TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP
2015-2018

SAN ANGELO DISTRICT

2015-2018 TIP

HIGHWAY

Initial 2015-2018 STIP

Texas Department of Transportation

MEMO

April 29, 2014

To: James W. Koch, P.E.
Director, Transportation Planning & Programming

From: Tracy D. Cain, P.E.
District Engineer
San Angelo District

Tracy D Cain, P.E.

Subject: San Angelo District & San Angelo Metropolitan Planning Organization (MPO) Transportation Improvement Program, FY 2015 - 2018

Attached are the following documents related to the FY 2015 -2018 Transportation Improvement Program:

1. San Angelo MPO Transportation Improvement Program Document FY 2015-2018, and related Excel templates and financial summaries.
2. San Angelo District Rural Transportation Improvement Program FY 2015-2018, and related Excel template and financial summary.
3. Copies of our public involvement for the San Angelo District Rural Transportation Improvement Program FY 2015-2018.

Please contact John DeWitt at (325) 947-9265 if you have any questions.

San Angelo Metropolitan
Planning Organization

Transportation Improvement Program (TIP)

FY 2015-2018

March 2014

April 23, 2014

Ms. Kristan Hereford
Texas Department of Transportation
4502 Knickerbocker
San Angelo, Texas 76904

Dear Ms. Hereford,

Enclosed are two original copies of the FY 2015-2018 Transportation Improvement Program for the San Angelo Metropolitan Planning Organization (SA-MPO). The draft TIP was presented to the MPO Policy Board on February 13, 2014 and the MPO Policy Board approved the Final TIP at the April 10, 2014 meeting.

Solicitation for public comments was initiated February 6, 2014 and concluded April 9, 2014. The San Angelo MPO placed ads in the San Angelo Standard Times newspaper and on the MPO website. In addition to the advertisements, the MPO staff solicited comments about the TIP from attendees of the Metropolitan Transportation Plan workshops.

Throughout the entire solicitation comment period, no comments pertaining to the TIP were received. For your convenience, this document as well as other San Angelo MPO documents are available on the MPO website at www.sanangelompo.org.

If you have any questions or if you need additional information, please do not hesitate to contact me at doray@sanangelompo.org or (325) 481-2800.

Sincerely,

Doray Hill, Jr.,
Director

Enclosures

Transportation Improvement Program (TIP)

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

Public Involvement Initiated:
February 6, 2014

Draft Public Hearing:
February 13, 2014

Final Public Hearing & Adoption:
April 10, 2014

October 1, 2014 – September 30, 2018

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION STAFF

Doray Hill, Jr.
Director

Pete Madrid
Transportation Technical Analyst

Sarah Tackett
Transportation Planning & Project Coordinator

Cooperative Partners

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

METROPOLITAN PLANNING ORGANIZATION
SAN ANGELO

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

Table of Contents

BACKGROUND INFORMATION 1
TRANSPORTATION IMPROVEMENT PROGRAM 2
Legislation 3
SAFETEA-LU 3
Moving Ahead For Progress in the 21st Century 3
PUBLIC INVOLVEMENT PROCESS 5
PROJECT SELECTION PROCESS 6
FINANCIAL CONSIDERATIONS 7
AMENDMENTS AND MODIFICATIONS 8
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION 9
History 10
Roles & Responsibilities 10
Organization Components 11
metropolitan area 13
TRANSPORTATION PROJECTS 14
FEDERAL TRANSIT PROJECTS 15
FEDERAL HIGHWAY PROJECTS 21
GROUPED CSJ HIGHWAY PROJECTS 24
NOTEWORTHY PROJECTS 29
APPENDICES 32
MPO SELF-CERTIFICATION – ATTAINMENT AREA 33
ACRONYMS 34
GLOSSARY 35
HISTORY OF AMENDMENTS/REVISIONS 36

This document will provide the public with the following information:

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

INTRODUCTION

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

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

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

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

The fiscal years 2015-2018 Transportation Improvement Program is broken down into five main sections:

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

BACKGROUND INFORMATION

TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

LEGISLATION

SAFETEA-LU

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

1. Support Economic Vitality of the metropolitan area, especially by enabling global, competitiveness, productivity and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

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

Moving Ahead For Progress in the 21st Century

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

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

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

The Moving Ahead for Progress in the 21st Century transportation bill lists seven national goals and performance management measures based on a Performance Management system with the expectation that they will transform the Federal-aid highway program and provide a means to the most efficient investment of transportation funds by refocusing on national transportation goals, increasing accountability and transparency of the Federal-aid highway program and improve project decision-making through performance based planning and programming.

The seven National goals consist of:

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

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

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

PUBLIC INVOLVEMENT PROCESS

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

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

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

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

SA-MPO IS LISTENING TO YOU!

