

# METROPOLITAN PLANNING ORGANIZATION SAN ANGELO

## San Angelo Metropolitan Planning Organization Policy Board Meeting Agenda

**May 14, 2015, 8:30 A.M.**

Concho Valley Multi-Modal Terminal, Conference Room  
510 N Chadbourne Street  
[sanangelompo.org](http://sanangelompo.org)

1. Call to Order.
2. Pledge.
3. Public Comment.
4. Approval of March 12, 2015 Policy Board meeting minutes.
5. Review and approval of draft long-range transportation plan, Voyage 2040 and any action in connection thereto.
6. Discussion and approval of amendments to the San Angelo Metropolitan Planning Organization Bylaws and any action in connection thereto.
7. Organizational Reports.
  - a. Director's Report
  - b. Financial Report
  - c. Monthly Staff Activities Report
  - d. Attendance Report
8. Announcements and/or future agenda items.
  - a. Next meeting – June 11, 2015 @ 8:30 A.M.
9. Adjourn.

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Doray Hill, Jr., Director  
San Angelo Metropolitan Planning Organization

This meeting notice was posted in accordance with applicable Texas Government Code meeting requirements.



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4. Approval of March 12, 2015 Policy Board meeting minutes.

**San Angelo Metropolitan Planning  
Organization Policy Board  
Meeting Agenda**

**March 12, 2015 – 8:30 A.M.**

Concho Valley Multi-Modal Terminal, Conference Room  
510 N. Chadbourne Street, San Angelo, TX

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**1. Call to Order.**

The meeting was called to order at 8:34 A.M. by the Chair, Mr. Dwain Morrison.

Voting members present:

Dwain Morrison, Chair, City of San Angelo

Steven Floyd, Tom Green County Judge

William Ford, Tom Green County Commissioner

Tracy Cain, District Engineer, San Angelo TxDOT

John DeWitt, Dir. Transportation Planning & Programming, San Angelo TxDOT

Karl Bednarz, City Engineer, City of San Angelo

John Austin Stokes, Executive Direction, Concho Valley Transit District

Phil Neighbors, President, San Angelo Chamber of Commerce

Luis Elguezabal, Airport Director, City of San Angelo

Voting members not present:

Patrick Howard, Director of Development Services, City of San Angelo

Daniel Valenzuela, City Manager, City of San Angelo

**2. Pledge.**

**3. Public Comment:**

No public comment.

**4. Approval of January 8, 2015 Policy Board meeting minutes.**

The board members reviewed the meeting minutes from January. There were no comments.

Mr. Luis Elguezabal made the motion to approve; the motion was seconded by Mr. Phil Neighbors. Unanimous vote.

**5. Discussion and adoption of the San Angelo Metropolitan Planning Organization Bylaws and any action in connection thereto.**

Mr. Doray Hill, Jr. began by discussing the recent changes adding the TxDOT seat, keeping 7 policy board members, and still keeping 10 members on the technical advisory committee. He asked if there were any questions or concerns. Mr. John Dewitt was concerned with two seats on the policy board that are designated elected officials or designated officials. He felt that they should be at least 1 elected official and was concerned as to what the city and county desired. Mr. Hill explained that each organization would designate a representative for the policy board keeping two elected officials only. Mr. DeWitt asked if there was a requirement for elected officials to be on the board vs staff personal. There is a preference

but nothing specifically. Mr. DeWitt also suggested that the technical committee should not meet a minimum of 8 times a year. The number should be lower; 4 was suggested. Mr. Hill agreed that a minimum of 4 meeting per year will be amended in the bylaws regarding the technical advisory committee. Mr. DeWitt asked the other policy board members if they were comfortable with voting on the bylaws with the amended content. Mr. Neighbors was comfortable with the changes on behalf of the business community. Mr. DeWitt asked why the technical advisory committee did not need a quorum when meeting. Mr. Hill explained that they do not have voting rights. The technical advisory committee would then present their recommendation to the policy board for voting. Mr. Cain agreed that the technical advisory committee should not have voting ability and the committee would have to present it to the policy board for approval. Mr. Joe Clark, TxDOT, also explained that they would not need a quorum because they were not going to be a voting body; they were an advisory committee. Mr. Morrison stated that legally without a quorum a vote could not be made. Mr. Clark also said that the policy board makes the rules for the advisory committee and they could setup the advisory committee whatever way they saw fit. Mr. Dewitt asked when the Bylaws would take effect and the policy board agreed that they would take affect immediately. Mr. Morrison called for a vote. The MPO will send out a form to each organization and they will submit a proxy and a member for the technical advisory committee. Mr. DeWitt said that he would make the motion for adopting the new bylaws with the agreed upon changes. John Austin Stokes seconded the motion to adopt. Mayor Morrison asked for a vote. Unanimous vote.

**6. Organizational Report.**

- a. **Financial Report**
- b. **Monthly Staff Activities**
- c. **Attendance Report**

Mr. Doray Hill, Jr. presented the financial report for November 2014. He was asked why it was behind and he explained that accounting sometimes makes journal entries after the month has closed and presenting the report 1 to 2 months behind allows extra time for accounting.

**7. Announcement and/or future agenda items.**

- a. **Next meeting – Thursday, May 14, 2015 @ 8:30 A.M.**

**8. Adjourn.**

The meeting was adjourned at 9:03 A.M.

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Mayor, Dwain Morrison, Chairman

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Doray Hill, Jr., MPO Director

5. Review and approval of draft long-range transportation plan, Voyage 2040 and any action in connection thereto.



# Memo

To: MPO Policy Board  
From: Doray Hill, Jr.  
Date: May 1, 2015  
Re: Voyage 2040 – Amendment 1

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The U.S. Code of Federal Regulations Title 23-Highways, Part 450.322: Development and Content of the Metropolitan Transportation Plan, provides guidance on the development of the long-range transportation plan. It specifies general and necessary requirements for the plan.

This legislation also states that the long-range plan may be revised at any time; however, the MPO Policy Board must approve any amendments and copies of any changes must be provided to the Federal Highway Administration and Federal Transit Administration for review.

After review of Voyage 2040, both agencies provided comments on the document. The most significant of the comments pertain to Environmental Mitigation and Financial Constraint, which are summarized below.

450.322 (f)(7): A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

450.322(f)(10)(ii): For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

The MPO in consultation with TxDOT has addressed the comments and revised Voyage 2040 (Amendment 1) so that it is compliant with the necessary requirements outlined in the U.S. Code of Federal Regulations.

# VOYAGE 2040

LONG-RANGE TRANSPORTATION PLAN  
SAN ANGELO, TX



METROPOLITAN PLANNING ORGANIZATION  
SAN ANGELO



**NOVEMBER 13, 2014**



# HOW DO WE PAY FOR TRANSPORTATION?

## INTRODUCTION

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires that Metropolitan Transportation Plans have a financial plan and be fiscally constrained. Fiscally constrained means demonstrating that transportation projects included in the document have reasonable estimates of revenue. Determining funds for projects can be difficult especially when the future of the Highway Trust Fund is uncertain.

Generally, projects listed in the long-range transportation plan are projects that are planned to be implemented during the life of the document. These planned projects contain details such as total project costs, funding sources such as federal or state funding, and an implementation schedule. Other projects that are needed for the transportation system but do not have sufficient funding, called unfunded, are sometimes included if they are significant. The purpose of listing unfunded projects is to show the need project. Generally, these projects will be constructed when funds become available.



Due to a lack of transportation funding, there are always more projects than there is available funding. To include every project that is needed in the Metropolitan Transportation Plan is pointless and does not help with determining needs over wants. For this reason, it is important to identify only projects that are most beneficial for San Angelo's transportation system.

## **LONG-RANGE TRANSPORTATION PLAN 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 MTP 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.

Legislative regulations allow Metropolitan Transportation Plans to include additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan could be available. These projects are identified as illustrative projects and are located on the Unfunded Project listing.

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 MTP, 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 MTP 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 MTP is the product of funded and proposed funded projects, which consists of pedestrian, public transportation, highway, and bicycle projects that will be implemented during the life of the document. Projects are initially listed in the MTP and as funding becomes available, these projects are included in the Transportation Improvement Program where a more accurate description of costs, scope, and time are identified. In both documents, funded projects are listed on the financial plan, which is comprehensive document that details costs associated with a project and the revenue structure that will be used to fund the project.

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 MTP with a financial constraint becomes a meaningful transportation priority-setting investment plan.

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

## **TRANSPORTATION FUNDING**

In the San Angelo Metropolitan Planning area, either the federal government or the state funds the majority of new transportation projects, transportation enhancements, or transportation improvements. Over the past decade, the San Angelo MPO has been very fortunate to receive funds for projects through grants and initiatives intended to improve the transportation system. Through partnerships with local and state entities, San Angelo has invested a significant amount of dollars in transportation projects.

The federal government provides the largest source of funding for transportation projects. Through authorizations by legislative bills such as SAFETEA-LU and MAP-21, funds are made available to states and municipalities from the Highway Trust Fund, which was established in 1956. Each time a new highway bill is enacted, funds for transportation are appropriated to states through formulas or discretionary programs.

Each year as the community grows, the need for new infrastructure or upgrading existing infrastructure increases. Over the next twenty-five years, with the population increasing, the energy sector expanding and more vehicles on the roads the need for more improvements are likely to increase significantly. Unfortunately, even though investments and partnerships are expected to continue and funding levels are estimated to remain close to previous revenues, together they will not be enough to meet the anticipated demands on the transportation system.

### **Texas Department of Transportation Highway Funding Categories**

Typically, the Texas Department of Transportation provides funds for transportation projects through grants and discretionary programs. These funds are used for highway and transit projects. According to the Statewide Transportation Improvement Program developed by TxDOT, forecasted and anticipated revenues the department receives are from fuel taxes, vehicle registration fees, bonds, federal reimbursements, local matching funds, and other state and local federal funds. Listed below are the 12 funding categories specified by the Texas Administrative Code that fund highway-related projects.

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan and Urban Area Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement

- Category 6 – Structures Replacement and Rehabilitation
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 8 – Safety
- Category 9 – Transportation Enhancements
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

### **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. The District selects projects funded through this program.

### **Category 2 – Metropolitan and 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 3 – Non-Traditionally Funded Transportation Projects**

Non-Traditional funds are used for transportation-related projects that qualify for funding from sources not traditionally part of the State Highway Fund (SHF) including state bond financing under programs such as Proposition 12 or Proposition 14.

### **Category 4 – Statewide Connectivity Corridors**

SCC funds provide 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. 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.

### **Category 5 – Congestion Mitigation and Air Quality Improvement**

CMAQ funds address attainment of National Ambient Air Quality Standard in non-attainment areas. These funds are used in larger metropolitan areas such as Dallas, Austin, Houston, and El Paso.

### **Category 6 - Structures Replacement and Rehabilitation**

Provides funds 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).

### **Category 7 – Metropolitan Mobility & Rehabilitation**

These funds are used for state transportation needs within Transportation Management Areas (TMA). MPOs that receive these funds select projects to fund under this category.

### **Category 8 –Safety**

Addresses safety projects on and off the state highway system. Projects are typically 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.

### **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.

**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.



## **Texas Department of Transportation Transit Funding Categories**

Discussion of transit programs ultimately relates to the type of federal financial assistance being used. The “Section” references in this section are linked to specific FTA programs established in Title 49, United States Code, Chapter 53.

### **Section 5307 – Urbanized Area Formula Grants**

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. TxDOT provides matching funds for this funding category.

### **Section 5310 – Enhanced Mobility of Seniors & individuals with Disabilities**

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. Funds awarded under this category are listed in the TxDOT Statewide Improvement Program.

### **Section 5311 – Formula Grants for Rural Areas**

This program provides formula funding to states for supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the non-urbanized 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. 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.

### **Section 5337 – State of Good Repair**

This program provides capital assistance for replacement and rehabilitation of projects of existing fixed guideway systems and is intended to maintain public transportation systems in a state of good repair. Funding under this category is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus.

### **Section 5339 Bus and Bus Facilities Program**

Funds under this capital program grant can be used to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

## FUNDING FORECAST

The San Angelo Metropolitan Planning Organization is required to include a financial plan in the Metropolitan Transportation Plan. The financial plan should include projects expected to be constructed during the life of the document. The plan should also include how these projects will be funded. Determining financial forecast is extremely difficult due to the uncertainty of transportation funding. The MPO is required to develop a rational methodology for predicting expected revenues for future projects.

### Highway Funds

Highway funding levels from the Unified Transportation Plan (UTP) were developed based on the allocation processes contained within MAP-21 and on the taxes that are estimated to be generated from the sale of motor fuels in Texas over the life of the UTP.

The following highway funding projections are based on the breakdown of the TxDOT San Angelo District UTP allocations. As the table on the next page shows, available funding for the TxDOT San Angelo District totals \$114,960,000.00 for fiscal years 2015 – 2024; these funds are allocated into five of the previous mentioned funding categories as follows:

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Urban Area Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 9 – Transportation Enhancements
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

San Angelo TxDOT Allocated Funding by Category Year (in Dollars)											
TxDOT Unified Transportation Plan 2015											
Category	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
1	\$17,110,000	\$18,830,000	\$20,180,000	\$18,280,000							\$ 74,400,000
2				\$11,490,000							\$ 11,490,000
3				\$ 2,310,000							\$ 2,310,000
4											\$ -
5											\$ -
6											\$ -
7											\$ -
8											\$ -
8SB											\$ -
9											\$ -
10											\$ -
11	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$ 2,500,000	\$ 2,500,000	\$2,500,000	\$ 25,000,000
12				\$ 1,760,000							\$ 1,760,000
12 CMAQ											\$ -
12 STP-MM											\$ -
Local											\$ -
<b>Total</b>	<b>\$19,610,000</b>	<b>\$21,330,000</b>	<b>\$22,680,000</b>	<b>\$36,340,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	<b>\$2,500,000</b>	<b>\$114,960,000</b>

Funds distributed through Categories 1 and 11 are allocated by formula for use on the 3,200 miles of State maintained and operated roadway in the 15 counties of TxDOT's San Angelo District. As such, TxDOT addresses roadway needs across this system, including the subset of state maintained roadways within the SA-MPO boundary, with these funds.



TxDOT’s obligation of these funds within the MPO area is discussed in partnership with the entities represented on the Policy Board, but is ultimately the responsibility of TxDOT District management and does not represent a dedicated revenue stream for use within SA-MPO boundary.



Currently the San Angelo MPO only has a planned funding stream from the Proposition 1 funding that was passed into legislation in November 2014. Although the MPO does have prior allocated Category 2 funding on two projects (CSJ 0158-02-084 and CSJ 0158-02-088) in FY 2018, the MPO does not anticipate any future allocations in Category 2.

**MPO Anticipated Highway Funding Amounts Per Year**

Years	Category 1	Category 2	Category 3	Category 9	Category 12	Proposition 1	Total
2015						\$2,400,000	\$2,400,000
2016				\$1,300,000		\$2,400,000	\$3,700,000
2017						\$2,400,000	\$2,400,000
2018		\$11,500,000	\$2,310,000		\$1,760,000	\$2,400,000	\$17,970,000
2019-2040						\$52,800,000	\$52,800,000
<b>Total</b>	<b>\$0</b>	<b>\$11,500,000</b>	<b>\$2,310,000</b>	<b>\$1,300,000</b>	<b>\$1,760,000</b>	<b>\$62,400,000</b>	<b>\$79,270,000</b>

Additionally, it is estimated that the MPO should receive approximately \$2.4 million for Proposition 1 funding per year. Proposition 1 funding beyond the current year will be reanalyzed through long-range plan revisions. The table above shows the total estimated revenues for highway funding by category, by year in the San Angelo MPO.

## Transit Funds

For transit, the MPO assumes that revenue levels will be generally the same as in previous years. However, due to economic changes and inflation costs, the MPO estimates the Year of Expenditure (YOE) funding will increase by 3 percent by each year. The chart below provides an estimate of expected transit funding for fiscal years 2015-2040. Federal, state, and local revenue projections shown in the chart below are based on 2010 estimates.

<b>TRANSIT PROJECT FUNDING PROJECTION</b>					
<b>YEAR</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>OTHER</b>	<b>TOTAL</b>
2015	\$1,377,281	\$268,406	\$627,450	\$0	<b>\$2,273,137</b>
2016	\$1,418,599	\$276,458	\$646,274	\$0	<b>\$2,341,331</b>
2017	\$1,461,157	\$284,752	\$665,662	\$0	<b>\$2,411,571</b>
2018	\$1,504,992	\$293,294	\$685,632	\$0	<b>\$2,483,918</b>
2019	\$1,550,142	\$302,093	\$706,201	\$0	<b>\$2,558,436</b>
2020	\$1,596,646	\$311,156	\$727,387	\$0	<b>\$2,635,189</b>
2021	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2022	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2023	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2024	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2025	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2026	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2027	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2028	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2029	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2030	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2031	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2032	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2033	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2034	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2035	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2036	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2037	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2038	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2039	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
2040	\$1,596,646	\$311,156	\$727,386	\$0	<b>\$2,635,188</b>
	<b>\$40,841,738</b>	<b>\$7,959,280</b>	<b>\$18,606,324</b>	<b>Total</b>	<b>\$67,407,342</b>

One other item to note about the above chart is that figures shown for fiscal years 2015-2018 are consistent with those in the respective Transportation Improvement Program. Total transit funding for these four years is expected to be \$9,509,957.

To provide a more through breakdown of transit funding, the chart below shows expected funds by category. The first chart represents fiscal years 2015-2020. The second chart shows 2021-2040. For fiscal year 2015-2020, the total estimated revenue from the combination of federal, state, and local funds is approximately \$14,703,582.

<b>2015-2020 Transit Funds</b>					
<b>Fund Source</b>	<b>Section 5307: Operations</b>	<b>Section 5307: ADA Service</b>	<b>Section 5307: Capital Lease</b>	<b>Section 5307: Bus &amp; Facility</b>	<b>Total</b>
<b>Federal</b>	\$4,679,125	\$3,512,347	\$620,967	\$96,379	\$8,908,818
<b>State</b>	\$1,736,160				\$1,736,160
<b>Local</b>	\$3,001,180	\$878,087	\$155,242	\$24,095	\$4,058,604
<b>Other</b>					
<b>Total</b>	<b>\$9,416,465</b>	<b>\$4,390,433</b>	<b>\$776,209</b>	<b>\$14,583,108</b>	<b>\$14,703,582</b>

The second chart shows transit funds for fiscal years 2021-2040. Total anticipated revenue for these years is estimated at \$52,703,760. Based on the MPOs YOY of 3%, transit funding should total approximately \$67,407,342 for fiscal years 2015-2040. When new projections for federal and state funds are provided, these figures will be updated.

