation Plan (MTP) is the defining vision for transportation systems and services in the San Angelo Metropolitan Planning Area. The MTP serves as the blueprint for the development of our transportation system for the next twenty-five years. The plan identifies long-range transportation needs, prioritizes programs and projects, and provides a means for regional brainstorming on transportation aspects.

The purpose of the MTP is to systematize multi-modal transportation planning for all modes of travel and thus ensure that plans, programs, and policies are interconnected and also to provide transportation coordination among the city, county, state, and other jurisdictional boundaries. This is accomplished thru integration of both metropolitan and regional planning. This integration will allow us to meet the transportation challenges ahead and effectively and efficiently gather the resources to overcome them.

The MTP incorporates a multi-modal approach to transportation planning and includes not only roadways, but also transit, airports, train, freight, bikeways, and pedestrian.

This multi-modal approach helps illustrate the growing importance of alternative means of transportation in our increasing diverse society. San Angelo's economy, prosperity, and standard of living are dependent on several factors. As residents we require access to jobs, health care, and education. We want access to churches and parks to enrich our lives. Businesses need access to raw materials and customers. In addition, consumable items such as groceries and gas must be brought to San Angelo for residents and businesses alike.

All these factors rely on transportation. A comprehensive transportation network which incorporates freight routes, urban traffic needs, and alternative modes of transportation enables San Angelo to provide for the needs of residents, businesses, and visitors. In contrast, an uncoordinated transportation network is inefficient and ineffective in providing these services.

The Metropolitan Transportation Plan will continue the planning efforts for a comprehensive transportation network. The Plan enables construction of transportation facilities in places where they will be best used and allows the City's growth to be directed toward the most suitable areas for industry, neighborhoods, and services. The Plan also provides a long-range focus for planning which helps to ensure that community needs are met well into the future.

Background to the MTP

Long-range transportation planning began with the passage of the Federal Highway Transportation Act of 1962. This act created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. Congress passed legislation which required urban areas to create and implement transportation plans in order to receive federal highway funds. Formal transportation planning activities in the San Angelo metropolitan area began in 1964 when the City of San Angelo, Tom Green County, the Texas Highway Department, and the U. S. Department of Commerce initiated a transportation study. This transportation study was completed in 1966 with the formal adoption of a transportation plan.

The Federal Surface Transportation Assistance Act of 1973 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs were designated as the forum for cooperative regional transportation decision making. Federal funds were allocated to MPOs to support this process.

In 1988, the Governor of Texas designated the City of San Angelo as the Metropolitan Planning Organization (MPO) for transportation planning in the San Angelo urbanized area using the committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C. as the group responsible for giving the MPO overall transportation guidance. The San Angelo Metropolitan Planning Organization (San Angelo MPO) Policy Committee works cooperatively with the Texas Department of Transportation (TxDOT), the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the City of San Angelo, Tom Green County, and the Concho Valley Council of Government to provide the best transportation plans possible while maintaining a financially constrained budget.

With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, a major change in transportation planning was initiated. This act provided for an enhanced multi-modal scope that showed uniformity and interconnectivity; in addition to consideration of land use, methods to enhance transit service, and needs identified through management systems.

Expanding on this scope the passage of the Transportation Equity Act for the 21st Century (TEA-21) further integrated transportation areas. TEA-21 calls for MPO's to organize their planning process around the general guidelines of seven broad areas. To this effect, transportation plans should support the economic vitality of the San Angelo metropolitan area, make transportation safer and more secure, give people and freight greater access to mobility options, protect the environment while promoting energy conservation and improving the quality of life, improve the connectivity and integration of the current transportation system, promote efficient transportation options, and preserve existing transportation as much as possible.

The MTP was amended in the context of the planning requirements contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-

LU). SAFETEA-LU was enacted on August 10, 2005 and the MPO has made every reasonable effort to incorporate the planning provisions of it into the updated processes. The MPO has updated the Public Participation Plan to include consultations and coordination with other resource agencies and stakeholders. The MPO will be working to obtain plans, information, and documents from those sources. SAFETEA-LU states that "The Metropolitan Transportation Plan, shall, at a minimum, include existing and proposed transportation facilities (including major roadways, transit, multimodal, and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the MTP." The MPO's MTP gives emphasis to those facilities that serve important national and regional transportation functions over the period of the plan be it motorized or non-motorized. The MTP provides opportunities for coordination on the transportation projects of the City of San Angelo, Tom Green County, the Texas Department of Transportation, the Concho Valley Transit District, and other entities.

Organization of the San Angelo MPO

The San Angelo MPO is the transportation planning body for the City of San Angelo and adjacent areas. It consists of Federal, State, and local agencies working together to avoid conflicting plans, duplicated projects, or funding conflicts between transportation priorities in the metropolitan area. The MPO is governed by federal, state, and local regulations along with a set of adopted by-laws that the Board approved in 2003 which were subsequently amended in following years with the latest amendment in 2007. The San Angelo MPO consists of a Policy Board, an ad-hoc Citizen Advisory Committee, and MPO Staff.

MPO 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 (MTP), the Transportation Improvement Plan (TIP), and the Unified Planning Work Program (UPWP).

The Board is made up of the following voting members:

- Mayor, City of San Angelo *(Chairperson)*
- City Manager, City of San Angelo *(Vice-Chairperson)*
- County Judge, Tom Green County
- County Commissioner, Tom Green County

- District Engineer, Texas Department of Transportation
- Director of Transportation Planning and Development, Texas Department of Transportation
- Executive Director, Concho Valley Council of Governments
- President, Chamber of Commerce
- Director of Community Planning and Development, City of San Angelo
- City Engineer, City of San Angelo
- Airport Director, City of San Angelo

In addition, the Board is comprised of non-voting state and federal elected officials along with review and advisory agency officials. These members include:

- U.S. Representative District 11
- State Senator District 28
- State Representative District 72
- Federal Highway Administration Representative
- Texas Department of Transportation Planning and Programming Representative

Citizen Advisory Committee

The Citizen Advisory Committee (CAC) is created as needed and provides useful information on special transportation projects within the community. Membership constantly fluctuates as public interest in transportation issues increases and wanes. Members are kept informed and invited to comment on transportation policies that affect their interest.

MPO 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:

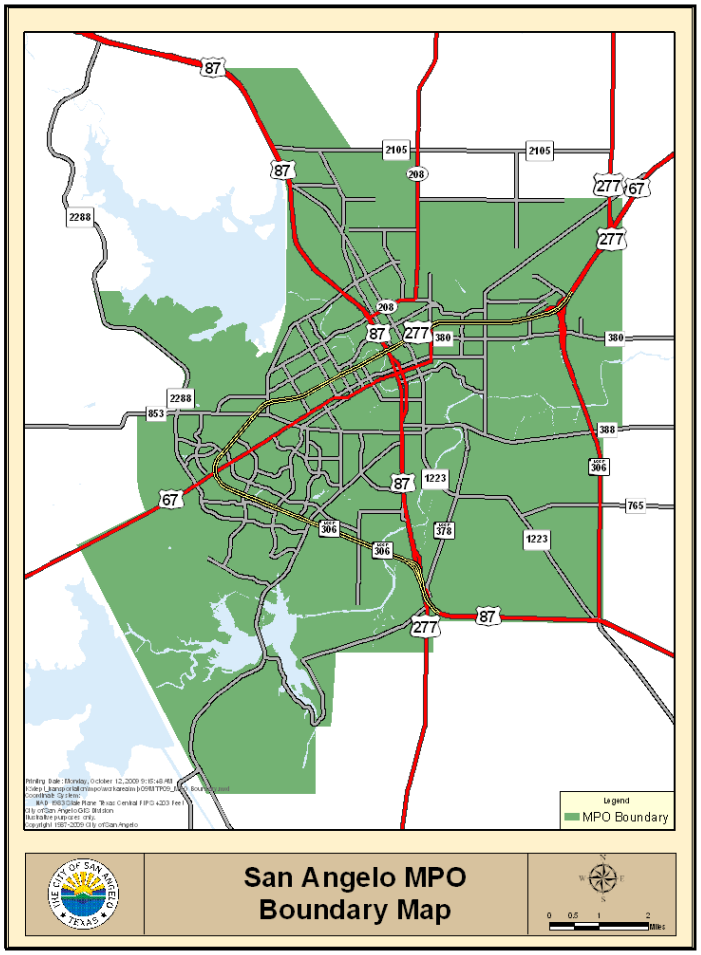
- Metropolitan Planning Organization Director - responsible for the direction of responsibilities and administration of the MPO
- Transportation Planner – responsible for the development of technical reports, data collections, and travel demand modeling work utilizing GIS databases
- Transportation Technician - responsible for administrative and technical support including customer service, MPO board packets, minutes, presentations, meeting materials, MPO newsletters, and website updates

The MPO staff works closely with the Texas Department of Transportation (TxDOT) to organize, implement, and evaluate transportation plans.

San Angelo Metropolitan Planning Area

The San Angelo MPO area covers approximately 96 square miles of Tom Green County. Its only urbanized area is the City of San Angelo; along with one county – Tom Green; and one Texas Department of Transportation district. The 2000 census reported a population of 87,969 for the designated Urban Area Boundary of which the majority of the population resides within the City of San Angelo. The population outside of the City in the metropolitan planning area is mainly rural with spotted urbanized development. A map illustrating the San Angelo MPO region is shown in Figure 1-1. The most recent amendment to the boundaries of the planning area was made in June 1998 to include all newly annexed portions of the City of San Angelo. The MPO is in the process of evaluating the boundary to see if any new areas are expected to be urbanized.

Figure 1-1 MPO Boundary Map



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Chapter 2 – GROWTH AND DEVELOPMENT

Examination of the growth and development patterns of the planning area is an important part of developing the MTP. Analysis of the anticipated changes in the population, number of households, household income, and employment growth trends provides the basis for planning the future transportation needs.

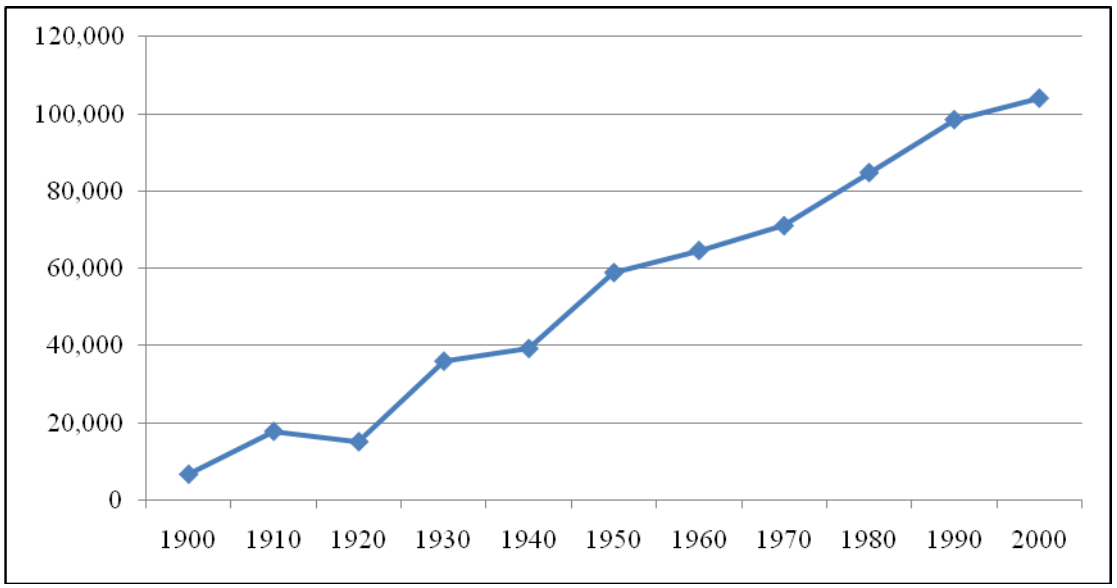
Population

Past and Current Population Trends

Population data from the U.S. Census Bureau from 1900 through 2000 were obtained for Tom Green County and the State of Texas. This data reflects the official population counts for the county and the State and are useful in the analysis of past and current growth trends.

Figure 2-1 illustrates the population change for Tom Green County from 1900 through 2000. As the chart shows, population growth has been relatively slow, but generally stable during the past century. In fact, the population has increased every decade except for the period 1910 to 1920, when a severe drought resulted in a 15 percent decline in the county's population.

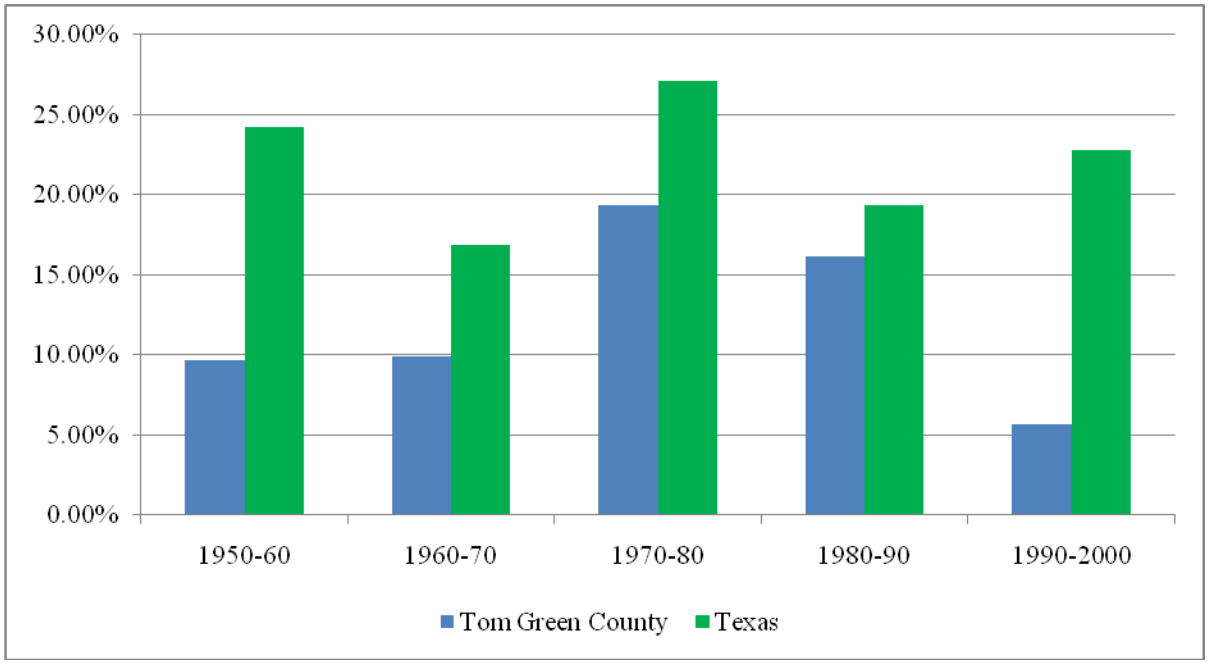
Figure 2-1 Population of Tom Green County, Texas - 1900 to 2000



Source: U.S. Census

Figure 2-2 compares the percent change in population for each decade between 1950 and 2000 for Tom Green County with the State of Texas. As illutrated, population growth in the county has been consistently less than that experienced by the state. Additionally, although the county has experienced consistent growth throughout most of the 20th century, growth over the last decade, 1990 to 2000, was the lowest of the past 50 years as indicated by Table 2-1.

Figure 2-2 Percent Change in Population Tom Green County and Texas - 1950 to 2000



Source: U.S. Census

Table 2-1 Percent Change in Population for Tom Green County by Decade - 1950 to 2000

	Percent Change				
	1950-1960	1960-1970	1970-1980	1980-1990	1990-2000
Tom Green County	9.67%	9.93%	19.34%	16.13%	5.64%

Source: U.S. Census

Current estimates of population were obtained from the Texas State Data Center and the U.S. Census Bureau to evaluate current population trends since the 2000 census count. Table 2-2 presents the estimated 2008 population and the numeric and percent change for estimates from these two sources. As indicated by these different estimates it appears Tom Green County population is continuing to grow at a rate substantially slower than the state as a whole. And, may be growing at a rate slower than what occurred in the previous decade. The difference in the estimates made by the Census Bureau and the TxSDC is due to the use of different methodologies and different data sources and years, and are not comparable. Both agencies use defensible methodologies and reliable data sources. The two estimates are included to provide an idea of the more recent trend in population growth for Tom Green County and how it may have changed since the 2000 census.

Table 2-2 Estimated Population Change in Tom Green County and Texas - 2000-2008

	2000 Population	2008 Population Estimate		Numeric Change		Percent Change	
	Census	Census	TxSDC	Census	TxSDC	Census	TxSDC
Tom Green County	104,041	107,864	103,040	3,823	-1,001	3.67%	-0.96%
State of Texas	20,851,811	24,326,974	24,105,417	3,475,163	3,253,606	16.66%	15.60%

Source: U.S. Census and Texas State Data Center

Future Population Change

Population projections for Tom Green County were obtained from the Texas State Data Center (TxSDC). The projections made by the TxSDC include population projections from 2000 through 2040 in five-year increments for five different migration scenarios, described below.

- 0.0 Migration Scenario – This scenario projects the net change in population using current age/race specific birth and death rates with no in migration or out migration. In other words, any population change is due to natural increase (births) and natural decrease (deaths). It is generally used for comparison with projections that include in and out migration.
- 0.5 Migration Scenario - This scenario projects the net change in population using current age/race specific birth and death rates and migration rates (both in and out migration) equal to on-half those experienced between 1990 and 2000.
- 1.0 Migration Scenario – This scenario projects the net change in population using current age/race specific birth and death rates and migration rates (both in and out migration) equal to those experienced between 1990 and 2000.
- 2000-04 Migration Scenario – This scenario represents the net change in population using the estimated 2000 to 2004 age, sex, and race/ethnicity migration rates.
- 2000-2007 Migration Scenario – This scenario represents the net change in population using the estimated 2000 to 2007 age, sex, and race/ethnicity migration rates.

Table 2-3 shows the population projections for each migration scenario for Tom Green County for the years 2010 through 2040. Figure 2-3 provides a graph of these projections. Under three of the migration scenarios, the 0.0, 0.5, and 1.0, the population in Tom Green County would be expected to increase slowly, but steadily through 2040. The percentage increase in population expected under these scenarios ranges from 11.5 percent (0.0 migration) to 18.1 percent (1.0 migration). The 2000-04 and 2000-07 migration scenarios produce a decline in population of more than 18 percent.

Table 2-3 Population Projections and Percent Change for Tom Green County

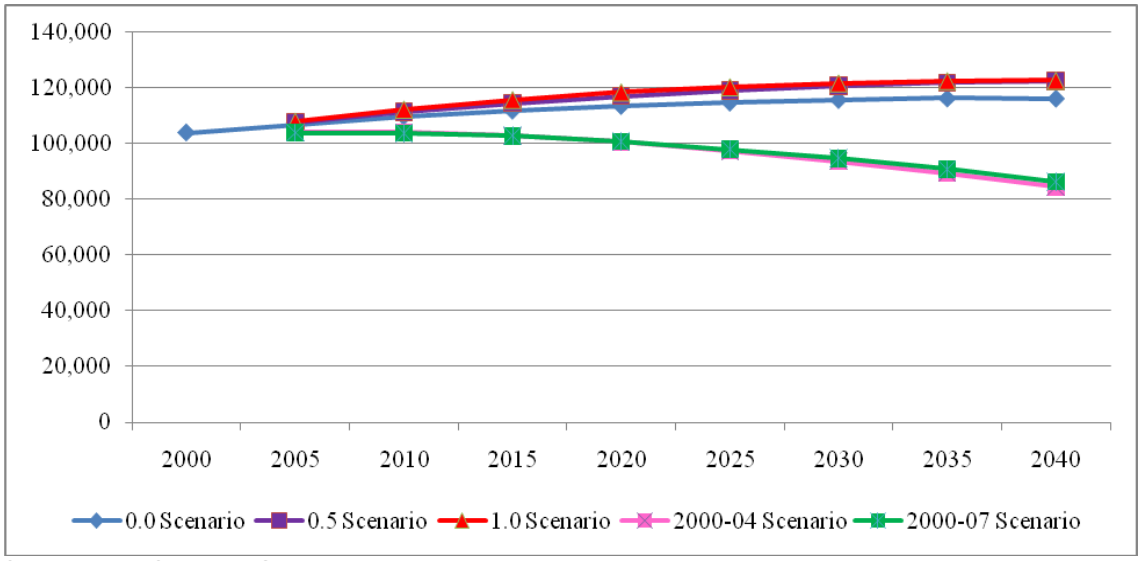
	Migration Scenario				
	0.0	**0.5**	**1.0**	**2000-04**	**2000-07**
2000 Population	104,010	104,010	104,010	104,010	104,010
2010 Population	109,820	111,404	112,289	104,064	103,750
Percent Change From 2000	5.64%	7.17%	8.01%	0.05%	-0.25%
2020 Population	114,274	117,729	119,114	100,639	100,840
Percent Change From 2010	3.45%	5.08%	5.53%	-3.29%	-2.80%
2030 Population	116,634	121,484	122,491	93,783	94,771
Percent Change From 2020	1.92%	3.08%	2.76%	-6.81%	-6.02%
2040 Population	117,323	123,394	123,526	84,526	86,401
Percent Change From 2030	0.43%	1.46%	0.78%	-9.87%	-8.83%

Source: Texas State Data Center

As Table 2-3 and Figure 2-3 show, all scenarios show positive, although modest growth except for the 2000-04 and 2000-07 migration scenarios. The decline in population under the 2000-04 and 2000-07 scenarios is likely the result of a loss in population due to the closing of several major employers (Levi Straus, R.G. Barry, and Taylor Publishing) during the early years of the decade. This decline, when carried forward for 35 years results in population loss because the out migration experienced in that time period continues throughout the projection period.

Reviewing the change in race/ethnicity is helpful in understanding the expected change in population for a particular forecast. Table 2-4 presents the percent of population by race/ethnicity for 2000 and for four of the migration scenarios for 2040 (the 2000-04 scenario is not included). The major change under all the scenarios is the decreasing Anglo population and the increasing Hispanic population. While the 0.0 scenario results in approximately a 12 percent decrease in the Anglo population and a corresponding 12 percent increase in the Hispanic population, the trend is even greater under the 0.5 and 1.0 projections. This trend is similar to that expected for the state as a whole. In Texas, Anglo population is expected to decrease from 53 percent in 2000 to 32 percent in 2040 under the 0.5 scenario and decrease to 24 percent in 2040 under the 1.0 scenario. Additionally, Hispanic population is anticipated to increase from 32 percent in 2000 to between 52 and 59 percent in 2040 depending on the projection scenario.

Figure 2-3 Population Projections for Tom Green County under Different Migration Scenarios



Source: Texas State Data Center

Table 2-4 Change in Race Ethnicity for Population Projections 2000 to 2040 for Tom Green County

	2000 Census		2040 Projection							
			0.0 Scenario		0.5 Scenario		1.0 Scenario		2000-07 Scenario	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	66,200	63.65%	60,618	51.67%	52,101	42.23%	37,205	30.12%	29,800	34.49
Black	4,385	4.22%	4,843	4.13%	4,874	3.95%	5,000	4.05%	4,032	4.67
Hispanic	31,946	30.71%	49,989	42.60%	64,232	52.05%	75,186	60.87%	50,576	58.64
Other	1,479	1.42%	1,873	1.60%	2,187	1.77%	6,135	4.97%	1,993	2.31
Total	104,010		117,323		123,394		123,526		86,401	

Source: Texas State Data Center

Based on historic patterns and recent trends, it is expected that growth in Tom Green County and the San Angelo MTP planning area will continue at a slow rate consistent with that projected under the 0.5 migration scenario and as shown in Table 2-5.

Table 2-5 Projected Population for Tom Green County and the San Angelo MTP Planning Area

	Projected Population						
	2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Tom Green County	111,404	115,022	117,729	119,776	121,484	122,732	123,394
San Angelo MTP Area	100,252	103,149	105,558	107,444	109,024	110,203	110,839

Households

Historic and Current Trends in Households and Average Household Size

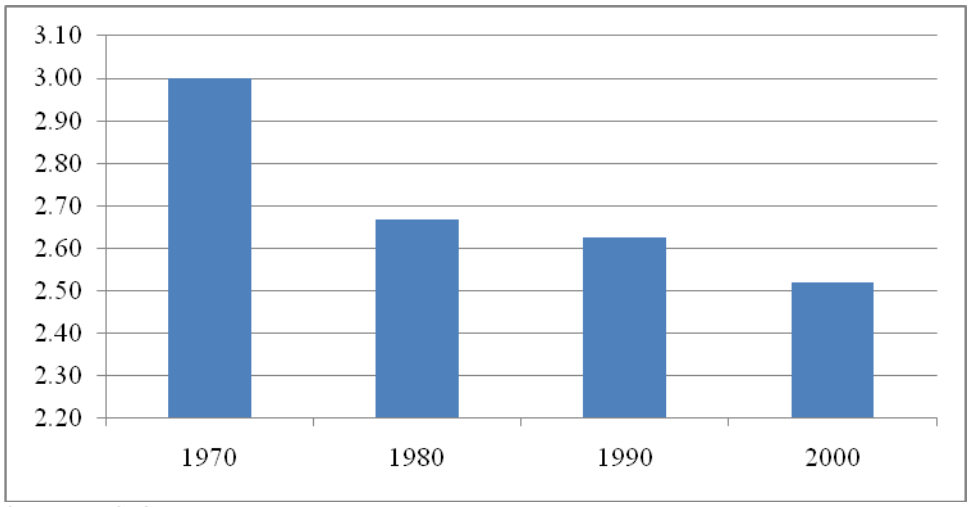
Table 2-6 shows the number of households and the average household size for Tom Green County in each census year for the period 1970 through 2000. Figure 2-4 presents a graph of the household size data. As indicated by the data, average household size decreased steadily from 1970 through 2000 from an average of 3 persons to 2.52 persons per household. This represents a decline of almost 16 percent in average household size over the 30-year period. This decrease is consistent with the trend across Texas and the U.S. and is due to a number of factors such as increasing age before marriage, increased one-parent households, aging population, and decreasing fertility rates. Despite the continued decrease in average household size, the rate of the decrease seems to be slowing, and some areas in Texas, in fact, are beginning to experience leveling or slight increases in the average size of households.

Table 2-6 Number of Households for Tom Green County – 1970 to 2000

	1970		**1980**		**1990**		**2000**	
	Number	**Avg. HH Size**	**Number**	**Avg. HH Size**	**Number**	**Avg. HH Size**	**Number**	**Avg. HH Size**
Tom Green County	22,608	3.00	30,369	2.67	35,408	2.63	39,503	2.52

Source: U.S. Census

Figure 2-4 Average Household Size for Tom Green County – 1970 to 2000



Source: U.S. Census

The TxSDC makes projections of the number of households for counties for the migration scenarios used in population projections. Table 2-7 provides the expected number of households for the 0.5 migration scenario for Tom Green County. As indicated by the projections of households, it is expected that average household size will continue to decrease if the trend experienced between 1990 and 2000 continues throughout the planning period. Under the 0.5 scenario, household size will decrease by aproximately 1 percent between 2000 and 2010. In the years beyond, the projections indicate a decrease of between 3 and 4 percent per decade.

Table 2-7 Projections of Households and Average Household Size for Tom Green County

	2000	2010	2020	2030	2040
0.5 Migration Scenario					
Households	39,503	43,692	47,588	51,184	53,616
Avg. HH Size	2.52	2.44	2.37	2.28	2.21

Source: Texas State Data Center

Although the current projections made by the TxSDC indicate a continued, steady decline within the county, these projections are based on the trends experienced between 1990 and 2000 which may or may not continue in the future. At this time it is not expected that the average household size in Tom Green County will decline to 2.2 persons as indicated under the 0.5 projection of households. As a result, the average household size was revised and new estimates of the number of households were developed. The anticipated number of households and average households size for Tom Green County and the San Angelo planning area are provided in Table 2-8.

Table 2-8 Estimated Number of Households and Average Household Size for Tom Green County and the San Angelo Planning Area

	Household Projection Data						
	2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Tom Green County							
No. of Households	43,682	45,704	47,563	48,709	49,723	50,556	51,139
Avg. HH Size	2.44	2.40	2.36	2.35	2.33	2.32	2.3
San Angelo Planning Area							
No. of Households	37,794	39,040	40,112	41,075	41,932	42,558	42,978
Avg. HH Size	2.52	2.51	2.50	2.48	2.47	2.46	2.45

Median Household Income

Historic and Current Trends in Median Household Income

Change in median household income for Tom Green County was compared to that for the State of Texas for the period 1970 through 2000. Table 2-9 shows the historic median household income in nominal and constant 2000 dollars. As indicated, the median household income for the state exceded that of the county during the 30 year period. In constant dollars the median household income for Texas increased by more than 16 percent while that in Tom Green County remained flat, in fact decreasing by slightly more than 1 percent.

Table 2-9 Median Household Income for Tom Green County and Texas – 1970-2000

	1970		**1980**		**1990**		**2000**	
	Nominal	**Constant (2000$)**	**Nominal**	**Constant (2000$)**	**Nominal**	**Constant (2000$)**	**Nominal**	**Constant (2000$)**
Tom Green County	$7,832	$34,759	$16,505	$34,462	$25,665	$33,814	$34,262	$34,262
Texas	$7,969	$35,369	$18,963	$39,630	$28,476	$37,517	$41,269	$41,269

Source: U.S. Census

Future Median Household Income Estimates

Projections of income for the 0.5 migration sceanrio were obtained from the TxSDC for Tom Green County and Texas. These projections provide the number of households expected to earn household income within 16 ranges (i.e., under $10,000, $10,000-to-$14,999, etc.) for the years 2010 through 2040. These projections were used to determine the estimated median household income for each of the forecast years for Texas and for the County. The method the TxSDC used to project income was to multiply the value of the 2000 average annual median household income for each age and race specific group of householders by the projected number of age and race specific householders in the future year under the 0.5 scenario. This same average annual

median household income is applied to the same age, sex, and race/ethnic group for each projection year. Thus, the projected median household incomes represent those that would be expected if the income differential that existed in 2000 between the households of the different age and race groups do not change.

Table 2-10 shows the projected median household income for the 0.5 migration scenario for Texas and Tom Green County. As indicated, the estimates of future median household income decline for both Tom Green County as well as the state. Additionally, the median household income for the county continues to be approximately 20 percent less than the State as a whole for the projection period.

Table 2-10 Projected Median Household Income for Tom Green County and Texas — 0.5 Migration Scenario ($2000)

	2000	2010	2020	2030	2040
Tom Green County	$34,262	$32,236	$30,568	$28,868	$28,355
Texas	$41,269	$38,723	$36,823	$34,885	$33,782

Source: Texas State Data Center

The reason for the projected decline in income is that the existing income differentials between Anglo, Hispanic, Black, and Other households are projected forward. In addition, since the number of Hispanic households, which generally have lower income, is increasing and the number of Anglo households, which generally have higher incomes, is decreasing over the projection period, the median household income declines. Table 2-11 illustrates this and shows the percentage of households and median household income by race/ethnicity for 2000 through 2040 under the 0.5 migration scenario for Tom Green County. Under this scenario, the percentage of Anglo households is projected to decrease from approximately 70 percent in 2000 to 45 percent in 2040. During the same period, Hispanic households increase from 24 percent to almost 48 percent. These changes in race/ethnicity coupled with the differential in household incomes results in a decline of median household income for the Tom Green County area.

Table 2-11 Percentage Households and Median Household Income Projections by Race for Tom Green County ($2000)

	2000		2010		2020		2030		2040	
	% HH	Median HH Income	% HH	Median HH Income	% HH	Median HH Income	% HH	Median HH Income	% HH	Median HH Income
Anglo	70.5%	$36,657	64.0%	$36,390	57.6%	$35,383	51.7%	$34,536	45.8%	$34,597
Black	3.9%	$23,009	4.2%	$22,752	4.3%	$22,189	4.3%	$21,705	4.1%	$21,550
Hispanic	24.3%	$26,970	30.2%	$26,557	36.2%	$25,661	42.1%	$24,654	48.1%	$24,280
Other	1.3%	$27,339	1.6%	$27,330	1.9%	$27,347	1.9%	$27,329	2.0%	$27,334

Source: Texas State Data Center

These trends may or may not continue into the future. However, based on past trends it is reasonable to assume that median household income in the San Angelo area will remain flat or

decline slightly when viewed in constant dollars. The estimated future median household income for Tom Green County and the San Angelo planning area is given in Table 2-12.