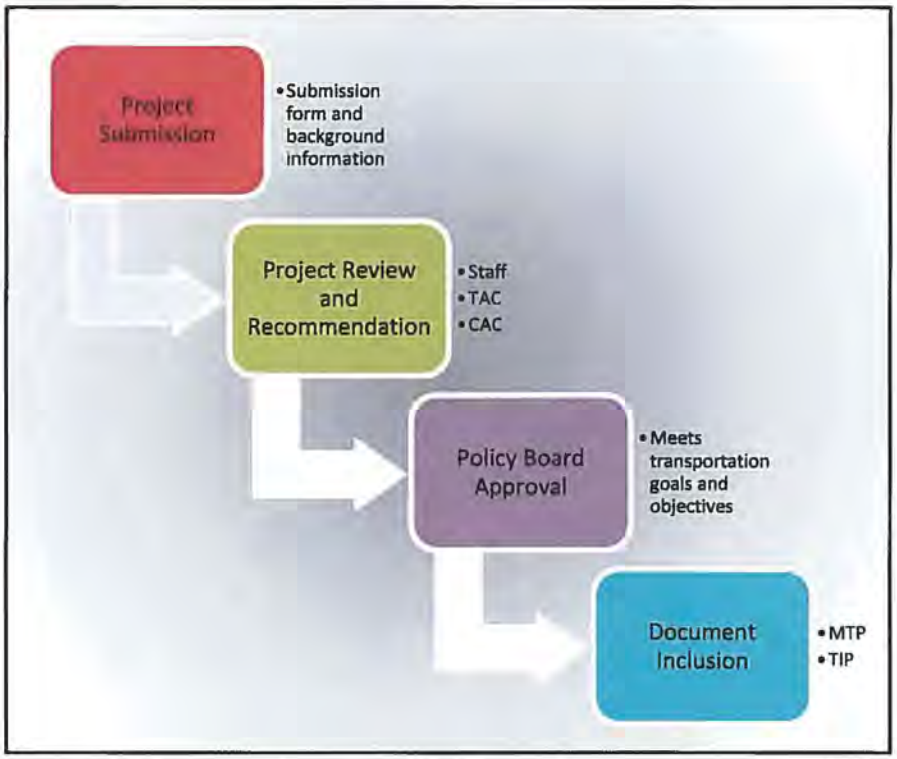
The MPO uses different forms of outreach to keep the community informed and engaged in the transportation planning process. This includes:

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

PROJECT SELECTION PROCESS

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

Just as there is a document that details the MPOs public involvement, another document details how projects are chosen and included in the long-range plan and the TIP. This document is the MPOs Project Selection Process or PSP. The PSP document is used to streamline projects from conception to completion. The selection process is used for all projects that use federal or state transportation funds. The graphic below illustrates how projects move through the transportation planning process.



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

FINANCIAL CONSIDERATIONS

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

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

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

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

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

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

AMENDMENTS AND MODIFICATIONS

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

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

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

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

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

SAN ANGELO METROPOLITAN PLANNING ORGANIZATION

HISTORY

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

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

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

ROLES & RESPONSIBILITIES

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

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

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

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

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

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

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

ORGANIZATION COMPONENTS

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

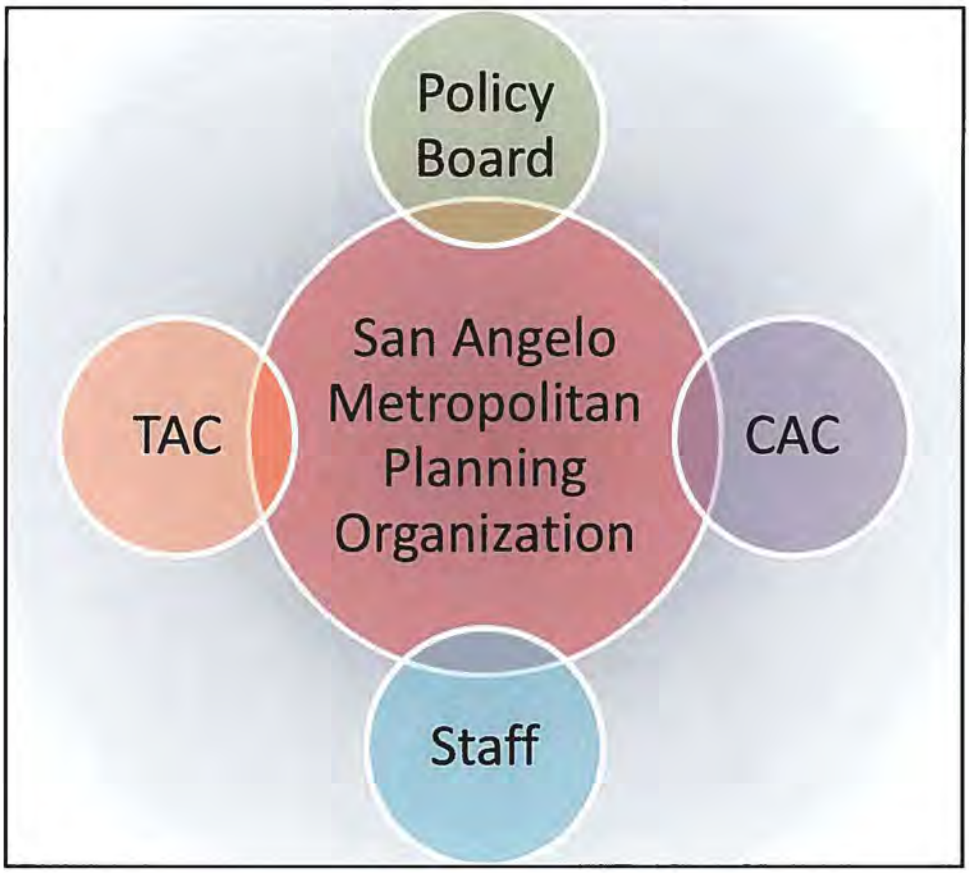
The Policy Board provides direction and guidance for transportation planning within the Metropolitan planning boundary, which essentially guides how the city grows. The Board is responsible for ensuring conformance with federal regulations, which include requiring that highways, mass transit, and other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

