



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

1:30 p.m., Tuesday, October 17, 2023
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, City of Abilene (MPO Chairperson)

Judge Dale Spurgin, Jones County (MPO Vice-Chairperson)

Mr. Glenn Allbritton, TxDOT District Engineer

Judge Phil Crowley, Taylor County

Mayor Weldon Hurt, City of Abilene

1. Call to Order.
Public comment on any item on the agenda.
2. Consideration and Take Action on the minutes of the August 15, 2023 meeting.
3. Receive a Report, Hold a Discussion, and Take Action on a Resolution for the 2023 Transit Asset Management (TAM) Plan.
4. Receive a Report, Hold a Discussion, and Take Action on the addendum to the Transit Public Transportation Agency Safety Plan (PTASP).
5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).
6. Receive a Report, Hold a Discussion, and Take Action on the Carbon Reduction Program (CRP) and any Potential Projects.
7. Receive a Report, Hold a Discussion, and Take Action on the Census 2020 Adjusted Urban Area.
8. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)
9. Discussion and review of reports:
 - Financial Status
 - Operation Report
 - Tasks
 - Training Sessions
 - Meetings
 - Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - Metropolitan Transportation Plan (MTP)
 - Travel Demand Model (TDM)
 - MPO Area Boundary Expansion (MAB)
10. Opportunity for members of the Public to make comments on MPO issues.

11. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.
12. Adjournment.

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.

CERTIFICATION

I hereby certify that the above notice of the meeting was posted on the bulletin boards of _____ on the _____ day of _____, 2023 at _____ (a.m./p.m.)

NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide 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 or Technical Advisory Committee, 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.

1. Call to Order.

Public comment on any item on the agenda.

2. Consideration and Take Action on the minutes of the August 15, 2023 meeting.



**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY BOARD
August 15, 2023**

The Abilene MPO Transportation Policy Board met at 12:00 p.m. Tuesday, August 15, 2023 in the South Branch Library Conference Room, 4310 Buffalo Gap Road, Abilene, Texas.

Policy Board Members Present:

Mr. Glenn Allbritton, P.E., TxDOT Abilene District Engineer
Judge Phil Crowley, Taylor County Judge (*In 12:16 pm. Out 2:43 pm*)
Mayor Weldon Hurt, City of Abilene (*Out 2:42 p.m.*)
Councilman Shane Price, City of Abilene (*Policy Board Chairman*)
Judge Dale Spurgin, Jones County Judge (*Policy Board Vice-Chairman*)

TAC Voting Members Present:

Mr. Scott Chandler P.E., City of Abilene, City Engineer
Mr. Michael Haithcock P.E., TxDOT, Abilene District, Trans. Planning & Development Director
Mr. Max Johnson, City of Abilene, Public Works Director
Mr. Paul Norman P.E., TxDOT, Director of Maintenance
Ms. E'Lisa Smetana, Executive Director (*TAC Chair*)
Mr. Preston "Conrad" Smith, Dyess AFB, Community Planner
Ms. Lauren Stevens, CityLink General Manager
Ms. PJ Sumner, WCTCOG Environmental Program Coordinator.
Mr. Bryce Turentine, P.E., TxDOT, Abilene Area Engineer
Commissioner Randy Williams, Taylor County (*TAC Vice Chair*) (*Out 12:15 pm. In 2:21pm.*)
Mr. Doug Williamson, Abilene Chamber of Commerce Director Gov/Mil. Affairs/Comm. Prtnrshp

TAC Voting Members Absent:

Mr. Don Green, City of Abilene, Transportation Director
Mr. Tim Littlejohn, City of Abilene, Planning & Development Services Director
Mayor Nancy Moore, City of Tye

Non-Voting Members Present:

Mr. Mansour Shiraz, TxDOT, TP&P MPO Coordinator
Mr. Phillip Tindall, TxDOT, TP&P Metropolitan Planning Branch Manager

Staff of Member Agencies in Attendance:

Mr. Seth Bluhm, Dyess AFB Representative, (Designee: Smith)
Mr. Scott Darrow P.E., TxDOT
Mr. Billy Dezern, TxDOT, (Designee: Haithcock)
Ms. Jill D'Entremont, City of Abilene (*virtual meeting City Hall*)
Mr. Tremain Jackson, City of Abilene
Mr. Tracy Jones P.E., TxDOT
Mr. Cary Karnstadt, TxDOT Transportation Planning & Programming Division

Mr. Will Ratliff, City of Abilene, (Designee Chandler)
Mr. Michael Rice, City of Abilene, Assistant City Manager
Mr. Mike Roetheli, P.E., TxDOT
Ms. Randee Shields, TxDOT, Director of Transportation Operations
Mr. Stanley Smith City of Abilene, City Attorney

MPO Staff in Attendance:

Ms. Rita Ryan, Abilene MPO Office Assistant III

Others in Attendance:

Mr. James Condry, Citizen
Mr. Bob Hazlett, Texas A&M Transportation Institute (TTI)
Ms. Tracy Michel, Garver USA
Mr. Kris Southward, Citizen
Ms. Wendy Travis, Garver USA

1. Call to Order.

Chairman Price called the meeting to order at 12:10 pm. He announced that public comment would be accepted on any item on the agenda during the discussion of that item. He advised if you wished to make a comment to raise your hand and you would be recognized.

2. Consideration and Take Action on the Policy Board Minutes of the June 20, 2023 meeting. The Chairman asked if there were any additions, deletions or corrections, there were not, so he asked for a motion.

Mr. Allbritton made a *motion* to approve the June 20, 2023 meeting minutes as presented, with a *second* by Judge Spurgin. ***Motion carried (4-0).***

3. Receive a Report, Hold a Discussion, and Any Action on the Ports to Plains (P2P) Implementation Strategy and Plan.

Ms. Smetana introduced Mr. Karnstadt; he gave a history of the Ports to Plains, and then proceeded to give a step-by-step update of the project progression. He noted TxDOT and the Garver Consulting Team are developing a strategy to enable the network of highways in Texas to be upgraded to Interstate standards. He discussed the planned approach. Mr. Karnstadt spoke on project selection stating the annual project scoring system evaluates all projects prior to developing the Unified Transportation Program (UTP) each year; each project competes for funding during the annual project selection process in the UTP. Mr. Karnstadt ended his presentation and asked if there were any questions.

Chairman Price thanked Mr. Karnstadt and asked for clarification that it is not within the MPO Boundary but is within the TxDOT Abilene District. Mr. Karnstadt concurred. Judge Spurgin asked if there was a study for roads within our area that will be traveled for example I 20 and US 277 or if there was any information on the projected travel demands or volume due to the Ports to Plains Highway for our area. Mr. Karnstadt assured him that there would be

information available when they complete the implementation efforts and it would be included in the report. No further questions asked, no action taken.

4. Discussion and review of transportation projects.
(By TxDOT Staff, City Staff, CityLink Staff)

TxDOT – Mr. Turentine presented the TxDOT Current Construction: **#1)** Business I20-R - Safety Improvement project (illumination) from Leggett Drive to Ross Avenue completed and approved except the illumination by the Szechuan Restaurant that was struck, we are standing it back up then the project will be complete. **#4)** IH-20 - Overlay from West of Old Anson Road to Callahan County Line, **#5)** IH-20 - Overlay from .75 mile east of Hayter Road to West of Old Anson Road. **#6)** IH-20 - Overlay from Near Wells Lane to .075 miles East of Hayter Road. **#7)** ES 7th Street - Bridge replacement at Cedar Creek has let, construction beginning in the middle of September. Sites **#8**, **#9** and **#10** are Median Barrier and have let: **8)** concrete barrier SL 322 from N 10th Street to Lytle Creek, **9)** cable barrier US 83 from Bus 83 Interchange to 1300' North of Ambler Avenue and **10)** cable barrier US 83 FM 707 to .02 mi. north of FM 3034.

Mr. Turentine discussed the 2023-2027 Planned Projects: **#1)** FM 1082 - Construct new road west of Cheyenne Creek Road to East of Dam. **#2)** US 83 - Construct bridge .67 miles north of FM 3034 to .28 miles south of FM 3034 **#3)** FM 3034 - Widen road and add shoulders from US 83 to near PR 343. **#4)** FM 3034 - Rehabilitate existing roadway from Brick Road to FM 600. **#11)** I-20 - Widen road and add shoulders from Judge Ely Blvd. to SH 351. He then discussed the Preventive Maintenance Projects: **#5)** I-20 from Nolan County Line to Near Wells Lane (WB) and **#6)** I-20 from Nolan County Line to Near Wells Lane (EB). **#7)** SH 36 Bicycle and Pedestrian Improvements from BU 83D to FM 1750. **#8)** FM 18 - Overlay from SH 36 (east of the airport) to the Callahan County Line. **#9)** FM 2833 - (near the lake) Overlay from Jones County to SH 351. **#10)** FM 1082 - Widen road and add shoulders from CR 361 to FM 600. **#11)** IH-20 - Widen road, add lanes and shoulders from Judge Ely Blvd. to SH 351. **#12)** FM 1082 - Overlay from FM 2833 to FM 3522. **#13)** SH 351 - Overlay from Abilene City Limits to Callahan County Line. **#14)** FM 1235 - Widen road and add shoulders from CR 306 to US 277. **#15)** IH-20 - Overlay from South Frontage Road to near North Willis near Catclaw Creek. Projects **#16** and **#17** are Concrete Median Barrier: **#16)** US 83 from 1300 feet N of Ambler Avenue to N 10th Street and **#17)** SL 322 from Lytle Creek to US 83. **#18)** FM 1750 - Intersection improvement with Turn Lanes from Industrial Blvd. to 1200' South of Colony Hill Road. **#19)** US 277 - Rehabilitate existing Roadway from South end of BNSF Bridge to 3.7 miles SW of FM 1235. Projects **#20** and **#21** are US 277 Resurface Roadway projects: **#20)** from US 83 to FM 3438 and **#21)** from FM 3438 to South end of BNSF Bridge. **#22)** FM 3438 Install illumination from IH-20 North of Frontage Road to Near 5 Points Parkway. **#23)** FM 89 - Widen Road, Add Lanes and Shoulders from 1.219 miles South of Elm Creek to Elm Creek. **#24)** FM 36 -Widen Road and add Lanes from CR 123 to Callahan County.

