## ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN

**APPROVED BY THE POLICY BOARD ON DECEMBER 17, 2019** 

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#### ABILENE

METROPOLITAN PLANNING ORGANIZATION

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## **EXECUTIVE SUMMARY**

#### INTRODUCTION

The Metropolitan Transportation Plan (MTP) is a comprehensive mobility plan that examines future transportation needs for the next 25 years. The MTP is developed through a process of continuous participation by the public, member cities, and transportation entities within the region. The mobility projects identified in the 25-year plan are determined based on the goals and vision developed throughout the MTP planning process.

The MTP is a document that integrates a multimodal approach to transportation planning and includes not only roadways, but also transit, airports, train, bicycle, and pedestrian modes of travel for both passengers and freight. It is a comprehensive plan that defines the projects and vision for transportation systems and services in the Abilene Metropolitan Planning Area for the next twenty-five years. The MTP, at a minimum, includes existing and proposed transportation facilities (including major roadways, transit, multimodal, and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that are part of an integrated metropolitan transportation system, and it gives emphasis to those facilities that serve important national and regional transportation functions. It is a financially constrained plan of surface transportation improvements, but it also includes a list of additional projects that could be implemented as funding becomes available.

The most recent federal legislation to guide Metropolitan Planning Organizations (MPOs) operations and the development of the MTP is the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act). MAP-21 legislation focuses on performance-based planning. Environmental justice is also an important component of this plan.



Abilene MPO Boundary

#### **GOALS & ACTION STEPS**

The goals and action steps developed through the MTP update serve as the foundation for performance measures that are used to prioritize the projects in the transportation needs assessment. It is important that the plan's guiding goals and actions steps are associated with evaluation criteria that have the ability to be monitored over time. The goals for the 2045 are detailed below.

#### **PROMOTE SAFETY**

Mobility should be safe for all people using the transportation system. Future projects should promote safety or address perceived safety concerns.

#### OPTIMIZE SYSTEM PERFORMANCE & PROMOTE ECONOMIC DEVELOPMENT

Transportation improvements should use existing infrastructure to optimize efficiency for all mode types. Future projects can improve capacity by addressing existing problems or needs that capitalize on opportunities that maximize value.

#### PRESERVE ASSETS & ENSURE RELIABILITY

Improvements in the mobility network should address existing deficiencies and preserve regionally important infrastructure to improve operations, provide alternative routes, and improve network resiliency.

#### PROVIDE AN EFFICIENT, EFFECTIVE, & SAFE TRANSPORTATION SYSTEM PROMOTING DEVELOPMENT & SUSTAINABILITY

The mobility system should strive to support job creation and local investments by improving opportunities to partner with local businesses, the development community, and freight providers. New transportation investments should be leveraged to attract additional Federal and State funding.

#### PROTECT THE ENVIRONMENT & PROMOTE ENVIRONMENTAL JUSTICE

The mobility network should be sensitive to the natural and human environment to protect air and water quality, manage stormwater runoff, maximize natural habitat areas, and preserve green space. Transportation improvements should include opportunities to provide alternatives to driving such as transit, walking, and bicycling. Transportation investments should ensure costs and benefits of the system are shared equitably.

#### **PUBLIC INVOLVEMENT PROCESS**

Two public meetings were held to educate and gather feedback on the current mobility conditions and the plan's recommendations. The meetings were advertised as required by the Texas Open Meetings Act. Stakeholder interviews were also conducted with various jurisdictions and agencies in the Abilene MPO area.

Surveys were collected over three months during the project. 249 were collected online and in person. The feedback gathered through the meetings, interviews, and surveys informed the recommendations and projects in the MTP.



Public Meeting

#### **MOBILITY CONDITIONS & ANALYSIS**

The current mobility conditions are discussed in Chapter 2 of the MTP and further analysis is included in Chapter 5. To better understand the current state of mobility in the MPO area, it is essential to investigate the commuting characteristics, vehicle miles traveled (VMT), areas of congestion, crash rates, crash hot spots, and public transportation. While the existing conditions chapter examines the current state of mobility, the mobility analysis looks to the future of transportation in the MPO.

The analysis divides up the transportation system by modes and infrastructure type. It provides recommendations and proposed improvements that can be considered up to the year 2045.

#### FREEWAY RECOMMENDATIONS

Major improvements for Freeways in the region include:

- The widening of IH 20 from 4 to 6 lanes as well as replacing overpass structures
  - Including the Judge Ely Blvd interchange implementation
- The widening of Winters Freeway from 4 to 6 lanes
- The removal of left exits on IH 20 at westbound Business 20 and westbound to southbound Winters Freeway
- The addition of frontage roads on Loop 322
- The addition of frontage roads on US 83/US 84 south of Loop 322
- Converting all urban frontage roads from two-way to one-way operation

Some of these improvements are scheduled for construction within the next 10 years. See Chapter 9 for more details about funded projects and the timeline for project construction.

#### **ARTERIALS RECOMMENDATIONS**

- Access management and intersection improvements on Buffalo Gap Rd
- Widening of FM 707 from Buffalo Gap Rd to FM 1750
- Widening of Maple St
- Rehabilitation of IH 20 Business (Loop 322 to Elmdale Rd)
- Widening of Industrial Blvd
- Rehabilitation of Marigold St
- Widening of East North 10th St
- The extension of Memorial Dr north to the US 83/84 frontage road and south to FM 707

#### **COLLECTORS RECOMMENDATIONS**

- Bridge improvement on Hartford St at Little Elm Creek
- Rehabilitation of Iberis Rd

#### **BICYCLE RECOMMENDATIONS**

Off-Street Recommendations

- Trail around Kirby Lake
- Cedar Creek Trail to provide a continuous north-south trail connection through the region
- Identification of utility easements for future trails

On-Street Recommendations

- Repair and rehabilitation of shoulders in the region
- Removal of chip seal on rural shoulders
- Expansion of bike lanes on low speed, low volumes urban and suburban thoroughfares in the region.
- Development of bicycle routes on local roadways that parallel major thoroughfares

General Recommendations

• Creation of an Abilene MPO regional bicycle and pedestrian plan to coordinate the efforts of the cities, counties, and TxDOT.

#### SIDEWALK RECOMMENDATIONS

- Creation of an Abilene MPO regional bicycle and pedestrian plan to coordinate the efforts of the cities, counties, and TxDOT.
- Prioritization of sidewalk improvement recommendations with a focus on arterials within ¼ mile of elementary and middle schools.
- Coordination between MPO staff and local agencies on proposed Transportation Alternatives funding projects.

#### **ENVIRONMENTAL JUSTICE**

The purpose of an Environmental Justice Analysis is to discover whether potential transportation projects will have any significant impacts on an area's communities and resources, and to then avoid, mitigate, or minimize these impacts as much as possible.

The plan looked at a number of different elements with regards to environmental justice including the social effects, economic effects, and land use effects. These elements were each analyzed using different data sources such as the U.S. Census and the Environmental Protection Agency (EPA). Maps and documentation can be found in Chapter 6.

#### **FINANCIAL PLAN**

The Financial Plan identifies the proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan and for future network years. The anticipated revenue creates the element of "financial constraint." It is expected that in any given metropolitan area that there may not be enough transportation revenue sources to satisfy the needs of the transportation system. Due to this constraint, the MPO contribution to transportation projects between 2020 and 2045 cannot exceed the amount of funding that is available.

#### **PROJECT PRIORITIZATION**

The Abilene MPO Project Selection Process, which was adopted by the Policy Board on December 18, 2018, has set the stage for fulfilling the federal requirements for a performance-based long-range transportation plan. It sets clear guidance on the project ranking by goals determined by MPO staff, the Technical Advisory Committee, and the Policy Board. These goals and ranking criteria focus on five important elements:

Safety, System Performance, Preserving Assets, Improving Development, and Sustainability.

Through the process of developing the 2045 Abilene MPO MTP, specific scoring criteria were assigned to each of the 5 goals to assist in project selection and prioritization. The criteria that was used was determined to be measurable and quantifiable based on a geographic analysis. Chapter 7 further details the project prioritization process. The funded projects list can be seen below and a more detailed list can be found in Chapter 9 along with the unfunded projects.

Location	From To		Work Description		
US 83/84 Frontage	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83/84 Connecting to FM 707 to Antilley Rd		
US 83	0.67 miles north of FM 3034	0.28 miles south of FM 3034	Construct New Overpass		
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83/84	Access Management/Intersection Improvements		
FM 89 (Buffalo Gap Rd)	Bettes Ln	Rebecca Ln	Access Management		
FM 3034	US 83	FM 600	Rehab and Widen		
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements		
IH 20	East of Loop 322	SH 351	Add 2 Main Lanes and Replace Overpass Structures		
IH 20	SH 351	East of Pine St	Add 2 Main Lanes and Replace Overpass Structures		
FM 707	FM 89 (Buffalo Gap Rd)	US 83/84	Widen to 4 lanes and Include Turn Lanes		
EN4 707	US 83/84	ENA 17EO (Oldham Lm)	Widen to 4 Lanes with Center Turn Lane and intersection		
FIVE 707		FIVE 1730 (Old Hall EII)	improvements at FM 1750		
E N 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and include turn lanes		
Hartford	at Little Elm Creek		Bridge to Replace Low Crossing		
Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes		
Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes		
Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes		
Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes		
Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes		
IH 20	East of Pine St	Near Catclaw Creek	Add 2 Main Lanes and Replace Overpass Structures		
IH 20	Near Catclaw Creek	MPO West Boundary	Add 2 Main Lanes and Replace Overpass Structures		
US 83/84	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures		
US 83/84	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures		
IH 20	MPO East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures		
Business I-20	Loop 322	Elmdale Rd	Rehabilitate, Add Shoulders, & Turn Lanes		
Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control		

#### Funded Projects Lists



Lan Lan Lan



EAST

Worth

20

Ft

WEST

El Paso

20

NORTH

277 N Anson ♥

83

## INTRODUCTION

The Metropolitan Transportation Plan (MTP) is a comprehensive mobility plan that examines future transportation needs for the next 25 years. The MTP is developed through a process of continuous participation by the public, member cities, and transportation entities within the region. The mobility projects identified in the 25-year plan are determined based on the goals and vision developed throughout the MTP planning process.

#### **MTP DEVELOPMENT PROCESS**

The MTP is a document that incorporates a multimodal approach to transportation planning and includes not only roadways, but also transit, airports, train, bicycle, and pedestrian modes of travel for both passengers and freight. It is a comprehensive plan that defines the projects and vision for transportation systems and services in the Abilene Metropolitan Planning Area for the next twenty-five years. The MTP, at a minimum, includes existing and proposed transportation facilities (including major roadways, transit, multimodal, and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that are part of an integrated metropolitan transportation system, and it gives emphasis to those facilities that serve important national and regional transportation functions. It

is a financially constrained plan of surface transportation improvements, but it also includes a list of additional projects that could be implemented as funding becomes available.

The plan supports goals emphasizing safety, improving system performance, preserving transportation assets, promoting economic development, and protecting the environment. It provides a system for regional brainstorming on transportation needs and implements programs and projects based off those needs. It includes identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation that facilitate the safe and efficient movement of people and goods in



Figure 1: Abilene MPO Boundary

addressing current and future transportation demand. The plan must be periodically updated at least once every 5 years.

The legislation describing and requiring the MTP can be found under the United States Code Title 23, Section 123 (i) *Development of Transportation Plan* and Code of Federal Regulations Title 23, Part 450C *Development and Content of Metropolitan Transportation Plan*. The MTP must be based on valid funding assumptions and revenue forecasts. It must also be compatible with the statewide (TxDOT) long-range transportation plan. The MTP development process includes assessing existing transportation conditions; forecasting future population and employment growth; assessing projected land uses and growth corridors in the region; identifying current and future transportation problems and needs and strategies to address those; developing short-range and long-range projects for moving people and goods; estimating the impact of recommended future transportation system improvements on the environment; and developing a financial plan for securing sufficient revenues to cover the costs of implementing projects.

#### LEGISLATIVE BASIS FOR THE MTP

The most recent federal legislation to guide Metropolitan Planning Organizations (MPOs) operations and the development of the MTP is the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act). MAP-21 legislation focuses on performance-based planning. The performance goals focus on safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

The FAST Act was signed into law in 2015 and builds on MAP-21 by providing long-term funding for surface transportation and strives to improve mobility on America's highways, create jobs and support economic growth, accelerate project delivery, and promote innovation. The FAST Act expands the scope of consideration of the metropolitan planning process to include improving transportation system resiliency and reliability, reducing or mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism. MPOs in the United States are regional transportation agencies that have been established through federal legislation under the Federal Highway Administration (FHWA). MPOs are located in metropolitan areas that have a population over 50,000.

#### **METROPOLITAN PLANNING ORGANIZATION'S ROLE**

The Abilene MPO was designated in 1974 and is responsible for coordinating mobility projects and transportation planning efforts within the Abilene region. The MPO consists of two committees that oversee the efforts of the planning agency; the Policy Board and the Technical Advisory Committee (TAC).

The Policy Board provides direction and guidance for transportation planning in the MPO boundaries. The Policy Board consists of both agency leaders and elected officials to guide the administrative and policy direction of mobility coordination in the region. The Policy Board currently has 5 members.

The Technical Advisory Committee or TAC directs the technical aspects of the process and makes recommendations to the Policy Board. Ultimately the Policy Board approves items and/or mobility projects that are brought forward after recommendation by the TAC. The TAC currently has 18 members.

#### ABILENE MPO METROPOLITAN PLANNING AREA

The MPO planning area is the entire existing urbanized area (according to the US Census Bureau) of the City of Abilene along with the contiguous area expected to become urbanized within a 20-year forecast period for the MTPM. It covers parts of Taylor and Jones Counties. The municipalities of Abilene, Tye, and Impact are included in the MPO area. Figure 1 shows the boundaries of the cities within the MPO planning area. These boundaries may change following the 2020 Census.



# 2. MOBILITY CONDITIONS



## **MOBILITY CONDITIONS**

To better understand the current state of mobility in the MPO area, it is essential to investigate the commuting characteristics, vehicle miles traveled (VMT), areas of congestion, crash rates, crash hot spots, and public transportation. Examining these features with finer detail allows for better prioritization of transportation projects. An important tool typically used for this examination is known as a travel demand model (TDM). A TDM is a mathematical and software simulation used to understand and predict travel patterns in an area. The travel demand model is currently being updated with new demographics and network changes. The travel demand model was originally created by TxDOT's Transportation Planning and Programming Division (TPP) with local data provided by the Abilene MPO. The model uses TransCAD software to run the 4-step modeling process.

#### **COMMUTING CHARACTERISTICS**

Because commuting is the most common trip that the majority of the population makes on a daily basis, it is critical to understand the characteristics of these trips to best plan for future mobility needs in the Abilene region. There are 70,061 workers over the age of 16 in the Abilene MPO area, as reported in the 2013 – 2017 U.S. Census American Community Survey (ACS). The modal split for these trips reveals that the majority of commuters drove in a single-occupant vehicle over 80% of the time. The next highest modal group was those that carpool at just over 10%. Figure 2 breaks down the mode share of commuters.

It is also important to consider the inter- and intraregional commuting patterns in the Abilene MPO. According to the U.S. Census 2015 origin-destination (O-D) Employment Statistics there are 36,091 employees that live in the MPO area that also work in the area, 17,364 that live in the MPO area and work outside of the area, and 21,058 employees that commute into the Abilene MPO area to work from areas outside the MPO. Figure 3 demonstrates these unique travel patterns for the Abilene MPO area. The high proportion of employees living and working in the area is likely due to the far distance to the next major employment center. This also explains why more workers enter the area than leave. The next large city of San Angelo is 90 miles to the southwest.



Figure 2: Abilene MPO Mode Share Source: U.S. Census ACS 2013-2017



Figure 3: Regional Commuting Patterns Source: U.S. Census LEHD Origin-Destination Employment Statistics 2015

The travel time to work for employees in the Abilene MPO area is much lower than the average for the state at 17.5 minutes compared to 26.1 minutes for the state, as seen in Figure 4. This is also considerably less than the average travel times to work for Fort Worth at 27 minutes, but on par with Waco, which has a similar travel time of 17.7 minutes. The travel time to work in the Abilene MPO area is likely lower than the state average because over 60% of workers live and work in the area.

#### **VEHICLE MILES TRAVELED**

Daily Vehicle Miles Traveled (VMT) is one key indicator to understand mobility growth in a particular area or geography. It is the daily number of miles traveled by all vehicles, including trucks and is calculated by multiplying the traffic volume on a roadway with the length of the roadway. Since the last MTP Update completed in 2015, VMT has increased 8.5% from 2,619,274 to 2,842,110 in 2017.

VMT can be used a useful measure to allocate resources, estimate emissions, and assess traffic impacts. VMT can also be used to help determine pavement maintenance needs and to compare traffic safety data. VMT is an important factor in transportation planning because it indicates travel demand and behavior. Figure 5 demonstrates the VMT in the Abilene MPO area for every year since 2005. VMT experienced a decrease in 2010, but has been on a steady incline since 2014.







#### **AREAS OF CONGESTION**

Congestion and the delay resulting from congestion are another set of crucial indicators that are used to understand mobility conditions in the region. Congestion is calculated by taking the traffic volumes on a roadway and dividing them by the volume capacity of the roadway. Delay is calculated by subtracting the congested travel time with the free flow travel time along a particular roadway or within a certain geography. The delay calculation helps to understand how much time it takes to travel from origin to destination.

As shown in Figure 6, TxDOT shows IH 20 east and west of the City of Abilene are moderately congested as well as US 83 from IH 20 to US 277 and near the Loop 322 interchange. Judge Ely Blvd is also moderately congested from Business IH 20-R to N 16<sup>th</sup> St.

TxDOT utilized the Car-Space Method to calculate future congestion. This method determines the space between cares in one-mile increments. In the future, moderate congestion is forecasted along all of IH 20 and most of US 83, which is also predicted to experience more severe congestion just south of IH 20 and north of Loop 322. There will also be a section of Loop 322 that experiences moderate congestion and as well as other shorter sections of roadways in the city of Abilene. These will be areas to watch and consider further improvements to reduce congestion and travel time.



Figure 6: Current (2017) and Future (2037) Traffic Congestion Source: http://gis-txdot.opendata.arcgis.com/datasets/txdot-congestion

#### **CRASH RATES & SAFETY**

Investigating the crash rates within a region is important to understand where safety improvements need to be prioritized. The crash rate for a particular geography is calculated by dividing the number of crashes by the amount of traffic produced in the area. This helps to understand the impact of crashes based on the amount and distance of the trips especially in areas with growing populations.

The number of crashes may increase in an area, but if VMT and population is increasing along with the number of crashes, the crash rate may remain constant or even reduce. The goal is to see a reduction in crash rates in the region and ultimately see a reduction in overall crashes.

Jones County has a much lower crash rate than Taylor County and the State average. Jones County has had a steady crash rate since 2008. Taylor County has a higher crash rate than the state overall, which should be concerning. Taylor County has experienced an increased crash rate over the same time from 228 crashes per million VMT to 274 crashes per million VMT. A 3-year average peak of 324 crashes per million VMT occurred from 2013-2015. However, since its peak in 2014, Taylor County's crash rate has been reducing from 324 to 274 crashes per million VMT. Figure 7 shows the crash rates for both counties and Texas.



Figure 7: Regional Crash Rate Comparison Source: TxDOT

#### **COST OF CRASHES**

Crashes also have a significant impact in the economy of the region, both from the overall societal cost of the crashes and also the increase in delay and congestion as a result of the specific crashes. In Taylor and Jones Counties between 2015 and 2017, crashes have had a societal cost of approximately \$550 million a year.

These crash costs are based on tangible consequences such as economic losses and intangible consequences such as physical pain and emotional suffering from people involved in these crashes (AASHTO, 2018). These estimates cannot fully represent the losses incurred when a person is involved in either an incapacitating or fatal motor vehicle crash, but rather provide general estimates based on research developed for the Highway Safety Manual. Table 1 breaks down the cost per injury by crash severity and the total cost of crashes from 2014-2018 in the Abilene MPO area.

Table 1: Crash Costs for Jones and Taylor Counties Source: FHWA, Crash Costs for Highway Safety Analysis, 2018

Crash Severity	Cost Per Injury	2014-2018 Total Crashes		Total Cost
Fatality (K)	\$11,295,400	80	0.5%	\$903,632,000
Incapacitating Injury (A)	\$655,000	346	2.2%	\$226,630,000
Non-Incapacitating Injury (B)	\$198,500	2,286	14.6%	\$453,771,000
Possible Injury	\$125,600	2,844	18.2%	\$357,206,400
Non-Injury (O)	\$11,900	10,081	64.5%	\$119,963,900
Total	_	15,637	-	\$2,061,203,300

#### **CRASH HOT SPOTS**

Some of highest frequency of traffic crashes occur at intersections. The severity of crashes at these intersections can range from property damage only to fatalities. It is important to understand the intersections that have the highest crash rate so that mitigation and safety solutions can be applied to assist in reducing crashes.

Listed below are intersections that experienced the highest density of crashes.

- Buffalo Gap Rd at US 83/84 (525 crashes)
- Southwest Dr at US 83/84 (248 crashes)
- US 277 at US 83/84 (309 crashes)
- Ridgemont Dr at US 83/84 (183 crashes)
- SH 351 at IH 20 (177 crashes)
- Sayles Blvd at 1<sup>st</sup> St (192 crashes)

#### **FATAL CRASHES**

Fatality crashes are the most important to understand and to prevent because of their impact on our society. In the last 5 years there have been fatality crashes with 88 fatalities on roadways within the Abilene MPO area. Figure 8 identifies the locations of the fatal and incapacitating crashes that have occurred in the MPO area in the last 5 years. 2014 had the highest number of fatal crashes with 23.

#### **INCAPACITATING CRASHES**

Incapacitating injury crashes involve the serious injury of one or more people involved in that particular crash. Incapacitating injury crashes result in tremendous physical and emotional pain and a loss in productivity. In the last 5 years there have been 346 incapacitating injury crashes in the Abilene MPO area. 2014 and 2017 had the highest number of incapacitating injury crashes with 75 each.



Figure 8: Fatal and Incapacitating Crashes 2014-2018 Source: TxDOT

#### **BICYCLE AND PEDESTRIAN CRASHES**

In the United States, pedestrian and bicycle crashes are increasing. In some cases the increase in bicycle and pedestrian crashes is actually exceeding the increase in VMT. The increase in pedestrian and bicycle crashes may be a result of increased bicycle and pedestrian trips in mixed use and urban areas caused by changing land use patterns and demographic shifts.

These vulnerable users need extra consideration and protection for their trips. Pedestrians and bicyclist have a higher percentage of a traffic crash resulting in an injury or a fatality. In the last 5 years there have been 181 pedestrian and bicycle crashes. Of those crashes 31% were either fatal or incapacitating injury crashes. That is in contrast to the overall crash percentage in the MPO area with only 2.6% of crashes being fatal or incapacitating injury crashes. Figure 9 identifies the locations of these pedestrian and bicycle crashes in the Abilene MPO area.



Figure 9: Bicycle and Pedestrian Crashes 2014-2018 Source: TxDOT

#### **PUBLIC TRANSPORTATION**

The City of Abilene CityLink transit system currently provides fixed-route service as well as door-to-door paratransit and evening curb to curb services in the region. The fixed-route services vary between weekday and weekend. There are eight routes that run on weekdays and six routes on weekends. There is also an on-call demand service area that was expanded in July 2019. Trips in this area must be booked at least two hours before and up to seven days in advance. The on-call area includes portions of southeastern Abilene. There are no CityLink services on Sundays and major holidays. Figure 10 shows the weekday and weekend routes as well as the on-demand zone. Paratransit service is shared-ride, demand response service and must be scheduled at least a day in advance. It is available during the same time periods as the fixed-route service. The service is available to individuals who are certified as "ADA paratransit eligible."



Figure 10: CityLink Weekday and Weekend Routes Source: CityLink

The West Central Texas Regionally Coordinated Transportation Plan (RCTP) began in 2005 for the purpose of coordination of public transit throughout the Region 7 area. The RCTP covers Brown, Callahan, Coleman, Comanche, Eastland, Fisher, Haskell, Jones, Kent, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephens, Stonewall, Taylor and Throckmorton Counties. This organization creates a 5-year plan for the region's transportation system with a focus on providing affordable, accessible, and connected transportation services. The goals and objectives of the RCTP are to:

- Improve the delivery of public transportation services
- Generate efficiencies in operations that can lead to increased levels of service
- Encourage cooperation and coordination among agencies
- Improve customer service for the end users of the coordinated system. Instrumental in developing a coordination plan is determining what level of coordination currently exists

The stakeholder organizations of the Region 7 RCTP are:

- Abilene Metropolitan Planning Organization
- AgeWellLiveWell West Central Texas Council of Governments
- Air Force Wounded Warrior Program Dyess AFB
- Betty Hardwick Center
- Center For Life Resources
- Central Texas Opportunities
- Central Texas Rural Transit District
- Cisco College
- CityLink
- City of Abilene Transportation Services
- City of Abilene Office of Neighborhood Services
- Communities In Schools of the Big Country
- Deaf & Hard of Hearing Services | Disability In Action
- Disability In Action
- Double Mountain Coach
- Military Partnership for West Central Texas
- National Federation of the Blind of Texas | Big Country Chapter
- SPARTAN Public Transportation
- Uber Abilene
- United Way 2-1-1 Texas A Call for Help
- West Central Texas Council of Governments
- Workforce Solutions of West Central Texas

The major transportation providers in the Region 7 RCTP that serve the Abilene MPO area are CityLink, City and Rural Rides (CARR), Double Mountain Coach.

City and Rural Rides (CARR) provides public transportation in rural areas of Taylor County including points within the City of Abilene. The service is demand response, curb to curb. Door to door service is available for elderly and disabled passengers. Rides must be scheduled two days in advance. The service operates on weekdays. CARR also services Brown, Callahan, Coleman, Comanche, Eastland, Erath, Nolan, Runnels, Shackleford, and Stephens Counties.

Double Mountain Coach provides transportation for rural residents of Stonewall, Kent, Fisher, Knox, Jones, Haskell, and Throckmorton Counties. Rides must be scheduled in advance. Double Mountain Coach is operated through the Double Mountain Outreach Services.

Additional information about the West Central Texas RCTP can be found at <u>http://www.wctxrides.com/index.html</u>.



CityLink Bus Stop

#### **TRAVEL DEMAND MODEL**

The regional travel demand model (TDM) is a planning tool that is used by the majority of MPOs in the country to help understand the demands of growth and increases in traffic. The model is built on a set of mathematical assumptions in an attempt to simulate observed traffic patterns. The model best evaluates the impacts of future growth by comparing and analyzing traffic congestion along roadways within the region.

The Abilene MPO travel demand model is currently being updated and is anticipated to be completed by the end of 2020.

To address the concerns of future travel demand in the region, the MTP Update used results from the TxDOT Statewide travel demand model. The Statewide model identified areas of congestion for the base year and future years. This future model was one of the inputs into the project prioritization process. TxDOT ensures that the model process is validated by comparing the base year model to existing counts collected.

The MPOs travel demand model depends on two primary inputs to accurately forecast future traffic: demographics and roadway network.

#### **DEMOGRAPHICS**

The travel demand model uses demographics as one of the key inputs to generate trips. Currently TxDOT and the MPO are in the process of updating the TDM demographics with a base year of 2015 and a forecast year of 2045. The interim year of 2020 will also be developed. Figure 11 shows the 2017 population by block groups in the MPO area.



Figure 11: 2017 Population Source: U.S. Census ACS 2013-2017

#### **ROADWAY NETWORK**

The roadway network is the other important input in the travel demand model to help determine traffic conditions in the future. The determines the fo vlague network infrastructure in the region and how much capacity is available. The capacity of each roadway is determined by its functional classification and the area type. The characteristics of a roadway in the travel demand model is also impacted by the speed. For example, a roadway that is an arterial in an urban area will have a different speed and lane capacity than a rural arterial. Typically the more rural the roadway the higher the speeds and capacities. Also, roadways that have a higher functional classification typically have higher speeds and capacities assigned to them. Local streets are not used in the travel demand model because the volumes are traditionally low and a proper analysis of the local network is difficult to accomplish using a macro-model. Local traffic is accounted for in the model by assigning anticipated vehicle trips to nearby regional thoroughfares. Figure 12 shows the City of Abilene's existing thoroughfare network.



Figure 12: City of Abilene Thoroughfare Plan Source: City of Abilene

#### **PAVEMENT & BRIDGE CONDITION**

Maintaining the pavement and bridges in the Abilene MPO area is extremely important to ensure suitable mobility in and around the region. Maintenance of existing facilities was also ranked the highest by survey respondents when asked what the MPO should consider when prioritizing investments. Currently most of the on system TxDOT roadways in the MPO area are in good or fair condition. Almost 3.5 miles of roadway are in poor condition. Outside of the TxDOT network pavement condition data was not available. Figure 13 shows the pavement condition for roads.



Figure 13: Pavement Condition 2017 Source: TxDOT In the Abilene MPO area, 570 bridges were given an A rating, 503 were given a B rating, 83 were given a C rating, and 3 were given a D rating. The D rated bridges are located at the Martin Luther King Jr. Bridge on IH 20 Business, the east bound overpass at Grape St and IH 20 and the eastbound creek crossing on IH 20 just west of Old Anson Rd.



Figure 14: Bridge Condition 2018 Source: TxDOT

#### FREIGHT

Freight movement is an important element of the transportation system. The Abilene region is located along major national and statewide freight corridors such as IH 20, US 83, and US 84. TxDOT currently indicates that IH 20 is part of the National Highway Freight Network. It is also included in the Texas Highway Freight network along with US 83, Loop 322, IH 20 Business, US 83-D, FM 3438, and sections of US 277, SH 36, and SH 351. Figure 15 shows these freight networks. Windstar Industrial Center is located in northeastern Abilene off of IH 20. The Five Points Business Park is in western Abilene, south of IH 20 and north of IH 20 Business. Access Business Park is located in southeastern Abilene across from the Abilene Regional Airport. Managing the freight coming and going to these industrial centers, especially along IH 20 and SH 36, will be critical to maintaining the transportation system in the Abilene MPO area. Dyess Air Force Base, located on the west side of Abilene, is another important location to consider in regard to freight movement because of the equipment and goods that need to be moved to and from the Base.

Union Pacific (UP) owns the East-West rail line through Abilene. Southern Switching Company owns the North-South rail line. The Abilene Regional Airport is on the east side of the City and provides general aviation. The Abilene MPO and surrounding areas do not currently have a freight plan in place. This type of plan may be beneficial to create in the future to investigate the infrastructure and economic context of the area in relation to freight movement.



Figure 15: TxDOT Freight Network Source: TxDOT

### **BICYCLE & PEDESTRIAN FACILITIES**

The City of Abilene adopted a bicycle plan in 2015. This is the second bicycle plan that the City has developed. The 2015 plan updated the first plan that was done in 1983 with the goals of expanding bicycle facilities and encouraging alternative transportation modes. The plan included recommended bike routes, bike lanes, and bike paths.

Currently bicycle lanes exist on SH 351, Texas Ave, Industrial Ave, and Willis St. Bicycle routes are on Ambler Ave, portions of Willis St, South Pioneer Dr, South 11<sup>th</sup> St, Antilley Rd, and South 20<sup>th</sup> St. Existing bicycle paths are along South 11<sup>th</sup> St and Judge Ely Blvd.

There are many other proposed lanes, routes, and paths throughout Abilene. There are also proposed trails throughout the City.

A sidewalk inventory completed in 2017 showed that the existing sidewalk network is contained within the urban core of the City of Abilene. The areas west of Treadway Blvd, south of Ambler Ave, north of 27<sup>th</sup> St, and east of IH 83/84 contain the majority of the sidewalks.

Impact

83





Figure 16: Existing Sidewalks Source: Abilene MPO

Figure 17: Bicycle Facilities Source: City of Abilene

#### **ENVIRONMENT & RESILIENCY**

The FAST Act requires the planning process to consider projects and strategies to improve the resiliency and reliability of the transportation system. It also requires the MPO to consult with State and local agencies regarding land use management, natural resources, environmental protection, conservation, and historic preservation. Towards that purpose, the MPO works closely with the Taylor County Local Emergency Planning Committee (LEPC), the City of Abilene, City of Tye, City of Impact, Jones County, and Taylor County. This section also considers the areas that are more likely to need improvements to help with resiliency.

#### RESILIENCY

A new addition to the MTP Planning process as defined in the updated federal requirements within the FAST Act involves ways to consider projects/strategies to improve the resilience and reliability of the transportation system. Transportation resiliency is determined by how a system can respond to a catastrophic event.

Natural disasters are not uncommon in this part of Texas. In the Abilene MPO area, tornadoes, ice/snow storms, and flooding can cause serious damage to homes and businesses in the region. From a mobility perspective, tornadoes are difficult to anticipate and to prepare for. However, the damage can cause significant delays if damage occurs on freeways and major thoroughfares within the region.

The ability for the region to respond to these events is essential. The projects that move forward from planning to construction should mitigate potential issues that may result from potential events such as weather or others affecting system performance. One way for the MPO to begin improving the mobility system is by addressing flooding.



Figure 18: 100 Year Flood Plain and Low Water Crossings Source: TNRIS

Flooding is one of the natural challenges that can typically be mitigated and planned for through the reduction of low-water crossing and the improvement of bridges in the region. Figure 18 shows the 100-year floodplains and low water crossings in the area. There are 65 low water crossings in the MPO area. These are areas that are especially vulnerable and may have restricted access in the event of significant flooding.

## 3. PUBLIC INVOLVEMENT PROCESS



## **PUBLIC INVOLVEMENT PROCESS**

The Abilene MPO 2045 MTP seeks to address congestion and transportation needs in the Abilene region. The MTP is the region's 25-year vision to guide federal, state, and local transportation funding. The plan is updated every five years, as required by federal law.

Public meetings were held to educate and provide an opportunity to give input on the plan's goals, objectives, and recommendations. Advertisement of public meetings were consistent with the Texas Open Meetings Act and stakeholders were provided with convenient meeting times and accessible locations. Provision for translation, sign, or other needs were also queried to ensure broad inclusion. This summary includes findings from the stakeholder interviews, public workshops, and from the online survey which was open between early July and mid-October.



Public Meeting #1 Sign

#### **STAKEHOLDER INTERVIEWS**

The MPO scheduled a series of meetings with stakeholders within the MPO. These discussions were intended to understand the transportation priorities and needs of member cities and entities that are involved in the success of mobility in the region. Feedback was collected to help the MPO analyze and identify opportunities for the MTP Update to address long-term needs.

The following jurisdictions/entities were contacted for interviews:

- City of Abilene
- Taylor County City of Tye
- CityLink
- TxDOT

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- Jones County
- United Way
- Dyess AFB
- Disability in Action

Some of the common themes that were heard from the stakeholder interviews were as follows:

- Sidewalks are in poor repair or don't meet current ADA standards. This also limits transit access.
- Numerous major roads have missing sidewalks, especially near schools and along TxDOT roadways
- N and S 1<sup>st</sup> Streets have numerous conflicts with parking, walking, railroad crossings, etc.
- Many major roads are too high-speed for comfortable use of bike lanes or just don't have room
- Shared-use paths would be more beneficial for bicycling and walking
- Downtown parking is not clear or well-managed in terms of what's shared and not
- Potential for circulator shuttle, scooters, etc., to supplement successful Downtown
- Aging transit vehicle fleet needs funding to update
- Multimodal facility is needed for transit providers
- Many roadways need reconstruction due to poor conditions
- Most needed roadway capacity expansions are in the south and southwest areas
- Project costs are rising due to limited labor availability
- Congestion in general is limited to rush hours
- Affordable housing is mostly in outlying areas with poor transit availability
- Universities' development of campus amenities is beneficial but can limit students going elsewhere in the City

### PUBLIC MEETING 1

This summary includes public input shared at the first public meeting, held Tuesday, August 27, 2019, at the Abilene Main Public Library, 202 Cedar Street in downtown Abilene. The goals of the first public meeting were:

- Introduce the project's goals, approach, timeline and process to the community;
- Share initial findings from the existing conditions analysis;
- Collect feedback on goals priorities.
- Provide opportunities for community members to share their mobility experiences through workshop stations.

#### SUMMARY OF FINDINGS

Through the engagement methods outlined in this report, we generally found workshop participants agreed on wanting to see improved maintenance / state of good repair, pedestrian safety, and multimodal improvements as the major priorities shaping the MPO's transportation investments.

We heard comments on access roads and on- and off-ramps continue to pose safety challenges for motorists on IH 20, Loop 322, and the Winters Freeway (variously US 83, 84, and 277). Respondents stated that traffic congestion and travel delay is not a major problem in Abilene, except in very limited locations and duration, though traffic signals could be better optimized to ease travel. Along these lines, survey respondents rated repairing and maintaining existing infrastructure, as well as safety improvements, as high investment priorities.



Public Meeting #1 Sign-in Table

#### OUTREACH

The project team relied on a varied approach to informing the public of the workshop. Print media and social media platforms supplemented direct outreach to civic organizations and to area stakeholders. The MPO's existing Facebook (https://www.facebook.com/AbileneMPO/) and Twitter

pages (<u>https://twitter.com/abilenempo</u>) were utilized for this effort, with guidance and support from the consultant team.

#### JULY 10, 2019

Announcement of MTP, with link to survey, shared through Facebook and Twitter.

#### JULY 22, 2019

Facebook and Twitter posts advertising the public meeting and sharing the community survey.

#### AUGUST 19, 2019

E-mail blast to local organizations advertising the public meeting

#### AUGUST 22, 2019

Radio and TV interviews conducted as well as Facebook and Twitter post as a reminder of the public meeting, including link to survey website.

#### AUGUST 26, 2019

Facebook and Twitter post as a reminder of the public meeting, including link to survey website.

#### **MEETING AGENDA**

6:00-6:30

• Sign-in & Registration

6:30-7:00

• Welcoming Remarks & Presentation 7:00-8:00

/:00-8:00

• Workshop Station Activities, Open House with Q&A





Public Meeting #1

#### **DISPLAY BOARDS**

Eight display boards were presented at the public meeting, paralleling the content of the live presentation. Two explained the role of the MPO in planning for the region, the purpose and direction of the MTP underway, and five displayed maps with metrics of sidewalk presence and condition, bicycle and transit routes, and various roadway aspects including pavement and bridge condition, crash location and type, current and future projected traffic congestion. One solicited input on regional priorities, described on page 23 under "Background Information Station."





Public Meeting #1 Boards

#### WORKSHOP STATIONS

The project team designed the public meeting to both inform and solicit input from the public. Three workshop stations gave people the opportunity to share thoughts on goals, approach, and everyday experiences on the transportation network in Abilene. Their intent and results are summarized below.

#### **BACKGROUND INFORMATION STATION**

As part of the explanatory boards describing the MPO and this MTP update, participants were invited to rank various transportation priorities with statements as to their importance. Each statement (for example, "Our roadways are in good condition") invited people to place a dot sticker on a continuum from Disagree to Agree. Participants could place the sticker anywhere along the line.

In general, maintenance of existing facilities, operational improvements, and increased attention to multimodal issues were popular priorities.





#### **Mobility Priorities**

Figure 19: Mobility Priorities Board Results

#### **ROADWAY AND TRAFFIC STATION**

This station focused on gauging people's biggest challenges in the transportation network, with respect to roadways. Participants were presented with a map of the MPO area and asked to identify everyday issues with red markers, and potential improvements or projects with black markers. In addition, a large note pad was available to record general comments about area-wide issues.

Participants submitted 13 comments on the plotted map, and 4 on the note pad. These are detailed below. Roadway comments focused mostly on ramps, discontinuous streets, lane reconfigurations and maintenance.