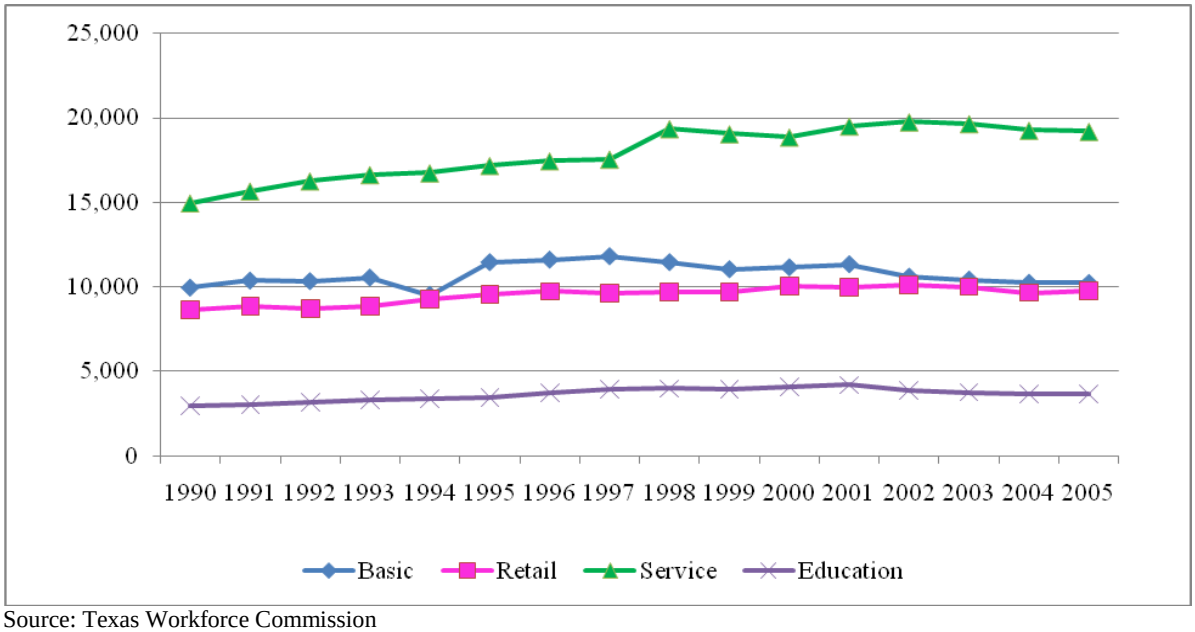
Table 2-12 Projected Median Household Income for Tom Green County and the San Angelo Planning Area

	Median Household Income						
	2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Tom Green County							
Nominal Dollars	$41,433	$44,426	$47,419	$50,920	$54,421	$60,267	$66,112
Constant 2000 Dollars	$32,236	$31,402	$30,568	$29,719	$28,868	$30,832	$30,415
San Angelo Planning Area							
Nominal Dollars	$40,060	$42,954	$45,848	$49,233	$52,619	$58,270	$63,922
Constant 2000 Dollars	$31,168	$30,362	$29,555	$28,734	$27,912	$27,664	$27,416

Employment

Covered employment data from the Texas Workforce Commission (TWC) was obtained for Tom Green County for use in the analysis of employment trends and projections. Covered employment data represents the employment for which unemployment insurance is paid. Employment data used in travel demand forecasting is aggregated by four employment types; basic, retail, education, and service. Data for the third quarter for 1990 through 2005 by type of employment was available from the TWC for Tom Green County. As Figure 2-5 illustrates, employment has generally increased for all types of employment with the exception of basic employment. Basic employment increased during the last part of the 1990s and then decreased to the 1990 level by 2005.

Figure 2-5 Historic Employment by Type for Tom Green County - 1990 through 2000



Source: Texas Workforce Commission

Table 2-13 Historic Employment by Type for Tom Green County shows the total employment and the percent of employment by type between 1990 and 2005 for Tom Green County. Employment in the service industry has experienced the greatest growth over the 15-year period, increasing by more than 28 percent. Service industry employment increased by more than 4,200 jobs, and accounts for almost 45 percent of total employment within the county, up from 41 percent in 1990. This growth in service employment is consistent with trends across the state and the U.S. Retail employment increased by more than 1,100 jobs between 1990 and 2005, but decreased in terms of the percentage of total employment (down from 23.6 percent to 22.7 percent). Basic employment increased during the decade of 1990 to 2000 by more than 1,200 jobs, but declined between 2000 and 2005 by over 900 jobs. Basic jobs as a percentage of total employment also decreased from 27 percent to slightly less than 24 percent. Educational employment generally increases in response to growth in school-age children and growth in enrollment at local universities and community colleges. However, growth in this sector increased by less than 1,000 jobs over the 1990-to-2005 period. As of 2005, educational employment accounted for 8.5 percent of the total employment in the county.

Table 2-13 Historic Employment by Type for Tom Green County

	Employment				Percent of Employment			
	1990	**1995**	**2000**	**2005**	**1990**	**1995**	**2000**	**2005**
Basic	9,942	11,463	11,154	10,223	27.25%	27.50%		23.87%
Retail	8,630	9,560	10,022	9,743	23.65%	22.94%	22.71%	22.74%
Service	14,969	17,183	18,867	19,204	41.02%	41.23%	42.75%	44.83%
Education	2,947	3,470	4,091	3,667	8.08%	9.27%	9.27%	8.56%
Total	36,488	41,676	44,134	42,837				

Source: Texas Workforce Commission

Employment Projections

Future employment is dependent on numerous factors such as population, labor force, labor force participation, educational attainment, economic conditions, technology changes to name a few. It is difficult to foresee, much less to project, many of the factors that affect employment levels, but reasonable estimates of employment can be made based on population, labor force projections and analysis of past trends.

Table 2-14 shows the population, employment, and the ratio of population to employment for Tom Green County for 1990 and 2000. As the table shows, the county's ratio of employment to population increased slightly from 1990 to 2000, from 37.1% to 42.4%. Estimates of employment and population for 2005 show an employment to population ratio of 41.7 percent, just slightly less than the ratio in 2000. Based on these ratios, it is expected that the Tom Green County ratio will remain between 40 and 45 percent for the planning period.

Table 2-14 Population to Employment Ratio for Tom Green County

	1990			2000		
	Population	**Employment**	**Ratio**	**Population**	**Employment**	**Ratio**
Tom Green County	98,458	36,488	37.1%	104,010	44,134	42.4%

Using the population to employment assumption and past trends with regard to employment by type, employment projections were developed for Tom Green County and the San Angelo planning area. These projections are provided in Table 2-15. It is expected that the trend of basic employment decreasing as a percentage of the total employment and service employment increasing as a percentage of employment will continue.

Table 2-15 Estimated Employment by Type for Tom Green County and the San Angelo Planning Area

	2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Tom Green County							
Basic	10,916	11,060	11,113	11,108	11,092	11,004	10,909
Retail	10,575	10,898	11,143	11,250	11,348	11,375	11,399
Service	21,309	22,445	23,452	24,102	24,750	25,254	25,758
Education	4,015	4,175	4,306	4,382	4,456	4,504	4,609
Total	**46,815**	**48,578**	**50,014**	**50,842**	**51,646**	**52,137**	**52,675**
San Angelo Planning Area							
Basic	9,964	10,042	10,286	10,446	10,331	10,315	10,233
Retail	9,496	9,729	10,135	10,475	10,462	10,553	10,579
Service	18,717	19,604	20,873	22,045	22,415	23,017	23,486
Education	3,574	3,694	3,882	4,048	4,076	4,144	4,188
Total	**41,751**	**43,069**	**45,176**	**47,014**	**47,284**	**48,029**	**48,486**

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Chapter 3 – PUBLIC PARTICIPATION

Public Participation Plan

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

San Angelo MPO developed a Public Involvement Policy (PIP), approved by the MPO in March 1994, revised in July 1999, and again in August 2004. The draft amended PIP was out for public review from August 11, 2004 thru September 28, 2004. The final amended PIP was formally adopted at the October 6, 2004 MPO meeting. Following the SAFETEA-LU passage, the PIP was amended to the Public Participation Plan (PPP) and ensures compliance with the SAFETEA-LU mandates set forth within it. This updated plan was presented in draft version at the December 5, 2007 MPO meeting and notice was placed in the San Angelo Standard Times. It was available for public comment from December 6, 2007 thru January 19, 2008. No comments were received. The final document was approved at the MPO meeting on January 24, 2008.

The Intent of the Public Participation Plan

San Angelo MPO's policy is to be proactive in reaching out to the community and encouraging input from the public. The Public Participation Plan (PPP) is the official procedure document for San Angelo MPO, to ensure that the transportation planning process engages and solicits input from the citizens, advisory committees, private transportation providers, agencies, and other interested parties.

Recognizing the importance of public participation, San Angelo MPO's goal is a transportation effort which provides for:

- The public being fully informed about transportation issues throughout the process;
- The public has adequate opportunity to express opinions and concerns about transportation issues in an orderly manner and appropriate forum; and
- Transportation plans, policies, and decisions have public support.

The procedures for public participation are intended to allow for orderly public interaction with the MPO Policy Committee and staff. Transportation decisions have long-term consequences on economic development, quality of life, and future generations of transportation travelers. The PPP outlines procedures for public participation to ensure the public is informed about transportation issues throughout the planning process. It also gives the public adequate

opportunity to express opinions and concerns about transportation issues. The PPP ensures transportation plans, policies, and decisions have public input. The PPP outlines the means used to inform the public through project solicitation, public notice, public review opportunities, public comment opportunities, and public meetings.

The San Angelo MPO maintains a website, www.sanangelompo.org, to assist with public participation. Citizens can e-mail MPO staff with comments and questions. The website provides viewable and downloadable versions of all MPO documents, as well as maps of the MPO area and information on transportation planning including street closures due to current transportation construction projects.

A semi-annual newsletter is distributed to pertinent agencies, organizations, public interest groups, homeowners, and various other interested parties. The newsletters provide information on upcoming issues affecting the MPO area; the documents currently being reviewed and approved; and information on future meetings of the MPO.

In addition, the MPO is beginning to utilize the social networking websites including Twitter, facebook, flickr, and YouTube. The MPO meetings are being live streamed along with dedicated showings on our City Television Channel 17. Copies of the meetings are available for the public.

SAFETEA-LU Planning Factors

The SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law on August 10, 2005. SAFETEA-LU provides funding for project construction, transit programs, and planning activities for the five-year period of 2005 to 2009. SAFETEA-LU requires the Metropolitan Planning Organizations (MPO) provide for consideration of projects and strategies that will serve to advance eight (8) transportation planning factors:

1) **Support Economic Vitality of the metropolitan area, especially by enabling global, competitiveness, productivity, and efficiency.**

   Both short and long range planning processes and projects support the economic vitality of the MPO area by improving transportation infrastructure. Projects such as the Loop 306 project will enhance accessibility and safety to ensure efficient movement of people and goods. This project also serves as the Ports-to-Plains route through San Angelo which will provide for the efficient transportation of goods and services from Mexico, through West Texas, New Mexico, Colorado, and Oklahoma, and ultimately on into Canada and the Pacific Northwest.

   The MPO is also in the process of forming a Railroad Coalition that will improve the movement of freight along the South Orient/Texas Pacifico line from the San Angelo Junction to Fort Stockton. This will require coordination up and down the line from cities, towns, counties, and other entities. It also has the possibility to improve the economic vitality of the entire West region. The tie to the Ports-to-Plains corridor will make this a

truly multi-jurisdiction economic development project. The Ports-to-Plains Trade Corridor covers more than 2,300 miles, spans from Laredo Texas to Alberta, Canada, includes U.S. States, one Canadian province, and into Mexico. The Texas Pacifico line spans approximately 391 miles and connects from Presidio on the Texas/Mexico border to Coleman County, and continuing on to connect to US national railroads in Fort Worth that branch out into the rest of the States. Tying these two corridors together will provide a global environment open to all types of business interest and possible improvements to quality of life throughout the route along with improvement to the operation of the system.

2) Increase safety of the transportation system for motorized and non-motorized users.

The safety of the transportation system is one of the high priorities in the MPO area. In the MPO project selection process safety and efficiency concerns of the system include analysis of the accident history, traffic volume, capacity issues, and congestion relief of any proposed projects.

The MPO received a Safe Routes to School Grant that will enable and encourage children to walk and bicycle to school; to make that a more appealing transportation alternative; to improve safety and reduce traffic congestion; and perhaps most importantly to impact the lives and well-being of 2,306 students at four elementary schools and one middle school. This grant will place sidewalks and bicycle lanes around these five schools, improve crosswalks and signage along the routes, provide measures (speed humps, etc.) to slow traffic flow down in these areas, provide a secure place for bicycles at the schools and utilize education through our partnership with the San Angelo Safe Kids Coalition and also through our Safe Routes to School Plan to encourage and showcase the benefits of walking and biking to school. On ground construction should begin in 2010. This project will improve both the vehicular and pedestrian transportation system.

The MPO worked with regional stakeholders to develop an Intelligent Transportation System (ITS) Plan whereby consensus on the transportation needs in the region could be customized and prioritized and identification of the required interfaces needed to provide the desired level of integration of systems and agencies within the San Angelo region could be addressed.

The MPO's Bicycle Pedestrian Plan further improves the safety of the transportation system by providing a plan to incorporate sidewalks and bicycle paths into the system and allow for non-motorized access to places of interest. The City of San Angelo, the Texas Department of Transportation, and the MPO are working together to implement this plan as funding becomes available.

The MPO is working closely with the Concho Valley Transit District (CVTD) on many plans to improve the public transportation system. Included with this is the new Multimodal facility which will improve the efficiency of the system with a central hub to pulse all buses out of. In addition, a fixed route study has been completed that evaluated the existing bus system and listed ways to improve the safety and functionality of the routes. Another plan is the Regional Transit Plan and the MPO is working with the CVTD

(the responsible agency in our area) towards the goals established as part of that plan.

Under SAFETEA-LU, there is a requirement that the MPO and TxDOT's statewide planning process be consistent with the TxDOT's Strategic Highway Safety Plan (SHSP). The Statewide and Metropolitan Transportation Plans "should" include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects in the SHSP. The MPO fully supports the TxDOT effort in meeting SAFETEA-LU requirements by identifying the State's most critical crash categories along with the strategies and countermeasures to reduce deaths and serious injuries. As part of the MPO's Project Selection Process that was adopted in 2004, safety and efficiency concerns, economic development impact, system preservation, and regional development patterns are some of the evaluation criteria used for project selection. These criteria look at a variety of factors that relate to the SHSP including accidents, volume, congestion, and conditions. In addition, the MPO will be working toward a campaign of public awareness along with ways to reduce serious crash types. As a step toward this, the MPO worked with TxDOT to install cable median barriers along the recently completed Houston Harte Expressway to help alleviate head-on crashes. In addition, there is a shoulder texturing project located around Loop 306 and US 67 Freeways completed in 2008. Also, the use of flexible delineators installed in areas where access management conflicts were occurring seems to have alleviated the number of collision points. This SHSP is an ongoing process and will necessitate the involvement of public and private safety stakeholders to develop a system to improve regional safety.

3) Increase security of the transportation system for motorized and non-motorized users.

The San Angelo Local Emergency Planning Committee has developed plans for addressing all types of emergencies and security for the area. These plans include disasters caused by weather and other means. Designated hazardous material routes are part of this MTP and are evaluated as the transportation system grows and expands. The MPO is involved with the interaction between the bus and roadway systems and possible security issues.

4) Increase the accessibility and mobility of people and freight.

The MPO is currently in the process of establishing an Access Management Analysis Study that will focus on promoting safety and increased mobility on arterial streets and highways by concentrating on ingress and egress between property and roadways. This study will be a training tool for the MPO staff to evaluate the safety of the street network and make adjustments to it for the safety and preservation of the system.

In addition, the MPO's proposed Loop 306 projects are designed to improve the flow of traffic throughout the MPO area. This route will help alleviate congestion on US 87 and provide an alternative route north and south.

The Bicycle Pedestrian Plan is being utilized to improve the non-motorized transportation

needs of the area; along with as discussed above, the bus system, the Safe Routes projects, ITS projects, and general awareness of the availability of additional means of transportation.

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.**

An effective transportation system provides the basis for activities surrounding places of interest such as parks, recreational areas, historical sites, shopping locales, and educational facilities. The MPO has always promoted accessibility to these areas and will continue to address the needs of the public through the identification of projects that will best protect and enhance the environment and improve the quality of life. The Public Participation Plan has been updated to include various environmental agencies and will provide the information necessary to include them in the planning process. The MPO uses the Geographic Information System Tools which may include Geographic Information System – Screening Tool (GIS-ST), and NEPAssist to evaluate environmental mitigation activities within the long-range planning boundary of projects. The MPO works closely with the City of San Angelo's Planning Department and with the San Angelo Development Corporation along with other private and public entities to ensure that the local planned growth and economic development patterns are consistent with the current and future transportation system.

6) **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

The Concho Valley Transit District is working on a Multimodal facility that will promote the efficiencies of several modes of transportation into one central hub. This fits into the MPO's plan and has been incorporated into the MTP and Transportation Improvement Program (TIP). The MPO is consistently working with the railroad to facilitate the efficient movement of freight through the area. Also, both the airport and the transit system have a place on the MPO board. This helps with the connectivity of those systems to the over-all transportation system. In addition, the MPO is constantly striving to improve the non-motorized transportation system by promotion of the Bicycle Pedestrian Plan. This is accomplished through integration into the City of San Angelo's Comprehensive Plan, and analysis of TxDOT's and the City's projects to include those opportunities for the expansion of that system. Along with visits with various stakeholders to ensure that the future system is compatible with their needs.

7) **Promote efficient system management and operation strategies to:**
   - Improve the performance of existing transportation facilities to relieve congestion
   - Maximize the safety and mobility of people and goods

The MPO will continue to evaluate and support projects that help reduce the number and length of stop delays associated with vehicular traffic. The MPO strives for an efficient transportation system where the traffic flows successfully and the number of accidents is

minimized. The MPO works with the City's and TxDOT's Traffic Control Departments to help with the traffic light synchronization and also to evaluate the traffic volume data to ensure that needs are being met. Locations are evaluated to ensure that time delays are minimized. Projects are evaluated on safety and efficiency concerns for the short and long range plans as per the MPO's Project Selection Process. The MPO acquires data on collision locations and uses this criterion to evaluate projects. The MPO continues to look for strategies and these factors play an important role in the day-to-day planning at the MPO level.

8) Emphasize the preservation of the existing transportation system.

The preservation and the efficient use of the existing transportation system are prime goals of the MPO. Another goal is to provide the connectivity between existing facilities to promote more effective systems. This includes as discussed previously - multimodal facilities, Bicycle Pedestrian access, sidewalk connectivity, and working with outside resource agencies and stakeholders to ensure that their plans and programs interconnect with the existing transportation system.

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

SAFETEA-LU mandates that the metropolitan transportation planning process contain the following public participation elements:

1. Include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing participation of the public in developing plans and meets the requirements and criteria specified as follows:

    - Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns)

    - Provide reasonable public access to technical and policy information used in the development of plans and open meetings where matters related to the Federal-aid highway and transit programs are being considered

    - Require adequate public notice of public participation activities and time for public review and comment at key decision points

    - Demonstrate explicit consideration and response to public input received during the planning and program development processes

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households

- When significant written and oral comments are received on the draft transportation plan as a result of the public participation process, a summary, analysis, and report on the disposition of comments shall be made part of the final plan

- If the final transportation plan differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public participation efforts, an additional opportunity for public comment on the revised plan shall be made available

- Public participation processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all

- These procedures will be reviewed by the FHWA and the FTA during certification reviews to assure that full and open access is provided to MPO decision-making processes

- Metropolitan public participation processes shall be coordinated with statewide public participation processes wherever possible to enhance public consideration of the issues, plans and programs and reduce redundancies and costs

2. 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 shall, 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.

3. 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 and low-income populations. The order is also intended to promote nondiscrimination in federal programs that affect human health and the environment. It aims to provide minority and low-income communities' access to public information and public participation in matters relating to human health and the environment.

   The Environmental Protection Agency defines Environmental Justice as the "fair

treatment of people of all races, cultures and income with respect to the development, implementation and enforcement of environmental laws, regulations, programs and policies." Fair treatment means that no racial, ethnic or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial enterprises and from the execution of federal, state, local, and tribal programs and policies.

The Federal Highway Administration identifies three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- 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.

4. Comply with the Americans with Disabilities (ADA) Act of 1990 and US DOT regulations "Transportation for Individuals with Disabilities." Meetings and hearings must be held in ADA-compliant buildings and special accommodations must be made for those with disabilities to participate in meetings, planning, and programming activities.

5. Consult with entities responsible for planned growth, economic development, environmental protection, airport operations, freight movement, bicycles, pedestrians, the disabled community, land use management, natural resources, and historic preservation.

6. Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter rail operators; airport and port authorities; toll authorities; appropriate private transportation providers, and where appropriate city officials.

Environmental Consultation

SAFETEA-LU requires Metropolitan plans to be developed, as appropriate, in consultation with State and local agencies regarding land use management, natural resources, environmental protection, conservation, and historic preservation. The consultation should involve, as appropriate, comparison of available plans, maps, or inventories. Also required is a generalized discussion of potential environmental mitigation activities and potential mitigation areas, including activities that may have the greatest potential. These activities may include: avoiding, minimizing, rectifying, precautionary, abatement, or reducing. The Table 3-1 illustrates some potential mitigation activities and potential mitigation areas for these resources.

As part of this process, the MPO has explored parts of the GIS-ST data to analyze those potential impacts on projects. The data includes Managed Lands (Figure 3-1), Population Density (Figure 3-2), Percent Minority (Figure 3-3), Percent Agricultural Land (Figure 3-4), Number of Hazardous Waste Facilities (Figure 3-5), and Ecologically Significant Stream Segments (Figure 3-6). Preliminary analysis of these areas was conducted and the maps are attached in the following pages for review. Full analysis will occur when the MPO receives access to the NEPAssist System which is expected within the next few months.

The MPO as stated earlier is committed to fulfilling the environmental consultation requirements in SAFETEA-LU. Towards this goal, the MPO will be working with the appropriate agencies and consulting with those individuals and entities that are impacted by the potential projects. This is part of the expanded Public Participation Plan and will be helpful in the advance planning of projects. As part of this process, the MPO staff along with the GIS staff worked with the San Angelo State Park on mapping and presentation of trails throughout the park. This data will be useful to analyze those areas that might be impacted by humans who utilize the area. In addition, it will be helpful for emergency assistance in those areas.

Table 3-1 Potential Mitigation Strategies

Potential Mitigation Strategies

Resource	*Key applicable requirements*	*Potential mitigation activities for project implementation*	*Potential mitigation areas for project implementation*
Neighborhoods and communities, and homes and businesses	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 accord 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, minimization; 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