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

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

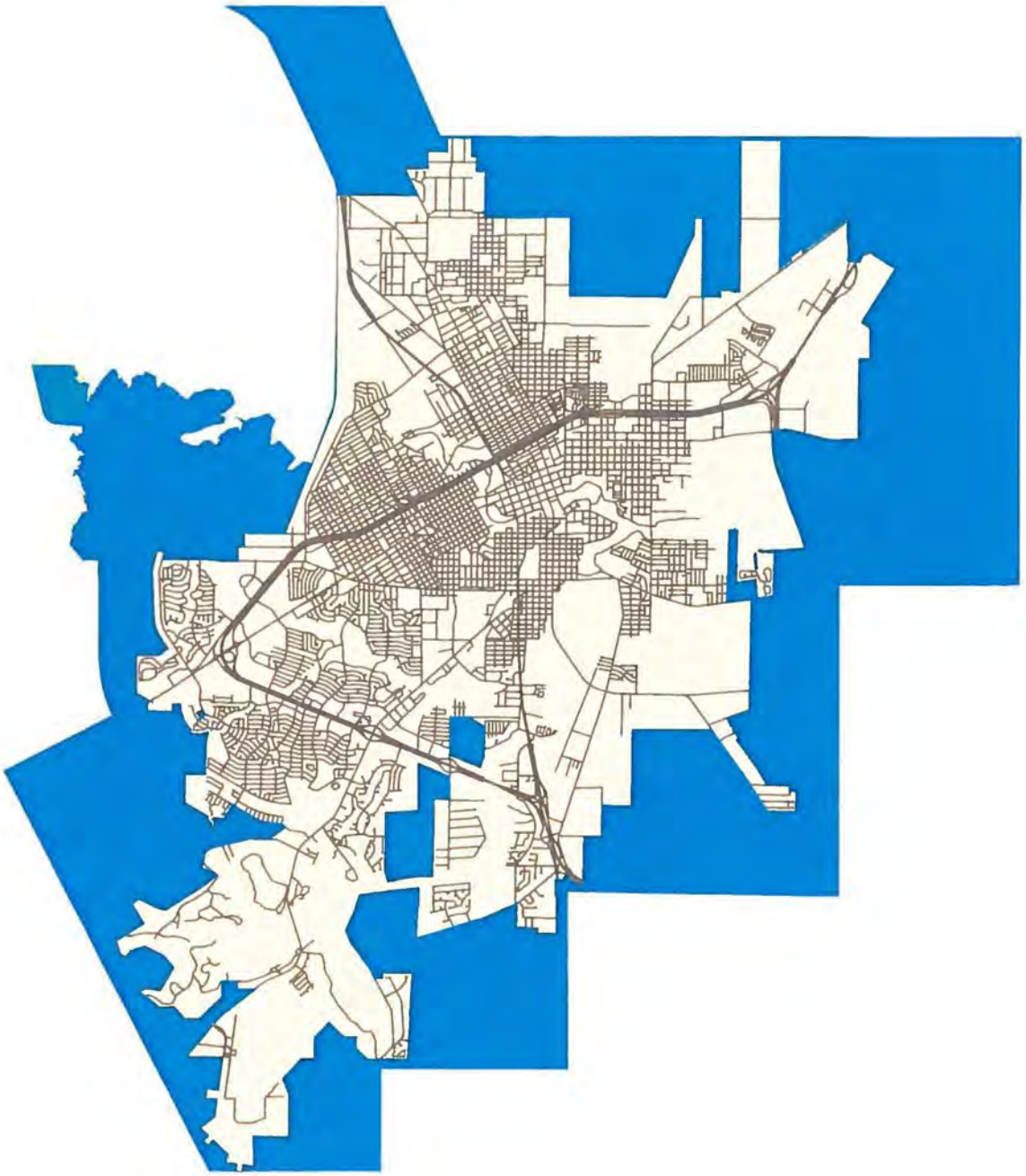
Advisory Committees. The San Angelo Metropolitan Planning Organization works with a several organizations, community clubs, civic groups and other individuals to develop transportation plans. The advisory committees can be in a variety of formats including a Technical Advisory Committee, which provides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

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



METROPOLITAN AREA

The San Angelo metropolitan planning area encompasses approximately 96 square miles of Tom Green County. The City of San Angelo is the only incorporated area within the boundary with an approximate population of nearly 100,000. The population outside of the City in the metropolitan planning area is mainly rural with spotted urbanized development.