Participants indicated the following roadway/traffic concerns:

- On-ramps and off-ramps in general
- Placement of on- and off- ramps promotes unsafe practices, as people use the freeway to avoid traffic lights
- General poor condition of pavement on city roads
- IH 20 westbound exit to Business 20—add an auxiliary lane to get turning traffic out of the left through lane. Same for I-20 westbound exit to southbound US 83/277
- 2 duplicates of above comment—also long-term need to move left-side exit to right side
- School congestion at North 6<sup>th</sup> and Mockingbird (Abilene High); also crosswalk use
- School congestion at South Judge Ely (Craig Middle)
- U-turn lane needed—northbound Loop 322 at East South 11<sup>th</sup> / SH 36
- Loop 322 west-side frontage road should be oneway southbound
- Traffic signal / traffic calming needed—Oldham Lane at East South 27<sup>th</sup>
- Extend Memorial Drive north to Clack Street (Winters Freeway frontage)
- Extend Memorial Drive south to FM 707
- Traffic signal timing needed along Antilley Road
- New traffic signal needed at Antilley Road and Memorial Drive
- Realign intersection of FM 707 and its spur, just east of US 83/84
- Upgrade Maple Street from Colony Hills to FM 707, to match cross section to the north



Roadway Comment Map
#### **MULTIMODAL STATION**

This station presented a similar map to the Roadway and Traffic Station, but focused on alternative modes of travel (transit, bicycling, and walking). Participants at this station used markers color-coded for the type of comment or suggested improvement—red for pedestrian, green for bicycle, and blue for transit. In addition, a large note pad was available to record general comments about area-wide issues.

Pedestrian, bicycle, and transit mobility received 17 comments from participants (10, 5, and 2, respectively).

Participants indicated the following concerns:

#### PEDESTRIANS

- Increase walkability of entire town
- Lack of ADA ramps, especially intersections with ramps on some but not all sides
- ADA ramps often not aligned with travel path
- Sidewalk needs finishing on East North 16th near Abilene Christian University
- Pedestrian overpass and/or "greenway" needed along railroad south of downtown
- Pedestrian overpass and/or "greenway" needed along railroad between Sayles and Mockingbird
- Pedestrian overpass needed along railroad near Leggett Drive
- Sidewalk gaps throughout neighborhoods south of downtown (roughly 1st to 14th, Oak to Sayles)
- Need to complete sidewalks along Texas Avenue and along US 277
- Need to complete sidewalks along Buffalo Gap Road, from Winters Freeway to Antilley Road

#### BICYCLISTS

- Need bike route from 1st to Buffalo Gap, along Arnold / Dub Wright / Rebecca corridor
- Need a bikeshare program
- Design concerns where bike lanes cross turn lanes
- Safety issues of bicycles in mixed traffic without bike lanes—bicyclists not behaving consistently
- Parking in bike lanes

#### TRANSIT

- Limited suitability of transit for non-work trips or for trips at off hours
- Don't use transit because waiting time is too long and travel time is too slow



Multimodal Comment Map

#### SURVEY STATION

Digital versions of the survey were on display to capture as many responses as possible. This included a table with 2 laptops and flyers with links for people to take with them to encourage participants to fill out the survey through their preferred method.



Public Meeting #1 Survey Station

# **SURVEY RESULTS**

249 surveys were collected between July 10 and October 12, 2019. Surveys were collected online as well as at the National Night Out event on October 1, 2019. The primary mode of travel for most respondents (84.6%) was driving alone with the next highest being taking transit (4.1%) or carpooling (4.1%). Overall, respondents felt that it is easy (34.7%), not that difficult (33.5%), or very easy (18.4%) to get to where they wanted to go.



*Figure 20: What is your primary mode of travel?* 



Figure 21: From where you live, how difficult/easy is it for you to get to the places you want to go (school, work, shopping)?

Respondents were asked to rate the quality of the current road and highway system. Most felt that the quality is either fair (38%) or poor (34%). When asked about the quality of the transit system most respondents selected not applicable (42%) likely meaning they do not use the system. The next highest rating was fair at 23%. The sidewalk system was rated as poor by 61% of people and the bicycle system was also given a poor rating by 62% of respondents.



Figure 22: How would you describe the quality of the current road/highway system?



Figure 25: How would you describe the quality of the sidewalk/pedestrian system?

Figure 24: How would you describe the quality of the current bus/transit system?



*Figure 23: How would you describe the quality of the bicycle system?* 

Respondents were asked to rank various improvement themes that the MPO should consider in prioritizing projects. Maintenance and safety issues came out on top, with freight, tourism, and environmental concerns ranking lowest. Similarly, respondents were asked to prioritize specific sample goals for the MTP. Road maintenance, pedestrian improvements, and safety scored highest, with new roads and more regional connections ranking lowest.

ltem	<b>Overall Rank</b>	Rank Distribu	tion Score	No. of Rankings
Maintenance of Existing Roadways	1		1,668	234
Pedestrian Safety – Adding or improving side walks, crossings, ramps, etc.	2		1,639	233
Vehicle Safety - Reducing accidents	3		1,544	233
Flooding/drainage	4		1,491	235
Public Transportation	5		1,159	230
Economic development	6		973	230
Environmental Preservation	7		797	231
Tourism	8		637	228
Freight systems	9		578	229
		Lowest Rank	Highest Rank	

Figure 26: Transportation Investments Prioritization

Item	Overall Rank	Rank Distribu	tion Score	No. of Rankings
Maintaining existing roads	1		1,772	233
Improving the pedestrian system (sidewalks, crosswalks, signals, etc.)	2		1,404	233
Improving safety	3		1,363	232
Improving the bicycle system (bike lanes, paths, signage, etc.)	4		1,123	227
Improving the public transit system	5		1,095	228
Improving traffic congestion	6		1,056	227
Improving the traffic signal system	7		944	229
Building new roads	8		874	226
Improving regional connections through improved intercity modes (air travel or bus services)	9		781	208
		Lowest	Highest	

Lowest Highe Rank Rank

Figure 27: MTP Goals Prioritization

Respondents were asked to select what their anticipated primary mode of transportation would be if they were without their personal vehicle for a month, with up to three choices. By far, the most popular responses were ride with someone/carpool and rent/borrow a vehicle. Other modes ranked closely near 20-25% of responds choosing them, with bicycle slightly edging out walk or use transit, and rideshare taxi/Uber/Lyft. Respondents were also asked to predict what mode of transportation would be most important to them in 25 years, with up to three choices. Drive alone ranked highest with transit, autonomous vehicles, and walking coming next.



Figure 28: If you had to be without your vehicle for a month, what would you do?



Figure 29: In 25 years, what method of transportation do you believe will be most important to you?

Respondents were asked to rank transportation funding possibilities, selecting up to three in order from nine possibilities. The highestranking choices were general obligation bonds, motor vehicle fees, and street use fees. Finally, respondents were asked to rank general issues of concern, again selecting up to three in order from a set of nine. Education, healthcare, and economy/jobs ranked the highest.

	Toll Charges	Gasoline taxes	Motor vehicle registration fees	Sales taxes	Tax on car parts or repair services	Property taxes	Mileage taxes (based on the amount of miles traveled over a given period of time)	Street use fee	General Obligation Bonds	None	Responses
1st Choice Count Row %	31 13.0%	22 9.2%	23 9.7%	26 10.9%	4 1.7%	12 5.0%	17 7.1%	9 3.8%	64 26.9%	30 12.6%	238
2nd Choice Count Row %	26 11.6%	29 12.9%	45 20.1%	31 13.8%	3 1.3%	7 3.1%	18 8.0%	22 9.8%	23 10.3%	20 8.9%	224
3rd Choice Count Row %	17 7.6%	19 8.5%	27 12.1%	25 11.2%	10 4.5%	20 9.0%	15 6.7%	30 13.5%	29 13.0%	31 13.9%	223
Totals											685 100.0%

Figure 30: Financing Methods Ranking

	Education/school funding	Transportation	Healthcare	Economy/jobs	State Budget	Water Issues	Public Safety/crime	Environment/climate change	Other - Please leave in additional comments	Respones
1st Choice Count Row %	72 29.4%	21 8.6%	38 15.5%	44 18.0%	2 0.8%	13 5.3%	36 14.7%	16 6.5%	3 1.2%	245
2nd Choice Count Row %	41 17.0%	26 10.8%	65 27.0%	39 16.2%	5 2.1%	14 5.8%	33 13.7%	16 6.6%	2 0.8%	241
3rd Choice Count Row %	30 12.6%	33 13.8%	35 14.6%	41 17.2%	7 2.9%	27 11.3%	39 16.3%	26 10.9%	1 0.4%	239
Totals										725 100.0%

Figure 31: General Issues Ranking

# PUBLIC MEETING 2

This summary includes public input shared at the second public meeting, held Tuesday, November 5, 2019, at the Abilene South Branch Public Library, 4310 Buffalo Gap Road, in south Abilene. The goals of the second public meeting were presented as:

- Summarize the feedback gathered at the first public meeting and through the survey
- Present the MTP process and results of the study;
- Share draft maps and listings of the recommended projects;
- Provide opportunities for community members to share feedback



Sign Advertising Public Meeting

#### SUMMARY OF FINDINGS

This summary includes findings from the second public workshop. Through the engagement methods outlined in this report, we generally found meeting attendees agreed with the recommendations and the content of the survey responses.

#### OUTREACH

The project team relied on a varied approach to informing the public of the meeting. Print media and social media platforms supplemented direct outreach to civic organizations and to area stakeholders. The MPO's existing Facebook (<u>https://www.facebook.com/AbileneMPO/</u>) and Twitter pages (<u>https://twitter.com/abilenempo</u>) were utilized for this effort, with guidance and support from the consultant team.

#### **OCTOBER 3, 2019**

Facebook and Twitter posts advertising the public meeting.

#### **OCTOBER 25, 2019**

E-mail blast to local organizations advertising the public meeting.

#### **OCTOBER 29, 2019**

Facebook and Twitter post as a reminder of the public meeting.

E-mail blast to all survey respondents who provided an e-mail with their responses.

#### **NOVEMBER 3, 2019**

Advertisement of the meeting in the Public Notices section of the Abilene Reporter-News (print edition and website), as well as in the "Things to Do" listings in the Entertainment section of the website.

#### **NOVEMBER 4, 2019**

Facebook and Twitter post as a reminder of the public meeting.

#### **NOVEMBER 5, 2019**

Facebook and Twitter post as a reminder of the public meeting.

#### **MEETING AGENDA**

5:00-5:30

• Sign-in & Registration

5:30-6:00

Welcoming Remarks & Presentation

6:00-7:30

Open House with Q&A



Sign at Library Entrance

#### **DISPLAY BOARDS**

Six display boards were presented at the public meeting, paralleling the content of the live presentation. Three presented an overview of the MPO; the goals and objectives of the MTP; and a summary of the results of the survey, which closed on October 12, 2019. Two showed the proposed recommendations—a narrative of the types of projects and their rationales, and a map of the proposed projects, sorted by funding status. A final table (projected in large format on the wall) detailed the prioritization ranking of the projects shown on the map.

#### **COMMENT STATION**

Comment forms were made available at the sign-in table as well as beside the display boards, for attendees to provide written commentary on the process or the recommendations; the forms were collected at the public meeting.

# **PUBLIC REVIEW PERIOD**

The public review period occurred from November 20<sup>th</sup>-December 9<sup>th</sup>. During this time the public was able to comment on the draft document which was available to the MPO Office and Abilene City Hall, Public Works Department. It was also available on the MPO's website. A Public Hearing took place on December 17<sup>th</sup> at the MPO Policy Board meeting. Any comments received during the public review period or at the public hearing are included in the appendix.



Public Meeting #2 Boards



Public Meeting #2

# 4. GOALS & ACTION STEPS

**2ND STREET & CEDAR STREET** 

0-14

# **GOALS & ACTION STEPS**

# INTRODUCTION

The goals and action steps for the 2045 MTP provide a clear understanding of the mobility priorities for the MPO and assist in ensuring that the MTP is a performance-based plan. These goals follow the direction given from the FHWA found in the most recent MAP-21 and FAST Act legislation and are built upon the guiding principles, objectives, and policies developed in the previous MTP Update. The goals & action steps updated through this plan serve as the foundation for performance measures that are used to prioritize the projects in the transportation needs assessment.

The previous MTP goals included:

- 1. To provide a document that captures a regional glimpse of what the future of the system needs to be
- 2. To provide a pro-active public involvement process that provides a reasonable opportunity to comment on this document
- 3. To coordinate transportation planning in the MPO area to ensure that entities and people are communicating their thoughts, ideas, and projects on transportation needs for the future generations

The vision and transportation goals created in other plans in the region including the 2004 City of Abilene Comprehensive Plan and City of Abilene Bicycle Plan 2015 were also considered in the development of the MTP goals.

# GOALS & ACTION STEPS

The goals for the 2045 MTP update are detailed below with the corresponding action steps to achieve the overall vision of the MPO.

#### **PROMOTE SAFETY**

Mobility should be safe for all people using the transportation system. Future projects should promote safety or address perceived safety concerns.

- Reduce vehicular crash rate
  - Identify areas with high crash densities and implement projects in those areas to reduce crashes when physical infrastructure changes could improve safety conditions
  - Reduce vehicle conflict points and reduce trip lengths
- Reduce the number of fatalities and serious injuries
  - Prioritize areas with higher rates of fatalities and serious injuries crashes
- Reduce bicycle and pedestrian crashes
  - Support work of local agencies to construct facilities for bicycles and pedestrians that are appropriately wide and well-marked and to maintain them
  - Prioritize transportation projects that increase safety for pedestrians, bicyclists, people with disabilities, older pedestrians, and children
  - Include safety features into the design and maintenance of transportation facilities, such as lighting and wayfinding which specifically support and promote alternative transportation

#### **OPTIMIZE SYSTEM PERFORMANCE & PROMOTE ECONOMIC DEVELOPMENT**

Transportation improvements should use existing infrastructure to optimize efficiency for all mode types. Future projects can improve capacity by addressing existing problems or needs that capitalize on opportunities that maximize value.

- Reduce congestion and improve travel time reliability
  - o Sustain adequate levels-of-service for all modes of transportation
  - Maintain and improve intersection level-of-service through the review of corridor and network signalization to ensure traffic is flowing efficiently
- Promote travel and tourism
  - o Support local tourism partners in identifying and implementing transportation solutions for visitors
  - o Install signage and wayfinding to assist visitors in using local transportation options and reaching their destinations

#### PRESERVE ASSETS & ENSURE RELIABILITY

Improvements in the mobility network should address existing deficiencies and preserve regionally important infrastructure to improve operations, provide alternative routes, and improve network resiliency.

- Improve pavement and bridge condition
  - o Prioritize transportation projects that improve or repair existing infrastructure
  - o Reduce stress and wear on the existing infrastructure by improving system operations and reducing vehicle demand
- Reduce flooding impacts
  - o Identify low-water crossings and other locations at risk of being impacted by flooding
  - o Enhance the connectivity of the MPO area by identifying alternative routes and improving network resiliency

#### PROVIDE AN EFFICIENT, EFFECTIVE, & SAFE TRANSPORTATION SYSTEM PROMOTING DEVELOPMENT & SUSTAINABILITY

The mobility system should strive to support job creation and local investments by improving opportunities to partner with local businesses, the development community, and freight providers. New transportation investments should be leveraged to attract additional Federal and State funding.

- Consider development trends
  - o Support transportation projects that stimulate regional and local economic development
  - Partner with local agencies to encourage improved transportation services that drive regional and international competitiveness
- Partner with Local Agencies and Businesses
  - o Partner with local businesses to implement solutions that will trigger job creation and retention
  - Create a freight plan for the region
- Incorporate public input
  - Prioritize projects that have been identified by the public at meetings and through surveys

#### **PROTECT THE ENVIRONMENT & PROMOTE ENVIRONMENTAL JUSTICE**

The mobility network should be sensitive to the natural and human environment to protect air and water quality, manage stormwater runoff, maximize natural habitat areas, and preserve green space. Transportation improvements should include opportunities to provide alternatives to driving such as transit, walking, and bicycling. Transportation investments should ensure costs and benefits of the system are shared equitably.

- Protect the Environment
  - Reduce VMT by encouraging the use of alternative transportation modes
  - Protect air and water quality, manage storm water runoff and preserve green space in all transportation network design
  - Reduce the risk of transporting hazardous materials through heavily populated, congested, and environmentally sensitive areas
- Promote Environmental Justice
  - Minimize negative impact to socially disadvantaged populations by supporting local agencies and TxDOT to position new transportation systems in locations that minimize negative effects
- Increase Mobility Choices
  - o Integrate multi-modal improvements in all projects when applicable
  - o Encourage ADA compliance with local jurisdictions and TxDOT
  - Promote increased use of transit services by prioritizing sidewalk and bicycle facilities' development in areas close to transit stops and areas of high pedestrian activity

# **PLANNING FACTORS**

Federal legislation developed through authorization bills such as MAP-21 and the FAST Act requires that MPOs provide for consideration of projects and strategies that will serve to advance the following ten (10) transportation planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation;
- 8. Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10. Enhance travel and tourism.

The follow describes the Abilene MPOs efforts to address these planning factors in this 2045 MTP Update.

# Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The MPOs planning process support the economic vitality of the MPO area by improving transportation infrastructure. The MPO area is located within a major east-west interregional, intercoastal commercial corridor that contains IH 20, the Union Pacific Railroad, the BNSF Railway, and numerous pipelines and communication lines. The plan contains elements that will expedite travel and free movement of commerce within and through the MPO area. Important elements of the plan are projects that will improve the interregional connectivity of IH 20 and Winters Freeway.

# Increase the safety of the transportation system for motorized and non-motorized users

Safety of the users of the transportation system is a primary consideration in the development of the plans and projects within the MPO. Almost every project included in the MTP has a safety component. The MPO emphasizes providing safe travel for all users, including non-motorized users such as pedestrians or bicyclists. The MPO has actively participated in numerous activities to improve the ability to recognize better planning methods for non-motorized users such as audible signal training and disability awareness events. The safety of the transportation system is one of the highest priorities in the MPO area and was scored the top as a performance measure by the MPOs Policy Board.

# Increase security of the transportation system for motorized and non-motorized users

The Abilene MPO works closely with the Taylor County Local Emergency Planning Committee and the City of Abilene's emergency planning department to address issues such as hazardous materials transportation, evacuation routes, and emergency detouring capability. The MPO staff is also working with the D.R.I.V.E. coalition to continually improve the security of our system.

#### Increase accessibility and mobility of people and freight

The Plan includes programs to increase the accessibility of the transit system, especially to mobility-impaired citizens, and provide a better range of options to commuters, tourists, and commercial traffic, especially heavy freight carriers on the highways. In addition, the MPO staff participated in the Statewide Freight Plan that TxDOT conducted and will continue to look at ways to improve the freight system.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

The MTP and the planning process are designed to produce a more efficient transportation system which will reduce the amount of fuel used in travel, reduce the emission of automotive exhaust, and reduce traveler and commuter stress by reducing traffic congestion and minimizing stop-and-go travel conditions. The MTP is developed to be in coordination

with the Abilene Comprehensive Plan and the Abilene Metropolitan Thoroughfare Plan. The MPO consults routinely with the City of Abilene to ensure consistency between MPO and City plans. Among the joint goals of the MTP and the Abilene Comprehensive Plan are ensuring the connectivity of the transportation system, increasing the efficiency of the road system through access management policies, and improving opportunities for safe and accessible transit, pedestrian, and bicycle travel.

# Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

The MPO works closely with CityLink, other transit providers, and the City of Abilene on a variety of transit related ideas and goals. Some of these are the regional coordination plan lead by CityLink in partnership with the United Way 211, the Multimodal Terminal, and a Fixed Routes Study analysis.

The Abilene Regional airport provides updates at meetings on future plans and needs related to transportation. The MPO continues to work closely with the city supporting transportation planning for the airport area.

Conflicts between railways and roadways continue to play a major role in the Abilene Metropolitan Area. Conflicts occur when roadway traffic is blocked at crossings by trains, especially when the trains have stopped to allow other trains to pass. These conflicts become safety problems when vehicular traffic fails to yield to trains.

Accommodation of bicycles and pedestrians is an ongoing process. Coordination with the City of Abilene, TxDOT, and local bicycling groups has been effective in determining the best way to implement bicycle facilities in the region. The MPO continues to work closely with the City of Abilene on the Sidewalk Master Plan—approved by the Abilene City Council in 2006-- that calls for sidewalks on almost all new streets and for retrofitting sidewalks on existing arterial roads, existing collector streets, and many portions of existing local streets.

#### Promote efficient system management and operation

The MPO will continue to evaluate and support projects that help reduce the number and length of stop delays associated with vehicular traffic. The MPO strives for an efficient transportation system where the traffic flows successfully and the number of collisions is minimized. Projects are evaluated on safety and efficiency concerns for the short- and longrange plans. The MPO continues to look for strategies and these factors play an important role in the day-to-day planning at the MPO level.

# Emphasize the preservation of the existing transportation system

The preservation and the efficient use of the existing transportation system is a primary goal of the MPO. A major portion of plan funding is targeted to projects and programs specifically intended to maintain, repair, rehabilitate, or reconstruct the existing system. Most mobility improvement projects also contain elements of system preservation and rehabilitation. The Abilene MPO encourages the use of strategies in the design and construction of new or rehabilitated facilities that prolong the useful life of the facility.

### Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

System reliability has been included as a primary planning factor to promote the seamless transportation of goods across the Country. This reliability is often affected by the resiliency of our transportation network when experiencing environmental challenges resulting from weather events. Improving the network to reduce the crossings impacted by high water events is a focus on this MTP Update.

#### Enhance travel and tourism

The MPO mobility network has a direct impact on business in the region. Accessibility from our homes to places that we shop is an important consideration when traveling in the region. In addition, people may often avoid areas of high congestion due to safety and delay. As a result, improving the mobility within the region enhances travel and tourism. The MTP Update includes a number of projects that reduce congestion, reduces delay, and enhance aesthetics along corridors within the MPO area.

# **PERFORMANCE TARGETS**

MPOs are required to provide performance targets to ensure that mobility improvements are in fact positively affecting the established performance measures. TxDOT developed standards and targets for statewide performance measures. The Abilene MPO has supported targets established by the State.

Performance Measures 2 and 3 were adopted on October 16, 2018 and Performance Measure 1 was adopted on December 18, 2018.

#### SAFETY PERFORMANCE MEASURES (PM1)

- Number of traffic fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injurious per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA) Ref HSIP (C- 1)	Rate of Fatalities (FARS/CRIS/ARF DATA) Ref HSIP (C-3)	Number of Serious Injuries (FARS/CRIS/ARF DATA) Ref HSIP (C-2)	Serious Injury Rate (CRIS DATA) Ref HSIP (C-4)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA) Ref HSIP (C-5)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019 Target	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5- year average	3,791	1.41	17,751	6.55	2,237.6
2021 Target	4,155	1.49	18,835	6.51	2,560

#### Table 2: Safety Performance Measures

#### PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES (PM2)

- Percentage of Interstate System pavement in good or better condition
- Percentage of Interstate System pavement in poor condition
- Percentage of Non-Interstate National Highway System pavement in good condition
- Percentage of Non-Interstate National Highway System pavement in poor condition
- Percentage of Bridge Deck on the Nation Highway System in good condition
- Percentage of Bridge Deck on the National Highway System in poor condition

Porformanco Moasuro	Statewide	2020	2022						
renormance measure	Baseline	Target	Target						
Pavement on Interstate Highway									
1) % in "Good" condition	n/a	n/a	66.40%						
2) % in "Poor" condition	n/a	n/a	0.30%						
Pavement on Non-Interstate Nationa	al Highway								
1) % in "Good" condition	54.40%	52.00%	52.30%						
2) % in "Poor" condition	13.80% 14.30%		14.30%						
National Highway System Bridge Deck Condition									
1) % in "Good" condition	50.63%	50.58%	50.42%						
2) % in "Poor" condition	0.88%	0.80%	0.80%						

#### Table 3: Pavement and Bridge Condition Performance Measures

#### SYSTEM PERFORMANCE MEASURES (PM3)

- Percentage of person-miles traveled on the Interstate system rated "reliable"
- Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable"
- Percentage of truck travel time on the Interstate system rated as "reliable"

#### Table 4: System Performance Measures

Performance Measure	Statewide Baseline	2020 Target	2022 Target
National Highway System Travel Time Reliability			
1) Interstate Highway System Level of Travel Time Reliability	79.60%	61.20%	56.60%
2) Non-Interstate Level of Travel Time Reliability	n/a	n/a	55.40%
3) Truck Travel Time Reliability	1.5	1.7	1.79

#### TRANSIT ASSET MANAGEMENT PLAN

The Abilene MPO was also required to adopt a Transit Asset Management Plan and transit performance targets. The targets developed by CityLink were adopted by the MPO on June 20, 2017 and amended on June 18, 2019.

#### **ROLLING STOCK**

CityLink Transit will utilize TxDOT fleet replacement standard of 120% beyond useful life guidelines from Altoona Age Category of rolling stock.

• Revenue vehicles – No more than the following percentage of the fleet shall be at or past the default useful life benchmark (ULB)

Year	Target Performance
2019	20%
2020	20%
2021	20%
2022	15%
2023	15%
2024	15%

#### FACILITIES

• Facilities – TERM condition shall be equal to or greater than 3 with no more than 2% of facilities at or past the default useful life benchmark (ULB)

#### EQUIPMENT

- For non-revenue vehicle CityLink Transit will utilize TxDOT fleet replacement standard of 150% beyond useful life guidelines from Altoona Age Category
- Reportable Equipment No more than 20% at or past the default useful life benchmark (ULB)
- Non-Revenue Vehicles No more than the following percentage of the fleet shall be at or past the default useful life benchmark (ULB)

Year	Target Performance
2019	80%
2020	20%
2021	20%
2022	20%
2023	20%
2024	20%

## **PERFORMANCE MEASURE MONITORING**

Now that the MPO has adopted performance measures for the region it will be important to monitor the results. Annual monitoring may be difficult due to lack of resources; however, it is recommended that every 5 years, coinciding with the MTP Update, that data for each performance measure be collected and analyzed. This initiative will strive to ensure that the performance measure targets are achieved. Each project has been ranked in Table 33 based on projected performance measure relationships to targets.

# CURRENT CITY PLANS AND OTHER RELATED PLANS GOALS AND OBJECTIVES

### 2004 CITY OF ABILENE COMPREHENSIVE PLAN

The City of Abilene adopted a Comprehensive Plan in 2004 that contains goals, objectives, and strategies that relate to the MTP goals. These include:

Objective: Promote development that is characterized by a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets with good pedestrian and bicycle access and connections to the transit system.

 Strategy 31: Promote land use, transportation, and urban design improvements that will link the Downtown activity center with the Butternut Street corridor and the Hendrick Medical Center/Hardin-Simmons University Activity Center. Work with the property owners, private developers, and neighborhood groups to enhance these linkages.

Objective: Develop a safe pedestrian and bicycle environment that connects residential with commercial and employment areas and community facilities.

- Strategy 24: Adopt development regulations to require sidewalks between buildings and through parking lots in Activity Centers to provide more convenience for pedestrians. Also require direct pedestrian walkways when development is adjacent to local bus stops. Wherever walkways cross internal drives and curb cuts, provide a highly-visible, handicapped accessible crosswalk.
- Strategy 25: Prioritize and develop pedestrian walkways, sidewalks, crosswalks, handicap accessible ramps, and curb cuts along city streets in areas with significant pedestrian traffic, such as around schools, parks, retail districts, and other activity areas.
- Strategy 26: Use signage, striping, and/or special paving to facilitate convenient and safe bicycle and pedestrian crossings at traffic signals.
- Strategy 27: Explore funding opportunities, such as grant programs, to develop pedestrian paths along drainageways, such as Cedar Creek. Require new development to provide pedestrian connections to the Council approved pathway system.

- Strategy 28: Require new development and redevelopment at designated Activity Centers, such as shopping areas and employment centers, to provide bicycle racks at convenient locations for bicyclists.
- Strategy 29: Prohibit the building of walls, fences, or berms that would create barriers to pedestrians.
  Where feasible, create breaks in existing barriers to provide cross-access for pedestrians.

Objective: Provide a safe and efficient roadway system for the movement of persons, goods and services.

- Strategy 1: Re-evaluate and update the Thoroughfare Plan to reflect current and future needs for the roadway network, including identifying all freeways, arterials, collectors, and local streets.
- Strategy 2: Facilitate the formation of special improvement districts to finance the construction of needed roadway and easement improvements in established and developing areas.
- Strategy 3: Require roadway improvements prior to, or concurrent with, the construction of new residential, commercial, or industrial development.
- Strategy 4: Design roadways to create safe, attractive, driving and walking environments. Retrofit selected arterials and collectors as boulevards, parkways, or enhancement corridors. Provide landscaping in medians or along the sides of the road. Utilize traffic calming devices on local streets to achieve desired effect.
- Strategy 5: Encourage alternative transportation options including reserved parking for carpooling, van pooling, or bicycle usage during site review.
- Strategy 6: Support public awareness campaigns, focusing attention on the social, environmental, and economic impacts and costs of travel choices.

Objective: Accommodate alternative means of transportation such as public transit, bicycling, and walking.

- Strategy 7: Assess and plan for the transit needs of Abilene residents and provide improved bus services and facilities that adequately serve the travel needs of commuters and transit-dependent groups.
- Strategy 8: Revise regulations to accommodate mixed-use and higher density developments that provide employment opportunities in proximity to residential areas in order to reduce commuting times, improve air quality, and to increase travel by foot, bicycle, and bus.
- Strategy 9: Designate key pedestrian streets within the highest-density portions of activity and neighborhood centers. Design and operate these streets to be safe and attractive for pedestrians, improve access to transit, encourage street-level activity, and facilitate social interaction. Integrate pedestrian facilities into future improvement on these streets.
- Strategy 10: Develop and improve new pedestrian facilities throughout the city. Provide recommended school walking routes, access to buses, access for people with disabilities, and access to and within Activity Centers and neighborhood environments.
- Strategy 11: Incorporate the Abilene Pedestrian Trails Plan into a new Parks Master Plan. Maintain direct, continuous bicycle routes, and make all appropriate streets bicycle-friendly. Accelerate development of bicycle facilities in, around, and between mixed-use activity centers, residential neighborhoods, and other key locations. Facilitate bicycling, where appropriate, with separate trails or bicycle lanes.
- Strategy 12: All new development should provide an integrated system of walkways consistent with and linked to existing and planned city sidewalks and trails shown in the Parks Master Plan. All development submittals should delineate and dedicate connections to the City's existing pedestrian system or Council approved pedestrian plan.
- Strategy 13: Provide well-designed pedestrian crossings of major arterial roadways.

#### 2015 CITY OF ABILENE BICYCLE PLAN

The City of Abilene Bicycle Plan was completed in 2015. The goals, objectives, and strategies of this plan include:

Goal 1: Develop a well-connected bicycle network that links a variety of destinations together into a cohesive transportation system. (Engineering/Design)

Objectives:

- 1.1 Develop a safe bicycle environment that connects neighborhoods with commercial, employment areas, and community facilities.
- 1.2 Identify priority origins and destinations and increase access to these locations through bicycle improvements on connecting streets.
- 1.3 Update the Land Development Code and City design standards to ensure new roads include bicycle facilities.
- 1.4 Ensure that routine maintenance schedule and standards for sweeping, surface repair, litter removal, repainting of striping, signage and signal actuation devices for bicycle facilities is included in the City's general street maintenance schedule.
- 1.5 Adopt a complete streets policy to ensure that the entire right-of-way is planned, designed, constructed, and maintained to provide safe access for all users.
- 1.6 Update the Land Development Code and street design standards to ensure that new roads accommodate bicyclists by default and that not providing bicycle accommodations on new roads should be the exception. In general, new major arterials should be designed to accommodate either shared-use paths within the right-of-way, or bike lanes. Minor arterials should generally be designed with bike lanes. Collector streets should generally be designed with bike lanes or, in some cases, as bike routes.
- 1.7 Apply for Federal, State, and private grants for bicycle projects.
- 1.8 Dedicate 5% of annual Capital Improvement Projects (CIP) funds for bicycle improvements.
- 1.9 Ensure that adequate funds are included in annual operating budgets to ensure adequate long-term maintenance of bike lane striping, paths, intersection markings, etc.

- 1.10 Prioritize road maintenance, both repairs and general maintenance activities, such as street-sweeping, along designated bicycle facilities.
- 1.11 Develop standards for bicycle route signage and wayfinding based on national standards.

Goal 2: Educate users of all transportation modes about bicycle safety, rights, and responsibilities. (Education/Enforcement)

#### Objectives:

- 2.1 Initiate, develop, and implement educational outreach programs, including training programs, websites, public service announcements, etc, for bicyclists, pedestrians, and motorists to learn about safe bicycling and driving practices.
- 2.2 Identify partners to provide bicycle education, enforcement, and encouragement programs.
- 2.3 Encourage local law enforcement agencies to recognize the vulnerabilities of cyclists and pursue enforcement strategies to help address safety concerns.
- 2.4 Consider implementing the "Idaho stop" or "rolling stop" which allows bicyclists to treat a stop sign as a yield by adopting a local policy, if possible, and/or advocating for state law changes, if necessary.

Goal 3: Enhance the livability of the Abilene area by improving transportation and recreation alternatives and establishing Abilene as a bicycling destination. (Encouragement)

Objectives:

- 3.1 Partner with other local and regional organizations to support existing and new programs that promote bicycling and active lifestyles, including bicycling events, such as races, fun rides, ciclovias, and other opportunities to both encourage cycling and to educate the public.
- 3.2 Increase incentives for biking to work or other destinations and provide the amenities such as priority bike parking locations at local businesses. Update the Land Development Code to require bicycle parking for appropriate schools, businesses, and institutions.
- 3.3 Ensure that coordination among various facility types and among partner agencies (City, County, State, and neighboring cities) occurs to promote a continuous network.
- 3.4 Evaluate the effectiveness of the plan every three years.

Goal 4: Reduce the number and severity of vehicle-bicycle conflicts and crashes. (Education/Evaluation)

#### Objectives:

- 4.1 Prepare public awareness campaigns and work with local entities to ensure both automobile drivers and cyclist are aware of the laws, regulations, and safety precautions necessary to ensure safe travel for all.
- 4.2 Secure data tracking of vehicle-bicycle crashes to evaluate locations for possible improvements and to gauge the success of efforts over time.

# 5. MOBILITY ANALYSIS



# **MOBILITY ANALYSIS**

The mobility analysis portion of the MTP goes into depth on reviewing the needs of the mobility system in the Abilene region. While the existing conditions chapter examines the current state of mobility, the mobility analysis looks to the future of transportation in the MPO.

The analysis divides up the transportation system by modes and infrastructure type. It provides recommendations and proposed improvements that can be considered up to the year 2045.

# **ROADWAY NETWORK**

With over 80% of trips consisting of private automobile travel, the roadway continues to be the most important element of the mobility system in the Abilene region. The roadway network within the Abilene MPO area serves both commercial movement of goods and services as well as local traffic between home, work and leisure destinations. The highest traffic numbers occur along IH 20, Winters Freeway, Loop 322, and arterials within the City of Abilene. As represented in Chapter 2 of report, 52% of the regional commuting occurs along these major roadways as employees commute into and out of the MPO area for employment.

TxDOT maintains all of the freeways and many of the major roadways within the Abilene region, however signal operations are maintained by the City of Abilene within the Abilene city limits for both TxDOT and Cityowned roadways. Taylor and Jones counties maintain county roads outside of the City of Abilene, Tye, and Impact that are not on the TxDOT system.

Improvements to the regional network including highways, arterials, and collectors are important to help facilitate movement throughout the MPO area.



Figure 32: City of Abilene Thoroughfare Plan

#### **FREEWAYS**

IH 20, US 83/84, and Loop 322 are the only limited access freeways that operate through the Abilene MPO area. These roadways are also expected to experience most of the future congestion. Improvements along these facilities by TxDOT include maintenance projects like mill and overlay, seal coat, illumination, signage and safety enhancements.

Freeways in the region typically have high design speeds and have on- and off-ramps to control access. In urban areas, these freeways have adjacent frontage roads that provide access to adjacent business and homes that may front onto the corridor.

#### RECOMMENDATIONS

Major improvements for Freeways in the region include:

- The widening of IH 20 from 4 to 6 lanes as well as replacing overpass structures
  - Including the Judge Ely Blvd interchange implementation
- The widening of Winters Freeway from 4 to 6 lanes
- The removal of left exits on IH 20 at westbound Business 20 and westbound to southbound Winters Freeway
- The addition of frontage roads on Loop 322
- The addition of frontage roads on US 83/US 84 south of Loop 322
- Converting all urban frontage roads from two-way to one-way operation

Some of these improvements are scheduled for construction within the next 10 years. See Chapter 9 for more details about funded projects and the timeline for project construction.

#### ARTERIALS

Within the Abilene MPO area there are two types of classified arterials: Principal Arterials and Minor Arterials. Principal arterials provide regional connectivity between cities and towns within Taylor and Jones Counties, while minor arterials provide shorter connections and carry less traffic. The design of arterial can vary depending on the surrounding land use and development. In urban areas, arterials may have wider sidewalks with smaller building setbacks, while suburban areas may have limited or no sidewalks with a larger buffer between the edge of the street and the building fronts.

Minor arterials are still significant to vehicular travel as they serve trips of moderate length and provide more land access. Future congestion is expected along N Judge Ely Blvd, S Mockingbird, Barrow St, and Southwest Dr. Maintenance and traffic signal upgrades are expected to be completed by TxDOT along many of the principal arterials within the Abilene MPO.

#### **CRASH ANALYSIS**

Based on crash data for the years 2014 – 2018, arterials are the most dangerous roadways in the Abilene area. Of the 16,363 crashes that occurred during that time, 42% of crashes were on Principal Arterials and 29% of crashes were on Minor Arterials. With regards to crash severity, 71% of serious injury crashes and 45% of fatality crashes occurred on Principal Arterials. One of the challenges of arterials is the balance of high traffic volumes, speeds, and access to adjacent development. This challenge often results in arterials having high crash rates compared to other facilities. Buffalo Gap Rd is an example of this challenge. South of Winters Freeway, Buffalo Gap Rd has some of the highest traffic volumes in the region, with speeds in excess of 40 miles per hour and numerous driveways and cross streets. This corridor also has one of the highest crash rates in the region with 1,046 crashes per 100 Million VMT. This is over 6 times the State average of 158.28 crashes per 100 Million VMT. The top 10 highest crash rate arterial corridors in the region are:

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Location	From	То	Volume	Crashes	Length	Crash Rate
Treadaway	Bus I 20	S 1st St	20753	106	0.138199	2025.150063
Buffalo Gap Rd	Industrial Blvd	Rebecca Ln	34245	654	0.581623	1799.186306
Ambler Ave	IH 20	Judge Ely	17204	241	0.486588	1577.478125
S 1st St	Treadaway Blvd	Sayles Blvd	11644	411	1.229178	1573.48272
S 27th St	Treadaway Blvd	Buffalo Gap Rd	12450	175	0.518519	1485.39225
Treadaway	S 1st St	SH 36	14686	280	0.812757	1285.378171
S 1st St	Sayles Blvd	Mockingbird	14699	180	0.591183	1135.010579
S. 27th St	Buffalo Gap Rd	Barrow St	15610	162	0.535493	1061.928911
S. 14th St	Sayles Blvd	Barrow St	17810	230	0.669657	1056.692524
Sayles Blvd	N. 1st St	S. 14th St	13970	328	1.248662	1030.314172

#### RECOMMENDATIONS

Major improvements for arterials include:

- Access management and intersection improvements on Buffalo Gap Rd
- Widening of FM 707 from Buffalo Gap Rd to FM 1750
- Widening of Maple St
- Rehabilitation of IH 20 Business (Loop 322 to Elmdale Rd)
- Widening of Industrial Blvd
- Rehabilitation of Marigold St
- Widening of East North 10<sup>th</sup> St
- The extension of Memorial Dr north to the US 83/84 frontage road and south to FM 707

#### **COLLECTORS**

Collectors in the MPO area provide local land access and traffic circulation from residential neighborhoods to arterials. They typically experience less traffic volumes and have lower design speeds.