Figure 3-1 Managed lands

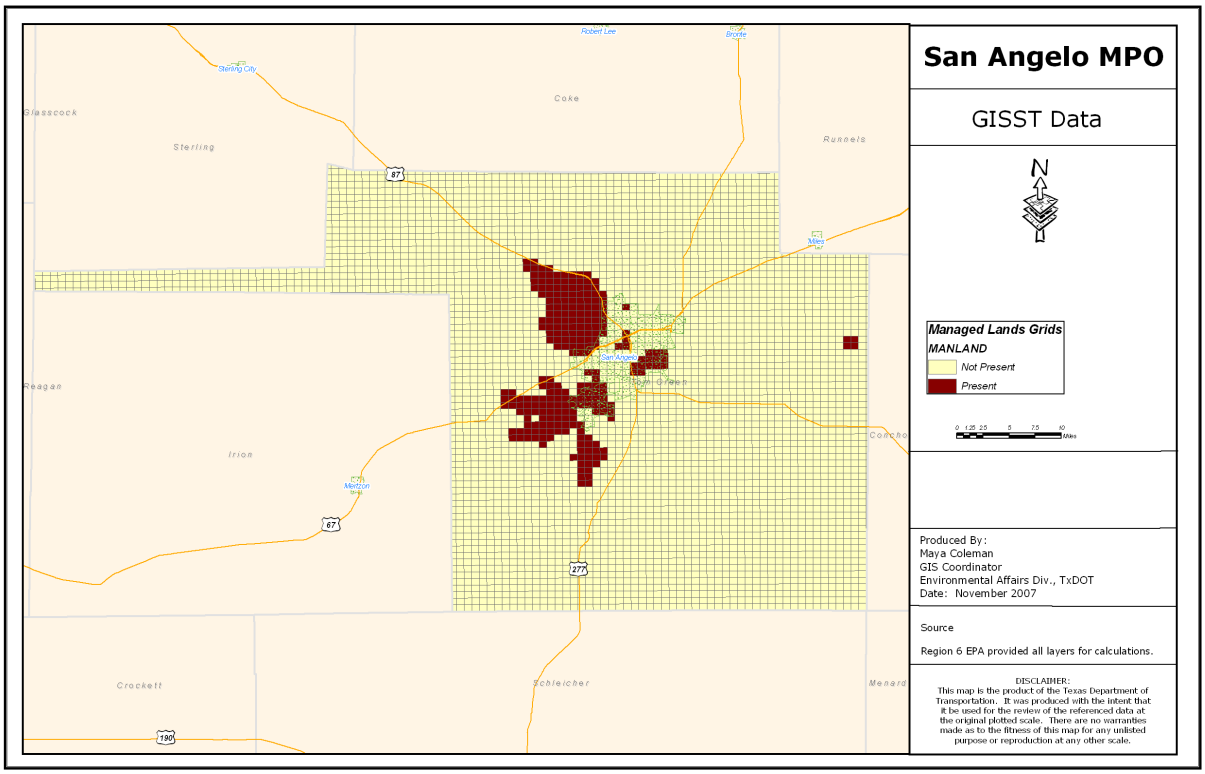


Figure 3-2 Population Density

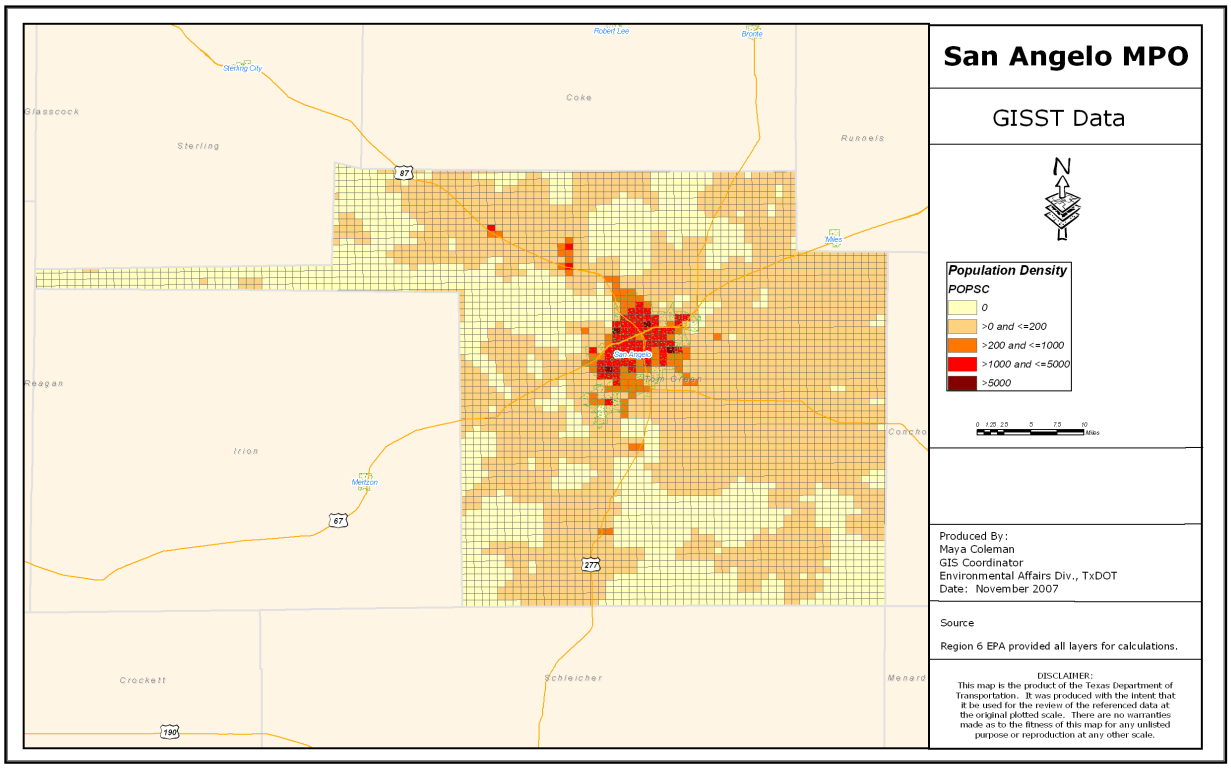


Figure 3-3 Percent Minority

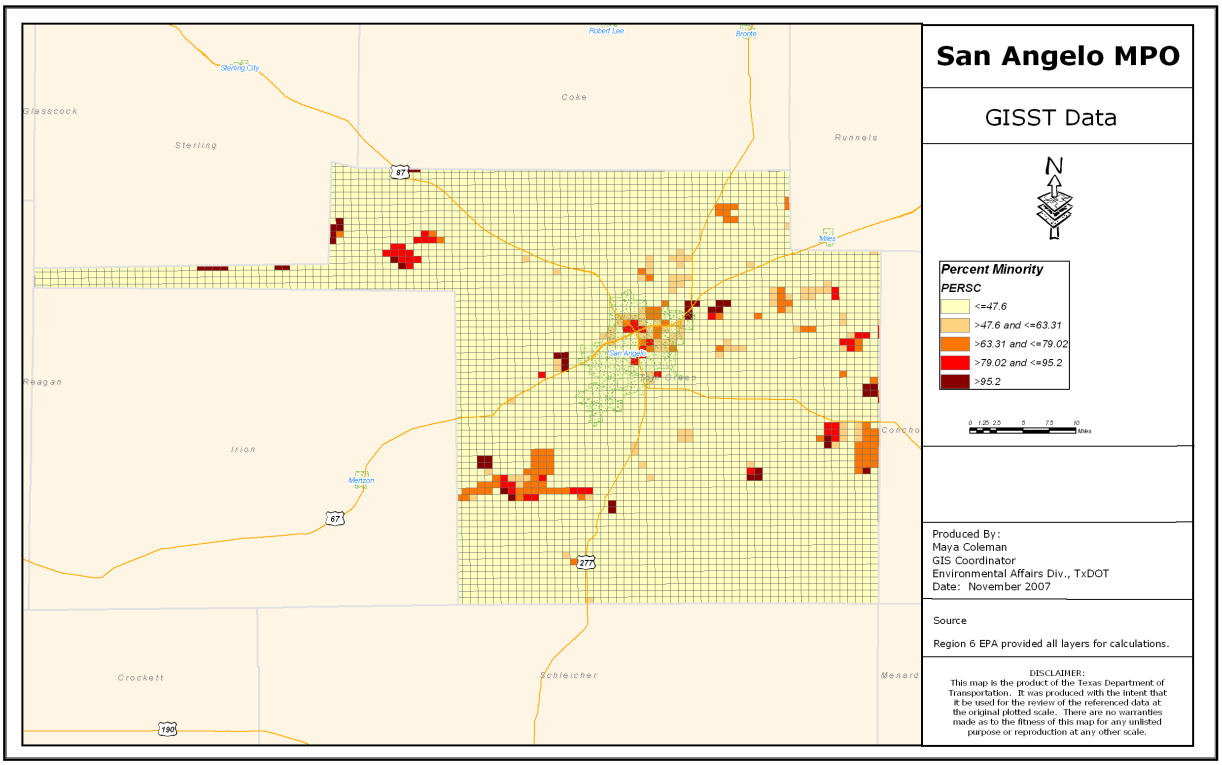


Figure 3-4 Percent Agricultural Land

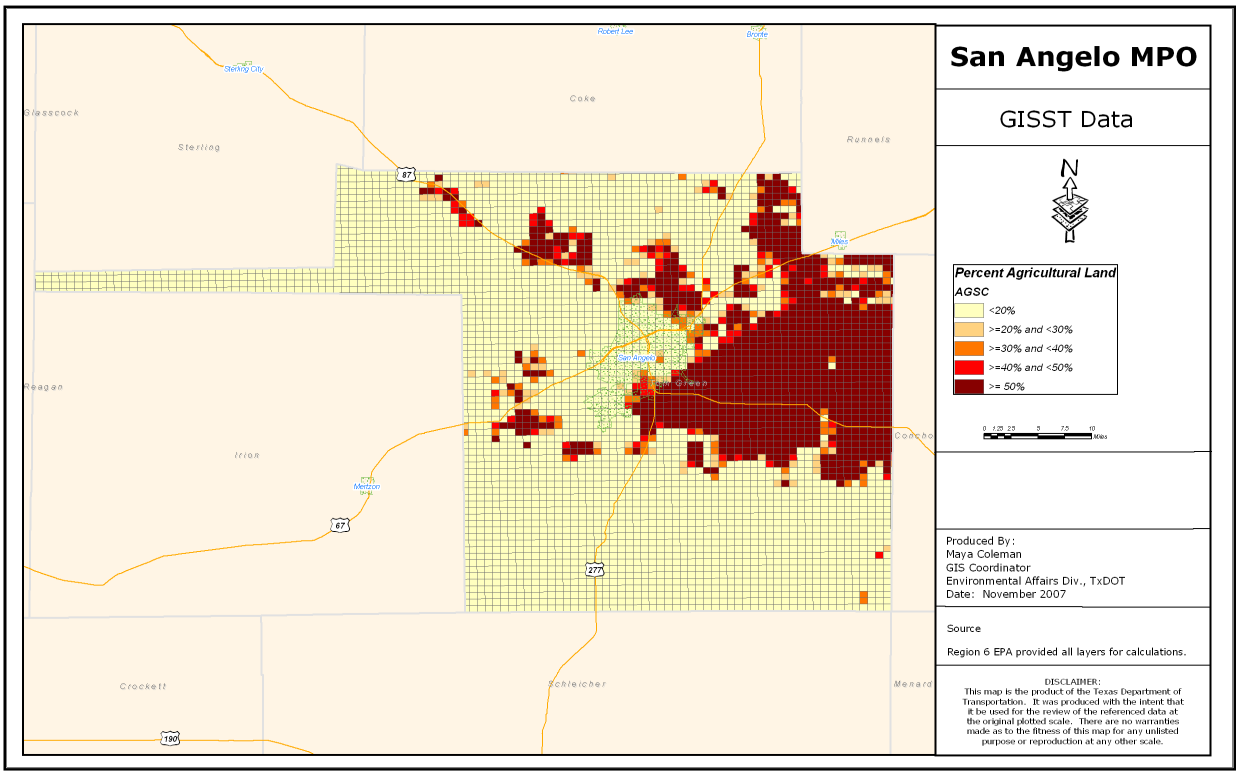


Figure 3-5 Hazardous Waste Facilities

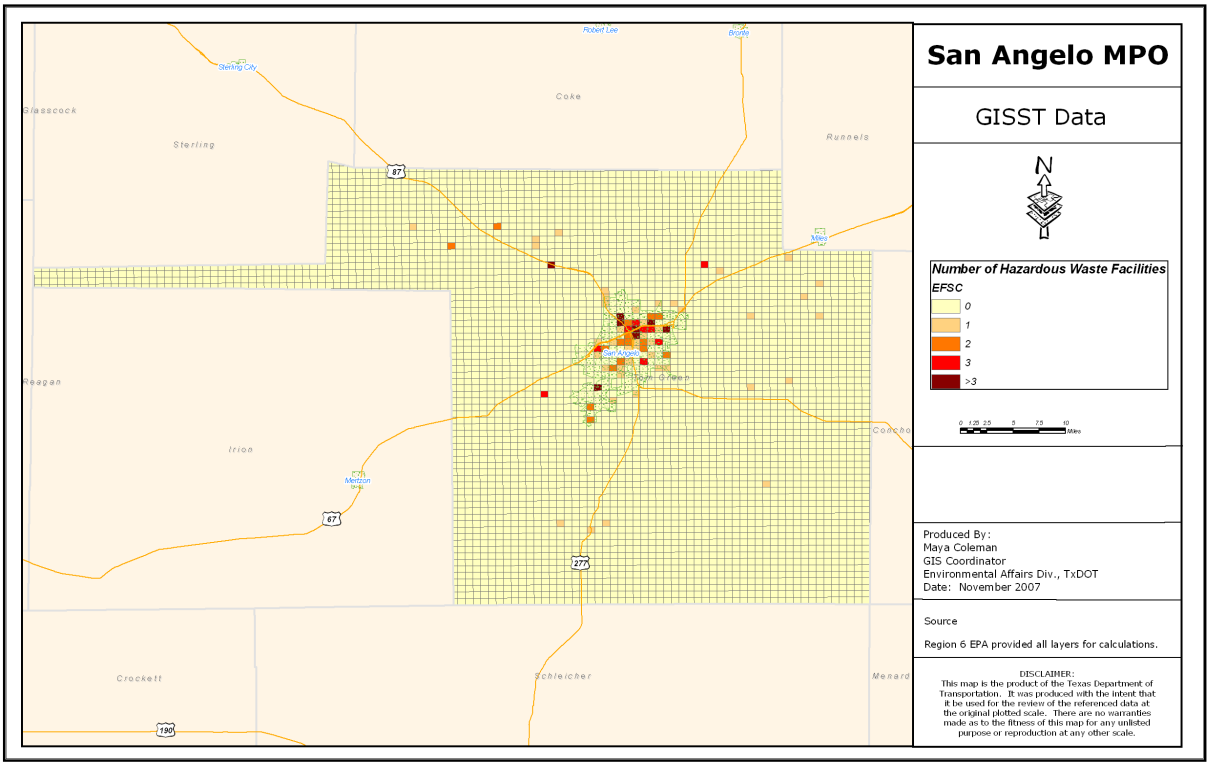
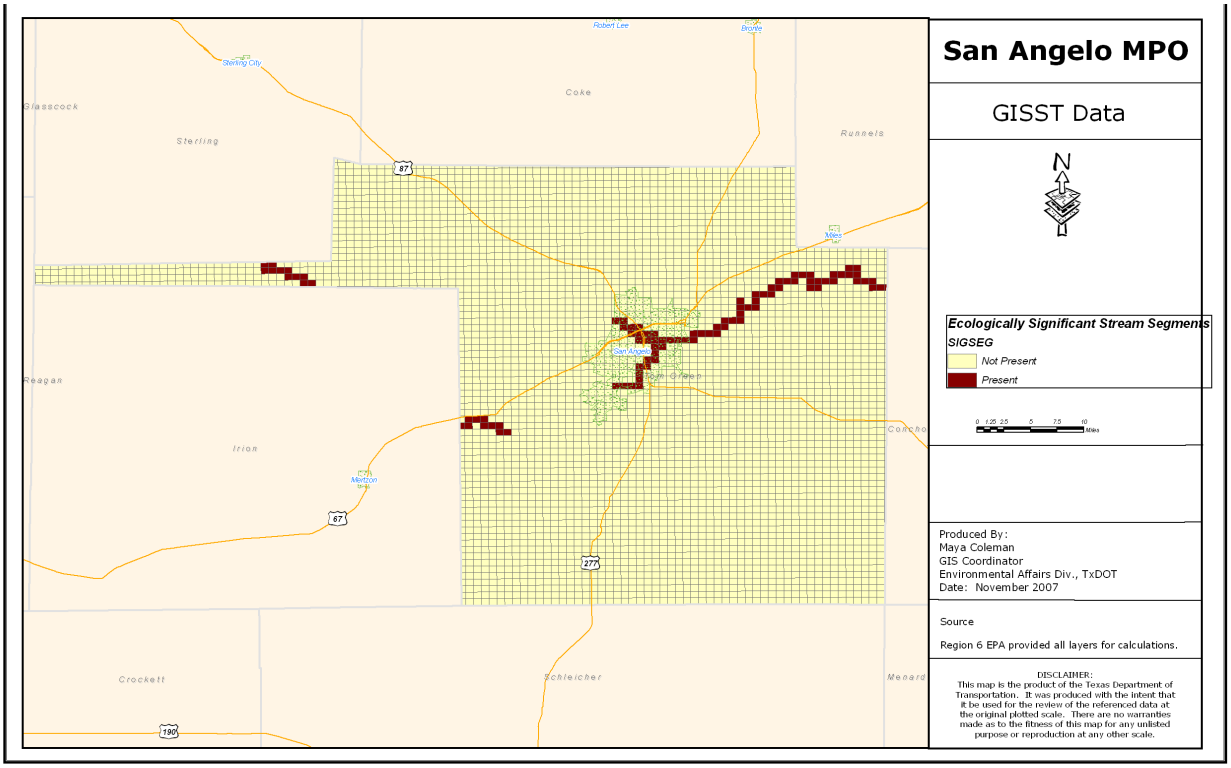


Figure 3-6 Ecologically Significant Stream Segments



MTP Development Public Participation

As part of this process the MPO has conducted an extensive public participation process. A public meeting was held on October 8, 2009 to solicit projects for inclusion in the plan. This meeting was conducted from 6-7:30 p.m. and was also streamed via live feed. Announcements of the meeting were made available in the Standard Times Newspaper on October 7, 2009 and October 8, 2009; MPO website; and on social networking websites including Twitter, facebook, flickr, and YouTube. Project nomination forms and surveys were available at the MPO offices, Texas Department of Transportation, and via our website at www.sanangelompo.org thru November 6, 2009. We had meetings with local running clubs, bicycling clubs, community events, our local shopping mall, Lions' clubs, All Veterans Council, National Association for the Advancement of Colored People, and other various groups. The draft MTP was presented at the October 16, 2009 MPO meeting and was available for public comment until November 15, 2009 online at our website and also at the MPO offices. Documentation of the public participation is located in the Appendices.

Environmental Justice

In order to accurately ensure that transportation projects are serving the principles of environmental justice the MPO evaluates those areas of our planning boundaries that house the low to moderate incomes and the minority areas. The MPO strives to:

- avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- ensure the full and fair participation by all potentially affected communities in the transportation decision-making process

The following maps illustrate those areas that we try to have better outreach in by either hosting community meetings, making sure the public is informed through media outlets, and/or posting notices of the meetings in locations around those areas. The MPO also tries to have active participation by home-owners associations in those areas by working with the City's Planning Division to keep aware of the development occurring in those areas.

Figure 3-7 Minority Areas

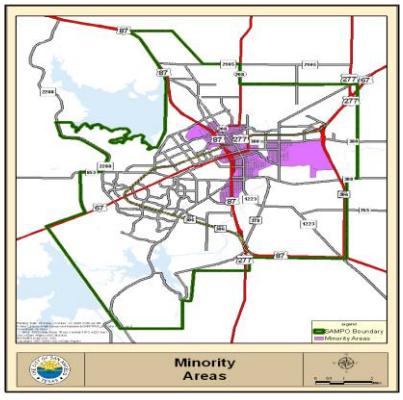
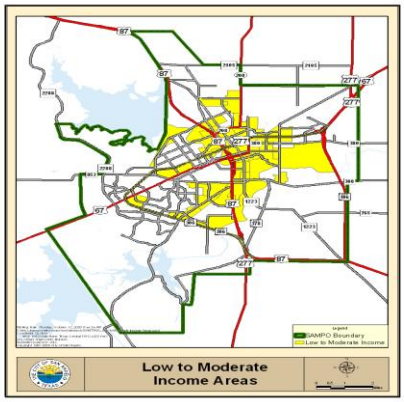


Figure 3-8 Low to Moderate Income



MTP Survey

During the MTP process, the MPO along with Angelo State University conducted a transportation survey. The survey was utilized to capture and understand the public's views on transportation needs, issues, and concerns within our area. More specifically, the survey was designed to identify users, their needs, and their attitudes toward the quality of existing transportation services. In addition, respondents were asked to identify transportation problems, prioritize elements to include in the MTP, and identify acceptable financing methods when constructing new highways.

This survey was advertised in the Standard Times Newspaper, distributed at City Hall – MPO office, Texas Department of Transportation, and via our website at www.sanangelompo.org. The MPO surveyed the populace several ways. First, it mailed 2000 surveys to a random sample of residents living in Tom Green County. Second, SAMPO used the World Wide Web (WWW) to survey 75 individuals who asked the department to keep them current on SAMPO initiatives and programs. Almost 55 percent completed the survey. Third, SAMPO surveyed several groups, during their organization meetings. Participating groups include numerous Lions Clubs, All Veterans Council, and the National Association for the Advancement of Colored People. Some groups, that use the community's roads and highways when training and competing in running and bicycle races, also completed surveys.

To enhance the return rate, individuals were encouraged to return their surveys by October 23, 2009, to be eligible for a drawing for a $50.00 Walmart gift certificate, or a gift basket. Despite these efforts, only about 10 percent completed and returned surveys. (The post office returned 50 surveys as undeliverable). However, if you consider the percentage of WWW completed surveys, the return rate is a little more than 13 percent.

The results of this survey were interesting. The full report can be found in the Appendices. Following is information regarding highlights of the survey.

Table 3-2 How did you hear about the survey?

Response	Percentage	Cumulative Percentage
Mail	53.8	53.8
Metropolitan Planning Org	12.7	66.5
Organization	11.3	77.8
E-Mail	9.8	87.6
Other	12.4	100.0

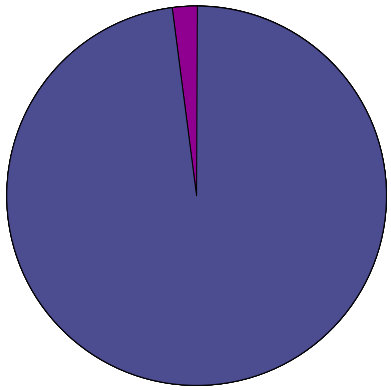
This table describes how respondents heard about the survey. It clearly shows that the majority heard about their survey through the mail (53.8%). It also shows that many (11.3%) learned about the survey from an organization such as the Lions Club and the

National Association for the Advancement of Colored People. Many of the respondents (12.7%) heard about the survey from the Metropolitan Planning Organization.

Figure 3-9 Usual Mode of Travel

Usual tran -- Which statement(s) best describes how you usually travel?

	Freq.	%
1) POV Alone	285	85.8
2) Carpool	23	6.9
4) Bus	7	2.1
5) Bicycle	7	2.1
6) Walk	2	0.6
7) Airplane	1	0.3
8) Other	7	2.1
TOTAL (N)	332	100.0
Missing	20	

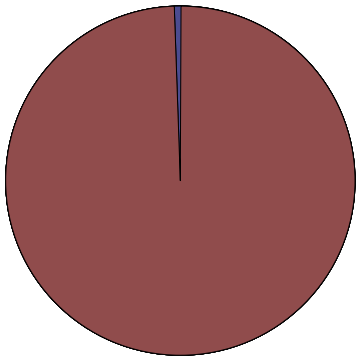


It is not surprising that almost 86 percent of the respondents reported that they use their private vehicles as their usual mode of transportation. Like most Americans, San Angelo's residents prefer the independence they experience when using their own vehicles. Almost 4 percent of the survey comments addressed this question. There was no modal response.

Figure 3-10 Alternative Mode of Transportation

Without -- If you had to go without your vehicle for a month, what would you do?

	Freq.	%
1) Use bus	32	9.9
2) Walk	11	3.4
3) Ride bike	54	16.7
4) Carpool	74	22.8
5) Borrow car	28	8.6
6) Rent car	110	34.0
7) Stay home	13	4.0
8) N/A	2	0.6
TOTAL (N)	324	100.0
Missing	28	



This figure implies that respondents would still prefer some independence if they go without their vehicle for a month. For example, more than 42 percent would rent, or borrow, a car to satisfy their transportation needs. Six percent of the survey comments

addressed this question. Although there was no modal response, several respondents indicated that they would use a taxi as alternative transportation.

Table 3-3 Priority of Elements in the MTP

MTP Element	1	2	3	Score
Road Maintenance	513	82	44	639
Add More Sidewalks	117	92	43	252
Add More Bike Lanes	69	90	35	194
Expand Airport Services	72	68	34	174
Expand Local Transit Service	69	68	35	172
Road Construction	45	90	37	172
Provide Non-stop highway access	39	54	23	116
Expand Rail Services	12	38	30	80
Other	15	8	7	30

Priority levels 1-3 # of Responses = Number of respondents that prioritized the element from one to three.

Score: Calculated by summing the following:
Number of respondents considering the element as their first priority * 3
Number of respondents considering the element as their second priority * 2
Number of respondents considering the element as their third priority * 1

Example: Maintain existing roads

First	171 * 3 =	513
Second	41 * 2 =	82
Third	44 * 1 =	44

Total: 639

Based on the scores, this table shows that respondents overwhelmingly consider the need to maintain existing roads (639) to be one of the three most important MTP priorities. Respondents considered the second and third most important MTP priorities to be the construction of new sidewalks (252) and more bicycle lanes (194). More than 5 percent of the survey comments addressed this question. Most addressed the need for better roads and sidewalks.

Table 3-4 Attitude toward Highway Construction Financing Methods

Method	#1	#2	#3	Score
POV registration fee	138	160	57	355
Toll	249	62	32	343
Gas tax	168	96	25	289
Sales tax	120	96	34	250

None	189	8	11	208
Car parts tax	60	50	37	147
Property tax	21	22	24	67
Other	45	6	7	58

Score: Calculated by summing the following:

Number of respondents considering the source of funding to be the most acceptable * 3
Number of respondents considering the source of funding to be the second most acceptable * 2
Number of respondents considering the source of funding to be the third most acceptable * 1

Example: POV Registration Fee

Most Acceptable	46 * 3 =	138
Second most Acceptable	80 * 2 =	160
Third most Acceptable	57 * 1 =	57

Total: 355

Based on the scores, Table 5 shows that most respondents consider a POV registration fee as the most acceptable way to finance new highway construction (355). Respondents considered the second and third most acceptable financing methods to be the use of toll charges (343) and increases in gasoline taxes (289).

Chapter 4 – MTP METHODOLOGY

Part of the transportation planning process involves making informed predictions concerning future transportation needs, investigating and assessing alternative methods of financing, and making recommendations as to which strategy should be pursued. This long range plan contains an integrated set of policies, strategies, and financial plans to maintain, manage, and improve the transportation system in the San Angelo MPO region.

Methodology

The financial plan is required by federal regulations to be fiscally constrained. This means that the requested projects total costs does not exceed that amount which can reasonably be expected to be made available to the MPO. Starting December 11, 2007, in developing the financial plan, the MPO shall provide revenue and cost estimates that use an inflation rate(s) to reflect "year of expenditure dollars", based on reasonable financial principles and information. For the outer years of the MTP (i.e. beyond the first 10 years) the financial plan may reflect aggregate cost ranges/costbands, as long as the future funding sources is reasonably expected to support the projected items. For illustrative purposes, the financial plan may also include additional projects that would be included in the adopted MTP if additional resources beyond those identified in the financial plan were to become available. For any projected short-falls, alternative funding methods should be proposed.

The San Angelo MPO relies primarily on state and federal funding to implement regional transportation improvements. Considerable statewide needs, coupled with rising costs leave many transportation projects without the necessary funding for construction. As a result, MPOs are looking at alternative sources of revenue to meet identified needs.

The process of forecasting funding expenditures for projects is not error-proof. There are many variables that could affect the analysis. The following methodology attempts to account for some of those variables.

The methodology for determining the fiscal constraint figure for planning projects consists of:

- Review historical expenditures
- Compute future expenditure projections
- Determine appropriate bank balance program to utilize
- Compute amount for individual projects

On the historical expenditures, past years' spending within the MPO area was assessed. Future expenditures were projected based on the historical data and on the Unified Transportation Program allocation amounts. This shows the amount to be reasonably expected from Federal and State dollars for the forecasted years. Projects were then ranked into appropriate bank balance programs based on their category. Then projects were evaluated for individual cost projections. Further information is provided in the Chapter 10 section of this document.

The following requirements determined which projects were eligible to be scored for possible inclusion in the financially constrained component of the MTP:

1. Proposed projects will be consistent with the MPO's long-range goals.
2. Proposed projects will have an identified funding source.
3. Proposed projects will have a project implementation timeline and other details necessary to complete the Project Selection Process.

Projects not meeting these requirements will be included in the MTP under an unconstrained needs component. This will show those projects that would be included in the adopted MTP if additional funding becomes available. As the MTP planning horizon is revised or when new information is available on projected funding levels, a reevaluation of MTP projects will be necessary.

Based on the MPO's adopted project selection process, there are a number of criteria for projects to meet to qualify for inclusion in the MTP:

1. *Improve the **safety and efficiency** of the existing major roadway network. This includes an evaluation of the collision history, traffic volume, capacity issues, and congestion relief.*

2. *Evaluate the **economic development impact** of any new facilities, improvements to existing facilities, and/or connections between multimodal facilities.*

3. *Evaluate the project in terms of **system preservation** including an analysis of the pavement conditions, bridge conditions, and/or other roadway features.*

4. *Provide new facilities, improve existing facilities, and/or connections between multimodal facilities that allow for **regional development patterns**. This includes a look at the MPO's prioritized goals and the regional prioritized goals of where our transportation system needs improvement.*

The figures listed under the following sections account for the best possible forecast of available resources for the San Angelo MPO region and those projects that meet the above outlines. The task of predicting future funding is difficult based on constantly changing transportation needs and resources of the many different modes of transportation. The MTP incorporates a multi-modal approach to transportation planning and includes not only roadways, but also transit, airports, train, freight, bikeways, and pedestrian. To simplify analysis, the following chapters will be devoted to an assessment of the current systems, project listings, and financial plans devoted to these multi-modal approaches.

Chapter 5 – ROADWAYS

Introduction

Roadways are the foundation for our transportation system. The development of the interstate system opened up intrastate commerce and as years passed further allowed for international trade. On a local level people traverse City streets and State-maintained roadways to access shopping, educational sites, recreational areas, going to and from their jobs, and visiting family and friends. A roadway network that is maintained and efficient is necessary to further these opportunities.

Overview

In order to better understand the roadway system, a basic understanding of the following components is necessary: thoroughfare plan and functional classifications, roadway management network, land use, transportation safety issues, and travel demand modeling.

Thoroughfare Plan

The Thoroughfare Plan for San Angelo, displayed in Figure 5-1, serves as a guide for moving people, goods, and services efficiently. It serves the following purposes:

- Identifies the existing and proposed thoroughfare system of freeways, arterials, collectors and local streets
- Serves as the City's general plan for guiding thoroughfare system development, including planned widening and extension of its roads, streets, and public highways
- Indicates needed rights-of-way, general alignments and typical sections for planned new roadways *(proposed alignments and actual alignments may vary depending on future development)*
- Considered in the platting of subdivisions, right-of-way dedication and construction of major roadways

It also includes functional classifications for the transportation network. Periodic reviews of the Thoroughfare Plan incorporate changes in local conditions.

Functional Classification

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A schematic illustration of a functionally classified roadway network as defined by the San Angelo Comprehensive Plan is shown in Table 5-1. This differs somewhat from the Federal functional classification system shown in Figure 5-2. The Federal functional classification system uses four basic categories: principal arterial, minor arterial, collector and local. These are then further broken down depending on the area type.

Several factors may be considered when determining the appropriate functional classification for a given roadway, such as length, traffic volumes, cross-section, and land uses served. Funding for the Federal-aid highway system is still linked to functional classification; thus, it is important that roadways be properly classified in order to qualify for the proper funding.

Figure 5-1 Existing Thoroughfare

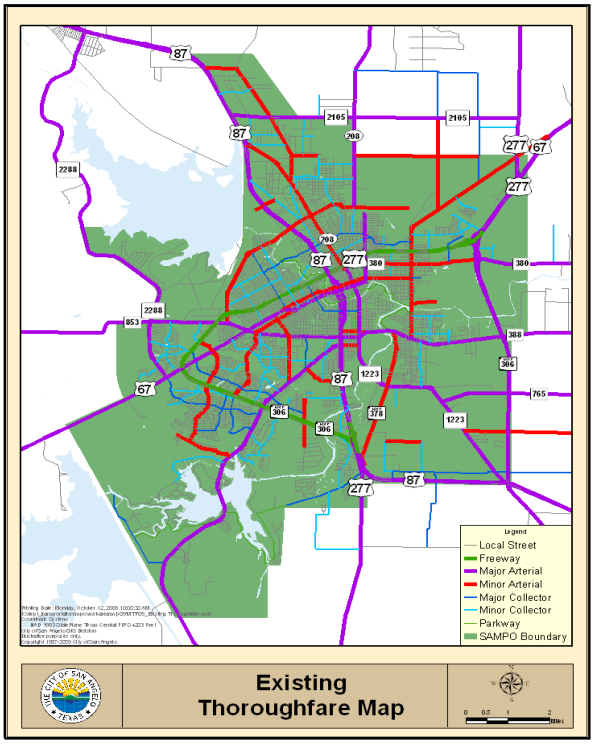


Figure 5-2 Functional Classification

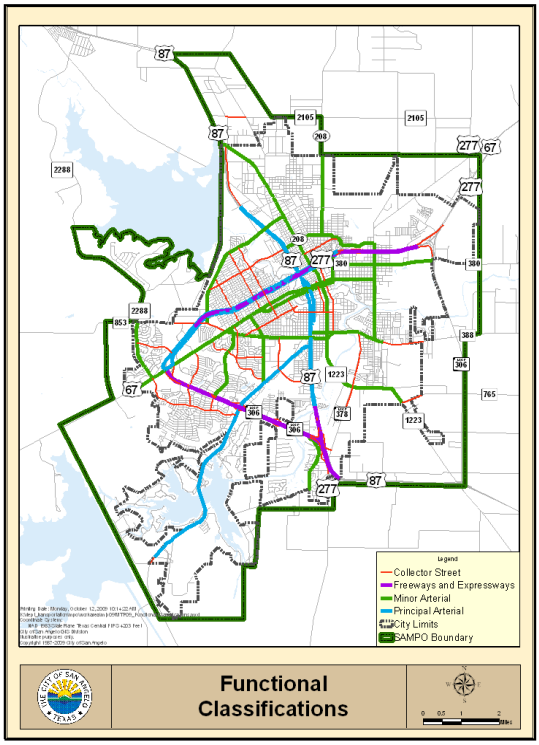


Table 5-1 Functional Classification System

Criterion	Freeway/ Expressway	Principal Arterial	Minor Arterial	Major/Minor Collector	Local Street
Functional Role	Entirely through movement with no direct access to property	Mobility is primary, Access is secondary; Connects Freeways and other Arterials	Connect Freeways, Principal Arterials and lower classes. Access is secondary	Collects traffic; Connect Arterials to Local Streets; also land access	Access is primary; Little through movement
Roadway Continuity	Inter-city, regional, and interstate	Connect Freeways and lower classes; Connect major activity centers	Connect Freeways and Principal Arterials to lower classes	Continuous in spaces between Arterials. Connect Arterials to local streets; extend across Arterials	Discontinuous Connect to Collectors
Purpose	Intended to serve long trips, including vehicles entering and leaving urban area and major circulation within the urban area.	Serve trips entering and leaving the urban area as well as trips within.	Serve shorter distance trips than principal arterials.	Provide direct access to residential, commercial and other land uses.	Provide direct access to residential and commercial properties
Roadway Length	Usually more than 5 miles long	Usually more than 5 miles long	Usually more than 3 miles long	Varies from about 1/2 mile to 2 miles	Generally less than 1 mile long
Traffic Volumes	40,000 VPD and greater	20,000 to 60,000 VPD	5,000 to 30,000 VPD	1,000 to 15,000 VPD	100 to 5,000 VPD
Desirable Spacing	5 miles or more between Freeways	2 miles or more between Principal Arterials	Generally 1/2 to 2 miles between Minor Arterials	Generally 1/4 to 1/2 miles between Collectors	Varies with block length, min. >125 ft.
Posted Speed	55 to 65 mph	40 to 55 mph	30 to 45 mph	30 mph or less	20 to 30 mph
Peak Period Speeds	-	30 to 35 mph	20 to 35 mph	-	-
Access	Full or Partial Controlled Access; grade separated interchanges with service roads	Intersect with Freeways, Arterials, Collectors and Local Streets; Restricted driveway access	Intersect with Freeways, Arterials, Collectors, and Local Streets; Limited driveway access	Intersect with Arterials and Local Streets; Driveways permitted	Intersect with Collectors and Arterials; Driveways permitted
On-Street Parking	Prohibited	Restricted	Restricted	Generally permitted	Permitted
Intersections	Grade separated intersections	Intersections should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph		Higher speed differential and closer intersection/access spacing can be used than on Arterials	
Percent of Roadway Network	5 to 10 percent		15 to 25 percent	5 to 10 percent	65 to 80 percent
Percent of Total Motor Vehicle Travel	30 to 40 percent		40 to 60 percent	-	-
Community Relationship	Define neighborhood boundaries	Define neighborhood boundaries	Define and traverse neighborhood boundaries	Internal and traverses boundaries	Internal
Through Truck Routes	Yes	Yes	Permitted	No	No

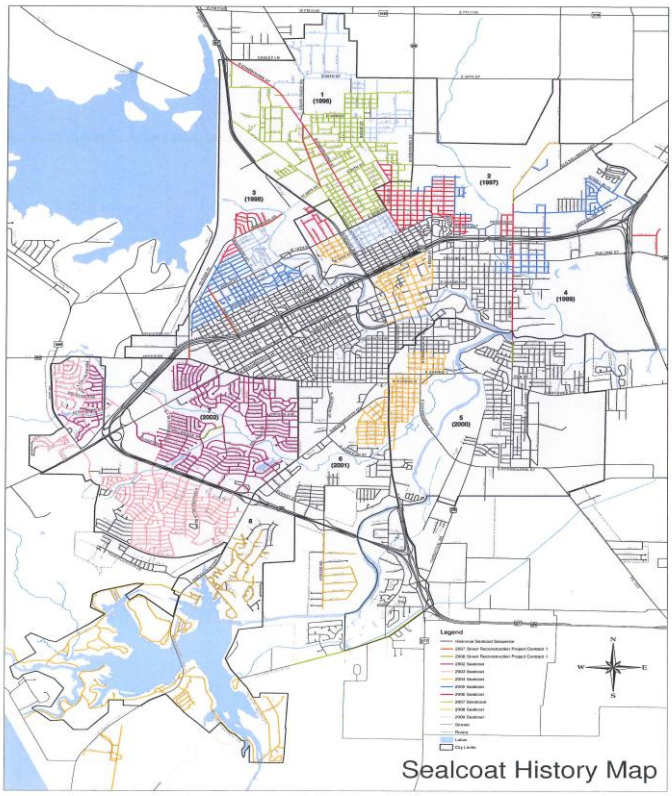
Bikeways	No	No	Limited	Yes	Yes
Sidewalks	No	Yes	Yes	Yes	Yes
Examples	**Houston Harte Expressway** 	**U.S. 87 (Bryant Blvd.)** 	**Sherwood Way** 	**Trinity Ridge** 	**Childress Street** 

Source: Wilbur Smith Associates San Angelo Comprehensive Plan and MPO Files

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. 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. The Figure 5-3 Sealcoat History shows the breakdown of the areas.

Figure 5-3 Sealcoat History



In addition, City Council along with the Operations Division has prioritized local streets for rehabilitation and maintenance work which are funded through the City's General Revenue

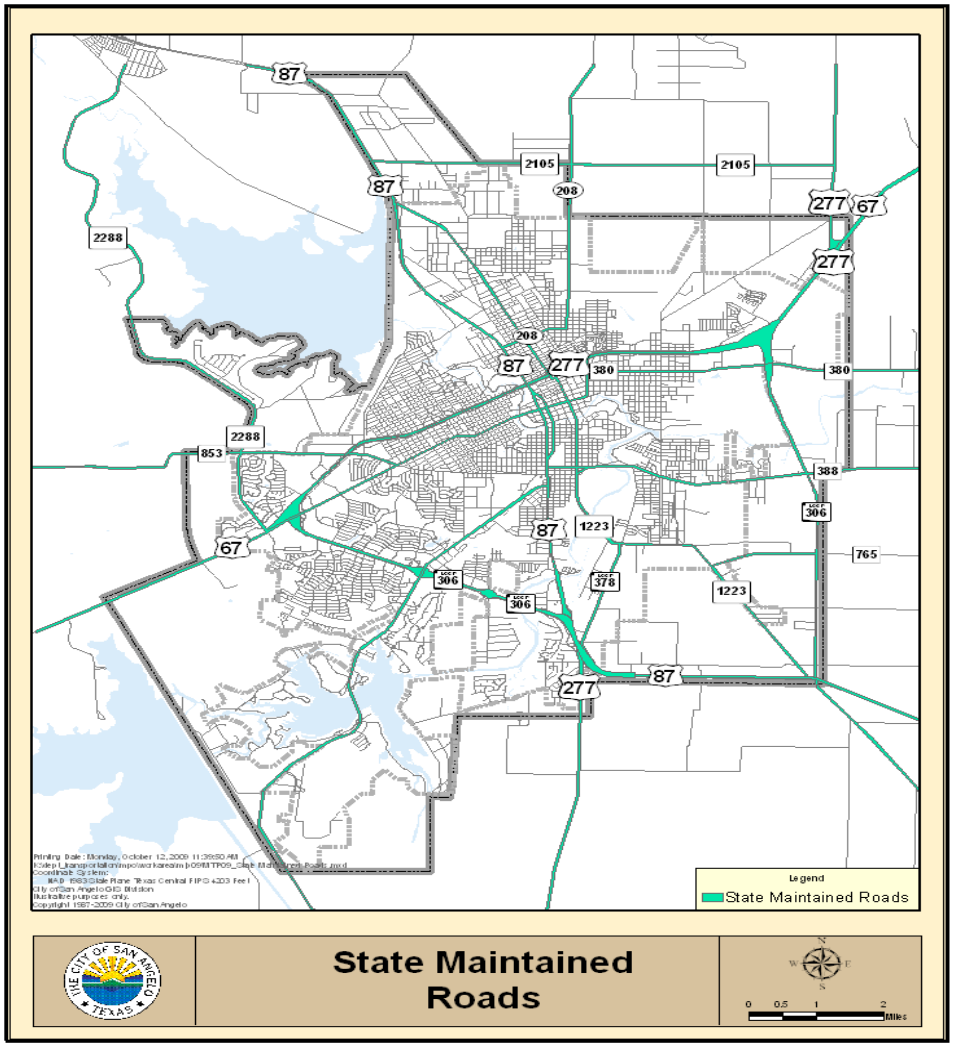
Fund. These areas were prioritized through public concerns, roadway condition, and transportation priorities (see Table 5-2).