<b>2021-2040 Transit Funds</b>					
<b>Fund Source</b>	<b>Section 5307: Operations</b>	<b>Section 5307: ADA Service</b>	<b>Section 5307: Capital Lease</b>	<b>Section 5307: Bus &amp; Facility Security</b>	<b>Total</b>
<b>Federal</b>	\$16,771,940	\$12,589,720	\$2,225,800	\$345,460	<b>\$31,932,920</b>
<b>State</b>	\$6,223,120				<b>\$6,223,120</b>
<b>Local</b>	\$10,757,480	\$3,147,420	\$556,460	\$86,360	<b>\$14,547,720</b>
<b>Other</b>					
<b>Total</b>	<b>\$33,752,540</b>	<b>\$15,737,140</b>	<b>\$2,782,260</b>	<b>\$431,820</b>	<b>\$52,703,760</b>

### Local Funds

Ordinarily with grants, a twenty percent match is required with the grant covering eighty (80%) percent of the costs. The remaining 20% is usually referred to as the matching fund and is typically supplied by local resources, including private funds. For San Angelo, the City of San Angelo and the Concho Valley Transit District ordinarily provide local contributions for transportation grants. In previous years, some of the matching funds for projects have been provided by a combination of public-private partnerships.



## PROJECTS

The San Angelo area is growing at a steady pace. News businesses, more vehicles, and individuals re-locating to the city and the surrounding area is having an impact on the entire transportation system. Attempting to keep infrastructure consistent with the demand is nearly impossible due to a shortage in transportation funding.

However, the San Angelo Metropolitan Planning Organization works cooperatively with the Texas Department of Transportation, Concho Valley Transit District, and City of San Angelo to maintain existing transportation infrastructure and implement new transportation projects.



Planning, developing, and implementing news projects are no easy task. Implementing projects takes coordination, collecting and analyzing data, identifying deficiencies and determining where the needs are greatest. To help with understanding where and when projects need to be constructed the Metropolitan Transportation Plan includes a project listing. Projects included in the listing are divided in to two separate funding categories – Funded and Unfunded.

Funded projects are those that have funding or are reasonably expected to have funding at a later date. Unfunded projects are those that are severely needed but a funding source has not been identified. To understand more about the project differences, refer to the Project Selection Process later in this chapter. The Funded and Unfunded project lists show which projects are expected to be developed during the life of this long-range transportation plan.

## Funded Project List

San Angelo MPO Funded Project Listing 2040												
Project Name	Project Type	MPO Project #	Project Year	CSJ #	Highway/Street	Project Sponsor	From	To	Total Cost	Funding Category	Listing	Misc. Information
Bicycle-Pedestrian Improvement Project	Bike-Ped	300-16-02	2016	0907 24 043	Various Locations	City of San Angelo	Various Locations	Various Locations	\$1,266,432	Category 9	Not Grouped	Provide BP amenities/ infrastructure
Tractor Trail Interchange Project	Highway	100-18-01	2018	0158 02 084	US 67	TXDOT	At Tractor Trail	At Tractor Trail	\$8,740,000	Category 2	Not Grouped	Construct Interchange
Paul Ann Boulevard Interchange Project	Highway	100-18-02	2018	0158 02 088	US 67	TXDOT	At Paulann Boulevard	At Paulann Boulevard	\$7,972,290	Categories 2,3,12	Not Grouped	Construct Interchange
<b>Total</b>									<b>\$17,978,722</b>			

## Unfunded Project List

San Angelo Metropolitan Planning Organization Unfunded Project Listing 2040											
Project Name	Project Type	MPO Project #	Project Year	TxDOT CSJ #	From	To	Estimated Total Cost	MTP Inclusion Date	Funding Category	Misc. Information	
US 87	Highway	UFN02	2025-2030	N/A	Loop 306	US 277	\$13,000,000	tbd	unfunded	Upgrade existing 4-lane divided section to freeway with frontage roads and improve interchanges at Loop 306 and US 277 (Relief Route Segment)	
US 67	Highway	UFN03	2015-2030	N/A	Loop 306	US 277	\$13,000,000	tbd	unfunded	Upgrade existing 4-lane divided section to freeway with frontage roads (Relief Route Segment)	
US 277	Highway	UFN04	Long Range	N/A	from interchange with relief route	Loop 306	\$10,000,000	tbd	unfunded	Construct freeway main lanes (Relief Route Segment)	
New Alignment	Highway	UFN05	Long Range	N/A	US 87	US 277	\$20,000,000	tbd	unfunded	Construct new alignment for freeway (Relief Route Segment)	
Loop 306	Highway	UFN06	Long Range	N/A	6.177 miles north of US 87	US 87	\$13,000,000	tbd	unfunded	Construct frontage roads (Relief Route Segment)	
Smith Boulevard	Highway	UFN09	Long Range	N/A	E. Houston Harte Expressway Frontage Road	Gordon Blvd.	tbd	tbd	unfunded	Construct new urban street	
US 67 - Houston Harte Freeway	Highway	UFN12	Long Range	N/A	from interchange with Loop 306	to interchange with US 67	\$7,000,000	tbd	unfunded	Widen current 4-lane freeway to 6-lanes	
Loop 306	Highway	UFN13	Long Range	N/A	from interchange with US 67	to interchange with US 87	\$7,000,000	tbd	unfunded	Widen current 4-lane freeway to 6-lanes	
US 87 - North Bryant Blvd.	Highway	UFN14	Long Range	N/A	from interchange with US 67 (Houston Harte Freeway)	29th Street	\$4,500,000	tbd	unfunded	Widen roadway and replace current median ditch with storm drain system	
US 87 - South Bryant	Highway	UFN15	Long Range	N/A	from interchange with US 67 (Houston Harte Freeway)	Avenue N	\$1,000,000	tbd	unfunded	Convert existing parking lanes on one-way pair to travel lanes	
Interchange of US 87/US 277/306	Highway	UFN16	Long Range	N/A	various	various	tbd	tbd	unfunded	Reconfigure interchange and approaches.	
SS 378/Rehab and Widen Existing Roadway	Highway	UFN17	Long Range	0159 07 007	FM 1223	US 87	\$14,000,000	tbd	unfunded	Widen, Add center turn lane, and ACP Overlay. Major traffic increases anticipated from new energy locations and growing needs of GAFB. Submitted by Chamber of Commerce	
Seal Coat San Angelo State Park	Highway	UFN18	Long Range	0907 24 040	In San Angelo State Park	In San Angelo State Park	\$706,420	tbd	unfunded	Seal Coat, add pavement markings on roadways, parking lots, and campsite pullouts	
Upgrade Non-Freeway/US 67	Highway	UFN19	Long Range	0077-06-098	SL 306	FM 2288	\$1,500,000	tbd	unfunded	Grading, Base, Structures, Traffic Signals	
<b>Total</b>							<b>\$104,706,420</b>				

## PROJECT SELECTION PROCESS

The metropolitan transportation planning process is required to provide for the establishment and use of a performance-based approach to transportation decision making. Decisions made by the policy board include establishing policy, approving and implementing projects and supporting actions that improve the transportation system.

When it comes to projects, it is well known that there are always more desired projects than there is available funding. To help with evaluating, ranking, and deciding on projects, it is crucial to have a standard performance-based measurement mechanism. For the San Angelo Metropolitan Planning Organization, our Project Selection Process is that mechanism that is used to dictate how projects are selected and ultimately funded. The Project Selection Process is used with all major projects in the San Angelo area, which includes highway, non-motorized, aviation improvements and rail.

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, the MPO uses the PSP to help with decision-making.

The San Angelo Project Selection Process has three main steps:

1. Project Submission and Categorization
2. Project Review and Evaluation
3. MPO Policy Board Review and Approval

### Project Submission and Categorization

After the call from proposals has been made, project sponsors have the opportunity to submit their ideas to the Metropolitan Planning Organization through the PSP Project Submission Form. On the form, project sponsors include their contact information, project information, and details for their proposal. Project proposals are grouped into one of eight categories:

1. Bicycle Paths/Bicycle Lanes – projects that address the needs of cyclists, which can include bike lanes, bike paths, safety events, campaigns.
2. Highways/Streets – any improvements made to the highway or roadway infrastructure including stripping, road condition, increase capacity, medians.
3. Public Transportation – ordinarily projects in this category include new busses, bus stop, bus shelters, bus lanes, bus facilities.

4. Sidewalks/Pedestrian – projects that improve the mobility or safety of individuals that walk. Examples are sidewalks, crosswalks, signals.
5. Airport – projects listed in the category would be those that improve access to the airport. Airport facilities are funded by other funds not received by the MPO.
6. Rail – examples of projects in this category include rail line replacement, upgrading railroad crossings, rail signals.
7. System Improvement – any improvements to the transportation system that are not captured in the other categories are listed in this category.
8. Transportation Special Studies – any special studies such as thoroughfare plans, pedestrian/bicycle studies, and access management are classified in this category.

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

Contact Person	
Address	
City/Zip	
Phone Number	
Fax Number	
E-Mail	

**PROJECT INFORMATION**

Project Type	<input type="checkbox"/> Bicycle Paths/Bicycle Lanes <input type="checkbox"/> Highways/Streets <input type="checkbox"/> Public Transportation <input type="checkbox"/> Sidewalks/Pedestrian <input type="checkbox"/> Airport <input type="checkbox"/> Rail <input type="checkbox"/> System Improvement <input type="checkbox"/> Transportation Special Studies  _____ _____
Description of Project <small>(please include a brief description of the project and any relevant information)</small>	
Location of Project	
Comments <small>(please limit comments to 30 words or less)</small>	

Submission Date: \_\_\_\_/\_\_\_\_/\_\_\_\_





## Project Review and Evaluation

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

1. The proposed project is consistent with the MPO's long-range goals.
2. The proposed project has an identified funding source.
3. The proposed project has a project implementation timeline and other details necessary to complete the Project Selection Process.
4. The proposed project is consistent with other plans and programs.

On occasion, the MPO will receive project proposals from sponsors wishing to have their nomination included in the Metropolitan Transportation Plan. In some instances, a proposal may not meet the evaluation criteria, which means that it would not qualify for inclusion in the document. Projects not meeting these requirements could be included in the Metropolitan Transportation Plan under the Unfunded section if a determination is made that the project provides an informational benefit.



It is important to keep in mind that not all Unfunded proposals be included in the document. A long listing of unfunded or undervalued projects can be a distraction and take away from the importance of other needed projects. Projects included in the MTP should be limited to those are reasonably expected to be implemented during the life of the document.

### PROJECT SCORING FORM

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

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

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

Total \_\_\_\_\_

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

Total \_\_\_\_\_

3. System Preservation (30 points total)
- Pavement Conditions (0-10 points)
  - Bridge Conditions (0-10 points)
  - Other Roadway Features (0-10 points)
  - Provide Access Management (0-10 points)

Total \_\_\_\_\_

4. Regional Development Pattern (30 points total)
- MPO Prioritized Goal (0-10 points)
  - Local Prioritized Goal (0-10 points)
  - Regional Prioritized Goal (0-10 points)
  - Support regional land use goals (0-10 points)
  - Regional economic development (0-10 points)

Total \_\_\_\_\_

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

Project Accepted by MPO  Yes  No

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

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

**Project Assignment**

Type	Project Number	FY	Month
Highway	100	xx	xx
Transit	200	xx	xx
Bike/Pedestrian	300	xx	xx
Other	400	xx	xx

Example: First highway project for October 2013  
 100-14-10



After a proposal has been evaluated and scored by the staff, the proposal is then given to the Technical Advisory Committee for their review, evaluation, and input. At the completion of this process, if the TAC agrees with the assessment of the staff and supports moving forward with the proposal, then it is assigned a project number and is readied for public comment.





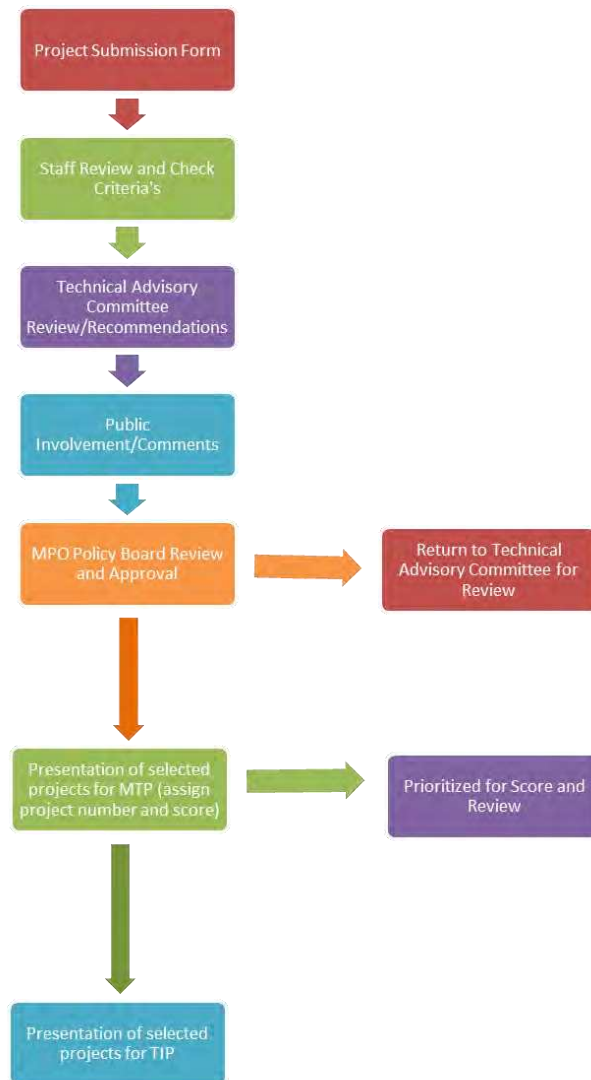


### San Angelo Project Selection Process.

Projects that have cycled through the project selection process are then added to one of two lists – Funded projects and Unfunded projects. As the names imply, projects that have funding are included on the Funded project list and subsequently listed in the Transportation Improvement Program by the fiscal year funding is received. These projects are considered fiscally constrained. Projects without funding remain on the Unfunded project list until funds can be found. Due to the unpredictability of transportation funding, it is likely that unfunded projects will remain on the Unfunded list for years or decades.

### Project Selection Flow Chart

To help with assessing how new proposals compare to existing proposals, every so often the staff will review each unfunded project and rank it against other proposals based on priority from highest to lowest. Since transportation priorities change over the



years, it may be possible that a proposal moves up or down the list. In some cases, It may even be possible for a proposal to be removed if it is deemed unnecessary.

A proposal on the Unfunded list will remain on the list until funding is found to implement that project. When funding is secured, that project is then included in the Transportation Improvement Program in the appropriate year. Below is a graphics, which illustrates the San Angelo Project Selection Process.







# HOW DOES THE PUBLIC INFLUENCE TRANSPORTATION PLANNING?



## INTRODUCTION

Public participation is required for any entity that receives Federal Highway Administration or Federal Transit Administration Funds. The San Angelo MPO Public Participation Plan outlines a process for involving the public in the transportation planning process. The MPO understands that a public participation plan helps transportation decision makers identify and understand aspects of the transportation system for the public point of view. Prior to the development of the MTP, the MPO revised the PPP to include social media as a way of contacting citizens of the community.

Public participation has several purposes. The first is to educate the community about transportation planning and their role. Another objective is to improve the quality of transportation policy decision-making through citizen involvement. In order to have citizens involved in the planning process, they must be given an opportunity to

participate. Citizen participation is very useful when developing plans, projects, and documents. Good public participation usually happens at the beginning of any initiative and continues throughout implementation and completion.

# SAN ANGELO METROPOLITAN PLANNING ORGANIZATION



# PUBLIC PARTICIPATION PLAN

NOVEMBER 13, 2014

The Public Participation Plan for the San Angelo Metropolitan Planning Organization provides an opportunity for citizens, groups, agencies, and private providers of transportation to be included in the transportation planning process. Occasionally, the San Angelo MPO creates an ad hoc committee using citizens and transportation stakeholders to discuss specific transportation issues such as non-motorized infrastructure. Over the last few years, the MPO has increased outreach activities

to encourage everyone to get involved with transportation planning in some aspect.

## HISTORY OF THE PUBLIC PARTICIPATION PLAN

San Angelo MPO developed a Public Involvement Policy (PIP), approved by the Policy Board 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.

With the passage of the SAFETEA-LU transportation bill, San Angelo's PIP was renamed to the Public Participation Plan (PPP) and was updated so that it compliant with the new requirements of the bill. The updated plan was presented in draft version at the December 5, 2007 MPO meeting and notice was placed in the San Angelo Standard Times. The MPO made the document available for several weeks and it was finally adopted on January 24, 2008.

On July 6, 2012, President Barack Obama signed into law a new two-year transportation reauthorization bill known as Moving Ahead for Progress in the 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. The bill includes changes to the legal framework that directs federal transportation funding, generally providing more flexibility to states and other recipients.

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

In October 2013, the MPO revised the Public Participation Plan to include the use of social media, blogs, and electronic newsletters. The plan was again revised in November 2014 to incorporate the San Angelo Limited English Proficiency (LEP) Plan.

The LEP is intended to accommodate those whose proficiency is limited in speaking, reading, writing, or understanding English. The purpose of this is to guarantee access to those in which English is not their first language, so they have the opportunity to be involved with the transportation planning process.

## PUBLIC PARTICIPATION OVERVIEW

The Public Participation Plan outlines procedures for public involvement to ensure the public is informed about transportation issues throughout the planning process. It ensures the public has adequate opportunity to express their opinions and concerns pertaining to transportation and it was developed so that transportation plans, policies, and decisions have public input. Essentially, the PPP serves as a guide and is used to inform the public about project solicitation, public notices, document review opportunities, public comments, public meetings, and participation opportunities.

San Angelo's PPP provides details about the various ways the MPO reaches out to the community and encourages involvement. The MPO has several mechanisms that include a website, newsletters, social media, meetings, and mail.



The San Angelo MPO maintains a website, [www.sanangelompo.org](http://www.sanangelompo.org), to assist with public involvement. 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 activities.

Occasionally, the MPO creates and distributes a newsletter to pertinent agencies, organizations, public interest groups, homeowners, and various other interested parties. The newsletters provide information on upcoming issues affecting the MPO area, any revisions or changes to the plans or programs and information on future meetings.

The MPO is utilizing popular social media platforms such as Facebook, Twitter, YouTube and Constant Contact to reach a broader audience and demographic in the community. If possible, the MPO posts pictures and videos of various planning events and meetings for those that want to stay involved but are unable to attend.

Other public involvement activities include attendance at community events, participation in transportation related happenings and mailing postcards and brochures to target segments of the community in an attempt to get them engaged.

The San Angelo MPO is very committed to keeping the public involved. Meetings are held at convenient locations and times; and accommodations are made for those that have special needs. Furthermore, the MPO attempts to make information available in non-English languages and it is disseminated in both print and electronic versions. Efforts are made to accommodate traditionally underserved citizens including low-income, elderly, individuals with disabilities and minorities.

## ELEMENTS OF PUBLIC PARTICIPATION

The San Angelo Metropolitan Planning Organization strives to be proactive in reaching out to the community and encouraging input from the residents of San Angelo. The MPO makes every attempt to ensure that the transportation planning process includes feedback from citizens, is easy to understand, and is transparent.

The elements public involvement is intended to allow for orderly public interaction with the MPO organization as a whole, including board members, staff, and committee members. Because transportation decisions have long-term consequences and impact economic development, quality of life and future generations, it is important for the community to clearly understand how they influence transportation. Below are the elements that included in San Angelo's public involvement practices.