#### RECOMMENDATIONS

Only a few projects were identified through the MTP process to improve collector roadways in the region:

- Bridge improvement on Hartford St at Little Elm Creek
- Rehabilitation of Iberis Rd

#### INTERSECTION IMPROVEMENTS

Many crashes in the region occur at intersection with high concentrations of congestion. Due to this factor it is important to consider intersection improvements to improve mobility and improve safety in the region. Intersection improvements along both IH 20 and Winters Freeway are the biggest challenge in the region. In addition to roadway widening along FM 89 (Buffalo Gap Rd), intersection improvements are included in the TIP and UTP, and 10-year plan. Intersection improvements can help improve the pedestrian system (sidewalks, crosswalks, and signals) and improve safety which were both ranked as high priorities in the long-range transportation goals.

### **BICYCLE AND PEDESTRIAN IMPROVEMENTS**

Bicycling and walking has been growing in usage as a mobility type in the nation. Many different contributing factors have resulted in this shift; from demographic changes to housing choices and employment locations. The Abilene region is also fortunate to have many colleges and universities that attract a young and diverse population that have higher usage of bicycle and pedestrian infrastructure.

In addition, funding sources specific to bicycle and pedestrian improvements have been set aside by the federal and state governments to assist in the implementation and maintenance of this infrastructure.

In the Abilene region, the automobile is still the dominant method of travel with over 80% of the mode split. However, as these trends of increased bicycling and walking continue, it is important for the MPO to continue to promote increased infrastructure for bicycling and pedestrian mobility.

This chapter focuses on the future of bicycle and pedestrian infrastructure in the region. A discussion on the modal priorities and the recommendations will be included in each



sub-section.

Bike Lane in Abilene

#### **BICYCLE IMPROVEMENTS**

Within the Abilene region, bicycle infrastructure has been increasing to meet the new demand for bicyclists in the area. Bicycle improvements can be implemented depending on the type of bicyclists that are using any particular corridor. A general description of different types of bicyclist and corresponding bicycle facilities are described below.

## TYPES OF BICYCLISTS Advanced Riders

Advanced bicyclists are confident and are comfortable riding together with traffic in a wide outside lane or along an improved shoulder. They are typically bicycling to exercise, train, and for recreation. In many cases their routes are found in the rural portions of the region and they ride on weekday mornings and evenings, and on the weekend.

#### **Recreational Bicyclists**

Recreational riders are different than advanced riders because they prefer to be separate from traffic. The preferred bicycle facility that recreational riders like to use are off-street trails and side paths. In some cases, recreational riders include family and children.

#### Commuter Cyclists

Commuter cyclists can vary in experience level and confidence, but their main purpose is to use their bicycle as a means to get from home to work. Commuter cyclists choose to bicycle to work for many different reasons including economical, environmental, and to increase healthy activity. Commuter cyclists most prefer to ride along routes that provide the safest and time-sensitive path to get from home to work. This may include local roadways with low traffic and low speeds or major roadways that include bike lanes or side paths.

#### **Dependent Riders**

Dependent riders are often seen in urban areas, but infrastructure is rarely available to them. The bicycle is the primary mode of transportation for dependent riders to get from home to work, shopping, or other services. In many cases, dependent riders use roadways that are unsafe for bicycle travel because of high speeds and volumes.

#### **BICYCLE FACILITIES**

Within the Abilene region there are several different bicycle facility types that have been implemented over the last number of years. In addition, there are bicycle facilities types that are common at a national and state level, that have not been implemented in the region such as buffered bicycle lanes and cycle tracks. The following are the different types of bicycle facilities.

#### **Off-Street Bicycle Facilities**

Off-street bicycle facilities consist of side paths and off-street trails. All bicycle rider types can use off-street facilities, but recreational riders are the most common rider type on these facilities.

Side paths are typically built paralleling major roadways with a width no less than 10 feet to allow two-directional bicycle traffic. On roadways with high speeds and volumes, a side path is a good bicycle facility to keep bicyclist separated from traffic.

Off-street trails are like side paths, but they do not typically parallel roadways. They are typically located along environmental corridors, creek ways, and utility easements.

#### **On-Street Bicycle Facilities**

On-street bicycle facilities consist of bike lanes, buffered bike lanes, cycle tracks, improved shoulders, and bike routes. For most of these bicycle facilities, the bicycle travel is separated from the traffic, but it is still located within the roadway.

The most common bicycle facility is the bicycle route. It is easy and inexpensive to implement. However, it does involve detailed planning to determine safe and connected routes through the region. The routes are often discontinuous and must be connected with other facility types. Bike lanes are also a common facility type and are found SH 351, Texas Ave, Industrial Ave, and Willis St in Abilene. Bike lanes are approximately 5-6 feet in width and are striped within the roadway next to the curb.

Buffered bike lanes are like bike lanes except they include an addition 3-6 feet of a striped buffer between the main travel lanes and the bike lane.

Cycle tracks are located within the roadway but are physically separated from the main travel lanes, sidewalks, and parking. Cycle tracks can operate with one-way or two-way bicycle traffic.

Improved shoulders are found along roadways that are designed for rural traffic. It is important for improved shoulders to be free from debris and be designed with smooth pavement. It is also important for improved shoulders to not be designed to be wider than 10 feet as to discourage vehicle traffic from driving in the shoulder.

Low-speed, low-traffic volume roadways should be prioritized with bike routes or bike lane facilities. These roadways represent low stress facilities where riders can feel comfortable and safe adjacent to vehicular traffic. Bike routes identified through signage instead of shared land markings should be implemented where appropriate. Shared lane markings have been identified through various studies as not providing a safe environment for all road users. High-speed, high-traffic volume roadways should prioritize off-street trails or shared-use paths adjacent to the roadway.

#### **PUBLIC COMMENTS**

Throughout the MTP process, a common theme was heard regarding the improvement of bicycle facilities in the Abilene region. Within the public survey 23 specific comments were regarding improving bicycling in the region. 5% of survey respondents indicated that their primary mode of transportation was either bicycling or walking. Below are some of the comments regarding bicycle improvements:

- Other cities with population like Abilene have been making efforts to have a more bike friendly environment that incorporates parks, trails, and roadways that with bike lanes/trails that can be used. Abilene has made a start towards this with bike route signs on our roads as well as bike lanes. However, there are many that still do not want to ride on our roads and having a park and trail systems would be more conducive. The expression - "if you build it, they will come" - certainly will apply here. This type of system is what younger families are looking for when they look at a city to move to. Even though Tulsa OK is 4 times the size of Abilene, there are 80 miles of bike trails in that city. Abilene has maybe 1/10 of that. This type of systems needs to have a dedicated focus by the City, and I don't think that it is high on the priority list of items to have within our city boundaries.
- I love riding my bike and would love to feel safe doing so. If I could ride to the store to get things I would but Buffalo Gap Road is just too crazy.
- Bicycle traffic among the students at local universities would greatly increase with the presence of paced trails. Just look at the bike and foot traffic around ACU due to their trail (though not entirely safe for bikes due to frequent auto crossings). A system of such trails that could extend around Area lakes would be a boom for quality of life.
- I love to ride my bicycle but adding lanes on congested roadways are not safe. We need to plan safe bicycle and walking routes! It is stupid to put bicycle route signs on congested roads, and it is suicidal to ride where most of the signs are placed!!!! The safer places to ride are on two lane roads outside of town!

- ...I lived in a 60,000-population city in Montana, where I walked and biked everywhere even though I had a car. I have lived in Abilene for 20 years, and I have not been able to walk or bike anywhere, it is simply too dangerous. The bike lane that was painted on S. 11th street seems a bit of a joke, that street is too narrow to safely accommodate cars and bikes, and I never see anyone on a bike on it...
- ...Bike lanes and trails (not bike routes) along all major streets and highways...
- ...It would be wise to incorporate bike trails as new addition are added. Plans to add bike trails to existing neighborhoods and businesses should be included in future plans for health and increased transportation options...
- Bike lane all the way down Maple. Also, just as we grow, we need to plan to make Abilene a better town, with walking paths and bike lanes. I hate seeing a new road being built or infrastructure being built without sidewalks and bike lanes or paths. I love Abilene and believe it will grow and be awesome, but we need to make plans when we build to have this option. It will draw people to Abilene. Because in our area you can walk, run, or Cycle year-round. And people love to be outside and enjoy our great town with exercise. I do see a lot of people using bikes for everyday transportation. Because in I sales I see multiple companies with bike racks full of bikes. I see bike racks full at schools and colleges. And I believe there would be more if people felt like they could travel safely. I travel to many different states with fewer people that have much better bike lanes and tons of them...
- Create and maintain bicycle lanes throughout city. Also, sidewalks and safer pedestrian bridges across south and north first streets/ railroad tracks.
- We need to be a more cycling friendly community with even more road signs and bike lanes.
- Would love to see bicycle lanes and sidewalks encouraged even having a trail that safely runs through city.
- ...More bike lanes and bike paths Currently not safe for pedestrians and bikers sharing the roads with cars

Additional comments were provided in the public meeting, through the stakeholder interviews and a specific meeting was held with the employees of Bike Town on Industrial Ave.

### RECOMMENDATIONS

#### **Off-Street Recommendations**

- Trail around Kirby Lake
- Cedar Creek Trail to provide a continuous northsouth trail connection through the region
- Identification of utility easements for future trails

#### **On-Street Recommendations**

- Repair and rehabilitation of shoulders in the region
- Removal of chip seal on rural shoulders
- Expansion of bike lanes on low speed, low volumes urban and suburban thoroughfares in the region.
- Development of bicycle routes on local roadways that parallel major thoroughfares

#### **General Recommendations**

• Creation of an Abilene MPO regional bicycle and pedestrian plan to coordinate the efforts of the cities, counties, and TxDOT.



Bike Route in Abilene

#### **PEDESTRIAN IMPROVEMENTS**

Every trip that is taken in the region involves using pedestrian facilities at some point whether by it is by walking or using a wheelchair. Across the nation, walking is increasing similar to bicycle trips. This is also a result of changes in demographics and housing choices. However, the proportion of walking trips remain low compared to vehicle trips in the region. 2.2% of trips in the region are done by walking compared to 80% for driving, according to the Census.

Walk trips are ideal for distances within 5 minutes of a destination and are common when it is within a 10-15 minute walk.

Within the Abilene MPO, most sidewalks are located within the Central Business District (CBD) with limited connectivity in the rural areas of the City. As represented in Figure 34, many of the roadways within the Abilene MPO either have no sidewalk or partial sidewalk along the roadway. This creates an unsafe environment for pedestrians travelling to/from work, school, home and other destinations throughout the city. Improving the quality of sidewalks and expanding the pedestrian network to remove gaps will improve the quality of life for all residents. Common challenges and barriers to walking and increased pedestrian usage involve the infrastructure that is available. Providing adequate sidewalk facilities is important to promote increased walking in the region. Other barriers such as environmental features, highways, busy intersections, and major arterials also prevent walking and pedestrian travel.



Figure 34: Sidewalk by Roadway Type

#### **PEDESTRIAN & SIDEWALK EVALUATION**

As part of the MTP update a pedestrian and sidewalk facility evaluation was conducted to understand the current infrastructure and gaps in the region. Schools in the region were also identified to determine gaps in the network and barriers to walking safely to/from school. The Safe Routes to School Program (SRTS) encourages options that facilitate all children, including those with disabilities, to walk and bicycle to school safely.

As represented in Figure 35, a ¼ mile walkshed/buffer was used to evaluate which schools had adequate sidewalk facilities. Many of the schools included in the 2015 Sidewalk Bond Program had sidewalks along roadways identified in the Thoroughfare Plan. The grid-like roadway network in the City of Abilene creates short blocks that are more walkable. Sidewalks should be built at a 6' minimum along roadways when curb adjacent and 5' when separated from the curb to provide safe pedestrian movement.

Traffic calming techniques should also be applied to local roads adjacent to school campuses to provide a safe walking environment where building a sidewalk is not feasible. High visibility crosswalks, ADA compliant ramps, pedestrian push buttons and signage should also be implemented along major thoroughfares adjacent to schools to increase awareness for both pedestrians and vehicles.



Figure 35: Sidewalk Evaluation

#### **PUBLIC COMMENTS**

As mentioned in the public comments during the MTP process, improving the pedestrian system was identified as a high priority for transportation investments and should be a top goal in the long-range transportation plan. Within the survey over 30 specific comments were provided regarding pedestrian issues. Below are some of the comments regarding pedestrian improvements:

- Create pedestrian friendly travel across town from neighborhoods to parks, schools and commercial areas with more sidewalks, crosswalks, etc. Utilize utility corridors and open space for larger connector paths in conjunction with the parks plan. Require sidewalks on all new development. Currently this is not required or not enforced, particularly in residential areas...
- I would love to be able to walk with my family, not necessarily as a means of getting somewhere, but from a health standpoint. Right now, it is impossible to do. I have to drive several miles to get to Redbud Park so I can walk in a circle. We really need safe sidewalks in a large enough area to enable people to walk places. I grew up in Europe where I walked everywhere...
- ...I have always been unhappy with the lack of pedestrian friendly neighborhoods. I live off Rebecca and Bruce in an area VERY close to most amenities. It is an active neighborhood with many walkers, joggers and bikers, however it is very dangerous to venture outside of the neighborhood on foot to walk anywhere. There are no sidewalks leading to the shopping center/mall/restaurant areas...
- Comprehensive sidewalk systems in residential areas could encourage residents to walk more leading a healthier citizenry and improving safety for residents and their pets.
- Sidewalks, better road conditions, and street lighting.
- ...Abilene is in need of good sidewalks in our main streets to get to grocery stores, banks, to bus stops and work!
- ...Sidewalks and safer pedestrian bridges across south and north first streets/ railroad tracks.
- We need more sidewalks for those of us who must walk. The roads are dangerous...There needs to be some thought in planning for the future if the citizens who drive, those who have to use a bicycle, and those who must walk...

- Feel as though if there was an actual drainage system and more sidewalks transportation around Abilene would be better...
- Use of walk-overs in heavy traffic school areas such as Wiley, ACU, Austin Elementary.
- -ABILENE NEEDS SIDEWALKS & BETTER BUS ROUTES. EVEN IF YOU TOOK THE BUS, GOOD LUCK WALKING TO WHERE YOU'RE GOING (SPECIFICALLY SOUTH ABILENE) SINCE EVERYTHING IS SO SPREAD OUT & MOST SIDEWALKS JUST END ABRUPTLY...
- Provide an easy sidewalk on Ambler between ACU and North Walmart. Either side has sidewalks, but they are just not linked. Providing a sidewalk there would make it so much easier for students to have access to businesses. Also provide a way for people to easily cross roads at the junction of Judge Ely and Ambler, where there are many entrances and exits, and subsequently, many accidents.
- Our current transportation options privilege those that can afford to own and maintain a car. I think it is of vital importance for the sake of equality and reduction of pollution to have more safe, affordable options for our community. Many neighborhoods have inconsistent or nonexistent sidewalks, making walking a challenge...It would promote economic growth and people would be more likely to move here for jobs if there were safe and reliable walking and biking paths...Thank you for taking the time to address these critical issues in our community!
- Accessibility for those in wheelchairs or other disability devices MUST be improved. Curb cuts do no good when a light or telephone pole is in the middle of the access and there are no sidewalks...
- If we have a sidewalk ordinance, we should stop waiving the requirement and enforce the ordinance.
- More sidewalks is my top priority. I live within walking distance of work, school, and shopping. But I rarely walk because there are not consistent sidewalks.
- - More Sidewalks for pedestrians More bike lanes and bike paths - Currently not safe for pedestrians and bikers sharing the roads with cars.
- Need more complete sidewalks, and better sidewalks and lighting for the sidewalks...Better green spaces that are more attractive and how more physical activity elements. Safer intersections for pedestrians and bicyclists that are also efficient for cars that are trying to turn across traffic.

#### RECOMMENDATIONS

- Creation of an Abilene MPO regional bicycle and pedestrian plan to coordinate the efforts of the cities, counties, and TxDOT.
- Prioritization of sidewalk improvement recommendations with a focus on arterials within ¼ mile of elementary and middle schools.
- Coordination between MPO staff and local agencies on proposed Transportation Alternatives funding projects.



Judge Ely Hike and Bike Trail

# **FREIGHT MOBILITY**

Freight movement is critical throughout the MPO area and is an important part of the economic vitality of the region. Truck traffic movement is a major traffic generator and represents an increase cost to congestion along roadways. Within the State, Abilene has a significant amount of truck tons and rail tons that travel through the region each year.

According to the 2018 Texas Freight Mobility Plan, the freight volume is expected to increase to over 4.0 billion trips by 2045, an 80% increase from 2016. Widening IH 20 to six lanes with continuous frontage roads will provide enhanced freight movement through the city and region.

#### RECOMMENDATIONS

• Consider developing a Freight Mobility Plan to investigate the infrastructure and economic context of the area in relation to freight movement.





Texas Automotive and Electronics Manufacturing Industry: Truck and Rail Tonnage Flows and

2016 Truck Tonnage OD Data estimated based on TRANSEARCH 2010 base year data and Freight Analysis Framework version 4 (FAF4) Database and assigned to the highway network using Texas Statewide Analysis Model version 3 (SAM-V3); 2014 Rail Tonnage OD Data estimated based on 2014 Carload Waybill Sample for Texas; 2014 Rail Tonnage OD Data assigned to the rail network using the Texas Statewide Analysis Model version 3 (SAM-V3); and 2013 establishment data from the Texas Workforce Commission.

Figure 36: Texas Truck and Rail Tonnage Flows and Strategic Transpiration Network

# **PUBLIC TRANSPORTATION**

Transit is an important part of the mobility services in the MPO area. Transit serves people that may not be able to drive due to physical constraints, those that may not own a car by choice, or those not licensed to drive. This is a necessary service that is typically provided in metropolitan areas.

Currently, fixed route service is only provided in the City of Abilene through the CityLink transit agency between Monday and Saturday with reduced number of routes on Saturday.

On-demand service is provided by CityLink for both a day and evening service in the City of Abilene. Since 2000, there has been a 36% increase in ridership.

Rural transit service is provided by several agencies including City and Rural Rides (CARR), South Plains Community Action Agency (SPARTAN), and Double Mountain Coach (DMC). These transit providers provide rural service within the West Central Texas Region including the counties of Knox, Kent, Stonewall, Haskell, Throckmorton, Scurry, Fisher, Jones, Shackelford, Stephens, Mitchell, Nolan, Taylor, Callahan, Eastland, Runnels, Coleman, Brown, and Comanche.

For inter-regional bus service, Greyhound operates a stop location within the City of Abilene, however, it is not conveniently located in the Downtown area or near other hub locations for ease of access to other destinations.

A Multimodal Transit Facility as proposed in the 2013 West Central Texas Multimodal Facility & Transit Enhancement Feasibility Study, should be implemented to accommodate not only local transit services but also on-demand and regional transit providers. Coordination should occur between different entities to acquire necessary funding for facility. Improved local and regional transit will also help local universities including Abilene Christian University, Hardin-Simmons University, McMurry University, and Texas Tech University Health Sciences Center.

#### **CITYLINK OPERATIONS**

The City of Abilene operates a municipal transit system that is classified for federal funding as a small urban transit system. The Abilene Transit System (aka CityLink) is the organization by which the City of Abilene provides public transit service to meet transportation needs for the citizens of Abilene. CityLink provides an important and needed public service, especially to the City's transit dependent population. The City of Abilene assumed operation of the local bus transit system on November 1, 1964. Prior to that, the transit system was operated by Moore Services Inc. In February 1992 a name change to CityLink Transit was introduced to the public in conjunction with a new fleet of fixed route buses. In 1998 the City of Abilene was awarded the APTA Outstanding Achievement Award, recognizing CityLink Transit as one of the best small urban transit districts within the nation. In the fall of 2011, the City began a procurement process for management services. On February 3, 2012 the City entered into an agreement for management services with First Transit, Inc. First Transit began operation of the Abilene Transit System on March 1, 2012.

All vehicles, equipment and facilities associated with the transit system are owned by the City of Abilene. The transit system is managed and operated by contract. Under the City's transit management contract with McDonald Transit initially and subsequently with First Transit, the management firm provides a full-time transit professional to serve as a resident general manager who oversees all aspects of the day-to-day transit administration, operation, and maintenance. The general manager reports to a designated individual within the City organization (currently the Director of Transportation Services). The general manager is supported by the firm's central office staff and thereby receives additional expertise and back-up support as required.

The general manager is an employee of the management firm. All other personnel are employees of a subsidiary of the management firm created for this purpose. Personnel actions, i.e., hiring, firing, training, disciplinary action, etc., are conducted by the management firm or the subsidiary. The City is appraised of major personnel actions.

#### PRIMARY TRANSPORTATION SERVICES

CityLink currently provides three primary types of service to the public. They include Fixed Route Service, ADA paratransit, and Evening Service. An on-call demand zone has also been established this year. These services are provided within the city limits of Abilene. These services are provided Monday through Saturday, except for major holidays.

#### **Fixed-Route Service**

This core service consists of standard transit buses operated over an established route structure on a fixed schedule. This service is provided Monday through Friday from 6:15 a.m. to 6:15 p.m. and on Saturday from 7:15 a.m. to 6:15 p.m. On weekdays there are 8 routes arranged in a hub and spoke fashion. The CityLink station at 1189 S. 2nd St serves as the hub from which all routes depart and arrive. On Saturday there are five (5) routes arranged in a hub and spoke fashion and the sixth is a cross town route. On weekdays the service is hourly on all the routes. To facilitate transfers, all routes depart the station at 15 minutes after the hour. On Saturday's service is hourly on all the routes.

The standard adult fare is \$1.50 per trip, the youth fare is \$1.00, and children (ages 4 and under) ride free. The fare for persons over 65 and for persons with disabilities is \$0.65 with a CityLink ID card. Transfers are free.

Weekday ridership generally ranges from about 1,100 to about 1,500 and Saturday ridership ranges from about 400 to about 800. CityLink provided over 27,000 hours of service and drove over 330,000 miles in fixed route service for FY 2019.

#### Demand-Response Service For ADA Eligible

CityLink provides advance reservation, shared-ride, door-todoor, demand-response service (DRS) for persons who cannot use the fixed route service due to disability. The City began providing this specialized service for persons with mobility impairments in September 1986. In January 1992, the City adopted a Paratransit Plan to comply with the Americans with Disabilities Act (ADA) of 1990. ADA compliant service began in April 1992.

By Federal regulation, this ADA paratransit service is required for all requested ADA eligible trips that have both trip ends within ¾ of a mile of a fixed route. Because the pre-ADA paratransit service for the mobility impaired was provided City-wide, the City chose to provide ADA paratransit service throughout the City. For paratransit service that is within the required corridor of <sup>3</sup>⁄<sub>4</sub> of a mile from a fixed bus route, the City is restricted to charging no more than twice the standard fixed route adult fare. For trips outside the required service corridor, there is no restriction on the fare. For fare purposes, a primary service area (within <sup>3</sup>⁄<sub>4</sub> mile of a bus route) was established. The fare is \$2.00 for trips with both ends within the primary service area and \$3.00 for trips with one or both ends outside the primary service area.

Passengers schedule trips through the CityLink DRS scheduling process. Trips must be scheduled at least a day in advance, but not more than two weeks in advance. Subscription booking is allowed.

Currently, weekday ridership generally ranges from about 250 to about 375 and Saturday ridership ranges from about 55 to about 100. CityLink provided over 25,000 hours of service and drove over 350,000 miles for paratransit services in FY 2019.

#### Demand-Response Evening Service

Evening transit service is advance reservation, shared-ride, curb-to-curb, demand-response service. It is provided from 6:15 p.m. until midnight, Monday through Saturday. The service began in November 1999, as a result of a Federal Job Access Reverse Commute grant.

Passengers schedule trips through the CityLink DRS scheduling process. Trips must be scheduled at least a day in advance, but not more than two weeks in advance. Work trips receive first priority. Subscription booking is allowed for passengers traveling to and from work or work training. After these trips, service is available to the general public on a first come/first served basis.

The standard fare for the evening service is \$6.00 for each one-way trip. A special fare program in conjunction with match funds provided by the Community Development Block Grant Program has a fare of \$2.50 per one-way trip. This special fare is for trips to and from work or workrelated training by clients who meet eligibility criteria, and/or who are referred by the donor.

Currently, weekday ridership ranges from about 25 to about 75, and Saturday ridership ranges from about 15 to about 30. CityLink provided 5,080 hours of evening service and drove over 74,000 miles for FY 2019.

#### **On-Call Demand Response**

Beginning July 15, 2019, CityLink expanded on-call demand response service operations in southeastern Abilene. Within the service zone, passengers must call to schedule a shuttle. Trips must be booked a minimum of 2 hours in advance and a maximum of 7 days in advance. This service is available Monday through Friday from 6:15 A.M. to 6:00 P.M.

#### OTHER TRANSPORTATION SERVICES

CityLink also provides some special services to the community on an incidental basis. Travel training is provided for persons who choose to learn how to access fixed route service.

#### Special Routes

CityLink provides a variety of special routes. Some are repetitive such as Kiddie Tours, which offer a view of the historic downtown area as an educational experience for children, and Christmas Light Tours. Others are special movements planned in conjunction with community events.

#### Charter Service

CityLink vehicles are available for charter whenever they are not required for the primary services. CityLink may provide charter service for private groups only when the private sector chooses not to provide the service. Charter services are provided under the FTA's charter regulations and requirements.

### RIDERSHIP

Table 5: Ridership by Type of Service

Fiscal Year	Fixed Route	ADA Paratransit	On Call Demand Response	Evening Service	Special Service	Total Ridership
2000	436,681	56,571	-	5,982	1,652	500,886
2001	434,921	79,913	-	16,166	1,682	532,682
2002	491,331	86,946	-	19,263	3,403	600,943
2003	482,785	88,778	-	16,079	2,272	589,914
2004	464,275	98,220	-	15,767	2,172	580,434
2005	497,574	91,448	-	17,629	3,007	609,658
2006	506,631	92,193	-	18,554	2,345	619,723
2007	485,658	83,972	-	20,337	2,845	592,812
2008	481,051	82,092	-	19,987	1,977	585,107
2009	470,306	86,276	-	18,221	7,899	582,702
2010	533,893	89,225	-	15,752	3269	654,286
2011	444,072	78,472	-	14,473	15,167	565,487
2012	510,310	75,876	-	13,671	16,901	629,782
2013	506,877	76,817	-	12,892	16,094	634,392
2014	504,310	73,452	-	11,683	12,413	617,971
2015	513,803	68,266	-	14,082	14,342	610,493
2016	473,702	73,298	-	11,645	2,437	561,082
2017	393,391	63,471	-	8,939	2,917	468,718
2018	310,416	59,329	-	10,319	2,009	382,073
2019	307,822	68,035	2,523	9,831	1,993	390,204

#### **FLEET INFORMATION**

The current CityLink fleets consists of 50 vehicles (2 sedans, 2 SUV's, and 1 truck) are used for supervisory and maintenance support functions. The remaining 45 are revenue service vehicles. Detailed fleet information is provided in the Appendix.

The bulk of capital expenditures over the life of the MTP result from planned expenditures for vehicle replacement based on the useful life expectancy for each vehicle.

#### **PUBLIC COMMENTS**

Public comment indicated that service should be extended to seven days a week with more frequent service throughout the day. Improved bus stop locations with enhanced amenities including shelters, benches and trash receptacles were also mentioned by the public. Below is a list of the comments received regarding transit service in the region:

- Ideally CityLink would go to the Airport, but I know it's not feasible...
- The biggest problems with transportation that effect many other areas of life across the nation are things that could be resolved with a more efficient public transportation system...I truly believe that marrying the use of public transit and autonomous vehicles is the ultimate way to solve not only these problems but many more that I don't have the word limit to talk about...
- ...Run CityLink buses every half hour on the most popular routes in the morning and evening hours...
- Increasing the geographical region serviced by the current bus system. Include all businesses such as State Supported Living Center, Coca cola, Postal Service Center and Rentech...
- For the disabled it would be nice if paratransit had a same day bus use for emergencies.
- I would love to see a safer more affordable means of traveling to and from surrounding cities, towns, and somewhat near by metropolitan areas (i.e. DFW area). Trains, shuttles, commuter buses, etc.
- Abilene has a very limited and poor public transportation system that is not designed to ensure citizen success. Members of our community make efforts to secure employment however have limited and ridiculous means of getting to said employment. Our public transportation system requires two-three hour rides to and from sites and routes have changed taking out very important stops from citizens without proper inspection or notification.
- A more comprehensive, streamlined public transit system. CityLink should run the same schedule all 7 days a week, include a connection bus that would run the loop, and MAKE BUS PASSES PAYABLE BY DEBIT/CREDIT CARD...Low income families cannot rely on public bus system as it is right now.
- Need to cover more areas, another route that goes by the mall... the should be more frequent buses with Abilene growing as well later regular evening buses for those of us that work past 5 pm. Definitely better

weekend route coverage for Saturday & include Sunday bus service. I am pretty sure there are other bus designs to accommodate more passengers. & If there isn't one there ought to be a shuttle to from the station to the airport....

- Our transit system could use improvement for people who must use the buses to get where they need to go.
- Just make it easier for seniors for public transportation so they can ride easier
- The ADA transport is a wonderful service, but it needs to expand the Circle of Within the city limits to include the Wylie area. The scheduling and ticket system Could really use an upgrade as well. Thank you for this service!
- Have a Park & Ride from prime points in North, East, West, South Abilene that takes you directly to downtown with no stops in between. Have 5-6 drop off points downtown. This gets people into downtown without worrying about parking or traffic. This would be especially helpful during big events like CALF but also for people who work downtown but have to drive in. Run it weekdays 7am-10am and then 4pm-7pm, and some weekend hours too.
- Expand the service area and hours of public transit.
- There needs to be more information about the bus system online. Looking at the website, there is no FAQ page, a route planner option, and it does not tell me if the buses only accept cash or if they take cards as well. The bus system also does not connect to google maps or other transit apps, making it difficult to plan a route prior to taking the bus. Another major drawback of the bus is that it only comes once an hour at each stop. That does not give passengers enough flexibility when taking the bus. If you miss your bus, you most likely will miss what you were taking it to. More buses and more information online would make the bus system much better...
#### RECOMMENDATIONS

- Establishment of a multi-modal transit facility providing access to transit providers in the region.
- Improving walkability in areas within ½ mile of transit stops.
- Reducing transit route headways on fixed routes.
- Introduce mobile ticketing for transit service.
- Share transit route information with online services such as Google Maps for real-time trip planning.
- Expand the on-demand service area.
- Purchase of replacement buses (>30ft and <30ft)
- Replace employee amenities, additional bus shelters, bus peripherals such as replacement camera systems and tablets and support vehicle replacement
- Other possible grant applications in the future would include 5304 Planning for Multi Modal facility and Comprehensive Operations Analysis, 5310 funds for software enhancements for elderly/disabled paratransit scheduling, future 5339 funds for additional bus replacement. These items would be considered un-funded projects for the MTP



CityLink Bus Terminal

# 6. Environmental Justice & Land Use

**ARTHUR SEAR PARK** 

# ENVIRONMENTAL JUSTICE & LAND USE

The Environmental Justice Analysis will attempt to determine whether potential transportation projects will have any significant impacts on a community's resources and then how to avoid, mitigate, or minimize the impacts. This chapter contains maps of the distribution of disadvantaged populations to identify areas that may require extra focus. The FAST Act requires the planning process to consider projects and strategies to improve the resiliency and reliability of the transportation system. This chapter also considers the areas that are more likely to need improvements to help with resiliency. Finally, the land use, resources, and hazards within the region are documented at the end of the chapter.

#### **ENVIRONMENTAL JUSTICE**

The 2045 MTP Update process should strive to include disadvantaged populations and improve the mobility and choices for these groups. Minorities, not English-proficient, disabled populations, and low income should hold particular importance in this process.

These groups can be unintentionally excluded because of a lack of access to information and outreach. It is important that the transportation decisions are not having any adverse impacts on populations with higher minority percentages, limited-English proficiency, and those with disabilities. In

contrast, the transportation decisions through this planning process are striving to include disadvantaged populations and also improve mobility and mobility choices for the people in the region that may have previously experienced adverse effects.

#### **DEMOGRAPHIC SUMMARY**

Understanding the characteristics of the population is important in determining the transportation needs of the region as well as any potential environmental impacts on disadvantaged communities. Almost 24% of the population is under the age of 18 and 14% is over 65 years old.

#### MINORITY POPULATION

Under Environmental Justice standards as defined by FHWA, anyone belonging to any of the following groups may be considered a minority:

- Black a person having origins in any of the black racial groups of Africa
- Hispanic a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- American Indian and Alaskan Native a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition
- Native Hawaiian or Other Pacific Islander a person having origins in any of the original peoples Hawaii, Guam, Samoa, or other Pacific Islands



Figure 37: Race Breakdown Abilene MPO Source: U.S. Census ACS 2013-2017

Minorities comprise over 36% of the population in Taylor and Jones Counties. Texas overall has over 50% minority population. The highest concentration of minorities is south of IH 20 in Abilene with some block groups being over 75% minority. The Other category in the figure includes American Indian and Alaska Native and Native Hawaiian and Other Pacific Islander. Figure 38 shows the geographic distribution of minority populations within the Abilene MPO area.



Figure 38: Percent Minority Source: U.S. Census ACS 2013-2017

#### LIMITED ENGLISH PROFICIENCY

Individuals with limited English proficiency may be entitled to language assistance for particular services or benefits. Populations that are high in people who have limited English proficiency may be considered disadvantaged and important to consider in the Environmental Justice analysis. Over 4.25% of the population speaks English less than very well, with higher percentages in the more urban areas of Abilene. This is less than 1% lower from 2010. Figure 39 shows the distribution of populations with limited English Proficiency. The census tracts in central Abilene have over 12% limited English proficiency. A Limited English Proficiency (LEP) Plan was adopted by the MPO in 2012, but it is in need of updating.



Figure 39: Percent Limited English Proficiency Source: U.S. Census ACS 2013-2017

#### **DISABLED POPULATION**

Almost 17% of the population in the Abilene MPO area is disabled in some way. Figure 40 displays the percentage of people by Census Tract. The highest concentration is in west and southeast Abilene. There are also higher concentrations in the north and western areas of the MPO. The people in the more rural are less likely to have access to public transit and adequate pedestrian facilities. People with a disability may have limited mobility which will impact their ability to use services such as public transit and bicycle and pedestrian facilities. The American with Disabilities Act created federal legislation to protect persons with disabilities.



Figure 40: Percent of Persons Disabled Source: U.S. Census ACS 2013-2017

#### LOW-INCOME POPULATIONS

The median household income in Jones County is \$48,601 and in Taylor County is \$49,161. Texas has an overall median income of \$57,051. Lower income groups tend to be excluded from the planning process due to a lack of access to information and opportunities to contribute to the discussion. By better informing these groups and providing various avenues to contribute, Environmental Justice can be better served. In Taylor County 16.1% of people are in poverty and in Jones County 15.9% of people are in poverty. Figure 41 shows the percent of the population below poverty, which is higher in northern Abilene. It is important to ensure that transportation improvement projects do not disproportionally affect the people in these areas.



Figure 41: Percent of Persons Below Poverty Source: U.S. Census ACS 2013-2017

#### LAND USE

The future land use in the Abilene MPO area will have a significant impact on the future transportation needs of the region. The 2004 City of Abilene Comprehensive Plan included a future land use plan, which can be seen in Figure 42. The plan places industrial and businesses uses on the east and west entrances to Abilene along IH 20 with commercial centers along the outer loop of highways. It will be important to maintain the connectivity to these areas from the residential areas of the city. The City of Abilene is currently updating the future land use map.

The future land use plan is one of the key inputs into the travel demand model that is to be complete in 2020. This plan determines where the future growth (households and employment) will be located in the forecast year. The MPO coordinates with all of the local municipalities and the two counties in understanding their future growth projections to better anticipate future traffic demand.

Dyess Air Force Base is an important land use consideration because of the people and goods that travel to and from the Base. It is located between Abilene and Tye and will need extra attention when connecting bicycle and pedestrian facilities as well as transit services. According to the Dyess Air Force Base Economic Impact Statement (EIS),

there are over 10,000 personnel (including military, dependents, and civilians) with over 75% living off base. Given the significant economic impact the Base has on the area, it would benefit the MPO to plan and coordinate with Dyess.



Figure 42: Abilene Future Land Use Source: City of Abilene Comprehensive Plan

#### **ENVIRONMENTAL HAZARDS**

Figure 43 shows the locations of environmental hazards. Reducing people's exposure to these sources is necessary for ensuring their health and safety. There are various sources of water and air pollution throughout the Abilene MPO area as well as many sites that release toxic materials or create hazardous waste. These sites are monitored by the EPA. The majority of these sites are located in urban areas. People that are more exposed to these hazards are more likely to be a part of disadvantaged populations and the issues of environmental justice should be considered. These sites need adequate access in the event of an emergency. The MPO area also has many environmental resources including parks and lakes. The access to these resources may be improved with new transportation projects.



Source: <u>https://enviro.epa.gov/</u>

# 7. PROJECT PRIORITIZATION



## **PROJECT PRIORITIZATION**

### WEIGHTING THE STRATEGIC GOALS AND PERFORMANCE MEASURES

The Abilene MPO Project Selection Process, which was adopted by the Policy Board on December 18, 2018, has set the stage for fulfilling the federal requirements for a performance-based long-range transportation plan. It sets clear guidance on the project ranking by goals determined by MPO staff, the Technical Advisory Committee, and the Policy Board. These goals and ranking criteria focus on five important elements:

Safety, System Performance, Preserving Assets, Improving Development, and Sustainability.

Through the process of developing the 2045 Abilene MPO MTP, specific scoring criteria were assigned to each of the 5 goals to assist in project selection and prioritization. The criteria that was used was determined to be measurable and quantifiable based on a geographic analysis. The current adopted measures and their respective scoring criteria are presented in the table below.

Each of the performance measures were given either 3 or 4 unique scoring criteria to be used to measure the effectiveness of the projects in the MTP. Within each performance measure the scoring criteria is weighted to the total amount of points for that performance measure. For example, the 3 scoring criteria for *Promote Safety* can only add up to a total of 25 points, in contrast to the *Protect the Environment* which can only receive up to 10 points.

#### Table 6: Performance Measure Scoring Summary

Performance Measures	Possible Points
Promote Safety	25 Points
Optimize System Performance & Promote Economic Development	20 Points
Preserve Assets and Ensure Reliability	25 Points
Provide an efficient, effective, and safe transportation system promoting development and sustainability	20 Points
Protect the Environment and Promote Environmental Justice	10 Points

#### **PROMOTE SAFETY**

Within the first performance measure, the key question is: To what extent does the project promote safety or address a perceived safety concern? As a result, three different criteria were used to score this performance measure.

#### **CRASH RATE**

This measure involves looking at the corridor crash rate as a five-year average and comparing it with the statewide crash rates for similar corridors. Each year TxDOT publishes the crash rates for each corridor type in the State. Table 8 demonstrates the corridor crash rates per 100 Million VMT that were used for this analysis.