City of Abilene – Mr. Chandler began his presentation by stating in the packet is a table with a listing of Projects under construction and Projects currently in Design. He explain he may move around a bit as some projects are connected to other projects.

Mr. Chandler began with Projects Currently Under Construction: **1)** Honey Bee Road Re-alignment - currently the project is on hold as the Water Department and utilities are moved in roadway. **2)** Maple Street (Carriage Hills Parkway to SL 322) is currently having storm drains installed with the focus around the school so they may reopen areas previously closed to assist in handling school traffic. Projects **#3** and **#9** have both been completed: **3)** North 6th Street & Cypress Street Improvements Project and **9)** North 5th Street two-way conversion. He shared that the City has looked at every intersection along that corridor resulting in some signals removed while leaving controlled signal lights at both Pine Street and Grape Street. **4)** Five Points Roadway Improvements (Fulwiler Road and Marigold Street) there have been many closures around the business park and they are striving to keep traffic flowing as the new concrete roadway is constructed from Arnold Blvd. to Fulwiler Road. **5)** EN 10th Street Improvements (Judge Ely Blvd. to SL 322) similar to the Maple Street Project as Taylor Elementary School is located within that corridor. Pavement has been completed to the East property line of the school (easing school traffic) as work continues to SL 322. Projects listed Under Construction: **6)** Work Zone S9C, **7)** Work Zone N2A & N2B and **8)** Work Zone S11B (nearing completion) and Projects in Design: **1)** Work Zone S5 and **2)** Work Zone S13 are also neighborhood-paving projects. Mr. Chandler spoke of the Street Advisory recommendations for some concrete intersections due to water and drainage or high traffic usage: Under Construction **10)** Pine Street @ North 10th Street Intersection (concrete poured, leaving signal improvements).

The In-Design Projects: **4)** South Willis Street @ South 7th Street Intersection **8)** North 18th Street @ Kirkwood Street Intersection and **6)** North 14th Street @ Westwood Drive Intersection are currently being designed. **11)** South 27th Street Improvements (South Danville Drive to Barrow Street) has been contracted and will begin construction in September 2023. **8)** South 27th Street Signal Improvements (Treadaway Blvd. to Catclaw Drive) - they will be improving some signals lights, adding flashing yellow arrows and retiming the signals from Treadaway Blvd. to Catclaw Drive to assist in traffic flow along the corridor. Mr. Chandler noted Design Project **7)** S 14th St Walkability Project (Sidewalks/Pedestrian Bridges) will be moving to Under Construction and bid at the end of this month.

CityLink – Ms. Stevens relayed news that the two new 30-foot buses are now in Irving to have the camera system installed with delivery to us hopefully by the beginning of October. She provided an update on the two Maintenance Projects: **1)** The Ceiling Fan Project has been completed. **2)** The Exhaust Fan Project is still in the procurement stage, they will begin that at the start of the next fiscal year. Ms. Steven stated the concrete transfer lanes repairs have been completed.

Chairman Price asked if once delivered the buses will be ready to go into service or is something else required first? Ms. Stevens replied that once arrived the buses will require an initial inspection, paperwork for titles to be submitted and returned along with a State Inspection. Chairman Price inquired if the buses have the radios and marking already completed. Ms. Stevens said the radio shop is the last thing done here in Abilene but the buses will have the camera system, the voice announcement system and the DPS Tracking System when they arrive.

5. Discussion and review of reports:

Ms. Smetana discussed the following reports and noted that the full detail is provided in the packets:

Financial Status – Ms. Smetana stated the packet contains financial information for Fiscal Year 2023 noting the May and June Billing are included. Ms. Smetana advised that the total authorization \$279,478.53 with expenditures of \$162,862.32, and a remaining balance of \$116,616.21. Chairman Price stated you are almost at the end of the fiscal year and it is somewhat similar to last fiscal year. Ms. Smetana agreed and stated we have still not received our carryover funds, noting the authorized balance will increase once those are distributed. No further questions were asked.

Operation Report – Ms. Smetana noted the entire report is included in the packet. She noted the report breakdown: Maps, Travel Demand Model, Reports, Collaboration, Projects, MPO Boundary Expansion (which she will expound upon during the workshop), Carbon Reduction Program, Project Selection Committee, and General MPO workflow. No questions asked.

Director's Report – No report at this time.

6. Opportunity for members of the Public to make comments on MPO issues.

Mr. Kris Southward introduced himself and noted his home backs up to SL 322 and south of the Expo Center. He said as a longtime resident, he has seen the tremendous increase in traffic on SL 322 and the access road. He is concerned with the number of commuters on the access road traveling south to get to SL 322. Mr. Southward share his thoughts and ideas on how to alleviate some of the congestion in a safe manner. He referred to the Kimley-Horn Report which he said contained some good ideas and some not. Mr. Southward suggested we make the SL 322 Frontage Road from Hwy 36 to Expo Drive one-way going south. Construct a turn-around from the East SL 322 to the West side SL 322 Frontage Road and create an entrance onto SL 322 at or prior to Expo Drive. He would like us to keep the West side SL 322 Frontage Road two-way from Expo Drive southward to Oldham Road.

Judge Crowley if the Policy Board was able to look at the suggestion Mr. Southward proposed. Ms. Smetana said definitely and she suggested that we could look at it during the workshop as we discuss projects.

7. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

Ms. Smetana recommends looking at the MPO By-Laws as TxDOT has split one of their departments that may require the By-Laws to be amended.

8. Workshop of the Transportation Policy Board and Technical Advisory Committee**• Introductions and Workshop Overview – E'Lisa Smetana**

Ms. Smetana shared that we try to have these combined workshops with the Policy Board and the Technical Advisory Committee to have an opportunity to focus on the vision

statements; goals, objectives, and strategies; planning and programming; projects selection processes; MPO processes; project management; future planning - Metropolitan Transportation Plan; FHWA process; and current/future projects.

Ms. Smetana noted this workshop is to discuss MPO 101, TxDOT Project Management, Funding, and Consultant Management, MPO Boundary Expansion and Current/Future Projects. Projects will be the main item we will address. She said that it is a planning session so please share your thoughts, suggestions, and ideas.

- **MPO Overview - Phillip Tindall (TxDOT) and Bob Hazlett (Texas A & M Transportation Institute)**

Mr. Phillip Tindall, TP&P, Metropolitan Planning and Program Division Branch Manager of TxDOT introduced himself. Noting he works with all the MPO Coordinators who work with all the MPOs around the State and beginning October 1, 2023 he will be the Abilene MPO Coordinator. Mr. Tindall introduced Mr. Hazlett of the Texas A & M Transportation Institute.

Mr. Hazlett gave an overview of MPO Planning including: what it is, the evolution of it, legislative authorizations, Federal and State Authority, who makes up the Board, what are the responsibilities, what is the Technical Advisory Committee, and what does the MPO staff do. He addressed the differences between Transportation Management Areas and MPOs, planning issues to consider, performance based planning, the reports required (Unified Planning Work Program, Metropolitan Transportation Plan) and their correlation with the Unified Transportation Program. He went on to discuss funding challenges, public participation, and multimodal planning. At the conclusion of his presentation, no questions were asked.

- **TxDOT Project Management, Funding, and Consultant Management – Michael Haithcock, Billy Dezern, and Julie Rogers**

Mr. Haithcock provided an overview of MPO Projects and noted no two MPO projects are ever the same. He shared that a listing of projects and programs that are planned for construction may be found on the TxDOT Unified Transportation Program (UTP) noting it is an important planning and transportation tool. Mr. Haithcock discussed TxDOT Project Management in detail. Mr. Haithcock ended his presentation and turned the floor over to Mr. Dezern. Mr. Dezern discussed the complexity of Transportation Funding, the funding sources for the UTP, the percentages, and category funding.

Mr. Chandler asked about TxDOT needing smaller projects to start implementing. Mr. Haithcock addressed the question saying TxDOT is currently doing project acceleration and approximately \$30 million is available to fund the acceleration in Category 1, and we need to accelerate some Category 2 MPO Projects especially smaller projects. He suggested the biggest assistance would be to get the Project Selection Committee together, have Public Meetings and examine the 10 Year Plan as we did 3 or 4 years ago with some current MPO Funded Projects. TxDOT requires a really good list of Category 2 Projects, Mr. Haithcock would then be able to hire consultants, and start the process, thus allowing us to take advantage of a surge in funding. Judge Spurgin asked Mr. Haithcock if there

was a dollar amount that defines what a small project was. Mr. Haithcock stated it had to do more with moving utilities or right of way needs. Judge Spurgin asked for clarification if those items (obstacles) were not involved it would meet and could proceed. Mr. Allbritton advised that smaller projects are generally held between the \$3-to-\$5 million price range. No further questions were asked. Mr. Dezern stated TxDOTs Contract Specialist was unable to attend today's meeting. He offered to try and answer any questions concerning Consulting Management. No questions were forthcoming.