Table 5-2 Reconstruction Projects

2007 St. Reconstruction Projects		
City of San Angelo's Operations Division		
Engineers Estimate of Probable Construction Cost		
12/11/2006		
Roadway Section	**2003 Traffic**	**Classification**
Avenue N from Bryant Blvd. to Sherwood Way	13323	Major Arterial
Main St. from 9th St. to 26th St.	5950	Major Arterial
Bell St. from Belaire to Old Ballinger Hwy.	10284	Minor Arterial
Edmund Blvd. from Concho River to Howard	8900	Minor Arterial
Pecos St. from Concho River to Howard	8281	Minor Arterial
Beauregard Ave. from Taylor to Sherwood Way	5580	Minor Arterial
Avenue Q From Chadbourne to Bryant Blvd.	5080	Minor Arterial
Glenna Drive from Arden Road to Junius	3835	Minor Arterial
Old Ballinger Highway from North Bell St. to Pruitt	1430	Minor Arterial
Sunset Drive from Knickerbocker Road to railroad	9820	Major Collector
E. 19th St. from Bryant to Lillie	9010	Major Collector
Howard St. from Pecos to Houston Harte Freeway	6695	Major Collector
Jackson St. from Avenue N to Knickerbocker	5790	Major Collector
Culwell St. from Poe to Buchanan	4650	Major Collector
Southland Blvd. from Knickerbocker to Blue Ridge	3890	Major Collector
Hughes St. from Buchanan to Bell St.	3820	Major Collector
Grand Canal Road from U.S. Hwy. 277 to Country Club Road	3090	Major Collector
Country Club Road from Grand Canal Road to City Limits	2607	Major Collector
Smith Blvd. from Pullium to Houston Harte	2450	Major Collector
E. 14th St. from Chadbourne to Poe	3206	Major Collector, Minor Collector
Garfield from E-W Freeway to Field St.	6210	Minor Collector
Millbrook from College Hills to Forest Trail	4670	Minor Collector
Grape Creek Rd. from 29th St. to Chadbourne	3900	Minor Collector
Austin St. from Knickerbocker to Ave. N	3380	Minor Collector
MLK from 25th St. to 29th St.	3200	Minor Collector
Bowie St. from 24th St. to 47th St.	3120	Minor Collector
Marx St. from 19th St. to 24th St.	3045	Minor Collector
42nd St. from Coliseum to Armstrong	2090	Minor Collector
Baze St. from Houston Harte to Culwell	1870	Minor Collector
Foster St. from Currier to Jackson	1315	Minor Collector
Red Bluff Road from Knickerbocker Road to Middle Concho Drive	940	Minor Collector
41st St. from Coliseum to Bowie	0	Minor Collector

State maintained roads in San Angelo are displayed below (Figure 5-4). The State currently has a maintenance agreement with the City. These roads are a good example of the coordination and cooperation that exist between the San Angelo MPO, the City of San Angelo, and the local TxDOT office. Signalization, maintenance, and improvements are a cooperative effort among these entities.

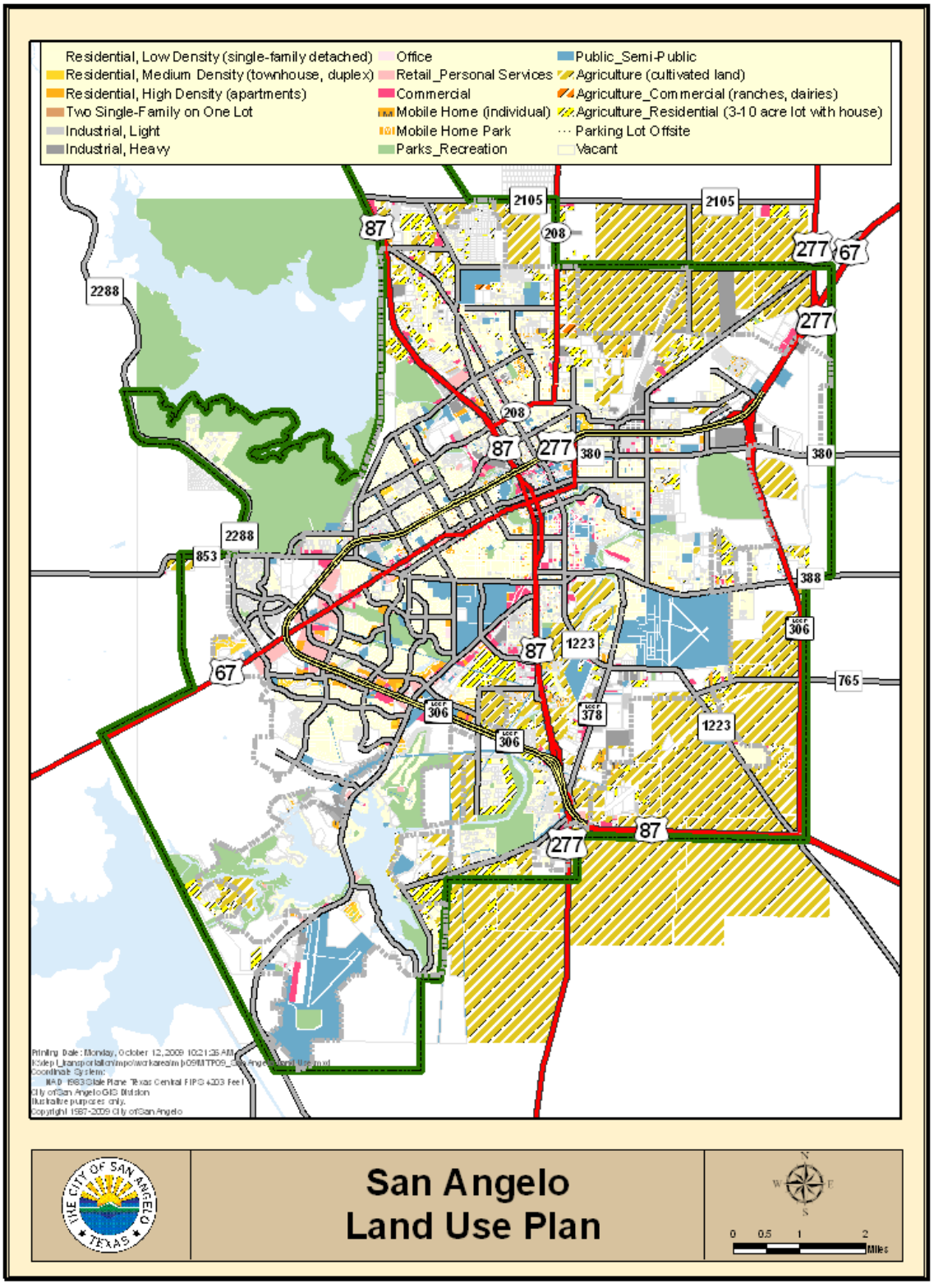
Figure 5-4 State Maintained Roads



Land Use

Land Use (shown on Figure 5-5) is an important element in the MPO's transportation system. It addresses the location, type, scale, and density of land uses throughout the City and its extra-territorial jurisdiction. It analyzes the current pattern of land use, pointing out issues and opportunities for transportation planning. The land use plan is intended to generally guide land use decisions. It is a "living document" which may need to be updated or changed as land use conditions within San Angelo change. Land use impacts transportation access and circulation depending on those industries that come into areas adjacent to major thoroughfares and that have the possibility of generating a significant numbers of trips. Since the completion of our loop system (Houston Harte Expressway), San Angelo has seen major development in this area. Local streets have been expanded to connect to this new system and businesses are flourishing in this area.

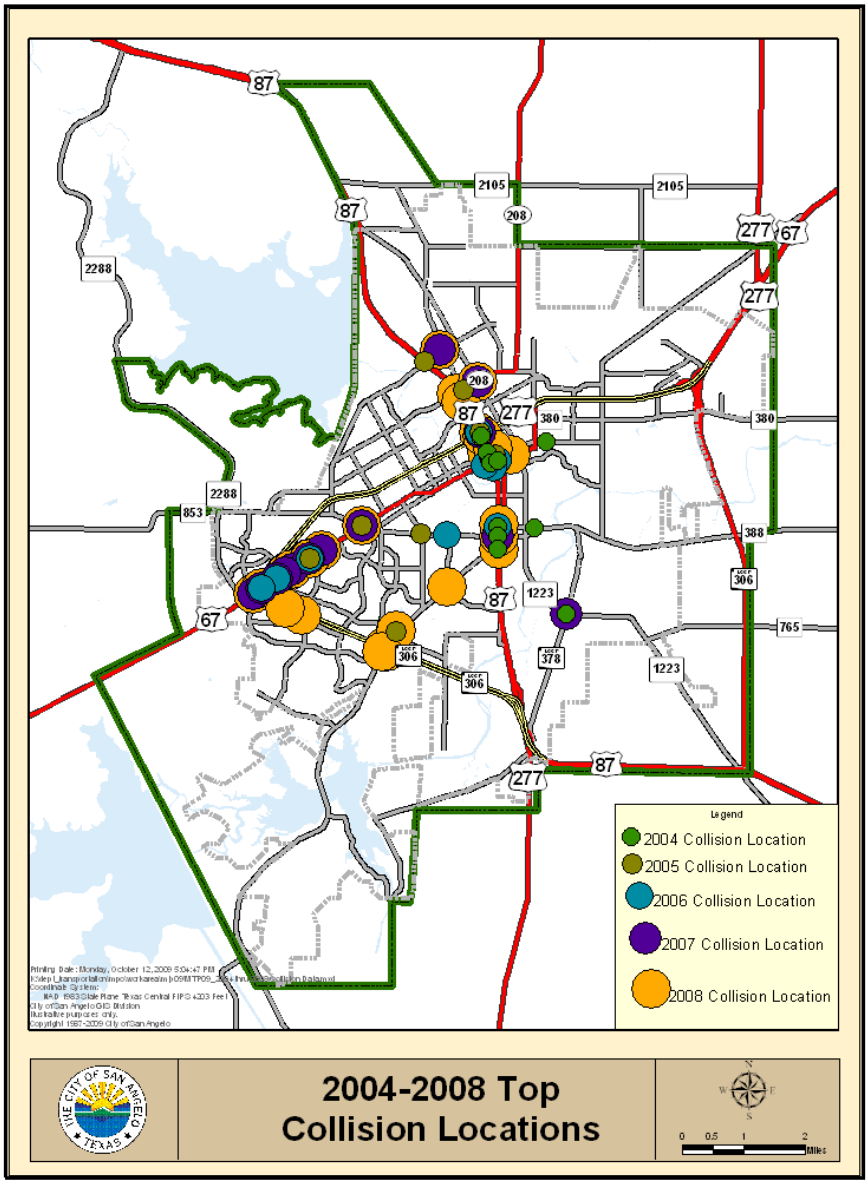
Figure 5-5 Land Use



Transportation Safety Issues

The MPO monitors collision locations on a quarterly basis. The MPO then works with the City, TxDOT, and local businesses to improve those locations that rank at the top of the collision report. Using data from 2004-2008, the MPO created a collision location map which shows the areas in San Angelo with the top collisions on a yearly basis. The majority of the accidents were a result of failed to yield right of way, followed too close, or failed to control speed. As evidenced on the following map, the site of the majority of the locations is along our high volume roadways.

Figure 5-6 (2004-2008) Top Collisions



Travel Demand Modeling

Travel demand models are used by transportation planners for simulating current travel conditions and for forecasting future travel patterns and conditions. Models are essentially "decision-support tools" to assist transportation planners and policy-makers in analyzing the effectiveness and efficiency of various transportation alternatives in terms of mobility, accessibility, environmental and equity impacts.

The current San Angelo Model was not completed prior to the printing of this MTP. The MPO will be updating this plan as the model is completed.

Congestion - San Angelo MPO experiences isolated locations of congestion. These areas are being monitored and evaluated for improvements.

The criteria for congestion rely on Level of Service (LOS) guidelines as shown on Table 5-3. LOS determines congestion by comparing a roadway's maximum capacity to carry traffic safely with current and projected traffic volumes for that roadway.

Table 5-3 Level of Service

Level of Service (LOS)	Signalized Intersections Average Control Delay (sec/veh)	Unsignalized Intersections Average Control Delay (sec/veh)	Descriptions
A	0-10	0-10	Very low vehicle delays, free traffic flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	> 10-20	> 10-15	Good traffic flow, good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	> 20-35	> 15-25	Stable traffic flow, fair signal progression, significant number of vehicles stop at signal.
D	> 35-55	> 25-35	Noticeable traffic congestion, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	> 55-80	> 35-50	Unstable traffic flow, poor signal progression, significant congestion, traffic near roadway capacity, frequent traffic signal cycle failures.
F	> 80	> 50	Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds roadway capacity, stop-and-go conditions.

Source: Highway Capacity Manual, TRB, 2000 - Wilbur Smith Associates SA - Central Business District Study

Travel Forecasting Process -Revised Virtual Link Method

This method was used in the development of the Texas Urban Mobility Plan (TUMP) and since we did not have an updated regional travel demand models, we have included this process in our MTP to show congestions levels. The following paragraphs are pulled from the TUMP.

Our area was analyzed using a process based on the Highway Performance Monitoring System database compiled by the Texas Department of Transportation and submitted to the Federal Highway Administration. HPMS and associated data include vehicle miles of travel, lane-miles, capacity, percent trucks and percent traffic in the peak hours.

Just as with the congestion estimates from the travel demand model, each link has each of these attributes. The problem with not having a travel demand model, however, is that future travel growth cannot be tied to specific road sections. The virtual link process treats all of the road links with similar characteristics together and analyzes them as a group. All roads of the same functional class in the same population group have the same traffic growth rate and roads are added to the group to analyze future road network additions. Each group has a distribution of congestion levels based on current congestion ranges. These provide a more realistic variation of conditions – similar but not identical to the travel demand model distribution.

Estimates of future congestion levels are developed by increasing the vehicle-miles of travel according to the growth in population, jobs and trips. Lane-mile increases are obtained from projects in the MTP, characterized by area type and functional class. The range of travel and lane-miles in each congestion level in the area type and functional class combination are increased by the same proportion as the overall congestion level change. Congestion and the consequent roadway needs to address congestion area are estimated using the same tools as the planning model analysis.

Limitation of the Virtual Link Analysis Process

The virtual link analytical technique provides a good estimate of areawide congestion levels and roadway needs. At the areawide level of detail, the virtual link process has been calibrated using 10 regional travel demand models from Texas; similar results are obtained using both the virtual link and travel demand model approaches for most regions. Unfortunately, the virtual link process does not estimate the needs to alleviate congestion at locations such as intersections or short sections of freeway. This becomes an issue in the smaller Texas regions where congestion is not a widespread problem. The Virtual Link method results will show the estimated needs as zero lane-miles. For these areas, additional analyses must be performed to examine the road network for the short congested sections and estimate costs to remedy those problems.

Calculation Steps

The Texas Congestion Index concept of the ratio of peak period travel time to free-flow travel time will be used to measure congestion effects. The Texas Congestion Index is designed to be used at a range of geographic levels. The Index can measure many types of modes and include the effects of all transportation improvements or land use changes.

The Texas Congestion Index calculation component of the metropolitan and urban mobility plans calculates vehicle-miles of travel, vehicle-hours of travel and congestion levels based on the volume-to-capacity ratio calculated for each roadway section. A similar process can be used for groups of road sections using the data from the Highway Performance Monitoring System database as a substitute for planning model data. Speed can be estimated using a modified version of the Speed Model that is used at the individual link level of detail. Other inputs and factors, such as capacity, free flow speeds, delay equation

parameters for the Speed Model and hourly factors are also used to calculate the components of the speed estimate.

The Speed Model has several required components. Exhibits 1, 2 and 3 contain the default factors that will be used if there are no better estimates available for a specific region. These factors are organized according to the Highway Performance Monitoring System database classification.

Exhibit 1 illustrates the hourly capacities that have been used in similar Texas analyses. Exhibit 2 shows a set of free flow speeds that will be used and Exhibit 3 displays the factors used in the Speed Model.

Exhibit 1. Hourly Lane Capacities (vehicles per hour per lane)

HPMS Area Type	HPMS Roadway Functional Classification						
	Interstate	Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Rural	2,200	2,100	1,003	920	836	669	502
Small Urban	2,200	2,100	878	805	732	585	439
Urban	2,200	2,100	673	617	561	448	336

Exhibit 2. Free Flow Speeds (miles per hour)

HPMS Area Type	HPMS Roadway Functional Classification						
	Interstate	Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Rural	70	65	55	50	40	35	30
Small Urban	70	65	45	40	35	30	30
Urban	70	65	40	32	30	30	30

Exhibit 3. Volume/Delay Equation Parameters

Facility Category	A	B	M
High Capacity Facilities (Interstates and Freeways)	0.015	3.5	3.0
Low Capacity Facilities (Arterials, Collectors, and Locals)	0.050	3.0	5.0

The number of lanes is calculated using the Highway Performance Monitoring System or

other data and the hourly capacity for each roadway section. It is assumed that 50% of daily volume will be in each direction unless better data are available. Lanes and capacity are estimated using the equations below. The capacity values for each area type and functional class in Exhibit 1 are used.

Lanes = Lane-Miles divided by Centerline Miles
Capacity = Hourly Lane Capacity * Lanes * 50% volume in each direction

Note:

Lanes = number of lanes
Lane-Miles = number of lanes times the number of miles for each road section
Centerline Miles = miles of roadway
Capacity = calculated hourly capacity (in vehicles per hour)
Hourly Lane Capacity = hourly capacity per lane from the speed model data.

The hourly vehicle-miles of travel and volume are calculated for the primary direction assuming that 60% of hourly volume in the peak period occurs in the peak direction.

Hourly VMT = Daily VMT * VMT Factor * Hourly Factor * 60% peak direction
Hourly Volume = Hourly VMT divided by Centerline Miles

Note:

Hourly VMT = calculated hourly VMT for the primary direction for hour
Daily VMT = VMT for the roadway section
VMT Factor = used to adjust the VMT to the control total
Hourly Factor = hourly travel percentage
Hourly Volume = hourly volume for the roadway section for the primary direction

The program then calculates the volume-to-capacity ratio and directional delay (in minutes per mile) due to congestion for the primary direction. The percent of traffic volume for each hour of the peak period has been estimated for most metropolitan counties as part of either air quality or transportation planning functions. These values are calculated as follows:

V/C = Hourly Volume divided by Capacity
Delay = $\text{Min}[Ae^{B\{VC1(A,B)\}}, M]$

Note:

V/C = calculated volume-to-capacity ratio for the road section
Delay = congestion delay (in minutes/mile) for the primary direction;
A & B = volume-delay equation coefficients; and
M = maximum minutes of delay per mile;

Once the delay has been calculated, the congested speed is then calculated for the primary direction using the following equation:

CSPD = 60 divided by [(60/ FSPD)+ Delay]

Note:

CSPD = congested speed for the group of roads being analyzed;

FSPD = free flow speed for the road area type from the speed model data.

The process above is for the primary direction. For the secondary direction, the same process is applied except that the hourly VMT is assumed to be 40 percent of the total section VMT.

The basic formula for the Texas Congestion Index is:

$$\text{Texas Congestion Index} = \frac{\text{Peak Period Travel Time}}{\text{Travel Time at Free-Flow Speeds}}$$

The formula can also be written as:

$$\text{Texas Congestion Index} = \frac{\text{Travel Time at Free-Flow Speeds + Delay}}{\text{Travel Time at Free-Flow Speeds}}$$

Analyzing lane addition projects is relatively simple—add lanes and recalculate. To incorporate the effect of operational treatments (ramp metering, incident management, arterial street access management or traffic signal coordination), demand management, or small scale roadway improvements, the reduction in delay is estimated using the Texas Congestion Index spreadsheet and a revised set of performance measures are calculated.

The Texas Metropolitan Mobility Plan has developed regional mobility targets; targets could also be developed for the area type and functional class combinations. These might vary from region to region, and might also vary from corridor to corridor within a region. Residents and travelers generally expect downtowns to be more congested than rural areas—this expectation could be extended to a target concept that seeks to identify a program that satisfies similar levels of expectations, rather than assuming that free-flow travel for all commuters is the goal for all urban roadways.

Texas Congestion Index for the San Angelo Area

The Texas Congestion Index is used to measure the effectiveness of measures identified by the MPO to reduce congestion within the San Angelo Metropolitan Area.

Table 5-4 Congestion Index

San Angelo -- Updated Summary April 06

	Total Delay (Pers-Hrs)			Total Travel Time (Pers-Hrs)			Texas Congestion Index			Emissions
Scenarios	Arterial	Freeway	Total	Arterial	Freeway	Total	TCI	Arterial	Freeway	Index
2000 Base	119	67	186	4,682	2,273	6,955	1.03	1.03	1.03	100%
	64%	36%		67%	33%					
2030 No Build	141	74	215	4,912	2,380	7,292	1.03	1.03	1.03	7%
	66%	34%		67%	33%					
2030 MTP	141	74	215	4,912	2,380	7,292	1.03	1.03	1.03	7%
	66%	34%		67%	33%					
2030 Needs	141	74	215	4,912	2,380	7,292	1.03	1.03	1.03	7%
	66%	34%		67%	33%					

In 2000, the TCI was calculated at 1.03 which indicates that peak hour travel times were about the same as non-peak hour travel. According to this level of measure if no improvements to the Expressway and Principal Arterial network were made, then by 2030 the TCI value would still be 1.03. This shows that on Arterials and Freeways the 2030 TCI value is unaffected by improvements to the roadway system. An explanation for this

phenomenon is that significant portions of the San Angelo area network are neither arterials nor freeways. Many collector streets function as the major means of travel for the San Angelo area. As a result, most improvements to the network must be made by the local government as part of their general sealcoating and future development guidelines. This will be a significant factor in the relief of congestion and when considering methods to offset the identified gap in funding.

Unified Transportation Program

The Metropolitan Transportation Plan is structured in a fiscally constrained manner in that the total anticipated cost of the identified projects do not exceed the amount estimated to become available to San Angelo MPO. That amount is derived primarily from Federal and State highway funds channeled to the San Angelo area through formula associated with the 12 funding categories established in TxDOT's Unified Transportation Program (UTP). The UTP is TxDOT's ten-year plan to guide transportation project development and construction. The UTP is further divided into two documents: the Statewide Preservation Program (SPP) and the Statewide Mobility Program (SMP).

The SPP is those funding strategies geared to *maintain* the existing transportation system and protect the investment for our future generations. There are three highway construction programs within this category:

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 6 – Structures Replacement and Rehabilitation
- Category 8 – Safety

It also contains information on the following funding strategies:

- Routine Maintenance
- Contracted Routine Maintenance
- Waterway Preservation Projects
- Railroad Preservation Projects

The SMP is those funding strategies geared to build the transportation system. It contains the following highway construction categories:

- Category 2 – Metropolitan Area (TMA) Corridor Projects
- Category 3 – Urban Area (Non-TMA) Corridor Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 9 – Transportation Enhancements
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary

- Category 12 – Strategic Priority

In addition, it contains information on the Aviation Capital Improvement Program and Public Transportation.

Since San Angelo is defined by legislation as an urban area (population between 50,000 and 200,000), two UTP categories geared specifically towards metropolitan areas are not available here. In addition, the category addressing projects that contribute to improvement of air quality in areas that do not meet minimum standards are not available here. Therefore, the nine categories that San Angelo MPO funds projects upon are discussed in the following pages.

Statewide Preservation Program (SPP)

Category 1 - Preventive Maintenance and Rehabilitation: Provides for the preservation of existing roadways. Examples of preventive maintenance projects funded through this program include asphaltic concrete pavement overlays, seal coats and minor bridge maintenance and repair. Rehabilitation projects include full-depth pavement reconstruction, improvement of roadways necessary to meet current roadside safety standards, major bridge rehabilitation and replacement not funded through Category 6 (see below), and other work generally not considered to be preventive maintenance in nature. Funding for this program is available for use throughout the 15 counties of TxDOT's San Angelo District. Projects funded through this program are selected by the District.

Category 6 - Structures Replacement and Rehabilitation: Provides for the replacement of structurally deficit bridges and the rehabilitation and widening of other bridges. The Texas Transportation Commission approves projects in this program based on a statewide cost-benefit basis using the Texas Eligible Bridge Selection System (TEBSS).

Statewide Mobility Program (SMP)

Category 3 - Urban Area Corridor Projects: Provides for mobility and added capacity projects on major state highway system corridors which serve the needs of urban area MPOs. Funding for this program is available for use for identified and qualifying projects within the MPO area. Projects require Texas Transportation Commission approval, are selected on a statewide basis and are scheduled by a consensus of TxDOT districts.

Category 4 - Statewide Connectivity Corridors: Provides for mobility and added capacity projects on major state highway system corridors which serve the needs of statewide connectivity between urban areas and corridors serving mobility needs throughout the state. All Texas Trunk System projects derive funding from this category see Figure 5-7and Figure 5-8 for maps.

Funding for this program is available for use for identified and qualifying projects across

the state. Projects require Texas Transportation Commission approval, are selected on a statewide basis and are scheduled by a consensus of TxDOT districts.

Figure 5-7 Texas Trunk System

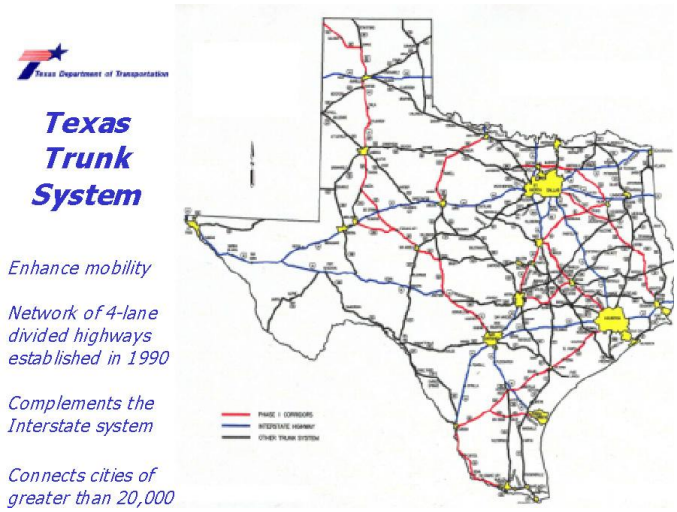
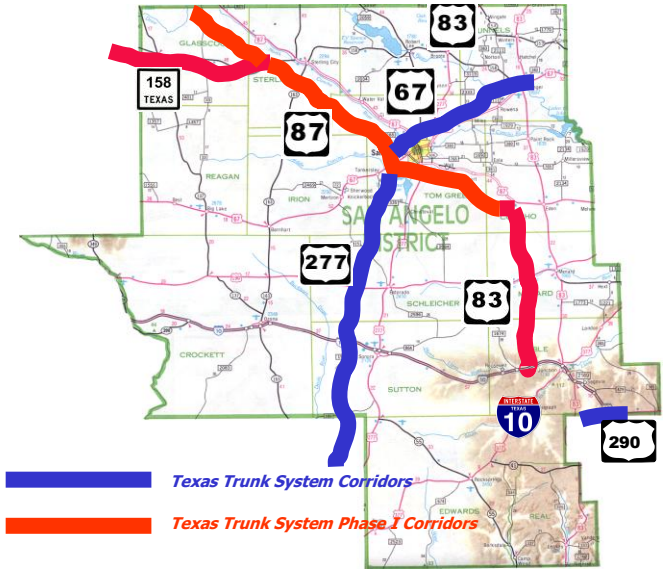


Figure 5-8 San Angelo Texas Trunk System Corridors



Category 8 - STP Safety-Federal Hazard Elimination Program: Addresses safety projects on and off the state highway system. Projects are evaluated using three years of accident data, and ranked by a safety improvement index. Projects incorporated into this program are nominated, ranked and selected on a statewide basis.

A subset of this program specifically addresses the installation of automatic railroad warning devices at hazardous railroad crossings on and off the state highway system. **STP Safety-Federal Railroad Signal Safety Program**

projects are also nominated, ranked and selected on a statewide basis. Projects are ranked by a railroad crossing that weighs various operational characteristics of each candidate.

Category 9 - STP Transportation Enhancements Program: Provides for "non-traditional" improvements, generally non-roadway type work. Eligible work is defined at the Federal level and is currently categorized into 12 categories. Some examples of eligible projects include visitor centers, bicycle and pedestrian facilities, historic preservation projects, landscaping projects, and run-off mitigation projects. Projects are nominated by local sponsors (cities or counties), are reviewed and ranked by committee and ultimately selected by the Texas Transportation Committee.

In addition to the standard Transportation Enhancement program, there are two current subsets of this program geared to specific needs:

The **Safe Routes to School Program** gives communities the opportunity to improve the safety of schoolchildren through improvements to roadway, bicycle and pedestrian facilities in areas around schools.

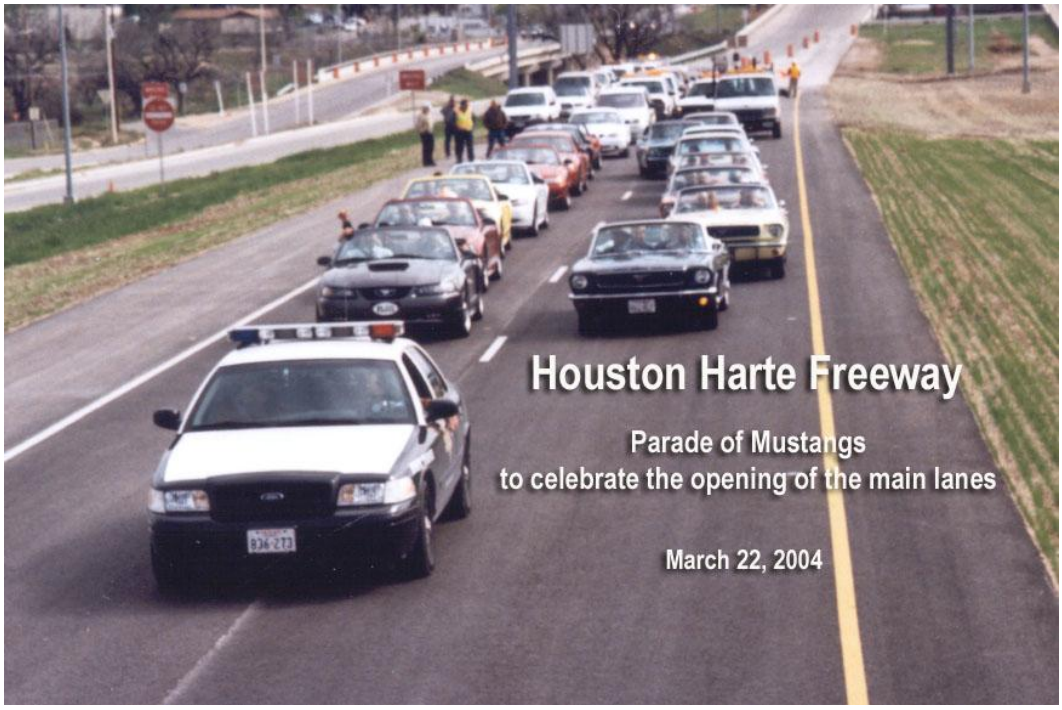
The **Safety Rest Area Program** provides for the development of new, state of the art rest area facilities on the Texas highway system.

Category 10 – Supplemental Transportation Projects: A state funded program providing for a number of different needs, including:

- State Park Roads Program
- Railroad Grade Crossings Program
- Railroad Signal Maintenance Program
- Landscape Construction Program
- Landscape Cost Sharing Program
- Landscape Incentive Awards Program
- Green Ribbon Landscape Improvement Program

Category 11 - District Discretionary Program: Funds various projects, primarily on

the state highway system, selected at the TxDOT district's discretion.



Category 12 - Strategic Priority Program: Funds Texas Transportation Commission selected projects which promote economic development, provide system continuity with adjoining States and into Mexico, increases efficiency of military deployment routes, and other strategic needs as determined by the Commission. The Texas Transportation Commission selects projects for inclusion in this program.

San Angelo TxDOT District Funds

Of these programs, the local TxDOT District receives annual allocations in the following categories:

- **Category 1 - Preventive Maintenance and Rehabilitation**
- **Category 10 – Supplemental Transportation Projects (Landscape Construction)**
- **Category 11 - District Discretionary Program**

As "bank balance" programs, the funds assigned to the San Angelo District through annual allocations are available for application on the over 3,200 miles of roadway in its' 15 counties, including Tom Green and the San Angelo urban area. Roadway needs in the San Angelo urban area are monitored and prioritized by TxDOT's San Angelo District and the San Angelo MPO.

For the San Angelo District, some of the factors that are typically weighed in the project prioritization process include:

- Pavement condition – measured and quantified by pavement distress scores and maintenance costs
- Accident histories
- Capacity analysis and congestion management
- Other operational considerations – signalization, pavement markings, access management, intersection efficiency, etc.
- Aesthetic considerations
- Public input

The majority of projects identified in the MPO area are funded through one of these three categories, with the exception of corridor mobility projects. Funding availability and project implementation are influenced by the needs across the San Angelo District and are ultimately TxDOT's responsibility to implement.

There are other opportunities to garner funding from the "project-specific" UTP categories that include **Categories 3, 4, 6, 8, 9, and 12**. Projects that meet the eligibility requirements of these programs and are considered to be viable candidates for selection are nominated as appropriate. Each of these categories fund projects through a statewide ranking process; therefore, there is no guarantee that an MPO's project will be funded until it is formally adopted into the UTP.