TRANSPORTATION PROJECTS

FEDERAL TRANSIT PROJECTS

FY 2015 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015-2018
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$723,381
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$268,406
MPO Project Number:	200-15-00	**Local Funds:**	$463,975
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,455,762**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$543,000
Project Name:	**Complementary ADA Serice**	**TxDOT State Funds:**	$0
MPO Project Number:	201-15-00	**Local Funds:**	$135,750
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$678,750**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$96,000
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	202-15-00	**Local Funds:**	$24,000
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$120,000**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$14,900
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	203-15-00	**Local Funds:**	$3,725
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$18,625**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2015 PROJECT COST:	**$2,273,137**

FY 2016 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015-2018
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$745,082
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$268,406
MPO Project Number:	200-16-00	**Local Funds:**	$477,894
Apportionment Year:	2016	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,491,382**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$559,290
Project Name:	**Complementary ADA Serice**	**TxDOT State Funds:**	$0
MPO Project Number:	201-16-00	**Local Funds:**	$139,822
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$699,112**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$98,880
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	202-16-00	**Local Funds:**	$24,720
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$123,600**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$15,807
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	203-16-00	**Local Funds:**	$3,951
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$19,758**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2016 PROJECT COST:	**$2,333,852**

FY 2017 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015-2018
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$767,435
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$276,458
MPO Project Number:	200-17-00	**Local Funds:**	$492,231
Apportionment Year:	2016	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,536,124**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$576,069
Project Name:	**Complementary ADA Serice**	**TxDOT State Funds:**	$0
MPO Project Number:	201-17-00	**Local Funds:**	$144,017
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$720,086**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$101,846
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	202-17-00	**Local Funds:**	$25,462
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$127,308**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$16,281
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	203-17-00	**Local Funds:**	$4,069
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$20,350**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2017 PROJECT COST:	**$2,403,868**

FY 2018 TRANSIT PROJECT LISTING
SAN ANGELO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015-2018
TOTAL PROJECT/YEAR OF EXPENDITURE COSTS

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$790,458
Project Name:	**Urban Transit Bus Operating Assistance**	**TxDOT State Funds:**	$284,752
MPO Project Number:	200-18-00	**Local Funds:**	$506,998
Apportionment Year:	2016	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$1,582,208**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Operating assistance for the urban transit busses	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$593,351
Project Name:	**Complementary ADA Serice**	**TxDOT State Funds:**	$0
MPO Project Number:	201-18-00	**Local Funds:**	$148,337
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$741,688**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Complementary ADA Service, Capital Preventative Maintenance	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$104,901
Project Name:	**Capital Lease**	**TxDOT State Funds:**	$0
MPO Project Number:	202-18-00	**Local Funds:**	$26,226
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Capital	**Fiscal Year Cost:**	**$131,127**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Capital Lease	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

General Project Information		Funding Information (YOE)	
TxDOT District:	San Angelo	**Federal Funding Category:**	5307
Project Sponsor:	Concho Valley Transit District	**FTA Federal Funds:**	$16,769
Project Name:	**Bus and Facility Security**	**TxDOT State Funds:**	$0
MPO Project Number:	203-18-00	**Local Funds:**	$4,191
Apportionment Year:	2015	**Other Funds:**	$0
Project Type:	Operating	**Fiscal Year Cost:**	**$20,960**
Amendment Date:	n/a	**Trans. Dev. Credits Requested:**	n/a
Project Description:	Security equipment for urban busses and transit facility	**Trans. Dev. Credits Awarded:**	n/a
		Trans. Dev. Credit Award Date:	n/a

TOTAL FISCAL YEAR 2018 PROJECT COST:	**$2,475,983**

San Angelo Metropolitan Planning Organization

FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			$0			$0			$0
2	Sec. 5307 - Urbanized Formula <200K	$1,377,281	$895,856	$2,273,137	$1,419,059	$914,793	$2,333,852	$1,461,631	$942,237	$2,403,868
3	Sec. 5309 - Fixed Guideway Investment			$0			$0			$0
4	Sec. 5337 - State of Good Repair			$0			$0			$0
5	Sec. 5339 - Bus & Bus Facilities >200k			$0			$0			$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			$0			$0			$0
7	Sec. 5316 - JARC >200K			$0			$0			$0
8	Sec. 5317 - New Freedom >200K			$0			$0			$0
9	Other FTA			$0			$0			$0
10	Regionally Significant or Other (incl FHWA transfers)			$0			$0			$0
	Total Funds	**$1,377,281**	**$895,856**	**$2,273,137**	**$1,419,059**	**$914,793**	**$2,333,852**	**$1,461,631**	**$942,237**	**$2,403,868**
	Transportation Development Credits									
	Requested			$0			$0			$0
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			$0	$0	$0	$0
2	Sec. 5307 - Urbanized Formula <200K	$1,505,479	$970,504	$2,475,983	$5,763,450	$3,723,390	$9,486,840
3	Sec. 5309 - Fixed Guideway Investment			$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair			$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200k			$0	$0	$0	$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			$0	$0	$0	$0
7	Sec. 5316 - JARC >200K			$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
9	Other FTA			$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)			$0	$0	$0	$0
	Total Funds	**$1,505,479**	**$970,504**	**$2,475,983**	**$5,763,450**	**$3,723,390**	**$9,486,840**
	Transportation Development Credits						
	Requested			$0			$0
	Awarded			$0			$0