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

The San Angelo MPO recognizes the importance of public involvement and encourages anyone that has an interest in transportation planning to get involved with the organization. Through public involvement and interaction, transportation concerns can be addressed and solutions can be developed with the support of the community.

Communicating effective information to the community can sometimes be a difficult task because everyone has their personal preferences on how they choose to receive and get information. Some prefer television and radio, while others rely on the internet and email. In an attempt to solicit public comments and to reach as many stakeholders as possible, the San Angelo MPO uses various mechanisms. These include social media, television, community meetings, and committee meetings. Below are details on the numerous ways the MPO engages the community.

## LONG-RANGE PLAN PUBLIC WORKSHOPS AND INVOLVEMENTS

In December of 2013, the MPO began developing outreach strategies to get the public involved with the development of the MTP. The first steps to communicating with the community started with identifying days, times and locations for public workshops. The MPO wanted to make sure that everyone that wanted to provide input on the development of the plan was able to attend a workshop.

For that reason, workshops were scheduled at convenient locations such as elementary schools. San Angelo is fortunate to have several neighborhood schools and the MPO was able to schedule meetings at a few of the schools. In addition to the schools, the MPO held a workshop the Concho Valley Transit District Multimodal terminal in the lobby. The workshops lasted several hours and staff was available to answer questions for anyone attending.

To accommodate those individuals with tight schedules the opportunity to get involved, the MPO held workshops during the lunch hour, in the evenings and on a Saturday. The chart below shows the dates, locations and times of the workshops.

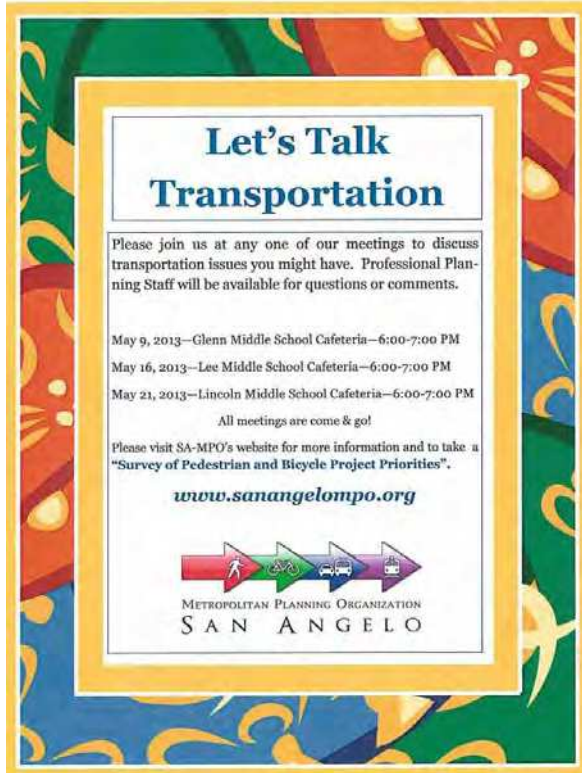
Workshop Date	Location	Time
January 14, 2014	Austin Elementary	6:00 PM-7:00 PM
January 22, 2014	Santa Rita	6:00 PM-7:00 PM
February 5, 2014	Holiman Elementary	5:00 PM-6:00 PM
February 8, 2014	Emmanuel Episcopal Church	10:00 AM-12:00 PM
February 20, 2014	Belaire Elementary	5:00 PM-6:00 PM
February 26, 2014	CVTD	9:00 AM-1:00 PM
February 25, 2014	Howard College	9:00 AM-11:00 AM
March 6, 2014	McNease Convention Center/City Council Evening Meeting	5:30 PM-7:30 PM

In addition to the workshops, the MPO staff's involvement activities included participation at a local event, hosting a public transportation forum and giving presentations to organizations that were interested in learning about the organization. During these activities, various topics were discussed and information was provided about the Metropolitan Transportation Plan, upcoming activities, and involvement.

### Transportation Information Gathering

The San Angelo Metropolitan Planning Organization hosted an annual Transportation Information Gathering community event, which featured speakers from the major transportation organizations in San Angelo. Attendees at the event were provided with information on several topics including highways, rail public transportation and transportation planning.





### **Public Involvement Presentations**

To gather more input on the development of the Metropolitan Transportation Plan, the MPO staff made presentations to a few local organizations that were interested in learning about the transportation planning process. Presentations were given to community and civic groups including the San Angelo Rotary Club, Lion's Clubs and the Tom Green County Local Emergency Planning Committee.

### **ASU Health and Wellness Fair**

The MPO staff participated in the Angelo State University Health and Wellness Fair in October 2013, to solicit input on transportation issues. Staff members had a table with laptops that had a survey requesting visitors input on the transportation system. Attendees at the event included ASU students, faculty and staff, and faculty and staff members of the San Angelo

Independent School District. Other vendors at this event included local various organizations and businesses in the area. Through this event, the MPO was able to gain valuable input and feedback on topics such as infrastructure and safety.

### **General Outreach**

Another tactic used by the MPO staff to engage residents of the community was making phone calls, mailing out postcards, insert in the water utility bill and making visits to area businesses. Making informal visits to places such as bicycle shops and taxi cab companies, and making contacts with other organizations and agencies helped spread the word about the MPO and the long-range transportation plan.

Additionally, the MPO targeted entities which typically have higher foot traffic such as the realtor's association, assisted living facilities, apartment association and the libraries and sent them emails with a link to the survey, and encouraged them to send the link to their contacts and members of their mailing lists. Paper copies of the survey (in English and Spanish) and postcards were available for those that did not have access to computers or that preferred to take the survey at their convenience.

### **Database and Contacts**

The MPO maintains a database of those interested in notification of public meetings, hearings, and other MPO planning processes. All organizations/individuals typically remain in the database until they either request to be removed or the mail returns as undeliverable. To boost attendance at long-range planning meetings and workshops, the MPO sent various forms of correspondence to those in the database.

## TRANSPORTATION NEEDS ASSESSMENT SURVEY RESULTS

### Survey Development

In October of 2013, the San Angelo Metropolitan Planning Organization collaborated with Angelo State University Community Development Initiatives to develop a Transportation Needs Assessment survey. After a series of meetings with ASU, the draft survey was presented to the MPO Policy Board at their December 12, 2013 meeting. During this meeting, the Policy Board members as well as meeting attendees were given the opportunity to comment on the survey. Input sought from board members included survey duration, length or number of questions, question wording and target locations. It was the intent of everyone involved to develop a survey that provided the citizens of the community with an opportunity to express their views on needs and priorities as it related to long-term transportation planning.

### Survey Public Involvement

To make the community aware of the survey, the MPO mailed out more than 800 postcards to random addresses within 200-foot proximity of workshop locations. The Transportation Needs Assessment survey postcards encouraged individuals to go to the MPO website and take the Transportation Needs Assessment survey. Readers were assured that their input from the survey would be included in the MTP.

Be heard! Take the survey

# Transportation Needs Assessment Survey

The San Angelo Metropolitan Planning Organization is conducting a survey to help identify transportation needs and improvements. This survey is your opportunity to express your views on San Angelo's transportation system.

<p><b>www.sanangelompo.org</b></p> 	<p><b>Mobile</b></p> 	<p><b>Paper</b></p> 
--	--	---

## 3 ways to take the survey

To further encourage participation in the survey, advertisements were placed in the local newspaper (English and Spanish) press releases were disbursed to local media contacts, staff made appearances on the local television station and on a popular radio station. Another outreach initiative included inserts in water bills. The MPO was provided with an opportunity to place inserts into residents' water bills, which had the potential to reach approximately 15,000 residents. Each customer that receives a water bill was invited to take the survey.

### **Survey Purpose**

To help determine transportation priorities, which ultimately improve the community the MPO launched a Transportation Needs Assessment Survey. The goal of the survey was to provide the community with an opportunity to participate in the transportation. The survey was intended to gather public opinion on transportation infrastructure, issues, and project priorities. These factors were determined to be necessary information by the MPO. General information solicited from those taking the survey included views and opinions on:

- Patterns of use associated with various modes of transportation.
- Public perception of the quality and capacity of transportation infrastructure.
- Public views on the importance of various transportation issues and safety concerns, as well as perceptions of the potential effectiveness of various solutions.
- Citizen assignment of priority ratings to selected types of potential transportation projects.

### **Survey Initiation**

The Transportation Needs Assessment survey was launched and made available on January 15, 2014 and remained continuously accessible to the public until midnight on March 16, 2014. Almost 700 respondents completed the survey across all residential areas of San Angelo. In addition to the public survey, a distinct Goodfellow Air Force Base survey was provided to on-base residents and personnel, which yielded almost 200 responses. The GAFB survey had the same duration as the general survey.

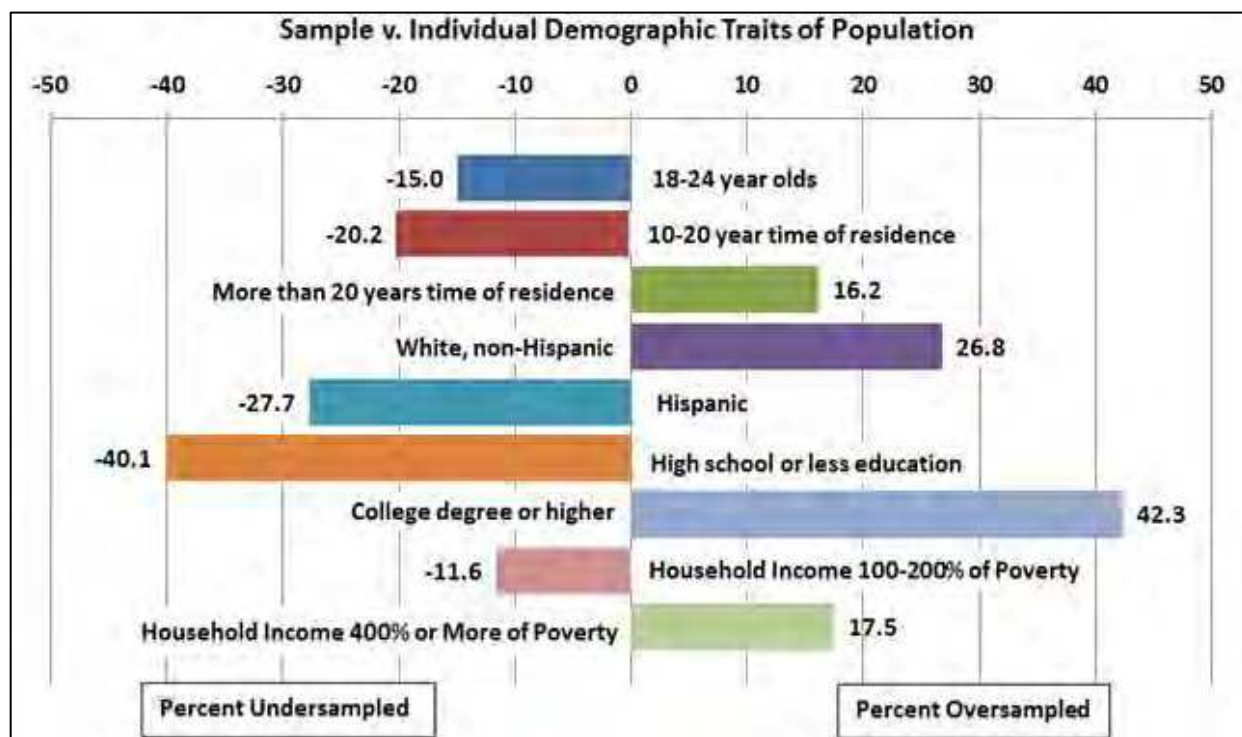
### **Survey Results Summary**

The Transportation Needs Assessment Survey provided the MPO with valuable information on the community's views of the transportation system. The survey returned 690 responses, which was of sufficient size to produce results within a +/- percentage margin of error. The sample is considered a valid representation of the views of adult residents with an interest in transportation needs and issues.

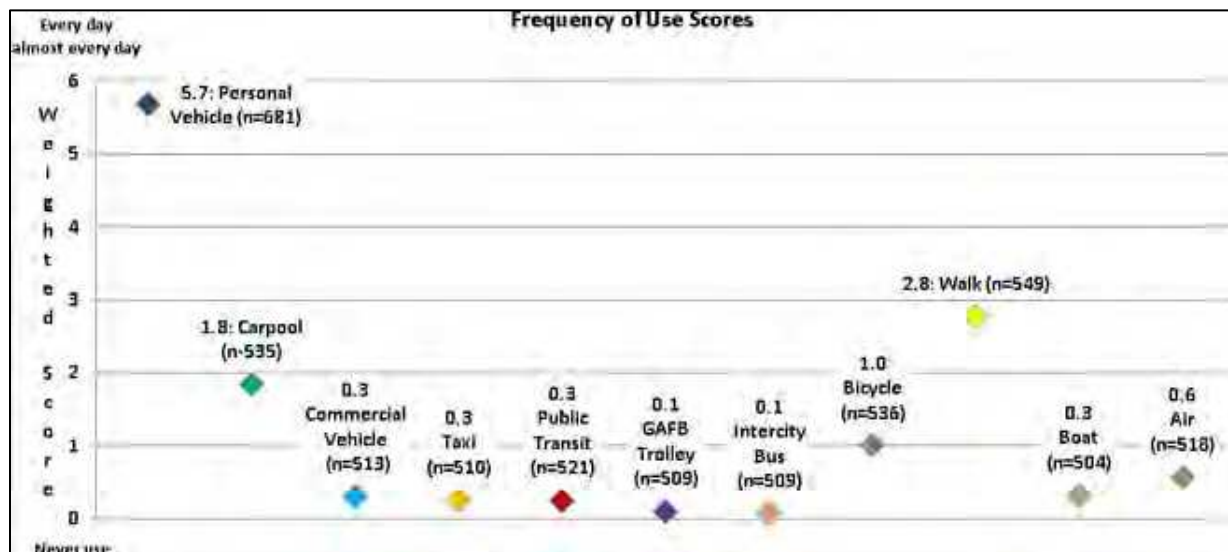
Not all of the feedback provided from the survey could be included in this document; however, included below are some of the more attention-grabbing observations that were provided by survey respondents. The final survey summary is available by request from the MPO and contains the general survey results and the Goodfellow survey results. The following paragraphs will provide a summary of the survey results for the general survey.



To assess the sample as a representation of the city’s adult population, a gap analysis compared the individual demographic traits of the respondents to the same features of individuals in the population. Negative bars moving to the left of the zero value on the horizontal axis shown below represent subgroups of the city’s adult population that are under-sampled in the TNAS. The negative value attached to the bars estimate the proportion of underrepresentation. Likewise, bars moving to the right of the zero on the horizontal axis estimate the proportion of overrepresentation of certain subgroups that are over-sampled.



The chart depicts each transportation mode by plotting a weighted score reflecting the prevalence of responses on a range from “never use” to “every day or almost every day.”

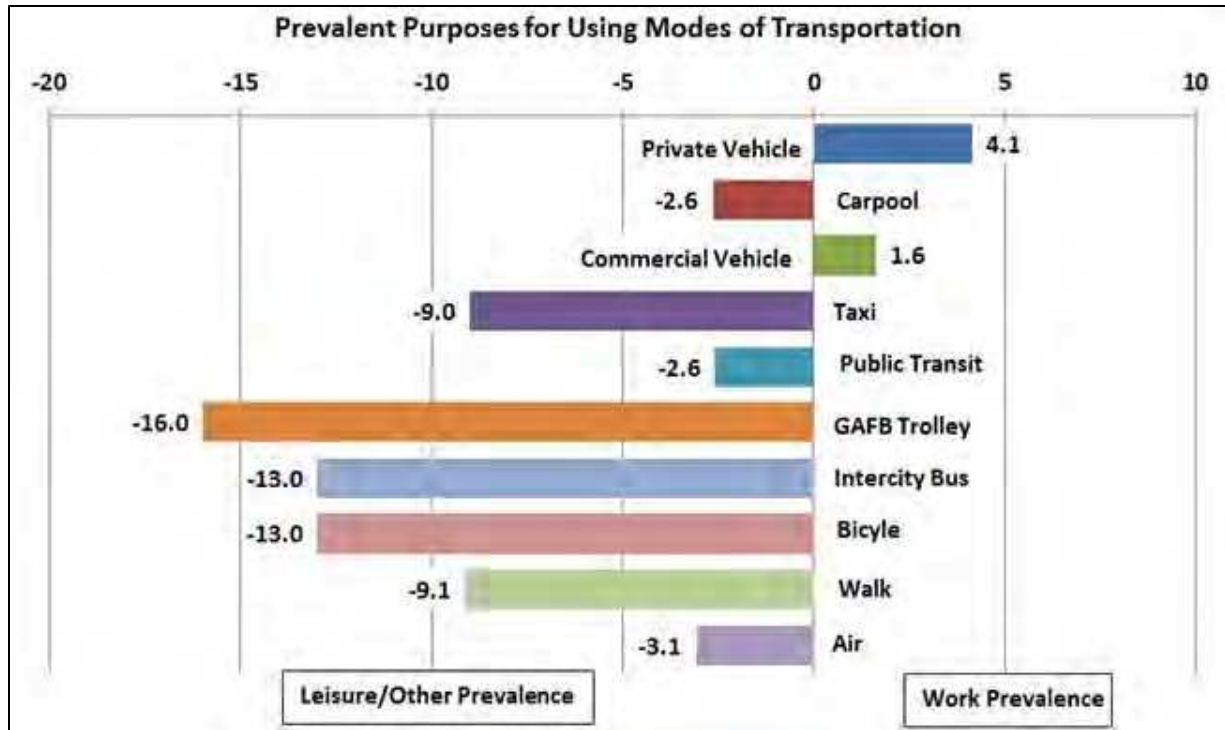


Driving alone in a personal vehicle is the most prevalent mode of transportation with a weighted score of 5.7. Walking (including running), carpooling, and bicycling are used at moderate levels with scores of 2.8, 1.8, and 1.0 respectively. Most transportation modes – including commercial vehicles, taxis (and shuttles), public transit, boats, and airplanes – are only seldom used, if at all, by the majority of TNAS respondents.

Some 89 percent of respondents report driving alone by personal vehicle every day. Similar percentages say they never use commercial vehicles, taxis and shuttles, public transit (including the GAFB Trolley), or boats and other watercraft.