Crash data was collected from the TxDOT Crash Records Information System (CRIS) Query for the years of 2014 to 2018. The crash rates for each corridor were averaged for the five years of data that was collected. The scoring criteria for the results varied depending on the road type and the statewide crash rate. If the corridor crash rate was lower than the statewide average the project received the lowest score. The higher the crash rate compared to the statewide average the higher the score for the crash rate criteria. Table 8 demonstrates the scoring criteria for the corridor crash rate.

Deed Time	Traffic Crashes per 100 Million vehicle miles	
коастуре	Rural	Urban
2 lane, 2 way	95.93	213.39
4 or more lanes, divided	58.64	155.40
4 or more lanes, undivided	92.93	282.74
Interstate	56.62	140.59
US Highway	68.82	176.71
State Highway	87.09	218.10
Farm-to-Market	113.14	222.98

Table 7: 5-Year Average Statewide	Traffic Crash Rate	by Highway System	and Road Type (2014-2018)
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Table 8: Crash Rate Scoring Criteria

Crash Rate Score			
	Score	e Range (High End)	
Over 100% Above State Average	10		100%
60 – 100% Above State Average	8	60%	100%
30 – 60% Above State Average	6	30%	60%
15 – 30% Above State Average	4	15%	30%
0 – 15% Above State Average	2	0%	15%
Below State Average	0		0%

#### FATAL AND INCAPACITATING CRASHES

Reducing fatal and serious injury crashes in the Abilene region is an important goal to achieve, therefore one of the scoring criteria for the safety performance measure is the number of fatal and serious injury crashes that have occurred along each corridor.

Number of Crashes per Mile	Score
10 or more crashes per mile	10
9 crashes per mile	9
8 crashes per mile	8
7 crashes per mile	7
6 crashes per mile	6
5 crashes per mile	5
4 crashes per mile	4
3 crashes per mile	3
2 crashes per mile	2

1

0

1 crash per mile

0 crashes along corridor

Table 9: Fatal and Serious Injury Crash Scoring Criteria

#### **BICYCLE AND PEDESTRIAN CRASHES**

With increasing number of bicycle and pedestrian users it is important to keep these users protected when traveling through the urban mobility network. These users are considered "vulnerable" users because of the potential serious injuries or death as a result of even a low speed car crash. Reducing bicycle and pedestrian crashes in the Abilene region is an important goal to achieve, therefore one of the scoring criteria for the safety performance measure is the number of bicycle and pedestrian crashes that have occurred along each corridor.

Table 10: Bicycle and Pedestrian Crash Scoring Criteria

Bicycle and Pedestrian Crash Score		
At least one bicycle or pedestrian crash occurred	10	
along corridor (2014-2018)	10	
No bicycle or pedestrian crashes occurred along	0	
corridor (2014-2018)	U	

# OPTIMIZE SYSTEM PERFORMANCE & PROMOTE ECONOMIC DEVELOPMENT

For the second performance measure, the key question is: To what extent does the project efficiently and effectively address a problem, meet a need, or capitalize on an opportunity that maximizes value to the traveling public? The key scoring criteria that is used to evaluate this performance measure is functional classification, traffic volume, and congestion reduction.

#### FUNCTIONAL CLASSIFICATION

Functional classification of roadways as specified in the TxDOT Statewide Planning Map were used to evaluate this scoring criteria. This criterion looks at the comparison of projects and their weighting based on functional class designation. Higher scores are given to roadways that are more regionally significant. Interstate highways and principal arterial are scored highest and minor collectors and locals are scored the lowest. Table 11 demonstrates the scoring breakdown for this criterion.

Table 11: Functional Class Scoring Criteria

Functional Class Score		
Freeway	10	
Principal Arterial & Frontage Roads	8	
Minor Arterial	6	
Major Collector	4	
Minor Collector	2	
Local	0	



Figure 44: Functional Classification in the Abilene Region Source: TxDOT Statewide Planning Map

#### **TRAFFIC VOLUME**

Traffic volume or average daily traffic (ADT) is a key element in the evaluation of this performance measure. This is because of the concept that highway spending should be focused on the roadways that experience the highest use. In the Abilene region, traffic data was collected from the City of Abilene and the Abilene MPO Traffic Count Database. The most recent traffic count identified within project limits was used for each project evaluated and scored based on criteria demonstrated in Table 12.

Table 12: Traffic Volume Scoring Criteria

Traffic Volume Score	
Over 40K Vehicles per Day	10
30K to 40K Vehicles per Day	8
20K to 30K Vehicles per Day	6
10K to 20K Vehicles per Day	4
1 to 10K Vehicles per Day	2
0 Vehicles per Day	0

![](_page_86_Figure_4.jpeg)

https://gis.abilenetx.com/portal/apps/webappviewer/index.html?id=c5ee78d7d9a84cfc9ea5fe96f5d772cb

#### **CONGESTION REDUCTION**

Optimizing system performance should also be focused on projects that seek to reduce congestion in the region. Two choices were available for the scoring of this criterion. If the project assumed to reduce congestion through capacity or operational improvements along a corridor that currently experiences high levels of traffic congestion, the project was given a score of 10. If the project did not address congestion reduction or is on a corridor that does not experience significant traffic delays it was given a score of 0. Table 13 summarizes the scoring criteria for congestion reduction.

Table 13: Congestion Reduction Scoring Criteria

Congestion Reduction Score	
Project Reduces Congestion on Corridor	10
Project Does Not Impact Congestion	0

#### PRESERVE ASSETS AND ENSURE RELIABILITY

For the third performance measure, the key question is: To what extent does the project address measurable deficiencies, preserve regionally important assets, reduce catastrophic or operational risks, provide effective alternative routes or improve system durability? The key scoring criteria that is used to evaluate this performance measure is pavement condition, bridge condition, and flooding.

#### **PAVEMENT CONDITION**

In the Abilene region, pavement quality and maintenance are important elements of the transportation network. Pavement quality can affect the safety and capacity of a roadway. TxDOT, the City of Abilene, and Taylor County maintains an up-to-date database of pavement quality data that was used in the analysis of pavement quality. This data was used to determine the pavement conditions on very poor to very good pavement quality. Table 14 describes the scoring criteria for pavement condition.

Table 14: Pavement Condition Scoring Criteria

Pavement Condition Score		
Very Poor	10	
Poor	8	
Fair	6	
Good	4	
Very Good	2	

#### **BRIDGE CONDITION**

Geographic data was available for bridge condition in the Abilene region. Each of the bridges in the region are evaluated based on their condition. TxDOT assigns a letter grade for each of the bridges based on their structural condition. Scoring for this criterion was determined based on if there was a bridge located within the extents of the project. If there was a bridge within the project, the score was based on the condition of that one bridge. If multiple bridges were within the project limits, the bridge with the worst bridge condition was used for the scoring. Table 15 describes the scoring criteria for bridge condition.

Table 15: Bridge	Condition	Scoring	Criteric
------------------	-----------	---------	----------

Bridge Condition Score		
TxDOT Condition 'D'	10	
TxDOT Condition 'C'	8	
TxDOT Condition 'B'	4	
TxDOT Condition 'A'	0	

#### FLOODING

In the new federal transportation legislation, resiliency is emphasized as a key concept. In addition, the movement of goods and the elimination of potential barriers to travel as a result of environment disasters is crucial. Flooding is one of the primary barriers to travel during weather events. The reduction of low-water crossings and the improvement of transportation corridors that are continually flooded during rain events is important to address. This scoring criterion addresses those areas. If a project experiences traffic altering flooding during rain events it scores highest in this category. Traffic altering rain events are defined by roadways that experience lane or road closures as a result of flooding. Table 16 describes the scoring criteria for flooding.

#### Table 16: Flood Scoring Criteria

Flood Score						
Project experiences traffic altering flooding during	10					
rain events	10					
Project is not within a floodway and does not	0					
experience regular flooding	0					

#### PROVIDE AN EFFICIENT, EFFECTIVE, AND SAFE TRANSPORTATION SYSTEM PROMOTING DEVELOPMENT AND SUSTAINABILITY

For the fourth performance measure, the key question is: To what extent does the project further partnerships which serve the current and future needs of the business user, freight provider and the traveling public? The key scoring criteria that is used to evaluate this performance measure is project cost contribution, development potential, and public support.

#### **PROJECT COST CONTRIBUTION**

The ability for future transportation projects to leverage funding sources is a key component of a performance-based plan. Cost sharing with federal funding, state funds, and local sources of transportation revenue can extend the capital to build more mobility projects in the region. For this scoring criteria, a higher score is given to projects that have a higher cost contribution from other sources other than Category 2U funds for the MPO. Table 17 describes the scoring criteria for project cost contribution.

Table 17: Cost Contribution Scoring Criteria

Project Cost Contribution Score							
80 – 100% of Project Cost	10						
60 – 80% of Project Cost	8						
40 – 60% of Project Cost	6						
20 – 40% of Project Cost	4						
1 – 20% of Project Cost	2						
No Cost Contribution	0						

#### **DEVELOPMENT POTENTIAL**

New development can create more jobs, more traffic, and more local tax revenue. As new roads are built to spur economic growth the additional revenue can result in more capital to be spent on improving roadway conditions in the region. Any projects that have an impact in increasing development potential were scored higher for this criterion. Table 18 describes the scoring criteria for development potential.

Development Potential Score	
Project Identified in a Strategic Growth Area	10
Not in a Strategic Growth Area	0

#### **PUBLIC SUPPORT**

Through the process of updating the MTP, multiple methods of public engagement were used to gather feedback from the public on potential issues and future projects that should be considered. Potential projects that were indicated through the public involvement process were added to the evaluated project list. Any other projects that were indicated in the public involvement process were scored higher. Table 19 describes the scoring criteria for public support.

#### Table 19: Public Support Scoring Criteria

Public Support Score	
Project Supported by Public Through Comments	10
by Email, Survey, and/or Public Meetings	10
No Public Comments Regarding Project	0

# PROTECT THE ENVIRONMENT AND PROMOTE ENVIRONMENTAL JUSTICE

For the fifth performance measure, the key question is: To what extent will the project protect or benefit at-risk human and non-human populations? The key scoring criteria that is used to evaluate this performance measure is project emission reductions, environmental impact, environmental justice impact, and mobility choices.

#### **EMISSIONS REDUCTION**

Protecting the environment should focus on projects that seek to reduce emissions in the region. If the project is deemed to reduce congestion, then it also will reduce emissions as emissions are related to the amount of congestion in our urban areas. Table 20 summarizes the scoring criteria for emissions reduction.

#### Table 20: Emission Reduction Scoring Criteria

Emission Reduction Score	
Project Reduces Emissions on Corridor	10
Project Does Not Reduce Emissions	0

#### **ENVIRONMENTAL IMPACT**

Protecting the environment should also focus on reducing the impact of roadway project on the region's natural areas. Table 21 summarizes the scoring criteria for environmental impact.

Table 21: Environmental Impact Scoring Criteria

Environmental Impact Score	
Project Has No Known Negative Impacts on	10
Project Negatively Impacts the Environment	0

#### ENVIRONMENTAL JUSTICE IMPACT

The human element of this performance measure is regarding how much planned and proposed projects are impacting environmental justice populations. These populations include low-income, minority, disabled, and limited-English speaking. Table 22 summarizes the scoring criteria for environmental justice impact.

Table 22: Environmental Justice	e Impact Scoring Criteria
---------------------------------	---------------------------

Environmental Justice Impact Score	<u>;</u>
Project has no known negative impact to EJ populations	10
Project negatively impacts EJ populations	0

#### **MOBILITY CHOICES**

The final scoring criterion is regarding mobility choices. If the projects include any element to improve bicycle, pedestrian or public transportation travel it would score a 10. If the project does not include multiple modes of travel it would score a 0.

Table 23: Mobility Choices Scoring Criteria

Mobility Choices Score						
Project includes bicycle, pedestrian and/or	10					
public transportation improvements	10					
Project does not include bicycle, pedestrian,	0					
and/or transportation improvements	0					

#### **RECOMMENDED PRIORITIZATION**

The results of this prioritization process can be found in Table 24 on the following page.

#### Table 24: Project Ranking

								PM 2				
								System	PM 3	PM 4	PM 5	
							PM 1	Performance	Preservation	Development	Environmental	
	DANK	C	1	F	<b>T</b> -	Description	Safety Score	Score (Out of 20)	Score (Out of 25)	Score (Octore 20)	Score (Out of 10)	Total Score
Id	KANK	Funded	Location	From	10	Add two main lanes for a	(Out of 25)	(Out of 20)	(Out of 25)	(Out of 20)	(Out of 10)	(Out of 100)
						six lane freeway and						
				Near Catclaw		replace overpass						
7	1	v	IH 20	Creek	FM 600	structures	19.2	20.0	11.7	5.3	7.5	63.7
						Add two main lanes for a						
						six lane freeway and						
				FM 600 (Near		construct overpass						
29	2	V	in 20	Judge ciy biva)	1001	structures	15.5	18./	20.0	0.0	/.5	59.5
			FM 89 (Buffalo			Management/Intersection						
1	3	1	Gap Rd)	Rebecca Ln	Just N. of US 83	Improvements	15.0	17.3	5.0	13.3	7.5	58.2
						Widening existing US 83			-			
						freeway to six-lanes and						
37	4	v	US 83	S 7th St	N 10th St	reconstructing ramps	18.3	18.7	13.3	0.0	5.0	55.3
			FM 89 (Buffalo									
2	5	V	Gap Rd)	Near Bettes Ln	Rebecca Ln	Access Management	13.3	16.0	5.0	13.3	7.5	55.2
			FM 89 (Buffalo	S. of Chimney	C. of Assillary Del	Widen to 6 Lanes with				(1)		
15	0		сар кој	ROCK RO	5. of Antilley No	Add two main lanes for a	10./	8.0	5.0	15.5	5.0	48.0
						six lane freeway and						
					Callahan County	replace overpass						
8	7	v	IH 20	SH 351	Line	structures	5.0	18.7	8.3	6.7	7.5	46.2
						Add two main lanes for a						
						six lane freeway and						
				Abilene West City	Near Catclaw	replace overpass						
27	8	V	IH 20	Limits	Creek	structures	11.7	10.7	11.7	6.7	5.0	45.7
						Widening existing US 83						
25			US 83	N 10th St	IH 20	reconstruction ramos	10.0	18.7	11.7	0.0	50	45.3
	,					Widen to 4 lanes and	10.0	10.7	11.7	0.0	5.0	43.5
				FM 89 (Buffalo		include turn						
10	10	v	FM 707	Gap Rd)	US 83	lanes/shoulders	17.5	5.3	5.0	6.7	5.0	39.5
					Abilana East City	Frentege Reade-						
30	44		<del>IH-20</del>	East of Loop 322	Limite	Conversion and Bus 120	4.3	48.7	<del>6.7</del>		75	37.0
			FM 89 (Buffalo	Antilley Road		Lower Profile/Intersection						
3	12	V	сар кој	Intersection		Improvements	8.5	8.0	5.0	6./	5.0	33.0
4	13	1	US 83	FM 3034	Taylor County Line	Construct New Overpass	0.8	93	67	13.3	25	32.7
		-			Near W. Summit							
40	13.5	v	US 83	Jones County Line	Rd	Construct New Overpass	0.8	9.3	6.7	13.3	2.5	32.7
						Bridge to Replace Low						
16	14	1	Hartford St	at Little Elm Creek		Crossing	3.3	4.0	20.0	0.0	5.0	32.3
				County Rd 111-1		Widen to 4 lanes and						
36	15	V	Maple St	(Colony Hill Rd)	FM /0/	include turn lanes	9.2	5.3	5.0	6.7	5.0	31.2
						Widen to 4 Janes with						
						Center Turn Lane						
					FM 1750 (Oldham	sidewalks, and intersection						
11	16	v	FM 707	US 83	Լո)	improvements at FM 1750	5.0	5.3	6.7	6.7	7.5	31.2
						Rehab, Add Shoulders, and						
6	17	٧	Bus I20	Loop 322	Elmdale Rd	Turn Lanes	1.7	6.7	8.3	6.7	7.5	30.8
						Widen to 4 lanes and						
22	18	V	Maple St	Industrial Blvd	Loop 322	include turn lanes	8.3	5.3	5.0	6.7	5.0	30.3
10	19		Frontage Rd	Ln)	Bus 120	Operational Improvements	0.8	80	17	13.3	50	28.8
61	13	l	- rentege nu	- 1		Widen to 4 lanes and	0.0	0.0	1.1	6.64	5.0	20.0
35	20	V	Maple St	S 11th St	S 27th St	include turn lanes	8.3	5.3	3.3	6.7	5.0	28.7
		-			FM 1750 (Oldham							
24	21		SH 36	1.2 Mi S. of FM 18	Լո)	Widen to 4 Lanes	8.3	6.7	8.3	0.0	5.0	28.3
						Widen to 4 lanes and						
20	22	1	Maple St	S 27th St	Industrial Blvd	include turn lanes	3.3	5.3	6.7	6.7	5.0	27.0
			Mariaeld D	FM 3438 (Arnold Rivel)	Wall Ca	Rehabilitate, Add Bridge,						
21	23	V	marigoid st	uivoj	VV all ot	Add Excelors and Turn Lanes	0.0	5.3	16.7	0.0	5.0	27.0
						Connecting to EM 707 to						
32	24	4	US 83	North of FM 707	Near Antilley Rd	Antilley Rd	0.0	12.0	17	10.7	25	26.8
		· ·				Widen to 4 lanes and						
33	25	v	EN 10th St	Griffith Rd	Loop 322	include turn lanes	6.7	5.3	6.7	0.0	7.5	26.2
			US 83 Frontage	FM 2404 Old		Change Frontage Road						
28	26		Rd	Anson Rd	FM 3034	Operations	0.0	8.0	8.3	6.7	2.5	25.5
					FM 1750 (Oldham							
14	27	I	Industrial Blvd	Loop 522	u	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	5.0	25.3
				West of Cheverne		New Roadway porth of FM						
30	27.5	4	FM 1082	Creek Road	East of Dam	1082	0.0	27	10.0	53	50	23.0
0C	21.3	<u> </u>			FM 1750 (Oldham		0.0	6.7	20.0	2.2	2.0	23.0
9	28		ES 27th St	Maple St	ևո)	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	2.5	22.8
5	29	٧	FM 3034	US 83	Near PR 343	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
41	29.5	1	FM 3034	Near PR 343	FM 600	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
		<u> </u>	FM 1750	0.5 Mi S of FM								
34	30		(Oldham Ln)	707	FM 204 (Clark Rd)	Widen to 4 Lanes	7.5	5.3	3.3	0.0	5.0	21.2

			Iberis Rd		FM 89 (Buffalo							
13	31		(CR164/338)	US 83	Gap)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	19.0
			FM 1750		0.5 MI S. of FM							
12	32		(Oldham Ln)	Industrial Blvd	707	Widen to 4 Lanes	5.0	5.3	3.3	0.0	5.0	18.7
						Construct New 2 Lane						
						Highway of Future 4 Lanes						
18	33	1	SL 322	IH 20	SH 351	with Access Control	0.0	6.7	1.7	6.7	2.5	17.5
						Extend Rdwy (Public						
23	34		Memorial Dr	Preston Trail	US 83	Comment)	0.0	2.7	5.0	6.7	2.5	16.8
						Extend Rdwy (Public						
17	35		Memorial Dr	Ridge Crossing	FM 707	Comment)	0.0	2.7	3.3	6.7	2.5	15.2
						New roadway between						
						Winters Fwy & Dub Wright						
31	36		New Roadway	Southwest Dr	US 277	Bivd (Public Comment)	0.0	2.7	1.7	6.7	2.5	13.5
26	37		US 83	FM 707	Clark Rd	Add Frontage Roads	0.8	8.0	1.7	0.0	2.5	13.0
						Intersection Improvement						
			BU 83 and Pine			with addition of Bike Lanes						
42	TBD	V	Street	IH 20	Ambler Avenue	and Sidewalks						
						Three-Lane Road with						
			FM 89 (Buffalo			Right Turn Lanes at major						
43	TBD	1	Gap Rd)	FM 707	South MPO Limits	sidestreets						
						Direct Connect Ramps						
						from Loop 322 to I 20 EB						
44	TBD	٧	SL 322	IH 20 EB	IH 20 WB	and WB						
				534 699 (P. 67.)		Intersection improvement						
	-			FM 89 (Buffalo		with addition of Bike Lanes						
45	TBD	v	0583	Gap Rd)	Industrial Blvd	and Sidewalks						
						Traffic Improvements on						
						CH 36 Descible Texas						
						Turners and at lease 222						
30	TRD	-1	\$1.322	North of SH 36	FM 1750	Possible ramp realignment						
29	100	V	JE JEE	nator or an 30	111 27 20	r onvine ramp realignment						

# 8. FINANCIAL PLAN & PROJECT LISTS

NORTH STREET (CITY OF TYE)

#### **FINANCIAL PLAN**

As part of a MTP, MPOs are required to develop a financial plan to identify realities in transportation spending that are consistent with the needs for projects in the Abilene MPO area. The financial plan identifies programmed mobility projects and potential future projects and determines the anticipated revenue for transportation spending that will occur throughout the life of the plan. The anticipated revenue creates the element of "financial constraint" as it is expected that in any given metropolitan area that there are not enough transportation revenue sources to satisfy the needs of the transportation system. Due to this constraint, the MPO contribution to transportation projects between 2020 and 2045 cannot exceed the amount of funding that is available.

This financial plan chapter identifies current revenue sources for the Abilene MPO and details the methodology used to develop future revenue forecasts, including the current allocation of funding through specific TxDOT funding categories. In addition, the Transportation Revenue Estimator and Needs Determination System (TRENDS) software was used to develop potential scenarios that anticipate changes in future revenue sources such as the gas tax or vehicle registration fees to increase funding potential. It is important to note that transportation projects that are funded entirely with other revenue sources such as a city project through a bond program or a toll road project can be included in the financial plan and the future project list without impacting the MPO financial constraint.

The Abilene MPO currently obtains the majority of its funding through federal programs and through state funding categories. Funding for MPO administration and planning studies is done through metropolitan planning funds (PL funds) and through 5303 funds. For mobility improvements in the region the primary source of revenue comes from Category 2U through TxDOT. Table 25 demonstrates the TxDOT funding categories and how the budget is allocated by each category for the entire State for the next 10 years based on the Unified Transportation Program (UTP). As the Abilene MPO region increases in size additional funding categories become available.

Category 2U Funds: Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% Total vehicle miles traveled (on and off system)
- 25% Population
- 8% Lane miles (on system)
- 15% Truck vehicle miles traveled (on system)
- 4% Percentage of census population below the federal poverty level
- 8% Centerline miles (on system)
- 10% Congestion
- 10% Fatal and Incapacitating crashes

Funding Category	2020 UTP Funding Authorizations
1 – Preventative Maintenance and Rehabilitation	\$13,926,300,000
2 – Metro and Urban Area Corridor Projects	\$11,481,710,000
3 – Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4 – Statewide Connectivity Corridor Projects	\$11,220,550,000
5 – Congestion Mitigation and Air Quality Improvement	\$2,213,510,000
6- Structures Replacement and Rehabilitation	\$3,586,560,000
7 – Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8 – Safety	\$4,031,750,000
9 – Transportation Alternatives	\$910,500,000
10 – Supplemental Transportation Projects	\$571,580,000
11 – District Discretionary	\$3,233,380,000
12 – Strategic Priority	\$15,740,000,000
Total:	\$77,557,260,000

Table 25: UTP Funding Categories

The funding levels allocated to the Abilene MPO will not be enough to construct all of the projects that have been identified by local agencies such as TxDOT, the City of Abilene, the City of Tye, and Taylor and Jones counties. Mobility projects identified through the MTP process but without an ability to be funded will be included in the unmet needs portion of the plan.

To mitigate this shortage in funding for mobility projects, alternative funding sources can be identified. Alternative funding includes passing local bonds, transportation impact fees, or other local policy decisions. In addition, the MPO is available to receive Category 9 funding for Transportation Alternative projects, however these funds are allocated through a competitive grant selection process, therefore the funding is not guaranteed. More discussion on Category 9 funding will occur later in this chapter.

The Abilene MPO has worked closely with its local partners such as Taylor and Jones County, the City of Abilene, and TxDOT to leverage funding sources in Category 2U to implement projects in the region.

#### **HIGHWAY REVENUES**

Every year, TxDOT develops a 10-year planning document to guide the state's transportation development, called the Unified Transportation Program (UTP). The UTP consists of all the projects that TxDOT is currently developing and preparing for construction within the next 10 years.

Available funding for fiscal years 2020-2029 totals approximately \$77.6 billion, which is allocated to 12 different categories as shown in Table 26. Categories 2, 3, 4, parts of 10, and 12 are project-specific, while categories 1, 5, 6, 7, 8, 9,

parts of 10, and 11 are allocation-based. Projects funded through category 2 are categorized into metropolitan (over 200,000 and urban projects and are denoted as 2M and 2U, respectively).

Based on the listing of projects within the 2020 UTP, the Abilene area can anticipate over \$86 million in capital and operating funding over the next 10 years for 7 projects. These projects and their descriptions are shown in Table 27.

		US 83	FM 3034	FM 89	FM 89	IH 20	US 83	FM 89
	CSJ:	0033-05-089	3068-01-012	0699-01-051	0699-01-052	0006-06-081	0034-01-127	0699-01-056
1	Preventative Maintenance and Rehabilitation							
2	Urban Corridor		\$2,500,000	\$10,000,000	\$11,650,000		\$3,500,000	\$2,000,000
3	Local							
4	Urban Connectivity	\$13,000,000				\$9,250,000	\$3,500,000	
5	CMAQ							
6	Bridge Program							
7	Metropolitan Mobility and Rehabilitation							
8	Safety							
9	Transportation Alternatives							
10	Supplemental Transportation Projects							
11	District Discretionary							
12	Strategic Priority					\$30,750,000		
		\$13,000,000	\$2,500,000	\$10,000,000	\$11,650,000	\$40,000,000	\$7,000,000	\$2,000,000
							2020 UTP Total:	\$86,150,000

Table 26: UTP 2020 Projects – Abilene MPO

Based on the current TxDOT UTP allocation of Category 2U funding, which is most important for the Abilene MPO funding calculations, the MPO averages approximately \$6.4 Million every year for project funding. As part of the constrained financial plan for the Abilene MPO, it can be projected that

approximately \$6 Million annual funding can be expected in the years from 2030 to 2045. This projection is based on the current formula for calculating the Category 2U funding allocation. If this methodology changes by the MPOs next MTP update, this funding calculation will be updated.

Category 2: Metro	Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor Funding (Formula Distribution, For Informational Purposes Only)										
District/MPO/Division	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
(ABL) AbileneMPO	9,750,000	3,110,000	2,620,000	9,300,000	5,620,000	4,290,000	8,060,000	7,540,000	6,580,000	7,840,000	\$ 64,710,000
(AMA) Amarillo MPO	14,830,000	4,730,000	3,990,000	14,130,000	8,550,000	6,520,000	12,260,000	11,470,000	10,010,000	11,930,000	\$ 98,420,000
(ATL) Texarkana MPO	5,530,000	1,780,000	1,490,000	5,290,000	3,210,000	2,440,000	4,570,000	4,280,000	3,740,000	4,450,000	\$ 36,780,000
(AUS) CAMPO TMA	159,190,000	50,800,000	42,840,000	151,720,000	91,780,000	69,980,000	131,630,000	123,120,000	107,400,000	128,020,000	\$ 1,056,480,000
(BMT & HOU) HGAC TMA	449,240,000	143,350,000	120,890,000	428,150,000	259,000,000	197,490,000	371,470,000	347,460,000	303,100,000	361,280,000	\$ 2,981,430,000
(BMT) JOHRTS MPO	39,200,000	12,510,000	10,550,000	37,360,000	22,600,000	17,230,000	32,410,000	30,320,000	26,450,000	31,530,000	\$ 260,160,000
(BRY) Bryan-College Station MPO	18,410,000	5,870,000	4,950,000	17,540,000	10,610,000	8,090,000	15,220,000	14,240,000	12,420,000	14,800,000	\$ 122,150,000
(CRP) Corpus Christi TMA	22,750,000	7,260,000	6,120,000	21,680,000	13,120,000	10,000,000	18,810,000	17,600,000	15,350,000	18,300,000	\$ 150,990,000
(DAL, FTW & PAR) NCTCOG TMA	529,840,000	169,070,000	142,580,000	504,940,000	305,440,000	232,900,000	438,110,000	409,820,000	357,470,000	426,090,000	\$ 3,516,260,000
(ELP) El Paso TMA	51,220,000	16,340,000	13,780,000	48,810,000	29,530,000	22,510,000	42,350,000	39,610,000	34,550,000	41,190,000	\$ 339,890,000
(LRD) Laredo TMA	15,800,000	5,040,000	4,250,000	15,060,000	9,110,000	6,950,000	13,060,000	12,220,000	10,660,000	12,710,000	\$ 104,860,000
(LBB) Lubbock TMA	15,890,000	5,070,000	4,280,000	15,140,000	9,160,000	6,980,000	13,140,000	12,290,000	10,720,000	12,780,000	\$ 105,450,000
(ODA) Permian Basin MPO	25,860,000	8,250,000	6,960,000	24,640,000	14,910,000	11,370,000	21,380,000	20,000,000	17,440,000	20,790,000	\$ 171,600,000
(PAR) Sherman- Denison MPO	11,540,000	3,680,000	3,110,000	11,000,000	6,660,000	5,080,000	9,550,000	8,930,000	7,790,000	9,280,000	\$ 76,620,000
(PHR) Harlingen-San Benito MPO	11,970,000	3,820,000	3,220,000	11,410,000	6,900,000	5,260,000	9,900,000	9,260,000	8,070,000	9,620,000	\$ 79,430,000
(PHR) Hidalgo County TMA	50,290,000	16,050,000	13,530,000	47,930,000	28,990,000	22,110,000	41,590,000	38,900,000	33,930,000	40,440,000	\$ 333,760,000
(PHR) Brownsville TMA	13,320,000	4,250,000	3,580,000	12,700,000	7,680,000	5,860,000	11,010,000	10,300,000	8,990,000	10,710,000	\$ 88,400,000
(SJT) San Angelo MPO	6,010,000	1,910,000	1,610,000	5,710,000	3,470,000	2,630,000	4,960,000	4,640,000	4,040,000	4,840,000	\$ 39,820,000
(SAT) AAMPO	163,350,000	52,130,000	43,960,000	155,680,000	94,170,000	71,810,000	135,070,000	126,340,000	110,210,000	131,360,000	\$ 1,084,080,000
(TYL) Tyler MPO	21,970,000	7,010,000	5,910,000	20,930,000	12,660,000	9,660,000	18,160,000	16,990,000	14,820,000	17,660,000	\$ 145,770,000
(TYL) Longview MPO	10,850,000	3,460,000	2,920,000	10,340,000	6,260,000	4,770,000	8,970,000	8,390,000	7,320,000	8,730,000	\$ 72,010,000
(WAC) Killeen-Temple TMA	34,260,000	10,930,000	9,220,000	32,660,000	19,750,000	15,060,000	28,330,000	26,500,000	23,120,000	27,550,000	\$ 227,380,000
(WAC) Waco MPO	31,580,000	10,080,000	8,500,000	30,100,000	18,210,000	13,880,000	26,110,000	24,430,000	21,310,000	25,400,000	\$ 209,600,000
(WFS) Wichita Falls MPO	7,360,000	2,350,000	1,980,000	7,030,000	4,240,000	3,230,000	6,080,000	5,690,000	4,980,000	5,910,000	\$ 48,850,000
(YKM) Victoria MPO	10,070,000	3,210,000	2,710,000	9,590,000	5,800,000	4,430,000	8,320,000	7,790,000	6,790,000	8,100,000	\$ 66,810,000
Statewide	-	-	-	-	-	-	-	-	-	-	\$
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$
TOTAL	\$1,730,080,000	\$552,060,000	\$465,550,000	\$1,648,840,000	\$997,430,000	\$760,530,000	\$1,430,520,000	\$1,338,130,000	\$1,167,260,000	\$1,391,310,000	\$ 11,481,710,000

#### Table 27: Category 2 Funding Allocation (Source: TxDOT 2020 UTP)

#### **TRANSIT REVENUES**

CityLink is the transit agency within the urban area of the MPO and is operated through the City of Abilene. CityLink receives funding from Federal, State, and local sources. Over 60% of annual funding for CityLink comes from FTA Section 5307 funds. Over 25% come from local sources and 10% of funding comes from the State. Based on the FY 2019-2022 Statewide Transportation Improvement Program (STIP), CityLink is programmed to receive the funding shown in Table 28. Annually, CityLink receives approximately \$3.5 Million for capital purchases, operating expenses, and planning efforts. Most of the funding (75.8%) goes to operating expenses, with 22% for capital, and 2.2% for planning. If the funding methodology remains constant it can be expected that the City of Abilene will receive \$87.5 Million in funding for the next 25 years.

Project	Year	Туре	Description	Federal Section 5307	State Section 5307	Other Funds	Total	Annual Total	
1	2019	Capital	Full-size transit bus ADA compliant	\$368,000		\$92,000	\$460,000		
2	2019	Capital	ADA Paratransit expenses allowable under Capital	\$218,406		\$43,681	\$262,087		
3	2019	Capital	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	\$319,200		\$63,840	\$383,040	\$3,723,914	
4	2019	Administrati on	Planning-Activities and wages for employees conducting planning	\$65,000		\$13,000	\$78,000		
5	2019	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	\$1,456,045	\$356,720	\$728,022	\$2,540,787		
6	2020	Capital	ADA Paratransit expenses allowable under Capital	\$220,153		\$44,030	\$264,183		
7	2020	Capital	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	\$338,352		\$67,670	\$406,022	ć2 477 005	
8	2020	Planning	Activities and wages for employees conducting planning	\$65,000		\$13,000	\$78,000	\$3,477,985	
9	2020	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	\$1,572,528	\$370,988	\$786,264	\$2,729,780		
10	2021	Capital	ADA Paratransit expenses allowable under Capital	\$220,153		\$44,030	\$264,183		
11	2021	Capital	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	\$338,352		\$67,670	\$406,022	62 477 00F	
12	2021	Planning	Activities and wages for employees conducting planning	\$65,000		\$13,000	\$78,000	Ş3,477,985	
13	2021	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	\$1,572,528	\$370,988	\$786,264	\$2,729,780		
14	2022	Capital	ADA Paratransit expenses allowable under Capital	\$220,153		\$44,030	\$264,183		
15	2022	Capital	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	\$338,352		\$67,670	\$406,022	ć2 477 005	
16	2022	Planning	Activities and wages for employees conducting planning	\$65,000		\$13,000	\$78,000	ə,477,982	
17	2022	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	\$1,572,528	\$370,988	\$786,264	\$2,729,780		

Table 28: 2019-2022 Statewide Transportation Improvement Program

	Transit Financial Summary									
	Abilene MPO									
			FY 2019-20	22 Transport	tation Impro	vement Prog	ram			
All Fig	ures in Year of Expenditure (YOE)									
Dollar	\$		2019			2020			2021	
	Transi	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
t Pro	ogram									
1	Sec. 5307 - Urbanized Formula >200K			0			0			0
2	Sec. 5307 - Urbanized Formula <200K	\$ 1,739,451	\$1,141,423	\$2,880,874	\$2,196,033	\$1,281,952	\$3,477,985	\$2,196,033	\$1,281,952	\$3,477,985
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities < 200K	\$340,254	\$0	\$340,254	\$336,784	\$0	\$336,784			\$0
6	Sec. 5310 - Seniors & People w/ 200K	Disabilities <		\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	(incl FHWA transfers)			\$0			\$0			\$0
	Total Funds	\$2,079,705	\$1,141,423	\$3,221,128	\$2,532,817	\$1,281,952	\$3,814,769	\$2,196,033	\$1,281,952	\$3,477,985
Trans	portation Development Credits									
	Requested, not yet awarded*			68,051			84,196			\$0
	Awarded			\$0			\$0			\$0

All Figures	in Year of Expenditure (YOE) Dollars						
			2022			Total	
	Transit Program	Federal	State/Local	Total	Federal	State/Local	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$8,327,550	\$4,987,279	\$13,314,829
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities < 200K			\$0	\$996,238	\$63,840	\$1,060,078
6	Sec. 5310 - Seniors&People w/Disabilities < 200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC > 200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$0	\$0
10	(incl FHWA transfers)			\$0	\$0	\$0	\$0
	Total Funds	\$2,196,033	\$1,281,952	\$3,477,985	\$9,323,788	\$5,051,119	\$14,374,907
Transportation Development Credits							
	Requested, not yet awarded*			\$0			\$152,247
	Awarded			\$0			\$0

Table 30: Funding Projections by Source for Fiscal Years 2020-2045

	Federal Section 5307	Local (State)	Local (Non-State)	Total
2021 - 2025	\$5,562,676	\$2,913,000	\$2,000,000	\$10,475,676
2026 - 2030	\$6,435,700	\$3,123,000	\$2,000,000	\$11,558,700
2031 - 2035	\$6,933,180	\$3,276,068	\$2,000,000	\$12,209,248
2036 - 2040	\$7,345,624	\$3,488,854	\$2,000,000	\$12,209,248
2041 - 2045	\$7,795,655	\$3599,355	\$2,000,000	\$13,395,010
Total	\$34,072,835	\$16,400,277	\$10,000,000	\$60,473,112

Table 31: Planned Projects and Projected Expenditures Fiscal Year 2020-2045

Fiscal Years	Expenses	Est. Cost	FTA Share	Local Share (State PTF)	Local Share (Non- State)
	Operations	\$6,577,580	\$3,288,790	\$2,378,790	\$910,000
	Maintenance	\$1,474,651	\$1,179,720	\$294,931	\$0
	Planning	\$450,000	\$360,000	\$90,000	\$0
2021 2025	11 - 30 Passenger Buses	\$3,234,000	\$2,587,200	\$149,279	\$497,521
2021-2025	6 - Paratransit Vans	\$600,000	\$480,000	\$0	\$120,000
	Subtotal	\$12,336,231	\$7,895,710	\$2,913,000	\$1,527,521
	Projected Available Funding		\$5,974,100	\$2,913,000	\$2,000,000
	Surplus/Shortfall		-\$1,921,610	\$0	\$472,479
	Operations	\$6,774,907	\$3,387,453	\$2,477,454	\$910,000
	Maintenance	\$1,518,890	\$1,215,112	\$303,778	\$0
	Planning	\$450,000	\$360,000	\$90,000	\$0
2026 2020	8 - Paratransit Vans	\$800,000	\$640,000	\$160,000	\$0
2020-2030	Computer Dispatch Upgrade (MDT)	\$250,000	\$200,000	\$50,000	\$0
	Subtotal	\$9,793,797	\$5,802,565	\$3,081,232	\$910,000
	Projected Available Funding		\$6,435,700	\$3,123,000	\$2,000,000
	Surplus/Shortfall		\$633,135	\$41,768	\$1,090,000
	-				
	Operations	\$6,974,907	\$3,487,453	\$2,577,454	\$910,000
	Maintenance	\$1,573,890	\$1,265,112	\$308,778	\$0
	Planning	\$450,000	\$360,000	\$90,000	\$0
2031-2035	10 - 30 Passenger Buses	\$3,596,500	\$2,877,200	\$160,000	\$559,300
2031-2033	10 - Paratransit Vans	\$925,000	\$640,000	\$160,000	\$125,000
	Subtotal	\$13,520,297	\$8,629,765	\$3,296,232	\$1,594,300
	Projected Available Funding		\$6,933,180	\$3,276,068	\$2,000,000
	Surplus/Shortfall		-\$1,696,585	-\$20,164	\$405,700
	Operations	\$7,184,154	\$3,592,077	\$2,682,077	\$910,000
	Maintenance	\$1,621,107	\$1,296,886	\$324,221	\$0
	Planning	\$450,000	\$360,000	\$90,000	\$0
2036-2040	10 - 30 Passenger Buses	\$3,596,500	\$2,877,200	\$160,000	\$559,300
2030 2040	10 - Paratransit Vans	\$925,000	\$640,000	\$160,000	\$125,000
	Subtotal	\$13,776,761	\$8,766,163	\$3,416,298	\$1,594,300
	Projected Available Funding		\$7,345,624	\$3,488,854	\$2,000,000
	Surplus/Shortfall		-\$1,420,539	\$72,556	\$405,700
	Operations	\$7,795,655	\$3,999,159	\$2,789,360	\$910,000
	Maintenance	\$1,715,044	\$1,473,370	\$338,810	\$0
	Planning	\$450,000	\$360,000	\$90,000	\$0
2041-2045	10 - 30 Passenger Buses	\$3,596,500	\$2,877,200	\$160,000	\$559,300
2011 2013	10 - Paratransit Vans	\$925,000	\$640,000	\$160,000	\$125,000
	Subtotal	\$14,482,199	\$9,349,729	\$3,538,170	\$1,594,300
	Projected Available Funding		\$7,795,655	\$3,599,355	\$2,000,000
	Surplus/Shortfall		-\$1,554,074	\$61,185	\$405,700

#### **BICYCLE AND PEDESTRIAN REVENUES**

Bicycle and pedestrian projects in metropolitan areas historically have been funded by local funding sources alone. In many cases, private development has been responsible for the up-front cost and construction of sidewalks in neighborhoods with maintenance and repairs the responsibility of the adjacent property owner.