- **MPO Boundary Expansion**

Ms. Smetana noted that included in the packet is the current MPO Boundary Map based on the 2010 Census. She noted the current makeup of the TAC subcommittee on Boundary Expansion. She stated that we have had a few meetings working with the Texas A&M Transportation Institute. We are currently working with TxDOT on a contract that would allow AECOM to assist the MPO with our boundary expansion study. Ms. Smetana referred to the map identifying areas that are under consideration for MPO Boundary inclusion. The Travel Demand Model currently reflects significant growth to the south suggesting we extend the MPO Boundary to include the Buffalo Gap area. In addition, the area to the north might include some of Jones County area due to residential growth; and Callahan County plus the small piece of Jones County located just above Callahan County, due to the expansion occurring there and the documented traffic flow increase. Ms. Smetana noted if we do include Callahan County then we would add representation from Callahan County to the Policy and/or to the Technical Advisory Committee. She noted all of the proposed MPO Boundary Expansion areas are still in the preliminary stages. Ms. Smetana asked Mr. Tindall if he would like to speak or comment on this. Mr. Tindall stated TxDOT has AECOM under contract and they are giving them assistance to participate in the boundary expansion process, particularly with the GIS (Geographic Information System). Ms. Smetana thanked Mr. Tindall and told him the Abilene MPO was grateful for the assistance. She then ended her presentation and offered to answer any questions. Mr. Bluhm asked how far into Callahan County - are we considering is it all the way into Clyde. Ms. Smetana replied it has not yet been determined as we are looking at the entire area to determine where the traffic flows are originating. She shared that we are not currently modeling that area which makes it difficult to access but with AECOM assistance, a clearer determination should be forthcoming. She noted this is a twenty-five year expansion and we are looking at projected growth and its origination. Chairman Price asked if there was a time line for this to be brought before the Policy Board. Ms. Smetana shared her hope that we have it completed prior to the MTP due date of December 2024. She noted the expansion would require presentation to not only the Policy Board but approval by the governor. No further questions asked.

- **Discussion of Current and Future TxDOT and MPO Projects, and Related Projects.**

Ms. Smetana stated this will be an open discussion and an opportunity to discuss projects, current status and future projects. She pointed out that we do have a Project Nomination Form that is available at every meeting and on the MPO website. Ms. Smetana referred to the four documents the MPO uses frequently – the Unified Planning Work Program,

the Transportation Improvement Program, the 10-Year Plan, and the Metropolitan Transportation Plan. Ms. Smetana noted all of the MPO Highway and Transit Projects are listed in the packet. Ms. Smetana opened the discussion to the Policy Board and TAC.

Mr. Norman discussed the new Carbon Reduction Program and the project selection for this program that meets the criteria and allotted time requirements. He spoke on the suggested ITS (Intelligent Transportation Systems) a traffic system that includes a closed caption camera systems on 50 foot poles used to monitor traffic for emergency and weather situations, plus DMS (Dynamic Message System. He shared that TxDOT is currently placing some of these items within and outside the MPO Boundary in a Phase 1 Project. Mr. Norman stated using a portion of the Carbon Reduction Plan for ITS would allow placement within the MPO area in addition to the current TxDOT project installations. Chairman Price asked if the camera system would be provided to the county sheriff and the local police departments. Mr. Norman replied yes. Chairman Price requested clarification that the system could be used in the case of an accident to enable quicker dispatch of first responders. Mr. Norman concurred and stated that is the top reason for the system. Mr. Norman explained that ITS is eligible for the Carbon Reduction Program because the monitored cameras will provide early detection/warning of incidents which enables a quicker response from first responders. First responders will then be able to provide assistance to the commuter allowing them to divert and clear the roadway for traffic flow to resume. The Message Boards will notify travelers of a delay allowing them to re-route until traffic flow is returned to normal. Mr. Norman also relayed that the ITS system will meet the timeline requirements and can be developed quickly.

Ms. Smetana explained that during the last TAC Meeting the projects discussed for the Carbon Reduction Program were: ITS, Electric Buses and Sidewalks. She noted the city was looking at some sidewalks but the issue is the first years funding combines the first 3 years of funding (2022, 2023 and 2024) and the 2022 funding must be obligated within 4 years or it will be lost. Ms. Smetana said we wanted to get an idea out of those three options (Green Electric Buses, Sidewalks or ITS) which one of those could we move forward, go before the TAC and get a decision on and then present to the Policy Board. Ms. Smetana stated if we decide to select ITS then TxDOT really requires a decision by October. She stated that in discussion with Mr. Green about the Electric Buses that they are not quite there yet. Ms. Smetana said the Carbon Reduction Program is a 10-year funding program. We may be able to fund the electric buses and the sidewalks in later years and move forward with ITS using with the first allocation. Mr. Norman stated one of the main issues with the electric buses is they do not have the infrastructure to charge the buses. He noted if we purchased the buses now they would not have the resources. He noted there is some potential in later years to do the buses or part of the infrastructure but he does not believe there is enough time for the planning in the time line of the first funding. Mr. Allbritton said essentially we have a year (next August) to obligate correct? He noted that any project even the ITS will be tough to meet that timeline as TxDOT has not even begun planning or working on that. Discussion was had on the three options and

the timeline needed to meet the first year's funding cycle. Mr. Allbritton stated that if TxDOT could get a good idea of direction from this meeting then they will be able to begin moving forward on the ITS if that is the direction selected. Chairman Price stated that what he is hearing is we have the ITS, the Green Buses or the Sidewalks and it seems that the ITS is the one project we could do with the highest likelihood of completing on time so we do not lose our funding. Chairman Price said it sound like a straightforward decision.

Further discussion was held on sidewalks with Mr. Bluhm and Mr. Smith both commenting that sidewalks were important to Dyess. Mr. Norman stated that sidewalks could be looked at with the future years funding in this category. Chairman Price stated he believes ITS is the most realistic project. Ms. Smetana asked Mr. Norman if that gives TxDOT enough to begin moving forward with the project. Mr. Norman said it does.

Chairman Price asked if there was anything further to discuss on the Carbon Reduction Program. None were presented. Chairman Price reminded everyone that they do have other projects to discuss. Chairman Price referred to Mr. Southwards' earlier suggestion about SL 322 by the Expo Center. He asked for a discussion on looking at the exit before the overpass and making the road a two way from Expo Drive (south) and a one way from SH 36 to Expo Drive. Mr. Haithcock stated this should be made an official MPO Project, which would allow TxDOT to hire consultants to look at the environmental schematics. Ms. Smetana said she has taken down some notes and that we need to get the Project Selection Committee together again and discuss this.

Mr. Allbritton mentioned FM 89 and left turns down by Buffalo Gap. Ms. Smetana asked for clarification that this is the project leading to Buffalo Gap with the dedicated turn lanes. Ms. Smetana noted this goes past the current MPO Boundary and Chairman Price suggested we could take it to the boundary.

Mr. Chandler requested the Maple Street Bridge over SL 322 be looked at because it is the only thing stopping the continuous bicycle path from Colonial Hills to East South 11th Street. Mr. Haithcock noted that the bridge needs to be lifted.

Chairman Price shared a smaller project to be considered is when we finish the Maple Street sidewalk at South 11th Street and we have the Cedar Creek Walkway to South 11th Street we need a way to cross the creek so people can continue on that path. Mr. Chandler said at the intersection of Maple Street and East South 11th Street they have taken a count to see if it requires a signalization. He noted in the absence of a signal we will still require something there to allow a safe crossing, possibly a pedestrian signal of sorts.

Mr. Haithcock noted another project discussed was a sidewalk on Ambler Avenue to Treadaway Blvd. all the way to the Walmart. Ms. Smetana noted the City has a current grant application in for Old Anson Road so continuing that to connect would be a good

thing. It crosses Ambler Avenue with a signal. Mr. Chandler said there would be some challenges due to the width, right-a-way and utilities.

Mr. Allbritton mentioned the six lanes along Winters Freeway stating it is a long term project but he believes it should be on our list. He also thinks six lanes on the east of Winter Freeway should also be continued. Mr. Allbritton said all of the other I-20 projects will be funded by Cat 4 but he thinks they should still be on our list. He noted all four of those projects are from Winters Freeway east, so eventually we should try to get to the west side too.

Ms. Smetana said during the Mesquite fire, there really was limited options to connect out of the area on US 277. We need to look at more connections. She additionally noted if a car accident occurred on the roadway it shuts down the whole road. The same for an accident on 89 shutting down the road. A Message board noting there was an accident up ahead would have prevented half of the people traveling the road from having to turn around and go back as they could have exited the road sooner on some of the county roads.

Chairman Price asked if there were any further projects to discuss. None were presented. Ms. Smetana stated they would bring all of the suggestions from today to the Project Selection Committee and TAC and then present them to the Policy Board.

- **Workshop Wrap-up.**

No further discussion was presented for the workshop.

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.

9. Receive a Report, Hold a Discussion, and Take Action on the Evaluation of the Executive Director.

Chairman Price announced that the Board would now adjourn into executive session which is authorized by the Texas Government Code Sections 551.074 (Personnel matters). The Policy Board adjourned into Executive Session at 2:50 p.m. The Policy Board returned to the regular meeting at 3:05 p.m. Chairman Price stated that they discussed the evaluation of E’Lisa Smetana the Executive Director and are happy with her performance. He stated that the Board is approving a pay increase that will be on file at the office.

10. Adjournment.

With no further business, Chairman Price adjourned the meeting at 3:06 p.m.

3. Receive a Report, Hold a Discussion, and Take Action on a Resolution for the 2023 Transit Asset Management (TAM) Plan.

**Abilene MPO Policy Board Meeting
October 17, 2023
Supplemental Agenda Information**

3. Receive a Report, Hold a Discussion, and Take Action on a Resolution for the 2023 Transit Asset Management (TAM) Plan.

Background

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair. In July 2016, FTA issued the Final Rule requiring transit agencies to maintain—and document—minimum TAM standards. The new standards will help transit agencies keep their systems operating smoothly and efficiently. Transit providers are required to set performance targets for the state of good repair of their rolling stock, facilities and equipment. The Planning Rule requires Metropolitan Planning Organizations to establish transit targets not later than 180 days after a State DOT or provider of public transportation establishes targets. Performance targets and similar matters are one aspect of the coordinated and cooperative planning processes established in relevant inter-agency agreements, MOU's and/or related processes.

On June 20, 2017, the Policy Board adopted transit targets as part of the TAM plan established by CityLink. On June 18, 2019, the Policy Board adopted an updated version of the CityLink Transit Asset Management Plan. On December 15, 2020, the Policy Board acknowledged with a resolution an updated version of the plan dated September 29, 2020 that covers 2021 thru 2025 targets.