Mode	Every day or almost every day	2-3 times per week	Once per week	2-3 times per month	Once per month	Less than once per month	Never	Weighted Score	Total Responses	Figure 3 Name
Drive personal vehicle alone	505	46	0	2	1	1	26	5.7	681	Private Vehicle
Percent	88.8	6.8	0.0	0.3	0.1	0.1	3.8		100.0	
Carpool/Ride Share	39	81	35	28	25	74	253	1.8	535	Carpool
Percent	7.3	15.1	6.5	5.2	4.7	13.8	47.3		100.0	
Commercial Vehicle	13	4	5	4	3	24	460	0.3	513	Commercial Vehicle
Percent	2.5	0.8	1.0	0.8	0.6	4.7	89.7		100.0	
Taxi/Shuttle Service	0	5	5	7	6	55	432	0.3	510	Taxi
Percent	0.0	1.0	1.0	1.4	1.2	10.8	84.7		100.0	
Public Transit/Local Bus System	5	7	3	8	7	16	475	0.3	521	Public Transit
Percent	1.0	1.3	0.6	1.5	1.3	3.1	91.2		100.0	
Goodfellow AFB Trolley	3	2	0	4	3	7	490	0.1	509	GAFB Trolley
Percent	0.6	0.4	0.0	0.8	0.6	1.4	96.3		100.0	
Intercity Bus/Coach Service	1	2	2	1	3	8	492	0.1	509	Intercity Bus
Percent	0.2	0.4	0.4	0.2	0.6	1.6	96.7		100.0	
Bicycle	13	28	24	36	22	78	335	1.0	536	Bicycle
Percent	2.4	5.2	4.5	6.7	4.1	14.6	62.5		100.0	
Walk	100	105	39	48	26	48	183	2.8	549	Walk
Percent	18.2	19.1	7.1	8.7	4.7	8.7	33.3		100.0	
Boat/Watercraft	3	1	6	9	15	60	410	0.3	504	Boat
Percent	0.6	0.2	1.2	1.8	3.0	11.9	81.3		100.0	
Airplane	0	1	0	3	20	243	251	0.6	518	Air
Percent	0.0	0.2	0.0	0.6	3.9	46.9	48.5		100.0	

Private and commercial vehicle use are the only transportation modes used predominantly for work purposes according to the respondents. All other transportation modes are used prevalently for leisure and other purposes, led by the GAFB Trolley with a gap ratio of 16 to 1. The table below details the reported purposes for using the modes of transportation.

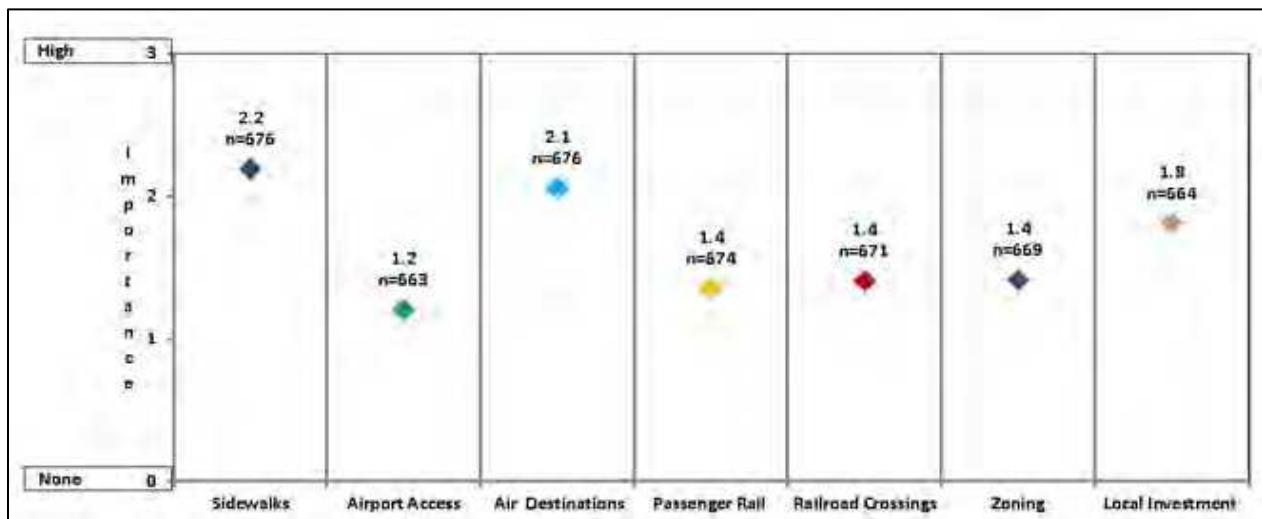
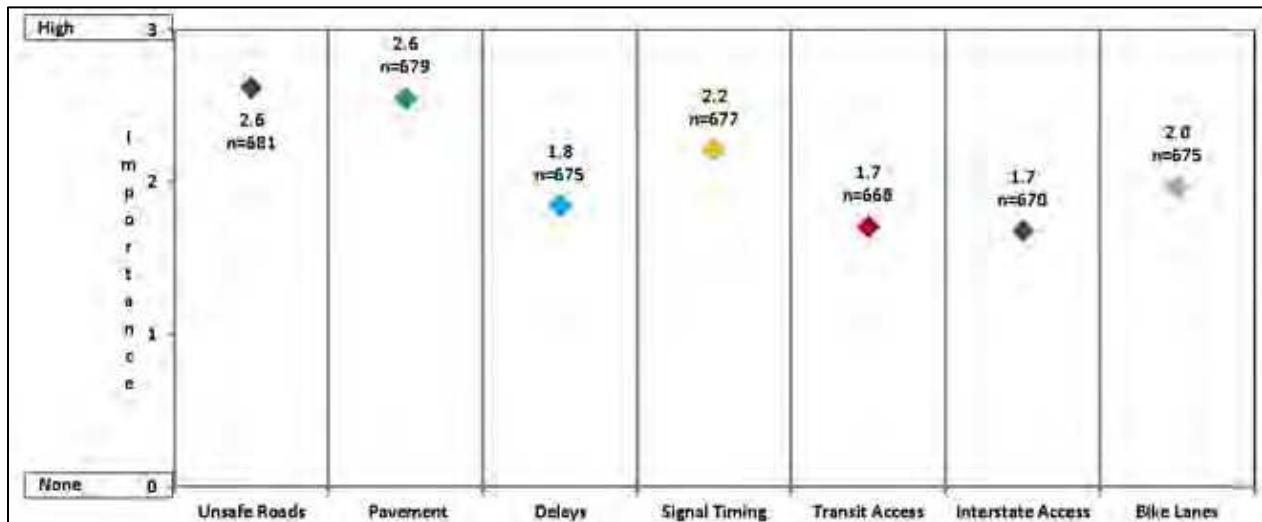


When asked how they would travel if they had to be without a personal vehicle for a month, a plurality of respondents (47.2%) said they would maintain use of a personal vehicle by renting or borrowing. Another 36.5% would join with others for transportation by carpooling and using public transit or taxis and shuttles.

Mode	Frequency	Percent
Rent a vehicle	212	31.0
Carpool	183	26.8
Borrow a vehicle	111	16.2
Ride a bike	60	8.8
Use public transit	58	8.5
Walk	25	3.7
Stay at home	13	1.9
Use taxi/shuttle	8	1.2
No regular access to vehicle	14	2.0
<b>Total</b>	<b>684</b>	<b>100.0</b>

It is not surprising that when respondents were asked to rate various transportation and infrastructure issues, respondents rated six of the 14 issues in the range of moderate to high importance. These include:

- Unsafe roads.
- Roadway and highway pavement conditions.
- Signal timing causing congestion or running red lights.
- Lack of bike lanes.
- Lack of sidewalks.
- Lack of destinations for air travel.





The figure below solicited citizens' opinions on selected safety issues. Ten of the 13 safety issues garnered ratings in the range of moderate to high importance from the respondents. These are:

- Increased congestion/traffic demand.
- Dangerous highway entrances and exits (dangerous connectors).
- Trucks entering and leaving roadways.
- Traffic congestion and safety concerns around schools.
- Drainage, runoff, and weather concerns.
- Hit and run accidents.
- Public knowledge of rules of the road.
- Lighting and security at bus stops.
- Lack of pedestrian facilities (e.g. shelter, seating) at bus stops.
- Responsible road sharing between motorists and bicyclists/pedestrians.

**Table 7: How would you rate the importance of these safety concerns?**

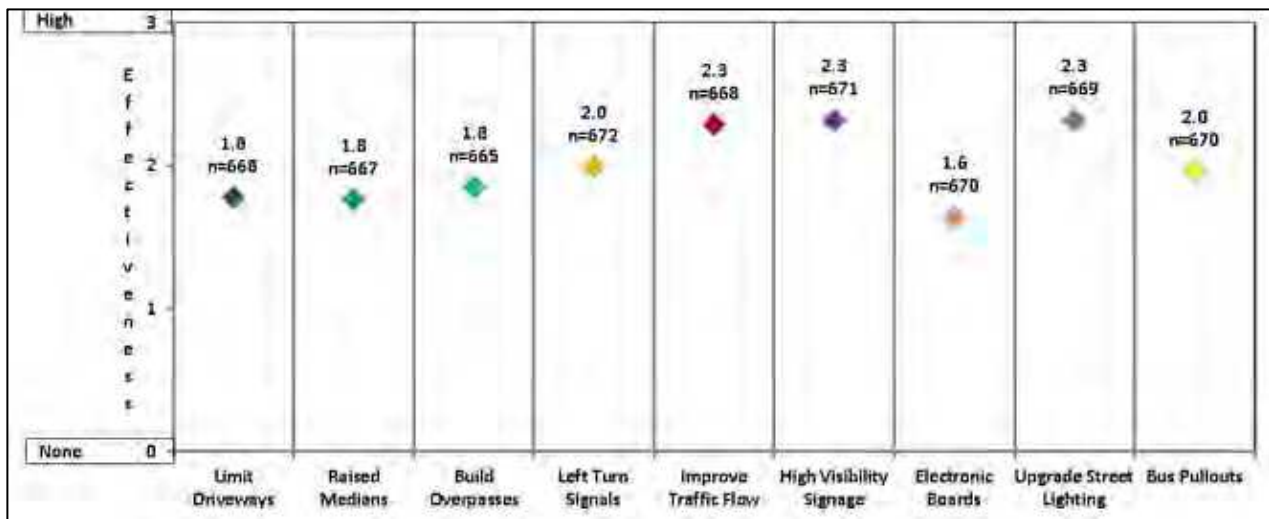
Safety Issue	High	Moderate	Low	Not Important	Average Rating	Total	Figure 8 Name
Increased congestion/traffic demand	380	225	68	11	2.4	684	Congestion
Percent	55.6	32.9	9.9	1.6		100.0	
Dangerous highway entrances and exits	404	187	79	10	2.4	680	Dangerous connectors
Percent	59.4	27.5	11.6	1.5		100.0	
Trucks entering and leaving roadways	357	220	94	7	2.4	678	Trucks on/off
Percent	52.7	32.4	13.9	1.0		100.0	
Traffic congestion and safety concerns around schools	344	221	105	11	2.3	681	Schools
Percent	50.5	32.5	15.4	1.6		100.0	
Drainage, runoff, and weather concerns	252	264	144	20	2.1	680	Runoff
Percent	37.1	38.8	21.2	2.9		100.0	
Hit and run accidents	254	220	185	18	2.0	677	Hit & run
Percent	37.5	32.5	27.3	2.7		100.0	
Public knowledge of rules of the road	348	212	106	14	2.3	680	Knowing road rules
Percent	51.2	31.2	15.6	2.1		100.0	
Lighting and security at bus stops	221	248	152	50	2.0	671	Bus stops
Percent	32.9	37.0	22.7	7.5		100.0	
Lack of pedestrian facilities (e.g. shelter, seating) at bus stops	233	241	151	51	2.0	676	Pedestrian facilities
Percent	34.5	35.7	22.3	7.5		100.0	
Responsible road sharing between motorists and bicyclists/pedestrians	352	210	96	24	2.3	682	Road sharing
Percent	51.6	30.8	14.1	3.5		100.0	
Boating and water safety	113	195	252	114	1.5	674	Water safety
Percent	16.8	28.9	37.4	16.9		100.0	
Unsuitable zoning decisions (based on street networks in the nearby area)	141	219	232	77	1.6	669	Unsuitable zoning
Percent	21.1	32.7	34.7	11.5		100.0	
Improper transportation decisions (based on zoning and land use)	151	229	210	76	1.7	666	Zoning decisions
Percent	22.7	34.4	31.5	11.4		100.0	

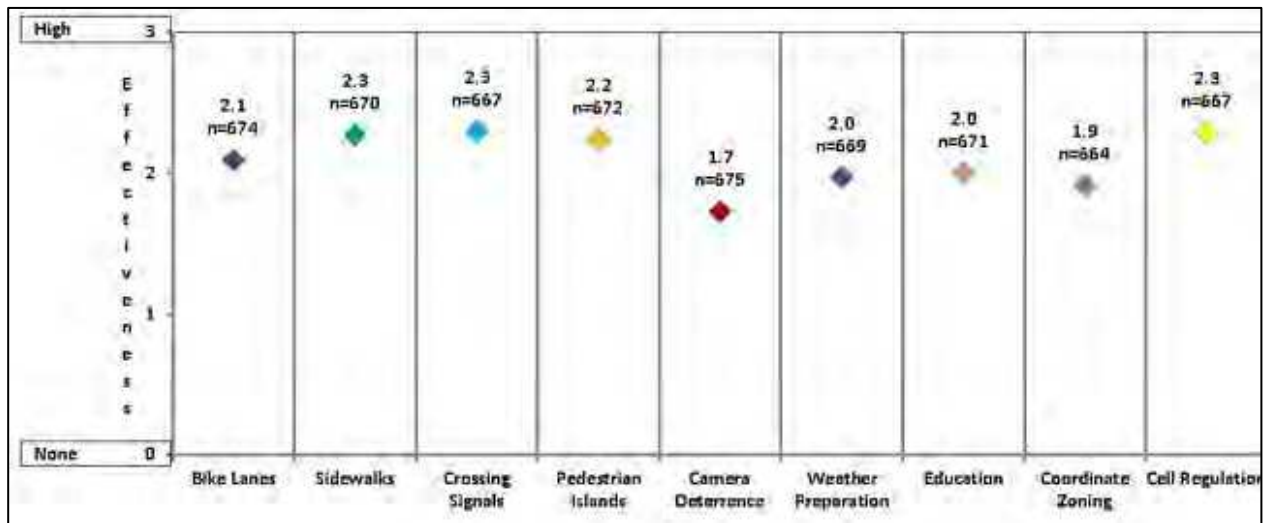
Only three safety issues were seen as low to moderate in importance.

When asked to rate the effectiveness of 18 possible solutions to various safety issues, respondents perceived 12 of the 18 possible solutions as moderately to highly effective (i.e. scoring 2-3 on the vertical axis of Figure 9). These are:

- Restrict left turns on major streets to a traffic signal or designated turn area.
- Improved engineering of traffic flow at congested highway on-ramps and off-ramps.
- High visibility road markings and signage.
- Upgrade street lighting in locations where increased collisions are occurring in hours of darkness.
- Pullout lanes at bus stops.
- Bike lanes on roads.
- Additional sidewalks.
- High visibility crosswalks and pedestrian crossing signals.
- Pedestrian-activated flashing beacons and/or pedestrian refuge islands for multi-lane, higher speed roads with heavy pedestrian demand.
- Improved weather preparation, response, and communication.
- Improved education and public information for motorists, bicyclists, and pedestrians.
- Local regulation for cell phone/texting use while driving.

Respondents rated the remaining six safety solutions in the low to moderate effectiveness range.





One of the incentives for developing the Transportation Needs Assessment Survey was to gain more knowledge about the community’s feelings related to infrastructure. The San Angelo Metropolitan Planning Organization wanted to know which projects were priorities to residents of the community. The TNAS offered respondents the opportunity to prioritize various long-term projects related to local transportation infrastructure. Fourteen projects were rated from “High” priority to “Not a Priority”.

Six of the 14 long-term projects garnered scores of 2 or higher indicating that respondents assign them moderate to high priority. These include:

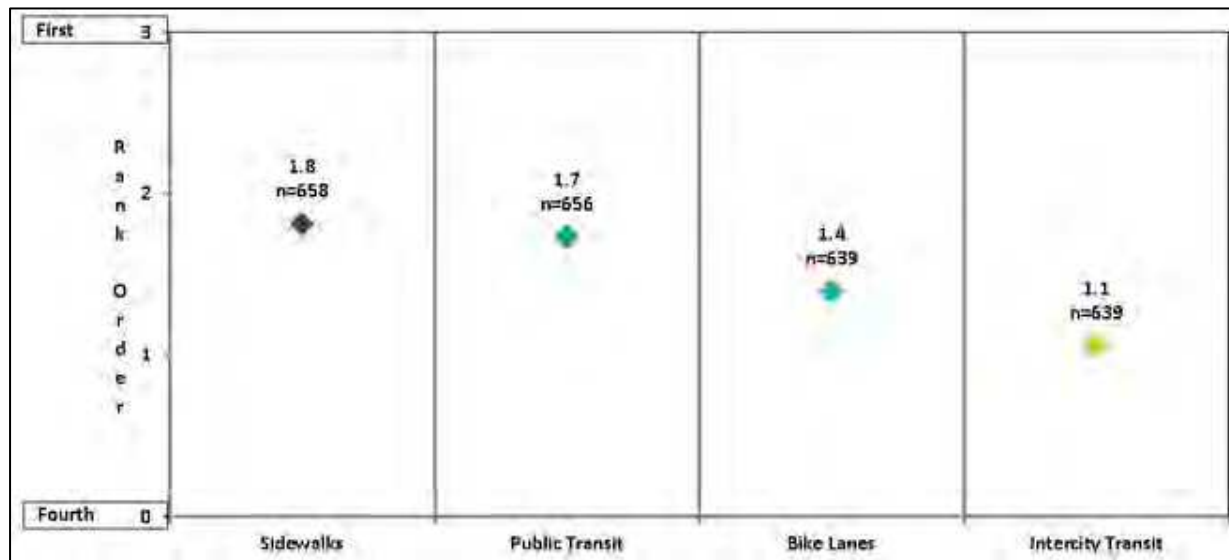
- Maintaining existing roads.
- Complete Streets projects - planning new streets or reconstruction efforts to accommodate safe access for multi-modal level of service (e.g. motorists, transit users, bicyclists, pedestrians, and people with disabilities).
- Smart Growth projects - coordinating land use and transportation planning to promote consistency between transportation improvements and planned growth and economic development.
- Adding more bike lanes.
- Adding more sidewalks.
- Adding shoulders or additional lanes to 2-lane roads and highways with high traffic.