This trend was supported by the fact that bicycle and pedestrian travel had a small proportion compared to the private automobile. However, in more recent years, the percentage of walking and bicycle trips across the country has increased as housing choices have changed and there is an increased desire for more healthy living through exercise.

Through MAP-21 Federal Legislation, FHWA created the Transportation Alternatives (TA) program to assist funding for bicycle, pedestrian, and complete streets projects. With the adoption of the FAST Act in 2015, the Transportation Alternatives program was superseded by the Surface Transportation Block Grant (STBG) Program.

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. (FHWA)

https://www.fhwa.dot.gov/fastact/factsheets/transportatio nalternativesfs.cfm Currently, TxDOT administers the Transportation Alternatives (TA) funds for locally sponsored bicycle and pedestrian infrastructure projects in communities less than 200,000 in population. Since the last MTP update completed, the City of Abilene has been successful in acquiring federal funding for bicycle and pedestrian projects through the Transportation Alternatives (TA) Program. Two TA call for projects have occurred since the last MTP, with a new call for projects currently underway in 2019. The past TA call for projects occurred in 2015 and 2017.

The City of Abilene was able to get funding for sidewalk improvements in the area around the US 83/84 corridor for \$504,129.

For future grant applications for the TA program or for the STBG program, coordination between the MPO and local partners is key to the success of acquiring the grant. Future projects that have been identified as a priority through the MTP process, particularly bicycle and pedestrian projects, have the potential to score better since the selection of funding will occur through a grant process that will continue to be administered through TxDOT.

#### **REVENUE AND EXPENDITURE PROJECTIONS**

The revenue forecasting for the 25-year MTP consists of two potential scenarios. The baseline scenario includes the extrapolation of funding sources and the amounts that have historically been available to the MPO and what has been budgeted for the next 10 years through the UTP. There is a difference in the Category 2 funding developed in the UTP for the Abilene MPO and the funds used for projects within the UTP for the MPO, from \$64,710,000 to \$29,650,000 respectively.

The other scenario is developed through the TRENDS program developed by the Texas A&M Transportation Institute (TTI). The TRENDS program allows the MPO to create scenarios of increased revenue as a result of increasing the local fuel tax rate, creating a local vehicle mileage fee, increasing the local vehicle registration fee, and changing the local fuel efficiency. In the mobility survey that was conducted throughout the development of the Abilene MPO MTP, a question was asked regarding additional funding for transportation projects. Options were given for the following:

- Toll Charges
- Motor Vehicle Registration Fees
- Sales Taxes
- Tax on Car Parts or Repair Services
- Property Taxes
- Mileage Taxes
- Street Use Fee
- General Obligation Bonds
- None

The most selected additional funding source was General Obligation Bonds followed by Motor Vehicle Registration Fees and None. Since general obligation bonds are currently used by the local organizations such as the City of Abilene, City of Tye, and each of the counties, only an increase in the Motor Vehicle Registration Fees was used in the TRENDS scenario.

The following are the current assessed fees and the scenario to increase those fees by 10% and 20%.

		Short Range	Long Range
		(2019 – 2029)	(2030 – 2045)
Baseline			
	Abilene MPO Cat 2 Funding Formula	\$64,710,000	\$90,000,000
	Abilene MPO UTP Cat 2 Funds	\$29,650,000	\$45,000,000
	Transit Funding (FTA, State, Local)	\$35,000,000	\$52,500,000
	Bicycle and Pedestrian Funding	Selection Process	Selection Process
TRENDS Scenario			
	10% Increase in Vehicle Registration	\$9,678,000	\$16,153,000
	20% Increase in Vehicle Registration	\$18,439,000	\$30,763,000
Total			
Cat 2 Funding Formu	la + Transit + 10% Vehicle Registration	\$109,388,000	\$158,653,000
Cat 2 Funding Formul	la + Transit + 20% Vehicle Registration	\$118,149,000	\$173,263,000

Table 32: Abilene MPO Revenue Scenarios

#### YEAR OF EXPENDITURE (YOE) COSTS

In previous plans, the Abilene MPO used a constant dollar method of calculating revenues and costs based on historical analyses that revealed that over long time periods increases in revenue roughly offset inflationary costs. Federal transportation legislation requires that inflationary factors be applied to estimate the actual dollar cost of projects at the time that a project is implemented. This method improves the process of comparing predicted costs to future revenue streams and estimating the need from increases in taxes and fees or introducing new sources of revenue.

This MTP assumes an average 4% compound inflation for year of expenditure purposes for individually list projects starting at year 2025. The year of expenditure is treated as the year in which costs are tied down by letting regardless of payout over the life of the project. This factor was derived from a longterm historical analysis of net inflation effects. The Abilene MPO notes that actual rates will vary within the time period from much higher inflationary rates to brief periods of declining costs. It is not feasible to predict actual inflation for a given future time period by any known financial analysis process.

Note: The YOE cost for each individual project in the project list table in this chapter is the standardized total project cost, based upon 2019 construction cost estimates, that is inflated at the standardized rate to the estimated year of expenditure. For individual construction projects that take multiple years to complete, the year of expenditure is considered to be the year that the cost is set through the contracting process, not necessarily the year that payments are actually made for construction progress.

#### **FUNDING SUMMARY**

In summary, the following financial review amounts are used to develop the funded project list.

MPO Category 2U Funds:	\$159,910,000
TxDOT Category Funds:	\$712,565,357
City Funding (Bond, Street Use	
Maintenance Fee, or Other):	\$27,300,000
Total Transportation Funding (All Sources):	\$899,775,357

The illustrative project list identified on Table 34 would be funded if legislative action took place regarding an increase to registration fees in the Abilene region.

#### **ALTERNATIVE FUNDING SOURCES**

In addition to the traditional funding sources, metropolitan areas are looking to different methodologies to fund transportation projects. Below is a summary of some of the alternative funding mechanisms being used in the State and nation.

#### COUNTY SALES AND USE TAX

The current state sales tax is set at 6.25%. Counties may impose an additional sales and use tax up to 1.5% after a successful voter referendum and approval by county commissioners. However, the sum of all local sales taxes may not exceed 2%. By law, tax revenues must be used to first replace any property tax revenue lost resulting from the adoption of the sales and use tax, and second, reduce the county's debt.

Any revenues in excess may be used to fund anything which the county's general revenue may fund. In counties that are pursuing a county sales and use tax, county commissioners should be encouraged early on to develop a plan to allocate excess tax revenues to address transportation needs, e.g. county road maintenance.

Within the MPO, the City of Abilene and the City of Tye has imposed and increase in sales tax of 2.0%. Outside of those municipalities the sales tax rate in Taylor and Jones counties is 6.25%.

#### TRANSPORTATION UTILITY FEES

Transportation utility fees are charged to residences and businesses based on estimated usage of, or impact to, the adjacent transportation system, similar to how stormwater utility fees are billed. While the implementation of transportation utility fees does not require any changes in Texas legislation, it requires significant public education to ensure that residents, business owners, and elected officials understand the fee and the projects that the fee will fund.

#### STREET MAINTENANCE FEE

Beginning in 2019, the City of Abilene began charging a street maintenance fee to utility customers within the City limits. The funds collected from this fee will be used for the construction and maintenance of the transportation system.

#### TRANSPORTATION IMPROVEMENT BONDS

TxDOT accelerates funding and construction of capital projects by utilizing bonds. Prior to bond authorization, the bill must pass a voter referendum and legislative approval. Following this, TxDOT, through consultation with MPOS, localities, and corridor associates, identifies and prioritizes projects to be funded through the bonds. The Texas Transportation Commission then has the final vote on bond-funded projects.

#### LOCAL VEHICLE REGISTRATION FEES

In addition to the state's annual vehicle registration fees, which vary by vehicle type and weight, Taylor and Jones counties collect a local vehicle registration fee of \$10. Action by the State Legislature to increase this local county fee would result in additional funds being available for transportation projects.

#### LOCAL MOTOR FUEL TAXES

The State Highway Fund is funded primarily by state motor fuel taxes, which are currently 20 cents per gallon for gasoline and diesel.

#### **VEHICLE MILEAGE FEES**

Several reports evaluating the performance of vehicle mileage in Texas have been published. The research conducted as a part of these studies identified several challenges and opportunities for vehicle mileage fees. Public acceptance is one of the biggest obstacles to the successful implementation of a vehicle mileage fee system.

Public concerns include those related to privacy, administrative costs, and fee enforcement. Additionally, the public is generally averse to increased taxation, and without adequate outreach efforts, may view vehicle mileage fees as another tax collection mechanism. While significant challenges exist, the research shows that simplifying the fee collection process would work best in Texas. A robust public education effort would also increase the likelihood of public acceptance.

#### TOLLING

Although there are no toll roads in the Abilene MPO area and there are no plans to build any toll facilities in the future, toll roads have become more common across the State. Toll roads provide a user pay system to fund a project, typically through a private entity or a regional mobility authority. This is a funding tool that is probably not needed in the MPO area.

#### PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships are a relatively new method of project delivery where the private sector delivers facilities and services that could be provided by the public sector for compensation. These contractual agreements make use of existing funding programs, such as tolling, pursued by private corporations or entities in partnership with the public sector. As a result, the public sector does not incur any borrowing, can utilize the expertise of the private sector, and can accelerate project construction. TxDOT utilizes a version of public-private partnerships called Comprehensive Development Agreements (CDAs).

## PROJECTS

The transportation plan is implemented by advancing planned projects to the transportation improvement program (TIP). Planning requirements established for transportation improvement programs mandate a financially constrained, prioritized program of projects for at least 4 years.

Each specific project is shown with the name of the road on which it is located, then the extent of the project. The estimated year of expense (YOE) is followed by a project cost that represents the total project cost (construction; plans, specifications, and estimates; and right-of-way on mobility projects) inflated to the estimated YOE. A local project ID, explained below, is assigned for reference.

#### **PROJECT ID**

The Project ID is a unique local identification number assigned to each project to permit tracking of projects from the longrange plan through the funding processes to construction. Project numbers consist of a five-character system location code, a serial number distinguishing between projects with the same location code, and a project-type code.

Example: AXXXX-B3-CA

A XXXX -B3 -C	CA
---------------	----

System	Location	Serial	Project-
Code	Code	Number	type Code

#### SYSTEM CODE

А	City of Abilene street system
Ι	Interstate Highway system
L	Local road systems, may include projects in Abilene
Μ	Metropolitan, may be on any road system within the
	Abilene Metropolitan Area
S	State Road system other than Interstate Highways
С	County Roads

#### **LOCATION CODES**

Lump sum projects all use VARI (various locations) regardless of system

State system - Route numerical designation only, except for business routes which include business prefix (Examples: S0018 = FM 18, SBI20 = IH 20 Business Route).

Other - Named streets are identified by first letters of street name, numbered city streets are identified by abbreviated directional prefix(es) and street number (Example: EN10 = East North 10th St), and numbered county roads are identified by first letter of county name and road number.

#### SERIAL NUMBER

X indicates a lump sum project.

- (#) indicates a project carried forward from the 1995-2015  $\ensuremath{\mathsf{MTP}}$
- B(#) indicates a project included for the first time in the 2000-2025 MTP
- C(#)indicates a project included for the first time in the 2005-2030 MTP
- D(#) indicates a project included for the first time in the 2010-2035 MTP
- $\mathsf{E}(\texttt{\#})$  indicates a project included for the first time in the 2015-2040 MTP
- F(#) indicates a project included for the first time in the 2020-2045 MTP

#### **PROJECT-TYPE CODE**

- BR Bridge rehabilitation or replacement
- CA- Mobility, Capacity Added
- IM Interstate Maintenance, Rehabilitation and Safety
- MS Miscellaneous
- OI Mobility, Operational Improvement
- PM- Preventative and routine Maintenance
- RM Reconstruction, Repair, Maintain
- BP Bicycle, Pedestrian

#### **STATUS**

LR - Long-range status. The project is expected to begin in the period 2011-2025 unless changes in funding or development cause the project to move forward or drop out.

SR - Short-range status. This project is expected to begin in the period 2000-2010 unless changes in funding or development cause the project to be delayed or drop out.

#### ABBREVIATIONS USED IN THE TABLES

Ave	Avenue
BI	Interstate Highway Business Route
Blvd	Boulevard
BU	US Highway Business Route
CLT	Continuous center left-turn lane
City	City of Abilene, Texas
Class	Classification
Col	Collector
E	East
FR	Frontage
FM	Road Farm to Market Road
Fwy	Freeway
FY	Fiscal Year
IH	Interstate Highway
Ln	Lane
LR	Long-range
MA	Minor arterial
Ν	North
NA	Not applicable or not available
NHS	National Highway System
NFR	North frontage road
PA	Principal arterials
Rd	Road
ROW	Right-of-way
RR	Railroad
S	South
SFR	South frontage road
SR	Short-range
St	Street
SH	Texas State Highway
US	United States Highway
W	West

Figure 46: Funded and Illustrative Projects Map

![](_page_106_Figure_1.jpeg)

## PROJECTS

#### Table 33: Funded Projects

instant         Prime         To         Wave Decription         Control of D         Point D					MPO Funding (Cat		1		Т							
App - Provide Factor         App - Pro	Location	From	То	Work Description	Construction Cost	20)	Year of Expense	Local ID	Status	Total Cost*	<b>Project Ranking</b>	Map #	PM#	CSJ (Control Section 244)		
Untrop         Humber of 12 yrs 20 (1 - 0) (1				Add Frontage Rd at US 83												
U BUR         Wate withing PL         Wate withing PL         Wate with PL         S         7.000.01				Connections to EM 202 to					Plans under construction							
Control         Control <t< td=""><td>110 00</td><td>North of SM 202</td><td>Near Antilley Rd</td><td>Antilley Rd</td><td>\$ 7,000,001</td><td>¢ 2,500,000</td><td>2020</td><td>5093-533-64</td><td>(planned let Aug 1, 2020)</td><td>¢ 7.200.471</td><td>24</td><td>4</td><td>044.2</td><td>0024-01-127</td></t<>	110 00	North of SM 202	Near Antilley Rd	Antilley Rd	\$ 7,000,001	¢ 2,500,000	2020	5093-533-64	(planned let Aug 1, 2020)	¢ 7.200.471	24	4	044.2	0024-01-127		
10         10<	05 05		incur Anoney na	Analisy na	\$ 7,000,001	\$ 5,500,000	2020	2003 CL3 CA	planned let Adg 2, 2020	· //200/4/12		•	100.2	0034 01 127		
U.S. 1         L.S. Mill Cold Price         Name (entry Links Control Links Contro Links Control Links Control Link									Plans under construction							
dil Dil A         Pipe Configue Sector Line Se		1.0 miles north of FM							(planned let February 1,				PM 1			
Name         Application	US 83	3034	Taylor County Line	Construct New Overpass	\$ 22,525,000	ş -	2024	S0083-B2-OI	2024)	\$ 28,166,089	13	2	PM 2	0033-05-089		
NA 10         Margement (Mergement)         A 12,773,00         S 12,773,770,00         S 12,773,700				Access									PM 1			
Backs Lu         Jutt Worm ful 13         Jutt Worm ful 13         Jutt Worm ful 13         Jutt Worm ful 13         Jut Work ful	FM 89 (Buffalo			Management/Intersection					Plans under construction				PM 2			
Name         Autor         Access Management         S         10.570.00         S         10.570.00         South Control         Mail South Control </td <td>Gap Rd)</td> <td>Rebecca Ln</td> <td>Just North of US 83</td> <td>Improvements</td> <td>\$ 12,775,001</td> <td>\$ 12,775,000</td> <td>2021</td> <td>S0089-3-CA</td> <td>(planned let August 1, 2021)</td> <td>\$ 17,319,993</td> <td>3</td> <td>3</td> <td>PM 3</td> <td>0699-01-052</td>	Gap Rd)	Rebecca Ln	Just North of US 83	Improvements	\$ 12,775,001	\$ 12,775,000	2021	S0089-3-CA	(planned let August 1, 2021)	\$ 17,319,993	3	3	PM 3	0699-01-052		
Name         Participate of control wave output set of control wave ou													PM 1			
Bage AD         New Petters LN         Rescence LA         Accence Management         S         1.0370.000         S         2.022 (2008-01-C)         Provine for Largement         S         4.41 (4.978)         S         2.000.000         S         0.0000         S         0.00000         S<	FM 89 (Buffalo								Plans under construction				PM 2			
M         M	Gap Rd)	Near Bettes Ln	Rebecca Lo	Access Management	\$ 10,970,001	\$ 10,970,000	2021	50089-C1-CA	(planned let August 1, 2021)	\$ 12,447,992		4	PM 3	0699-01-051		
Name         CB         Neer P 343         Reso and Widen         3 373.00         2 373.00         2 202 (3384 422-40.         2031         5 4.312.64         2 30         7 M 2         Percipation           NB 8 [durling											-	-				
NA 302         USE3         New PR 343         excess pad controls         S         3.735.00         2.000.00         2004 (5024-622.44)         Diable of terbuly, 1.         S         4.431.243         2.9         S         PM 20         0054-012.2           N 18 [umbs de right         Lower Frolks/Interaction improvement         S         2.000.00         2005-0244 2005+621-44         Lower Frolks/Interaction improvement         S         2.000.00         2002 2002-024-42         Diable of 2007-021-44         Diable of									Fians under construction							
MAX DIA         Dial         Marke sed work         J         J, 13, 200         J, 13, 200         J, 220, 200, 200         J, 200,									(planned let February 1,			-				
Price         Superior         Superior <t< td=""><td>FM 3034</td><td>US 83</td><td>Near PR 343</td><td>Rehab and Widen</td><td>\$ 3,735,000</td><td>\$ 3,735,000</td><td>2024</td><td>\$3034-E22-RM</td><td>2024]</td><td>\$ 4,312,634</td><td>29</td><td>•</td><td>PM 2</td><td>3068-01-012</td></t<>	FM 3034	US 83	Near PR 343	Rehab and Widen	\$ 3,735,000	\$ 3,735,000	2024	\$3034-E22-RM	2024]	\$ 4,312,634	29	•	PM 2	3068-01-012		
M 19 (Lever Profile, Mintreaction improvementation seg and bis part of interpention and the part of interpentin and the part of interpention and the part of interpenti													PM 1			
Bigs ADI         Antiley Rd Intersection         Improvements         \$ 2,000,000         \$ 2,000,000         2000-004 \$ 2,000         Contame Pain Pain Pain Pain Pain Pain Pain Pain	FM 89 (Buffalo			Lower Profile/Intersection									PM 2			
Add two make laws for size in 20         Add two make laws for size overpast structures         S         Less bit 135, 20         Bit 100, 200, 200, 200, 200, 200, 200, 200,	Gap Rd)	Antilley Rd Intersection		Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	S0089-E21-RM	Long Range Plan	\$ 2,200,000	12	6	PM 3	0699-01-063		
NB         Unitable Current and Partial         Calibration Current and Partin         Calibration Current and Partial <t< td=""><td></td><td></td><td></td><td>Add two main lanes for a six</td><td></td><td></td><td></td><td></td><td>Environmental Review</td><td></td><td></td><td></td><td>PM 1</td><td></td></t<>				Add two main lanes for a six					Environmental Review				PM 1			
H 30         BH 31.         Line         overpass shruthers         \$ 28 28139.748         \$ -         3020 \$200-624-CA         condines 500-626-CA         \$ 270,119,748         7         7         PM 3         0000-00-015           M 400 [versinger]         averpass shruthers         \$ 100,765,67         \$ 200,0000         2020 \$200-624-CA         condines 500-626-CA         \$ 113,001,564         1         8         PM 3         0006-06-109           M 400 [versinger]         bit 51         overpass shruthers         \$ 100,765,67         \$ 200,0000         2020 \$200-624-CA         pammed let March 1,2020 \$         \$ 22,445,00         10         9         PM 3         0006-06-109           PM 707         M 89 [suffelo Gep Rd]         US 83         averpass shruthers         \$ 14,493,449         \$ 2120,5070-74-CA         pammed let March 1,2020 \$         \$ 13,540,615         10         9         PM 3         0006-06-109           PM 707         US 8         inflice March 1,2020 \$         \$ 13,001,644         inflice March 1,2020 \$         \$ 13,001,644         1         N/A         PM 4           PM 707         US 8         inflice March 1,2020 \$         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00         \$ 10,000,00			Callahan County	lane freeway and replace					(planned let June 1, 2028)				PM 2			
Loc         Display         Display <thdisplay< th=""> <thdisplay< th=""> <thdispl< td=""><td>IH 20</td><td>SH 351</td><td>Line</td><td>overpass structures</td><td>\$ 268,159,748</td><td>s -</td><td>2028</td><td>5020-E24-CA</td><td>combined S020-E28-CA</td><td>\$ 270,119,748</td><td>7</td><td>7</td><td>PM 3</td><td>0006-06-081</td></thdispl<></thdisplay<></thdisplay<>	IH 20	SH 351	Line	overpass structures	\$ 268,159,748	s -	2028	5020-E24-CA	combined S020-E28-CA	\$ 270,119,748	7	7	PM 3	0006-06-081		
As 00 [New Judge P] Bind ]         As 2 too main lens: for aix overpass structures         S J04/75.617         S J00000         2008 [2020-23-C.         Environmental Review planned let June 1, 2028]         S J12,001,754         I         B         PM 15           PM 707         PM 85 [Suffao Sap Rd]         US 8         Reade and widen Redway         S         14,493,493         2008 [2020-23-C.         planned let June 1, 2028]         S         23,340,054         1         8         PM 15           PM 707         PM 85 [Suffao Sap Rd]         US 8         Reade and widen Redway         S         14,493,493         2028 [2070-72-C.         planned let June 1, 2028]         S         1,5,60,649         1,6         10         PM 15           PM 707         US 8         (n)         PM 1720 [010min         FM 1720         S         1,000,000         2,000 5000         2,000 5000         2,000 5000         2,000 5000         2,000 707-6-C.         Local Project         S         3,400,000         2,000 707-6-C.         Local Project         S         3,400,000         2,000 700-700-700         2,000 707-6-C.         Local Project         S         3,400,000         2,000 700-700-700         2,000 700-700-700         2,000 700-700-700         1,000,000         2,000 700-700-700-700         2,000 700-700-700-700         1,000,000         1,000,000 <td></td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td>•</td> <td>-</td> <td></td> <td></td> <td></td>					•					•	-					
FM 400 (Netr Judge EV)         Mode Terminants (milds in a law of the main and (milds in a law of the law of the main and (milds in a law of the law of the ma				And the second second second second									-			
No. Do       PM B00 (refer Jugge ey Just 201 overprised structure)       S 104, P53, S17       S 20,000,000       2028 522+25-CA       Environmental Avalue.       I       PM I       PM I         PM 200 (refer Jugge ey Just 100 (refer Just 100 (ref Just 100 (refer Just 100 (ref Just 100 (ref Just 10		The COD (Mana Judge Ch.		Add two main lanes for a six					For Annual State State				FINI 1			
H 20       Bivd.]       SH 31.       Developsis Prutures       S       100, 104, 104, 104, 104, 100, 104, 104,		FM 600 (Near Judge Ely		lane freeway and construct					Environmental Review				PM 2			
PM 707         PM 88 [Burmo Gap Rd         US 83         Rehab and widen Roadway         5         1.4,483,435         203         2077-F1-CA         panned let March 1, 2028         5         2.2,548,505         10         9         PM 13           PM 707         FM 88 [Burmo Gap Rd         US 83         Interaction improvements at interaction improvements at PM 1700 (Usen in Marce 2001 improvements at PM 120 (Usen in Marce 2001 improvements at PM 12 (Usen in Marce 2001 improvements at PM 12 (Usen in Marce	IH 20	Blvd.)	SH 351	overpass structures	\$ 104,765,617	\$ 20,000,000	2026	S020-E25-CA	(planned let June 1, 2026)	\$ 123,001,564	1	8	PM 3	0006-06-109		
PM 707         PM 89 (Buffstio Gap Ref)         U/S 8         Retain and wicen frageway         S         14,489,449         2028 (20707-F1-CA         (p) Internet int March 1,2028)         S         22,548,503         10         9         PM 3         068-01-024           FM 707         U/S 83         (r)         FM 1730         S         10,000,000         2008 (20707-F2-CA         planned let 2029         5         15,660,619         16         PM 3         PM 3           FM 707         U/S 83         (r)         FM 1730         S         3,000,000         \$         -         2020-2028 (4F10-1-CA         Local Project         \$         5,400,000         23         11         N/A           Visites to 4 interes and include         S         3,400,000         \$         -         2020-2028 (4F10-1-CA         Local Project         \$         1,000,000         14         12         N/A           Maple 25         S 1111 02         S 1111 02         Vurn interes and include         \$         7,400,000         \$         -         2020-2028 (AARPL-2-CA         Local Project         \$         3,600,000         12         14         N/A           Maple 25         S 2717 5X         Innoutrait Bind         Vurn inters and include         \$         3,600,000													PM 1			
Wiles to 4 lance with Center FM 1730 (Joidnam         Wiles to 4 lance with Center FM 1730 (Joidnam         Wiles to 4 lance with Center FM 1730 (Joidnam         PM 1           FM 707 U 58 (In)         (In)         FM 1730 (Joidnam         5 10,000,000         2029 [0707-F2-CA         planned let 2029         5 15,960,619         16         10         PM 1           FM 707 U 58 (In)         (In)         FM 1730 (Joidnam         5 .000,000         5         .0020-2029 [APN10-CA         Local Project         5 .3400,000         223         11         N/A           H 100 20         driften Rd         Loop 322         turn lance:         5 .000,000         5         .2020-2029 [APN10-CA         Local Project         5 .1000,000         14         12         N/A           Hartford         et Little Elim Creak         Bridge to Replace Low Crossing         5 .000,000         5         .2020-2029 [AMAPL-2CA         Local Project         5 .1000,000         14         12         N/A           Maple 51         5 17h 52         turn lance:         3.600,000         5         .2020-2029 [AMAPL-3CA         Local Project         5 .400,000         12         1         N/A           Maple 51         industrial Biol         Local Project         5 .400,000         15         1         N/A	FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 14,493,440	\$ 14,493,439	2028	50707-F1-CA	(planned let March 1, 2028)	\$ 22,548,505	10	9	PM 3	0663-01-024		
PM 1700         US 83         Lm Lee, idexable, and intersection improvements at PM 1700         S 10,000,000         S 10,000,000         2008         S0707-F2-CA         planned let 2029         S 10,500,65         16         10         PM 1           PM 1700         US 83         Lip         PM 1700         S 10,000,000         S 10,000,000         2008         S0707-F2-CA         planned let 2029         S 15,60,65         16         10         PM 3           PM 100         offitth Rg         Loop 322         tum lance         S 3,400,000         S         -         2020-2029         AHT1-16R         Local Project         S 3,400,000         23         11         N/A           Astricro         striggt to Replace Low Crossing         S 1,000,000         S         -         2020-2029         AHT1-16R         Local Project         S 3,600,000         23         13         N/A           Maple S1         S17h 32         tum lance         S 3,600,000         S         -         2020-2029         AMAPL-2CA         Local Project         S 3,600,000         13         N/A           Maple S1         industrial Blvd         Loop 322         tum lance and include         S 3,600,000         S         -         2020-2029         AMAPL-4CA         Local Project         S				Widen to 4 Lanes with Center												
PM 170 Us B3         Information interaction improvements at union         PM 1700         S 10,000,000         S 10,000,000 <td></td> <td></td> <td></td> <td>Turn Lane, sidewalks, and</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>   </td>				Turn Lane, sidewalks, and												
PM 707         US 83         Ln         PM 727         US 83         Ln         PM 737         US 83         LI         LI         PM 737           EN 100h St.         Griffith Rd         Loop 322         turn lanes         5         3,400,000         5         2020-2028         AEN10-1-CA         Local Project         5         3,400,000         23         11         N/A           Hartford         at Little Elm Creek         Bridge to Replace Low Crossing         5         1,000,000         5         2020-2028         AHR1-2-CA         Local Project         5         1,000,000         14         12         N/A           Maple 5t         511h 5t         527h 5t         Widen to 4 lanes and incude         5         7,400,000         5         2020-2028         AMAPL-2-CA         Local Project         5         3,600,000         12         14         N/A           Maple 5t         517h 5t         Industrial BWd         Long 322         Lum lanes         5         3,600,000         5         2020-2028         AMAPL-2-CA         Local Project         5         3,600,000         18         N/A           Maple 5t         Industrial BWd         Lum lanes         3,600,000         5         2020-2028         AMAPL-2-CA         Local			FM 1750 (Oldham	intersection improvements at									PM 1			
En Unb 3:         Wilen to 4 lanes and include         5         3,400,000         \$         2020-2028         ARR1-1-CA         Local Project         \$         3,400,000         23         11         N/A           Hartford         at Little Elm Creak         Bridge to Replace Low Crossing         \$         1,000,000         \$         2020-2028         AHR1-1-8R         Local Project         \$         1,000,000         14         12         N/A           Maple 51         \$ 211h 51         S 27h 52         Linu tames         \$         7,400,000         \$         2020-2028         AHR1-2-CA         Local Project         \$         7,400,000         20         13         N/A           Maple 51         \$ 217h 51         Industrial Bivd         tum tames         \$         3,800,000         \$         2020-2028         AMAPL-2-CA         Local Project         \$         3,600,000         22         14         N/A           Maple 51         Industrial Bivd         Umian take         \$         3,600,000         \$         2020-2028         AMAPL-4-CA         Local Project         \$         3,600,000         18         15         N/A           Maple 51         Industrial Bivd         Widen 164         Binde Ton Isines         \$         2,200-2028<	FM 707	US 83	ւո	FM 1750	\$ 10,000,000	\$ 10,000,000	2029	50707-F2-CA	planned let 2029	\$ 15,960,619	16	10	PM 3			
En 10th St.         Griffith Rd         Loop 322         turn innes         \$ 3,400,000         \$ -         2020-2023 AEN10-1-CA         Local Project         \$ 3,400,000         14         12         N/A           Hartford         at Little Elm Creak         Bridge to Replace Low Creasing         \$ 1,000,000         \$ -         2020-2023 ALRT-1-BR         Local Project         \$ 1,000,000         14         12         N/A           Maple St         511th St         S27h St         Industrial Bivd         \$ 7,400,000         \$ -         2020-2028 ALRAFL-2-CA         Local Project         \$ 3,600,000         22         13         N/A           Maple St         511th St         Industrial Bivd         Um Innes         \$ 3,600,000         \$ -         2020-2028 ALRAFL-2-CA         Local Project         \$ 3,600,000         12         14         N/A           Maple St         Industrial Bivd         Um Innes         \$ 3,600,000         \$ -         2020-2028 ALRAFL-2-CA         Local Project         \$ 3,600,000         18         15         N/A           Maple St         Industrial Bivd         Um Innes         \$ 3,600,000         \$ -         2020-2028 ALRAFL-2-CA         Local Project         \$ 3,600,000         15         16         N/A           Maple St         Industrial B				Widen to 4 lanes and include												
Construint         Constru	E N 10th St	Griffith Rd	L000 322	turn lanes	\$ 5,400,000	s -	2020-2029	AEN10-1-CA	Local Project	\$ 5,400,000	25	11	N/A			
Hartford         at Little Elm Creak         Bridge to Replace Low Crossing         \$ 1,000,000 <t< td=""><td></td><td></td><td></td><td></td><td>• • • • • • • • • • • • • • • • • • • •</td><td></td><td></td><td></td><td></td><td>• • • • • • • • • • • • • • • • • • • •</td><td></td><td></td><td></td><td></td></t<>					• • • • • • • • • • • • • • • • • • • •					• • • • • • • • • • • • • • • • • • • •						
Name         Name <th< td=""><td>Hartford</td><td>at Little Elm Creek</td><td></td><td>Bridge to Beplace Low Crossing</td><td>\$ 1,000,000</td><td>s -</td><td>2020-2029</td><td>AHRT-1-BR</td><td>Local Project</td><td>\$ 1,000,000</td><td>14</td><td>12</td><td>N/A</td><td>   </td></th<>	Hartford	at Little Elm Creek		Bridge to Beplace Low Crossing	\$ 1,000,000	s -	2020-2029	AHRT-1-BR	Local Project	\$ 1,000,000	14	12	N/A			
Maple S1         S 11th St         S 27th S1         Wilden for 4 lines and include         7,400,000         S         -         2020-2028         AMAPL-2-CA         Local Project         S         7,400,000         20         13         N/A           Maple S1         S 11th St         Wilsen to 4 lines and include         5         3,600,000         S         -         2020-2028         AMAPL-3-CA         Local Project         S         3,600,000         20         13         N/A           Maple S1         Industrial BW         Wilsen to 4 lines and include         -         -         2020-2028         AMAPL-3-CA         Local Project         S         3,600,000         18         15         N/A           Maple S1         Industrial BW         Loop 322         turn lanes         S         3,600,000         S         -         2020-2028         AMAPL-4-CA         Local Project         S         4,800,000         15         16         N/A           Maple S1         (Colony Hill Rd)         FM 707         turn lanes         S         1,500,000         S         -         2020-2028         AMAPL-5-CA         Local Project         S         1,500,000         23         17         N/A           H20         Near Gatolaw Creek				Widen to 4 laner and include	• -,,	•				• •,•••,•••						
Maple St.         J 100 31         J 2010 31         J 2010 31         J 2010 32         J 202023 AMAPLO-LO.         Local Project         S         J AU0,000         2.00         13         11/h           Maple St.         S 27h 31         Industrial Bivd         Long Amaple St.         S 3,600,000         S 2         14         N/A           Maple St.         Industrial Bivd         Loop 322         turn lanes         S 3,600,000         S -         2020-2028 AMAPL-3-CA.         Local Project         S 3,600,000         22         14         N/A           Maple St.         Industrial Bivd         Loop 322         turn lanes         S 3,600,000         S -         2020-2028 AMAPL-3-CA.         Local Project         S 3,600,000         15         15         N/A           Maple St.         Industrial Bivd         Local Project         S 3,600,000         15         16         N/A           Maple St.         County RII I/A)         FM 3438 (Amold Bivd)         Wilet to 4 lanes and include         -         2020-2028 AMAPL-3-CA         Local Project         S 3,600,000         23         17         N/A           Margold St.         FM 3438 (Amold Bivd)         Wilst St.         Babitate, Add Birdge,         -         Environmental Review         FM 1           H 20<	Marcia Ch	C 1 1 1 1 C 1	C 3794 Ch	which to 4 lanes and melode	¢ 7.000.000		2020-2020		Lough Designs	¢ 7.400.000			11/1			
Maple St         5 27th St         Industrial Blvd         Under to 4 lanets and include         Add A lanet and a lanet l	maple at	5110150	2 2701 20	currinaries	\$ 7,400,000	•	2020-2023	AMARCELLA	cocar Project	\$ 7,400,000	20	13	ny A			
Maple St         5 27th St         Industrial Bivd         Loogl Project         5         3,600,000         22         14         N/A           Maple St         Industrial Bivd         Loogl Project         5         3,600,000         5         -         2020-2028   AMARI-3-CA         Local Project         5         3,600,000         18         15         N/A           Maple St         Industrial Bivd         Loogl Project         5         3,600,000         5         -         2020-2028   AMARI-3-CA         Local Project         5         3,600,000         15         16         N/A           Maple St         (Colony Hill Rd)         FM 707         turn lanes         5         4,800,000         5         -         2020-2028   AMARI-3-CA         Local Project         5         4,800,000         15         16         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn lanes         5         1,500,000         5         -         2020-2028   ANAPL-3-CA         Local Project         5         1,500,000         23         17         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Add two main lanes for a six lane for a six lane for a six lane for a six lane forea six lane for a six lane foreawy no replace				widen to 4 lanes and include												
Mapie St         Industrial Bivd         Loog 322         turn ianes         \$ 3,600,000         \$ -         2020-2029         AMAPL-4-CA         Local Project         \$ 3,600,000         18         13         N/A           Mapie St         (Colony Hill Rd)         FM 707         turn lanes         \$ 4,800,000         \$ -         2020-2029         AMAPL-4-CA         Local Project         \$ 4,800,000         13         16         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn Lanes         \$ 1,300,000         \$ -         2020-2029         AMAPL-5-CA         Local Project         \$ 1,500,000         23         17         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn Lanes         \$ 1,300,000         \$ -         2020-2029         AM010-D2-D1         Local Project         \$ 1,500,000         23         17         N/A           H20         Near Catclaw Creek         FM 600         overpass structures         \$ 206,936,139         \$ -         2029 5020-626-CA         (planned let May 1, 2029)         \$ 223,167,691         2         18         PM 3           H20         Abliene West City Limits         Near Catclaw Creek overpass structures         \$ 224,000,000         \$ -         2031 5020-627-CA </td <td>Maple St</td> <td>s 27th St</td> <td>Industrial Blvd</td> <td>turn lanes</td> <td>\$ 3,600,000</td> <td>ş -</td> <td>2020-2029</td> <td>AMAPL-3-CA</td> <td>Local Project</td> <td>\$ 3,600,000</td> <td>22</td> <td>14</td> <td>N/A</td> <td></td>	Maple St	s 27th St	Industrial Blvd	turn lanes	\$ 3,600,000	ş -	2020-2029	AMAPL-3-CA	Local Project	\$ 3,600,000	22	14	N/A			
Maple St         Industrial Bivd         Loop 322         turn lanes         5         3,600,000         5         -         2020-2028 AMAPL-4-CL         Local Project         5         3,600,000         18         13         N/A           County Rd 11-1         Widen to 4 lanes and include				Widen to 4 lanes and include												
County Rd 111-1         Wide not a Hanes and include         y         design of the second include	Maple St	Industrial Blvd	Loop 322	turn lanes	\$ 3,600,000	ş -	2020-2029	AMAPL-4-CA	Local Project	\$ 3,600,000	18	15	N/A			
Maple St         (Colony Hill Rd)         FM 707         turn lanes         \$ 4,800,000         \$ -         2020-2029         AMAPL-5-CA         Local Project         \$ 4,800,000         15         16         N/A           Margold St         FM 3438 (Arnold Blvd]         Wall St         Shoulders and Turn Lane         \$ 1,500,000         \$ -         2020-2029         AN010-D2-OI         Local Project         \$ 1,500,000         23         17         N/A           Margold St         FM 3438 (Arnold Blvd]         Wall St         Shoulders and Turn Lane         \$ 1,500,000         \$ -         2020-2029         AN010-D2-OI         Local Project         \$ 1,500,000         23         17         N/A           IH 20         Near Catclew Creek         FM 600         overpass trutures         \$ 206,936,139         \$ -         2029         5020-526-CA         (planned let May 1, 2029)         \$ 223,167,691         2         18         PM 1           IH 20         Add two main lanes for a six lane freeway and replace         Add two main lanes for a six lane freeway and replace         FM 3         PM 1         PM 1         PM 2           IH 20         Abliene West City Limits         Near Catclew Creek overpass trutures         \$ 224,000,000         \$ -         2031         5020-527-CA         (planned let April 1, 2031)		County Rd 111-1		Widen to 4 lanes and include												
Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn Lanes         \$ 1,500,000         \$ 1,500,000         23         17         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn Lanes         \$ 1,500,000         \$ 1,500,000         23         17         N/A           Marigold St         FM 3438 (Arnold Bivd)         Wall St         Shoulders and Turn Lanes         \$ 1,500,000         \$ 1,500,000         23         17         N/A           Marigold St         Mad two main lanes for a six         Iane freeway and replace         \$ 206,936,139         \$ - 2029 5020-526-CA         (planned let May 1,2029)         \$ 223,167,691         2         18         PM 1           H 20         Near Catclaw Creek         FM 600         overpass structures         \$ 206,936,139         \$ - 2021 5020-526-CA         (planned let May 1,2029)         \$ 223,167,691         2         18         PM 1           H 20         Abilene West City Limits         Near Catclaw Creek overpass structures         \$ 224,000,000         \$ - 2031 5020-527-CA         (planned let April 1,2031)         \$ 241,570,000         8         19         PM 3           US 83         S 7th 5t         N 10th 5t         reconstructing ramps         \$ 250,000,000         TB0         2036 50083-63-	Maple St	(Colony Hill Rd)	FM 707	turn lanes	\$ 4,800,000	\$ -	2020-2029	AMAPL-5-CA	Local Project	\$ 4,800,000	15	16	N/A			
Marigold St       FM 3438 (Arnold Blvd)       Wall St       Shoulders and Turn Lanes       \$ 1,300,000       \$ 2020-2029       Anoth D-D-OI       Local Project       \$ 1,300,000       23       17       N/A         H 20       Near Catclaw Creek       FM 600       overpass structures       \$ 206,936,139       \$ -       2020-2029       Anoth D-D-OI       Local Project       \$ 1,300,000       23       17       N/A         H 20       Near Catclaw Creek       FM 600       overpass structures       \$ 206,936,139       \$ -       2029       5020-526-5CA       (planned let May 1, 2029)       \$ 223,167,691       2       18       PM 3       0006-06-105         H 20       Add two main lanes for a six       Iane freeway and replace       Environmental Review       Environmental Review       PM 1       PM 2       PM 3         H 20       Abliene West City Limits       Near Catclaw Creek       overpass structures       \$ 224,000,000       \$ -       2031       5020-527-CA       (planned let April 1, 2031)       \$ 241,570,000       8       19       PM 3       0006-05-090         H 20       Midening existing US 83       reconstructing ramps       \$ 220,000,000       TB0       2036       50083-63-CA       Long Range Plan       \$ 288,037,488       4       20       PM 1 <td< td=""><td></td><td></td><td></td><td>Rehabilitate, Add Bridge,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>   </td></td<>				Rehabilitate, Add Bridge,												
Add two main lanes for a six lane freeway and replace         Add two main lanes for a six lane freeway and replace         Environmental Review         Environmental Review         PM 1           H 20         Near Catclaw Creek         FM 600         overpass structures         \$ 206,936,139         \$ - 2029         5020-E26-CA         (planned let May 1, 2029)         \$ 223,167,691         2         18         PM 3           H 20         Add two main lanes for a six lane freeway and replace         Image: freeway and replace         FM 1         PM 3         PM 1           H 20         Abilene West City Limits         Near Catclaw Creek         Widening existing US 83 freeway to six-lanes and freeway to six-lanes and freeway bix-lanes and freeway to six-lanes and freeway to s	Marigold St	FM 3438 (Arnold Blvd)	Wall St	Shoulders and Turn Lanes	\$ 1,500,000	\$ -	2020-2029	AN010-D2-OI	Local Project	\$ 1,500,000	23	17	N/A			
Interpretation         Interpretation         Interpretation         Interpretation         Interpretation         Interpretation         PM 2         PM 2         PM 3         PM 3<				Add two main lanes for a six									PM 1			
H20         Near Catclaw Creek         FM 600         overpass structures         \$ 206,936,139         \$ -         2029         5020-E26-CA         (planned let May 1, 2029)         \$ 223,167,691         2         18         PM 3         0006-06-103           H20         Add two main lanes for a six lane freewy and replace         S         224,000,000         \$ -         2031         5020-E27-CA         (planned let May 1, 2031)         \$ 241,570,000         8         PM 1         PM 2           H20         Abliene West City Limits         Near Catclaw Creek         S         224,000,000         \$ -         2031         5020-E27-CA         [planned let April 1, 2031]         \$ 241,570,000         8         19         PM 3         006-05-090           W1 dening existing US 83 freeway to six-lanes and freeway to six-lanes and freeway both freeway to six-lanes and freeway both freeway to six-lanes and freeway to six-lanes and freeway to six-lanes and freeway to six-lanes free totore 323         S				lane freeway and replace					Environmental Review				PM 2			
Add two main lanes for a six lane freeway and replace         Add two main lanes for a six lane freeway and replace         Description         Description         Description         PM 1           H20         Abilene West City Limits         Near Catclaw Creek, overpass structures         \$ 224,000,000         \$ - 2031 S020-E27-CA         Environmental Review (planned let April 1, 2031)         \$ 241,570,000         \$ 19         PM 1           US 83         S 7th St         N 10th St         reconstructing ramps         \$ 230,000,000         TBD         2036 S0083-B3-CA         Long Range Plan         \$ 288,037,488         4         20         PM 1           US 83         N 10th St         reconstructing ramps         \$ 250,000,000         TBD         2036 S0083-B3-CA         Long Range Plan         \$ 288,037,488         4         20         PM 1           US 83         N 10th St         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 S0083-E7-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           US 83         N 10th St         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 S0083-E7-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           US 83         N 10th St         IH 20	IH 20	Near Catclaw Creek	FM 600	overpass structures	\$ 206,936,139	s -	2029	5020-E26-CA	(planned let May 1, 2029)	\$ 223,167,691	2	18	PM 3	0006-06-105		
International construction         Internation         International construction         Internaternational construction         Internati				Add two main lanes for a six							-		PM 1			
Interview         Interview <t< td=""><td></td><td></td><td></td><td>ince freeway and replace</td><td></td><td></td><td></td><td></td><td>Equipopmental Review</td><td></td><td></td><td></td><td>P8.4 2</td><td>   </td></t<>				ince freeway and replace					Equipopmental Review				P8.4 2			
In the plantic vresk oxy lambdy real cocket or clock	IN 20	Abilene West City Colle	Name Catelana Const.	and incleway and replace	¢ 224 000 000	e .	2024	5020-527-64	(olapped lat Appl 1, 2024)	6 341 570 000		4.0	PN 2	0006-03-090		
Widening soluting yousing freeway to six-lenes and precessity t	in 20	Autorielle west city Limits	HEAR COLORW CREEK	overpass structures	5 224,000,000	, .	2031	SULUPEZ/PCA	[plaimed let April 1, 2031]	\$ 241,370,000	•	17	PINI 2	0008-03-080		
US 83         5 7th 5t         N 10th 5t         reconstructing ramps         \$ 250,000,000         TBD         2036 50083-83-CA         Long Range Plan         \$ 288,037,488         4         20         PM 2           US 83         5 7th 5t         N 10th 5t         reconstructing ramps         \$ 250,000,000         TBD         2036 50083-83-CA         Long Range Plan         \$ 288,037,488         4         20         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 50083-67-CA         Long Range Plan         \$ 273,358,323         9         21         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 50083-67-CA         Long Range Plan         \$ 273,358,323         9         21         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 5030-6136-CA         Long Range Plan         \$ 273,358,323         9         21         PM 3           IH 30         M46 3/Mein Lanse and Rapibles         -         -         -         -         -         -         -         -         -         -         -         -         -				widening existing US 83									PM 1			
US 83         S 7th 5t         IN 10th 5t         reconstructing ramps         \$ 230,000,000         TBD         2036 (50083-83-CA         Long Range Plan         \$ 288,037,488         4         20         PM 3           V0 400 reconstructing ramps         \$ 250,000,000         TBD         2036 (50083-83-CA         Long Range Plan         \$ 288,037,488         4         20         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 (50083-83-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 (50083-67-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 (5030-6130-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           US 83         N 10th 5t         IH 20         reconstructing ramps         \$ 250,000,000         3020-2045 (5030-6130-CA         Long Range Plan         \$ 28,037,488         11         33         PM 4           UH 20         LMS0 Sett Boundary				rreeway to six-lanes and									PM 2			
Widening existing US 83 freeway to six-lanes and freeway to six-lanes and	US 83	S 7th St	N 10th St	reconstructing ramps	\$ 250,000,000	TBD	2036	50083-83-CA	Long Range Plan	\$ 288,037,488	4	20	PM 3			
Interview         Interview         Freeway to six-lanes and         PM 2           US 83         N 10th St         IH 20         reconstructing ramps         \$ 250,000,000         TBD         2036 50083-E7-CA         Long Range Plan         \$ 275,358,325         9         21         PM 3           Add 3 Mein- Lanse on 6 Replace         Add 3 Mei				Widening existing US 83									PM 1			
US 83 N 10th St IH 20 reconstructing ramps \$ 250,000,000 TBD 2036 50083-67-CA Long Range Plan \$ 275,358,323 9 21 PM 3				freeway to six-lanes and									PM 2			
IN 20 MAPO Eset Soundary Eset of Loop 232 Overpace Environment 6 60,000,000 - 30,000,000,000 - 30,000,000,000 - 30,000,000,000,000,000,000,000,000,000,	US 83	N 10th St	IH 20	reconstructing ramps	\$ 250,000,000	TBD	2036	50083-E7-CA	Long Range Plan	\$ 275,358,325	9	21	PM 3			
H-20 1/120 East 5 Loop 222 Overpas: Structures													PM 4			
H-20 AAPO East Soundary East of Loop 232 Overpass Structures 6 5 60,000,000 5 2020-2013 5020-523-CA Long Range Rian 5 82,027,452 51 32 5M 3 0006-06-051				Add 3 Main Lance and Repiece									014.2			
	IH-30	MPO East Boundary	Sact of Loop 222	Overpace Structures	\$ 60,000,000	\$ 20,000,000	2020-2045	5020-539-CA	Long Range Plan	\$ 98,027,488	44	-22	PM-2	0006-06-081		
															PM 1	
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			Rehabilitate , Add Shoulders, &												PM 2	
Business I-20	Loop 322	Elmdale Rd	Turn Lanes	\$	5,200,000	\$	5,200,000	2030-2045	S8120-C1-RM	Long Range Plan	\$	8,236,582	17	23	PM 3	
			Construct New 2 Lane Highway													
			of Future 4 Lanes with Access													
SL 322	IH 20	SH 351	Control	\$	75,000,000		TBD	2036	50322-B1 (C2)-CA	Long Range Plan	\$	101,511,699	33	24	PM 3	
			New Roadway north of FM													
	West of Cheyenne		1082 (Relocate FM 1082 at Ft.							Local Project (Planned Let					PM 1	
FM 1082	Creek Road	East of Dam	Phantom Dam)	\$	8,078,457	\$	3,000,000	2023	S1082-F7-CA	August 2, 2023)	\$	10,647,703	27.5	25	PM 2	0972-03-021
										Plans under construction						
										(planned let February 1,					PM 1	
US 83	Jones County Line	Near W. Summit Ro	Construct New Overpass	\$	5,078,000	\$	-	2024	S0083-82-OI	2024)	\$	6,165,837	13.5	26	PM 2	0033-06-121
			Traffic Improvements on SH 36,													
			Possible Texas Turnaround at							Moved from Illustrative List						
			Loop 322, Possible ramp							and updated description - Dec						
SL 322	North of SH 36	FM 1750	realignment	\$	10,000,000	\$	10,000,000	2027	50322-F8-OI	19, 2023	\$	10,000,000	TBD	27	TBD	
			Intersection Improvement with													
BU 83 and			addition of Bike Lanes and													
Pine Street	IH 20	Ambler Avenue	Sidewalks	\$	5,000,000	\$	5,000,000	2029	S0083-F9-RM		\$	5,000,000	TBD	28	TBD	
FM 89 (Buffalo	0		Three-Lane Road with Right-													
Gap Rd)	FM 707	South MPO Limits	Turn Lanes at major sidestreets	\$	5,000,000	\$	5,000,000	2028	S0089-F10-OI		\$	5,000,000	TBD	29	TBD	
			Direct Connect Ramps from													
SL 322	IH-20 EB	IH-20 WB	Loop 322 to I-20 EB and WB	\$	120,000,000	TBD		2035	S0322-F11-RM		\$	120,000,000	TBD	30	TBD	
			Intersection Improvments with													
			addition of Bike Lanes and													
US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Sidewalks	\$	5,000,000	TBD		2034	S0083-F12-RM		\$	5,000,000	TBD	31	TBD	
										Plans under construction						
										(planned let February 1,						
FM 3034	Near PR 343	FM 600	Rehab and Widen	\$	3,100,000	\$	3,100,000	2024	S3034-E22-RM	2024)	\$	3,733,591	29.5	32	PM 2	3068-01-015
				\$	1,653,016,404											
* Total Cost in	cludes construction cost,	preliminary enginee	ring, right-of-way purchase, and i	nflati	ion for projects	startir	ng at or later t	han 202								

\* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2025 based on YOE date

Figure 47: Funded Projects Map



						MPO Funding	Year of			
Location	From	То	Work Description	Const	truction Cost	(Cat 2U)	Expense	Local ID	Project Ranking	Map #
			Widen to 4 Lanes							
		FM 1750	with Center Turn							
E S 27th St	Maple St	(Oldham Ln)	Lane	\$	4,700,000	\$ -	Future	AES27-2-CA	28	Α
		FM 204 (Clark								
US 83	FM 707	Rd)	Add Frontage Roads	\$	13,600,000	\$ -	Future	S0083-F3-CA	37	в
	0.5 Miles									
FM 1750	South of FM	FM 204 (Clark								
(Oldham Ln)	707	Rd)	Widen to 4 Lanes	\$	6,500,000	\$ -	Future	S1750-E5-CA	30	с
FM 1750		0.5 Miles South								
(Oldham Ln)	Industrial Blvd	of FM 707	Widen to 4 Lanes	\$	15,800,000	\$ -	Future	S1750-C1-CA	32	D
	South of									
FM 89 (Buffalo	Chimney Rock	South of	Widen to 6 Lanes							
Gap Rd)	Rd	Antilley Rd	with Access Control	\$	5,000,000	\$ -	Future	S0089-C2-CA	6	E
Iberis (CR 164 &		FM 89 (Buffalo	Rehabilitate, Add							
CR 338)	US 83	Gap Rd)	Shoulders	\$	7,100,000	\$ -	Future	CIBER-E19-RM	31	F
			Widen to 4 Lanes							
		FM 1750	with Center Turn							
Industrial Blvd	Loop 322	(Oldham Ln)	Lane	\$	2,300,000	\$ -	Future	AINDU-2-CA	27	G
			New roadway							
			between Winters							
			Fwy & Dub Wright							
			Blvd (Public							
New Roadway	Southwest Dr	US 277	Comment)	\$	4,500,000	\$ -	Future	AXXX-F4-CA	36	н
Loop 322	FM 1750		Operational							
Frontage Rd	(Oldham Ln)	Business I-20	Improvements	\$	18,000,000	\$ -	Future	\$322-E28-OI	19	I
			Extend roadway							
Memorial Dr	Preston Trail	US 83	(Public Comment)	\$	1,300,000	\$ -	Future	AMEMO-F5-CA	34	J
			Extend roadway							
Memorial Dr	<b>Ridge Crossing</b>	FM 707	(Public Comment)	\$	4,700,000	s -	Future	AMEMO-F6-CA	35	К
	1.2 Miles									
	South of FM	FM 1750								
SH 36	18	(Oldham Ln)	Widen to 4 Lanes	\$	27,900,000	\$ -	Future	S0036-1-CA	21	L
US 83 Frontage	FM 2404 (Old		Change Frontage							
Rd	Anson Rd)	FM 3034	Road Operations	\$	12,000,000	\$ -	Future	S0083-C1-OI	26	м
			Intercection.							
Loop 222	SH 26	SH 26	Improvoments	TED		\$	Futuro	10-87-5503	44.5	44

Figure 48: Illustrative Projects Map



Table	36:	Grouped	Projects
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Location	From	То	Work Description	Total Cost Pre Inflation	Year of Expense	Total Project Cost	Local ID	
Local Govt. Roads	Various Locations		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$24,964,185	LVARI-XSR-PM	
Local Govt. Roads	Various Locations		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2020 - 2029	\$17,857,795	LVARI-XSR-PM	
Local Govt. Roads	Various Locations		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$10,830,000	LVARI-XSR-MS	
State System	Various Locations		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$15,896,460	SVARI-XSR-PM	Short
State System	Various Locations		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2020 - 2029	\$29,000,777	SVARI-XSR-RM	-Term
State System	Various Locations		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$3,304,922	SVARI-XSR-MS	1 2020
Local Govt./ State Roads/ Off Roadway Facilities	Various Locations		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2020 - 2029	\$13,308,000	MVAR-XSR-BP	-2029
Local Govt./ State Roads/ Off Roadway Facilities	Various Locations		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2020 - 2029	\$2,000,000	MVAR-XSR-MS	
Local Match	Various Locations		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2020 - 2029	\$2,449,280	LMATC-XSR-MS	
Bridge Replacement and Rehabilitation	Various Locations		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2020 - 2029	TBD	MVARI-XSR-BR	
Local Govt. Roads	Various Locations		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$27,460,604	LVARI-XLR-PM	
Local Govt. Roads	Various Locations		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2030- 2045	\$9,153,535	LVARI-XLR-RM	
Local Govt. Roads	Various Locations		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$990,000	LVARI-XLR-MS	
State System	Various Locations		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$17,486,106	SVARI-XLR-PM	Long
State System	Various Locations		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2030- 2045	\$29,000,777	SVARI-XLR-RM	-Term
State System	Various Locations		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$3,635,414	SVARI-XLR-MS	2030
Local Govt./ State Roads/ Off Roadway Facilities	Various Locations		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2030- 2045	\$18,631,200	MVARI-XLR-BP	-2045
Local Govt./ State Roads/ Off Roadway Facilities	Various Locations		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2030- 2045	\$3,000,000	MVARI-XLR-MS	
Local Match	Various Locations		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2030- 2045	\$3,460,992	LMATC-XLR-MS	
Bridge Replacement and Rehabilitation	Various Locations		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2030- 2045	TBD	MVARI-XLR-BR	
			Grouped Projects using baseline revenue and local Funding, Total	\$0		\$232,430,047		
			Projects using baseline revenue and local funding (Previous Page), Total	\$0	]	\$ 871,705,002		
	Combined t	otal of	projects and grouped projects using baseline revenue and local funding, total	\$0		\$1,104,135,049		

Location	From	То	Work Description	Construction	MPO Funding	Year of	Local ID (CSJ)	Status	Total Cost
				Cost	(Cat 2U)	Expense			
US 277/US	US 83/84 From US	On Texas Ave & US	Sidewalks, Signal	\$ 876,747	\$0	2020	MVAR-XSR-BP	Development/	\$1,061,039.45
83	277 to Catclaw Rd	277 & Catclaw Rd	Enhancements, ADA Ramps					Construction	
US 83	South of FM 204	FM 707	Construct Overpass and	\$15,500,000	\$5,120,000	2018	S0083-C5-01	Development/	\$19,355,728
	(Clark/Remington Rd)		Relocate Ramps				(0034-01-126)	Construction	
SH 351	(BU-83-D) Treadaway	IH 20	Pedestrian Signals,	\$3,000,000	\$0	2020	S351-E30-RM	Development/	\$3,000,000
	Blvd		Sidewalks, Curb Ramps					Construction	

Table 36: Current Projects in Development

## APPENDIX

# APPENDIX

1ST & PINE ST

## **APPENDIX CONTENTS**

1	Public Involvement Materials	Δ-3
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#### ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) POLICY BOARD NOTICE OF POSSIBLE QUORUM

Pursuant to the provisions of Chapter 551, Government Code, notice is hereby given of a possible quorum of Abilene Metropolitan Planning Organization Transportation Policy Board members at a public meeting for the Abilene MPO Metropolitan Transportation Plan (MTP).

MTP Public Meeting Abilene Public Library 2<sup>nd</sup> Floor Conference Room 202 Cedar Street, Abilene, TX Tuesday, August 27, 2019 6:00 pm to 8:00 pm

#### **CERTIFICATION**

I hereby certify that the above notice of the meeting was posted on the bulletin boards of \_\_\_\_\_\_\_\_ on the \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2019 at \_\_\_\_\_\_, 2019 at

#### NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide for reasonable accommodations for persons participating in this meeting. To better serve you, requests should be received 24 hours in advance of the meeting. Please contact the Abilene MPO at (325) 437-9999.



# ABILENE

Metropolitan Planning Organization 402 Cypress Street, Suite 519, Abilene, Texas 79601 Phone (325) 437 - 9999 Fax (325) 676 – 6398 Website: www.abilenempo.org

August 26, 2019

#### PLANNING FOR THE FUTURE - Abilene MPO Public Meeting TOMORROW August 27th on the Long-Range Transportation Plan

Join the Abilene MPO **tomorrow** for a Public Meeting to discuss future transportation needs as the MPO updates the region's Metropolitan Transportation Plan. The meeting will be held on **Tuesday, August 27, 2019, at the Abilene Public Library**, located at 202 Cedar Street, Abilene, TX 79601. The meeting will be held in a come-and-go open house format from **6:00 p.m. to 8:00 p.m.** with a brief presentation to be made at **6:15 p.m.** 

We will have stations set-up to hear from you one-on-one about Roadway, Traffic concerns, and Multimodal Transportation (Bicycle, Pedestrian, and Transit) along with a station for kids to color at. We will also have cookies!

To take a survey on future transportation needs for our 2045 Plan, click on the link below.

https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045

Come visit with us and help us plan the areas transportation needs into the future. See you tomorrow!

E'Lisa Smetana Executive Director Abilene Metropolitan Planning Organization (325) 676-6492

www.abilenempo.org



# **News Release**

"We work together to build and maintain a community of the highest quality for present and future generations."

FOR IMMEDIATE RELEASE MEDIA CONTACTS:

July 29, 2019 NR#0729042

Mari Cockerell, Communications & Media Relations Manager Ph: 325-676-6677, E-mail: mari.cockerell@abilenetx.gov

### Public input wanted for Abilene transportation plan

*ABILENE, Texas* – Abilene area residents are invited to attend the first of two public input meetings to help update the Abilene Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP).

The first public meeting will be held August 27<sup>th</sup>, from 6 to 8 p.m., at the Abilene Main Library (202 Cedar Street). A brief presentation will be held at 6:15 p.m. The public is welcome to come and go, and speak with project representatives throughout the event.

An online survey has also been developed, and is available for the public to complete by clicking <u>here</u>, or visiting <u>www.abilenempo.org</u> and clicking the 'Public Participation' tab.

A second public meeting will be held in October, at time and date to be determined.

The MTP is a 25-year transportation plan that is updated every 5 years, and includes planning for roads, transit, walking, and biking. The MTP also examines new technologies, travel strategies, and how to maximize the use of current transportation infrastructure.

###

This news release is posted online at <u>http://abilenetx.gov/living/news</u>.





Listen 9.09

KACU's Heather Claborn interviews E'Lisa Smetana, Executive Director of the Abilene Metropolitan Planning Organization about updates to the region's transportation planning.

Every five years transportation officials in Abilene update the Metropolitan Transportation Plan, which sets out project priorities for roads, transit, walking and biking paths. Federal law requires that the Metropolitan Planning Organization engage the community as it looks to the future of transportation. And the organization will hold two public meetings in the coming weeks-the first will be next Tuesday, August 27th at the Main Branch of the Abilene Public Library. Another public meeting will be scheduled in October.

MPO invites area residents to take the survey if they cannot. attend one of the meetings. Smetana also invites anyone with questions about transportation planning to contact her directly.

TAGS: ABILENE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION





#### ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) POLICY BOARD NOTICE OF POSSIBLE QUORUM

Pursuant to the provisions of Chapter 551, Government Code, notice is hereby given of a possible quorum of Abilene Metropolitan Planning Organization Transportation Policy Board members at a public meeting for the Abilene MPO Metropolitan Transportation Plan (MTP).

MTP 2<sup>nd</sup> Public Meeting Abilene South Branch Public Library Conference Room 4310 Buffalo Gap Road, Abilene, Texas Tuesday, November 5, 2019 5:00 pm to 7:30 pm

#### **CERTIFICATION**

I hereby certify that the above notice of the meeting was posted on the bulletin boards of \_\_\_\_\_\_\_\_ on the \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2019 at \_\_\_\_\_\_, 2019 at

#### NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide for reasonable accommodations for persons participating in this meeting. To better serve you, requests should be received 24 hours in advance of the meeting. Please contact the Abilene MPO at (325) 437-9999.

## Abilene Reporter-News

PART OF THE USA TODAY NETWORK

Certificate of Publication

> ABILENE METROPOLITAN PLANNING ORGANIZATION

#### PUBLIC NOTICE

The Abilene Metropolitan Planning Organization (Abilene MPO) will host the second of two Public Meetings on future transportation needs, as the MPO updates the region's Metropolitan Transportation Plan, which includes federal, state, and local funding for transportation projects over the next 25 years. The meeting is Tuesday, November 5, 2019, at the Abilene Public Library, South Branch, 4310 Buffalo Gap Road #1246, Abilene, TX 79606. The meeting will be a come-and-go open house from 5:00 p.m. to 7:30 p.m. with a brief presentation at 5:30 p.m.

Information about the Draft MTP document, including potential improvement projects, and a summary of survey responses, will be presented. Information can be viewed upon request Monday through Friday between 8:00 a.m. and 5:00 p.m., excluding holidays, at the Abilene MPO, 402 Cypress Street, Suite 519, Abilene, TX 79601. To schedule an appointment, please contact E'Lisa Smetana at (325) 437-9999. The information will also be posted online on the MPO's website at www.abilenempo.org. We value your input and ideas on transportation needs in our MPO area.

ABILENE MPO 402 CYPRESS ST. SUITE 519

ABILENE, TX 79602

STATE OF WISCONSIN)

COUNTY OF BROWN)

Before me, the undersigned authority, on this day personally appeared representing the Abilene Reprter-News being duly sworn deposes and says that the following notice(s) published in said newspaper generally circulated in Brown, Callahan, Coleman, Comanche, Eastland, Erath, Fisher, Haskell, Jones, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephans, Stonewall, Taylor counties, Texas by:

))

ABILENE MPO

On the following date(s) to wit:

November 3, 2019

Legal Notice Clerk

On this November 4, 2019, I certify that the attached document is a true and exact copy made by the publisher.:

Notary Public, State of Wisconsin, County of Brown

3-73

My Commission Expires

Publication Cost: \$257.20 Ad No: 0003867619 Customer No: 1226042 PO #: 11-5-19 PANG PAPPATHOPOULOS Notary Public State of Wisconsin



NOV 07 2019

ABILENE METROPOLITAN PLANNING ORGANIZATION



# ABILENE

Metropolitan Planning Organization 402 Cypress Street, Suite 519, Abilene, Texas 79601 Phone (325) 437 - 9999 Fax (325) 676 – 6398 Website: www.abilenempo.org

October 31, 2019

### ABILENE METROPOLITAN PLANNING ORGANIZATION

### **PUBLIC NOTICE**

The Abilene Metropolitan Planning Organization (Abilene MPO) will host the second of two Public Meetings on future transportation needs, as the MPO updates the region's Metropolitan Transportation Plan, which includes federal, state, and local funding for transportation projects over the next 25 years. The meeting is **Tuesday, November 5**, **2019**, at the **Abilene Public Library, South Branch**, 4310 Buffalo Gap Road #1246, Abilene, TX 79606. The meeting will be a come-and-go open house from **5:00 p.m. to 7:30 p.m.** with a brief presentation at **5:30 p.m.** 

Information about the Draft MTP document, including potential improvement projects, and a summary of survey responses, will be presented. Information can be viewed upon request Monday through Friday between 8:00 a.m. and 5:00 p.m., excluding holidays, at the Abilene MPO, 402 Cypress Street, Suite 519, Abilene, TX 79601. To schedule an appointment, please contact E'Lisa Smetana at (325) 437-9999. The information will also be posted online on the MPO's website at <u>www.abilenempo.org</u>. We value your input and ideas on transportation needs in our MPO area.

← → C ③ Not secure | events.reporternews.com/abilene/events/transportation-meeting-1105-/E0-001-1320410

#### Abilene Reporter News HOME NEWS BUSINESS SPORTS

Events Home / Transportation meeting - 11/05

Transportation meeting - 11/05



#### More Info

The Abilene Metropolitan Planning Organization will conduct a public meeting regarding the Metropolitan Transportation Plan from 5-7:30 p.m. at the South branch of the Abilene Public Library, in the Mall of Abilene

#### Abilene MPO

November 1 at 10:06 AM - 🕥

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Compositioners and Community, Composition Planning



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#### AGENDA **ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE** WORKSHOP

10:15 a.m. - 2:00 p.m., Monday, August 5, 2019 South Branch Library Conference Room 4310 Buffalo Gap Road, Abilene, Texas

Pursuant to the provisions of Chapter 551, Government Code, notice is hereby given of a possible quorum of Abilene Metropolitan Planning Organization Transportation Policy Board members at a workshop of the Abilene Metropolitan Planning Organization Technical Advisory Committee.

10:15 a.m.	Introductions – E'Lisa Smetana
10:20 a.m.	Workshop Overview – E'Lisa Smetana
10:30 a.m.	<ul> <li>MPO Process</li> <li>(Instructive and Interactive Agenda Item)</li> <li>Planning Overview - Peggy Thurin (TxDOT Systems Planning Section Director)</li> <li>Funding Sources and Categories - Peggy Thurin (TxDOT Systems Planning Section Director)</li> <li>Federal Process - Michael Haithcock (TxDOT Transp. Planning &amp; Development Director)</li> <li>Planning and Programming Documents - E'Lisa Smetana</li> <li>Current Projects and Future Projects - Cliff Hallford (TxDOT Project Controller II)</li> <li>1-20 Six Lanes and MPO Options - Lauren Garduno (TxDOT Executive Assistant)</li> </ul>
11:30 a.m.	<ul> <li>Vision, Goals, and Objectives for the MPO – E'Lisa Smetana (Interactive Agenda Item)</li> <li>Vision Statement</li> <li>Goals to support the Vision Statement</li> <li>Objectives to accomplish the Goals</li> <li>Strategies to implement the Objectives</li> </ul>
12:00 p.m.	<ul> <li>Metropolitan Transportation Plan – Rob Rae (Walter P Moore Project Manager Abilene MTP) (Interactive Agenda Item)</li> <li>What is an MTP?</li> <li>Performance Measures</li> <li>Projects and the Project Selection Process</li> </ul>
1:00 p.m.	<b>Future Planning, General Discussion, and Questions</b> (Interactive Agenda Item)
2:00 p.m.	Adjournment
	CERTIFICATION

#### LKIIFICALION

I hereby certify that above notice of the meeting was posted on the bulletin boards of the on the day of , 2019 at (a.m./p.m.)

#### **NOTICE**

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide for reasonable accommodations for persons participating in this meeting. To better serve you, requests should be received 24 hours in advance of the meeting. Please contact the Abilene MPO at (325) 437-9999.



What a great event - National Night Out 2019! Congratulations to Mr. and Mrs. Polk for winning the candy giveaway!

Thanks to the DRIVE Safe Coalition and TxDOT Abilene for the coloring books and tent. We had a terrific time talking to folks about transportation.





#### AMENDED AGENDA OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION POLICY BOARD

1:30 p.m., Tuesday, October 22, 2019 Conference Room, South Branch Library 4310 Buffalo Gap Road, Abilene, Texas

Councilman Shane Price, City of Abilene (MPO Chairman) Judge Downing Bolls, Taylor County (MPO Vice-Chairman) Mr. Carl Johnson, TxDOT District Engineer Judge Dale Spurgin, Jones County Mayor Anthony Williams, City of Abilene

- **1.** Call to Order. *Public comment may be taken on any agenda item during the discussion of that item.*
- 2. Consideration and action on the minutes of the June 18, 2019 meeting and August 5, 2019 workshop.
- **3.** Discussion and any recommendation of action on the FYs 2020-2045 Metropolitan Transportation Plan (MTP) and the Project Listing. *(Consultants Walter P. Moore)*
- 4. Discussion and any recommendation of action on an update to the Ten-Year Plan.
- 5. Discussion, status, and review of the Travel Demand Model (TDM). (Consultants Whitman, Requardt & Associates, LLP)
- 6. Discussion and any action on amending the By-Laws. (TAC Proxy Voting)
- 7. Discussion and review of transportation projects. (By TxDOT Staff, City Staff, CityLink Staff)
- 8. Discussion and review of reports:
  - Financial Status
  - Operation Report
    - Tasks

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- Training Sessions
- Meetings
- Director's Report
  - Future Work Tasks
- 9. Opportunity for members of the Public to make comments on MPO issues.
- **10.** Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

#### **EXECUTIVE SESSION**

The Abilene Metropolitan Planning Organization Transportation Policy Board reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any item on the agenda as authorized by Texas Government Code Sections: 551.071 (Consultation with Attorney), 551.072 (Deliberations about real property) 551.073 (Deliberations about gifts and donations), 551.074 (Personnel matters), and 551.076 (Deliberations about security devices). After discussion in executive session, any action or vote will be taken in public.

**11.** *551.072 (Deliberations about real property)* Discussion and any action on the lease of the MPO's office space.

#### Reconvene

12. Adjournment.

#### **CERTIFICATION**

I hereby certify that the above notice of the meeting was posted on the bulletin boards of \_\_\_\_\_\_ day of \_\_\_\_\_\_,

2019 at (a.m./p.m.)

#### NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide for reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.

Other than members, ex-officio members, and non-voting review/advisory members of the Transportation Policy Board, each person who wishes to address the Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairman. The Chairman may exercise discretion in allowing or not allowing additional time to any speaker. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

## Abilene Reporter-News PART OF THE USA TODAY NETWORK

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#### PUBLIC NOTICE

The Abilene Metropolitan Planning Organization (MPO) co-

The Abilene Metropolitan Planning Organization (MPO) co-ordinates transportation planning in Taylor and Jones Counties. The MPO is soliciting projects for inclusion in the FY 2020-2045Metropolitan Transportation Plan (MTP). The MTP is a list of long-range roadway, transit, bicycle, and pedestrian projects to be funded with Federal. State, and local funds for the next twenty years. Project Nomination Forms and surveys are being utilized to help us plan and program future transportation improve-ments within our region and connections to other cities. These are available at the MPO Offices, Abilene City Hall Public Works Department, and via our website at https://w ww.abilenempo.org/publicparticipation.html. Click on ci-ther the Project Nomination Form or survey link. You can also use the following survey link: https://www.surveygizm o.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045

Project Nomination Forms and surveys will be accepted through October 12, 2019 by 5:00 pm. The MPO can be con-tacted at abilenempo@abilenetx.gov. (325) 407-9999, or 402 Cypress Street, Suite 519, Abilene, Texas 79601. We value your input and ideas on transportation needs in our MPO area.

#### ABILENE MPO 402 CYPRESS ST. SUITE 519

ABILENE, TX 79602

STATE OF WISCONSIN)

COUNTY OF BROWN)

Before me, the undersigned authority, on this day personally appeared representing the Abilene Reprter-News being duly sworn deposes and says that the following notice(s) published in said newspaper generally circulated in Brown, Callahan, Coleman, Comanche, Eastland, Erath, Fisher, Haskell, Jones, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephans, Stonewall, Taylor counties, Texas by:

))

ABILENE MPO

On the following date(s) to wit:

September 8, 2019

Ledal Notice Clerk

On this September 9, 2019, I certify that the attached document is a true and exact copy made by the publisher.

0 Notary of Wisconsin, County of Brown unlic

8-25-23

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## **ABILENE METROPOLITAN PLANNING ORGANIZATION**

#### September 4, 2019

#### **PUBLIC NOTICE**

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Project Nomination Forms and surveys are being utilized to help us plan and program future transportation improvements within our region and connections to other cities. These are available at the MPO Offices, Abilene City Hall Public Works Department, and via our website at <a href="https://www.abilenempo.org/publicparticipation.html">https://www.abilenempo.org/publicparticipation.html</a>. Click on the either the Project Nomination Form or survey link. You can also use the following survey link: <a href="https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045">https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045</a>

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# These forms may be turned in at the Lobby Window at CityLink.

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#### Attachment B ABILENE MPO PROJECT SUBMISSION FORM General Public Request Please submit one sheet per project

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

#### **PROJECT INFORMATION**

Project Description	
Description of Project	Highways/Streets
(circle all that apply)	Public Transit
	Train/Rail Crossing
	Parking Facilities
	Sidewalks/Pedestrian Lanes
	Bicycle Paths or Lanes
	Congestion Issues
	Other Transportation Problems (please list):
Location of Project	
Comments	
(Suggested subjects)	
Describe the project. Why is it needed? How will it improve the transportation system? How will it address a problem? Who or what will benefit from the project? Is the project needed now or in the future?	
Other Supporters (name and contact info) Please list agencies, companies, individuals, organizations, or groups in support of the project	

# ABILENE 2045 MTP

## **GIVE US YOUR FEEDBACK!**



VISIT THE MPO WEBSITE http://www.abilenempo.org/

TAKE THE SURVEY:

https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045





Attend the next Public Meeting in October

FOLLOW THE MPO FOR ANNOUNCEMENTS:

E'Lisa Smetana, MPO Executive Director elisa.smetana@abilenempo.org (325) 437-9999

FACEBOOK: facebook.com/AbileneMPO

TWITTER: twitter.com/AbileneMPO





# ABILENE

Metropolitan Planning Organization 402 Cypress Street, Suite 519, Abilene, Texas 79601 Phone (325) 437 - 9999 Fax (325) 676 – 6398 Website: www.abilenempo.org

July 10, 2019

#### Media Release for the Abilene MPO Metropolitan Transportation Plan Update

The Abilene MPO has begun the process to update its long-range transportation plan, commonly known as the Metropolitan Transportation Plan or MTP. The MTP is updated every 5 years and plans for future transportation needs for the next 25 years. This new plan will focus on transportation improvements to the year 2045.

The plan will include roads, transit, and active transportation options such as walking and biking. It will also examine new technologies, travel strategies, and choices that maximize the use of current transportation infrastructure.

This planning effort is expected to take 6 months to complete and will involve citizen engagement throughout the study. Two public meetings are expected. The first public meeting is scheduled for the evening of August 27<sup>th</sup> at the Abilene Main Public Library located at 202 Cedar Street. The 2<sup>nd</sup> public meeting is anticipated to occur in October.