FEDERAL HIGHWAY PROJECTS

San Angelo Metropolitan Planning Organization
FY 2015-2018 Transportation Improvement Program
Highway Projects FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0158-02-084	US 67	C	San Angelo	TXDOT	$7,492,397

PROJECT:	Tractor Trail Interchange Project	REV DATE:	7/2014
LIMITS FROM:	At Tractor Trail	MPO PROJ. #:	101-18-00
LIMITS TO:	At Tractor Trail	FUND CAT(S):	2U
DESCRIPTION:	Construction of an interchange at Tractor Trail		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$367,127	COST OF APPROVED PHASES
ROW PURCHASE:	$0	
CONST COST:	$7,492,397	
CONST ENG:	$351,393	
CONTINGENCIES:	$224,023	$7,492,397
INDIRECT COSTS:	$361,883	
BOND FINANCING	$0	
TOTAL COST	$8,796,823	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	2U	$6,072,000	$1,518,000	$0	$0	$7,590,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$6,072,000	$1,518,000	$0	$0	$7,590,000

Additional Remarks:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0158-02-088	US 67	C	San Angelo	TXDOT	$1,112,486

PROJECT:	Paul Ann Boulevard Interchange Projec	REV DATE:	7/2014
LIMITS FROM:	At Paul Ann Boulevard	MPO PROJ. #:	101-18-01
LIMITS TO:	At Paul Ann Boulevard	FUND CAT(S):	3
DESCRIPTION:	Construction of an interchange at Paul Ann Boulevard		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$54,512	COST OF APPROVED PHASES
ROW PURCHASE:	$0	
CONST COST:	$1,112,486	
CONST ENG:	$52,176	
CONTINGENCIES:	$33,263	$1,112,486
INDIRECT COSTS:	$53,733	
BOND FINANCING	$0	
TOTAL COST	$1,306,170	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	3	$0	$969,790	$0	$0	$969,790
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$0	$969,790	$0	$0	$969,790

Additional Remarks:

San Angelo Metropolitan Planning Organization
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

		FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$0	$0	$0	$0	$7,590,000	$7,590,000	$7,590,000	$7,590,000
3	Non-Traditionally Funded Transportation Project	$0	$0	$0	$0	$0	$0	$969,790	$969,790	$969,790	$969,790
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5 Flex	Map21 Flex	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9 Flex	TAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12C	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12S	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$0	$0	$0	$0	$0	$0	$8,559,790	$8,559,790	$8,559,790	$8,559,790

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	$0	$0	$0	$6,072,000	$6,072,000
State	$0	$0	$0	$2,487,790	$2,487,790
Local Match	$0	$0	$0	$0	$0
CAT 3 - Local Contributions	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14	$0	$0	$0	$0	$0
Cat 3- Prop 14 SB	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - Pass Thru Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Regional Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Match to Regional Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Unique Federal Program - Tiger II	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Section 5306	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Stragegy 102 Budget	$0	$0	$0	$0	$0
Total	$0	$0	$0	$8,559,790	$8,559,790

GROUPED CSJ HIGHWAY PROJECTS

San Angelo Metropolitan Planning Organization
FY 2015-2018 Transportation Improvement Program
Grouped CSJ Highway Projects FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	2574-01-044	RM 584	C	San Angelo	TXDOT	$2,641,600

PROJECT:	Asphalt Concrete Pavement Overlay Project	REV DATE:	7/2014
LIMITS FROM:	0.12 Miles South of SL 306	MPO PROJ. #:	100-15-00
LIMITS TO:	5.27 Miles South of SL 306	FUND CAT(S):	1
DESCRIPTION:	Overlay Project		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$129,438	COST OF APPROVED PHASES
ROW PURCHASE:	$0	
CONST COST:	$2,641,600	
CONST ENG:	$91,928	
CONTINGENCIES:	$46,228	$2,641,600
INDIRECT COSTS:	$127,589	
BOND FINANCING:	$0	
TOTAL COST	$3,036,783	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	1	$2,032,000	$508,000	$0	$0	$2,540,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$2,032,000	$508,000	$0	$0	$2,540,000

Additional Remarks:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0069-07-103	US 87	C	San Angelo	TXDOT	$2,933,838

PROJECT:	Asphalt Concrete Pavement Overlay Project	REV DATE:	7/2014
LIMITS FROM:	33rd Street	MPO PROJ. #:	101-15-00
LIMITS TO:	US 67	FUND CAT(S):	1
DESCRIPTION:	Overlay Project		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$ 138,024	COST OF APPROVED PHASES
ROW PURCHASE:		
CONST COST:	$ 2,816,825	
CONST ENG:	$ 98,026	
CONTINGENCIES:	$ 49,294	$2,816,825
INDIRECT COSTS:	$ 136,052	
BOND FINANCING:		
TOTAL COST	$ 3,238,221	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	1	$2,160,000	$540,000	$0	$0	$2,700,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$2,160,000	$540,000	$0	$0	$2,700,000