Projects	High	Moderate	Low	Not a Priority	Weighted Rating	Total	Figure 9 Name
Maintaining existing roads	535	128	11	5	2.8	679	Road Maintenance
Percent	78.8	18.9	1.6	.7		100.0	
Building new roads	169	302	167	35	1.9	673	New Roads
Percent	25.1	44.9	24.8	5.2		100.0	
Providing non-stop (no traffic signals) road way access (i.e. Ports-to-Plains, Texas Trunk System)	161	253	174	70	1.8	658	Non-Stop Roadways
Percent	24.5	38.4	26.4	10.6		100.0	
Expanding the local public transit system	202	230	174	66	1.8	672	Expanding Public Transit
Percent	30.1	34.2	25.9	9.8		100.0	
Providing intercity regional transit services	141	212	226	82	1.6	661	Intercity Transit
Percent	21.3	32.1	34.2	12.4		100.0	
Complete Streets projects	335	230	83	24	2.3	672	Complete Streets
Percent	49.9	34.2	12.4	3.6		100.0	
Smart Growth projects	309	251	83	24	2.3	667	Smart Growth
Percent	46.3	37.6	12.4	3.6		100.0	
Adding more bike lanes	262	203	138	70	2.0	673	Bike Lanes
Percent	38.9	30.2	20.5	10.4		100.0	
Adding more sidewalks	336	177	107	47	2.2	667	Sidewalks
Percent	50.4	26.5	16.0	7.0		100.0	
Adding shoulders or additional lanes to 2-lane roads and highways with high traffic	386	188	72	23	2.4	669	Shoulders & Widening
Percent	57.7	28.1	10.8	3.4		100.0	
Rest stops/designated truck parking areas	172	221	207	67	1.7	667	Rest Stops
Percent	25.8	33.1	31.0	10.0		100.0	
Expanding airport services	254	148	189	74	1.9	665	Expanding Air
Percent	38.2	22.3	28.4	11.1		100.0	
Expanding railroad freight services	85	109	261	204	1.1	659	Expanding Rail Freight
Percent	12.9	16.5	39.6	31.0		100.0	
Developing railroad passenger services	158	198	178	128	1.6	662	Passenger Rail
Percent	23.9	29.9	26.9	19.3		100.0	



The MPO wanted to determine which types of projects were important to the community. In addition, the MPO requested feedback on rank ordering as it applied to four long-term developments projects. Each respondent ask to rank one of four projects as their first priority; one of the remaining three projects as second priority; one of the remaining two to third; leaving the last project to fourth priority. The four projects included in the process were:

- Adding more bike lanes.
- Adding more sidewalks.
- Providing better public transit.
- Providing intercity regional transit services.



It is significant that sidewalks and public transit come in first and second by this method, with additional bike lanes trailing in third and intercity transit last. However, it is also important to note that all four weighted rank order values fall in a narrow range between 1.1 and 1.8 on the 0 to 3 point scale. This indicates that none of the four projects is decisively the first priority of the respondents. The difference in respondent ranking of these projects is indeed narrow, as the range indicates.

## TITLE VI AND ENVIRONMENTAL JUSTICE CONSIDERATIONS

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

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

The Environmental Justice (EJ) orders require every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations". The San Angelo Environmental Justice initiatives try to involve potentially affected citizens in the development of transportation projects so they will fit harmoniously within the community without sacrificing safety or mobility. It is expected that Environmental Justice be applied to all policies, plans, programs, and project development activities, transportation plans such as the Metropolitan Transportation Plan and the Transportation Improvement Program and any planning studies.

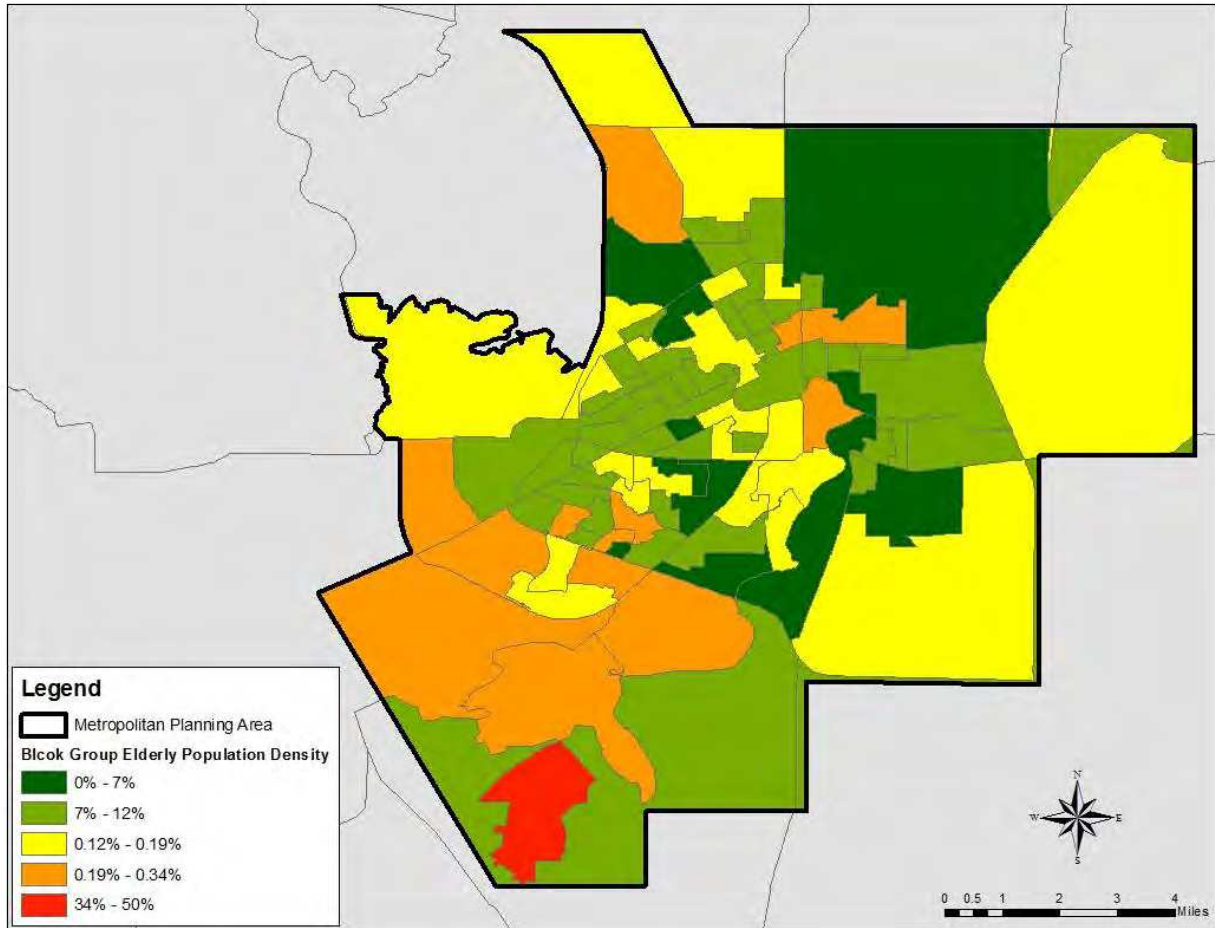
### **Environmental Justice Core Principles:**

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

Title VI and Environmental Justice are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and addressing the unique needs of different socioeconomic groups. By involving the public in transportation decisions in their neighborhoods, the MPO attempts to make sure that every transportation project considers the effect on the human environment and that these projects provide the maximum benefit.

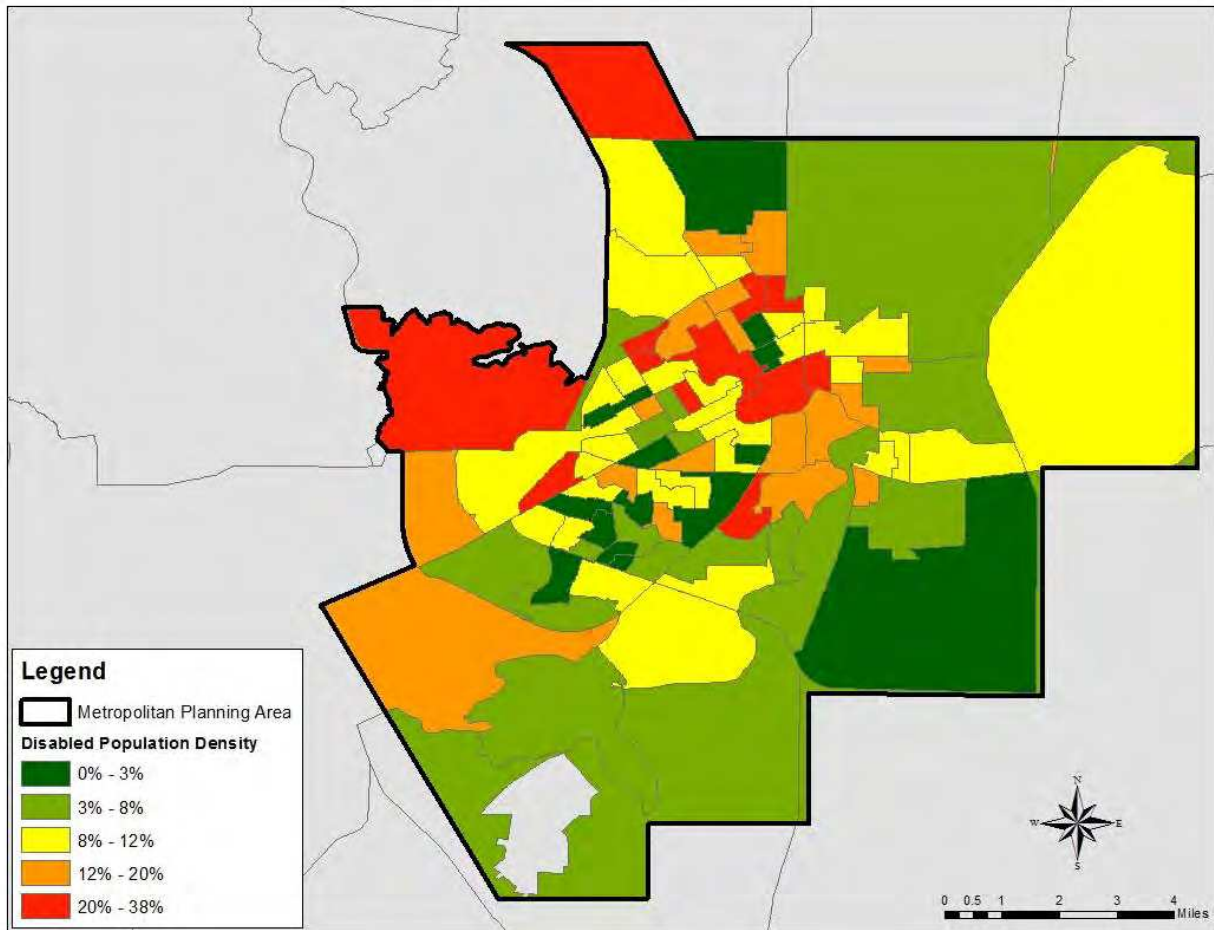
To help meet these requirements, the San Angelo Metropolitan Planning Organization uses data analysis and Geographic Information System (GIS) software to identify neighborhoods and groups of the population that are traditionally underserved. These ordinarily include low-income, individuals with disabilities, non-English, elderly and lower educated residents.

## Elderly Population Map



Based on 2010 Census data, this map only represents individuals that are 65 years or older. It calculates the percentage of the elderly population within each block group to the whole population of that block group.

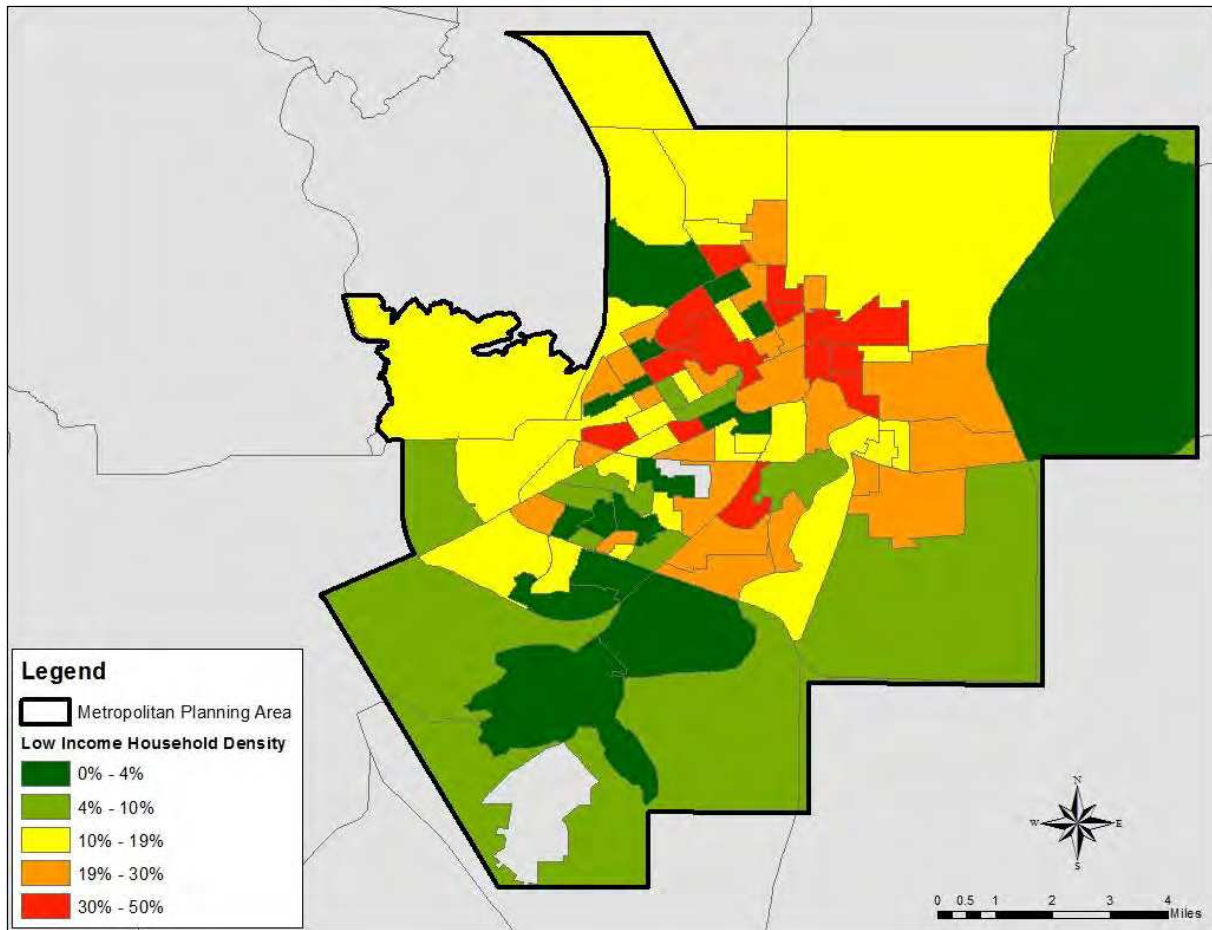
## Individuals with Disabilities Map



This map uses the American Community Survey data 2013, 5-year estimates. It considers the “disabled” population between 16 and 64 years of age in each block group. Furthermore, the map shows the percentage of disabled population between 16 and 64 years old within each block group to the whole 16-64 years old population of that block group.