Current Situation

CityLink has prepared an update to the TAM Plan as of August 9, 2023. The MPO has prepared a resolution of support for this plan.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 26, 2023 meeting recommended approval to the Policy Board on the Transit Asset Management (TAM) Plan as presented.

Action Requested

1. Approval of the resolution for the Transit Asset Management (TAM) Plan.



ABILENE

Metropolitan Planning Organization

R-2023-04

**A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION
ADOPTING A TRANSIT ASSET MANAGEMENT (TAM) PLAN WITH ASSOCIATED
TARGETS FOR STATES OF GOOD REPAIR ASSOCIATED WITH TRANSIT ASSETS.**

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of performance-driven and outcome-based programming that provides a greater level of transparency and accountability; and,

WHEREAS, The City of Abilene's Citylink transit system has adopted targets for a state of good repair of various assets including rolling stock, equipment and facilities; and,

WHEREAS, The Abilene MPO desires to ensure transit planning, programming and target setting is performed in a coordinated and compatible manner with local transit providers.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE, TEXAS, hereby supports and adopts the Transit Asset Management Plan with associated targets for a State of Good Repair as indicated in Attachment A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program, as appropriate, projects compatible with the achievement of said targets.

PASSED, APPROVED and ADOPTED ON THIS _____ day of _____, 2023

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilman Shane Price, MPO Chair

Attest:

Approved:

E'Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene



R-2023-04

ATTACHMENT A

INSERT ABILENE TRANSIT ASSET MANAGEMENT PLAN

TAM Plan

TAM Plan Name: CityLink Transit
TAM Plan Type: Tier II
Agency Name: City of Abilene
Account Executive Name: Lauren Stevens
Last Modified Date: 08/09/2023

Introduction

Brief Overview

Citylink is small urban transit agency. Citylink provides eight weekday and six Saturday fixed-route routes, which are distributed geographically across the city. In addition Citylink provides door-to-door para-transit service and evening curb-to-curb service.

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
City of Abilene	Equipment	Other Rubber Tire Vehicles		100%	0%	0%	0%	0%
City of Abilene	Equipment	Non Revenue/Service Automobile		0%	0%	25%	0%	0%
City of Abilene	Facilities	Passenger Facilities		0%	0%	0%	0%	0%
City of Abilene	Facilities	Maintenance		50%	0%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		11%	11%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	5%	5%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	0%	0%

TAM and State of Good Repair (SGR) Policy

The TAM plan will be used for our Capital Improvement Plan (CIP)

Continuous Improvement

Citylink Transit TAM would cover the fiscal years from 2023-2028, five year plan.

TAM Vision

Our goal here is to establish a baseline to develop a Capital Improvement Plan (CIP) that is compliant with FTA guidelines. Continue to maintain the fleet and improve the structural efficiency of the facility.

TAM Roles and Responsibilities

Department / Individual	Role (Title and/or Description)	Sub-Recipient
Kurt Hurick	Maintenance Manager	City of Abilene

Capital Asset Inventory

Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles	46	10.3	171,513	\$218,993.91	\$10,073,720.00
BU - Bus	14	13.4	297,588	\$475,000.00	\$6,650,000.00
CU - Cutaway Bus	32	9.0	116,355	\$106,991.25	\$3,423,720.00
Equipment	4	4.8	N/A	\$15,946.50	\$63,786.00
Non Revenue/Service Automobile	3	2.0	N/A	\$9,595.33	\$28,786.00
Other Rubber Tire Vehicles	1	13.0	N/A	\$35,000.00	\$35,000.00
Facilities	2	41.0	N/A	\$0.00	\$0.00
Maintenance	1	41.0	N/A	\$0.00	\$0.00
Passenger Facilities	1	41.0	N/A	\$0.00	\$0.00

Condition Assessment

Asset Condition Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value	% At or Exceeds ULB	% of Track Miles in Slow Zone	Number of Facilities less than 3 on TERM scale
Revenue Vehicles	46	10.3	171,513	\$218,993.91	\$10,073,720.00	63%	N/A	N/A
BU - Bus	14	13.4	297,588	\$475,000.00	\$6,650,000.00	57%	N/A	N/A
CU - Cutaway Bus	32	9.0	116,355	\$106,991.25	\$3,423,720.00	66%	N/A	N/A
Equipment	4	4.8	N/A	\$15,946.50	\$63,786.00	0%	N/A	N/A
Non Revenue/Service Automobile	3	2.0	N/A	\$9,595.33	\$28,786.00	0%	N/A	N/A
Other Rubber Tire Vehicles	1	13.0	N/A	\$35,000.00	\$35,000.00	0%	N/A	N/A
Facilities	2	41.0	N/A	\$0.00	\$0.00	N/A	N/A	1
Maintenance	1	41.0	N/A	\$0.00	\$0.00	N/A	N/A	1
Passenger Facilities	1	41.0	N/A	\$0.00	\$0.00	N/A	N/A	0

Decision Support

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Need of new assets.	Time is spent researching new assets that are available to the transit agency to improve.

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost	Updated Date
Revenue Vehicles	BU - Bus	PM A	Monthly	3	\$500.00	

Unplanned Maintenance Approach

Citylink ensures that the budget allows for unforeseen maintenance needs in the budget.

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy	Updated Date
Revenue Vehicles	BU - Bus	No plan at this time...	

Disposal Strategy

Asset Category	Asset Class	Disposal Strategy	Updated Date
Revenue Vehicles	BU - Bus	At the end of there useful life benchmark (120% of there useful life) they are retired through city auction.	

Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy	Updated Date
Revenue Vehicles	BU - Bus	See attached capital replacement plan.	

Risk Management

Risk	Mitigation Strategy
Little to no increase in State and Federal funding.	Apply for additional grants.

Investment Prioritization

Investments are prioritized by what makes the biggest impacts on service and cost the least amount of money.

Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
Multimodal Facility	2027	Facilities	Maintenance	\$15,000,000.00	High	
Diesel Bus	2026	Revenue Vehicles	BU - Bus	\$1,000,000.00	High	
Cement Alley Way	2025	Facilities	Parking Structures	\$150,000.00	High	
Covered Parking	2025	Facilities	Parking Structures	\$300,000.00	Medium	
Downtown Bus	2024	Revenue Vehicles	BU - Bus	\$500,000.00	High	
Diesel Bus	2024	Revenue Vehicles	BU - Bus	\$1,000,000.00	High	
Development of the South Lot	2024	Facilities	Parking Structures	\$500,000.00	High	
Resurface Back Parking Lot	2023	Facilities	Parking Structures	\$180,000.00	Medium	
Building Renovation	2023	Facilities	Passenger Facilities	\$500,000.00	Medium	

Signature

I, **Lauren Stevens** , hereby certify on 01/19/2023 that the information provided in this TAM Plan is accurate, correct and complete.

TAM Plan Appendix

TAM Plan Name: ChryLia Transit
TAM Plan Type: Tier II
Agency Name: City of Atlanta
Account Executive Name: Lauren Stevens
Last Modified Date: 01/15/2023

Appendix A. Asset Register

Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	Manufacture Year	RV ID	RV ID	Model	Count/Total Number of vehicles	Count Fleet	Fleet ID	Average Vehicle Mileage	Total Active Fleet Mileage	Net of Active Fleet Mileage	Non-Insured Fleet	Capital Repeatability	Traced Agency Capital Repeatability (%)	Link Replacement Cost/Value	Replaced Year	Type of Asset Returned	Grant number/AM	Percent PTA Funded (%)	Group Plan Sponsor Name	Manually Administered Return?	Updated Date
City of Atlanta	Revenue Vehicle	CU - Customary Bus	ChryLia	City of Atlanta	2010	60040	0049	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	9	Fleet	9064007910912813915911		2932749	9	No	Yes	100.00%	\$150,000.00	2021	2010	TX-96-5028 (APR9A) TX-04-0052	100.00%		Yes	11/8/2023 12:18:22 PM
City of Atlanta	Revenue Vehicle	BU - Revenue Vehicle	ChryLia	City of Atlanta	2007	60040	40700	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	6	Fleet	70007081700270037004		2747750	6	No	Yes	100.00%	\$483,000.00		2007	TX-03-0248	80.00%		Yes	11/8/2023 12:12:38 PM
City of Atlanta	Revenue Vehicle	CU - Customary Bus	ChryLia	City of Atlanta	2022	60040	1	Design	4	Fleet	2017027032904		2227	4	No	Yes	100.00%	\$153,600.00		2021	TX-2021-327 STATE URBAN 2020-00194	100.00%		Yes	
City of Atlanta	Revenue Vehicle	BU - Revenue Vehicle	ChryLia	City of Atlanta	2017	60040	354189	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	2	Fleet	600016001		296508	2	No	Yes	100.00%	\$483,000.00		2017	TX-34-0003	100.00%		Yes	
City of Atlanta	Revenue Vehicle	BU - Revenue Vehicle	ChryLia	City of Atlanta	2009	60040	40604	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	2	Fleet	900019001		842791	2	No	Yes	100.00%	\$483,000.00		2010	TX-03-0278	81.00%		Yes	
City of Atlanta	Revenue Vehicle	CU - Customary Bus	ChryLia	City of Atlanta	2018	60040	379041	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	3	Fleet	8018027003		119344	3	No	Yes	100.00%	\$72,000.00		2019	TX-2019-2418 / 5339-43-2016 Atlanta-00201	100.00%		Yes	
City of Atlanta	Revenue Vehicle	CU - Customary Bus	ChryLia	City of Atlanta	2018	60040	354188	Spartan (Formerly E1 Dorado) BCC-Nat. Custom FICC	4	Fleet	801802902604		82383	4	No	Yes	100.00%	\$72,000.00		2018	TX-34-0018-5339	100.00%		Yes	
City of Atlanta	Revenue Vehicle	CU - Customary Bus	ChryLia	City of Atlanta	2010	60040	338370	EDorado National (Formerly E1 Dorado) BCC-Nat. Custom FICC	1	Fleet	0019		244193	1	No	Yes	100.00%	\$47,000.00		2010	TIDOT Project ED 0803104	0.00%		Yes	

2007 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: EJ/Niel/2Mia)	0	\$0.00	0	\$0.00	\$	\$0.00	\$	\$1,375,000.00	0	\$0.00	0	\$0.00
2009 EDwards National (Bermley, EJ/Niel, Coach/ MCC: EJ/Niel/2Mia)	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2013 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: Aani/1er/2Mia)	0	\$0.00	1	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: Aani/1er/2Mia)	0	\$0.00	5	\$750,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2013 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: Aani/1er/2Mia)	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	4	\$240,000.00
2016 Sorbonne (Sorbonne Cooperation) Senator III (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: EJ/Niel/2Mia)	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: Aani/1er/2Mia)	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 EDwards National (Bermley, EJ Dorland/EC/Niel, Coach/ MCC: Aani/1er/2Mia)	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2022 Dodge Promoter	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

New Fiscal Indicators		2024	2025	2026	2027	2028
Total in Current Year \$		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indicators Rate		10.0%	10.0%	10.0%	10.0%	10.0%
Commodities Indicators		1.100%	1.100%	1.100%	1.100%	1.100%
Total in Year of Expenditure \$		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

4. Receive a Report, Hold a Discussion, and Take Action on the addendum to the Transit Public Transportation Agency Safety Plan (PTASP).