Additional Remarks:

San Angelo Metropolitan Planning Organization
FY 2015-2018 Transportation Improvement Program
Grouped CSJ Highway Projects FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0077-06-090	US 67	C	San Angelo	TXDOT	$1,081,600

PROJECT:	Asphalt Concrete Pavement Overlay Project	REV DATE:	7/2014
LIMITS FROM:	Chadbourne Street	MPO PROJ. #:	100-16-00
LIMITS TO:	US 87	FUND CAT(S):	1
DESCRIPTION:	Overlay Project		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$52,998	COST OF APPROVED PHASES
ROW PURCHASE:	$0	
CONST COST:	$1,081,600	
CONST ENG:	$37,640	
CONTINGENCIES:	$18,928	$1,081,600
INDIRECT COSTS:	$52,241	
BOND FINANCING:	$0	
TOTAL COST	$1,243,407	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	1	$800,000	$200,000	$0	$0	$1,000,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$800,000	$200,000	$0	$0	$1,000,000

Additional Remarks:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
San Angelo	Tom Green	0158-02-085	US 67	C	San Angelo	TXDOT	$3,244,801

PROJECT:	Asphalt Concrete Pavement Overlay Project	REV DATE:	7/2014
LIMITS FROM:	Smith Boulevard	MPO PROJ. #:	101-16-00
LIMITS TO:	Chadbourne Street	FUND CAT(S):	1
DESCRIPTION:	Overlay Project		
REMARKS:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION

PRE.ENG.	$158,995	COST OF APPROVED PHASES
ROW PURCHASE:	$0	
CONST COST:	$3,244,801	
CONST ENG:	$112,919	
CONTINGENCIES:	$56,784	$3,244,801
INDIRECT COSTS:	$156,724	
BOND FINANCING:	$0	
TOTAL COST	$3,730,223	

AUTHORIZED FUNDING BY CATEGORY/SHARE

		FEDERAL	STATE	LOCAL	OTHER	TOTAL
CAT:	1	$2,400,000	$600,000	$0	$0	$3,000,000
CAT:		$0	$0	$0	$0	$0
CAT:		$0	$0	$0	$0	$0
TOTAL:		$2,400,000	$600,000	$0	$0	$3,000,000

Additional Remarks:

San Angelo Metropolitan Planning Organization
FY 22015-2018 Transportation Improvement Program
Highway Financial Summary Grouped CSJ - Year of Expenditure Costs
2015- 2018 STIP