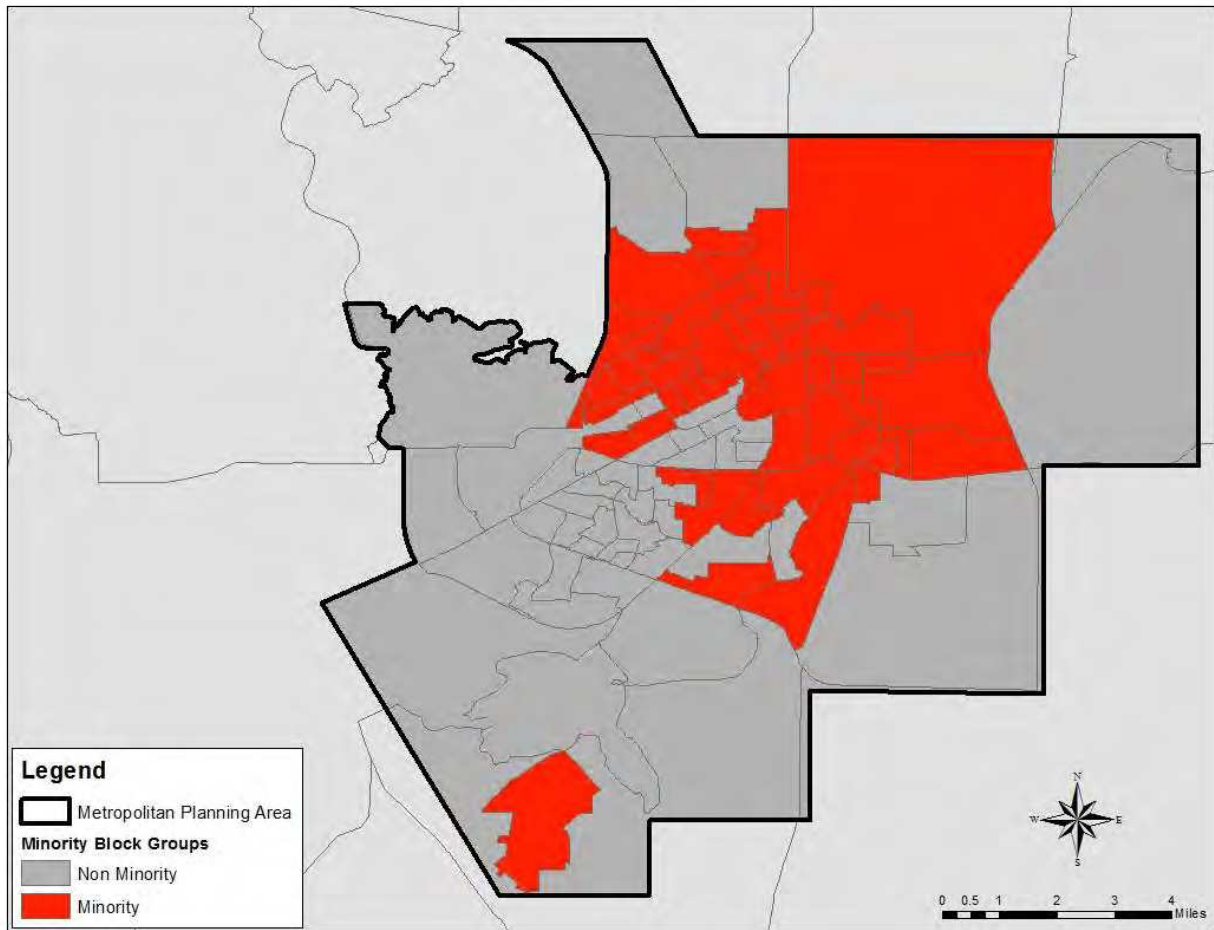


## Low Income Map



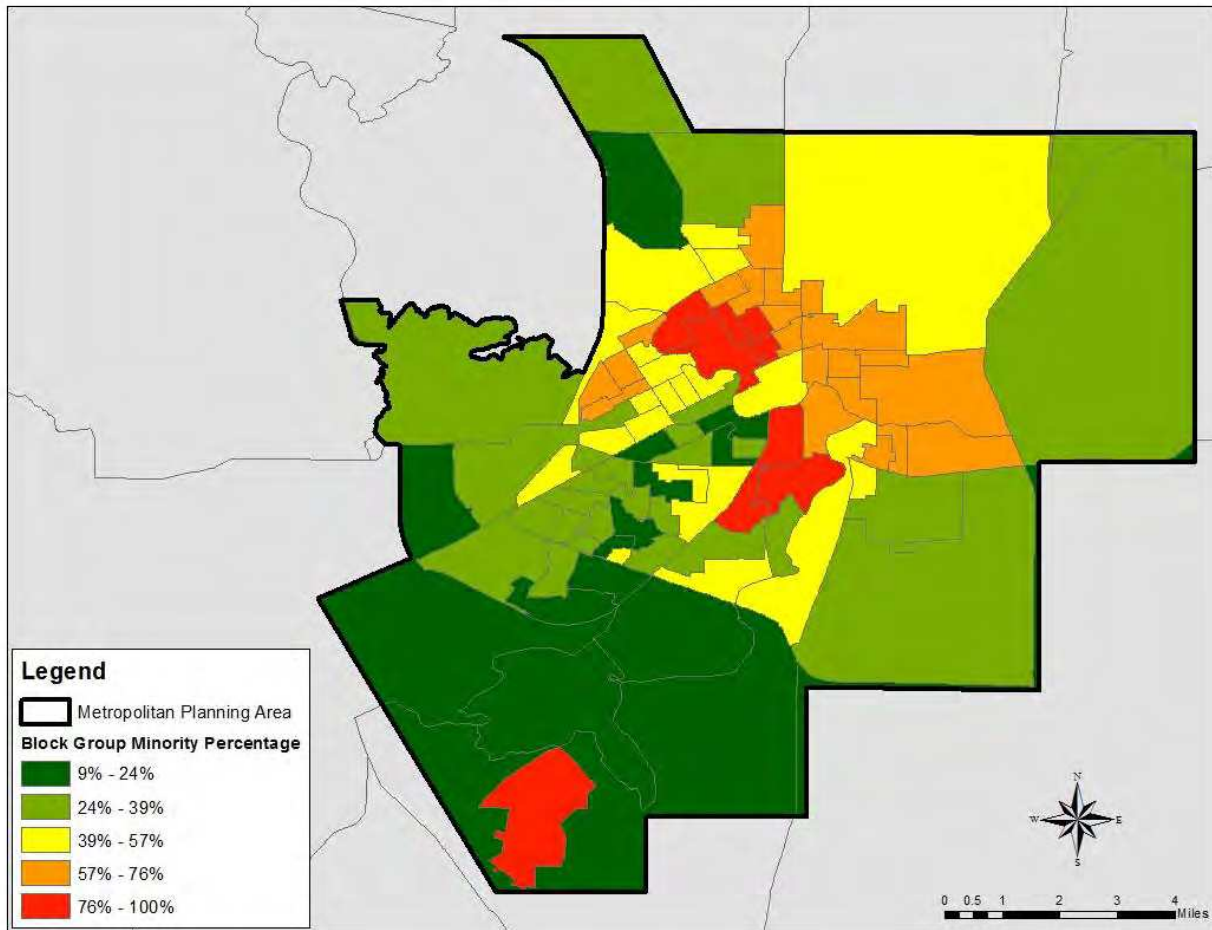
This map was created using American Community Survey data estimates from 2013. It considers household population in each block group. In addition, it considers “100% poverty line” as the cutoff value to specify low-income households. The map shows the percentage of households below the poverty line within each block group to the whole household population of that block group. There are 2 block groups in the MPO area that don’t have households but group quarters (shown in grey)

## Minority Demographic Map



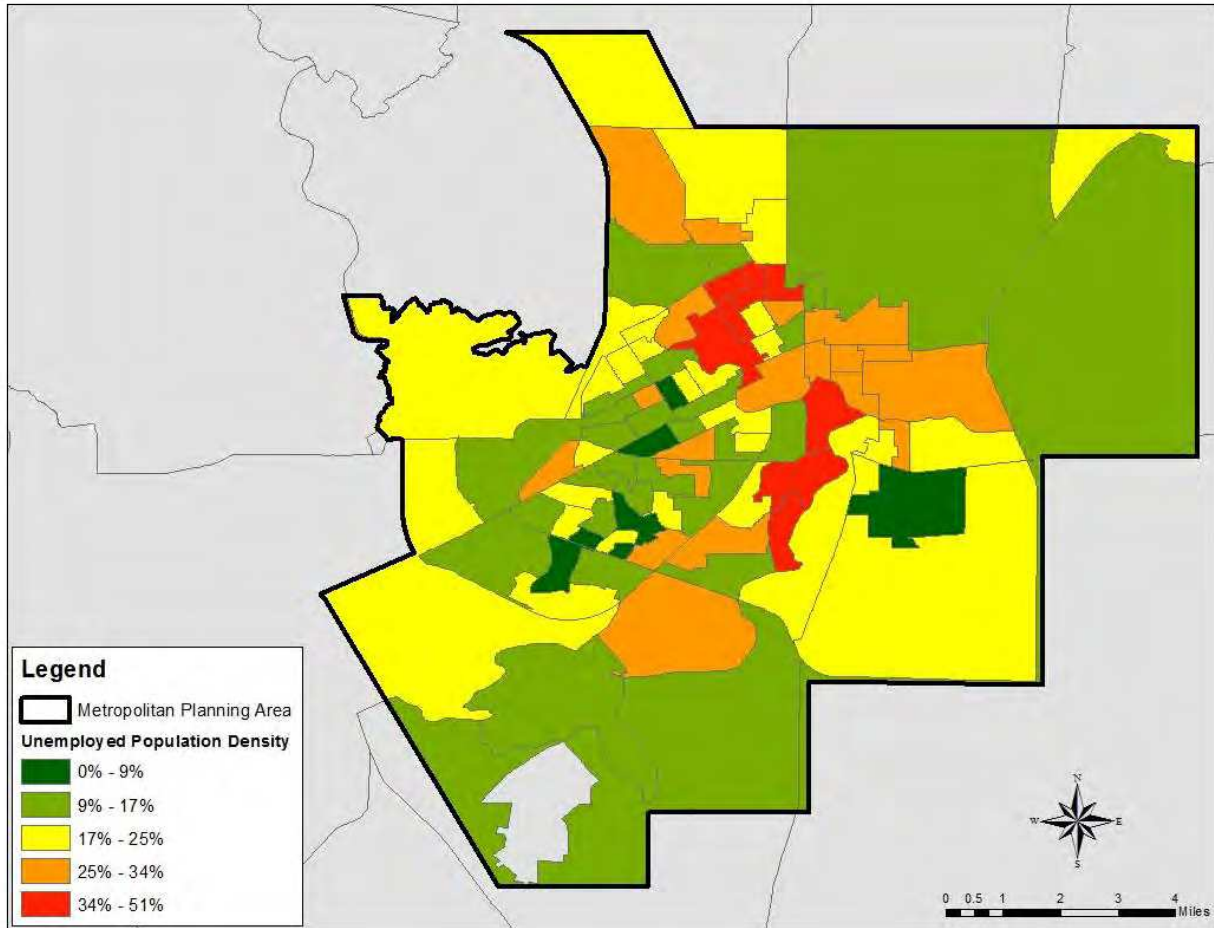
This map was created using “2010 Census Data”. It considers “white non-Hispanic” as non-minority and the rest of the population as the minority. The map shows the percentage of minority population within each block group to the whole population of that specific block group.

## Minority Demographic Map 2



This map was created using 2010 Census data. It shows “white non-Hispanic” as non-minority and the rest of the population as the minority. The Metropolitan Planning Area is approximately 42% of the minority population. Therefore, if the percentage of the minority population in the block group is higher than 42%, that block group is considered a “minority block group.”

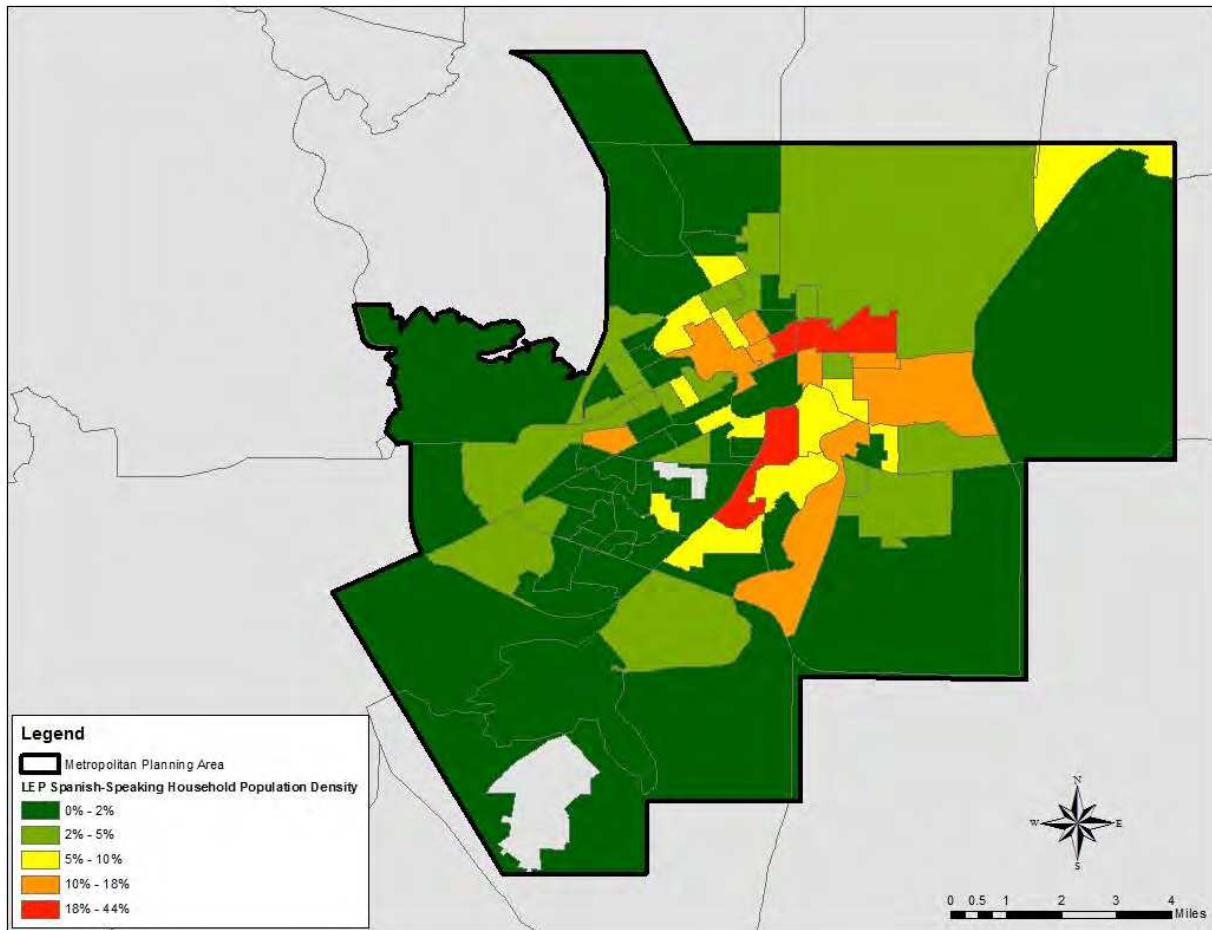
## Unemployed Map



This map was created using American Community Survey data from 2013, 5-year estimates. It considers “unemployed” population older than 16 in each block group. The map shows the percentage of unemployed population older than 16 within each block group to the whole 16 years and older population of that block group. Areas shown in red have the highest unemployed statistics for individuals age 16 and older.

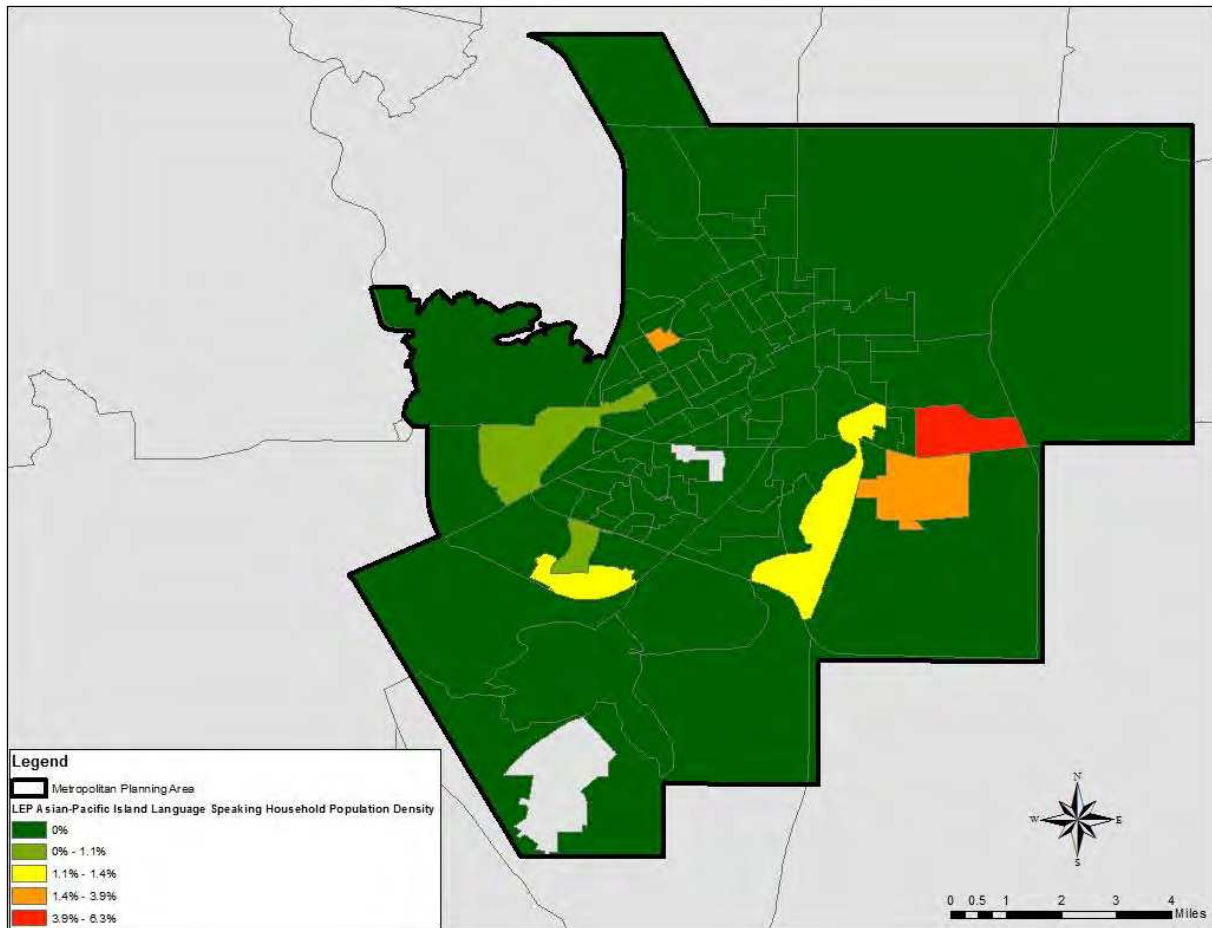


## Limited English Speaking: Spanish Map



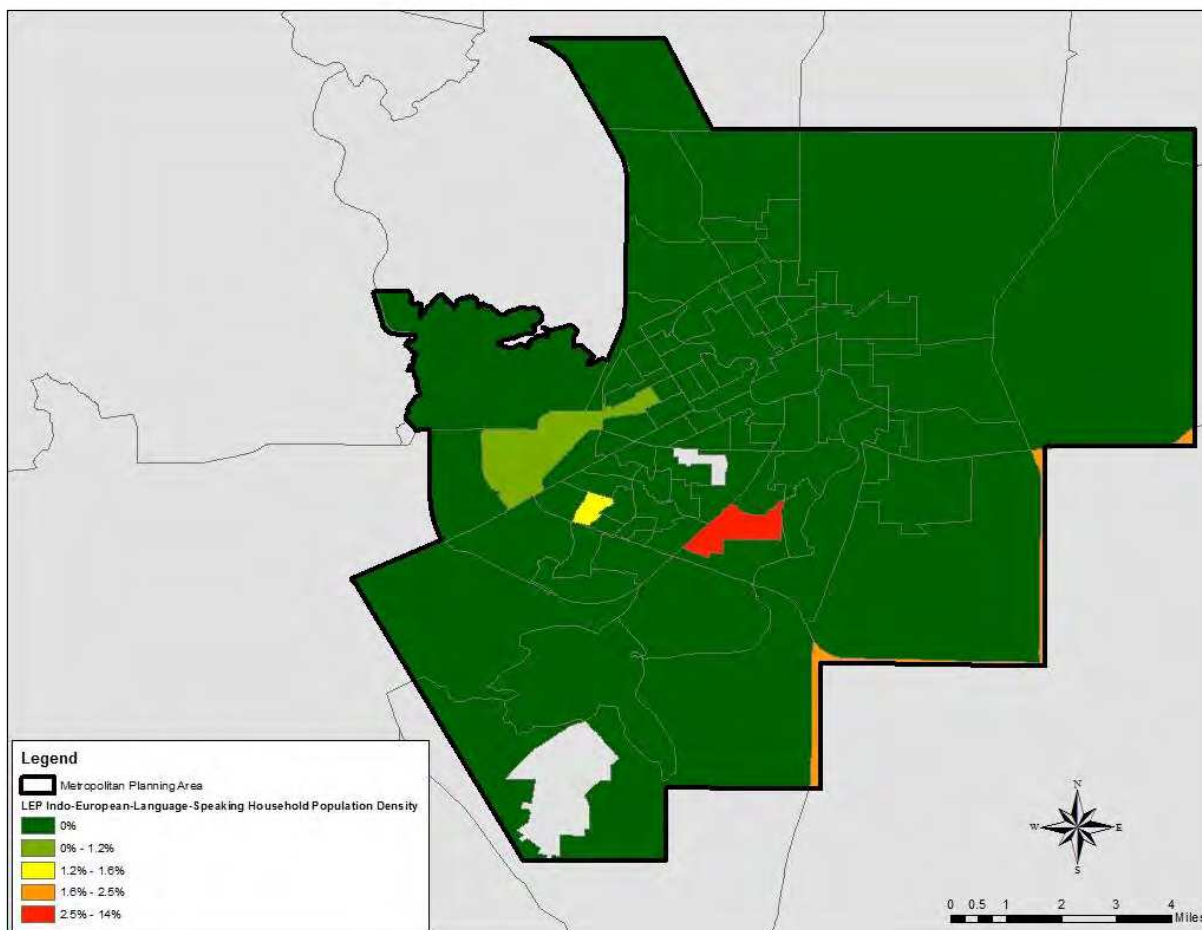
This map is created using American Community Survey 2013, 5-year estimates. It considers Spanish speaking Limited English Proficient (LEP) household populations in each block group. The map shows the percentage of Spanish speaking LEP household populations within each block group compared to the complete household population of that particular block group. Spanish includes Spanish, Spanish-Creole, and Latino

## Limited English Speaking: Asian-Pacific Island Map



Based on American Community Survey 2013, 5-year data, this map displays Asian and Pacific Island language speaking Limited English Proficient household populations in each block group. The map shows the percentage of Asian and Pacific Island language speaking LEP household population within each block group to the household population of that block group. Asian and Pacific Island languages include Chinese; Korean; Japanese; Vietnamese; Hmong; Khmer; Lao; Thai; Tagalog or Pilipino; the Dravidian languages of India, such as Telugu, Tamil, and Malayalam; and other languages of Asia and the Pacific, including the Philippine, Polynesian, and Micronesian languages.