**Abilene MPO Policy Board Meeting
October 17, 2023
Supplemental Agenda Information**

- 4. Receive a Report, Hold a Discussion, and Take Action on the addendum to the Transit Public Transportation Agency Safety Plan (PTASP).**

Background

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The PTASP rule became effective on July 19, 2019. FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The plan must include safety performance targets. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually.

The MPO is responsible for integrating performance measures from PTASP into their planning processes: 23 CFR § 450.306(d)(4) states that “an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program.” City Link adopted the current PTASP on June 25, 2020. The Policy Board acknowledged the PTASP at their June 15, 2021 meeting.

Current Situation

As part of the process, CityLink has to have PTASP Safety Committee meetings. This addendum to the PTASP is the meeting held in December 2022 by the committee.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 26, 2023 meeting recommended acknowledgement to the Policy Board on the Transit Public Transportation Agency Safety Plan (PTASP) as presented.

Action Requested

1. Acknowledgement of the addendum to the Transit Public Transportation Agency Safety Plan (PTASP).



CITYLINK SAFETY COMMITTEE

(EST. DECEMBER 2022)

FRONT-LINE EMPLOYEE REPRESENTATIVES

FIXED ROUTE: Louis Hilliard

Alternate: Justo Castro

PARATRANSIT: Myron Leesman

Alternate: Louis Cole

MAINT: Johnathan Arnot

SAFETY: Yvonna Garcia

DISPATCH: Greg Bagwell

ADMIN: Lauren Stevens

Michelle Hurick

Rodney Potts

Bobby Sharpe



GOAL: To implement a Safety Management System that 1) Improves Driver Safety, 2) Improves Mechanical Shop Safety, 3) Empowers Employees, and 4) Improves Customer Safety and Service

Strategies: Prioritize an accurate risk picture; Emphasize benefits for safety; Identify safety hazards in the operating environment; Revise policies and procedures that aren't working as intended; Review/analyze safety conditions and why safety events occurred.

Value: The greater the level of trust, the more likely our agency will learn about the safety conditions that our employees experience.

The Bipartisan Infrastructure Law implemented many requirements for an agency Safety Committee that pertain to a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more. Even though CityLink serves the Abilene urbanized area with a population of less than 200,000, Management will implement many of these measures as a 'best practice'. (The applicable portion of the Bipartisan Infrastructure Law are included at the end of this document as reference.)

The Bipartisan Infrastructure Law specifically requires each recipient serving an urbanized area with a population of fewer than 200,000, that the agency safety plan be developed in cooperation with frontline employee representatives. CityLink developed its Public Transportation Agency Safety Plan (PTASP) in advance of these new requirements and obtained approval of this PTASP from the City of Abilene City Council on June 25, 2020 and approved by TXDOT on July 15, 2020.

As of December 2022, CityLink is reviewing the PTASP with its Safety Committee. The Safety Committee is comprised of front line employee representatives from each of the CityLink departments; Fixed Route, Paratransit, Maintenance, Safety, Dispatch and Administration. Alternate members of the Operational departments may be included as necessary.

CityLink has established a Safety Committee that meets quarterly as necessary to review safety related issues, analysis of accident trends, review near/miss reports, develop recommendations for resolutions/improvements for safety related issues and to resolve accident preventability appeals. This appeals mechanism is to provide operators and other employees charged with a preventable accident with a forum to appeal the Accident Review Committee's (ARC) determination of collision preventability.

The Safety Committee also is responsible for, at a minimum: (1) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment; (2) identifying mitigations

or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
(3) identifying safety deficiencies for purposes of continuous improvement.

Appeals Hearing Process

To be an effective appeal mechanism, the Safety Committee members must understand the responsibilities of the Accident Review Committee (ARC). These duties are listed below:

Accident Review Committee

Determinations of accident preventability will be made independently from a police officer's determination regarding the issuance of citation(s).

The Accident Review Committee shall consist of one member of the management team and three (3) of the operator's peers. The committee will review the facts of the accident and rule it as either a preventable accident or non-preventable accident.

Following each accident, individuals will be selected by the Safety and Security Supervisor to serve on an Accident Review Committee responsible for making a ruling on that accident only. A new committee will be selected and convened for each accident for which a ruling is required.

The Accident Review Committee shall not be responsible for classifying accidents as Class I, II, or III Accident. This classification will be done by management, based on the factors included in the definitions for each classification and the dollar amount of damage or cost to restore the vehicle(s) or structure(s) to their pre-accident condition.

In determining accident preventability, the Accident Review Committee will consider the condition of the vehicle and the actions of the operator. Except in unusual circumstances, failure of the operator to do one or more of the following actions will result in a determination of preventable.

- 1. Follow commonly used defensive driving practices.***
- 2. Adjust speed to conditions of light, weather, road or traffic.***
- 3. Recognize and adjust to drivers own temporary physical, and emotional conditions.***
- 4. Adjust to clearance at top, sides, front or rear vehicle.***
- 5. Observe conditions at rear of vehicle while backing.***
- 6. Yield right-of-way when necessary to avoid accidents.***
- 7. Control speed so as to be able to stop within assured clearing distances ahead.***
- 8. Observe traffic laws and ordinances, and company rules and regulations.***

An employee's appeal to the Safety Committee, of the determination that a collision was preventable, must be filed within seven calendar days of the date the employee received notice of CityLink's initial preventability determination.

The decision of the Safety Committee will be final and binding and is limited to determining the preventability of the collision in question. This determination will be reviewed by the General Manager and provided to the employee charged with the accident.

In the case of an accident preventability determination that resulted in discharge, the Safety Committee will convene not later than ten calendar days following the date of the appeal notification. In the event of an appeal hearing, the Safety Committee selects a Chairperson who will maintain order in the hearing and tally the ballots.

The Safety Committee does not determine discipline, but the appropriate discipline will be based on the preventability affirmed or rejected by the Safety Committee. The general guidelines of the Safety Committee process are set forth here, with the objective that an employee shall be provided with a fair and unbiased review of his or her collision.

The employee who has appealed the accident preventability case to the Safety Committee will be afforded the opportunity to present the case and answer questions.

When the facts have been presented, the Safety Committee will render a timely decision following the presentation of evidence and testimony. In rendering its decision, the Safety Committee will rely on the facts presented at the hearing and are not empowered to alter or change established CityLink policy, including safety or operational rules. The Chairperson counts the ballots and announces the decision of the Safety Committee.

Bipartisan Infrastructure Law changes to 49 U.S.C § 5329(d)

(d) Public transportation agency safety plan.—

(1) In general.—~~Effective 1 year after the effective date of a final rule issued by the Secretary to carry out this subsection, Each recipient or State, as described in paragraph (3), shall certify that the recipient or State has established a comprehensive agency safety plan that includes, at a minimum—~~

(A) a requirement that the board of directors (or equivalent entity) of the recipient approve, or, in the case of a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under

paragraph (5), followed by the board of directors (or equivalent entity) of the recipient approve, the agency safety plan and any updates to the agency safety plan;

(B) for each recipient serving an urbanized area with a population of fewer than 200,000, a requirement that the agency safety plan be developed in cooperation with frontline employee representatives;

(C)(B) methods for identifying and evaluating safety risks throughout all elements of the public transportation system of the recipient;

(D)(E) strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions, and consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority, minimize exposure to infectious diseases;

(E)(D) a process and timeline for conducting an annual review and update of the safety plan of the recipient;

(F)(E) performance targets based on—

(i) the safety performance criteria and state of good repair standards established under subparagraphs (A) and (B), respectively, of subsection (b)(2); or

(ii) in the case of a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more, safety performance measures established under the national public transportation safety plan, as described in subsection (b)(2)(A);

(G)(F) assignment of an adequately trained safety officer who reports directly to the general manager, president, or equivalent officer of the recipient; and

(H)(G) a comprehensive staff training program for—

(i) the operations personnel and personnel directly responsible for safety of the recipient that includes—

(I) the completion of a safety training program; and

(II) continuing safety education and training

(5) Safety committee.—

(A) In general.—For purposes of this subsection, the safety committee of a recipient shall—

(i) be convened by a joint labor-management process;

(ii) consist of an equal number of—

(I) frontline employee representatives, selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations; and

- (II) management representatives; and
- (iii) have, at a minimum, responsibility for—
 - (I) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;
 - (II) identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
 - (III) identifying safety deficiencies for purposes of continuous improvement.
- (B) Applicability.—This paragraph applies only to a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more.