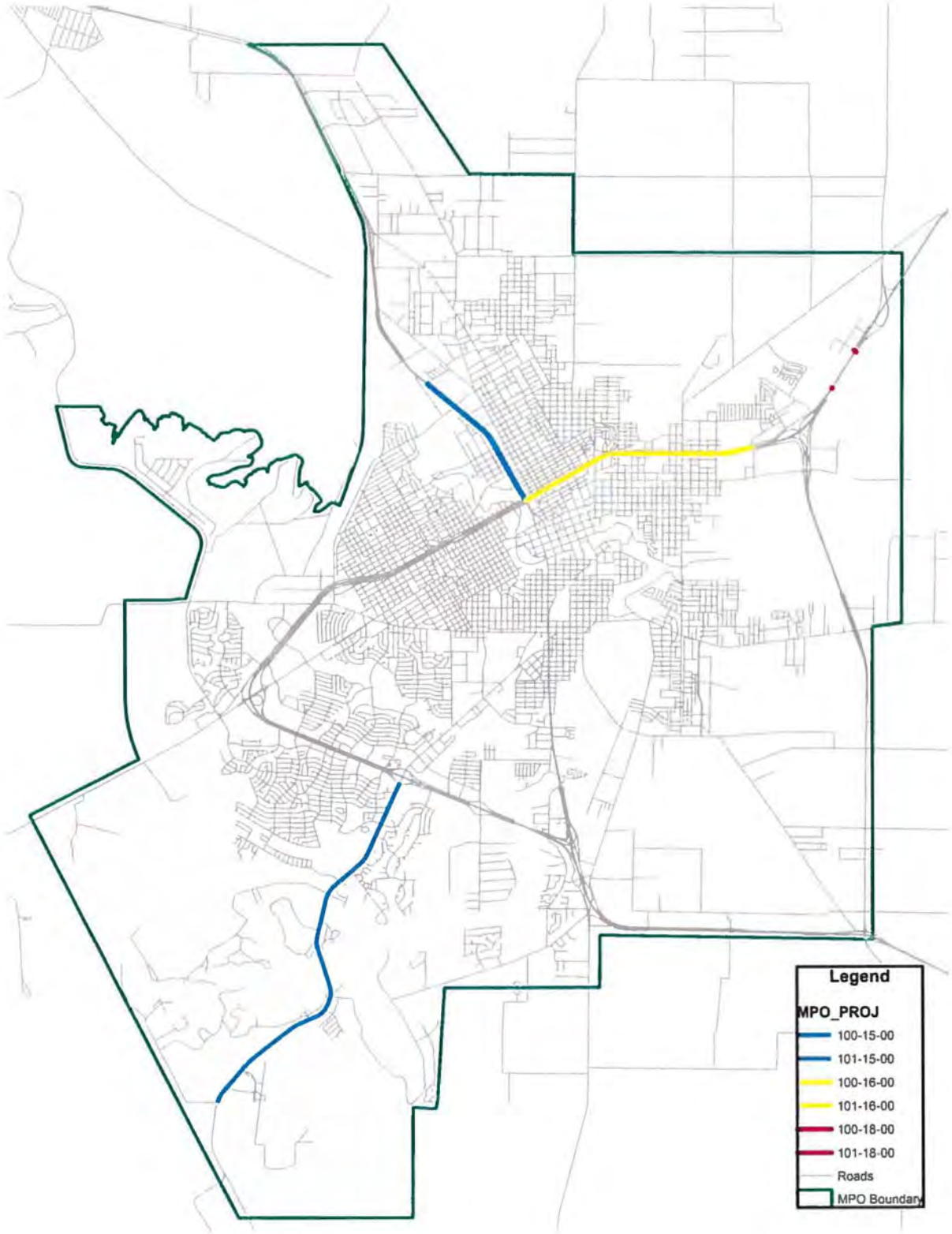
Funding by Category

Current as of 04-10-2014

		FY 2015	FY 2016	FY 2017	FY 2018	Total
Category	Description	Programmed	Programmed	Programmed	Programmed	Programmed
1	Preventive Maintenance and Rehabilitation	$5,240,000	$4,000,000	$0	$0	$9,240,000
2	Metropolitan Area (TMA) Corridor Projects	$0	$0	$0	$0	$0
3	Urban Area (Non- TMA) Corridor Projects	$0	$0	$0	$0	$0
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0
9	Transportation Enhancements	$0	$0	$0	$0	$0
10	Supplemental Transportation Projects	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0
Other	Prop 12	$0	$0	$0	$0	$0
Other	Prop 14	$0	$0	$0	$0	$0
Other	PA	$0	$0	$0	$0	$0
LC	Local Contributions	$0	$0	$0	$0	$0
Total		**$5,240,000**	**$4,000,000**	**$0**	**$0**	**$9,240,000**

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	$4,192,000	$3,200,000	$0	$0	$7,392,000
State	$1,048,000	$800,000	$0	$0	$1,848,000
Local Contributions	$0	$0	$0	$0	$0
Prop 12	$0	$0	$0	$0	$0
Prop 14	$0	$0	$0	$0	$0
Other (Insert Entity Name)	$0	$0	$0	$0	$0
Other (Insert Entity Name)	$0	$0	$0	$0	$0
Total	**$5,240,000**	**$4,000,000**	**$0**	**$0**	**$9,240,000**


Legend
MPO_PROJ
100-15-00
101-15-00
100-16-00
101-16-00
100-18-00
101-18-00
Roads
MPO Boundary

NOTEWORTHY PROJECTS

Projects from Previous TIP

Project Name	CSJ #	Limits From	Limits To	Status	Total Cost
Chadbourne Street Pedestrian Improvement Project-Phase 3	n/a	E 12th Street	E 18th Street	In Design	$289,344
Urban Bus Replacement Project	n/a	n/a	n/a	Under Contract	$860,800
FM 388 Roadway Widening Project	2284-01-028	Bell Street	South Loop 306	Under Construction	$2,261,709
US 67 Extension Project	0158-02-0874	Paulann Boulevard Extension	Howard College	Under Construction	$200,000
US 87 Interchange Construction Project	0158-02-088	At Paulann Boulevard	At Paulann Boulevard	Under Construction	$1,236,322
Red Arroyo Shared Use Pathway	0907-24-036	BU 67-H (Sherwood Way)	RM 584 (Knickerbocker Road)	Under Construction	$3,999,140.00
Bicycle and Pedestrian Improvement Project	0907-24-043	San Angelo CBD	North MLK	Preliminary Engineering	$1,130,743.00

Regionally Significant Projects

Project Name	CSJ #	Limits From	Limits To	Total Cost	Description
US 277 Super Two Project	0159-01-039	0.97 Miles South of US 87	0.24 Miles South of Mineral Wells Road	$2,734,302	Highway improvement project to increase safety and decrease accidents. Project will add passing lanes on the on this non-divided highway. Phase 1
US 277 Super Two Project-Phase 2	0159-02-072	Allen Road	Schleicher County Road 300	$6,239,473	Highway improvement project to increase safety and decrease accidents. Project will add passing lanes on the on this non-divided highway. Phase 2
US 67 Bridge Replacement Project	0158-02-062	At US 277	At US 277	$5,288,891	Replace narrow bridge due to outdated railing and width. New bridge will improve safety and accommodate wide-load traffic.

APPENDICES

MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the San Angelo Metropolitan Planning Organization for the San Angelo urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

San Angelo
Texas Department of Transportation
Tracy Cain, P.E.