## Limited English Speaking: Indo-European Map



This map is based on American Community Survey data from 2013, 5-year estimates. It considers other Indo-European speaking Limited English Proficient household populations in each block group. The map shows the percentage of other Indo-European speaking LEP household populations within each block group compared to the whole household population of that block group.

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

## **Title VI and Environmental Justice Considerations Conclusion**

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

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

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





## ENVIRONMENTAL MITIGATION

In order to adhere to MAP-21 requirements, the MTP needs to discuss potential environmental mitigation activities to be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory agencies. The mitigation of impacts much be considered whether or not the impacts are considered significant. In assessing environmental mitigation, areas which are considered environmentally and historically or culturally should be carefully studied for unique features such as:

- Floodplains
- Wetlands
- Cemeteries
- Conservation areas
- Parks or trails
- Woodlands
- Archeologically significant
- Well heads

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

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

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

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

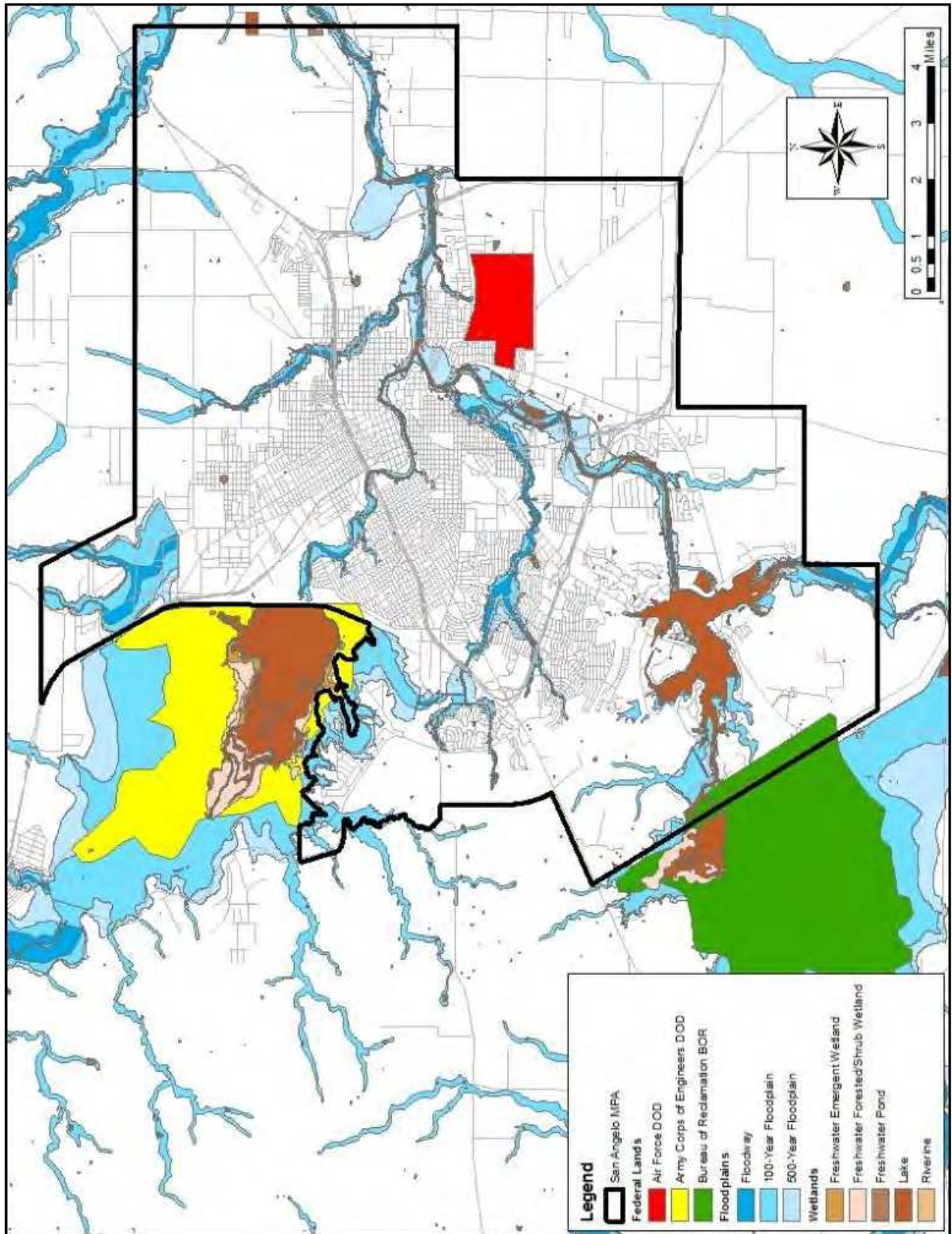
The San Angelo MPO will seek opportunities to invite federal, state, and local resource agencies to discuss the potential impacts of transportation projects outlined in this document and throughout the planning process.

The San Angelo MPO has a resource agency mailing list built that will allow project and planning information to be shared as appropriate. Consulting with agencies during the planning process helps establish communication and collaboration with Federal, State, and local partners in transportation and environmental communities.

The graph below illustrates some potential mitigation activities and potential mitigation areas for these resources. The map preceding the graph shows areas within the San Angelo MPO boundary that are considered environmentally significant and the MPO will work with the appropriate federal and state offices in advance of any project development.

<b>Potential Mitigation Strategies</b>			
<b>Resource</b>	<b>Key applicable requirements</b>	<b>Potential mitigation activities for project implementation</b>	<b>Potential mitigation area for project implementation</b>
Neighborhoods and communities, and homes and business	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or esthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accordance with 49 CFR 24).
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Resources; design exceptions and variances; environmental compliance monitoring.	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place.
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.	On-site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing.
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (Could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring.	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions.
Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring.	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district.
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-430704309, 15.2-4313)	Avoidance, minimizations; design exceptions and variances.; environmental compliance monitoring.	Replacement of agricultural operation within existing agriculture/forestal district.
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring.	Relocation of species to suitable habitat adjacent to project limits.
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures.	Within air quality non-attainment and maintenance areas.

### Environmentally Sensitive Areas



## LONG-RANGE TRANSPORTATION PLAN AMENDMENTS

The Metropolitan Transportation Plan is a twenty-five year document, which is updated and adopted every five years. As you can imagine, a lot can happen and change during a five-year period. For that reason, amendments and revisions are necessary to stay up to date with a changing transportation system. The San Angelo Public Participation Plan lists two types of amendments – Major Amendment and Minor Amendment.

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 public comment on the document review is dependent on whether the document is being updated and adopted or if a Major Amendment is occurring.

For an updated document, the review and comment period is 30 days before adoption by the MPO Policy Board. For a Major Amendment, a 15-day comment period is required. Comments received during the public comment or review periods are presented to the MPO Policy board and the other organizational components.

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

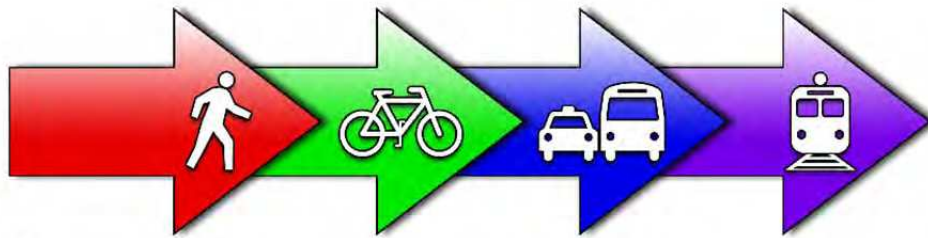






6. Discussion and approval of amendments to the San Angelo Metropolitan Planning Organization Bylaws and any action in connection thereto.

# BYLAWS OF THE SAN ANGELO METROPOLITAN PLANNING ORGANIZATION POLICY BOARD



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

## **INTRODUCTION**

The Metropolitan Planning Organization is a forum for cooperative transportation decision-making as designated by the Governor of Texas.

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.

On October 19, 2010, the Council for the City of San Angelo agreed to re-designate the City of San Angelo Metropolitan Planning Organization to the San Angelo Metropolitan Planning Organization relinquishing the organization as a component (department) of the City.

Concurrently, the City of San Angelo MPO Policy Board agreed with the decision of the San Angelo City Council to redesignate the organization. At the Texas Transportation Commission meeting on January 27, 2011, the request from both parties was approved and the San Angelo Metropolitan Planning Organization (SA-MPO) was created.

As the transportation policy-making authority, SA-MPO is under the sole guidance and direction of the San Angelo Policy Board. The San Angelo MPO is responsible for carrying out the required transportation planning process for the San Angelo Metropolitan planning area. The 3-C (continuing, cooperative, and comprehensive) planning process includes highways, streets, bicycle, pedestrian, public transportation, and safety of the transportation network system.

The following constitutes the bylaws, responsibilities, membership, and procedures for organizational conduct, which shall serve to guide the transportation planning process.

## **OVERVIEW**

### **Organization Name**

The San Angelo Metropolitan Planning Organization, known as SA-MPO, is the designated transportation planning and policy-making authority for San Angelo and all adjacent areas of Tom Green County within the metropolitan planning boundary.

### **Metropolitan Planning Organization Purpose**

The purpose of the San Angelo Metropolitan Planning Organization is to carry out the metropolitan planning organization transportation planning process in accordance with 23 United States Code 134 and 49 United States Code 53, and any applicable federal and state regulations. The MPO shall provide a forum through which local decision makers develop regional plans and programs.

### **Geographic Planning Area**

The San Angelo planning area boundary encompasses the entire city limits of San Angelo and some areas within Tom Green County. When appropriate or necessary, the San Angelo MPO Policy Board may choose to expand the Urbanized Area Boundary (UAB).

### Organizational Structure

The San Angelo Metropolitan Planning Organization shall be comprised of a Policy Board, Technical Advisory Committee, advisory committees (as needed), and professional staff.

## **POLICY BOARD**

### Responsibility

The San Angelo Metropolitan Planning Organization Policy Board shall provide governance, policy direction, decision-making, and direction for the organization. Furthermore, it shall be the responsibility of the policy board to adopt plans and programs, approve reports and transportation studies, and prioritize and select transportation projects. It shall be the responsibility of the Policy Board to hire, terminate, and evaluate the MPO Director.

### Membership

The San Angelo Metropolitan Planning Organization Policy Board shall be comprised of voting and non-voting members. Designated Representatives of the Voting members shall be chosen by the board, commission, council, or governing body of that respective organization. Vacancies for any voting member shall be filled in the same manner. Policy Board membership shall consist of representatives from the following:

#### Voting Members:

- |  |   |
|--|---|
| 1. City of San Angelo                    | Elected Official                              |
| 2. City of San Angelo                    | Elected Official or Designated Representative |
| 3. Tom Green County                      | Elected Official                              |
| 4. Concho Valley Transit District        | Elected Official or Designated Representative |
| 5. SA Texas Department of Transportation | Designated Representative                     |
| 6. SA Texas Department of Transportation | Designated Representative                     |
| 7. SA Chamber of Commerce                | Designated Representative                     |

#### Non-Voting Members:

- |                                 |                           |
|---------------------------------|---------------------------|
| 1. United States Representative | Designated Representative |
| 2. Texas State Representative   | Designated Representative |
| 3. Texas State Senator          | Designated Representative |

### Officers

The San Angelo Metropolitan Planning Organization Policy Board shall consist of a Chairperson and Vice Chairperson selected from the voting members. It shall be the responsibility of the Chair to preside over meetings and have execution authority on all MPO Policy Documents.

The Vice Chairperson shall serve in the same capacity in the absence of, or upon the request of the Chairperson. An officer may succeed with no limitation to number of terms. The Chairperson and Vice Chairperson shall each be separately nominated and elected to a term of 1 year, selected at the 1<sup>st</sup> meeting of the calendar year. The term of office shall be from January to January or until such time new officers are elected. Appointments and vacancies of officers shall be filled by election.



### Quorum

For purposes of convening a meeting, a quorum shall consist of fifty-one percent (51%) of the voting members or proxies of the Policy Board. In the event that a quorum cannot be obtained, the Chair may adjourn the meeting or invite the discussion of items to be transacted at the meeting; however, no action shall be taken.

### Attendance

The voting members of the Policy Board shall make every effort to attend meetings to fulfill the obligations and responsibilities of the Board. If any member fails to attend more than two meetings (excluding proxies) in a calendar year, it shall be the responsibility of the MPO Director to draft a letter for signature of the Chairperson. The letter shall be to the attention of the absent board member and board member's representative organization stating the dates of absences. After the third meeting absence, the board members may request a replacement for the absent member.

### Proxy Voting

A Policy Board member may designate one (1) proxy representative to exercise some or all of that member's authority. The proxy shall count toward a quorum and may vote on any matter authorized by the member designating the proxy. The proxy must be an employee of the same agency as the voting member. If a member abstains from voting on an item, then that member's proxy shall not be allowed to vote on that same item. The Metropolitan Planning Organization Director shall keep a written notice on file from the voting board member designating the proxy's name and voting authority. A proxy member shall be allowed only twice during a calendar year.

### Meeting Protocol

Meetings of the Policy Board shall occur at least quarterly per calendar year. The Chair, MPO Director, or any two members of the Policy board may call meetings by written request. Meeting notices shall be posted at least seventy-two (72) hours prior to a meeting and notices shall be posted at appropriate government offices and public locations. The MPO Policy Board shall hold meetings as necessary to conduct business. The board may designate a regular meeting schedule.

### Committees

The San Angelo Metropolitan Planning Organization Policy Board may create advisory committees as necessary for fulfilling specific tasks or project assignments. A Policy Board member may not designate or appoint another Policy Board member (voting or non-voting) to serve as a member of the Technical Advisory Committee or any special committees.

### Administrative Support

The MPO Director shall furnish administrative support (Secretary), including minutes, attendance records, agendas, and resolutions. As Secretary to the board, the MPO Director shall be responsible for all records of the Policy Board.

## TECHNICAL ADVISORY COMMITTEE

The San Angelo Metropolitan Planning Organization Technical Advisory Committee shall be a standing committee and provide technical review, assistance, and make recommendations to the Voting membership of MPO Policy Board. The TAC shall work cooperatively with the MPO Director as necessary to fulfil the obligations and responsibilities of the transportation planning process.

### Membership

Policy Board members shall appoint no more than two (2) employees or affiliates of that representative's organization to serve on the Technical Advisory Committee. Policy Board members may appoint one (1) additional representative to serve as an alternate member in the event of an absence by a Technical Advisory Committee voting member. All appointments made by Policy Board members shall be written and kept on file by the MPO Director.

The Technical Advisory Committee membership shall consist of the following:

- |                                       |                   |
|---------------------------------------|-------------------|
| 1. City of San Angelo                 | 2 Representatives |
| 2. Tom Green County                   | 2 Representatives |
| 3. Concho Valley Transit District     | 2 Representatives |
| 4. Texas Department of Transportation | 2 Representatives |
| 5. SA Chamber of Commerce             | 2 Representatives |

Each member of the Technical Advisory Committee shall be a voting member of the TAC.

### Officers

The Technical Advisory Committee shall elect a Chairperson and Vice-Chairperson. The Chairperson and Vice Chairperson shall each be separately nominated and elected to a term of 1 year, selected at the 1<sup>st</sup> meeting of the calendar year. The term of office shall be from January to January or until such time new officers are elected. In the event, that the Chairperson cannot continue to serve in the same capacity, the Vice Chairperson shall automatically become Chair. A new election shall be held to fill the vacancy of the Vice Chair.

The Chairperson shall preside at all meetings of the Technical Advisory Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.

### Meetings

The Technical Advisory Committee meetings shall be held a minimum of four (4) times per calendar year. At the 1<sup>st</sup> meeting of the year, a regular meeting schedule shall be adopted by the Technical Advisory Committee. Special committee meetings shall be held as necessary. TAC meetings shall not be open to the public. No Quorum shall be necessary to conduct business at TAC meetings.

Policy Board members may not attend meetings of the Technical Advisory Committee. However, if deemed necessary, joint meetings between the Policy Board and Technical Advisory Committee shall be allowed.

### Attendance

The voting Policy Board member shall be responsible for the attendance of his or her Technical representative. It is the responsibility of the voting Policy Board member to notify his or her alternate to attend a meeting in the absence of the Technical member. Any alternates appointed by a voting Policy Board member shall have the same voting privileges as a Technical representative.

### Administrative Support

The MPO Director or his or her designee shall furnish administrative support (Secretary) for Technical Advisory Committee meetings, including keeping minutes and records.

### Responsibilities

The functions and/or responsibilities of the Technical Advisory Committee shall include:

- Provide technical and/or advisory recommendations to the Policy Board on the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and any other documents required for approval by the Policy Board.
- To act as the technical body of the organization.
- Assist the Policy Board and the MPO Director on technical matters.
- Recommend policies and programs for improving the transportation system.
- Review and make recommendations for projects or special assignments as directed by the Policy Board.
- Communicate with the Policy Board on all matters considered by the Technical Advisory Committee.
- Participate in discussions and provide expertise on various areas of subject matter.
- Provide a written progress report twice during a calendar year to the Policy Board.

### Committees

The Technical Advisory Committee shall have the authority to create subcommittees or working groups as necessary to fulfill the obligations and responsibilities of the transportation planning process. Subcommittees of the TAC shall consist of TAC members only. All recommendations of a TAC subcommittee shall be discussed at a TAC meeting before being heard by the Policy Board.

## **ADVISORY COMMITTEES**

The San Angelo Metropolitan Planning Organization Policy Board or Technical Advisory Committee shall have the authority to create special or specifically tasked subcommittees for purposes of providing technical or advisory assistance. Advisory committee representatives shall generally consist of individuals not on the Policy Board or TAC; however, members of both shall be allowed to participate in advisory committee meetings. Examples of advisory committees include citizen advisory committee, freight committee, bicycle-pedestrian committee, public participation committee, etc.

Advisory committee meetings shall use the same protocol as meetings of the Policy Board and TAC. The MPO Director or designee shall provide administrative support during advisory committee meetings. Advisory committee meetings shall not be open to the public. No Quorum shall be necessary to conduct business at any advisory committee meeting.

## **MPO DIRECTOR**

To perform the necessary functions and oversee daily operations of the organization, the MPO Director shall:

- Take direction from and be responsible and accountable to the Metropolitan Planning Organization Policy Board.
- Supervise (hire, terminate, and evaluate) all MPO staff. The MPO Director shall maintain necessary staff to continually execute the transportation planning responsibilities necessary to fulfil the transportation planning requirements.
- Work cooperatively with TxDOT, Technical Advisory Committee, advisory committees, and subcommittees to develop, revise, and maintain the Long-Range Plan, Unified Planning Work Program, Transportation Improvement Program, and any other plans or reports necessary.
- Assure compliance with federal and state transportation planning regulations.
- Provide administrative support for the MPO Policy Board, Technical Advisory Committee, or advisory committees including maintaining records, meeting minutes, and other documents associated with the Metropolitan Planning Organization.
- Coordinate and maintain liaison between local governmental entities, transit operators, public transportation operators, and other transportation providers to ensure a cooperative transportation planning process.
- Maintain regular contact with TxDOT and City of San Angelo (fiscal agent) to ensure financial, employee, technical, and legal records are kept up to date and are compliant with federal and state requirements.