SAFETY COMMITTEE SIGN-IN SHEET

SUBJECT: Agency Safety Plan

DEC 2022

LOCATION: Conference
Room

Name	Signature	
Arnot, Johnathan		
Bagwell, Greg		
Castro, Jose		ALT.
Cole, Louis		ALT.
Garcia, Yvonna		
Hilliard, Louis		
Hurick, Michelle		
Leesman, Myron		
Potts, Rodney		
Sharpe, Bobby (GM)		
Stevens, Lauren		

Document # [ID]	Title: Near Miss Reporting	Print Date: [Date]
Revision # 1.0	Prepared By:	Date Prepared: 7/15/2019
Effective Date: [Date]	Reviewed By: Bobby Sharpe	Date Reviewed:
Standard: Standard	Approved By: [Approver's Name]	Date Approved: [Date]

Purpose: The Management of CityLink of Abilene is committed to providing a safe and healthy work environment by protecting employees from workplace injury and disease when reasonably possible to do so.

The purpose of this policy is to ensure that all near-miss incidents (including minor incidents) are reported, recorded and investigated. Reporting and sharing information with relevant parties creates an opportunity to answer the questions of what happened and why and then to use this insight to determine how to prevent a reoccurrence. Following the steps outlined in this policy will:

- ☑ Promote an open, learning culture in regards to workplace safety;
- ☑ Employ a systematic approach for all administration, shop employees and drivers to report NEAR MISS INCIDENTS;
- ☑ Encourage an opportunity to gain understanding and insight from an incident's analysis;
- ☑ Utilize that knowledge to prevent or reduce future risk of reoccurrence; and

Support management's goal of establishing a reporting culture with an aim to identify and control hazards, reduce risk and prevent harmful incidents.

It is the policy of CityLink that employees will perform work in the safest manner possible, in accordance with the Employee Handbook.

Scope: This policy applies to all employees of CityLink, who, regardless of level, location, or job description, all have a role in creating and maintaining an injury-free workplace.

While the Management of CityLink acknowledges responsibility for implementing and managing health and safety for the workplace as a whole, employees must also recognize and accept responsibility for their decisions and actions which can, and will, affect their own personal safety as well as the personal safety of others.

Relevance:

Many safety activities are reactive and not proactive, and some organizations wait for losses to occur before taking steps to prevent a recurrence. NEAR MISS incidents precede MAJOR events and are often overlooked as there was no harm (no injury, damage or loss). An opportunity to prevent the incident is lost if these events are not reported. Recognizing, reporting and investigating NEAR MISS incidents can significantly improve worker safety and enhance an organization's safety culture.

Definitions: **Near Miss:** An event that under different circumstances could have resulted in physical harm to an individual or damage to the environment, equipment, property and/or material.

Incident: An event that may result in a crisis.

Hazard: Anything with the potential to cause injury, damage or loss.

Procedure:

1. An employee who witnesses a NEAR MISS incident must complete the NEAR MISS REPORTING form (Exhibit "A") and submit to the Safety and Compliance Manager. The reporting system is non-punitive and, if desired by the person reporting, anonymous;
2. All NEAR MISS INCIDENTS will be reviewed by the Safety & Compliance Manager and the Joint Health & Safety Committee to identify the root cause and the weaknesses in the system contributing to the incident (see Exhibit "B"). The reporting employee (or contractor) may be asked to participate in the incident investigation; and
3. Investigation results will be used to improve safety systems, hazard control, risk reduction, and to educate employees. All of these represent opportunities for training, feedback on performance, and a commitment to continuous improvement

COMMUNICATION

The steps taken (training, new policies & procedures, etc.) to improve workplace safety as a result of the NEAR MISS investigation will be reported to the Management by the Safety & Training Manager.

Monitoring and investigation results of NEAR MISS incidents will be communicated to employees in at least one of the following venues:

- ☒ Safety & Training Manager discussion with employees;
- ☒ Bulletin board postings
- ☒ Safety Committee Meetings.

Responsibilities:

It is the responsibility of **CityLink** to:

- ☑ Enforce federal health and safety laws, standards and procedures;
- ☑ Support the development and implementation of safe working practices through provision of proper resources;
- ☑ Review health and safety procedures annually (minimum) or as necessary; and
- ☑ Consider incentives that encourage NEAR MISS reporting and enhance the culture.

It is the responsibility of the **Safety & Training Manager** to:

- ☑ Enforce federal health and safety laws, standards and procedures;
- ☑ Acknowledge and document potential hazards reported by KBD employees;
- ☑ Monitor health & safety performance, re-designing health and safety practices and procedures when prudent to do so;
- ☑ Include training for new employees to identify hazards and work safely as part of their orientation; and
- ☑ Celebrate the success and value of the NEAR MISS reporting process with all employees!

It is the responsibility of the **Safety & Training Manager and Members of the Management Team** to:

- ☑ Perform thorough investigations based on facts and provide recommendations for corrective action to ensure that the potential for any future occupational injury, disease and accidents is eliminated.

It is the responsibility of **CityLink Employees** to:

- ☑ Ensure action has been taken to maintain safety and ensure safety of the area;
- ☑ Promptly report (within 24 hours) all incidents by completing the NEAR MISS REPORTING form, (reporting only FACTS) and submit to Safety & Training Manager; and
- ☑ Provide statements and participate in the NEAR MISS investigation.

It is the responsibility of **Outside Contractors** to:

- ☑ Follow the same reporting procedure as employees directly employed by CityLink; and
- ☑ Provide statements and participate in the NEAR MISS investigation.

Definitions: Near Miss: An event that under different circumstances could have resulted in physical harm to an individual or damage to the environment, equipment, property and/or material.
Incident: An event that may result in a crisis. Hazard: Anything with the potential to cause injury, damage or loss.

NON-PUNITIVE EXEMPTIONS

NEAR MISS reporting is non-punitive and workers will not be subject to progressive disciplinary measures unless their behavior coincides with one of the following serious offences:

- ☑ Willful breach of professional codes;
- ☑ Acts of gross negligence;
- ☑ Acts of gross misconduct (eg. Possession of alcohol, illicit narcotics or non-prescribed pharmaceuticals while on company property, or use thereof while operating CityLink equipment);
- ☑ Repeated unreported violations;

- ☑ Malicious activities (including malicious reporting of untrue allegations against a colleague); and/or
- ☑ Workplace violence, including but not limited to: fighting, assault, harassment or possession of a weapon

Guide for Determining Preventability of Motor Vehicle Accidents (Based on National Safety Council Rules)

PREVENTABLE ACCIDENTS

A "Preventable Accident" is one in which the driver failed to exercise every reasonable precaution to prevent the accident. This is irrespective of whether or not there is property damage or personal injury, the extent of the loss of injury, to whom it occurred and the location of the accident.

In order for a person to avoid being involved in a preventable accident, each driver should understand and practice the concept of defensive driving. "Defensive driving" is driving so as to prevent accidents in spite of the incorrect actions of others and adverse driving conditions; such as light, weather, road, traffic, vehicle condition and your physical and mental state.

In interpreting this, the National Safety Council lists the following preventable accidents:

1. INTERSECTIONS

It is the responsibility of all drivers to approach, enter and cross intersections prepared to avoid accidents that might occur through the actions of other drivers. Complex traffic movement, blind intersections, or failure of the "other driver" to conform to law or traffic control devices will not automatically discharge an accident as not "preventable." Intersection accidents are preventable even though the driver has not violated traffic regulations. Failures to take precautionary measures prior to entering the intersection are factors to be studied in making a decision. When a driver crosses an intersection and the obvious actions of the "other driver" indicates possible involvement either by reason of excessive speed, crossing the lane in turning, or coming from behind a blind spot, the decision based on such entrapment should be preventable.

2. VEHICLE AHEAD

Regardless of the abrupt or unexpected stop of the vehicle ahead, a driver can prevent rear-end collisions by maintaining a safe following distance at all times. This includes being prepared for possible on the highway, either in plain view or hidden by the crest of a hill or the curve of a roadway. Overdriving headlights at night is a common cause of rear-end collisions. Night speed should not be greater than that which will permit the vehicle to come to a stop within the forward distance illuminated by the vehicle's headlights.

3. VEHICLE BEHIND

Investigation often discloses that drivers risk being struck from behind by failing to maintain a margin of safety in their own following distance. Collisions involving the rear of the vehicle, which are preceded by a roll-back, an abrupt stop at a grade crossing, when a traffic signal changes, or when the driver fails to signal a turn at an intersection, should be charged as preventable. Accidents resulting from the failure to signal intentions or to slow down gradually should be considered preventable.

5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).

**Abilene MPO Policy Board Meeting
October 17, 2023
Supplemental Agenda Information**

- 5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).**

Background

The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range plan "Metropolitan Transportation Plan" that are being worked on during this time-period. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §324 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor.

The FY 2023-2026 draft was presented to the Policy Board at the February 15, 2022 meeting. A Public Notice was published in the March 9, 2022 Abilene Reporter-News announcing that the draft FYs 2023-2026 Transportation Improvement Program (TIP) was available for public review through March 20, 2022 until 5:00 pm. The TIP was approved at the April 19, 2022 Policy Board meeting. On November 2, 2022, the TIP was administratively amended. At the February 21, 2023 PB meeting, the TIP was amended due to changes in project scope, funding, and total project cost information.

Current Situation

The TIP needs to be amended to remove CSJ #0663-01-024 (FM 707) from 2025 (moved out to 2028), and adjust other projects for funding and let dates.