Funding level projections and proposed projects will be discussed under Chapter 10 of this MTP.

Ports-to-Plains Trade Corridor

The Ports-to-Plains Trade Corridor covers more than 2,300 miles, spans from Laredo Texas to Alberta, Canada, includes U.S. States, one Canadian province, and into Mexico.
The corridor is significant for its direct connection with the Mexico and Canadian border because of the potential to attract and serve both existing and future travel demands associated with North American Free Trade Agreement (NAFTA) trade (Figure 5-9). It coincides with the Texas Trunk System, following US 87 through San Angelo to US 277, where it continues southward to Del Rio, Eagle Pass and Laredo. The Ports-to-Plains corridor is also significant for its potential to enhance economic development through tapping into the trade conducted along its length.

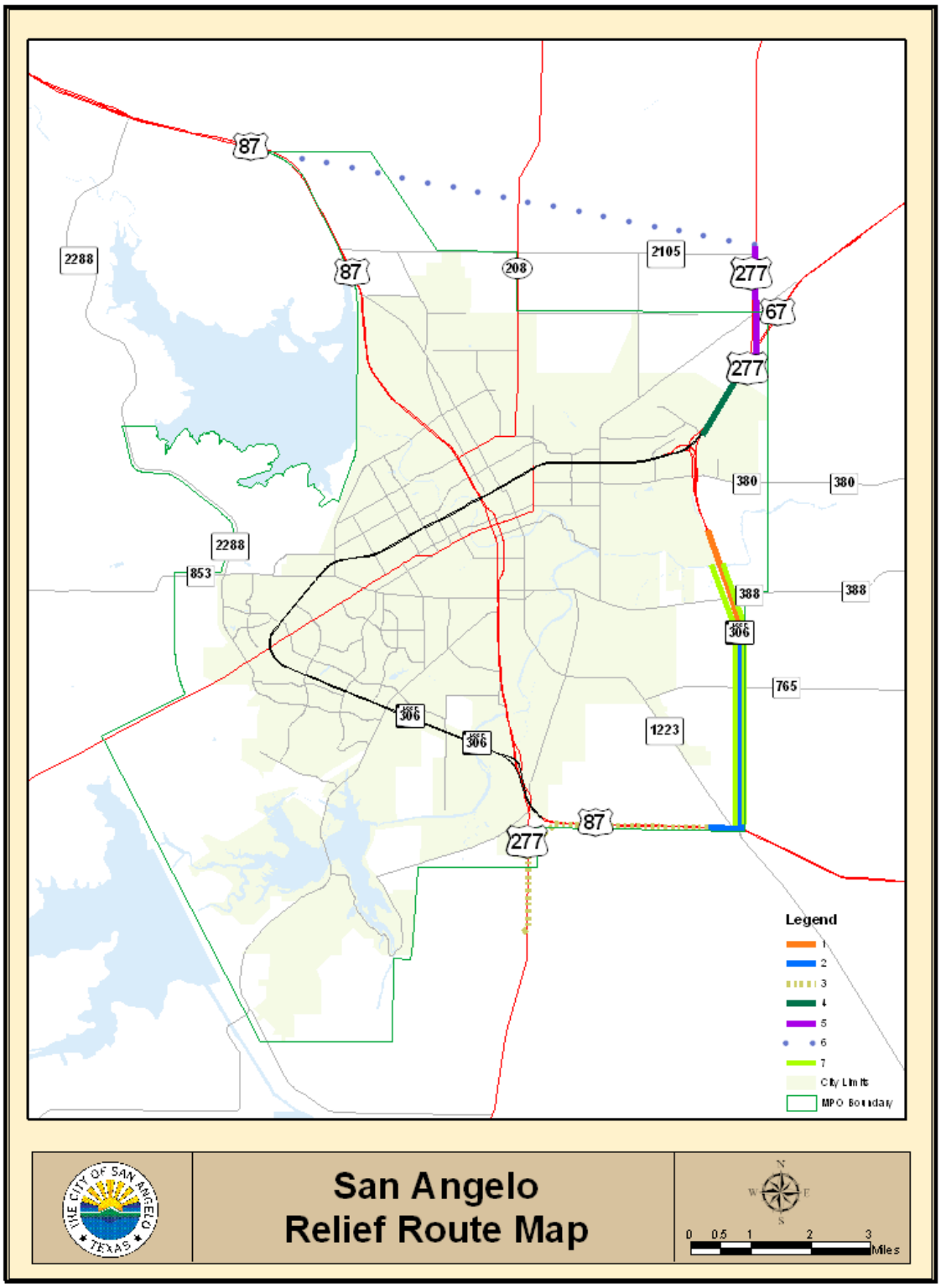
Figure 5-9 Ports-to-Plains Trade Corridor

4 Inbound Logistics • August 2009

Texas Trunk System development, coupled with the Ports-to-Plains initiative, highlights the need for a San Angelo relief route to fulfill the mobility objectives of both systems.

The San Angelo Metropolitan Planning Organization commissioned a preliminary alignment study to assess the feasibility of potential route locations for such a facility. The findings of this study quantify and tabulate the attributes of four general alternatives, culminating in the identification of one candidate (Figure 5-10 San Angelo Proposed Route) as being most favorable based upon a variety of mobility, cost, environmental and public input measures. This route will also alleviate some of the congestion on U.S. 87 (Bryant Boulevard), a major urban arterial currently carrying as many as 39,000 vehicles per day. The route through San Angelo is anticipated to be 21.87 miles, contingent upon the eventual alignment determination to be conducted by TxDOT.

Figure 5-10 San Angelo Proposed Route



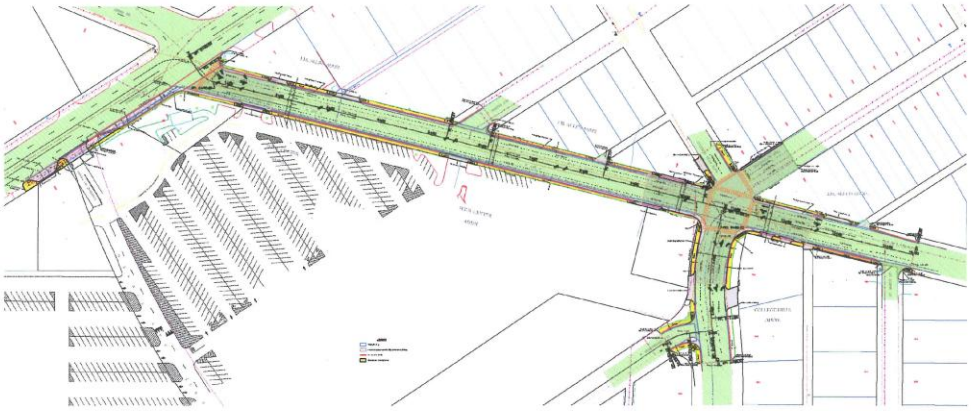
American Recovery and Reinvestment Act of 2009

The Congress of the United States of America passed the American Recovery and Reinvestment Act (ARRA), commonly known as the Economic Stimulus Package, and it was signed into law by President Obama on February 17, 2009. Contained within the Act are funds designated for transportation infrastructure that are allocated to States and Metropolitan Planning Organizations for the development of projects that will create jobs and put people back to work quickly. The Urban ARRA funds allocated to the San Angelo MPO was a total of $4,144,018. The MPO Policy Board at their April 1, 2009 meeting prioritized the list of projects as follows:

1) BU 67-H (Sherwood Way) – from Red Arroyo to US 87 (Bryant Blvd)
2) Ave. N at College Hills – intersection improvements (see Figure 5-11)
3) RM 853 (Arden Rd.) – from BU 67-H (Sherwood Way) to US 67 (Houston Harte)
4) US 67 (Houston Harte) – 1.18 miles north of Smith Blvd. to Smith Blvd.

In addition, to these roadway projects the San Angelo area also received funding for the South Orient/Texas Pacifico Railroad – (Chapter 8), Lone Wolf Historic Bridge – (Chapter 7), and the San Angelo Multi-Modal Terminal –(Chapter 6). These items will be discussed in greater detail in those chapters.

Figure 5-11 Avenue N at College Hills Project



Short Range and Long Range Goals

The goals of the MPO include identifying those projects that will meet the criteria such as safety and efficiency, economic development impact, system preservation, and regional development patterns. This could include the following goals/objectives:

- Analyze roadway classifications to make sure they are consistent with the type of service each facility is intended to provide.
- Prioritize both on-system and off-system roadways to establish a system for upgrading substandard streets, deficient bridges, and new roadways needed due to growth and development opportunities.
- Look at current land-use and transportation avenues in comparison to future growth to ensure needs are being met.
- Establish an access management policy to minimize potential traffic conflicts due to driveway locations, proximity to intersections, and street classifications.

The MPO will be looking at ways to implement each of these objectives with the roadway projects. In addition, the MPO will be looking at ways to add to the goals/objectives that will further fulfill the criteria established above.

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Chapter 6 – PUBLIC TRANSPORTATION

Public Transportation within the City and in the Tom Green County region is provided by the Concho Valley Transit District. Transit service covers over 80 percent of the City and includes 12 counties. Other providers include: inter-city buses 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

The City of 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, and the San Angelo Street Railroad Company first offered service in 1909. Rail used in the 1910s still lies under City streets in the downtown area. The trolleys used for fixed route service evoke the trolleys from ninety years ago and tie into the City's historic restoration programs.

The City provided public transportation continuously since the 1930s, when control shifted from private investors. Bus fleet sizes have fluctuated due to demand and funding sources. The city's first buses ran in 1932. By 1939 the city owned eight buses that provided over 800,000 passenger trips the following year. Automobile ownership, high passenger fares, and route and schedule changes precipitated declining ridership. During the 1950's a central transfer point to relieve congestion was established. In a 1969 budget session, the City Commission voted to eliminate the transit system but citizen response was so strong that within the week the Commission voted to restore service. In the 1970s the city bought new buses and received its first federal grants.

In 1992 the city adopted the name "San Angelo Street Railroad Company" for its new trolley bus service. Service was housed out of the Santa Fe Depot. The Depot was built in 1910 to serve as the passenger depot for the Santa Fe Orient Railroad. Local restoration efforts were made possible through FTA and TxDOT enhancement funds. In April 1997 the newly renovated Santa Fe Depot became the connecting depot as well as the home of the transit offices. At this time, the demand response service and fixed route service were consolidated.

Consolidation

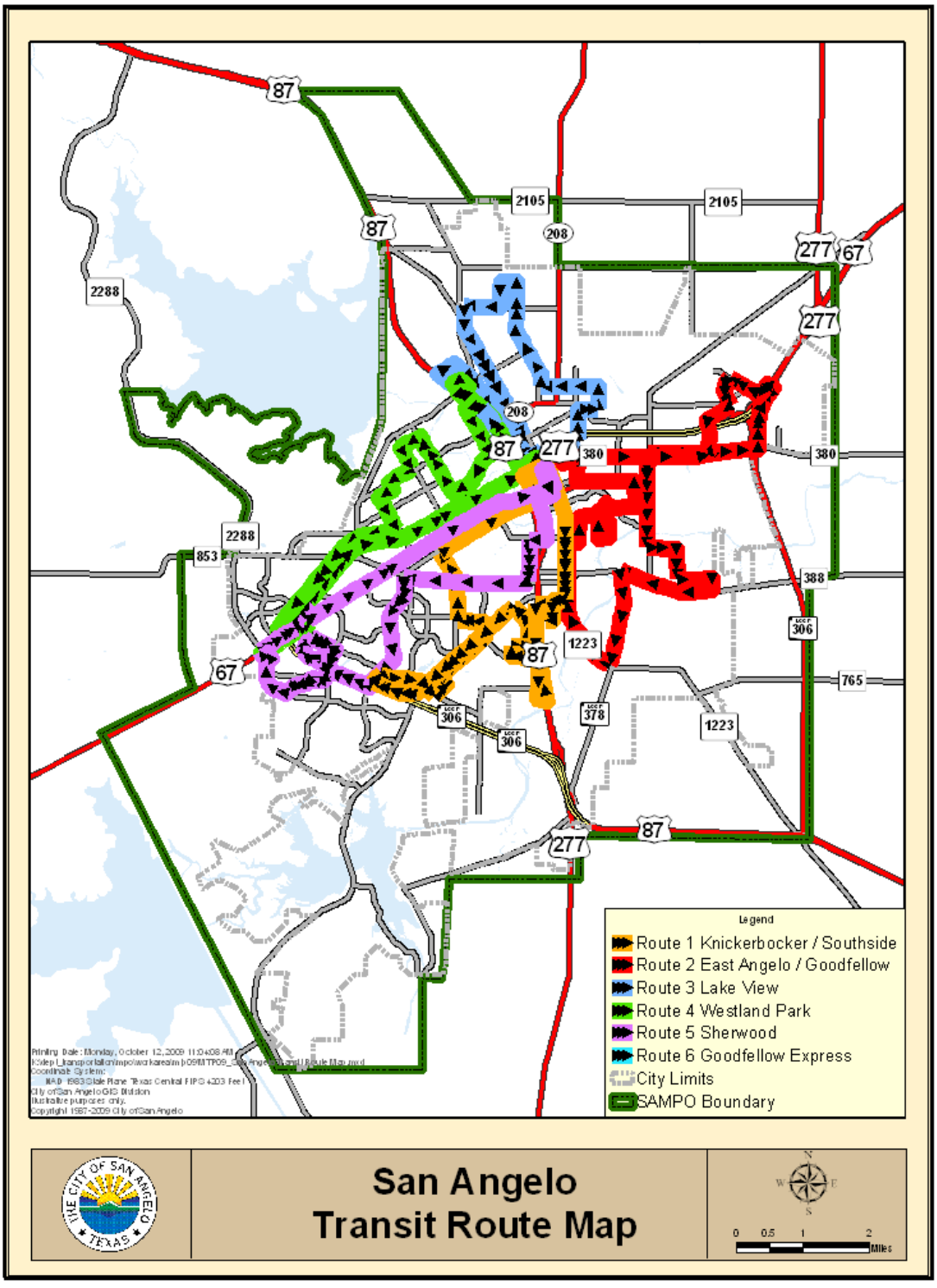
In 2006, the City of San Angelo (COSA) and Concho Valley Council of Governments (CVCOG) began discussions regarding the benefits to be gained from the consolidation of the San Angelo Transit System and the Concho Valley Rural Transit District (CVRTD). The discussions centered on the financial/funding, operational, technical, and legal chapters involved in a proposed consolidated system that would serve the City of San Angelo and the 12 counties within the CVTD's planning region. The goal was to achieve the following benefits: better connectivity between the rural transit program and the San Angelo urban system; elimination of inefficiencies in para-transit trip scheduling; improved use of available federal/state/local transit formula funds; more cost-effective and service-effective transit services; and a more seamless

better system to serve this area. At the May 2, 2006 City Council authorized approval of consolidation of the City of San Angelo's transit department services with the Council of Governments' transit system. On June 14th the Concho Valley Rural Transit District (CVRTD) resolved to amend its by-laws to change the name and function of the entity created under State Statutes Chapter 458 Transportation Code to include for the provisioning of urban transportation to the City of San Angelo in the Concho Valley Region and to change its name to Concho Valley Transit District (CVTD). The new transit (consolidated) district entity will function as the governing body that will serve the City of San Angelo and the counties within the CVTD's planning region. To facilitate the consolidated system and to appropriately support the new transit district, three elected officials from the City Council of the City of San Angelo were asked to serve on the newly created transit district board. The CVTD governing board consists of 15 member's total, 3 of which represent the City of San Angelo and 12 county elected officials in the service delivery area of the Concho Valley State Planning Region 10. The CVTD serves as an additional FTA grantee and receives the Federal Section 5307 funding to support the urban portion of the consolidated transit system.

Services

The CVTD operates a fixed route system and a complimentary transportation service – Americans with Disabilities Act (ADA) system. Currently the CVTD operates five circular routes for their fixed route system (Figure 6-1). Operation is from 6:30 a.m. to 6:30 p.m. Monday thru Friday and 7:30 a.m. to 6:30 p.m. on Saturday. Service 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 system include Goodfellow Air Force Base, Angelo State University, Howard College, the movie theatres, Shannon Hospital, Community Hospital, grocery stores, mall and shopping centers, Dialysis Centers, West Texas Rehab centers, most medical clinics, churches, and indigent health care facilities.

Figure 6-1 Transit Route Map



Intermodal Feasibility Study – Multimodal Terminal

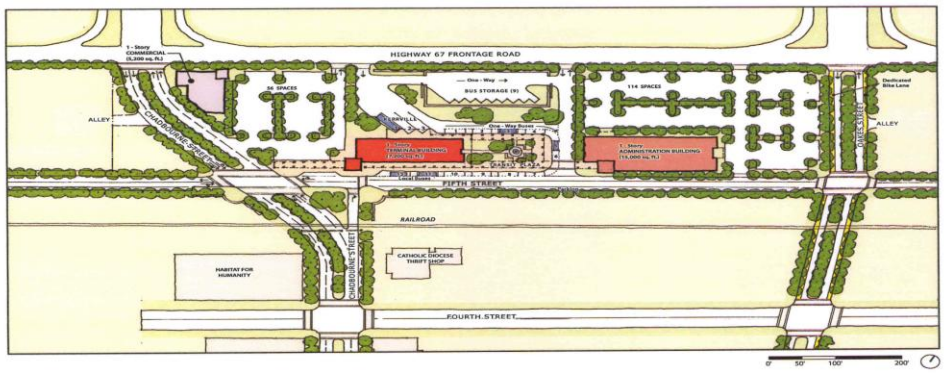
The Concho Valley Council of Governments (CVCOG) in 2004 received funds for an Intermodal Feasibility Study supporting intercity bus transportation with the goal of providing better service to passengers more efficiently. The feasibility study assessed the potential for developing: a) a centralized passenger service center to serve the inter-city bus passenger and other transit and transportation clients. b) develop a concept of complimentary of ancillary services c) a centralized vehicle storage for the transit and paratransit vehicles; d) opportunities for other modes of transportation at the facility including rail, private bus and taxi services including office and dispatch centers, e) office space for transit program administration, separate for each transit operation and f) a maintenance facility to serve tenants at the facility.

The feasibility study included the development of detailed specifications for the facility, a conceptual site plan, and an assessment of potential locations for the facility. This was a joint effort between the CVCOG, Texas Department of Transportation, City of San Angelo, Tom Green County, and numerous other public transportation providers. The study is a vital part of the transportation community. It incorporates the current MPO study of the pedestrian/bicycle transportation network, along with modes of public transportation to facilitate a better transportation network for our area.

The need for the multimodal terminal study is based upon the inadequacy of CVRTD's current transit operational space, the lack of a modern terminal for intercity carriers, and the lack of suitable administration and operation space for the local public bus systems. Benefits arising from a new multimodal terminal will include, greater coordination among carriers leading to improved passenger mobility; and cost efficiencies as duplicated capital investments are eliminated. This study is divided into nine sections that include passenger demand and carrier demand analysis, joint development, site assessment, environmental analysis, operational analysis, site and facility layout, livable community's initiative, quantification of benefits, and finance and implementation strategies.

In 2006 the CVTD was awarded 1.5 million from TXDOT's Intercity Bus Fund for planning, land acquisition and construction of new terminal followed in 2007 with $166,000 in Transportation Development Credits (TDC's) for local matching needs of the project. In the spring of 2007 the CVTD was awarded an additional $245,000 congressional earmark for the terminal followed by the city of San Angelo awarding $20,000 in Tax Increment Reinvestment Zone (TIRZ) dollars for the project. Member county governments of the Concho Valley Transit District have contributed $50,000 toward the purchase of the land bringing the total to 2 million of the 3.5 needed to complete the project. Environmental assessment and clearance were completed in 2009 and the acquisitions of the property are complete. The proposed project is located on a 4.95-acre parcel between Chadbourne Street and Oakes Street, along the south frontage road of the Houston Harte Highway and bordering downtown San Angelo. The CVTD has been awarded the funds to build the Multi Modal facility through the AARA funds and local contributions. Architectural services have been contracted for the building of the new Multi Modal facility, peer reviews are currently underway and the CVTD is planning to begin construction in late 2009 or early 2010 (see illustrative drawings below).

Table 6-1 Site Location - Multi-Modal Terminal



ILLUSTRATIVE PLAN - CONCEPT II

San Angelo Multi-Modal Transit Terminal & Administration Building

Prepared for the Concho Valley Rural Transit District by ROMA Design Group

OCTOBER 2005

Table 6-2 Perspective Rendering - Multi-Modal Terminal

PERSPECTIVE RENDERING FROM NORTH N.T.S.

A NEW MULTI MODAL TERMINAL FOR CONCHO VALLEY TRANSIT DISTRICT

SAN ANGELO, TX

SCHWARZ HANSON ARCHITECTS

This document is incomplete and may not be used for regulatory approval, permit, or construction. Ted Douglas Hanson, registration number 14934, 6/10/2009

Regional Transportation Plan

The HB 3588 (Transportation Code - Chapter 461) creates opportunities and incentives for the coordination of public transportation throughout the state. It does this by changing the definition of public transportation "provider" and "services" to include any provider receiving public funds (federal/state/local) to provide transit services to clients. The new definition now captures transit related activities of health and human service agencies to their clients. The legislation encourages regions to improve delivery of transportation services, cooperate and coordinate among agencies and programs, and requires the development of regional service plans. The Texas Department of Transportation (TxDOT) is charged with implementing the legislation. The department has selected council of governments' boundaries as regional boundaries for HB 3588 purposes.

The Concho Valley Transit District (CVTD) is the lead agency for the Regional Planning Coordination effort in the Concho Valley and currently has a fixed route system with a complementary ADA para-transit program and a demand response rural program, but more is needed. A planning committee of key stakeholders drawn from various spheres of influence in our communities representing and advocating for clients in our region are directing the work-plan and planning activities for the region. Due to increasing needs and limited resources, the coordinated transportation effort has become an important part of the Concho Valley.

The regional planning coordination effort offers many benefits to the region which includes alternatives in transit services, independence for riders, and improvements to service. The Regional Planning Coordination Committee will focus its efforts on an advanced, comprehensive Mobility Management Program. This program will expand services to the elderly, disabled persons, and low income population by coordinating with social services, local assisted living facilities, and other local organizations. One critical component of the mobility management program will be the travel training section which will be aimed at reaching the elderly, persons with disabilities, new users, and future users. The CVTD will also support transportation programs aimed at travel demand management; an example of such is coordinating transportation with the Faith In Action Program by using volunteers drivers and CVTD's expertise at trip scheduling services. The CVTD also supports other programs designed to reduce demand on public transportation such community bicycle programs by including bike racks on our buses. Other innovative approaches to public transportation in the Concho Valley will be to develop service routes for elderly and low income populations. The committee will look at opportunities to pool resources, apply technology to CVTD's system in phases, explore new software communication, maintain website, and evaluate feedback from agency representatives to help identify problems.

Other Public Transportation Providers

Other Transportation Providers - As discussed under the Regional Transportation Plan, the goal is to combine many of these transportation providers to streamline the operations. Many of these organizations are part of the Regional Plan but we wanted to mention them here. These nonprofit organizations or public agencies mainly provide transportation for elderly or disabled passengers. Some of the agencies who provide their own transportation with TxDOT funds include Baptist Memorials Geriatric Center, Mosaic Mission, Christian Village Apartments, Institute of Cognitive Development, MHMR Services for the Concho Valley, Rio Concho Manor, Rio Concho East, and Rio Concho West.

Intercity Bus Service - Two bus lines, Concho Coaches and Kerrville Bus Company, provide intercity passenger and freight services to San Angelo. Kerrville Bus Company provides passenger and freight services to points in the United States and Mexico. The terminals are located in the southern area of the downtown business district.

Taxi Cab Companies – There are a number of taxi companies that provide service in the San Angelo MPO area. This service is available twenty four hours a day, seven days a week. Companies include All American Cab, Checker Cab, Yellow Cab, and Red Ball Taxi. Taxis cover the entire metropolitan area and will go outside the area per passenger requests.

San Angelo Pedestrian/Transit Access Improvement Plan

The Transportation Department of the Concho Valley Council of Governments (CVCOG) completed the Concho Valley Multimodal Terminal and Administration Feasibility Study in November 2005 for a multimodal transit terminal and administration building for San Angelo and the Concho Valley region. The preferred site of the proposed facility is on the downtown's north perimeter, which presents an opportunity to enhance concurrent downtown revitalization efforts. Capital improvements eligible for funding support from the Federal Transportation Administration's (FTA) Livable Communities Initiative (LCI) program include sidewalks, Americans with Disabilities Act (ADA) ramps, and pedestrian-level amenities such as lighting and landscaping. LCI improvements enhance transit access and improve the "livability" of neighborhoods by making the streetscape more inviting to the pedestrian. The multimodal terminal feasibility study included an LCI master plan that outlined the physical improvements along Chadbourne, Oakes, and 5th streets to support the proposed terminal.

While the Concho Valley Multimodal Terminal and Administration Feasibility Study addressed the benefits of improving access to the terminal specifically, the scope of the LCI master plan was too narrow. It did not address the broader pedestrian/transit access and routing issues that negatively affected San Angelo's transit ridership on a citywide scale. The San Angelo Pedestrian/Transit Access Improvement Plan addresses pedestrian/transit access on a citywide basis. Furthermore, it does not conflict with, but rather extends, the program of LCI improvements outlined in the multimodal transit terminal feasibility study.

The San Angelo Pedestrian/Transit Access Improvement Plan outlines pedestrian-level

improvements along eight key transit corridors and/or destinations located within the City of San Angelo. The target areas for improvements include: 1) the proposed multimodal terminal; 2) the San Angelo Coliseum and Fairgrounds; 3) the Rio Concho Sports Complex; 4) the Concho River from the tourist strip located in the downtown; 5) the Hemphill-Well Library; 6) the Baptist Memorial Retirement Center; 7) the Angelo State University; and 8) the San Angelo YMCA.

Federal guidelines for the LCI program restrict improvements to a 1,500-foot radius of a transit station and a 500-foot radius of any fixed-route transit stop. The study identified key corridors located within the approved distance for each target area. Depending on the target area, recommended improvements include sidewalks, curbs and gutters, pedestrian-level lighting, shelter, benches, waste receptacles, and landscaping and irrigation. The recommended pedestrian/transit improvements will better serve transit-dependent markets by improving access using LCI-allowable items. Furthermore, key destinations such as the Angelo State University, the Rio Concho Sports Complex, and the San Angelo Coliseum and Fairgrounds will become more accessible and transit-friendly.

As shown in Table 6-3, the combined cost of all LCI improvements is $2,177,901 (without the Angelo State University- ASU- Shuttle Stop - $55,729). The Shuttle Stop is in the 20 year ASU Master Plan but funds have not been committed at this time. The LCI-related improvements are allowed under the FTA's funding guidelines for capital improvements and are eligible for 80 percent reimbursement – or $1,748,914. The related local share is $437,229.

Table 6-3 Estimated Costs for all LCI-related Improvements

San Angelo Multimodal Transit Terminal and Administration Building	$668,710
San Angelo Fairgrounds and Coliseum – Shuttle Stop Improvements	$173,892
San Angelo Fairgrounds and Coliseum – Residential Improvements	$132,451
Rio Concho Sports Complex	$96,046
Downtown Concho River Access Improvements	$453,606
Hemphill-Wells Building Library Renovation	$265,826
Angelo State University Shuttle Stop	$55,729
Baptist Memorial Retirement Center	$273,125
Downtown YMCA	$66,758
Total	**$2,186,143**

As of September 2006, the management of transit services for the City of San Angelo was transferred from the City Transit Department (operating under the name of San Angelo Street Railroad Company or SASRC) to the newly formed Concho Valley Transit District (CVTD). The CVTD combines the rural operations for the surrounding twelve counties with the urban operations into a single organization. This management change took place during the course of the study. However, the CVTD manages the urban transit service in an identical operating environment as the SASRC. Therefore the conclusions presented here concerning the urban transit service are equally applicable to the CVTD as to the SASRC.

The purpose of the San Angelo Pedestrian/Transit Access Improvement Plan is to improve the service effectiveness of the urban transit service. When considering other measures of service effectiveness, fewer trips per day, revenue miles per bus and revenue miles per capita are delivered compared to peer systems. Poor routing along some lines, hour-long headways, the lack of easily accessible transit stops, and poor transit amenities may negatively influence the urban system's performance.

In general, routes are well aligned with major traffic generators. Routes 2 and 4 perform poorly compared to the others and re-routing recommendations are presented. Since a boarding and alighting study has not been completed, a more refined measure of how well routes are aligned with current passengers' points of origin is difficult. However, a Transit Availability analysis highlighted the fact that San Angelo, in general, has poor coverage.

Beyond poor coverage, another barrier to increased ridership is the lack of close and accessible transit stops. One recommendation is to improve the access and appeal of transit stops throughout the urban system, especially at stops that have a potential for high usage. As discussed below, the San Angelo Pedestrian/Transit Access Improvement Plan targets eight areas for pedestrian-level improvements. These areas were chosen based on their proximity to markets with high transit potential or popular destinations.

North Chadbourne Corridor Pedestrian/Transit Access Improvement Plan

The North Chadbourne Corridor Pedestrian/Transit Access Improvement Plan will create a vibrant commercial corridor that will link North San Angelo to the new Concho Valley Multi-Modal Terminal and downtown San Angelo. The recommended improvements will help provide access to needed transit services and commercial businesses. The proposed plan extends pedestrian and transit improvements from 9th Street, the Northern-most limit of the sidewalk improvements associated with construction of the Multi-Modal terminal, to 30th Street, the Northern-most limit of the City of San Angelo's North Tax Increment Reinvestment Zone (TIRZ).

The FTA Livable Communities Initiative (LCI) program guidelines provide a framework for the implementation of streetscape improvements that enhance transit and pedestrian user access to transit facilities and services. Under the LCI guidelines, eligible capital improvements include sidewalks, curbs/gutters, Americans with Disabilities Act (ADA) ramps, landscaping, benches, waste cans, pedestrian-level lighting, and transit shelters if they occur within 500 feet of a transit stop or 1,500 feet of a transit station. Improvements such as sidewalks, curbs and gutters, ADA ramps, trees, transit benches and shelters, and pedestrian-level lighting are eligible for FTA inclusion within a capital grant if improved pedestrian/transit access or Pedestrian Level of Service (PLOS) can be demonstrated.

The City of San Angelo is seeking an FTA Letter of No Prejudice (LONP) to protect future expenditures of eligible pedestrian and transit capital items along the North Chadbourne Corridor and within 500 feet of the existing and proposed transit stops. The estimated cost of the recommended improvements is $5,827,003. The federal share is $4,661,602 and the local share is $1,165,401.

Improvements to the Transit System

Fleet replacement and upgrade - Four new 30 ft. fixed route buses have been introduced to fixed route service in 2009. The new buses compliment a fixed bus route study that was completed in the fall of 2008 by the regional services planning committee which is hosted by the CVCOG. A total of 16 vehicles in the demand response fleet have been replaced with new models for both the rural and urban regions of the district. The fleet replacement and upgrade has given the CVTD the opportunity to become more efficient by lowering costs associated with operating older resources (i.e. fuel savings, maintenance and vehicle down time due to breakdowns)

Scheduling and Dispatching Software - In July 2009 the CVTD implemented a dispatch and scheduling software solution offering Geographic Information System (GIS), Automatic Vehicle location (AVL) capability, and automatic route scheduling for demand response. The system is web based and will collect trip information to build a database that will enable the CVTD to access historical data to identify areas that need attention and to use this information to make improvements to the system. Service requests can be single or recurring appointments and all trip and vehicle information is processed by the software's routing system. Using an electronic map of street networks, the software will generate efficient routes with driver manifests, maps and driving directions for each vehicle. Route schedules can be customized with schedule editing features or automatically assigned with a real-time routing feature.

Downtown Route – The CVTD is utilizing various resources to create service routes in the downtown area of the city. First priority is to support the elderly, frail, and disability communities' transit needs by creating service routes. Service routes were created for Rio Concho Manor and Baptist Memorials or Baptist Independent Living Center. One is in development for Christian Village. The clients were surveyed for stops and points of interest a service route was created that is open to the public but on fixed time schedules running to hospital, pharmacy, banks, grocery stores, and post office. Second priority is to support the economic development of the downtown area to serve points of interest that increase the quality of life for all the community. A seasonal downtown route with trolleys is in development to serve points of interest that include public parks, the museum, historical points of interest, the arts community, community special events, and local businesses in the downtown area.

Job Access Reverse Commute

The CVTD's goal is to increase availability of both its staff and resources to meet employment access needs. This will be accomplished by:

- *increasing service hours to accommodate JARC client needs by restructuring current fixed route operations*

  The CVTD has currently been evaluating route changes to accommodate moving to a new facility, we are also planning on extending the hours from 6:30am and 6:30pm and pulsing at the bottom of the hour to: starting at 6:00am and ending at 7:00pm and pulsing at the top of the hour.

- *increasing service area by implementing a Dial a Ride and a Ride Home service to serve areas not currently being served or are underserved*

  CVTD is planning on implementing a demand response addition that will focus on areas that the fixed route does not serve and will target people in need of employment or employment training.