An online survey has been developed and the MPO is encouraging all interested persons to go online and complete the survey. The survey can be found by going to the Abilene MPO's website at <u>https://www.abilenempo.org/publicparticipation.html</u> or clicking directly on the following link:

https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045



# ABILENE

Metropolitan Planning Organization 402 Cypress Street, Suite 519, Abilene, Texas 79601 Phone (325) 437 - 9999 Fax (325) 676 – 6398 Website: www.abilenempo.org

July 26, 2019

#### Media Release for the MTP Update and Public Meeting

The Abilene MPO has begun the process to update its long-range transportation plan, commonly known as the Metropolitan Transportation Plan or MTP. The MTP is updated every 5 years and plans for future transportation needs for the next 25 years. This new plan will focus on transportation improvements to the year 2045.

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#### https://www.surveygizmo.com/s3/5071470/Abilene-MPO-Metropolitan-Transportation-Plan-2045

The Abilene Metropolitan Planning Organization (Abilene MPO) will hold a public meeting to discuss future transportation needs as the MPO updates the region's Metropolitan Transportation Plan. The meeting will be held on Tuesday, August 27, 2019, at the Abilene Main Public Library, located at 202 Cedar Street, Abilene, TX 79601. The meeting will be held in an open house format from 6:00 p.m. to 8:00 p.m. with a brief presentation to be made at 6:15 p.m.

This meeting is the first of two public meetings to gather feedback on future mobility needs in the region. The information gathered in this meeting will be used to guide the development of the MPOs Metropolitan Transportation Plan, which determines federal, state, and local funding over the next 25 years. The public is encouraged to attend and provide feedback about the plan. The public meeting will be presented in a come-and-go open house style format with a brief presentation given during the meeting.

Information about current mobility trends in the region will be presented along with the MPO study area for viewing at the public meeting. This information will also be available for public inspection upon request Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays, at the Abilene MPO Office located at 402 Cypress Street, Suite 519, Abilene, TX 79601. To schedule an appointment at the Abilene MPO, please contact E'Lisa Smetana at (325) 437-9999. The information will also be posted online on the MPO's website at www.abilenempo.org (click on the public participation tab).

All interested citizens are invited to attend this Public Meeting. Written comments from the public regarding this project are requested and may be presented for a period of 10 business days following the meeting. Written comments may be submitted either in person at the public meeting or by mail to the Executive Director, Abilene MPO, 402 Cypress Street, Suite 519, Abilene, TX 7960. Comments may also be emailed to **elisa.smetana@abilenetx.gov.** 

The Public Meeting will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or an interpreter, are encouraged to contact the Abilene MPO at (325) 437-9999. Requests should be made at least two working days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.



CityLink would like to share with you the opportunity to let your opinion be heard. Please help the MPO out by taking part in the survey! ABILENE

#### Metropolitan Planning Organization

402 Cypress Street, Suite 519, Abilene, Texas 79601 Phone (325) 437 - 9999 Fax (325) 676 - 6398 Website: www.abilenempo.org

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CityLink Abilene

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1 Share



#### Abilene MPO

A reminder to take the online survey about transportation at https://www.abilenempo.org/publicparticipation.html or clicking directly on the following link: https://www.surveygizmo.com/.../Abilene-MPO-Metropolitan-Tran.... Thank you for your participation.

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## Abilene Reporter-News

PART OF THE USA TODAY NETWORK

Certificate of Publication

**ABILENE MPO** 402 CYPRESS ST. SUITE 519

ABILENE, TX 79602

STATE OF WISCONSIN)

COUNTY OF BROWN)

Before me, the undersigned authority, on this day personally appeared representing the Abilene Reprter-News being duly sworn deposes and says that the following notice(s) published in said newspaper generally circulated in Brown, Callahan, Coleman, Comanche, Eastland, Erath, Fisher, Haskell, Jones, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephans, Stonewall, Taylor counties, Texas by:

))

ABILENE MPO

On the following date(s) to wit:

November 17, 2019

Legal Notice Clerk

On this November 17, 2019, I certify that the attached document is a true and exact copy made by the publisher .:

MA Nolan Wisdonsin, County of Brown tate of

My Commission Expires

Publication Cost: \$266.90 Ad No: 0003904483 Customer No: 1226042 PO #: MPO Notice

ABILENE MEDICALIZATION OF CONTRACT DATA DUBLIC ADDITION TO A DAISHEN METROPOLITATION DUBLIC ADDITIONAL OF A DAISHEN A DAISHEN METROPOLITATION DUBLIC ADDITIONAL OF A DAISHEN A DAISH

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ABILENE METROPOLITAN PLANNING ORGANIZATION


PUBLIC COMMENT FORM

Name:	Phone(s):	
E-mail:_		
Organization:		

comments: I strongly support an idea I heard mentioned at an MPO meeting. That is, extending 1-44 from Wichitz Falls to Mexico down US 277. Abilence should promote + hat and prepare for it by making 277 to interstate level Harough MPO area. That would include the an elevated Winters Freeway at intersection

 If more space is required to make your comments, please use as many sheets of paper as necessary.

The MPO staff will make every effort to respond to your comments.

Please mail, e-mail or fax to:

Abilene Metropolitan Planning Organization 402 Cypress Street, Suite 519 Abilene, TX 79601 Phone: (325) 437-9999 Fax: (325) 676-6398 E-mail: abilenempo@abilenetx.gov

> Abilene MPO Public Participation Plan Page 15 of 17

MTP Public Participation	Document	Status			
		Emails sent to TxDOT, City of Abilene, City of Tye, City of Anson, Jones County, Taylor County, MPO			
		email list 94 members (on July 10, 2019)			
		Email sent to all city employees on July 10, 2019 at 6:02 pm			
Transportation Survey	Media Release Abilene MPO MTP Survey 7-	Sent to two bicycle groups (forwarded to their members via email and posted on the Strava			
	10-19.pdf	Steamboat Club members page that has over 100 members in Abilene)			
Transportation Survey		United Way sent to 403 emails on July 11, 2019 at 6:52 pm			
		Survey link posted on CityLink Facebook and CityLink Website on July 11, 2019 at 2:30 pm			
	Media Release Abilene MPO MTP Survey public meeting 7-26-19.pdf	Sent to the media on July 28 and July 29, 2019			
August 5, 2019 Policy Board		Public meeting opportunity for MTP (Posted Possible Quorum of Board Members at COA City Hall,			
Workshon	-	Taylor County Courthouse, Jones County Courthouse, Prosperity Bank Building, and on MPO			
		Website; sent out to 94 emails on list )			
	NR 0729042 Public input wanted for	Sent to all city emails July 29, 2019 11:35 am and to media contacts			
	Abilene transportation plan.docx.pdf	United Way sent to 403 emails on August 20, 2019 at 5:22 pm			
		Interview with KACU 89.5 Radio on August 22nd at 9 am			
	-	Interview with KWKC 1340 First Light Radio on August 26th 8 am			
1st Public meeting August 27, 2019		Interview with KTAB TV on August 26, 2019 at 11 am			
	Abilene MPO Agenda possible quorum 8-27-	Posted Possible Quorum of Board Members at COA City Hall, Taylor County Courthouse, Jones			
	19 mtp meeting.pdf	County Courthouse, Prosperity Bank Building, and on MPO Website; sent out to 94 emails on list			
		(August 19, 2019 3:57 pm)			
	News release 8-26-19 MTP Public	Sent to all city emails August 27, 2019 at 1:11 pm			
	Meeting.pdf	Sent to MPO email list 94 contacts on August 26, 2019 3:18 pm			
Project Solicitation	publication 9-8-19.pdf and	September 8, 2019 ran in ARN and online			
,	Public Notice MTP projects CityLink.pdf	Notices posted on CityLink buses and in lobby (Sept 5, 2019)			
	· · · · · · · · · · · · · · · · · · ·	Posted on the MPO's website			
National Night Out October 1, 2019	-	Booth set up at event. Numerous interactions with the public on transportation topics.			
October 22, 2019 Policy Board	Abilene MPO Agenda 10-22-19 FINAL	Public meeting opportunity for MTP (Posted Possible Quorum of Board Members at COA City Hall, Taylor County Courthouse, Jones County Courthouse, Prosperity Bank Building, and on MPO			
Meeting	Amended.pdf	Website: sent out to 94 emails on list )			
	ARN Certified posting Nov 5 2019 meeting.pdf	September 3, 2019 ran in ARN and online			
		MPO Facebook and Twitter, Steamboat Cycling facebook			
2nd Public meeting November 5,	MTP 2nd public Meeting notice.pdf	All City Email			
2019	Abiles AADO Assude see ible sur 11.5	Public meeting opportunity for MTP (Posted Possible Quorum of Board Members at COA City Hall,			
	Abiene IVIPO Agenda possible quorum 11-5-	Taylor County Courthouse, Jones County Courthouse, Prosperity Bank Building, and on MPO			
	19 mtp meeting.pat	Website; sent out to 94 emails on list )			
	MTP 2nd public Meeting notice.pdf	Posted CityLink 11-1-19			
Public Comment on Draft	ABN posting certified copy 11-17-19 pdf	Abilene Reporter News November 17th			
Document	And bosting certified coby 11-17-13-but	Runs from November 20 thru Dec 9, 2019 ARN and online			

# WELCOME TO THE ABILENE MPO 2045 METROPOLITAN RANSPORTATION PLAN PUBLIC MEETING







APPENDIX - PUBLIC MEETING #1 BOARDS

ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN





ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN

APPENDIX - PUBLIC MEETING #1 BOARDS



**TRANSIT ROUTES** 



ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN

\*Weekend Service map has been corrected to remove the on-demand zone in the final MTP



# WHAT IS AN MPO?

- METROPOLITAN PLANNING ORGANIZATIONS (MPOs) are designated by the Governor of Texas
- Federal law requires that a MPO be designated for each urban area with a population of 50,000 or more.
- Federal funding for transportation projects and programs are channeled through MPOs.



# THE ABILENE MPO

- The Abilene MPO was created in the early 1960s.
- The MPO is 100% funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- MPO MISSION STATEMENT:
- To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene metropolitan area.
- The MPO is governed by a Policy Board and a Technical Advisory Committee consisting of elected officials and transportation leaders.



			ABILENE M	PO TECHNICAL A	DVISORY
			CO	MMITTEE MEMBEI	RS
		<b>ADO</b>	Member's Name	Member's Title	Representing
			** VOTING **		
			DAVIS, Ross	Commissioner (elected)	Iones County
			DOWNING, Tommy	Community Planner	Dyess Air Force Base
			DOWNS, Chuck	Mayor Pro-Tem (elected)	City of Tye
ABILENE MPO	POLICY BOARD MEN	IBERS	GREEN, Don	Transportation Director	City of Abilene
Member's Name	Member's Title	Representing	HAITHCOCK, Michael	Transportation Planning & Development Director	TXDOT
*** VOTING ***			JAWORSKI, Justin	Executive Director – Abilene Industrial Foundation	Abilene Chamber of Commerce Representative
BOLLS, Downing (Vice-	County Judge (elected)	Taylor County	McCAFFERY, Greg	Public Works Director	City of Abilene
Chairman)			NORMAN, Paul	Abilene Area Engineer	TXDOT
JOHNSON, Carl L.	PE District Engineer	TxDOT,	Vacant	Public Works Director	City of Tye
		Abilene	RICHARDSON, Dan	Director of Operations	TXDOT
		District	ROGGE, James	Traffic Engineer	City of Abilene
PRICE, Shane (Chairman)	City Councilman (elected)	City of Abilene	SHANKS, Woody	Mayor Pro-Tem (elected)	City of Impact
SPURGIN, Dale	County Judge (elected)	Iones County	SHARPE, Bobby	General Manager	City of Abilene/CityLink
	Mayor (elected)	City of Abilene	SMETANA, E'Lisa (Chairman)	Executive Director	Abilene MPO
*** EX-OFFICIO ***			SUMNER, PJ	Environmental Program Coordinator	West Central COG
BUCKINGHAM, Dawn	State Senator District 24 (elected)	State of Texas	THOMAS, Charlie	Interim City Engineer	City of Abilene
LAMBERT, Stan	State Representative District 71 (elected)	State of Texas	WARRIX, Michael	Planning & Development Services Director	City of Abilene
ARRINGTON, Jodey	U.S. Representative District 19 (elected)	U.S. Congress	WILLIAMS, Randy (Vice-Chairman)	Commissioner (elected)	Taylor County
PERRY, Charles	State Senator District 28 (elected)	State of Texas	** NON-VOTING**		
			HENRY, Winona	Regional Director	TCEQ
			HAYES, Lynn	Community Planner (Review Office)	FTA Region VI
			JONES, Anthony	(Planning Representative)	FHWA
			PAGE, Nick	TP & P MPO Coordinator	TXDOT
			PENA, Jessica	PTN Coordinator	TXDOT

# WHAT DOES THE MPO DO? TRANSPORTATION PLANNING Unified Planning Work Program (UPWP) Transportation Improvement Program (TIP) Transport Exercision Information Informatio Information Information Information Information Information Infor

- TRANSIT PLANNING
- Regional Coordination
   Multimodal Facility Planning
   Studies (Fixed Route, Bus Stop, Etc.)
- SPECIAL STUDIES & PROJECTS
- Awareness Events
   Awareness Events
   Bike to School (May)
   Bike to Work (May)
   Ride to Work (June)
   Walk to School (October)
   Bicycle & Pedestrian Planning



# **METROPOLITAN TRANSPORTATION PLAN**

- This is the controlling document for an MPO
- 25 year plan updated every 5 years
- Identifies anticipated future revenues (state, federal, and local if they apply)
- Identifies anticipated future transportation needs
- Must Be Fiscally Constrained
- Identifies projects and processes to address identified needs within the anticipated budget





















# WE WANT TO HEAR FROM YOU!

- What are the mobility challenges in the region?
- What are areas of weakness in the region?
- Are there specific locations that are of concern?
- What about transit service?Or bicycle and pedestrian facilities?





2045 Metropolitan Transportati













# Report for Abilene MPO Metropolitan Transportation Plan 2045



What is your primary mode of travel?



Value	Per	cent Respo	onses
Drive alone	8	4.6%	208
Carpool		4.1%	10
Motorcycle		1.2%	3
Transit/bus		4.1%	10
Bicycle		2.4%	6
Walk		1.6%	4
Other		2.0%	5

Totals: 246

Other	Count
Depend on others to get me where I need to be.	1
Driving Kids	1
paratrans	1
Totals	3

From where you live, how difficult/easy is it for you to get to the places you want to go (school, work, shopping)?



Value	Percent	Responses
Very difficult	4.1%	10
Difficult	9.4%	23
Not that difficult	33.5%	82
Easy	34.7%	85
Very Easy	18.4%	45
		Totals: 245

How would you describe the quality of the current road/highway system in the Abilene area?





Totals: 245

How would you describe the quality of the current transit/bus system in the Abilene area?



Value	Percent	Responses
Poor	15.0%	37
Fair	22.0%	54
Good	17.1%	42
Excellent	2.8%	7
Notapplicable	43.1%	106
		Totals:246

How would you describe the quality of the sidewalk/pedestrian system in the Abilene area?



Totals: 245

141

76

Value

Poor

Fair

Good

Excellent

Notapplicable

How would you describe the quality of the bicycle system in the Abilene area?



Value	Percent	Responses
Poor	58.2%	142
Fair	22.5%	55
Good	5.3%	13
Excellent	1.6%	4
Notapplicable	12.3%	30
		Totals: 244

Rank the improvements the MPO could consider when prioritizing transportation investments and projects. (Please drag and rank the 9 elements from 1-9 with 1 as most important and 9 as least important.)

Item	Overall Rank	<b>Rank Distribution</b>	Score	No. of Rankings
Maintenance of Existing Roadways	1		1,668	234
Pedestrian Safety - Adding or improving sidewalks, crossings, ramps, etc.	2		1,639	233
Vehicle Safety - Reducing accidents	3		1,544	233
Flooding/drainage	4		1,491	235
Public Transportation	5		1,159	230
Economic development	6		973	230
Environmental Preservation	7		797	231
Tourism	8		637	228
Freight systems	9		578	229
		Lowest Highest		

Rank

Rank

If you had to be without your vehicle for a month, what would you do? (Choose up to three.)



Value	AIR.	Percent	Responses
Use public transit		22.0%	54
Walk		19.9%	49
Ride a bike		22.8%	56
Ride with someone/carpool		55.3%	136
Borrow a vehicle		24.4%	60
Rent a vehicle		37.8%	93
Stay at home		6.9%	17
Rideshare (Taxi, Uber, Lyft, etc.)		19.1%	47
Other		2.0%	5
Other			Count
Drive extra vehicle			1
Ride my horse if I could, legally			1
Use husband to take me			1
borrow a vehicle			1
relative			1
Totals			5

What priority level would you give to these goals in the long-range transportation plan? (Please drag rank the 9 elements from 1-9 with 1 as most important and 9 as least important.)

ltem	Overall Rank	<b>Rank Distribution</b>	Score	No. of Rankings
Maintaining existing roads	1		1,772	233
Improving the pedestrian system (sidewalks, crosswalks, signals, etc.)	2		1,404	233
Improving safety	3		1,363	232
Improving the bicycle system (bike lanes, paths, signage, etc.)	4		1,123	227
Improving the public transit system	5		1,095	228
Improving traffic congestion	6		1,056	227
Improving the traffic signal system	7		944	229
Building new roads	8		874	226
Improving regional connections through improved intercity modes (air travel or bus services)	9		781	208

Lowest Highest Rank Rank

# **APPENDIX - SURVEY RESULTS**



Value	Percent	Responses
Drive alone	64.6%	159
Carpool	21.5%	53
Motorcycle	4.1%	10
Rideshare (Taxi, Uber, Lyft, etc.)	18.7%	46
Transit/bus	26.4%	65
Bicycle	19.9%	49
Walk	25.2%	62
Autonomous Ve hicle	26.0%	64
Micromobility (E-Scooters, Bikeshare, etc.)	6.1%	15
Telecommuting	13.0%	32
Other	2.8%	7

Other	Count
Downtown pedestrian only areas	1
Flying Car (I hope) otherwise drive alone	1
I will be dead!!!!	1
being transported by another person	1
flights to other cities without having to go to DFW	1
riding with a friend - too old to drive then!	1
Totals	6

If additional funds were needed to finance a new roadway construction, which of these financing methods would you find most acceptable? (Please rank the three, with 1 being the most acceptable.)

	Toll Charges	Gasoline taxes	Motor vehicle registration fees	Sales taxes	Tax on car parts or repair services	Property taxes	Mileage taxes (based on the amount of miles traveled over a given period of time)	Street use fee	General Obligation Bonds	None	Responses
1st Choice Count Row %	31 13.0%	22 9.2%	23 9.7%	26 10.9%	4 1.7%	12 5.0%	17 7.1%	9 3.8%	64 26.9%	30 12.6%	238
2nd Choice Count Row %	26 11.6%	29 12.9%	45 20.1%	31 13.8%	3 1.3%	7 3.1%	18 8.0%	22 9.8%	23 10.3%	20 8.9%	224
3rd Choice Count Row %	17 7.6%	19 8.5%	27 12.1%	25 11.2%	10 4.5%	20 9.0%	15 6.7%	30 13.5%	29 13.0%	31 13.9%	223
Totals											685 100.0%

Rank the following general issues in order of importance to you. (Please rank the three, with 1 being the most acceptable.)

	Education/school funding	Transportation	Healthcare	Economy/jobs	State Budget	Water Issues	Public Safety/crime	Environment/climate change	Other - Please leave in additional comments	Respon
1st Choice Count Row %	72 29.4%	21 8.6%	38 15.5%	44 18.0%	2 0.8%	13 5.3%	36 14.7%	16 6.5%	3 1.2%	245
2nd Choice Count Row %	41 17.0%	26 10.8%	65 27.0%	39 16.2%	5 2.1%	14 5.8%	33 13.7%	16 6.6%	2 0.8%	241
3rd Choice Count Row %	30 12.6%	33 13.8%	35 14.6%	41 17.2%	7 2.9%	27 11.3%	39 16.3%	26 10.9%	1 0.4%	239
Totals										725 100.0%

Please provide any additional comments about the future of transportation and your ideas of how to help create a transportation system that can best serve the area. (1500 character limit.)



### ResponseID Response

9	Autonomous vehicles will likely play more of a role in our daily lives as time goes on. Additionally, more vehicles will be powered by electricity rather than gasoline. For these reasons, gasoline taxes may not work as a long term source of funding. Roads may become more congested as companies such as Amazon, Walmart, and others begin using autonomous vehicles for delivery, services, etc. While individual car ownership will likely remain popular, rideshare services such as Uber are expected to become more heavily used as time goes on. Once autonomous vehicles are more widely available, the cost of these rideshare services could decrease significantly, which would make them more appealing. Road safety and quality will continue to be important as these developments take place. Specifically, issues with severe street flooding (like we see on Ambler, N. Willis, etc) could become even more problematic in the future. As developments in automation continue to progress, there may be other opportunities for new efficiencies in managing roads and ROW properties - automated lawn mowing, street cleaning, intelligent traffic or road debris reporting, etc. Al development may seem to be moving slowly, and some of these milestones are still years away. However, even the most conservative estimates predict that a lot of this will be available by 2025 or 2030, so it's worth keeping a close eye on automation developments and taking them seriously.
11	The Abilene area is not that congested. New roads aren't necessary. Take care of existing and managing construction projects. Contractors are not handling the work given locally
12	Other cities with population similar to Abilene have been making efforts to have a more bike friendly environment that incorporates parks, trails, and roadways that with bike lanes/trails that can be used. Abilene has made a start towards this with bike route signs on our roads as well as bike lanes. However, there are many that still do not want to ride on our roads and having a park and trail systems would be more conducive. The expression - "if you build it they will come" - certainly will apply here. This type of system is what younger families are looking for when they look at a city to move to. Even though Tulsa OK is 4x the size of Abilene, there are 80 miles of bike trails in that city. Abilene has maybe 1/10 of that. This type of systems needs to have a dedicated focus by the City and I don't think that it is high on the priority list of items to have within our city boundaries.
13	I love riding my bike and would love to feel safe doing so. If I could ride to the store to get things I would but buffalo gap road is just to crazy.
14	Create pedestrian friendly travel across town from neighborhoods to parks, schools and commercial areas with more sidewalks, crosswalks, etc. Utilize utility corridors and open space for larger connector paths in conjunction with the parks plan. Require sidewalks on all new development. Currently this is not required or not enforced, particularly in residential areas. Extensive replacement of existing roads. Improve maintenance practices. Saw cut pavement and repair base when filling potholes (to avoid re-patching the same pothole over and over, as is done currently.)
17	Abilene really needs an additional airline carrier, luxury bus service or other options with destinations other than DFW. American Airlines is rated one of the worst carriers and only serves 1 hub, other similar cities Lubbock, Midland have airline options and can fly to more than 1 city, the monopoly that American has on Abilene is preventing it from becoming a first class city. Its a joke that Abilene is building a downtown convention center and only has 1 airline. Abilene has great venues for "horses and rodeos", because of its location and lack of traffic, it offers nothing for downtown visitors than can come anywhere close to what Fort Worth, San Antonio, Austin, Houston has to offer. Two sub par downtown restaurants, Bee Hive and Cypress St, limited bars and zero walk-able mixed use neighborhoods. Abilene's growth was white flight to the south in Wylie school district. Abilene can be a destination city, but it has to develop it from within and grow it organically through parks, "linear" parks with off street bike lanes that can double as flood zones, similar to what Houston and San Antonio has done.
26	I know concrete is expensive, but it obviously lasts longer and is more impervious to water. Seeing that Abilene uses the streets to move water, we need to concrete busy thoroughfares, intersections, and low spots.
28	Even though West Texas has had the luxury of wide open spaces, we will be facing increasing congestion issues. Buffalo Gap Road is becoming a long, badly planned, congested thoroughfare with few alternatives.
30	Bicycle traffic among the students at local universities would greatly increase with the presence of paced trails. Just look at the bike and foot traffic around ACU due to their trail(though not entirely safe for bikes due to frequent auto crossings). A system of such trails that could extend around Area lakes would be a boom for quality of life.
31	I love to ride my bicycle, but adding lanes on congested roadways are not safe. We need to plan safe bicycle and walking routes! It is stupid to put Bicycle Route signs on congested roads, and it is suicidal to ride where most of the signs are placed!!!! The safer places to ride are on two lane roads outside of town!
33	Wider traffic lanes may help, however most streets that would benefit from this are TXDOT roads (Buffalo Gap Rd). Downtown pedestrian only areas will go great with the downtown hotel. There needs to be a road that connects Southwest Dr to Hwy 277 S from just west of the Kia dealership to just east of Steak Express.
35	More attention definitely needs to be paid to landscape maintenance around city roadways. There are intersections with very high grass that creates an unnecessary and easily avoidable hazard by reducing visibility. This is something that can be fixed now and relatively cheaply.
38	ENCOURAGE THE USE OF LOWER WEIGHT VEHICLES WITH SOME TYPE OF INCENTIVE. POSSIBLY LESS CHARGE ON REGISTRATION. THE WOULD LESSEN DAMAGE TO STREET SYSTEM. ENFORCE WEIGHT RESTRICTIONS ON STREETS NOT DESIGNATED AS ARTERIAL, COLLECTOR.

# ResponseID Response

40	Ideally CityLink would go to the Airport, but I know it's not feasible. Honestly it's fine and I have no creative ideas.
43	I'd like to see more opportunities to use my vehicle less but the bus system here- where it takes over an hour to get to my work (which is a 15 minute drive) wouldn't work. I'd also like to be able to walk to nearby locations- or have my children walk to their school- because many things are probably 5-10 mins from us but it's just not safe. There are no sidewalks beyond the downtown area it seems. Finally, I think the flooding issue is a HUGE issue that will continue to grow as our weather continues to change in our region. Something should be designed and expedited to remedy this situation.
45	I think Abilene is doing a great job stepping up to remedy the problems that have been brewing for many years. Best of luck to you!
46	The roads here are atrocious. Going to a neighboring city - even going out of state - really opens your eyes to how bad our roads are as far as general driveability and drainage. It's despicable. It's hard to tell if you're used to it and never go anywhere, but once you leave, you get spoiled. You come back and see just how bad it really is.
48	The biggest problems with transportation that effect many other areas of life across the nation are things that could be resolved with a more efficient public transportation system. One person driving a 4-door sedan is an inefficient use of space, which causes unnecessary congestion of the roads causing us to need bigger, better and more roads that we have to maintain. The drive alone method is also terrible for our environment, were emitting so unnecessary toxins into the environment which even if you ignore the huge "global warming crisis" is coming down in rain and causing damage to our bodies of water and thus fish, and eventually us, even if we are not in the rain. I truly believe that marrying the use of public transit and autonomous vehicles is the ultimate way to solve not only these problems but many more that I don't have the word limit to talk about. The roadblocks that have been set in front of us with public transit are difficult to navigate but with the right programs are not impossible. The biggest concern that the public has about public transit is safety, there is the image of a little old lady getting mugged. much of that comes from looks, the buses and bus stops are dirty, the second reason for this is how long a citizen has to stand on the side of road before a bus comes. This thought will not be overcome until people can actually start effectively using the system winch mean more frequent buses, frequent in time and locations that start before work.
51	I would love to be able to walk with my family, not necessarily as a means of getting somewhere, but from a health standpoint. Right now, it is impossible to do. I have to drive several miles to get to Redbud park so I can walk in a circle. We really need safe sidewalks in a large enough area to enable people to walk places. I grew up in Europe where I walked everywhere. I lived in a 60,000-population city in Montana, where I walked and biked everywhere even though I had a car. I have lived in Abilene for 20 years, and I have not been able to walk or bike anywhere, it is simply too dangerous. The bike lane that was painted on S. 11th street seems a bit of a joke, that street is too narrow to safely accommodate cars and bikes, and I never see anyone on a bike on it. The road needs to be widened, or pick another one. How about sidewalks along S. 14th, S. 7th, leading to the cafes and fast food? People need to be able to have a destination, to be able to get somewhere. I have walked on the new sidewalk along S. 11th with my kids on their bikes, and it simply dead ends right before Barrow. It is too short and goes nowhere. My children have no place to safely ride their bikes, other than going to Redbud. Please create an area where little kids can ride bikes. You could expand and improve the Rose park path, people would walk and kids would bike on it. Currently it is too short, and dips and breaks too much for bikes. There is the open field which is currently not used.
53	I feel like the layout of the city is easy to navigate and is well laid out. I have always been unhappy with the lack of pedestrian friendly neighborhoods. I live off Rebecca and Bruce in an area VERY close to most amenities. It is an active neighborhood with many walkers, joggers and bikers, however it is very dangerous to venture outside of the neighborhood on foot to walk anywhere. There are no sidewalks leading to the shopping center/mall/restaurant areas. Of course, this is just one neighborhood in the scope of the city but it is one that has immediate access to so many amenities, yet the best choice is to DRIVE since it is such a high traffic area with zero sidewalks.
55	The roads need lines, not just bumps or reflectors. The roads are also bumpy (pot holes, bad repair jobs, cracks, etc.) and need scheduled maintenance.
57	Medians, medians medians along ALL major and arterial roads. Too many suicide lanes and places to make left-hand turns across traffic. One-way frontage roads along ALL of Loop 322. No good options for much of this road if accidents shut it down. More north/south roads to reduce traffic on Buffalo Gap Rd. or out in an over/underpasses at 707 and Antilley Rd. At least 1 more under/overpass crossing I- 20 east or west of SH 351. Too much traffic at 351. Pine St on/off-ramp redesign at I-20. Extend frontage roads along I-20 so we can get to/from Pine St. Side walks everywhere except rural areas. No excuses No waivers. No special favors. No insider deals. Bike lanes and trails (not bike routes) along all major streets and highways. Run CityLink buses every half hour on the most popular routes in the morning and evening hours. Underground drainage at places known to flood regularly like Treadaway /S 27th St - Barrow/S 14th St, Chimney Rock Rd/BGR. Pedestrian over/under pass of railroad near Mocking bird. Too many people trying to cross the tracks have been struck by trains. Install and promote quick charging stations for electric vehicles and alternative fuels at locations near I-20, major tourists destinations (Expo Center, Convention Center, Zoo) and at locations with a lot of hotels/motels. Maybe have an incentive for gas stations or a private investor. More traffic circles and less traffic lights. People can figure this stuff out.
61	Increasing the geographical region serviced by the current bus system. Include all businesses such as State Supported Living Center, Coca cola, Postal Service Center and Rentech. It would be wise to incorporate bike trails as new addition are added. Plans to add bike trails to existing neighborhoods and business' should be included in future plans for health and increased transportation options. Walk overs would increase safety in ares such as the ACU shopping addition coming soon and near congested school zones where needed. A driver over highway for traffic leaving Tuscola entering 83 North bound traffic would increase safety at the 83/84 split.
63	Need To encourage peoppale to have healthier life styles. This is the FATTEST city I have seen. Everyone seems to be at least 40 pounds overweight! By providing bike lanes and encourage exercises like it used to a be here 30 years ago get off that stupid computer a! d exercise
65	Comprehensive sidewalk systems in residential areas could encourage residents to walk more leading a healthier citizenry and improving safety for residents and their pets.
67	for the disabled it would be nice if paratrans had a same day bus use for emergancies
72	Sidewalks, better road conditions, and street lighting.
73	I would love to see a safer more affordable means of traveling to and from surrounding cities, towns, and somewhat near by metropolitan areas (i.e. DFW area). Trains, shuttles, commuter buses, etc.
75	I would like to see more sidewalks and roads widened so bikes coukd at least ride on the shoulders. I've lived many places and Abilene is about the most pedestrian and bike unfriendly place.
77	Abilene has a very limited and poor public transportation system that is not designed to ensure citizen success. Members of our community make efforts to secure employment however have limited and ridiculous means of getting to said employment. Our public transportation system requires two-three hour rides to and from sites and routes have changed taking out very important stops from citizens without proper inspection or notification.

85	Abilene needs transportation system whether by bus, sidewalks, good bike routes. There are so many people that do not have or can afford a vehicle. Car breaks down, need another mode of getting to work or appointments. This would benefit so many people in Abilene. People are texting while driving and walking without a sidewalk or bike route is so dangerous these daysl, people are texting instead of driving and many folks are afraid to walk the streets in fear of getting hit by someone who is not paying attention to the road. Sidewalks can be used by bikes as well to keep them safe and off the busy streets and those texting instead of paying attention while driving. Abilene is in need of good sidewalks in our main streets to get to grocery stores, banks, to bus stops and work!
89	Roads in Abilene are terrible. All the city does is cover the pot, then within a few weeks, we're back with the same old pot hole. I feel, if vehicles end up messed up, city should assist the people with cost
96	Bike lane all the way down Maple. Also just as we grow we need to plan to make Abilene a better town, with walking paths and bike lanes. I hate seeing a new road being built or infrastructure being built with out side walks and bike lanes or paths. I love Abilene and believe it will grow and be Awesome but we need to make plans when we build to have this option. It will draw people to Abilene. Because in our area you can walk, run, or Cycle year round. And people love to be outside and enjoy our great town with exercise. I do see a lot of people using bikes for everyday transportation. Because in I sales I see multiple companies with bike racks full of bikes. I see bike racks full at schools and colleges. And I believe there would be more if people felt like they could travel safely. I travel to many different states with fewer people that have much better bike lanes and tons of them. I also believe with we could send reprocessed water from Kirby to Fork Fantom to make an excellent river to kayak, walk , hike, ride, or run. When people visit a town I believe they get excited when they can see people outside enjoying the town. It makes the town look friendly and inviting. I look how ACU has a walking path that is the most popular path in town. We need more stuff like that.
99	A more comprehensive, streamlined public transit system. CityLink should run the same schedule all 7 days a week, include a connection bus that would run the loop, and MAKE BUS PASSES PAYABLE BY DEBIT/CREDIT CARD. Roadways are absolutely horrible right now and the funding has run out to complete the paving projects causing damage to vehicles. Low income families can not rely on public bus system as it is right now.
100	n/a
101	Make Ridgemont dr. one way headed south. Better timed red light/green light through downtown Abilene, in all directions. side walk/bike route all the was through Abilene on S.14th
103	Would like the city to really address the lack of drainage systems they have on the roadways in the community. Which causes unsafe driving conditions on the roadways.
105	Better drainage in the roadways, better surface maintenance of roads.
106	Need to cover more areas, another route that goes pass the mall the should be more frequent buses with Abilene growing as well later regular evening buses for those of us that work past 5 pm. Definitely better weekend route coverage for Saturday & include Sunday bus service. I am pretty sure there are other bus designs to accommodate more passengers. & If there isn't one there ought to be a shuttle to from the station to the airport. Traffic light signals & cross walk timings ought to be recalculated. Stop having road employees standing around while 1 or 2 are actually doing the job.
109	Create and maintain bicycle lanes throughout city. Also sidewalks and safer pedestrian bridges across south and north first streets/railroad tracks.
111	Focus on refurbishing the current roads not public transportation. Especially storm drainage
112	We need more sidewalks for those of us who must walk. The roads are dangerous. Also there is not many safe places for bicycles to get around town. Our roads are bad for those who do drive. There needs to be some thought in planing for the future if the citizens who drive, those who have to use a bicycle, and those who must walk. Our transit system could use improvment for people who must use the buses to get where they need to go.
113	Transportation plan should be forward looking and doing it's best to maintain what we have but also creating new possibilities such as safe routes for bicycling. Any reduction in reliance on traditional gas-powered vehicles is a move forward, in my opinion. Incentives for rideshares, programs for increasing awareness of cyclists/pedestrians. Doing everything we can to reduce distracted driving is a major obstacle and priority in my view. Creative public information programs that help demonstrate that walking/riding are possible, and becoming even more possible with the advent of ebikes. Incentives or supplements for those willing to commit to carpooling, riding bikes/motorcycles could go a long way in changing the culture of public transportation in Abilene.
115	Feel as though if there was an actual drainage system and more sidewalks transportation around Abilene would be better. Also fixing roads that haven't been fixed in forever!
116	Just make it easier for seniors for public transportions so they can ride easier
118	I thought we just increased water bill to help fix roads?
120	The ADA transport is a wonderful service but it needs to expand the Circle of Within the city limits to include the Wylie area. The Scheduling and ticket system Could really use an upgrade as well. Thank you for this service !
121	I would love to see the city work with companies like Bird and Lime to get e-scooters back. The city of Memphis Tenn. worked with them and setup a scooter lane and designated parking areas for them. Those scooters seemed to draw more people to the downtown area which is good for business if they want to take advantage of the increase traffic downtown.
124	FM 707 from Buffalo Gap Rd to 322 needs to be widened in both directions with new turn lanes. Street Lighting also needs to be added. FM 707 from 322 to FM 1750 needs to be widened as wellincreased traffic to new schools.
126	Use of walk-overs in heavy traffic school areas such as Wiley, ACU, Austin Elementry
128	Have a Park & Ride from prime points in North, East, West, South Abilene that takes you directly to downtown with no stops in between. Have 5-6 drop off points downtown. This gets people into downtown without worrying about parking or traffic. This would be especially helpful during big events like CALF but also for people who work downtown but have to drive in. Run it weekdays 7am-10am and then 4pm-7pm, and some weekend hours too.
129	We are a city that is poor, we need more diversity in our leadership, we need more understanding & grace & need to help those in poverty if we continue to tout that we are Christians.