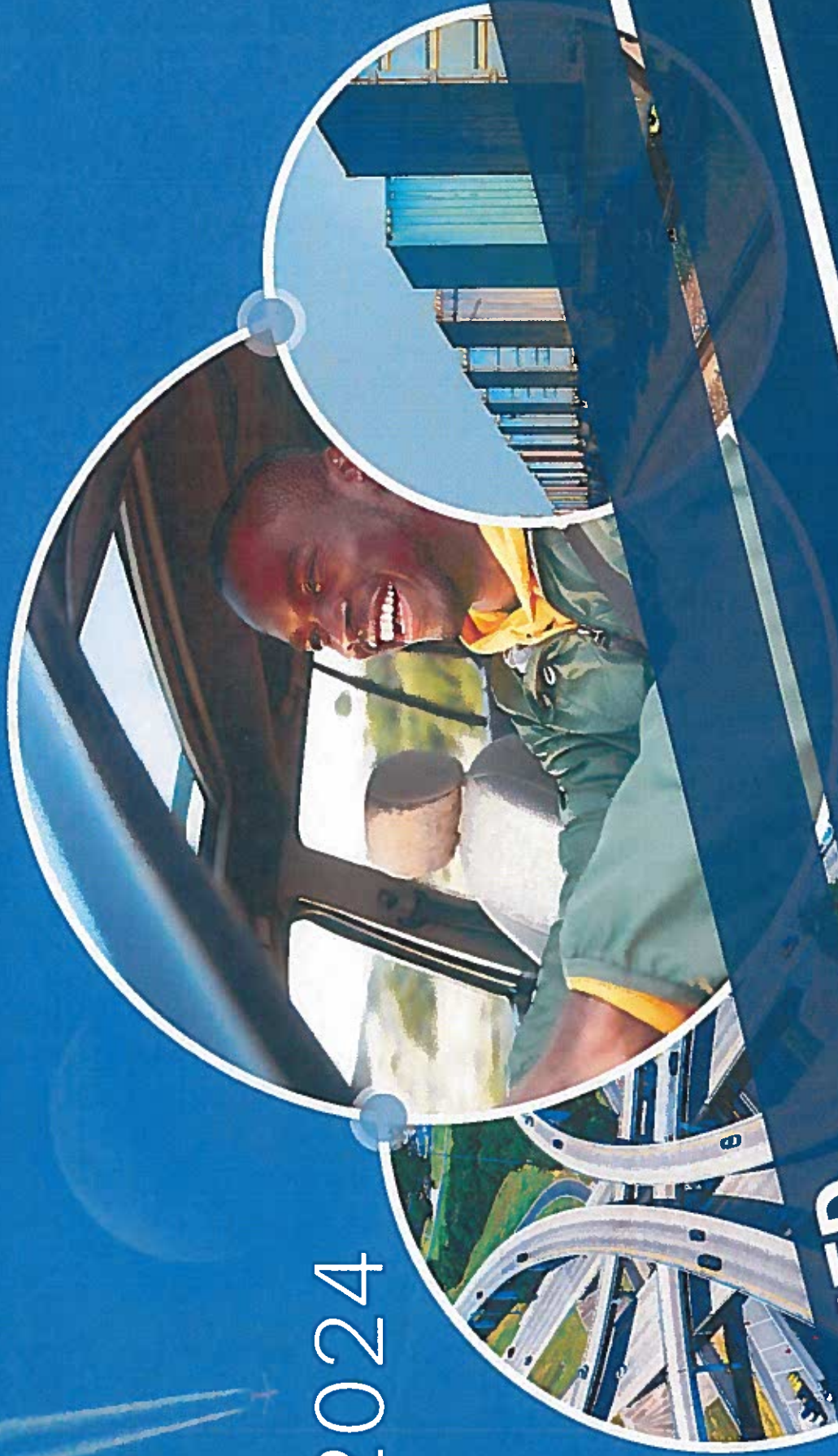
Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 26, 2023 meeting recommended approval to the Policy Board on the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) with updates to the public participation page as needed.

Action Requested

1. Any suggestions/changes.
2. Approval of the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).

2024



UNIFIED TRANSPORTATION PROGRAM



Texas
Department
of Transportation

ABILENE

DISTRICT

2024 UTP



DISTRICT HIGHLIGHTS AND PRIORITIES

The Abilene District maintains the pavement, bridges, drainage, and traffic control for 165 miles of I-20, in addition to maintenance of the system. The district has a pavement maintenance plan to account for yearly replacement, and staff monitor the overall program on a regular basis. The district is also considering several improvements, including additional lanes, reconfigured ramps, and designs to improve safety and enhance the movement of traffic.

The Abilene Metropolitan Planning Organization is an active and ardent advocate for transportation in the region. Important MPO projects that the district is designing and managing include US 83 at FM 3034 interchange and the IH 20 widening project through the city of Abilene. A section of IH 20 widening includes overpass over Judge Ely Blvd., which will provide improved access and promote development on the northside of IH 20.

REGIONAL PLANNING RESOURCES

ONLINE:

[Abilene TxDOT District page](#)

Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

MPO:

[Abilene Metropolitan Planning Organization](#)

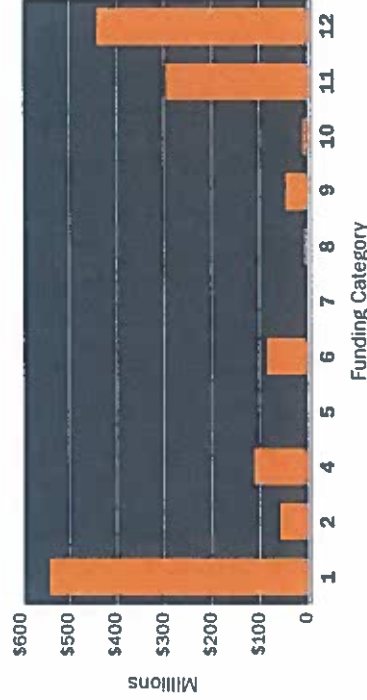
CONTACT:

4250 Clack St.
Abilene, TX 79601
(325) 676-6800



[@TXDOTABILENE](#)

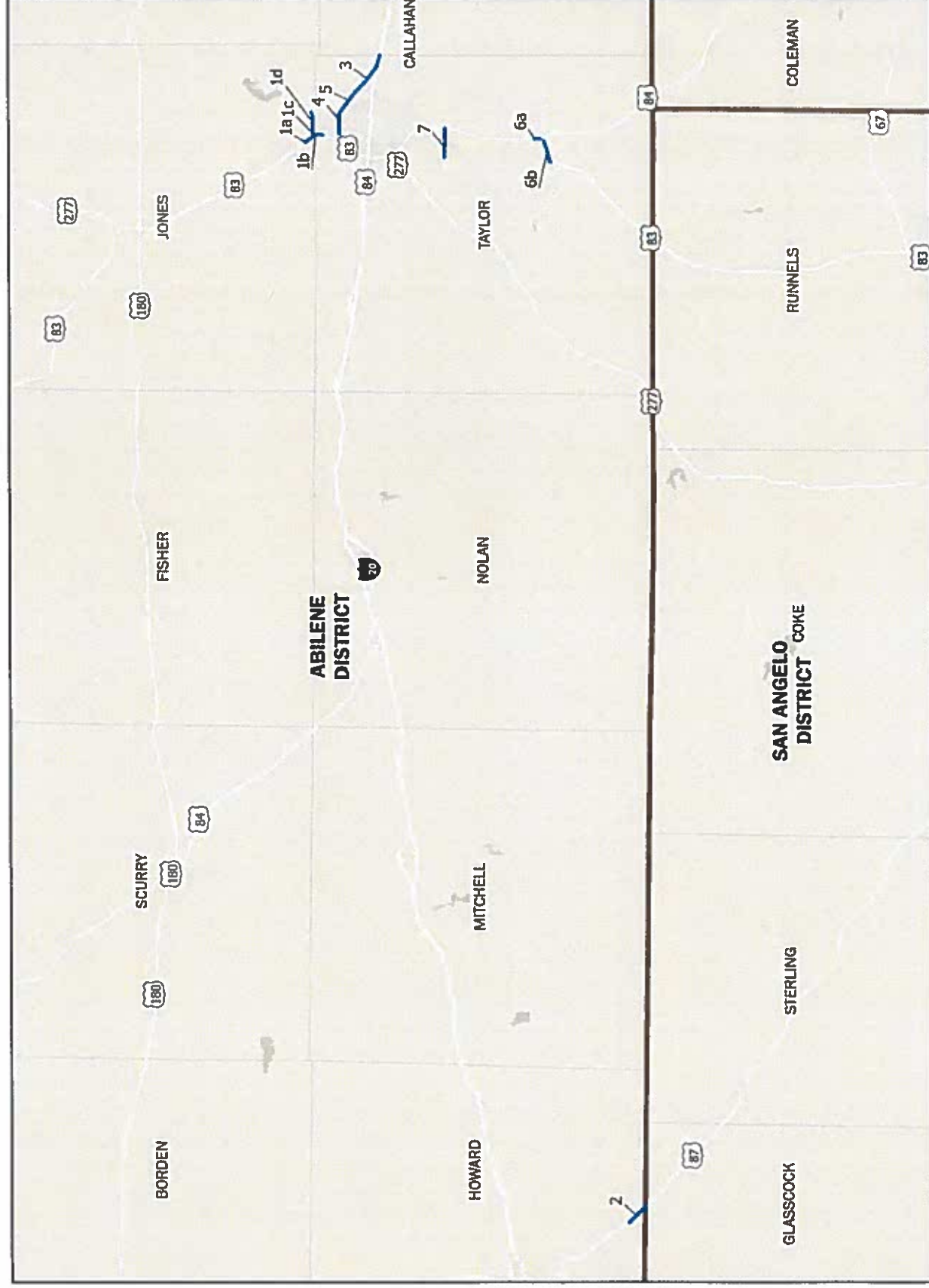
ABILENE DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



TXDOT FUNDING CATEGORIES:

- | | |
|--|--|
| 1 Preventive Maintenance & Rehabilitation | 7 Metropolitan Mobility & Rehabilitation |
| 2 Metropolitan & Urban Area Corridor Projects | 8 Safety |
| 3 Non-Traditionally Funded Transportation Projects | 9 Transportation Alternatives Program |
| 4 Statewide Connectivity Corridor Projects | 10 Supplemental Transportation Projects |
| 5 Congestion Mitigation & Air Quality Improvement | 11 District Discretionary |
| 6 Structures Replacement & Rehabilitation | 12 Strategic Priority |