- *providing a facility that will increase accessibility of staff to our clients*

  CVTD is in negotiations with the Adult Literacy council to utilize their building, including installing the communications equipment and finalizing offers from contractors for renovations.

  Phase Tasks

  - June Negotiations of lease agreement with Adult Literacy
  - June Receive permission to begin communication upgrades to new location
  - June Communication Equipment installed
  - July Requested contractors to quote renovation needs
  - July Receive quotes from contractors
  - Aug Evaluate quotes and request best and final offers
  - Aug Finalize contract with Adult Literacy
  - Aug Begin Renovations of Adult Literacy building
  - Aug Build information brochure
  - Aug Build application for new service
  - Oct Finalize route, times and personnel changes
  - Oct Print new brochures and begin Marketing
  - Oct Open depot and staff it.
  - Nov Start new services from new location with new times

Fixed Route Study

The Concho Valley Council of Governments (CVCOG) contracted with consultants to prepare a Fixed Route Study for the small urban system, TRANSA, operated by Concho Valley Transit District (CVTD) in San Angelo, Texas. The study focused on a review of existing CVTD fixed route transit services, finding efficiencies and looking at realistic future projects for the agency. This report presents a thorough review of CVTD fixed route services, TRANSA, as well as an analysis for demand in the San Angelo area. The overall planning process includes the following elements:

- Identification of issues and concerns
- Inventory of existing conditions

- Public participation and outreach
- Service alternatives
- Financial and institutional review
- Development of a Service Plan

This process took approximately seven months to complete. Two Technical Memoranda were prepared prior to this Final Report. At key points during the study process, the public were involved to provide feedback on public transportation needs and future alternatives. The first of those public meetings was held in early May 2008. The second meeting was held in late September 2008. The end product of this Fixed Route Study is a realistic transit plan for the fixed route service, TRANSA, operated by CVTD. The priority recommendations from local staff and the general public are Sunday Service and Late Evening Service. This would allow clients to access shopping areas, including supermarkets, the University, the mall, Wal-Mart, the lower downtown area, medical centers, North Angelo Library and other amenities throughout the week.

New Freedom Grant

Mobility Manager Program - The Concho Valley Transit District (CVTD) desires to promote the development and maintenance of a network of transportation services and alternatives beyond the requirements of the ADA in an effort to assist persons with disabilities in the Concho Valley region. The CVTD proposes to create new public transportation alternatives that support mobility management and coordination programs among public transportation providers and other human service agencies providing transportation in the city of San Angelo. CVTD has identified transportation to the elderly and those with disabilities, particularly transportation of the most frail to locations of vital health and human services, as a high-priority goal.

The demonstration of need for a mobility management program is anchored in the consolidation of the small urban and rural programs in 2006. Consolidation has provided enormous opportunity and with it has brought enormous mobility challenges especially for those with disabilities. Numerous changes have taken place in the Concho Valley's public transit profile over the last several years. The change includes a merging of a small urban and rural system providing one-stop multiple transit program services to various client segments in the community, participating in the states regional coordination directive as lead agent bringing stakeholders to the table to coordinate and improve transit services, planning for a regional multi-modal passenger terminal, a fixed route and complimentary ADA analysis outlining the core mobility needs and alternative service options for our community, and a much awaited fleet replacement for the combined system. Much of this change is marked by positive results in service effectiveness and operational efficiencies; however, the rapid and constant change has left the general public unsure of the various transit service options available and remains without a mechanism to provide feedback or opportunity to gain an understanding of eligibility requirements of the different programs and mobility options provided by the CVTD and health and human service agencies. Customers especially those needing client based transit services like the disability community often become confused about services provided and are unsure of their options.

The CVTD proposes to create a mobility management program that would assist existing passengers and new clients with various transportation options including providing outreach activities, creating awareness and knowledge of existing transportation options and any new alternative transportation options available in the community while providing a training function to riders to help passengers understand how to utilize the many mobility options available.

Volunteer Driver Program - The CVTD proposes to create new public transportation alternatives that support volunteer driver and aide programs in the city of San Angelo. CVTD has identified transportation to the elderly and those with disabilities, particularly transportation of the most frail to locations of vital health and human services, as a high-priority goal.

The CVTD desires to partner with the area Agency on Aging (AAA) to carry out a volunteer driver program through a partnership with Faith in Action an Area Agency on Aging program partner providing volunteer driver services to the most frail of our population. The program functions will be funded in part by the AAA and local area churches through the Faith in Action program. We desire to assist the AAA with this project by providing volunteer coordination services primarily the function of pairing up volunteer drivers (caregivers) with eligible riders (receivers) in our community. The Area Agency on Aging has pledged $10,000 yearly to support our proposal in assisting with the project's transit service scheduling, reservations, eligibility, and volunteer driver (caregiver) training. A new full time position would be created to carry out coordinating activities of the volunteer driver program.

The Area Agency on Aging of the Concho Valley is part of a network of 670 Area Agencies nationwide and one of 28 in the state of Texas dedicated to addressing the needs of older people and their caregivers. The AAA of the Concho Valley's mission is to be the visible advocate and leader in the region in providing for a comprehensive and coordinated continuum of services and opportunities so that older people can lead dignified, independent, and productive lives.

Local Faith in Action Programs bring volunteers of different faiths together to care for their homebound neighbors who may be isolated and living with chronic health conditions or disabilities. The Faith in Action volunteers come from churches, synagogues, and other houses of worship, as well as from the community at large, and provide many forms of non-medical assistance, such as: transportation to medical and other appointments, help with shopping, reading or bill-paying, minor home repairs, friendly visiting and telephone support, respite care for family caregivers.

Streetscape Improvements - The New Freedom grant request is for a capital improvement project to remove barriers and make accessibility improvements to greater enhance connectivity to San Angelo Central Business District (CBD) and the CTVD Multimodal Terminal. The capital improvement project complements currently available CVTD service by removing barriers to individuals with disabilities so they may access greater portions of CTVD fixed route bus service. This will enable more disable individuals to use the fixed route services. The geographic accessibility of individuals with disabilities is expanded by addressing completely lacking and/or deteriorating adequate pedestrian infrastructure (specifically sidewalks and ramps to ADA standards) from transit stops and the CVTD Multimodal Terminal to common public, medical and social service destinations.

Short Range and Long Range Goals

The transit vision for CVTD begins with a mission statement, followed by goals and objectives. The mission statement is at the top of the hierarchical structure with the goals and objectives supporting the achievement of the mission. The mission statement establishes the overall direction of an agency and enumerates the most generalized set of actions to be achieved by CVTD. The mission statement for CVTD is as follows:

Mission Statement
The mission of CVTD is to provide quality, safe, dependable, and courteous transit service to residents and visitors of San Angelo. Our mission is to lead, advocate and deliver quality public transportation.

For planning purposes, a goal is defined as a purpose or need that should be attained in order to address a transportation issue. An objective is a specific method or activity that is designed to achieve an identified goal.

Goal #1: Maintain existing ridership, while attracting new riders.

- Objective 1-A: Monitor existing ridership and serve areas with high existing ridership.
- Objective 1-B: Improve and expand TRANSA service to major employment centers, schools, medical centers, colleges, education institutions, shopping centers, local recreational areas and parks, and nursing homes.
- Objective 1-C: Maintain the existing level of ridership by continuing to serve the elderly, disabled, those who cannot drive, and those who cannot afford a vehicle.
- Objective 1-D: Work with the City of San Angelo and the Texas Department of Transportation to develop future park and ride locations. Future transit service would be planned from these lots to major employment centers and tourist locations.
- Objective 1-E: Expand and develop the transit service for students, after school programs, and child care programs.

Goal #2: Continue to provide for the economic sustainability of the transit system.

- Objective 2-A: Implement accounting practices that itemizes the fixed route and

paratransit service, which will allow CVTD staff to monitor actual costs for those modes.

- Objective 2-B: Establish a capital and vehicle replacement fund. The account should be sufficient to provide the local match funds required to obtain federal grants for replacement of vehicles and new capital facilities.

- Objective 2-C: Invest in upgrade of fareboxes. The current fareboxes are not utilized and should be upgraded for use on the fixed route services.

- Objective 2-D: Continue to pursue Federal Transit Administration funding, as well as State funding for the operation of transit services.

- Objective 2-E: Continue to seek out and apply for grants which may be available for capital and/or operating support.

- Objective 2-F: Continue to develop partnerships with the City of San Angelo and other local entities. These partnerships will benefit transit improvements from bus stop accessibility to funding potential in the future.

Goal #3: CVTD will provide high quality, customer-oriented service.

- Objective 3-A: Distribute a rider survey once a year in order to obtain rider input. The input will monitor the adequacy of TRANSA services and any unmet needs. Appendix K provides a sample onboard survey that could be used each year.

- Objective 3-B: All fixed routes should operate on a 30-minute headway during the peak hours and 60-minute during the off-peak hours.

- Objective 3-C: All fixed routes should operate on time 95 percent of the time and should arrive no later than five minutes past the scheduled arrival time at each stop along the route.

- Objective 3-D: The fixed routes should operate on the most direct routes between stops and final destination, avoiding circuitous routing.

- Objective 3-E: Annual training should be provided for all CVTD employees. This training should include safe driver, medical emergencies, sensitivity cases, and general operations on each different type of transit vehicle (e.g. trolleys, body-on-chassis, 30-foot buses). All training should be continued based on FTA and national guidelines.

- Objective 3-F: The operating policies manual, training manual, and policy manuals should be developed, reviewed, and updated at a minimum every three years.

- Objective 3-G: The weekday transit service hours should be increased in order to cover shift workers and evening hours.

Goal #4: CVTD will provide efficient, effective and safe services.

- Objective 4-A: The urban fixed routes should operate at an average productivity of seven passengers per service hour. The individual routes should maintain a productivity of, at a minimum, five to six passengers per service hour. Those routes which do not meet the minimum standard should be reviewed annually for service changes.

- Objective 4-B: The urban fixed route service should provide transit service to 90 percent of the population in the areas of greatest transit need.

- Objective 4-C: CVTD should continue coordination efforts with the human services network of agencies enhancing service efficiencies in the region.

Goal #5: Promote all services by CVTD.

- Objective 5-A: Use every opportunity to promote the transit service including, but not limited to, the following ideas:
    - Display the telephone number prominently on all fleet vehicles.
    - Provide information on all local websites, including links on the City of San Angelo, the Council of Governments, the County, Job Services, Chamber of Commerce, etc.
    - Place regular public service announcements with the newspaper, radio, and television.
    - Run periodic special promotions, such as 'Dump the Pump' campaign.

- Objective 5-B: Develop a marketing plan for all CVTD services. The plan should include design elements for vehicles, bus stops, schedules, etc. The marketing plan would focus on promoting a unified system, with different types of services available.

- Objective 5-C: Develop a public education program on the benefits of transit services and the need to maintain and improve the overall transportation system in San Angelo. This education program could be created jointly with the marketing plan.

Chapter 7 - BICYCLE AND PEDESTRIAN MOBILITY

Introduction

The San Angelo MPO recognizes the increased use of bicycles and walking as both a means of transportation and for healthy lifestyles. In today's society, with the rising cost of fuel, environmental issues, and health issues – alternative environmental friendly modes of transportation are gaining in importance.

Eliminating barriers to bicycle and pedestrian mobility is one of the most important features in bicycle/pedestrian planning. Freeways, major arterials, railroads, water features, and topography can all impose significant barriers to access and mobility.

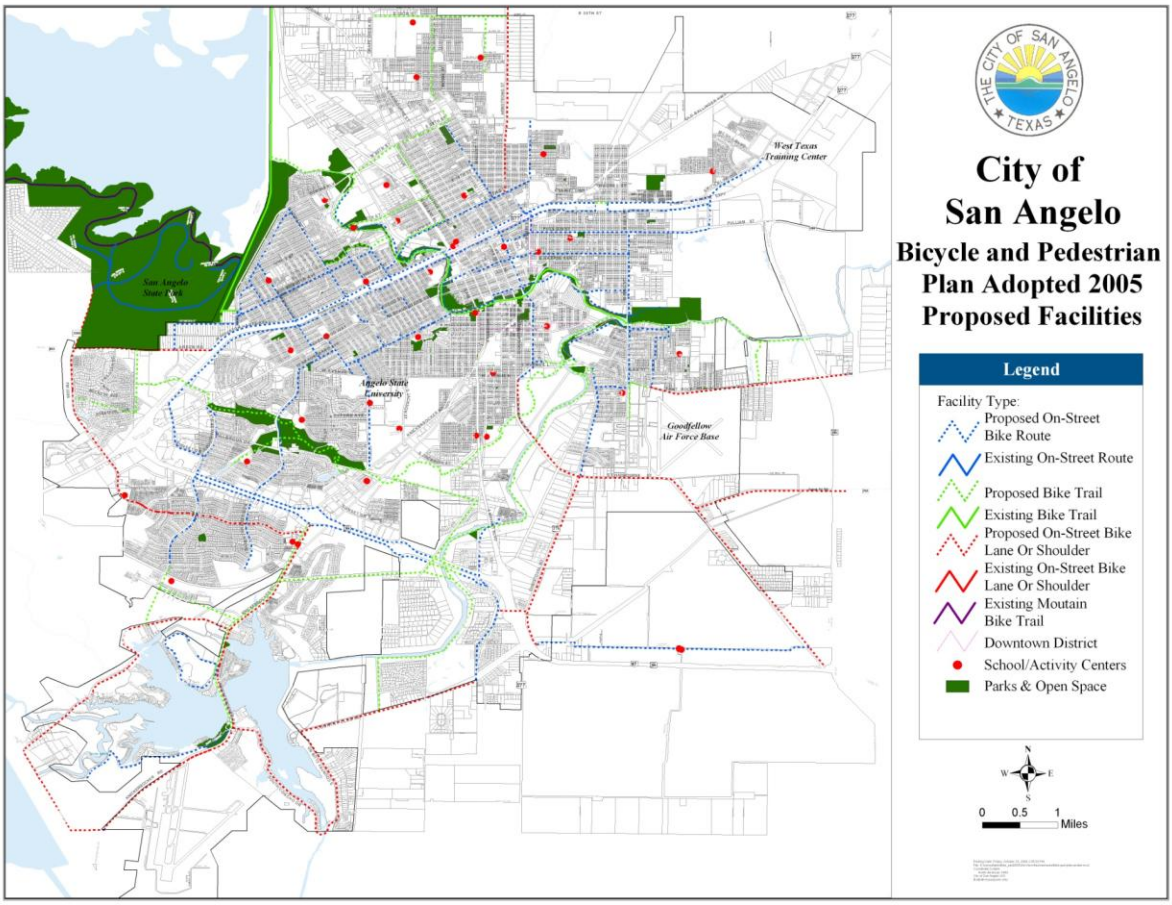
San Angelo faces unique transportation challenges which are a combination of its traditions, location, and structure. City streets often are not wide enough to allow adequate space for vehicles as well as pedestrians and bicyclists. Neighborhoods which may be ideal for bicycle lanes and pedestrian traffic are not connected to other accessible facilities. Pedestrian and bike use for work is limited by the lack of safe paths between job sites and residences, as well as the lack of facilities in central locations which provide lockers, showers, or other facilities which make it possible to change between travel and work.

Transportation planning includes addressing the access and mobility needs of bicyclists and pedestrians to travel to work and non-work destinations - including education centers, commerce, entertainment, and recreation - within and in close proximity to neighborhoods. Towards this goal a consultant was hired to conduct a Bicycle/Pedestrian Study for the San Angelo Area. A twenty-one panel advisory committee was established to discuss the alternative transportation issues. After extensive public involvement the study was concluded in March 2005. This completed plan provides a strategy for creating an environment where people could choose to bicycle or walk to their destinations and provide recreational opportunities for walking and bicycling to encourage a healthy and active lifestyle. At the November 15, 2005 City Council meeting this plan was formally recognized as a transportation objective of the City and incorporated by name into San Angelo's Comprehensive Plan as part of the City's overall planning process.

On November 17, 2008 the Planning Commission approved the Bicycle & Pedestrian Plan Amendment for the Goodfellow Air Force Base residential development. New construction on 101.789 acres of vacant land located to the northeast side of the Base included approximately

224 new homes and a Community Center, multi-purpose recreational fields, a trail system, basketball courts and playgrounds. During the development of the Bicycle & Pedestrian Plan, specific neighborhood areas were targeted as prime locations for Pedestrian Districts. A Pedestrian District identifies areas with a predisposition for walking based on geographic, socioeconomic and development conditions. Pedestrian District #4 is located near Goodfellow Air Force Base and this area was ranked as the #1 priority by the Bicycle & Pedestrian Advisory Committee in 2005. Towards this goal, the Bicycle & Pedestrian Plan was updated to capture the new development (Figure 7-1). The interconnected trail system proposed within the Goodfellow development will allow for movement of the residents and expanding this trail system to the north and south will allow for connections to proposed infrastructure in the Bicycle & Pedestrian map. These connections would provide the Goodfellow new housing development, along with existing houses located in that proximity, an opportunity to utilize non-motorized transportation avenues to access parts of our community.

Figure 7-1 Bicycle and Pedestrian Plan



Sidewalk Implementation

In early 2009, MPO staff started working with the City of San Angelo in discussions with the community on implementation of a sidewalk ordinance. Stakeholders were formed from volunteers who attended the public meetings. Staff is still in an ongoing data- and opinion-gathering process, and no decisions have been made regarding any policies. Public Meetings were held: January 13, 2009, March 5, 2009, and April 16, 2009. From those meetings, two possible policies were developed, one regarding the requirement to put sidewalks into new developments, and the other to request sidewalk placement in established neighborhoods. Also, presented at the April 16th meeting was a list of options discussed by the group regarding sidewalks in new developments. Since then, public feedback has indicated that rather than implement an ordinance for established neighborhoods, residents would like to see movement on the City's Bicycle and Pedestrian Plan.

Staff and a select committee of stakeholders have continued to discuss options for an ordinance that would require sidewalks in new residential and commercial developments. Those meetings

took place: February 24, 2009, March 25, 2009, April 14, 2009, and May 12, 2009. In addition to the options presented at the April public meeting, a recent proposal includes a "grid system" that would require sidewalks on streets that meet a certain criteria and would tie in to the Bicycle and Pedestrian Master Plan. The details of that particular option are being worked out between staff and the committee. Some examples of current neighborhood sidewalks, paths, and new development incorporating sidewalk principles can be found below. Staff is continuing to work with the stakeholders with a goal of having a policy in place by early 2010.

Santa Rita Area

Path

Trinity Ridge

Lone Wolf Historic Bridge

The Lone Wolf Bridge is a 350-foot two-lane bridge that is located on East Avenue K at its intersection with the South Concho River. This bridge was originally constructed in 1888. This original structure had a 150-foot wrought iron span. It was rebuilt in 1922 to the current 350-foot span it is today. This bridge links East Avenue K with Paint Rock Road and for many years was the only bridge providing access to Goodfellow Air Force Base and the residential areas located southeast of the river. The newer Metcalf Bridge, on East Avenue L, now carries most of the traffic into this part of the city. In 1888 five bridges were under construction in Santa Angela, according to the Railroad Celebration Edition of the Standard Times (September 15, 1888). One of the bridges was described as "a handsome wrought iron span of 150 feet with 18 foot roadway" – under construction across the South Concho River at Lone Wolf Crossing. The bridge had a loading capacity of 80 pounds per square foot and was built on heavy limestone piers bedded in rocks, limestone, and earth approaches. The builder was Charles F. Potter; cost was $15,000; and completion was attributed to J.D. O'Daniel, agent of the Milwaukee Bridge and Iron Works. By 1921, the bridge had become inadequate for the increasing amount of traffic into the area east of the river. The Tom Green County Commissioners Court solicited bids to rebuild the bridge and accepted a bid of $43,326.38 from Brown-Abbot Company of Loraine. The old span was replaced with a 350 foot steel replacement section; 31 cubic yards of old masonry were removed; 434 feet of reinforced concrete approaches were added. Work was completed in 1922. In 1957, after considerable controversy concerning location and funding, a new "Lone Wolf" Bridge was begun on East Avenue L. The new bridge was to be 1,130 feet long and jointly funded by the county, city and state as part of a state farm-to-market road project. Estimated cost was nearly $361,000. Ultimately, the Lone Wolf name was dropped and the new bridge was named for Penrose Metcalf, well-known San Angeloan and former legislator.

The Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) throughout the state and local leaders have worked in an open and consultative process to identify significant projects that meet the requirements found in the American Recovery and Reinvestment Act. The selection criteria are projects in economically distressed areas, projects that can be completed in three years, and projects for qualifying enhancement activities such as constructing hike and bike trails, beautification projects and preservation of historic sites and facilities.

The proposed work for the Lone Wolf Bridge is to break back and remove the outer six feet of

concrete spans, and replace it with new concrete spans and concrete pedestrian railings. In addition, the proposed reconstruction is to repair the concrete beams, concrete slabs, concrete curbs, concrete columns, concrete bents and concrete abutments. The next step would be to treat the remaining concrete parts of the structure. These funds will also pay to clean and re-seal existing joints, remove and replace asphalt concrete overlay, repair damaged steel bridge members and adjust steel shoes. Additional proposed work is to remove steel sidewalk and steel pedestrian railings, install new handrails and to install bollards and signing. Additional work includes steel truss treatment and there are currently seven alternatives that these monies could potentially fund. This project will convert this historic bridge from vehicular to pedestrian traffic. Future plans are to tie this project into the Bicycle and Pedestrian Plan as illustrated in Figure 7-1.

Existing Facilities

The City has an identified bike lane on Southland Boulevard, from Southern Oak Lane to College Hills Boulevard. The lane is 1.3 miles long.

The popular river trail, 3.72 miles in length, features a scenic route, golf and picnic facilities, fishing, and footbridges. The Historic Santa Fe Depot, the Paseo de Santa Angela, Fort Concho, the Visitor's Center, and San Angelo Fine Arts Museum connect to the river trail.

There are approximately thirty-five parks in San Angelo totaling over 300 acres to provide a variety of walkways and multi-use areas. Certain parks and areas, such as the downtown area, are well-connected with sidewalks and are ideally suited for pedestrians. Certain types of roadways are more attractive to riders and walkers because of traffic volumes and speeds and street design.

Some suggestions include to explore and analyze the wide variety of ways (structural and nonstructural) for making pedestrian travel more convenient and safe, for both recreational walkers and as alternative transport; and fund and construct pedestrian walkways, sidewalks, crosswalks, handicap accessible ramps and curb cuts along city streets in areas with significant pedestrian traffic, such as around schools, parks, retail districts, and other activity areas. Towards these goals the City of San Angelo has implemented a process to put in sidewalks along major avenues when the street is reconstructed. Examples of this include the new construction at Millbrook Street and at Bell Street. Plans are to continue to implement sidewalks in all future development that the City undertakes. In addition, the Texas Department of Transportation has

put sidewalks along the southern edge of a road widening project on Sherwood Way. The improvement to pedestrian travel in this area is great especially since this location serves as one of the busiest commercial corridors and the addition of sidewalks has allowed travel to flow smoother.

Safe Routes to Schools

2007 Call for Projects

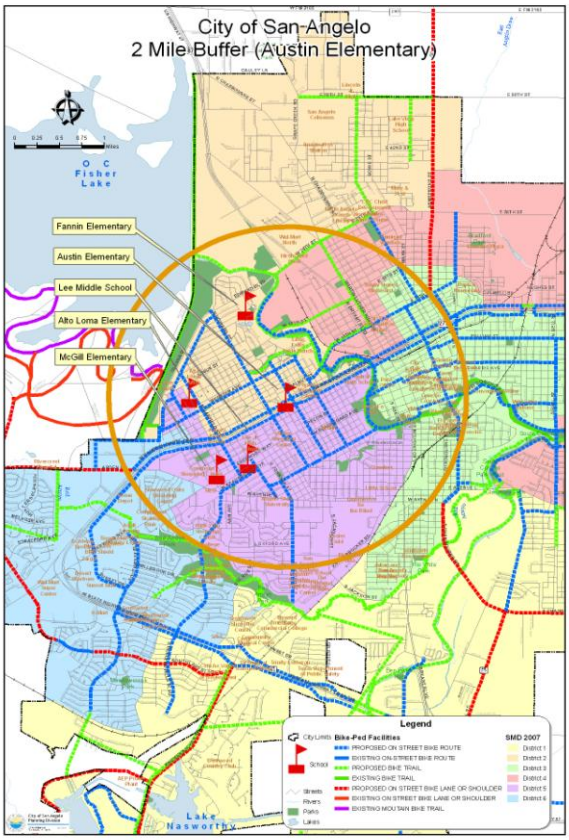
The City of San Angelo and the San Angelo Independent School District received a Safe Routes to School Grant on October 1, 2007 in the amount of $749,999. This grant is for improvements to infrastructure needs around the following five schools: Alta Loma, Austin, Fannin, and McGill Elementary Schools along with Lee Middle School. This grant will allow for the following infrastructure needs: construction of sidewalks, crosswalks, signs, curb ramps, flashing beacons, pavement markings, bicycle racks, shelters, and bicycle lanes at the above mentioned schools. This grant is to enable and encourage children to walk and bicycle to school; to make such a more appealing transportation alternative; to improve safety and reduce traffic congestion; and perhaps most importantly to impact the lives and well-being of 2,306 students at four elementary schools and one middle school. The lack of sidewalks and bicycle lanes along these five schools force children to walk and ride in traffic. Students on foot and on bike conflict with automobiles and buses and weave in and out of parked cars or traverse the unimproved margins of the right-of-way. This situation could lead to accidents or more likely to daily near misses. The lack of safe routes to the schools contributes to more parents insisting on driving and dropping off/picking up their children which in turn leads to more traffic congestion problems.

This project has the potential of benefiting not only the children and parents at these five schools but also all citizens of Tom Green County and visitors as well. When children do not have a safe place to walk or ride their bike, this results in the possibility of motorist accidents which impacts our whole community. The community support, agency support, and need for these projects have been tremendous.

Due to incomplete infrastructure the children are being placed in dangerous situations on a daily basis. A survey was conducted in which it was found that 54.8 percent of the parents stated that the reason their children are not allowed to walk or ride to school is safety concerns with conditions as they exist. Lack of sidewalks, incomplete sidewalks, poor signage, narrow streets, and schools placed within high volume traffic flow along with numerous commercial driveway ingress/egress have the potential to create an unsafe situation. The children walk and bike through unimproved right-of-way and along paved portions of the roadways. No sidewalks, bikeways, or even paths facilitate their commute which means that the children are walking and biking between parked cars and moving automobiles. Crosswalks frequently lead to unimproved grassy right-of-way. Congestion due to the number of automobiles picking up/dropping off contributes to the confusion.

These five schools will begin to see construction early next year to alleviate some of these concerns. This grant will be beneficial to the entire community and improve the pedestrian and vehicular transportation system tremendously. It also ties in nicely with the Bicycle and Pedestrian Plan as shown on the following map.

Figure 7-2 Safe Routes to School 2007



2009 Call for Projects

The MPO will be asking our Board and City Council for permission to apply for the new call for projects. These programs make walking and biking to school safer and more appealing to children, including those with disabilities. They also reduce traffic, fuel consumption and air pollution near primary and middle schools (grades K-8). We are in the process of working with our San Angelo Independent School District and the Texas Department of Transportation on this project. The deadline for submitting a project is November 30, 2009.

Red Arroyo Pedestrian Trail

Another location in the City is ideal for incorporation into the Bicycle and Pedestrian Plan. The Red Arroyo, which crosses the southern portion of San Angelo, has been previously identified

for development as a pedestrian, bicycle, or nature trail. In 2001 and 2005, this project was submitted for the statewide transportation enhancement program and although the grant was not received, there has been a tremendous amount of input on ideas and maps. This project was suggested in the MTP survey as a viable idea and a great amount of interest has been shown in the community for its development. The Red Arroyo provides a prime opportunity to expand our transportation system to incorporate alternative modes of transportation. In the Bicycle and Pedestrian Plan this project was ranked as the number one priority out of twenty-two listings in the Multi-Use Paths Category. The proposed project would extend from Sherwood Way to Knickerbocker Road with an off-shoot down to Unidad Park along with various internal off-shoots on the system. It would be a proposed fourteen feet overall width shared-use pathway that would include drinking fountains, benches, and restroom facilities.

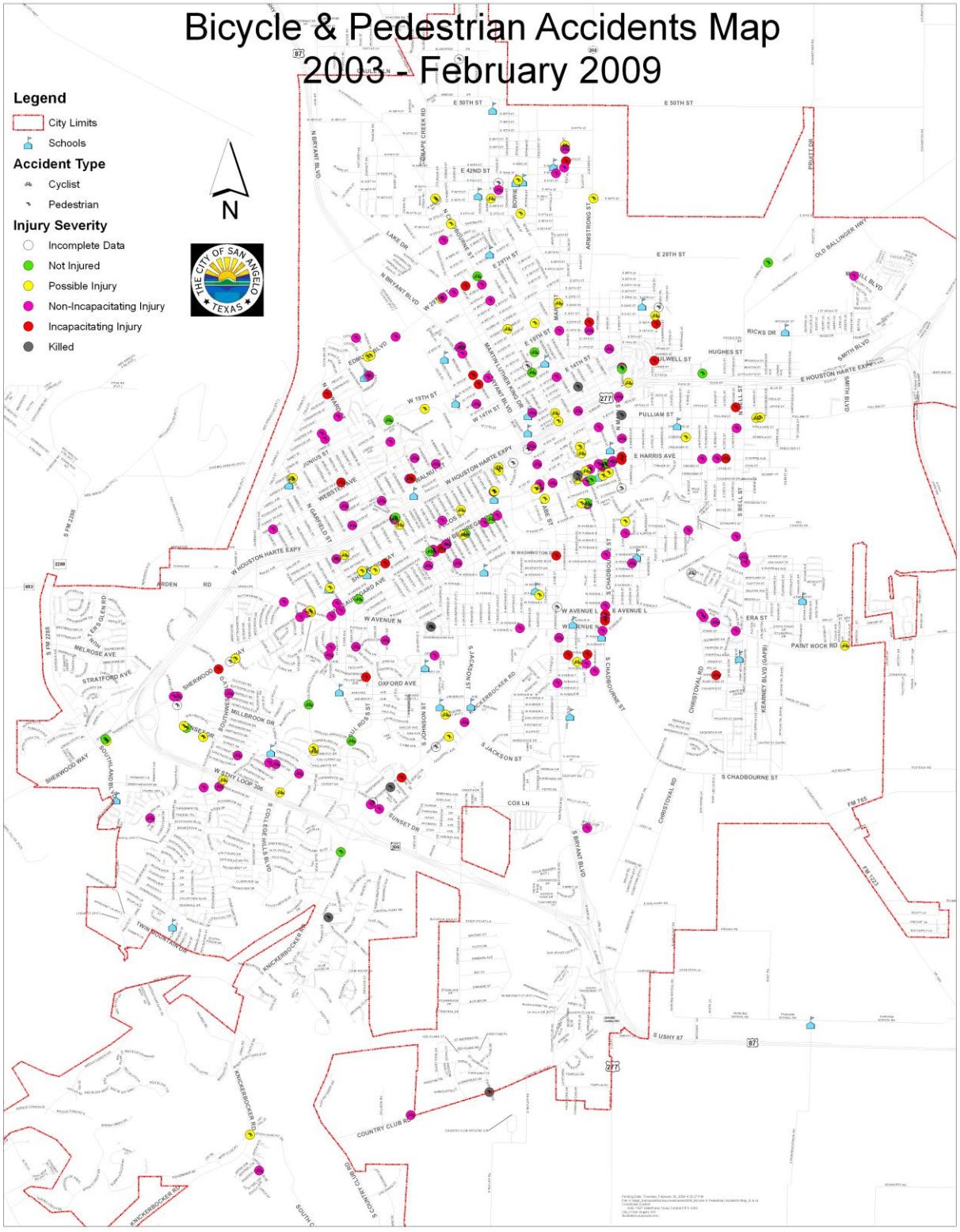
Bicycle and Pedestrian Accidents

Looking at the need for some of these pedestrian and bicycle improvements, the San Angelo MPO with the help of the San Angelo Police Department and the Geographic Information System (GIS) Division at the City of San Angelo compiled a map showing the locations of accidents involving either pedestrians or bicycles. The number of accidents from a period of January 2003 through February 2009 was 261. Of these the following occurred:

- 29 incapacitating injury
- 7 killed
- 122 non-incapacitating injury
- 21 not injured
- 62 possible injury
- 20 unknown

These locations are captured on the following map (Figure 7-3).

Figure 7-3 Bicycle & Pedestrian Accidents Map



Short Range and Long Range Goals

Based on guidance from the Bicycle and Pedestrian Advisory Committee (BPAC), and with confirmation from other advocates, agency staff and the general public, the following goals were established for the San Angelo urbanized area to make it a better and safer place to walk and ride bicycles.

- Goal #1 - Improve bicycle access, mobility and safety for transportation, health and recreational uses.
- Goal #2 - Improve pedestrian access, mobility and safety for transportation, 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.

To achieve these goals, objectives were identified to set targets and provide measures of the success of the plan towards meeting the stated goals.