# ResponseID Response

131	The roads in Abilene need constant maintenance. There are insufficient city employees in the street dept doing the actual work of repairing and maintaining streets. Hire a significant work force, drive the streets yourselves and make notes of pot holes and other damages. Use the money from bonds and water fees now being collected to make a difference in the roads with the most use and worst wear and tear. Set up a system for quick notification by all first responders to identify road hazards and conditions, they are on our roads all day and night every day and will recognize the true needs, not just a citizens preference for their street. Place a few more traffic lights on the high traffic areas to help maintain a safe flow of traffic (southwest drive/catclaw areas for one).
138	Abilene has a good mesh of highway/city road system. But need to make sure more efficient utilization of the roads by properly maintaining them and reducing congestion in certain areas. Some of the intersections need to be designed better to alleviate congestion and reduce traffic incidents.
139	Moral Law of a city - the test of its people's character
141	-ABILENE NEEDS SIDEWALKS & BETTER BUS ROUTES. EVEN IF YOU TOOK THE BUS, GOOD LUCK WALKING TO WHERE YOU'RE GOING (SPECIFICALLY SOUTH ABILENE) SINCE EVERYTHING IS SO SPREAD OUT & MOST SIDEWALKS JUST END ABRUPTLYTRAFFIC LIGHTS WOULD BE NICE TO AVOID CRASHES AND ROAD CONGESTION. I WAS IN A CAR ACCIDENT CROSSING ANTILLEY FROM THE ACCESS ROAD AND I'VE BEEN WITHOUT A CAR FOR >2 MONTHS. IT'S BEEN THE MOST MISERABLE EXPERIENCE. THIS IS A PERFECT EXAMPLE OF AN INTERSECTION THAT WOULD GREATLY BENEFIT FROM A TRAFFIC LIGHT CONSIDER TRAIN TO DALLAS
144	If we can't take care of our current roads then stop building new ones until the current roads are fixed.
145	Provide an easy sidewalk on Ambler between ACU and North Walmart. Either side has sidewalks, but they are just not linked. Providing a sidewalk there would make it so much easier for students to have access to businesses. Also provide a way for people to easily cross roads at the junction of Judge Ely and Ambler, where there are many entrances and exits, and subsequently, many accidents
149	I mainly think that the drainage problem in Abilene needs to be solved. I'm no expert, but the lack of a drainage system correlated with heavy rains seems to be one of the leading causes of our poor road conditions.
154	Expand the service area and hours of public transit.
156	Think systemically - how does the individual connect to neighbors, across town, across the region - state - country? Abile neans are isolated if the y don't have car access. It shouldn't be that way!
157	Our current transpiration options privilege those that can afford to own and maintain a car. I think it is of vital importance for the sake of equality and reduction of pollution to have more safe, affordable options for our community. Many neighborhoods have inconsistent or nonexistent sidewalks, making walking a challenge. I've heard countless stories of individuals missing interviews or appointments due to the unreliability of the bus system. It would promote economic growth and people would be more likely to move here for jobs if there were safe and reliable walking and biking paths. Also, a shuttle system between Abilene universities and the DFW area would reduce the number of young people on the road late at night and promote economic growth by bolstering the enrollment of our colleges and universities. Thank you for taking the time to address these critical issues in our community!
162	Electric vehicles will become much more prevalent for personal transportation. Charging stations should be on the near horizon for the city planners.
163	I would argue that absolutely NO money should be put toward ANY changes or new construction until the city takes care of the \$385M that it's behind in street maintenance. This dereliction is reprehensible, and no other new city expenditure should be undertaken until this one is finished.
164	We need to be a more cycling friendly community with even more road signs and bike lanes.
167	Accessibility for those in wheelchairs or other disability devices MUST be improved. Curb cuts do no good when a light or telephone pole is in the middle of the access and there are no sidewalks. People also need to be educated to respect bicycle lanes, which there need to be more of. I have been deliberately run off the road (apparently for fun!) when riding my bicycle.
168	quite frankly I would like to see Abilene have access to AMTRAK
169	Keep up with roads (pot holes) and proper drainage to prevent future issues. If you can make the roads to have proper drainage, the water wouldn't freeze and create road issues. Prevent heavy vehicles from driving down residential roads, i.e. oil field trucks because it creates too much weight for the road. It makes waves/bumps in the road. Example: Oldham Lane and North Entrance to freeway.
172	Terrorism!! and Terrorism internal and external
173	There needs to be more information about the bus system online. Looking at the website, there is no FAQ page, a route planner option, and it does not tell me if the buses only accept cash or if they take care as well. The bus system also does not connect to google maps or other transit apps, making it difficult to plan a route prior to taking the bus. Another major drawback of the bus is that it only comes once an hour at each stop. That does not give passengers enough flexibility when taking the bus, if you miss your bus, you most likely will miss what you were taking it to. More buses and more information online would make the bus system much better. An addition to this would be to connect more side walks or bike lanes along the roads. These currently end at awkward points making it difficult to get to destinations that are further away.
174	If we have a side walk ordinance, we should stop waiving the requirement and enforce the ordinance.
175	Follow the example how to make complete roads that work for all users
180	Would love to see bicycle lanes and sidewalks encouraged - even having a trail that safely runs through city.
182	Buses or trains would be wonderful. The fewer cars on the road, the fewer accidents and the smaller carbon footprint. Our community's life would grow together instead of so harshly individual.
184	If there were affordable train or bus service from Abilene to the DFW airport, we would definitely make use of it. We live in Eula and thus have to use a personal vehicle to get to town, but once in Abilene, we love to walk or ride bicycles for exercise, better community engagement, and carbon emission reduction. I support any city efforts to make Abilene more walkable and bicyclable, and strongly support improved public transport, as well, particularly for our neighbors who do not have regular access to personal cars.

185

We need sidewalks and/or bicycle lanes throughout the city. It is so dangerous if you're not in a car.

# ResponseID Response

186	More side walks is my top priority. I live within walking distance of work, school, and shopping. But I rarely walk because there are not consistent side walks.
187	- More Sidewalks for pedestrians - More bike lanes and bike paths - Currently not safe for pedestrians and bikers sharing the roads with cars
188	Really hopeful for a better pedestrian and biking infrastructure in Abilene.
191	Please stay ahead of the growth. Don't do like Austin and end up with a quagmire of a traffic system THEN decide to do something to improve it.
193	In West Texas, a proposal to spend \$500,000 on a sidewalk in Abilene is crazy. Streets are in terrible shape, and we're spending half a mill on a sidewalk to no where??? There may be neighborhoods which need sidewalks and the money could be more appropriately spent there. Or sections of the designated path may be a good idea. No matter who is forking over the money, each dollar should be used wisely. I would think maintaining roads and bridges should be a priority. Cars, trucks or buses will only be useful if the surfaces they travel will support them. When it's 109 degrees, nobody is walking from Elmwood Drive to the zoo. When it's 75 degrees, no one is taking that route either. When two or more people are walking for exercise, single file on a sidewalk is not the preferred form. Walking to school or the store is completely different. In summary, using a little common sense will make our dollars go further (or possibly farther). Thank you.
196	Need more complete sidewalks, and better sidewalks and lighting for the sidewalks. Need more bike racks at businesses and stores. Better green spaces that are more attractive and how more physical activity elements. Safer intersections for pedestrians and bicyclists that are also efficient for cars that are trying to turn across traffic.
197	I wish our system was less car-dependent and individualist. If we had more public transportation options, walking and biking options we'd decrease congestion, costs and impact to the environment. My children lives a very short distance to their school but we can't walk there due to safety concerns. They should easily be able to walk- it'd save us time in the morning, give them exercise and save the school money for busing.
199	For safety reasons we need to go back to the exits coming before the entrances to our main roadways and stop the criss-cross pattern that sets up for major accidents.
200	More organized. Highways should serve highways ie: freeway off ramps should be before a highway or street, not after. It seems foolish to leave 75 mph I 20 and drive 1 1/2 miles on a 45 mph access road to get on the 75 mph Loop 322.
202	light rail and run the buses off it .One from the north side to south side . Across town rail .
203	Abilene has no real para transit service, nor do they have a real public transit system. Abilene in these aspects is falling further and further behind. The airport is barely able to be called that, and honestly I can't think of anyone that uses the Abilene airport over DFW, for convenience, price, or a combination of the two, even adding 2 hour plus drive, DFW wins out for air port use.
207	More designated bicycle lanes. More sidewalks.
210	Longer evening bus hours (until midnight); same stops on Saturdays as weekdays (changing the stops is confusing), Sunday bus service; AMTRAK or passenger train in and out of city; better schedule book that shows all stops; live person answering the phone;
212	none
218	City-wide bike path/jogging trails in "Green Zones." These may be in right of ways and easements throughout the city. Another improvement would be to invest heavier on traffic signals throughout the city.
230	Intersections need to be maintained
240	Fix Potholes
241	Fix Pot Holes
242	Thank you for providing what has already been given.
245	Need more handicap Road repair
248	Better Street Maintenance
253	Let the bus system run on weekends and holidays.



Value	Percent	Responses
Female	48.7%	115
Male	47.0%	111
Prefer not to say	4.2%	10
		Totals: 236

Prefer to self-describe	Count
Totals	0

# What is your age?



Value	Percent	Responses
Under 21	0.8%	2
21-24 years old	4.2%	10
25-34 years old	19.0%	45
35-44 years old	21.1%	50
45-54 years old	17.7%	42
54-64 years old	24.9%	59
Over 65	10.5%	25
Prefer not to say	1.7%	4

Totals: 237

# **APPENDIX - SURVEY RESULTS**



V ale

Value		Percent	Responses
American Indian or Alaska Native		1.3%	3
Asian		1.3%	3
Black or African American		3.4%	8
Hispanic or Latino		10.3%	24
White		79.5%	186
Other		1.3%	3
Prefer not to say		7.3%	17
Other	Count		
American	1		
US Citizen	1		
Totals	2		

What is the highest degree or level of school you have completed? (If you're currently enrolled in school, please indicate the highest degree you have received.)



### 38% Bachelor's degree (e.g. BA,

Value	BS) Percent	Responses
Less than a high school diploma	2.1%	5
High school degree or equivalent (e.g. GED)	6.3%	15
Some college, no degree	16.8%	40
Associate degree (e.g. AA, AS)	9.2%	22
Bachelor's degree (e.g. BA, BS)	37.8%	90
Master's degree (e.g. MA, MS, MEd)	16.4%	39
Professional degree (e.g. MD, DDS, DVM)	2.5%	6
Doctorate (e.g. PhD, EdD	5.5%	13
Prefer not to say	3.4%	8

# **APPENDIX - SURVEY RESULTS**



Value	Percent	Responses
Employed full time (40 or more hours per week)	70.6%	168
Employed part time (up to 39 hours per week)	7.1%	17
Unemployed and currently looking for work	1.3%	3
Unemployed and not currently looking for work	0.4%	1
Student	0.8%	2
Retired	11.3%	27
Homemaker	2.5%	6
Self-employed	2.1%	5
Unable to work	1.7%	4
Prefer not to say	2.1%	5

Totals: 238





Value	Percent	Responses
Less than \$10,000	5.5%	13
\$10,000 to \$29,999	10.1%	24
\$30,000 to \$49,999	13.0%	31
\$50,000 to \$69,999	11.3%	27
\$70,000 to \$99,999	22.3%	53
\$100,000 to \$149,999	16.4%	39
Over \$149,999	8.4%	20
Prefer not to say	13.0%	31

Totals: 238

# WELCOME TO THE ABILENE MPO 2045 METROPOLITAN RANSPORTATION PLAN PUBLIC MEETING









# FREEWAYS

- Ely Blvd Dentation

Gap Rd to

FM 707

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- ads on L

# COLLECTORS

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PUBLIC TRANS

PLAN

METROPOLITAN TRANSPORTATION

2045

MPO

ABILENE

# **MTP PROJECTS**

Projects were identified through a call for projects, public comments recieved at the 1st public meeting, survey comments, and projects from the previous MTP that have not yet been completed. Projects that have been marked as receiving funding are in the Funded Project list, show in yellow. Projects that do not currently have financing are in the Unfunded Projects list, shown in red on the map.

# **Funded or Partially Funded Projects**

Map #	Location	From	То	Work Description	Total MPO Cost	Year of Expense
1	FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Access Management/ Intersection Improvements	\$11,650,000	2021
2	FM 89 (Buffalo Gap Rd)	Bettes Ln	Rebecca Ln	Access Management	\$10,000,000	2021
3	FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection	FM 89	Lower Profile/Intersection Improvements	\$2,000,000	2023
4	US 83	0.67 miles north of FM 3034	0.28 miles south of FM 3034	Construct New Overpass	\$13,000,000	2021
5	FM 3034	US 83	FM 600	Rehab and Widen	\$2,500,000	2022
6	US 83	North of FM 707	Near Antilley Rd	Add Frontage Road at US 83 Connecting to FM 707 to Antilley	\$7,000,000	2020
7	US 277/US 83	US 83/84 to Catclaw Rd	US 277 to Texas Ave	Construct Sidewalks, Signal Enhancements and ADA Ramps	\$1,008,258	2020
8	IH 20	East of Loop 322	SH 351	Add 2 Main Lanes and Replace Overpass Structures	\$40,000,000	2023
9	IH 20	SH 351	East of Pine St	Add 2 Main Lanes and Replace Overpass Structures	\$20,000,000	2025
10	FM 707	Buffalo Gap Rd (FM 89)	US 83/84	Widen to 4 lanes and include turn lanes	\$7,000,000	2025



### **Unfunded Projects**

Map # Location From То Work De 1 BI 20R Loop 322 2 E.N. 10th St Griffith Rd Loop 322 3 E.S. 27th Maple Oldhar 4 FM 707 US 83/84 FM 1750 nes and include ti 0.5 Miles South of FN 707 (Beltwa South) FM 1750 (Oldham L 0.5 Mi FM 1750 dustrial B FM 89 South of rffalo Rd) mney I Rd At Little Eli Creek 8 Hartford 9 164 & CR 338) US 83 uffalo Rdl 10 ndustria Blvd Loop 322 FM 1750 (Oldham) 11 IH 20 SH 351 oop 322 12 oop 322 )ldham I an Bus I20 13 Maple St S. 11th St S. 27th S 14 Maple St S. 27th St Industr Blvd Widen to 4 Lanes with CIT 15 Maple St ustrial Bl Loop 32 County Rd 111-1 (Colon Hill Rd) 16 Maple St FM 70 17 18 Preston Trail norial D 19 FM 70 1.2 Miles iouth of FM 18 (Old Civde Rd) 20 SH 36 Widen to 4 Lanes 21 US 277 22 US 83 Near S 7th St Near N 1 to 6 Main Lanes 23 US 83 Near N 10th : IH 20 13 Ac Rds 24 Old Anson Rd ope Frontage Road Opera 25 US 83 FM 707 Clark Rd US 83 F 26 New Hwy 27 27 IH 20 28 IH 20 lear Catcla Creek 29 East of Loop 322 IH 20 City BI20

ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN

**APPENDIX - PUBLIC MEETING #2 BOARDS** 

# **RECOMMENDED PROJECT RANKING**

Project ranking was determined based on factors related to each goal identified through the MTP.

tank	Location	Funded	From	To	Description	Safety Score (Out of 25)	Performance Score (Out of 20)	Preservation Score (Out of 25)	Development Score (Out of 20)	Environmental Score (Out of 10)	I Total Score (Out of 100)
	IH 20	>	SH 351	East of Pine St	Add 2 Main Lanes and Replace Overpass Structures	19.2	20.0	11.7	5.3	7.5	63.7
2	IH 20		E of Pine St	Near Catclaw Creek	Add 2 Main Lanes and Replace Overpass Structures	13.3	18.7	20.0	0.0	7.5	59.5
m	FM 89 (Buffalo Gap)	`	Rebecca Ln	N. of US 83	Access Management/Intersection Improvements	15.0	17.3	5.0	13.3	7.5	58.2
4	US 83/84		Near N 10th St	Near S 7th St	Widen to 6 Lanes, Improve Ramps and Connectors	18.3	18.7	13.3	0.0	5.0	55.3
ŝ	FM 89 (Buffalo Gap)	>	Bettes Ln	Rebecca Ln	Access Management	13.3	16.0	5.0	13.3	7.5	55.2
9	FM 89 (Buffalo Gap)		S. of Chimney Rock Rd	S. of Antilley Rd	Widen to 6 Lanes with Access Control	16.7	8.0	5.0	13.3	5.0	48.0
~	IH 20	`	East of Loop 322	SH 351	Add 2 Main Lanes and Replace Overpass Structures	5.0	18.7	8.3	6.7	7.5	46.2
-00	IH 20		Near Catclaw Creek	Abilene West City Limits	Add 2 Main Lanes and Replace Overpass Structures	11.7	10.7	11.7	6.7	5.0	45.7
6	US 83/84		IH 20	Near N 10th St	Widen to 6 Lanes, Improve Ramps and Connectors	10.0	18.7	11.7	0.0	5.0	45.3
10	FM 707		FM 89 (Buffalo Gap)	US 83/US 84	Widen to 4 Lanes with CLT	17.5	5.3	5.0	6.7	5.0	39.5
11	IH 20		East of Loop 322	Abilene East City Limits	Frontage Roads Safety Improvements	4.2	18.7	6.7	0.0	7.5	37.0
12	FM 89 (Buffalo Gap)	`	at Antilley Road Intersection		Lower Profile/Intersection Improvements	8.3	8.0	5.0	6.7	5.0	33.0
13	US 83/84	>	0.67 mi N. of FM 3034	0.28 mi S. of FM 3034	Construct New Overpass	0.8	5.9	6.7	13.3	2.5	32.7
14	Hartford St		at Little Elm Creek		Bridge to Replace Low Crossing	3,3	4.0	20.0	0.0	5.0	32.3
15	Maple St		Colony Hill Rd (CR 111-1)	FM 707	Widen to 4 Lanes with CLT	9.2	5.3	5.0	6.7	5.0	31.2
16	FM 707		US 83/US 84	FM 1750	Widen to 4 Lanes with CLT	5.0	5.3	6.7	6.7	7.5	31.2
17	Bus 120		Loop 322	Elmdale Rd	Rehab, Add Shoulders, and Turn Lanes	1.7	6.7	8.3	6.7	7.5	30.8
18	Maple St		Industrial Blvd	Loop 322	Widen to 4 Lanes with CLT	8.3	5.3	5.0	6.7	5.0	30.3
19	Loop 322 Frontage		Oldham Ln	Bus 120	Operational Improvements	0.8	8.0	1.7	13.3	5.0	28.8
20	Maple St		S 11th St	S 27th St	Widen to 4 Lanes with CLT	8.3	5.3	3.3	6.7	5.0	28.7
21	SH 36		1.2 Mi S. of FM 18	FM 1750	Widen to 4 Lanes	8.3	6.7	8.3	0.0	5.0	28.3
22	Maple St		S 27th St	Industrial Bhd	Widen to 4 Lanes with CLT	3.3	5.3	6.7	6.7	5.0	27.0
53	Marigold St		Arnold Blvd (FM3438)	Wall St	Rehab, Add Bridge, Shoulders and Turn Lanes	0.0	5.3	16.7	0.0	5.0	27.0
24	US 83 Frontage	>	North of FM 707	Near Antilley Rd	Add Frontage Rd Connecting to FM 707 to Antilley	0.0	12.0	1.7	10.7	2.5	26.8
25	EN 10th St IIS 83 Frontage		Griffith Rd Old Anson Rd	Loop 322 FM 303.4	Widen to 4 Lanes with CLT Change Erontage Boad Onerations	6.7	5.3	6.7	0.0	7.5	26.2
27	Industrial Blvd		Loop 322	FM 1750	Widen to 4 Lanes with CLT	6.8	5.3	6.7	0.0	5.0	25.3
28	ES 27th St		Maple St	Oldham Ln	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	2.5	22.8
30	FM 1750	>	0.5 Mi S of	FM 204	Widen to 4 Lanes	2.7	4.0	3.3	0.0	5.0	212
31	(Oldnam Ln) Iberis Rd(CR164/338)		US 83	(Liark kd) FM 89 (Buffalo Gan)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	0.61
32	FM 1750 (Oldham Ln)		Industrial Blvd	0.5 MI S. of FM 707	Widen to 4 Lanes	5.0	5.3	3.3	0.0	5.0	18.7
8	Loop 322 Ext		IH 20	SH 351	Construct New 2 Lane Hwy of Future 4 Lanes	0.0	6.7	1.7	6.7	2.5	17.5
34	Memorial Dr Ext		Preston Trail	Winters Fwy	Extend Rdwy	0.0	2.7	5.0	6.7	2.5	16.8
32	Memorial Dr Ext		Ridge Crossing	FM 707	Extend Rdwy	0.0	2.7	3.3	6.7	2.5	15.2
36	New Road		Southwest Dr	US 277	New Roadway	0.0	2.7	1.7	6.7	2.5	13.5
37	US 83 Frontage		FM 707	Clark Rd	US 83 Frontage Roads	0.8	8.0	1.7	0:0	2.5	13.0



# WHAT IS AN MPO?

- METROPOLITAN PLANNING ORGANIZATIONS (MPOs) are designated by the Governor of Texas
- Federal law requires that a MPO be designated for each urban area with a population of 50,000 or more.
- Federal funding for transportation projects and programs are channeled through MPOs.



# **THE ABILENE MPO**

- The Abilene MPO was created in the early 1960s.
- The MPO is 100% funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene metropolitan area.
- Technical Advisory Committee consisting of elected officials and transportation leaders.



			ABILENE M	PO TECHNICAL A	DVISORY
			CO	MMITTEE MEMBEI	RS
	dii ene mi		Member's Name	Member's Title	Representing
	DILENE MI	FU	** VOTING **		
		-	DAVIS, Ross	Commissioner (elected)	Iones County
			DOWNING, Tommy	Community Planner	Dyess Air Force Base
			DOWNS, Chuck	Mayor Pro-Tem (elected)	City of Tye
ABILENE MPO	POLICY BOARD MEN	1BERS	GREEN, Don	Transportation Director	City of Abilene
Member's Name	Member's Title	Representing	HAITHCOCK, Michael	Transportation Planning & Development Director	TXDOT
			JAWORSKI, Justin	Executive Director - Abilene	Abilene Chamber of
				Industrial Foundation	Commerce Representative
BOLLS, Downing (Vice-	County Judge (elected)	Taylor County	McCAFFERY, Greg	Public Works Director	City of Abilene
			NORMAN, Paul	Abilene Area Engineer	TXDOT
JOHNSON, Carl L.	PE District Engineer	TxDOT,	Vacant	Public Works Director	City of Tye
		Abilene	RICHARDSON, Dan	Director of Operations	TXDOT
		District	ROGGE, James	Traffic Engineer	City of Abilene
PRICE, Shane (Chairman)	City Councilman (elected)	City of Abilene	SHANKS, Woody	Mayor Pro-Tem (elected)	City of Impact
SPURGIN, Dale	County Judge (elected)	Iones County	SHARPE, Bobby	General Manager	City of Abilene/CityLink
WILLIAMS Anthony	Manage (alasteral)	Circu of Abiliana	SMETANA, E'Lisa	Executive Director	Abilene MPO
WIELIAMS, Anthony	riayor (elected)	City of Abliene	(Chairman)		
			SUMNER, PJ	Environmental Program Coordinator	West Central COG
BUCKINGHAM, Dawn	State Senator District 24 (elected)	State of Texas	THOMAS, Charlie	Interim City Engineer	City of Abilene
LAMBERT, Stan	State Representative District 71 (elected)	State of Texas	WARRIX, Michael	Planning & Development Services Director	City of Abilene
ARRINGTON, Jodey	U.S. Representative District 19 (elected)	U.S. Congress	WILLIAMS, Randy (Vice-Chairman)	Commissioner (elected)	Taylor County
PERRY Charles	State Senator District 28 (elected)	State of Texas			
			** NON-VOTING**		
			HENRY, Winona	Regional Director	TCEQ
			HAYES, Lynn	Community Planner (Review Office)	FTA Region VI
			JONES, Anthony	(Planning Representative)	FHWA
			PAGE, Nick	TP & P MPO Coordinator	TXDOT
			PENA, lessica	PTN Coordinator	TXDOT

# WHAT DOES THE MPO DO? TRANSPORTATION PLANNING Unified Planning Work Program (UPWP) Transportation Improvement Program (TIP) Ten-Year Plan METROPOLITAN TRANSPORTATION PLAN (MTP) Travel Demand Model (TDM) TRANSIT PLANNING Regional Coordination Multimodal Facility Planning Studies (Fixed Route, Bus Stop, Etc.) SPECIAL STUDIES & PROJECTS Awareness Events Awareness Events Bike to School (May) Bike to Work (May) Ride to Work (June) Walk to School (October) Bicycle & Pedestrian Planning

# **METROPOLITAN TRANSPORTATION PLAN**

- This is the controlling document for an MPO
- 25 year plan updated every 5 years
- Identifies anticipated future revenues (state, federal, and local if they apply)
- Identifies anticipated future transportation needs
- Must Be Fiscally Constrained
- Identifies projects and processes to address identified needs within the anticipated budget



# MPO MISSION STATEMENT:

- The MPO is governed by a Policy Board and a



# ABILENE MPO MTP SURVEY

- Survey open between July 12, 2019 and October 12, 2019
- Received 249 survey responses during that time period





2045 METROPOLITAN TRANSPO

RTATION PLAN



lements from 1-9 with 1 as most important and 9 as least impo	rtant.)	resonandentes di	an BLOWCIS (F)E	use ui ag ana	Commenter State, A.
Rem	Overall Rank	Rank	Distribution	Score	No. of Rankings
Maintenancy of Existing Road-Ways	1.			1,668	234
Pedestruin Safety - Adding or Improving sidewalks, mossings, ramps, etc.	2		11	1.679	233
Vehicle Salety - Roducing accilients	3			1.544	293
Reading/drainingy			1.000	1,493	225
Nublic Transportation	5	-		1.159	230
Economic development		-	III	97.1	230
Society weeks Preservation	. 7	-	11	797	231
Tourism	4	-	1	437	228
Freight systems		-	1	-570	229
			a second		
		Bank	Bank		



most important and 9 as least important.)	artation plan. (P	lease drag rank the y eler	nents from	In T. A. MALD 1 N2
Rem	Overall Rank	Rank Distribution	Score	No. of Rankings
Materiality existing routy	*	11	1,772	23
improving the pedeatrice system (sidewales, crossesties, signals, etc.)	2	B1	2,404	23
Instructing safety	à	81.1	1.843	230
indecoding the blocks certain (bille lates, paths, signage, etc.)	4		1.123	221
anticolati dei public transfayoren	4	enni i 😐	1.095	220
Aspecting institution			1.056-	22
improving the traffic signal system-	Ť	Marrie I II	944	22
Building new roads	4		874	220
Instroving regional connections through improved intercity models are travel or but service of	9		781	.20
		Manual Inc. of the second		



(Please	sional fund trank the t	is were nee three, with	ded to finance 1 being the mo	a new r	oadway.cons ptable.]	truction, wh	ich of these financing meth	hods was	ild you find m	sost acc	:eptable?
	Toll Charges	Gasoline taxes	Motor vehicle registration fees	Sales Laxes	Taxoncar partsor repair services	Property Laxes	Mileage taxes (based on the amount of miles traveled over a given period of time)	Street use fee	General Obligation Bonds	None	Response
1st Choice Town	21 13.0%	22 9.29	23 9.7%	26 10.9%	1.7%	\$2 5.0%	47 716	9 38N	64 25.9%	90 12.6%	238
Znd Choice Churt Enert Enerth	26 11.6%	29 12.9%	45 20.1%	31 13.8%	3 1.35	7 2.1%	18 8.0%	22 9.8%	23 10,3%	20 8.9%	224
drd Ebeke Sault Jerry Is	17 745	19 8.5%	27 12.15	25 11.25	10 4.5%	20. 9.0%	15 6.7%	30 13.9%	29 13.0%	91 13.9%	223
Totals											685





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never, nakona vz. Stop cestano Nakona (nakona stale predstala na nakona nakona nakona stale Stop za nakona stale predstala nakona nakona nakona stale Stop za nakona stale predstale nakona nakona nakona stale predstale nakona nakona nakona stale predstale nakona	Weiker, Daring St. Bandi, S. Shari Bananda and Salapi wend de samenen jen er dar nacht sacht alle produktion. Badaus eine sacht sacht alle and eine mit Band de Laboren finder weiter machtrage machtall (ser).
PROVIDE AN EFFICIENT, EFFECTIVE PROMOTING DEVELOPMENT & SUST	TAINABILITY
PROVIDE AN EXPERIENCE EFFECTIVE PROVIDENCE DEVELOPMENT & SUST CONTACTING DEVELOPMENT & SUST CONTACTOR AND A CONTACTOR AND A CONTACT CONTACTOR AND A CONTACTOR AND A CONTACTOR CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A CONTACTOR AND A	A SALE TRANSPORTATION STSTER TAINABILTY Render and second and strand with the parameter some in the first second and transmission some in the first second and transmission.

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Charlow Carl Press, N. S. Sangara, S. Sangara, S. Sangara, S. Sangara, Sanga Sangara, Sangara, S	<ul> <li>Construction Structure Construction ConstructinonConstruction Construction Construction Construction Construc</li></ul>


























## Transit Fleet Listing

## Source: CityLink, October 2019

Year	· License #	* Vehicle ID Number	Make/Model (Description)	Туре	FTA Useful Life	In Service Date	Mileage 5/22/20 19	Total miles 2017- 2018	% of Useful Life-Mileage	Grant No.	Purchase Price	Fed %	Vested Title	Condition	Seating W/WC	Seating WO/WC	Lift or Ramp
2001	l 112- 3448	1C9S2HFS91 W535234	CHANCE TROLLEY	Type XIV	10yr/350,000 mile	2/10/2012	56,134	372	16%	TX-90-X976	\$55,000	100%	City of Abilene	Fair	AM 24 WC 2	30	Lift
2001	l 112- 3447	1C9S2HF01 W535235	CHANCE TROLLEY	Type XIV	10yr/350,000 mile	2/10/2012	72,057	969	21%	TX-90-X976	\$55,000	100%	City of Abilene	Fair	AM 24 WC 2	30	Lift
2001	1 827-992	1N9FLAC892 C084135	: ElDorado National/E- Z Rider	Type XV	10yr/300,000 mile	3/21/2002	418,928	5,330	140%	VCR0101 (08)	\$213,831	80%	City of Abilene	Poor	AM 19 WC 2	25	Ramp
2007	7 102- 0950	1N9MLACL6 7C084225	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/11/2007	372,082	25,874	74%	TX-03-0246	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2007	7 102- 0951	1N9MLACL8 7C084226	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/11/2007	354,109	24,361	71%	TX-03-0246	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2007	7 102- 0952	1N9MLACLX 7C084227	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/11/2007	375,421	22,903	75%	TX-03-0246	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2007	7 102- 0953	1N9MLACL1 7C084228	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/11/2007	403,453	26,199	81%	TX-03-0246	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2007	7 102- 0986	1N9MLACL3 7C084229	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	6/29/2007	412,053	20,968	82%	TX-03-0263	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2007	7 102- 0985	1N9MLACLX 7C084230	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	6/29/2007	407,942	17,798	82%	TX-03-0278 (& TX-03-0263)	\$259,440	80%	City of Abilene	Fair	AM 25 WC 2	31	Ramp
2005	) 107- 7058	1N9MLACL0 9C084238	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/13/2009	375,055	32,731	75%	TX-03-0278	\$266,964	83%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
2005	) 107- 7059	1N9MLACL2 9C084239	ElDorado National/E- Z Rider II Max	Type XVI	12yr/500,000 mile	5/22/2009	359,686	35,079	72%	TX-03-0278	\$266,964	83%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
201C	) 100- 2701	1N9MLACL1 AC084284	ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	6/28/2010	276,832	25,825	55%	TX-96-X008 (ARRA)	\$280,195	100%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
201C	) 110- 2702	1N9MLACL3 AC084285	ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	6/28/2010	286,232	23,423	57%	TX-96-X008 (ARRA)	\$280,195	100%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
201C	) 110- 2720	1N9MLACL5 AC084286	ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	7/29/2010	253,363	21,274	51%	TX-96-X008 (ARRA)	\$280,195	100%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
201C	) 110- 2704	1N9MLACL7 AC084287	' ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	7/9/2010	145,985	2,726	29%	TX-96-X008 (ARRA)	\$280,195	100%	City of Abilene	Excellent	AM 25 WC 2	31	Ramp
2016	5 136- 5 5621	1N9MMACL XHC084100	ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	6/14/2017	67,198	36,358	0.134396	TX-34-0003	\$418,000	100%	City of Abilene	Excellent	AM 27 WC 2	33	Ramp
2016	5 136- 5622	1N9MMACL 1HC084101	ElDorado National/E- Z Rider II	Type XVI	12yr/500,000 mile	6/14/2017	75,789.0	40,463. 00	0.151578	TX-34-0003	\$418,000	100%	City of Abilene	Excellent	AM 27 WC 2	33	Ramp

Lift or Ramp	Lift	Lift	Lift		
Seating WO/WC	13	13	13		
Seating W/WC	AM 13 WC 2	AM 13 WC 2	AM 13 WC 2		
Condition	Excellent	Excellent	Excellent		
Vested Title	City of Abilene	City of Abilene	City of Abilene		
Fed %	100%	100%	100%		
Purchase Price	\$66,645	\$66,645	\$66,645		
Grant No.	T4008100/E2010 BUSP183	TX04008100/E20 10BUSP183	TX-04-0081- 00/E2010-BUSP- 183		
% of Useful by Mileage	109%	113%	100%		
Total miles 2017- 2018	22,365	24,048	20,573		
Mileage 05/22/2 019	164,232	169,367	150,538		
In Service Date	3/26/2013	3/26/2013	3/26/2013		
FTA Useful Life	5yr/150000 mile	5yr/150000 mile	5yr/150000 mile		
Type	Type III	Type III	Type III		
Make/Model (Description)	ElDorado National/Aerotech 240	ElDorado National/Aerotech 240	ElDorado National/Aerotech 240		
Vehicle ID Number	1FDE4FS1CD B15873	1FDE4FS3CD B15874	1FDE4FS5CD B30330		
License #	114- 9269	114- 9263	114- 9272		
Year	2013	2013	2013		

Lift or Ramp	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift	Lift						
Seating WO/WC	13	13	13	13	13	13	13	13	13	13	13	13	6	6	6	6	6	6	6
Seating W/WC	AM 13 WC 2	AM 13 WC 2	AM 13 WC 2	AM 13 WC 2	AM 13 WC 2	AM13 WC 2	AM 9 WC 3												
Condition	Excellent	Excellent	Excellent	Excellent	Excellent	Good	Good	Excellent	Excellent	Excellent	Excellent	Good							
Vested Title	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene						
Fed %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%	100%	100%/83%	83%	83%
Purchase Price	\$66,645	\$66,645	\$66,645	\$66,645	\$66,645	\$66,645	\$66,645	\$ 64,728.65	\$ 64,728.65	\$ 64,728.65	\$ 64,728.65	\$61,542	\$66,245	\$66,245	\$66,245	\$66,245	\$66,245	\$66,245	\$66,245
Grant No.	TX-04-0081- 00/E2010-BUSP- 183	TX-34-0018 - 5339	TX-34-0018 - 5339	TX-34-0018 - 5339	TX-34-0018 - 5339	ТХ-03-0278	TX-96-X008 (ARRA)	TX-96-X008 (ARRA)	TX-96-X008 (ARRA)	TX-96-X008 (ARRA)	TX-96-X008/TX- 04-0052	TX-04-0052	TX-04-0052						
% of Useful by Mileage	91%	77%	63%	72%	79%	77%	79%	48%	50%	44%	20%	140%	173%	155%	183%	170%	193%	192%	151%
Total miles 2017- 2018	26,973	14,437	10,084	19,277	19,857	19,638	17,482	25,423	27,993	26,173	15,548	2,619	17,701	15,918	16,605	23,878	22,948	26,757	12,570
Mileage 05/22/2 019	137,189	116,220	94,389	108,201	118,547	116,236	118,134	71,925	75,535	66,712	29,318	209,557	259,043	232,545	273,807	255,373	289,946	287,731	226,903
In Service Date	3/26/2013	3/26/2013	3/26/2013	3/26/2013	3/26/2013	3/26/2013	3/26/2013	10/14/2016	10/27/2016	10/27/2016	8/28/2017	2/3/2009	1/26/2010	1/26/2010	2/15/2010	2/15/2010	2/19/2010	2/19/2010	3/18/2010
FTA Useful Life	5yr/150000 mile	5yr/150000 mile	5yr/150000 mile	5yr/150000 mile	5yr/150000 mile	5yr/150000 mile	5yr/150,000 mile												
Type	Type III	TYPE III	TYPE III	TYPE III	TYPE III	Typelll	Type III												
Make/Model (Description)	ElDorado National/Aerotech 240	ELKHART/SENATOR II	ELKHART/SENATOR II	ELKHART/SENATOR II	ELKHART/SENATOR II	Eldorado National/Aerotech 240													
Vehicle ID Number	1FDE4FS6CD A95913	1FDE4FS6CD B15870	1FDE4FS7CD B30328	1FDE4FS7CD B30331	1FDE4FS8CD B15871	1FDE4FS9CD B30329	1FDE4FSXCD B15872	1FDFE4FS5G DC57004	1FDFE4FS0G DC57007	1FDFE4FS4G DC57009	1FDFE4FS0G DC57010	1FDFE45S19 DA37797	1FDFE4FS3A DA11169	1FDFE4FS1A DA11171	1FDFE4FS2A DA08828	1FDFE4FS9A DA09717	1FDFE4FSXA DA11170	1FDFE4FS3A DA11172	1FDFE4FS4A DA08829
License #	114- 9257	114- 9264	114- 9270	114- 9271	114- 9258	114- 9273	114- 9256	133- 6824	133- 6842	133- 6792	133- 6823	107- 7118	108- 0212	108- 0211	110- 0031	110- 0030	108- 0209	108- 0208	110- 0053
Year	2013	2013	2013	2013	2013	2013	2013	2016	2016	2016	2016	2009	2010	2010	2010	2010	2010	2010	2010

Lift	Lift	Lift	Lift or Ramp	Lift	Lift	Lift	Lift
6	6	6	Seating WO/WC	9	12	12	12
AM 9 WC 3	AM 9 WC 3	AM 9 WC 3	Seating W/WC	AM 6 WC 2	AM 12 WC 2	AM 12 WC 2	AM 12 WC 2
Good	Good	Good	Condition	Fair	Excellent Excellent		Excellent
City of Abilene	City of Abilene	City of Abilene	Vested Title	City of Abilene	City of Abilene City of Abilene		City of Abilene
83%	83%	83%	Fed %	%0	100%	100%	100%
\$66,245	\$66,245	\$66,245	Purchase Price	\$61,007	\$71,046	\$71,046	\$71,046
TX-04-0052	TX-04-0052	TX-04-0052	Grant No.	TXDOT Project: ED 0903(08)	TX#2017-010 / 5339-U-2016- Abilene-00201	TX#2017-010 / 5339-U-2016- Abilene-00201	TX#2017-010 / 5339-U-2016- Abilene-00201
156%	182%	173%	% of Useful by Mileage	184%	1%	1%	1%
16,500	26,385	19,482	Total miles 2017- 2018	12,377	662	660	661
233,338	272,454	259,096	Mileage 05/22/2 019	184,473	675	662	661
3/18/2010	3/18/2010	3/18/2010	In Service Date	9/30/2010	8/22/2019	8/22/2019	8/22/2019
5yr/150,000 mile	5yr/150,000 mile	5yr/150,000 mile	FTA Useful Life	4yr/100,000 mile	7yr/200,000 mile	7yr/200,000 mile	7yr/200,000 mile
Type III	Type III	Type III	Type	Type II	Type III	Type III	Type III
ElDorado National/Aerotech 240	ElDorado National/Aerotech 240	ElDorado National/Aerotech 240	Make/Model (Description)	ElDorado National/Aerotech 200	ElDorado National/ Advantage	ElDorado National/ Advantage	ElDorado National/ Advantage
1FDFE4FS0A DA08830	1FDFE4FS2A DA08831	1FDFE4FS0A DA09718	Vehicle ID Number	1FDEE3FS8A DA90022	1FDFE4FS5K DC18325	1FDFE4FS5K DC19023	1FDFE4FSOK DC11167
110- 0054	110- 0055	110- 0056	License #	110- 2749	139- 3573	139- 3572	139- 3571
2010	2010	2010	Year	2010	2019	2019	2019

ondition	Fair	Good	Good	Fair	Poor
Vested Title C	City of Abilene	City of Abilene	City of Abilene	City of Abilene	City of Abilene
Purchase Price	\$28,786	\$18,580	\$18,580	\$19,300	\$19,300
Grant No.	TX-96-X008 (ARRA)	TX-96-X008 (ARRA)	TX-96-X008 (ARRA)	Local funding	Local funding
% of Useful Life Mileag e	96%	152%	222%	241%	209%
Total miles 2017- 2018	5,346	4,348	1,224	4,921	2,899
Mileage 05/22/2019	34,675	54,628	79,893	86,774	75,342
FTA Useful Life	3yr/36,000 mile	3yr/36,000 mile	3yr/36,000 mile	3yr/36,000 mile	3yr/36,000 mile
Type	Type V	Type IV	Type IV	Type IV	Type IV
Make/Model (Description)	Chevrolet/Silverado 2500	Chevrolet/Impala LS	Chevrolet/Impala LS	Chevrolet/Blazer	Chevrolet/Blazer
Vehicle ID Number	1GC3CVBG3 AF120160	2G1WA5EKX A1168693	2G1WA5EKX A1168757	1GNCS13X85 K107824	1GNCS13XX5 K107517
License #	108- 0203	108- 0192	108- 0193	889-103	889-102
Year	2010	2010	2010	2005	2005