## **GENERAL GUIDELINES**

### Compensation

Members shall serve on the Policy Board and Technical Advisory Committee without special compensation from any agency, entity, person, private entity, or governmental entity. Many members serve as a part of their employment and that compensation is not referred to by this section.

### Standards of Conduct (Ethics Policy)

A Policy Board member or employee of the Metropolitan Planning Organization shall not:

- Accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct;
- Accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position;
- Accept other employment or compensation that could reasonably be expected to impair the member or employee's independence of judgment in the performance of the member or employee's official duties;
- Make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or



- Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member or employee's official powers or performed the member or employee's official duties in favor of another; or

An employee of a metropolitan planning organization who violates any of the ethics provisions outlined above can be subject to termination of the employee's employment or another employment-related sanction.

Any member of the Policy Board, Technical Advisory Committee, advisory committees, affiliates, or employees who violate any of the ethics provisions outlined above is subject to any applicable civil or criminal penalty if the violation also constitutes violations of another statute or rule.

To ensure members of the Policy Board, Technical Advisory Committee, advisory committees, affiliates, or employees in the MPO transportation planning process maintain a certain level of ethical compliance, a copy of the ethics policy (Attachment A) shall be distributed to all persons as soon as possible. The MPO Director shall keep executed ethics policy forms.

#### General Meeting Provisions

All Policy Board meetings of the Metropolitan Planning Organization shall be open to the public. All Policy Board meetings shall comply with the requirements of the Texas Open Meetings Act and the Texas Open Records Act. Technical Advisory Committee meetings and advisory committees' meetings shall not be open to the public.

#### Special Meetings

Special meetings shall be held whenever necessary, if in the opinion of the Policy Board Chairperson, Technical Advisory Committee Chairperson or MPO Director deems proposed topic(s) of discussion merit full board or committee consideration.

Notice of any meetings of the Policy Board, Technical Advisory Committee, or advisory committees whether a regular or a special meeting, shall be given to members at least seventy-two (72) hours in advance of the meeting by written notice, delivered personally, sent by mail, or electronically transmitted. Such notice shall contain the time, date, place, and the agenda to be considered.

#### Bylaw Revisions

Upon adoption of these bylaws, the Policy Board, by a vote of two-thirds (2/3) of its members present may make, alter, amend, or rescind these bylaws at any regular meeting, after at least 10 days' notice subject to all applicable meeting requirements. Changes to the bylaws shall never occur other than at a regular meeting. Electronic, proxy, or written votes shall not be allowed for changes, amendments, or modifications to bylaws.

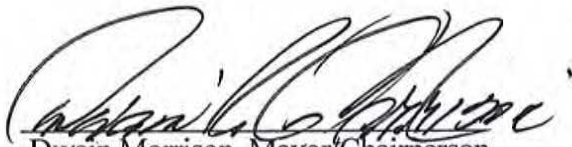
It shall be the duty of the Chair to include in notice of such meeting, notice of proposed amendment setting out the exact form of the proposed amendment. Such amendment shall be adopted if it receives the affirmative vote required.

Amendment Notes

Notes of all amendments, changes, or modifications shall be recorded in the bylaws. Each note shall contain the meeting date on which amendment was approved, a description of the amendment, and the recorded vote for said amendment.

The bylaws shall be revised, updated, or amended as the circumstances dictate. This shall be the responsibility of the MPO Director and have the approval of the MPO Policy Board.

APPROVED and ADOPTED by the San Angelo Metropolitan Planning Organization Policy Board on MARCH 15, 2015.



Dwain Morrison, Mayor/Chairperson,  
San Angelo Metropolitan Planning Organization

ATTEST:



Doray Hill, Jr. MPO Director,  
San Angelo Metropolitan Planning Organization

## 7. Organizational Reports.

- a. Director's Report
- b. Financial Report
- c. Monthly Staff Activities Report
- d. Attendance Report

**December 2014  
San Angelo Metropolitan Planning Organization  
Monthly Financial Expenditure Spreadsheet**

Account	Tasks	Task 01	Task 02	Task 03	Task 04	Total
431.01-10	Full-Time Salaries	\$3,870.51	\$464.46	\$129.02	\$283.84	\$4,747.83
431.02-10	Group Insurance	\$324.71	\$38.96	\$10.83	\$23.81	\$398.31
431.02-20	FICA	\$296.09	\$35.53	\$9.87	\$21.71	\$363.20
131.02-30	Retirement	\$708.69	\$85.04	\$23.62	\$51.97	\$869.32
431.02-60	Workers Comp. Insurance	\$12.58	\$1.51	\$0.42	\$0.92	\$15.43
431.02-70	Fringe Benefits/Health Insurance	\$610.38	\$73.25	\$20.34	\$44.77	\$748.74
431.03-11	Indirect Costs	\$563.93	\$67.67	\$18.80	\$41.36	\$691.76
431.04-42	Rent of Equipment	\$695.18	\$0.00	\$0.00	\$0.00	\$695.18
431-05-80	Travel & Lodging	\$404.80	\$0.00	\$0.00	\$0.00	\$404.80
431.05-91	Professional Dues & Subscriptions	\$82.84	\$0.00	\$0.00	\$0.00	\$82.84
431.06-10	Office Supplies	\$20.89	\$0.00	\$0.00	\$0.00	\$20.89
431.03-20	Professional Services	\$530.97	\$0.00	\$0.00	\$0.00	\$530.97
431-05-80	Travel & Lodging	\$350.00	\$0.00	\$0.00	\$0.00	\$350.00
431.06-10	Office Supplies	\$82.14	\$0.00	\$0.00	\$0.00	\$82.14
<b>Total</b>		<b>\$8,553.71</b>	<b>\$766.42</b>	<b>\$212.90</b>	<b>\$468.38</b>	<b>\$10,001.41</b>

Detail	Subtask	Amount
December Salaries & Fringe Benefits	0.0	\$7,834.59
CTWP Copier Rental (September 2014)	1.5	\$283.91
CTWP Copier Rental (October 2014)	1.5	\$411.27
Springhill Suites Marriott (November 17-20, 2015 Border to Border Conference)	1.3	\$404.80
Farmers Renter's Insurance (December 2014)	1.1	\$62.84
Constant Contact (November 2014)	1.6	\$20.00
Staples Office Supplies (Toner, electric hole punch, plastic dividers, paper)	1.6	\$20.89
Constant Contact (September 2014 charges not posted)	1.6	\$20.00
1&1 Internet Services (September 2014 charges not posted)	1.6	\$20.97
Relative Marketing/website services (September 2014 charges not posted)	1.6	\$400.00
WAC Technologies/website hosting services (September 2014 charges not posted)	1.6	\$90.00
Texas A&M Transportation Institute/2015 Texas Transportation Forum/registration (September 2014)	1.6	\$350.00
Staples Office Supplies (Toner, electric hole punch, plastic dividers, paper) (September 2014)	1.6	\$82.14
<b>TOTAL</b>		<b>\$10,001.41</b>

Month	Amt Billed
October 2014	\$24,996.97
November 2014	\$11,437.84
December 2014	\$10,001.41
January 2015	
February 2015	
March 2015	
April 2015	
May 2015	
June 2015	
July 2015	
August 2015	
September 2015	
<b>Total</b>	<b>\$46,436.22</b>

<b>MTH Total</b>	<b>\$10,001.41</b>	
<b>YTD Total</b>	<b>\$46,436.22</b>	
<b>FY Budget</b>	<b>\$225,000.00</b>	Percentage Expended
<b>Remaining \$</b>	<b>\$178,563.78</b>	<b>20.64%</b>

**Reimbursement Amount Requested      \$ 10,001.41**





**February 2015**  
**San Angelo Metropolitan Planning Organization**  
**Monthly Financial Expenditure Spreadsheet**

79 of 84  
 May 14, 2015

Account	Tasks	Task 01	Task 02	Task 03	Task 04	Total
431.01-10	Full-Time Salaries	\$8,800.99	\$1,882.28	\$606.38	\$1,277.27	\$12,566.92
431.02-10	Group Insurance	\$507.57	\$78.07	\$50.87	\$107.15	\$743.66
431.02-20	FICA	\$673.28	\$143.99	\$46.39	\$97.71	\$961.37
131.02-30	Retirement	\$1,499.76	\$333.17	\$107.33	\$226.07	\$2,166.33
431.02-60	Workers Comp. Insurance	\$28.60	\$6.12	\$1.97	\$4.15	\$40.84
431.02-70	Fringe Benefits/Health Insurance	\$1,336.23	\$296.83	\$95.63	\$201.43	\$1,930.12
431.03-11	Indirect Costs	\$1,282.31	\$274.24	\$88.35	\$186.10	\$1,831.00
431.03-32	Software Maintenance	\$328.20	\$0.00	\$0.00	\$0.00	\$328.20
431.04-42	Rent of Equipment	\$928.05	\$0.00	\$0.00	\$0.00	\$928.05
431.05-30	Communication	\$172.28	\$0.00	\$0.00	\$0.00	\$172.28
431.05-31	Cellular Phone	\$74.01	\$0.00	\$0.00	\$0.00	\$74.01
431.05-80	Travel & Logging	\$586.23	\$0.00	\$0.00	\$0.00	\$586.23
431.05-91	Professional Dues & Scriptions	\$82.84	\$0.00	\$0.00	\$0.00	\$82.84
431.06-10	Office Supplies	\$36.26	\$0.00	\$0.00	\$0.00	\$36.26
431.06-14	Postage & Shipping	\$8.55	\$0.00	\$0.00	\$0.00	\$8.55
431.06-26	Gasoline	\$33.69	\$0.00	\$0.00	\$0.00	\$33.69
431.07-44	Technology Capital	\$802.97	\$0.00	\$0.00	\$0.00	\$802.97
	<b>Total</b>	<b>\$17,181.82</b>	<b>\$3,014.70</b>	<b>\$996.92</b>	<b>\$2,099.88</b>	<b>\$23,293.32</b>

Detail	Subtask	Amount
January & February 2015 Salaries & Benefits	0.0	\$20,240.24
VOI P Communications (Feb 15 charges)	1.1	\$172.28
AT&T Cellphone for Director Doray Hill (Jan 15 charges)	1.1	\$74.01
Texas Transportation Forum (Jan 14-17, 2015 Doray Hill, Jr. Hotel & Rental Car expenses)	1.3	\$779.77
Hilton Hotel Austin Cancellation Credit for Hilton Hotel (2015 TX Trans. Forum- Austin, TX)	1.3	(\$159.85)
Postage	1.5	\$8.55
Dell Tablet	1.5	\$802.97
CTWP-Copier (Nov 14)	1.5	\$311.03
CTWP-Copier (Dec 14)	1.5	\$278.63
CTWP-Copier (Jan 15)	1.5	\$338.39
OfficeProPlus 2013 software	1.5	\$328.20
Constant Contact (1/29/15)	1.6	\$20.00
Farmers Insurance	1.6	\$62.84
Staples office supplies (Sina's Business cards)	1.6	\$26.63
Angelo Awards name plate for policy board member-Bill Ford	1.6	\$9.63
<b>TOTAL</b>		<b>\$23,293.32</b>

Month	Amt Billed
October 2014	\$ 24,996.97
November 2014	\$ 11,437.84
December 2014	\$ 10,001.41
January 2015	\$ 8,247.96
February 2015	\$ 23,293.32
March 2015	
April 2015	
May 2015	
June 2015	
July 2015	
August 2015	
September 2015	
<b>Total</b>	<b>\$ 77,977.50</b>

<b>MTH Total</b>	<b>\$23,293.32</b>	
<b>YTD Total</b>	<b>\$ 77,977.50</b>	
<b>FY Budget</b>	<b>\$ 225,000.00</b>	Percentage Expended
<b>Remaining \$</b>	<b>\$ 147,022.50</b>	<b>34.66%</b>

**Reimbursement Amount Requested \$ 23,293.32**



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

# Memo

**To:** MPO Policy Board  
**From:** Doray Hill, Jr., Director  
**Date:** May 6, 2015  
**Re:** Monthly Operations Report – March 2015

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For the month of March 2015, the *San Angelo MPO* completed the following:

## Transportation Planning:

- SA-MPO Policy Board meeting
- Neighborhood Meetings: Reagan & Holiman Elementary Schools
- Understanding the Travel Needs of People with Disabilities Confirmation
- Road Diets: Improving Safety for All Road Users
- Asset Management NPRM
- TX Freight Plan
- Lessons From the Experts: 10 First Steps to Walkability
- Let's Talk Performance: Fundamentals of Transportation Data Management
- Transportation Town Hall meeting
- FHWA Planning & Environment Linkage Workshop-San Antonio
- Texas Freight Mobility Plan Review
- Safer Streets, Stronger Economies
- Interstate 27 Extension meeting
- Evaluating Complete Street Projects: A Guide for Practitioners

## Transit Planning:

- Concho Valley Transit District Board meeting
- ASU Route: Planning
- RCPC Stakeholders meeting





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

# Memo

**To:** MPO Policy Board  
**From:** Doray Hill, Jr., Director  
**Date:** May 6, 2015  
**Re:** Monthly Operations Report – February 2015

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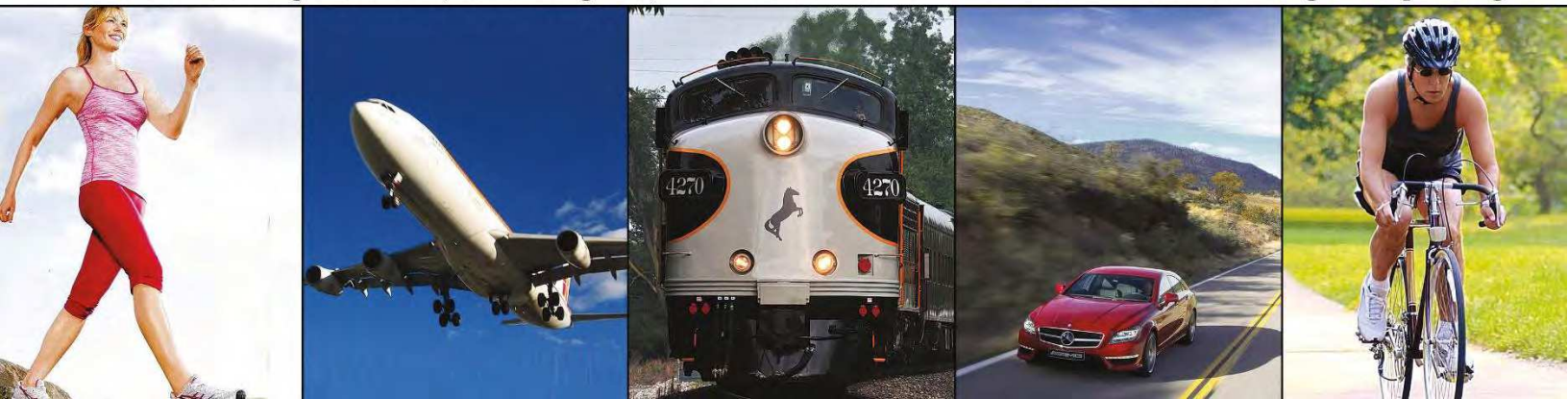
For the month of February 2015, the *San Angelo MPO* completed the following:

## Transportation Planning:

- SA-MPO Policy Board meeting
- Texas Alternative Program Workshop
- Virtual Fireside Chat on the Future of Transportation in America
- AMPO Washington Update
- San Angelo Traffic Safety Coalition Meeting
- Top Complete Street Policy 2014
- A Residents Guide for Creating Safer Communities for Walking & Biking
- Livability Principles and Highway Interchanges
- Introduction to T REDIS
- Pavement & Bridge NPRM
- Where Public Health, Built Environment and Transportation Fields Intersect
- Talking Freight-Analyzing Regional Interregional Freight Movement & Infrastructure Investment Decisions
- Digital Public Engagement
- ESTIP Portal Program Workshop

## Transit Planning:

- Concho Valley Transit District Board Meeting







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

# Memo

**To:** MPO Policy Board  
**From:** Doray Hill, Jr., Director  
**Date:** May 6, 2015  
**Re:** Monthly Operations Report – April 2015

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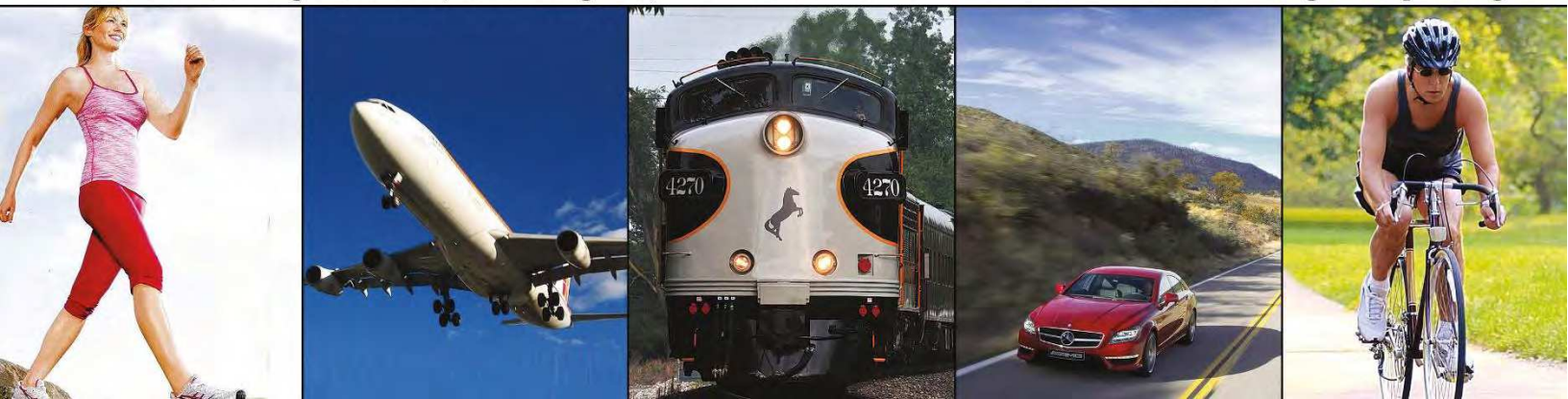
For the month of April 2015, the *San Angelo MPO* completed the following:

## Transportation Planning:

- San Angelo Traffic Safety Coalition meeting
- Federal Aid Basics
- Thorough Fare Plan Discussion
- Transportation Planning w/City Engineers
- Using Technology to Improve Citizens Engagement From the Inside Out
- FHWA FAF Webinar: Using FAF Data for Freight Planning
- Performance Measures

## Transit Planning:

- ASU Route: Planning
- RCPC Stakeholders meeting
- Fixed Route Review & Evaluation







8. Announcements and/or future agenda items.

- a. Next meeting – June 11, 2015 @ 8:30 A.M.