Objectives to improve bicycle access, mobility and safety for both transportation and recreational uses:

1) Create and adopt bicycle master plan that integrates and institutionalizes bicycling as part of the transportation system.
2) Create a bicycle recreation network that also serves the bicycle transportation network.
3) Identify key bike routes and assign priority according to ease of implementation, visibility and potential to serve as a "catalyst" to achieve other objectives.
4) Provide continuity between these bike routes and connections to key attractors.
5) Establish and institutionalize collaboration between the City of San Angelo and Tom Green County, the MPO and TxDOT to optimize opportunities to implement bicycle facilities.
6) Encourage bicycle use through City-and community-sponsored education and promotion programs.
7) Educate the motoring public about traffic laws pertaining to sharing the road with bicyclist, and safe and courteous driving responding to bicyclists traveling along the roadway.
8) Research and identify all potential sources of funding for implementing bicycle facilities and programs.
9) Codify bicycle infrastructure requirements in all private and public development and redevelopment processes.
10) Strategically and systematically develop the network of on-street and off-street bicycling facilities and support programs.

Objectives to improve pedestrian access, mobility and safety for transportation, health and recreational uses:

1) Create and adopt pedestrian master plan that integrates and institutionalizes walking

as part of the transportation system.

2) Identify key "pedestrian districts" and inventory sidewalk / trail needs. Examples of potential pedestrian districts include:
   - Central Business District
   - Concho River Trail corridor
   - Red Arroyo Trail corridor
   - Museums, visitor's center, destination parks
   - Senior Citizens and retirement facilities
   - Disabled citizen's housing areas if clustered
   - Areas of the city with high transit use
   - Goodfellow Air Force Base
   - Government facilities per the Americans with Disabilities Act
3) Create intra-and inter-neighborhood connections to key attractors such as parks, retail, and transit stops.
4) Develop safe routes to school plans for each school service area.
5) Identify and prioritize the most important locations for building sidewalks and improving pedestrian safety.
6) Develop designs and programs to utilize the Red Arroyo, Concho River, utility easements, creeks, etc. for developing an "interesting" trail network for recreation and exercise walking.
7) Prepare an inventory of needs and designs to retrofit existing sidewalks with curb ramps and other ADA-required improvements to comply with pending federal ADA rules pertaining to the accessibility of public right-of-way.
8) Create long-term sidewalk implementation plan (for both new road construction and alterations to existing roadway corridors).
9) Codify sidewalk requirements in all private and public redevelopment processes.
10) Educate the motoring public about traffic laws pertaining to pedestrians and safe and courteous driving vis-à-vis pedestrians.
11) Enforce the traffic laws regarding yielding to pedestrians at crosswalks, slowing through school zones and other critical interfaces with pedestrians.
12) Research and identify all potential sources of funding for implementing pedestrian facilities and programs.
13) Strategically and systematically develop the network of sidewalk and trail facilities and support programs.

<u>Objectives to enhance San Angelo for tourism, economic development and as a "healthy" place to live by improving upon and promoting bicycle and pedestrian activities:</u>

1) Create and/or update existing maps of trails, walking routes.
2) Develop comprehensive wayfinding schemes and signs for the network of hike and bike trails and selected pedestrian districts.
3) Create a promotion / communication plan within the bicycle and pedestrian master plans.
4) Educate the public about the connection between bicycling and/or walking and health.
5) Promote bicycling and walking as viable transportation modes to raise the respect for walkers and bicyclists among the general public.
6) Address the needs of all of San Angelo's demographic groups in prioritizing projects

and programs for bike/pedestrian improvements, e.g., income, age, ethnicity, Goodfellow residents, ASU students, and other socioeconomic groups.

Each of these related objectives is associated with the development of the Bicycle and Pedestrian Plan. These objectives are concise statements providing guidance for achieving the goal of the bicycle and pedestrian plan. Suggested goals and objectives all strive to increase safety for all modes of transportation, especially pedestrian and bicycle traffic and includes suggestions for improvements to roadways to help remove barriers for successful use of walking and biking as an alternative mode of transportation.

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Chapter 8 – RAILROAD, TRUCKS, AND FREIGHT MOVEMENT

Railroad

San Angelo is served by a single "short line" railroad that stretches across much of West Texas. The South Orient Railroad (SORR), approximately 391 miles in length, extends from Ojinaga, Chihuahua – Presidio, Texas and connects with U.S. national railroads in Fort Worth. This line provides an alternate route into Mexico and beyond – thus relieving the rail and truck congestion at other U.S. border crossings.

After the South Orient Railroad Company expressed interest in abandoning the railroad, the state legislature (in 1999) appropriated $6 million to TxDOT for the purchase of the railroad infrastructure. In an earlier agreement (1991), the state already had acquired the railroad right of way and a security interest in the tracks. The total purchase price for the railroad was funded through an international public-private partnership; with TxDOT providing $6 million, and Texas Pacifico (TXPF) $3.5 million of the $9.5 million purchase price to South Orient Railroad Company. On February 2, 2001, TxDOT and Texas Pacifico (a subsidiary of Grupo Mexico) completed the purchase of the SORR. Under the terms of the agreement, TxDOT became the railroad's permanent owner and Texas Pacifico obtained a 40-year operating lease with renewal options. The SORR has one of five rail border crossings between Texas and Mexico, and one of eight between the U.S. and Mexico.

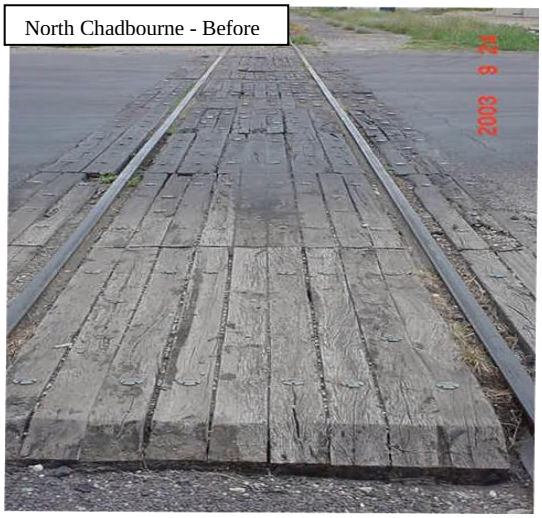
For the time being, Texas Presidio is concentrating on domestic freight. This includes hauling steel plates for fabricators (in San Angelo) and sand from Rankin (98 miles southwest of San Angelo) as well as agricultural commodities from farm areas surrounding San Angelo. Texas Pacifico's stated goal is to get freight from all over the United States through San Angelo and into Mexico at Presidio. From there, FerroMex, the rail system also owned by corporate parent Grupo Mexico, can forward freight. Goods would also flow from Mexico into the United States. FerroMex specializes in working with industrial customers; it envisions carrying agricultural goods and finished products back and forth across the U.S./Mexican border. Major U.S. rail carriers are now using border gateways at Laredo and at El Paso. Both these gateways have congestion problems. A better-developed gateway at Presidio (and extending through San Angelo) is expected to be a valuable asset for expanded border trade between the United States and Mexico. In addition, this line continues through Mexico to the seaports on the Mexico west coast and it provides the shortest distance for shipping to Asia. Thus, this line has importance not only for Mexican trade, but also for future trade with China, Japan and a host of other countries.

Railroad Improvements

The Texas Pacifico Railroad has been making numerous track repairs and improvements – replacing ties and ballast and rails – to try to get the line up to speed and operational along its entire length. Beginning in 2002, railroad crossings around San Angelo have had timber ties replaced with concrete. This includes in 2002/2003 - crossings at South Chadbourne and Sunset; 2003/2004 - crossings at 6th Street, North Chadbourne, Avenue N, and Baker Street; 2006 –

crossing at Main Street.

North Chadbourne - Before

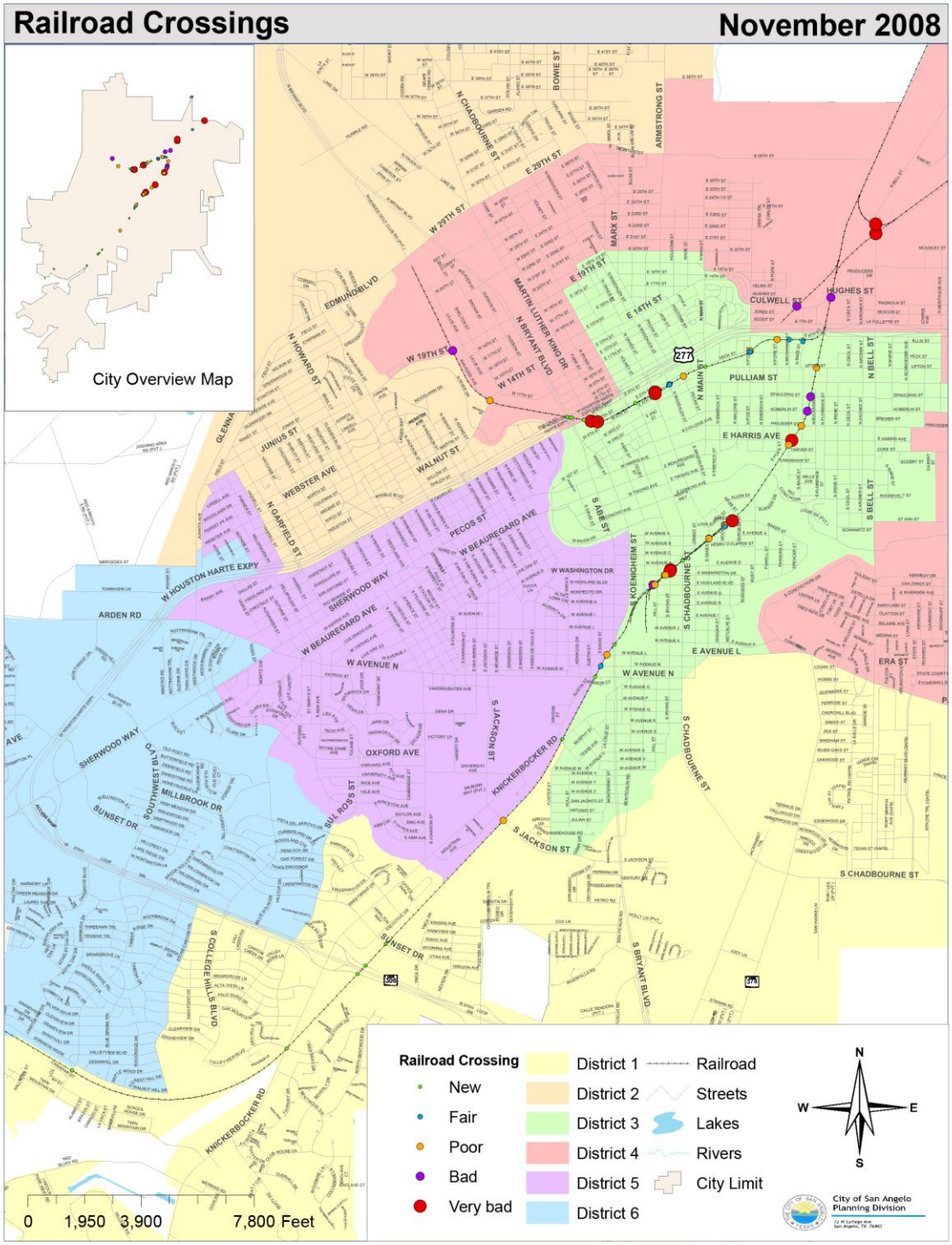


North Chadbourne - After

The MPO has been working with Texas Pacifico and Texas Department of Transportation to replace the rest of the crossings in San Angelo. Towards that goal, in 2008, the MPO conducted an extensive inventory of the railroad crossings. The discovery was that there are sixty one railroad crossings in San Angelo and of those over 55 percent were ranked as poor or worse based on their condition. This condition ranges from exposed spikes, to broken timbers, to sunken in holes, to missing timbers, and unpleasant travel conditions (see **Error! Reference source not found.**). These tracks cross many of our high traffic volume roadways (major and minor arterials) with at-grade crossings (see Figure 8-1). A safety need exists to upgrade the other crossings along these roadways. In July 2009, through the efforts of U.S. Representative Mike Conaway, the City of San Angelo will receive $1 million dollars in funding for these crossings from the Subcommittee on Transportation, Housing and Urban Development Appropriations Committee. This along with the funding that Representative Darby secured will improve the transportation system for our citizens and visitors.

Bell Street Crossing #21 482 K

Figure 8-1 Railroad Crossings



In addition, through the American Recovery and Reinvestment Act the Texas Pacifico/South Orient Railroad with the help of the Texas Department of Transportation will be upgrading the tracks from San Angelo to San Angelo Junction (by Coleman Texas). This improvement will upgrade/restore the existing rail line and replace the rail bridge in Ballinger Texas to improve the speed of the trains and increase opportunities to move freight by rail. This project is vital to our area due to the new company Martifer Energy Systems Group, who is in the process of constructing their plant in San Angelo. This company will be bringing approximately 225 new jobs and will be utilizing the railroad line for transport of wind turbines.

Railroad Coalition

With the development of the wind industry in our area, the opportunities for economic development utilizing the rail have become a strong possibility. The rail is being increasingly utilized by the agricultural and wind energy industries to transport their products. These industries are a tremendous asset to conservation of our natural resources in West Texas. In addition to the wind industry, the rail line currently serves in the distribution of grain, agricultural, steel, paper and sand commodities to-from numerous companies and cities. It helps with the congested highway system by transporting goods through the railroad which in turn, in the long-run, will help with maintenance issues associated with the highways. Recent meetings with potential shippers indicate significant enthusiasm for increased use of this facility once repaired and upgraded. The railroad has the potential to be a considerable economic boom for the West Texas Region once upgraded to the point of viability due to its' connection to the West at the Port of Topolobampo and to the East with the Fort Worth region and beyond.

Towards that idea, at their September 22, 2009 meeting, San Angelo City Council approved the establishment of a Railroad Coalition that would unite the Cities and Counties from San Angelo Junction to Presidio. This project will help our communities utilize the rail line to improve the economy, their jobs, and most importantly their quality of life.

Idea for Coalition - Form a coalition of Cities and Counties along the Texas Pacifico/South Orient rail line to enhance the marketability and provide a united voice when we talk about improvements needed and economic opportunities.

Purpose of Coalition - The purpose of the coalition will be to strengthen the dialogue between communities, explore opportunities for collaboration and delivery of services, research economic opportunities, preserve mobility options, improve safety of the railroad, enhance an existing transportation facility to optimize its performance, and to develop short and long-term recommendations for future needs and coordinated corridor development.

Coalition Benefits and Principles - San Angelo Metropolitan Planning Organization staff will begin a series of regional meetings along the rail line with the purpose of identifying guiding principles and beginning the process of forming a coalition. Some suggested benefits/principles include:

- Provide a unified and strong voice.
- Offer benefits to all the participants.
- Recognize the value in establishing regional connections.
- Sharing of information and resources to achieve goals.
- Push rail as a key component in any federal infrastructure investment initiative.
- Examine transportation issues facing Texas.
- Identify marketing strategies that enhance the entire regions' position.
- Voluntary participation in the deliberations and initiatives of the Coalition.
- Plan for the future.

Tie to Ports-to-Plains

Texas Pacifico is concentrating on hauling domestic freight. This includes hauling steel plates for fabricators (in San Angelo) and sand from Rankin (98 miles southwest of San Angelo) as well as agricultural commodities from farm areas along the line. In addition, this region has an abundance of energy resources such as petroleum, natural gas, and wind generation capabilities. Construction has begun in San Angelo on Martifer Energy Systems, which will be bringing approximately 225 new jobs and will be utilizing the railroad line for their wind turbine industry.

The Ports-to-Plains Trade Corridor Coalition promotes the policy, trade, and investment priorities of the Ports-to-Plains Trade Corridor. We believe that this will be a good opportunity to strengthen the rail element of that corridor. At their Ports-to-Plains Board meeting on September 30, 2009, the directors approved the opportunity to work together to help form a Railroad Coalition charged with the responsibility of creating awareness of the possibilities associated with the Texas Pacifico railroad, the ties with the Ports-to-Plains Trade Corridor, and the impact both these avenues can have on our communities.

This will allow a unified approach to the expansion and the successful redevelopment of

the railroad system and tie that into the Ports-to-Plains Trade Corridor for the benefit of our citizens. This will be a comprehensive view of the transportation system, a roadmap for our future in transportation, and to ensure that both systems will be around for the use of many generations to come.

Intermodal Facility

The opportunity exists for an Intermodal Facility due to the Texas Pacifico rail line and the Ports-to-Plains Trade Corridor meeting in San Angelo. This would benefit the rail, air, and roadway freight movement. This facility would involve multiple modes of transportation without any handling of the freight itself when changing modes. This could potentially reduce the cargo handling, improve security, reduce damage, and provide faster service. The MPO will be looking at ways to accomplish this opportunity.

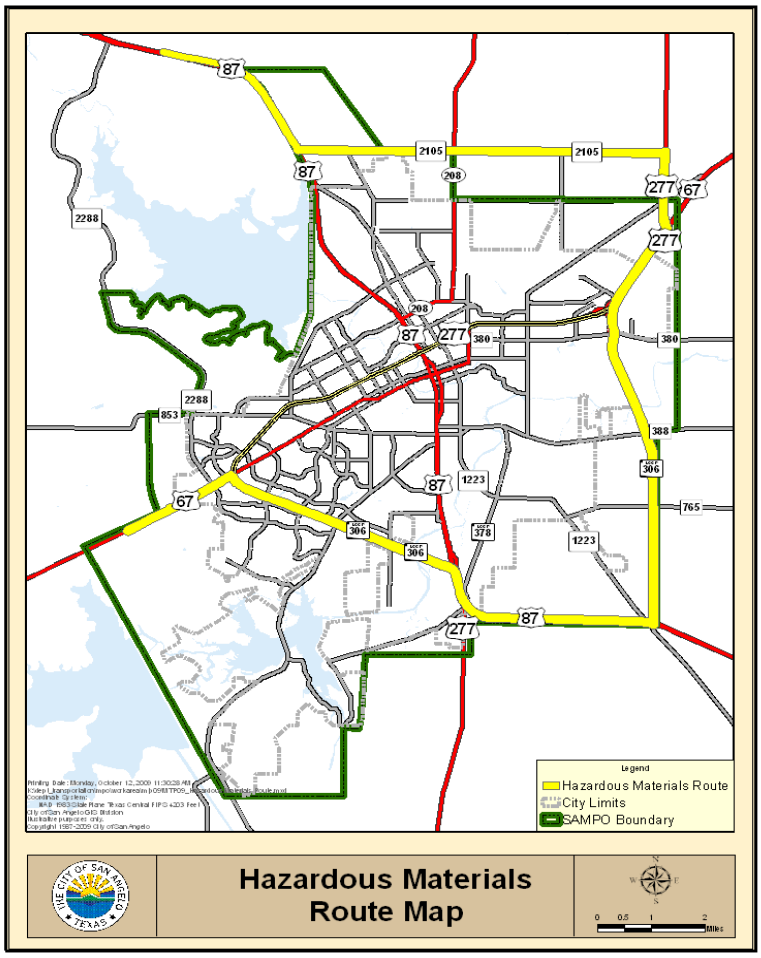
Freight Movement

Freight lines in San Angelo run along major arterials and travel on Highways 87, 67, and 277, Loop 306, and outlying roads. Commercial vehicles represent 15 percent of the vehicles traveling into and out of the San Angelo area daily. With improvements to the Texas Trunk System (a network of highways which provide access to all areas of the system and will act as the foundation of the transportation network), and expansion of the Ports-to-Plains initiative to the San Angelo region, freight traffic should have easier passage through San Angelo.

Information on commercial vehicles with cargo from Mexico was obtained during the External Survey that was conducted in 2004. Of the 430 commercial vehicles surveyed – 31.16 percent were empty vehicles; 15.35 percent reported their cargo was food, health, and beauty products; 10.23 percent reported a cargo of clay, concrete, glass, or stone; and an additional 10.23 percent cited farm products as the cargo. Commercial vehicles represent 15 percent of the vehicles traveling into and out of the San Angelo area daily.

The San Angelo MPO is working with the Local Emergency Planning Committee to ensure that freight movement through our area is conducted safely and efficiently. The City has a Hazardous Materials Route designated which is also part of the Ports-to-Plains route in our area (Figure 8-2). We are researching opportunities to further improve the area for freight movement.

Figure 8-2 Hazardous Materials Route



Short Range and Long Range Goals

- Continue improvements to the railroad crossings and tracks.
- Enhance economic development opportunities of both rail and freight.
- Further develop relationships with freight shippers to discuss opportunities to improve transportation aspects.
- Look for funding opportunities. *Submittal of the TIGER (Transportation Investment Generating Economic Recovery) grant was accomplished before the September 14, 2009 deadline.*
- Formation of a Railroad Coalition with ties to the Ports-to-Plains Corridor
- Research opportunities for Intermodal Facility.
- Strengthen dialogue between communities and freight shippers.
- Explore opportunities for collaboration and delivery of services.
- Look for opportunities to improve safety of the railroad and freight movement.

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Chapter 9 – AVIATION

Aviation

The airport is owned by the City of San Angelo and is classified by the Federal Aviation Administration as a commercial, primary, non-hub airport. It houses more than 150 aircrafts at its location. There are three intersecting runaways and a full range of instrument approach options. The runaways are open for operations 24 hours per day and service commercial, private, and military aviation.

History

The history of Mathis Field is that long ago it was created as Carr Field, it quickly became a military training center; it's name changing repeatedly including Concho Army Air Field, San Angelo Army Air Field, and finally, after WWII, it was designated Mathis Field. Now going by the dual name of San Angelo Regional Airport -Mathis Field this airport plays an important part in our transportation system.

Over forty years ago, the San Angelo City Commission passed a resolution to consider offers for the establishment of a city airport in or near San Angelo. Ultimately, an agreement was made with West Texas Utilities to purchase 670 acres of covered range land located on Knickerbocker Road near Lake Nasworthy. Clearing away the mesquite thickets and grass burr covering was first priority for the Work Projects Administration after a $363,922 federal airport building project was approved. By June of the following year, the first Municipal Airport Runway ad been cleared in an area 650' wide and 1500' long. In the process of clearing the new runway, 47 cords of wood had been stacked. By this time, the number of WPA workers had jumped to 300 men. In the fall of 1941, an additional federal grant of over $38,000 was approved to provide lighting facilities for the field. In November, the Standard-Times revealed that the new airport, which was given the name of Carr Field, would be completed in less than a month. When World War II came before it was finished, city officials turned to the Army Air Corps. In March 1942, Senators Tom Connally and W. Lee O'Daniel announced that the Army would establish an Air Corps Training Center on the site. To facilitate the influx of men and equipment, Carr Field was to be expanded and new buildings constructed at an estimated cost of $5 million. In the end, it is believed that a great deal more than the original $5 million was expended in construction costs by the federal government between 1942 and 1947. Four 5500 foot runways with connecting taxiways and a 575' x 3600' concrete airplane parking ramp were constructed on the airfield. Over 250 buildings and 7 large hangars were also added to the city-owned and leases property. Together with complete water, sewer, electric and gas utilities, the air field served over 4,000 military personnel. It is clear that the airport was a very successful and beneficial war-time flying and training center. During this time, Carr Field was renamed Mathis field in honor of Lieutenant Jack Mathis, who was posthumously awarded the Congressional Medal of Honor for Valor during the War. Ultimately, a transfer agreement was arranged after the war which allowed the City of San Angelo to reclaim its original 673.66 acres and also retain a lease on 896.7 acres of Washington County School land. The war Assets Administration also transferred

almost all government-build-and-owned airport improvements to the city.

Facilities

San Angelo Regional Airport - Mathis Field is located approximately eight miles southwest of the central business district and within the city limits. The airport encompasses over 1,500 acres and lies within a sparsely populated area, surrounded by unincorporated areas of Tom Green County on the east, west and south. The airport is connected to the city by the four-lane FM 584 (Knickerbocker Road).

An Airport Advisory Board, composed of seven members appointed by the City Council, serves as an advisory board to monitor the development and operations of the airport. The airport generates about $1.2 million annually from rental property and other activities on the aerodrome. The airport sees over 66,000 passengers annually, 7 commercial passenger flights per day and almost 100,000 air operations annually. The City of San Angelo, the Airport Advisory Board, and the San Angelo MPO is committed to improving the aviation infrastructure within the Community.

In June of 2005, after 18 months of intensive design and planning, the San Angelo Regional Airport / Mathis Field broke ground on the new $3 1/2 million terminal. The 8,000 square feet addition to the Mathis Field terminal will provide comfortable new waiting areas to over 120,000 passengers a year as they arrive and depart the airport. This project was completed in February 2007.

The Mathis Field industrial aviation park is home to over 25 commercial and civic organizations providing aeronautical goods and services to the entire community. The airfield has over 200 employees and generates an annual payroll of over $15 million dollars. Mathis Field enjoys the presence of a FAA Automated Flight Service Station (AFSS) and a National Weather Service facility; both located at the airport. A large industrial airpark is available on the airport property. The area offers a level business site for light industrial complexes with immediate access onto the runway or FM 584.

Development Goals

Several goals exist of which some are project oriented, some represent more tangible activities than others; however, all are deemed important and appropriate to the future of the airport.

- Find economic development projects
- Protect existing resources
- Be environmentally prudent
- Meet the aviation needs of the Citizens

These goals are opportunities to help the airport grow and prosper. They will be evaluated at a future date to see the progress.

Chapter 10 – FINANCIAL PLAN

Introduction

The MTP must include a financial plan that demonstrates how the adopted transportation plan can be implemented. It should contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. This plan should take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance, local sources, and private participation. For the outer years of the MTP (beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source is reasonably expected to be available to support the projected figures.

Roadways

On August 10, 2005, the President of the United States signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $286 billion nationwide, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. Funding levels from the Unified Transportation Plan (UTP) were developed using SAFETEA-LU allocations and the following funding projections are based on the breakdown of the San Angelo allocations. In addition, these figures are modified based on the latest allocation information provided from TxDOT. When updated guidance on the UTP is available these estimates will be revised using that information. From the regulations (23 CFR 450.322), the revenue and cost estimates that support the MTP should show an inflation rate to reflect "year of expenditure dollars"; be based on reasonable financial principles and information; and developed cooperatively by the MPO, the State DOT, and the public transportation operator. The inflation rate selected will be 4 percent as previously instructed by Federal Highways and the Texas Department of Transportation for our 2008-2011 Transportation Improvement Program (TIP).

Table 10-1 Financial Plan Roadway by Category

UTP Category	Description	Funding Source	Funding Allocation *	20-Year Projection	Miscellaneous Information
1	Preventive Maintenance/ Rehabilitation	Federal/State	$600,000	$15,000,000	Current SJT allocation = $6.3 mil. Allocation amount based on average needs/expenditure history
3	Urban Area Corridor	Federal/State	$0	$0	
4	Statewide Connectivity	Federal/State	$0	$0	Not available to MPO
6	Structures Replacement & Rehab	Federal/State	$0	$0	Project specific category
8	Safety	Federal/State	$0	$0	Project specific category
9	Enhancements	Federal/State	$0	$0	Project specific category
10	Supplemental	Federal/State	$0	$0	Construction Landscape
11	District Discretionary	Federal/State	$500,000	$10,000,000	Allocation amount based on average needs/expenditure history
12	Strategic Priority	Federal/State	$0	$0	Funds distributed at the Commission's discretion
	Public Transportation 5307, 5309, 5310, 5311	Federal Transit Admin/State	$1,397,486	$27,949,720	
	Maintenance Routine	State	$400,000	$8,000,000	Current SJT allocation = $9 mil.
	Maintenance Contracted	State	$1,200,000	$24,000,000	Current SJT allocation = $6.2 mil.
	Local Funds	Local	$296,924	$0	
Urban Area	ARRA	American Recovery & Reinvestment Act	$4,144,018	$0	2009 FY
9 ES economic stimulus	ARRA	American Recovery & Reinvestment Act	$1,200,000	$0	2009 FY
8	Safety – Safe Routes to School	Federal	$749,999	$0	2007 FY
	Congressional High Priority	Federal/Local	$7,500,000	$0	$1 million assigned to at-grade rail crossings in San Angelo ($200,000 local match) $6.5 million assigned to Loop 306 corridor

*2007 Statewide Mobility and Preservation Programs – Projections for Mobility 2007-2017. Preservation 2007 – 2010. Category 3 is for Urbanized Area – all others are District Wide.

Public Transportation

Public Transportation is funded by a variety of programs mainly through the Federal Transit Administration. The following data on programs is from the Federal Transit Administration website.

49 U.S.C. 5307
This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

49 U.S.C. 5303, 5304, 5305
These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible Recipients are State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs. For planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) 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; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

49 U.S.C. 5309
The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

- new and replacement buses and facilities,
- modernization of existing rail systems, and
- new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

49 U.S.C. 5310

This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

49 U.S.C. 5311

This program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

49 U.S.C. 5316

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

Capital planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.