District Engineer

4/10/14
Date

San Angelo
Metropolitan Planning Organization
Dwain Morrison, Mayor

Chairperson

4/10/2014
Date

ACRONYMS

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BU	Business
C	Construction
CAC	Citizen Advisory Committee
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
E	Engineering
FHWA	Federal Highway Administration
FM	Farm to Market
FTA	Federal Transit Administration
JARC	Job Access Reverse Commute
LCL	Local
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PPP	Public Participation Plan
PROJ ID	Project identification number
ROW	Right of Way
RM	Ranch to Market
RVN	Revision Date
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users
SA-MPO	San Angelo Metropolitan Planning Organization
STP	Surface Transportation Program
STS	Specialized Transportation System
T	Transfer
TEA-21	Transportation Equity Act for the Twenty-First Century
TDC	Transportation Development Credit
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program

GLOSSARY

Highway Funding Categories

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

Transit Funding Categories

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

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

HISTORY OF AMENDMENTS/REVISIONS

February 13, 2014: Approval of projects for inclusion in the Draft FY 2015-2018 Transportation Improvement Program for the San Angelo Metropolitan Planning Organization.

April 10, 2014: Approval of the FY 2015-2018 Transportation Improvement Program for the San Angelo Metropolitan Planning Organization.

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP
2015-2018

SAN ANGELO DISTRICT
2015-2018 TIP

RURAL HIGHWAY

Initial 2015-2018 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT SAN ANGELO DISTRICT
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
7 - SAN ANGELO	CONCHO	0035-03-047	US 83	C			$ 273,065

LIMITS FROM WEST BRYAN STREET IN EDEN
LIMITS TO: US 87
PROJECT DESCR: GRADING, BASE, PAVING, STRUCTURES
REMARKS P7:
REVISION DATE: 07/2014
MPO PROJ NUM:
FUNDING CAT(S): 1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	13,380
ROW PURCHASE:	$	0
CONST COST:	$	273,065
CONST ENG:	$	18,541
CONTING:	$	5,734
IND COSTS:	$	13,189
BND FINANCING:	$	0
TOTAL PRJ COST:	$	342,314

COST OF APPROVED PHASES: $ 273,065

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 218,452	$ 54,613	$ 0	$ 0	$ 273,065*
TOTAL:	$ 218,452	$ 54,613	$ 0	$ 0	$ 273,065

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
7 - SAN ANGELO	CONCHO	0035-04-032	US 83	C		TXDOT	$ 2,492,532

LIMITS FROM US 87
LIMITS TO: 0.5 MILES SOUTH OF US 87
PROJECT DESCR: WIDEN GRADING, BASE, PAVING, STRUCTURES
REMARKS P7:
REVISION DATE: 07/2014
MPO PROJ NUM:
FUNDING CAT(S): 11
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	122,134
ROW PURCHASE:	$	242,000
CONST COST:	$	2,492,532
CONST ENG:	$	123,630
CONTING:	$	49,601
IND COSTS:	$	120,389
BND FINANCING:	$	0
TOTAL PRJ COST:	$	3,243,507

COST OF APPROVED PHASES: $ 2,492,532

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
11-DIST DISC:	$ 1,994,026	$ 498,506	$ 0	$ 0	$ 2,492,532*
TOTAL:	$ 1,994,026	$ 498,506	$ 0	$ 0	$ 2,492,532

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
7 - SAN ANGELO	CONCHO	0070-04-033	US 87	C		TXDOT	$ 819,193

LIMITS FROM CONCHO STREET IN EDEN
LIMITS TO: SANTA FE STREET IN EDEN
PROJECT DESCR: GRADING, BASE, PAVING, STRUCTURES
REMARKS P7:
REVISION DATE: 07/2014
MPO PROJ NUM:
FUNDING CAT(S): 1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	40,140
ROW PURCHASE:	$	66,000
CONST COST:	$	819,193
CONST ENG:	$	55,623
CONTING:	$	17,203
IND COSTS:	$	39,567
BND FINANCING:	$	0
TOTAL PRJ COST:	$	1,092,941

COST OF APPROVED PHASES: $ 819,193

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 655,355	$ 163,839	$ 0	$ 0	$ 819,193*
TOTAL:	$ 655,355	$ 163,839	$ 0	$ 0	$ 819,193

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

San Angelo District - 07

FY 2015 - 2018 Transportation Improvement Program

Funding by Category

		FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$1,092,258	$1,092,258	$0	$0	$0	$0	$1,092,258	$1,092,258
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	Non-Traditionally Funded Transportation Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5 Flex	Map21 Flex	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9 Flex	TAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$2,492,532	$2,492,532	$0	$0	$0	$0	$2,492,532	$2,492,532
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12C	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12S	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$0	$0	$3,584,790	$3,584,790	$0	$0	$0	$0	$3,584,790	$3,584,790

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	$0	$2,867,832	$0	$0	$2,867,832
State	$0	$716,958	$0	$0	$716,958
Local Match	$0	$0	$0	$0	$0
CAT 3 - Local Contributions	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14	$0	$0	$0	$0	$0
Cat 3- Prop 14 SB	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - Pass Thru Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Regional Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Match to Regional Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - Unique Federal Program - Tiger II	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Section 5306	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Stragegy 102 Budget	$0	$0	$0	$0	$0
Total	$0	$3,584,790	$0	$0	$3,584,790