49 U.S.C. 5317

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services. Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

Table 10-2 Public Transportation Financial Plan

Year	Federal	State	Local Contribution	Other Local	Planning grant	Total
FY 2001-2	$ 851,889	$ 429,956	$ 120,000		$ 80,000	$ 1,481,845
FY 2002-3	$ 726,333	$ 363,566	$ 107,500		$ 80,000	$ 1,277,399
FY 2003-4	$ 867,149	$ 398,620	$ 124,000		$ 80,000	$ 1,469,769
FY 2004-5*	$ 836,680	$ 420,549	$ 148,000		$ 62,500	$ 1,467,729
FY 2005-6*	$ 836,680	$ 409,669	$ 148,000		$ 62,500	$ 1,456,849
FY 2006-07*	$ 836,680	$ 386,961	$ 159,000	$ 200,000	$ 62,500	$ 1,645,141
FY 2007-08*	$ 1,025,875	$ 300,000	$ 198,000	$ 200,000	$ 62,500	$ 1,786,375
FY 2008-09*	$ 1,134,676	$ 290,389	$ 213,000	$ 200,000	$ 62,500	$ 1,900,565
FY 2009-10*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2010-11*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2011-12*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2012-13*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2013-14*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2014-15*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2015-16*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2016-17*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2017-18*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2018-19*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2019-20*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2020-21*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2021-22*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2022-23*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
Fy 2023-24*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2024-25*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2025-26*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2026-27*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2027-28*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2028-29*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
FY 2029-30*	$ 1,249,070	$ 266,188	$ 213,000	$ 200,000	$ 62,500	$ 1,990,758
* The numbers for each fiscal year are estimated figures.						
FY 2007-08 First application by CVTD						

Table 10-3 Public Transportation Financial Plan Categories

Category	Description	Funding Source	Funding Allocation	20-Year Projection	Miscellaneous Information
5307	5307	Urban Area	$1,249,070	$24,981,400	
5303	5303	State	$266,188	$5,323,760	
5309	5309	Planning	$62,500	$1,250,000	
5309 & Surface Transportation High Priority	5309 & Surface Transportation High Priority	5309 & Surface Transportation High Priority	$4,778,000	$0	Multimodal Transit Terminal Facility
Local (Pending)	Local	Local	$2,186,143	$0	FTA letter of no prejudice (lonp)
5317	New Freedom	New Freedom	$140,173	$0	
5316	Job Access Reverse Commute	Job Access Reverse Commute	$320,962	$0	
Local	Local	Local	$304,806	$0	NF 73,134 & J $231,672
5309	5309 LONP	LONP requested	$5,827,003		FTA (2009 LONP)

Project Listings

Table 10-4 Funded Projects

TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Funding Category	Misc. Information
090724033	A	2010	Avenue N Project	Avenue N at College Hills	Sherwood Way	$1,400,000	ARRA -Urban/ Local	$1,103,076 ARRA, $296,924 Local
007709005	B	2010	Sherwood Way	Red Arroyo	US 87 (Bryant Blvd.)	$2,253,735	ARRA - Urban	$3,040,942
055505021	C	2010	Arden Road	US 67	BU 67-H	$276,798	ARRA - Urban	
015802081	D	2010	US 67	1.18 miles north of Smith Blvd.	Smith Blvd.	$510,409	ARRA - Urban	
026407028	1	2008	SL 306	2.929 miles north of US 87	5.177 miles north of US 87	$20,000,000	Cat. 3, 6, 10, 11, 12	FM 388
90724028	E	2010	CS	Avenue K at South Concho River	Avenue K at South Concho River	$1,200,000	ARRA	Lone Wolf Bridge
090724032	F	2007	Sidewalks, crosswalks, signs	various locations in the SA independent school district		$899,999	Cat. 8	Safe Routes to Schools - Alta Loma, Austin, Fannin, McGill, Lee $749,999 & $150,000
710709001	G	2009	Tie & Rail Rehab	Crossing DOT 18771 H (Knickerbocker Road)	MPO Boundary	$335,000	Cat. 1, ES	Total Project is Ties and Rail replacement from San Angelo to San Angelo JCT.
						$26,875,941	total projects	

Table 10-5 Unfunded Projects

TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Funding Category	Misc. Information
0264-07-029	2	Short Range	Loop 306 @ FM 765	US 87	2.929 miles north of US 87	$10,923,850	partial funding	Partial funding, part of the Ports-to-Plains Corridor
	4	2015-2030	US 67	Loop 306	US 277	$13,000,000	unfunded	upgrade existing 4-lane divided section to freeway with frontage roads
	3	2025-2030	US 87	Loop 306	US 277	$13,000,000	unfunded	upgrade existing 4-lane divided section to freeway with frontage roads and improve interchanges at Loop 306 and US 277
	6	Long Range	new alignment	US 87	US 277	$20,000,000	unfunded	Construct new alignment for freeway
	7	Long Range	Loop 306	5.177 miles north of US 87	US 87	$13,000,000	unfunded	construct frontage roads
	5	Long Range	US 277	from interchange with relief route	Loop 306	$10,000,000	unfunded	construct freeway main lanes
	10	Long Range	Smith Blvd.	current terminus at Paulann Blvd.	current terminus at Tractor Trail	tbd	unfunded	construct new urban street
	11	Long Range	Smith Blvd.	existing segments	existing segments	tbd	unfunded	rehabilitate and widen urban street
	12	Long Range	Red Arroyo Hike/Bike Path	Knickerbocker Road	Sherwood Way	$1,200,000	unfunded	construct pedestrian and bike multi-use path
	13	Long Range	US 67 - Houston Harte Freeway	from interchange with Loop 306	to interchange with US 67	$7,000,000	unfunded	widen current 4-lane freeway to 6-lanes
	14	Long Range	Loop 306	from interchange with US 67	to interchange with US 87	$7,000,000	unfunded	widen current 4-lane freeway to 6-lanes
	15	Long Range	US 87 - North Bryant Blvd.	from interchange with US 67 (Houston Harte Freeway)	29th Street	$4,500,000	unfunded	widen roadway and replace current median ditch with storm drain system
	16	Long Range	US 87 - South Bryant	from interchange with US 67 (Houston Harte Freeway)	Avenue N	$1,000,000	unfunded	convert existing parking lanes on one-way pair to travel lanes
						$100,623,850	total	

Figure 10-1 Ports-to-Plains Projects Map

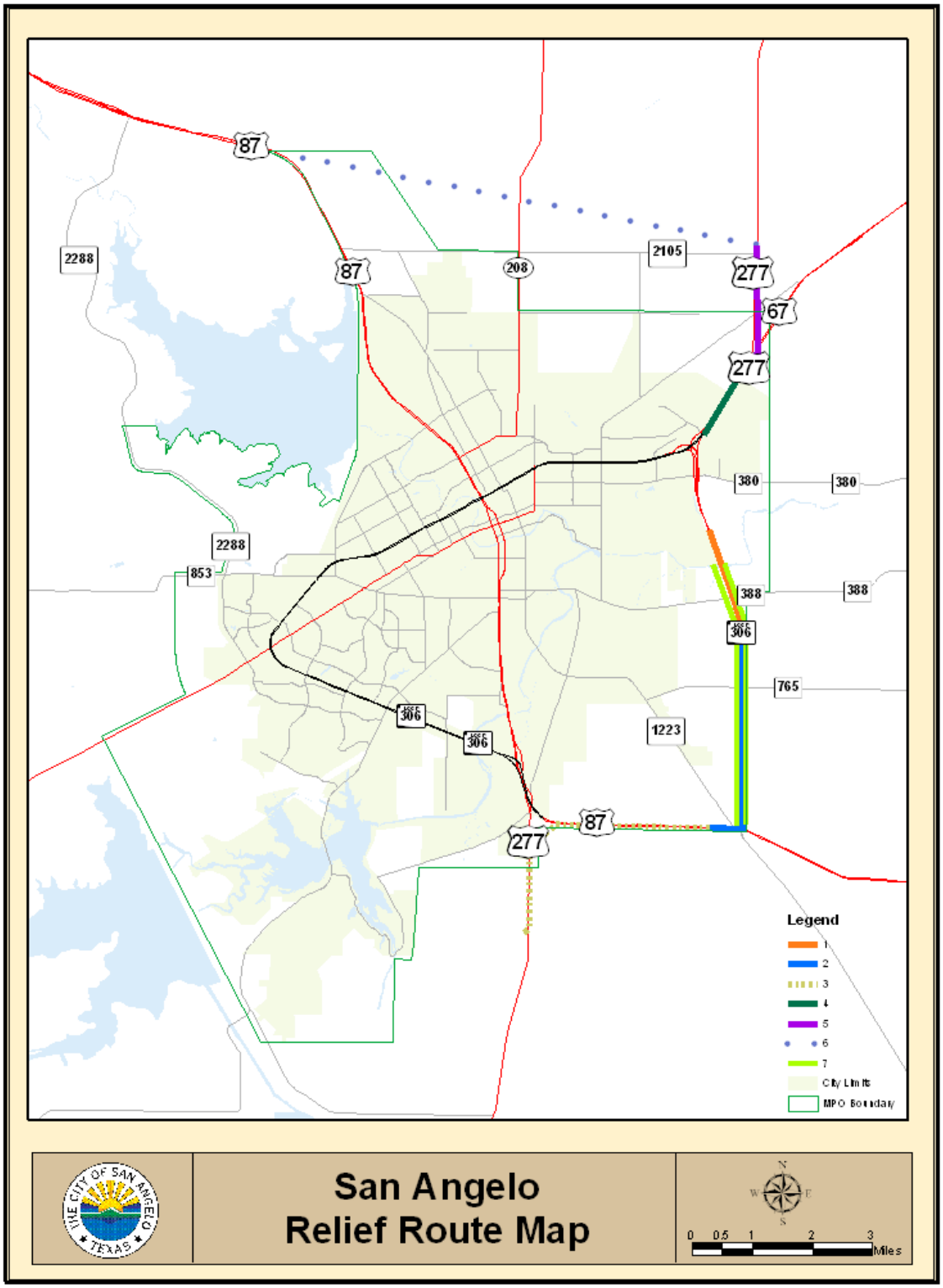

Figure 10-2 Funded Projects Map

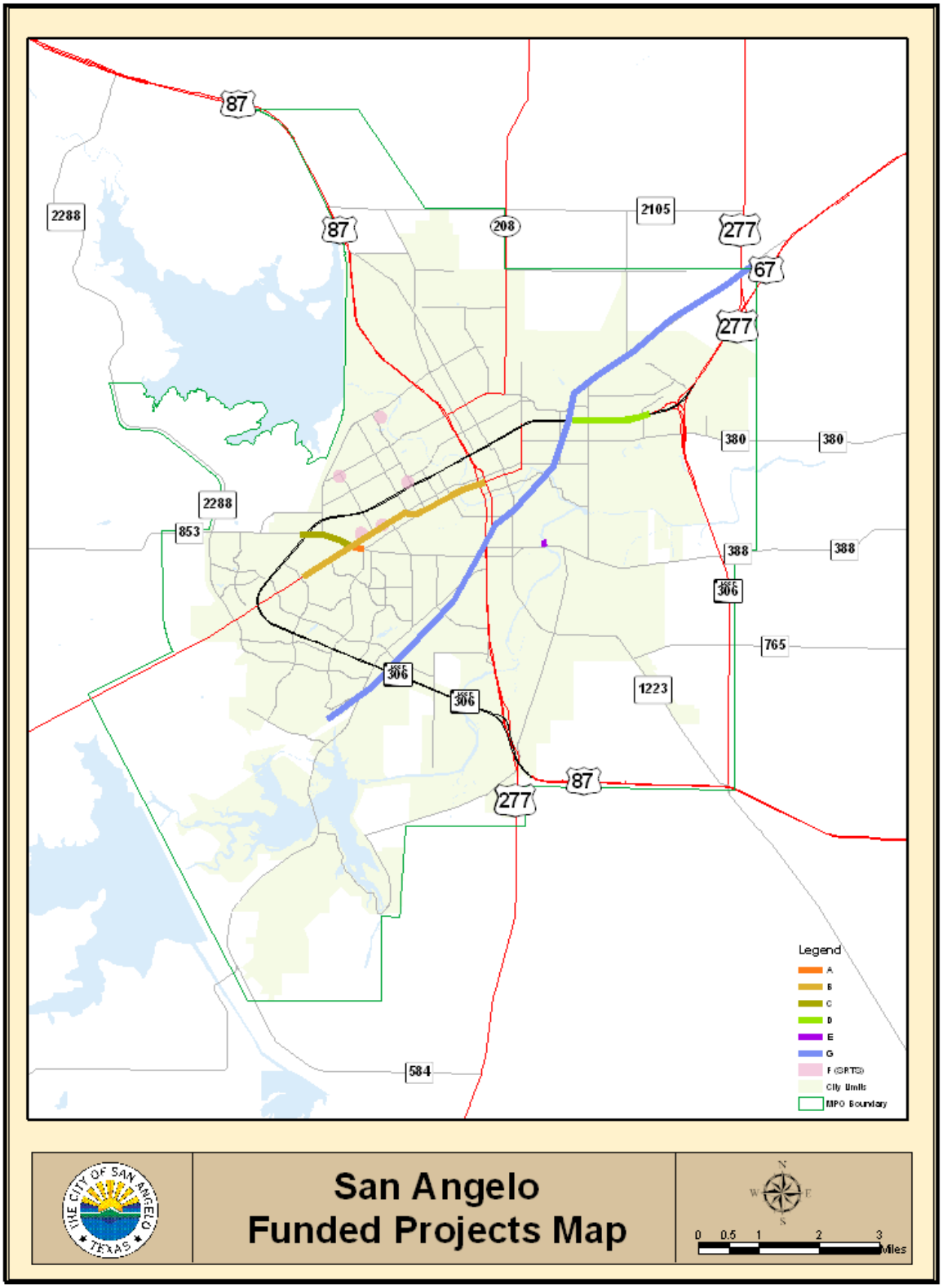

Figure 10-3 Unfunded Projects Map

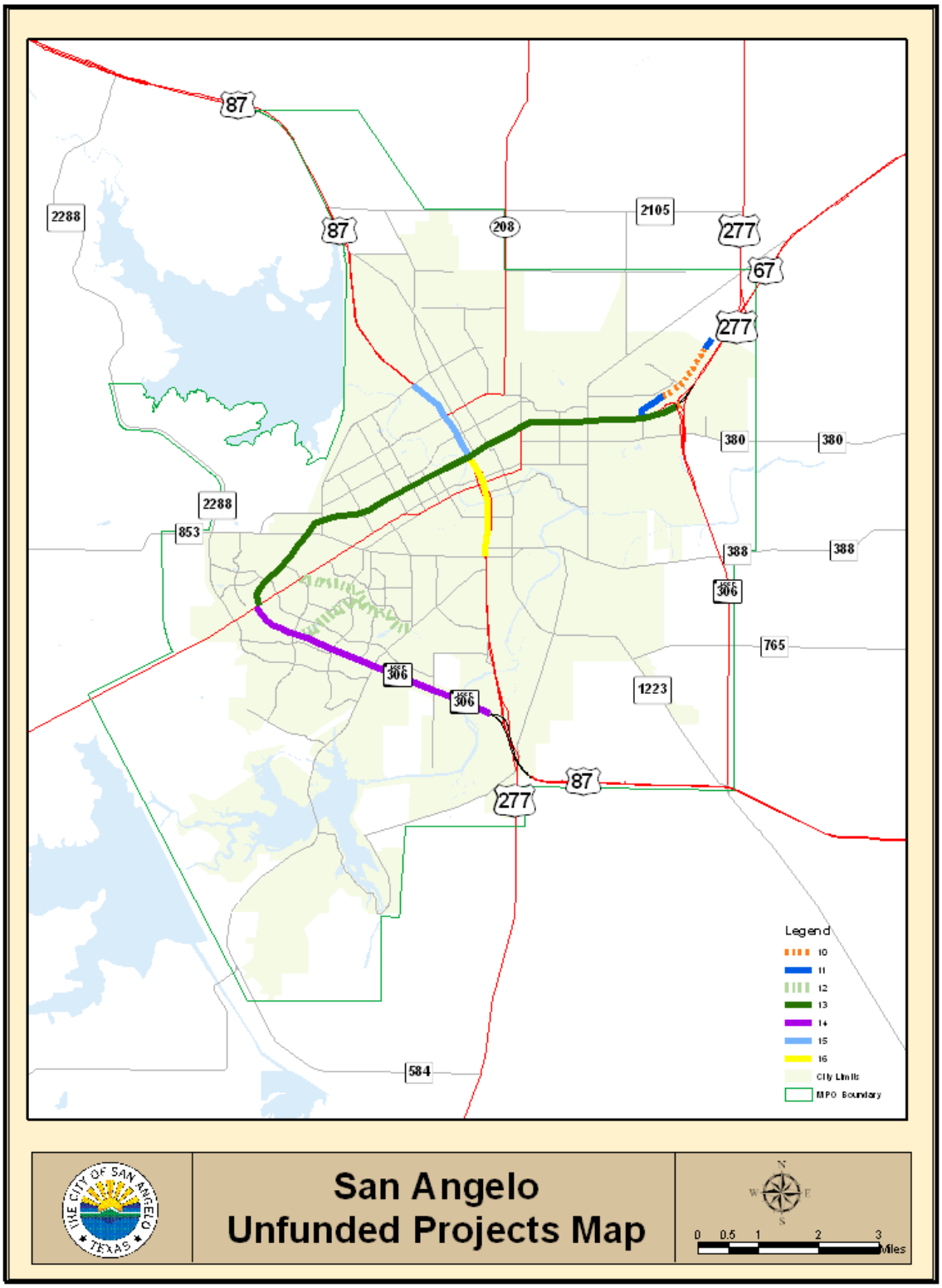

Table 10-6 Unfunded Bicycle Pedestrian Projects

Appendix B

Prioritization of Future Projects

San Angelo Bicycle and Pedestrian Plan

Potential Project	From	To	Length, miles	Facility Type	Unit Cost, $/mi	Estimated Cost, $	Priority or Priority Group
Safe Routes to School (PRIORITIZE WITHIN THIS GROUP BY RANKING EACH SCHOOL SEQUENTIALLY BEGINNING WITH 1 AS FIRST PRIORITY)							Rank
Golliad Elementary			1	Sidewalks	50,000	50,000	First
Lakeview High School			1	Sidewalks	50,000	50,000	Third
Reagan Elementary			1	Sidewalks	50,000	50,000	First
Cornerstone Christian			1	Sidewalks	50,000	50,000	Third
Bradford Elementary			1	Sidewalks	50,000	50,000	Second
Holiman Elementary			1	Sidewalks	50,000	50,000	Third
Fannin Elementary			1	Sidewalks	50,000	50,000	First
Austin Elementary			1	Sidewalks	50,000	50,000	First
Central High			1	Sidewalks	50,000	50,000	Third
Lee Junior High			1	Sidewalks	50,000	50,000	First
Santa Rita Elementary			1	Sidewalks	50,000	50,000	Third
Edison Junior High			1	Sidewalks	50,000	50,000	Second
San Jacinto Elementary			1	Sidewalks	50,000	50,000	First
Concho Elementary			1	Sidewalks	50,000	50,000	Third
Bellaire Elementary			1	Sidewalks	50,000	50,000	Second
Glenmore Elementary			1	Sidewalks	50,000	50,000	Third
Crockett Elementary			1	Sidewalks	50,000	50,000	First
Holy Angel			1	Sidewalks	50,000	50,000	Third
John Glen Junior High			1	Sidewalks	50,000	50,000	Second
Bowie Elementary			1	Sidewalks	50,000	50,000	Second
Lamar Elementary			1	Sidewalks	50,000	50,000	Third
Fairview Elementary			1	Sidewalks	50,000	50,000	Third
Bonham Elementary			1	Sidewalks	50,000	50,000	First
Lincoln Junior High			1	Sidewalks	50,000	50,000	First
Sidewalk Program (PRIORITIZE WITHIN THIS GROUP BY RANKING EACH DISTRICT SEQUENTIALLY BEGINNING WITH 1 AS FIRST PRIORITY)							
Pedestrian District #1	Martin Luther King area		2	Sidewalks	50,000	100,000	2
Pedestrian District #2	Santa Rita area		2	Sidewalks	50,000	100,000	7
Pedestrian District #3	Rio Vista area		2	Sidewalks	50,000	100,000	5
Pedestrian District #4	near Goodfellow AFB		2	Sidewalks	50,000	100,000	1
Pedestrian District #5	College Hills area		2	Sidewalks	50,000	100,000	4
Pedestrian District #6	Lakeview area		2	Sidewalks	50,000	100,000	3
Pedestrian District #7	Belaire area		2	Sidewalks	50,000	100,000	8
Pedestrian District #8	Jefferson Heights/River Park area		2	Sidewalks	50,000	100,000	6
Pedestrian District #9	Southland Hills area		2	Sidewalks	50,000	100,000	9
Pedestrian District #10	Downtown area		2	Sidewalks	50,000	100,000	10
Multi-use Paths (PRIORITIZE WITHIN THIS GROUP BY RANKING EACH PATH SEGMENT SEQUENTIALLY BEGINNING WITH 1 AS FIRST PRIORITY)							
Old Lone Wolf Bridge Trail	Duncan Rd	S. Concho Park Dr	0.3	Aban. Rd/Br	LS	30,000	Third
South Concho River Trail	Concho River Trail	Red Arroyo Trail	1.2	10' Trail	800,000	960,000	Third
South Concho River Trail	Red Arroyo Trail	Loop 306	3.8	10' Trail	800,000	3,040,000	Second
South Concho River Trail	Loop 306	Country Club Rd	2.8	10' Trail	800,000	2,240,000	Third
Red Arroyo Trail	South Concho River Trail	Bryant Blvd	1.6	10' Trail	800,000	1,280,000	First
Red Arroyo Trail	Bryant Blvd	Sul Ross St	1.4	10' Trail	800,000	1,120,000	First
Red Arroyo Trail Spur	Red Arroyo Trail	Sunset Dr	0.5	10' Trail	500,000	250,000	First
Red Arroyo Trail	Sul Ross St	Sherwood Way	0.9	10' Trail	800,000	720,000	First
Red Arroyo Trail	Sherwood Way	Amberton Trail	0.6	10' Trail	800,000	480,000	Second
Amberton Trail	Shefield Utility Trail	Arden Rd	0.4	10' Trail	500,000	200,000	Third
Sheffield Utility Trail	Amberton Trail	Southland Blvd	0.4	10' Trail	500,000	200,000	Third
Capital Heights Utility Trail	Red Arroyo Trail	South Concho River Trail	1.2	10' Trail	800,000	960,000	Third
Southwest Extension Trail	Walnut Hill Dr	Red Bluff Rd	0.4	10' Trail	800,000	320,000	Third
Twin Mountain Trail	SW Extension Trail	Knickerbocker Trail	0.4	10' Trail	800,000	320,000	Third
Knickerbocker Trail	Loop 306	Lee Park	2.9	10' Trail	1,000,000	2,900,000	Second
Ditch Trail	S Bell St	W 14th St	4.1	Exist. Trail		0	
OC Fisher Lake Trail			6.5	Exist. Trail		0	
Concho River Trail	W 14th St	19th St	0.6	10' Trail	800,000	480,000	Second
Concho River Trail	19th St	29th St	0.6	10' Trail	800,000	480,000	Second
Concho River Trail	29th/Edmmund/Glenna	OC Fisher Dam Trail	0.7	10' Trail	800,000	560,000	Second
Concho Brentwood Pk Spur Trail	Concho River Trail	Howard St	0.5	10' Trail	800,000	400,000	Third
OC Fisher Lake Trail	Existing End of Trail	Mercedes St	0.2	10' Trail	800,000	160,000	Fourth
Mercedes St	Fisher St	Glenna St	0.2	10' Trail		0	
Brentwood Trail	Valley View Blvd	South Concho River Trail	1.1	10' Trail	800,000	880,000	Fourth
EB Loop 306 Bikeway	Foster Rd	Ben Fickin Rd	0.5	10' Trail	1,000,000	500,000	Fourth
WB Loop 306 Bikeway	Ben Ficklin Rd	Foster Rd	0.5	10' Trail	1,000,000	500,000	Fourth
Martin Luther King Blvd	29th St	14th St	0.6	10' Trail	500,000	300,000	Third
29th St Trail	Northwest Comm. Park	Travis St	1.1	8' Sidewalk	800,000	880,000	Third
Travis St Trail	29th St	50th St	1.4	8' Sidewalk	500,000	700,000	Fourth
19th St Trail	Martin Luther King Blvd	Park Dr	1.0	8' Sidewalk	500,000	500,000	Fourth
14th St Trail	Martin Luther King Blvd	River Dr	0.7	8' Sidewalk	500,000	350,000	Fourth
50th St Trail	Grape Creek Rd	Armstrong St	1.5	8' Sidewalk	500,000	750,000	Fourth
Blum St/Optimist Trail	40th St	50th St	0.8	8' Sidewalk	500,000	400,000	Fourth

Appendix B

Prioritization of Future Projects

San Angelo Bicycle and Pedestrian Plan

Potential Project	From	To	Length, miles	Facility Type	Unit Cost, $/mi	Estimated Cost, $	Priority or Priority Group
On-Street Bikeways (PRIORITIZE WITHIN THIS GROUP AS HIGH, MEDIUM OR LOW)							
S. Concho Rd/Cntry Club Rd	Knickerbocker Rd	Grand Canal Rd	4.8	5' Shldrs	400,000	1,920,000	High
Grand Canal Rd	Country Club Rd	US-277	0.6	5' Shldrs	400,000	240,000	High
Knickerbocker Rd (FM-584)	Loop 306	Spillway Rd	4.7	8' Shlders	LS	1,000,000	Med
Spillway Rd	Knickerbocker Rd	Middle Concho Dr Conn	1.5	5' Shldrs	400,000	600,000	Med
Red Bluff Rd/Mid. Concho Dr	Knickerbocker Rd (FM-584)	Middle Concho Dr E-W	1.8	5' Shldrs	400,000	720,000	High
Middle Concho Park Conn	Middle Concho Dr	Spillway Rd	1.0	10' Trail	LS	1,000,000	Med
Southland Blvd	Knickerbocker Rd (FM-584)	US-67	2.8	5' Lanes	50,000	140,000	High
FM-2288	Loch Lomond St	US-67	3.0	5' Ln/Shldr	50,000	150,000	Med
Arden Rd (widened)	FM-2288	US-67	1.0	5' Shldrs	50,000	50,000	Med
EB US-67	Sunset Dr	N Baze St	5.5	6' Shldrs	10,000	55,000	Med
	N Bell St	Smith Blvd	1.0	6' Shldrs	10,000	10,000	Low
WB US-67	N Baze St	Arden Rd	4.7	6' Shldrs	10,000	47,000	Low
	N Bell St	Smith Blvd	1.0	6' Shldrs	10,000	10,000	Low
Armstrong St (FM 208)	50th St	14th St	2.3	8' Shldrs	20,000	46,000	Med
EB Loop 306	South West Blvd	Foster Rd	2.5	6' Shldrs	10,000	25,000	Med
WB Loop 306	South West Blvd	Foster Rd	2.5	6' Shldrs	10,000	25,000	Med
Chadburne St	Avenue N	Christoval Rd	1.1	5' Ln/Shldr	50,000	55,000	Med
San Antonio Frwy (FM-1223)	Christoval Rd	Loop 306	4.5	6' Shldrs	5,000	22,500	Low
Eola Rd (FM-765)	Loop 306	San Antonio Frwy (FM-1223)	1.6	6' Shldrs	5,000	8,000	Low
Paint Rock Rd (FM-388)	State St	Loop 306	2.5	6' Shldrs	5,000	12,500	Low
Spr. Creek Dr/Fishermans Rd	Spillway Rd	Knickerbocker Rd (FM-584)	2.0	5' Shldrs	400,000	800,000	Med
Hillside Dr	Gun Club Rd	Knickerbocker Rd (FM-584)	0.9	R (1-way)	25,000	22,500	Med
Gun Club Rd	Hillside Dr	Knickerbocker Rd (FM-584)	1.0	5' lanes	400,000	400,000	Med
Cntry Club Rd/Ben Ficklin Rd	Canal Rd	South Concho River Trail	1.4	R	5,000	7,000	Med
Fairview School Rd	Loop 306	San Antonio Frwy (FM-1223)	3.1	R	5,000	15,500	Med
Southwest Blvd	Valley View Blvd	Sherwood Way	2.3	R	5,000	11,500	High
Sunset Dr	US-67	Southwest Blvd	0.8	R	5,000	4,000	Med
College Hill Blvd	Valley View Blvd	Avenue N	2.8	R	5,000	14,000	High
Beauregard Ave	Avenue N	S Campus Blvd	0.5	R	5,000	2,500	Med
Mercedes St	Glenna St	Arden Rd	1.2	R	5,000	6,000	Med
Johnson Ave *	Knickerbocker Rd (FM-584)	Live Oak St	1.5	R	5,000	7,500	Med
Live Oak St	S Campus Blvd	River Dr	1.4	R	5,000	7,000	Low
Live Oak Conn	Live Oak St	Concho River Trail	0.1	trail bridge	LS	1,000,000	Med
S Campus Blvd	Harris Ave	Avenue N	0.5	R	5,000	2,500	Med
Garfield St	Beauregard Ave	Live Oak St	1.5	R	5,000	7,500	Med
Howard St	Pecos St	Edmund Blvd	1.7	R	5,000	8,500	Med
Garrett St	Pecos St	Live Oak St	0.4	R	5,000	2,000	Med
Pecos St	Howard St	Garrett St	0.1	R	5,000	500	Med
Van Buren St	Webster St	Live Oak St	1.2	R	5,000	6,000	Med
Jefferson St	Webster St	Live Oak St	2.2	R	5,000	11,000	Med
Webster St	Jefferson St	Field St	1.7	R	5,000	8,500	Med
Field St	Howard St	19th St Byp	1.0	R	5,000	5,000	Med
Millspaugh St	19th St Byp	Webster Ave	0.3	R	5,000	1,500	Low
Juanita Ave	Millspaugh St	End River Valley Ln	0.6	R	5,000	3,000	Low
14th St	Jefferson St	Armstrong St	1.7	R	5,000	8,500	Med
Oakes St	14th St	Avenue N	2.4	R	5,000	12,000	Med
Preusser St	Bell St	Main St	1.1	R	5,000	5,500	Med
W College Ave	Main St	1st St	0.7	R	5,000	3,500	Med
1st St	Park Dr	Martin Luther King Pkwy	0.4	R	5,000	2,000	Med
3rd St	Oakes St	Main St	0.3	R	5,000	1,500	Med
Pulliam St	Main St	Smith Blvd	2.1	R	5,000	10,500	Med
Christoval Rd	Avenue L	Glenmore Dr	0.3	R	5,000	1,500	Low
Glenmore Dr	Christoval Rd	Bell St	0.4	R	5,000	2,000	Med
Bell St	Glenmore Dr	Hughes St	2.6	R	5,000	13,000	Med
Hughes St	Bell St	N. Buchanan St	0.4	R	5,000	2,000	Low
Baze St	Hughes St	Upton St	0.4	R	5,000	2,000	Low
Culwell St	Baze St	N. Buchanan St	0.1	R	5,000	500	Low
Upton St	Bell St	Baze St	0.5	R	5,000	2,500	Med
Smith Blvd	Pulliam St	Gordon Blvd	0.8	R	5,000	4,000	Low
Gordon Blvd	Smith Blvd	Ricks Dr	0.1	R	5,000	500	Low
Ricks Dr	Gordon Blvd	McGill Blvd	0.3	R	5,000	1,500	Low
State St	Medina St	Paint Rock Rd (FM-388)	0.4	R	5,000	2,000	Low
Medina St	Ardmore St	State St	0.1	R	5,000	500	Low
Ardmore St	Riverside Ave	Medina St	0.3	R	5,000	1,500	Low
Riverside Ave	Woodruff St	Ardmore St	0.2	R	5,000	1,000	Med
Woodruff St	Riverside Ave	Ditch Trail	0.2	R	5,000	1,000	Med
River Dr	Edmund Blvd	S Randolph St	3.5	R	5,000	17,500	Med
S Randolph St	River Dr	Concho Ave	0.1	R	5,000	500	Med
Concho Ave-Concho Dr	S Randolph St	Bell St	1.8	R	5,000	9,000	Med
Rooselvet St	Concho Ave	Bell St	0.5	R	5,000	2,500	Low
S Concho Park Dr	Avenue K/Lone Wolf Br	Bell St	1.0	R	5,000	5,000	Med
Kennedy St	Bell St	Woodruff St	0.4	R	5,000	2,000	Low
Pecan St	14th St	29th St	1.1	R	5,000	5,500	Med

Table 10-7 Public Transportation Projects

Project year	Project	Total Cost	Project Description
2010	Capital Purchase Bus	$500,000	Service Vehicle
2010	Concho Valley Multi-Modal Terminal Pedestrian/Transit Improvements	$668,710	San Angelo Livable Communities Initiative - Portions of Chadbourne and Oakes at 2nd Street; portions of 5th between Chadbourne and Oakes; Chadbourne and Oakes to 9th Street and 8th Street (FTA Letter of No Prejudice) Request Pending
2010	San Angelo Coliseum and Fairgrounds Shuttle Stop	$173,892	San Angelo Livable Communities Initiative - Within the boundaries of the San Angelo Coliseum grounds (FTA Letter of No Prejudice) Request Pending
2010	Downtown YMCA Pedestrian/Transit Improvements	$66,758	San Angelo Livable Communities Initiative - West Concho Avenue at Randolph Avenue to West Concho at Koenigheim Avenue (FTA Letter of No Prejudice) Request Pending
2010	Concho Valley Transit District	$458,740	Other Capital Items (BUS) Preventive Maintenance, Non Fixed Route ADA Paratransit Service
2010	Concho Valley Transit District	$268,639	Capital Assistance (PM, Repair, Maintenance Supervisor's Salaries)
2010	Concho Valley Transit District	$180,310	Bus Support Equipment and Facilities – Lease Administrative Facility, Mobile Security Equip, Lease Yards and Shop
2010	Concho Valley Transit District	$100,778	Metropolitan Planning – Program Support Administration, Short Range Planning
2010	Capital Purchase (Vehicle)	$500,000	Service Vehicle
2010	Rio Concho Sports Complex Transit Improvements	$96,046	San Angelo Livable Communities Initiative - Portions of South Bell at Rio Concho Drive (FTA Letter of No Prejudice) Request Pending
2010	Baptist Memorial Retirement Center Pedestrian/Transit Improvements	$273,125	San Angelo Liveable Communities Initiative -Portions of Main Street at Park Circle to Cosmos Drive (FTA Letter of No Prejudice) Request Pending
2010	San Angelo Coliseum and Fairgrounds Residential Improvements	$132,451	San Angelo Liveable Communities Initiative -Portions of E 43rd at Coliseum Drive and Portions of Odessa, Cuero, and Greenville at E 42nd; portions of E 43rd to Greenville and portions of Odessa, Cuero and Greenville at E 43rd (FTA Letter of No Prejudice)
2008	Concho Valley Multi-Modal Terminal	$5,178,623	Between Chadbourne Street and Oakes Street along the South Frontage Road of the Houston Harte Highway and Bordering Downtown San Angelo
2010	Concho Valley Transit District	$276,662	Capital Assistance (PM, Repair, Maintenance Supervisor's Salaries)
2010	Concho River Pedestrian/Transit Access Improvements	$453,606	Portions of Chadbourne and Oakes Streets at Concho River Park to Twohig Avenue (FTA Letter of No Prejudice) Request Pending
2010	Hemphill Wells Building Library Renovation Pedestrian/Transit Improvements	$265,826	Portions of Beauregard at Randolph Street and Portions of Irving Avenue at E Harris Avenue; Portions of Beauregard to Chadbourne and portions of Irving Avenue to E Twohig Avenue Request Pending
2010	Concho Valley Transit District	$213,307	New Freedom - Mobility Management, Operations
2011	Concho Valley Transit District	$284,835	Capital Assistance (PM, Repair, Maintenance Supervisor's Salaries)
2010	Concho Valley Transit District	$552,634	Job Access Reverse Commute
Continual 5 year increments	Equipment Replacement	$250,000	Service Vehicle Replacement
2015	Land Purchase	$600,000	adjacent to the multimodal terminal site for a future park and ride, light maintenance facility, and or administration facility
2010	Streetscape Improvements	$1,000,000	ADA related streetscape improvements in Downtown San Angelo
2010	North Chadbourne Corridor Pedestrian/Transit Access Improvement Plan	$5,827,003	Cooridor improvements along North Chadbourne from 9th Street to 30th Street extending one block both east and west

AMENDMENTS

Approval of adoption of the Draft Metropolitan Transportation Plan (MTP) for the San Angelo MPO – APPROVED OCTOBER 16, 2009

Approval of adoption of the Final Metropolitan Transportation Plan (MTP) for the San Angelo MPO – APPROVED NOVEMBER 16, 2009

1. Approval of the Draft MTP Amendment No. 1 to add project – North Chadbourne Corridor Pedestrian/Transit Access Improvement Plan – January 14, 2010. Public comment period from January 22nd thru January 31st. Final approval scheduled for February 11, 2010. Changes to: Contents, Public Transportation, Financial Plan, and Public Transportation Projects.

APPENDICES

Project Selection Process
Public Participation Plan
Documentation of Public Participation
MTP Transportation Survey
Service Route for Texas Pacifico Railroad
Prioritized Railroad Crossings
Glossary of Terms