ABILENE DISTRICT Listed Projects



— UTP Listed Projects 2024

ABILENE DISTRICT Listed Projects

MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME / PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 83	US 83 Intersection at FM 3034 (Jones County) 0033-05-089	1.0 Miles North of FM 3034	Taylor County Line	FY 2024-2027	\$22,525,000	Funding Adjustment	No	Cat. 4 Urban..... \$22,525,000 TOTAL..... \$22,525,000 Cat. 4U increased \$12M	1
1b	US 83	Interchange at BU 83 - Abilene (Taylor County) 0033-06-121	Jones County Line	Near W Summit Rd	FY 2024-2027	\$5,078,000	Funding Adjustment	No	Cat. 4 Urban..... \$5,078,000 TOTAL..... \$5,078,000 Cat. 4U increased \$2M	1
1c	FM 3034	US 83 Intersection at FM 3034 (Jones County) 3068-01-012	US 83	Near PR 343	FY 2024-2027	\$3,735,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$3,735,000 TOTAL..... \$3,735,000 Cat. 2 increased \$1.1M	1
1d	FM 3034	Overlay - Abilene (Jones County) 3068-01-015	Brick Rd	FM 600	FY 2024-2027	\$3,100,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$3,100,000 TOTAL..... \$3,100,000	1
2	US 87	Widen Non-Freeway - Big Spring (Howard County) 0069-01-061	2 Miles North of Glasscock Co	Glasscock Co	FY 2024-2027	\$16,240,000	Funding Adjustment	No	Cat. 4 Rural..... \$16,240,000 TOTAL..... \$16,240,000 Cat. 4R increased \$5.7M	1

TAYLOR COUNTY

MAP ID	HIGHWAY	PROJECT NAME / PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	IH 20	Widen Freeway - Abilene 0006-06-081	SH 351	Callahan County Line	FY 2028-2033	\$268,159,748	Funding Adjustment	No	Cat. 4 Urban..... \$14,050,000 Cat. 12 Strategic Priority..... \$200,959,748 Remaining funding TBD..... \$53,150,000 TOTAL..... \$268,159,748 Cat. 12 increased \$133M	1
4	IH 20	Widen Freeway - Abilene 0006-06-105	Near Catclaw Creek	SH 351	FY 2028-2033	\$206,936,138	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$156,936,138 Remaining funding TBD..... \$50,000,000 TOTAL..... \$206,936,138 Cat. 12 increased \$44M	1
5	IH 20	Widen Freeway - Abilene 0006-06-109	Judge Ely Blvd	SH 351	FY 2024-2027	\$104,765,617	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$20,000,000 Cat. 12 Strategic Priority..... \$84,765,616 TOTAL..... \$104,765,616 Cat. 12 increased \$37M	1
6a	US 83	Interchange at US 84 - Tuscola 0034-01-130	AT	US 83/84 *Y* Interchange	FY 2024-2027	\$26,801,600	New Authorization	No	Cat. 4 Rural..... \$26,801,600 TOTAL..... \$26,801,600	1
6b	US 83	5 Lane Section - Tuscola 0034-02-044	US 84	CR 160	FY 2024-2027	\$29,691,200	New Authorization	No	Cat. 4 Rural..... \$29,691,200 TOTAL..... \$29,691,200	1
7	FM 707	Widen Non-Freeway - Abilene 0063-01-024	FM 89 (Buffalo Gap Road)	US 83	FY 2024-2027	\$14,493,439	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$14,493,439 TOTAL..... \$14,493,439 Cat. 2 increased \$6.6M	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

TxDOT receives federal transportation funding through multiple apportionment programs, each with different purposes and criteria. The table below identifies how the eligibility of federal programs correspond to the 12 UTP funding categories. Some federal programs have broad requirements and are eligible to fund projects across all UTP categories, while other programs have narrower focuses and may only be used in select categories.

TABLE 14
FEDERAL TRANSPORTATION PROGRAMS IN THE UTP CATEGORIES

UTP CATEGORY	FEDERAL TRANSPORTATION PROGRAMS							Promoting Resilient Operations for Transformative, Efficient, and Cost Savings Transportation (PROTECT)
	Surface Transportation Block Grant Program (STBGP)	National Highway Performance Program (NHPP)	National Highway Freight Program (NHFP)	Highway Safety Improvement (HSIP) and Railway-Highway Crossings	Congestion Mitigation and Air Quality Improvement (CMAQ)	Metropolitan Planning/PL	Transportation Alternatives Set-Aside (TASA)	Carbon Reduction Program (CRP)
1	Yes	Yes	Yes	No	No	No	No	Yes
2	Yes	Yes	Yes	No	No	No	No	Yes
4R/4U	Yes	Yes	Yes	No	No	No	No	Yes
5	Yes	Yes	No	No	Yes	No	No	Yes
6	Yes	Yes	Yes	No	No	No	No	No
7	Yes	Yes	Yes	No	No	No	No	Yes
8	Yes	Yes	No	Yes	No	No	No	No
9	Yes	Yes	No	No	No	No	Yes	Yes
10	Yes	Yes	Yes	No	No	Yes	No	Yes
11	Yes	Yes	Yes	No	No	No	No	Yes
12	Yes	Yes	Yes	No	No	No	No	Yes

TABLE 15
AUTHORIZED USES OF
STATE FUNDING SOURCES

The table below is a guide to the funding restrictions associated with each of TxDOT's state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, like aviation, ports, rail, and public transportation, a large majority of TxDOT's funding is dedicated to improvement of the state highway system.

FUNDING SOURCE	PROJECT TYPE						
	Non-Tolled Highways	Tolled Highways	Rail - Passenger	Rail - Freight	Transit	Aviation	Ports
Proposition 1 Funds	Yes	No	No	No	No	No	No
Proposition 7 Funds	Yes	No	No	No	No	No	No
State Highway Fund - Dedicated¹	Yes	Yes	No	No	No	No	No
Texas Mobility Fund Revenue²	Yes	No	Yes	No	Yes	No	No
Texas Mobility Fund (TMF) Bond Proceeds³	Yes	Yes	Yes	No	Yes	No	No
State Highway Fund - Non-Dedicated⁴	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regional Subaccounts⁵	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Note: Texas Mobility Fund bonds are suspended and unavailable.

1. State Highway Fund - Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.
2. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.
3. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, "to provide participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects." "Other public transportation projects" is undefined and therefore may be available for more types of transportation projects than those listed here.
4. "State Highway Fund - Non-Dedicated" includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.
5. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.

APPENDIX III UTP FUNDING TABLES



Road construction crew in East Texas lays down cement to widen a freeway

TABLE 16
FUNDING ALLOCATION SUMMARY

FUNDING CATEGORY	2024 UTP FUNDING DISTRIBUTION
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409
3. Non-Traditionally Funded Transportation Projects	\$ 4,986,593,894
4. Statewide Connectivity Corridor Projects	\$ 17,780,433,610
5. Congestion Mitigation and Air Quality Improvement	\$ 2,322,790,000
6. Structures Replacement and Rehabilitation (Bridge)	\$ 4,681,612,746
7. Metropolitan Mobility and Rehabilitation	\$ 5,751,838,385
8. Safety Projects	\$ 3,747,421,009
9. Transportation Alternatives	\$ 1,736,508,188
10. Supplemental Transportation Projects	\$ 2,433,528,107
11. District Discretionary	\$ 6,943,047,030
12. Strategic Priority	\$ 20,025,958,943
Total UTP Funding: Categories 1-12	\$ 100,565,592,319

TABLE 17 2024 UTP FUNDING ALLOCATION SUMMARY

DISTRICT/PROJECT/DESIGN	CAT 1	CAT 2	CAT 3	CAT 4/RENTAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
ABL - Abilene	\$ 542,719,747	-	-	-	-	-	-	-	-	-	-	-	\$ 542,719,747
AMA - Amarillo	\$ 858,723,507	-	-	-	-	-	-	-	-	-	-	-	\$ 858,723,507
ATL - Atlanta	\$ 507,070,819	-	-	-	-	-	-	-	-	-	-	-	\$ 507,070,819
AUS - Austin	\$ 845,942,488	-	-	-	-	-	-	-	-	-	-	-	\$ 845,942,488
BAT - Beaumont	\$ 553,861,857	-	-	-	-	-	-	-	-	-	-	-	\$ 553,861,857
BRY - Bryan	\$ 531,089,812	-	-	-	-	-	-	-	-	-	-	-	\$ 531,089,812
BWD - Brownwood	\$ 294,382,298	-	-	-	-	-	-	-	-	-	-	-	\$ 294,382,298
CHS - Childress	\$ 711,082,511	-	-	-	-	-	-	-	-	-	-	-	\$ 711,082,511
CRP - Corpus Christi	\$ 681,532,079	-	-	-	-	-	-	-	-	-	-	-	\$ 681,532,079
DAL - Dallas	\$ 1,701,741,915	-	-	-	-	-	-	-	-	-	-	-	\$ 1,701,741,915
CLP - El Paso	\$ 560,301,667	-	-	-	-	-	-	-	-	-	-	-	\$ 560,301,667
FTW - Fort Worth	\$ 1,167,538,554	-	-	-	-	-	-	-	-	-	-	-	\$ 1,167,538,554
HOU - Houston	\$ 1,640,767,296	-	-	-	-	-	-	-	-	-	-	-	\$ 1,640,767,296
LEB - Lubbock	\$ 731,529,767	-	-	-	-	-	-	-	-	-	-	-	\$ 731,529,767
LFX - Lufkin	\$ 340,515,093	-	-	-	-	-	-	-	-	-	-	-	\$ 340,515,093
LHO - Laredo	\$ 635,693,117	-	-	-	-	-	-	-	-	-	-	-	\$ 635,693,117
ODA - Odessa	\$ 1,172,940,376	-	-	-	-	-	-	-	-	-	-	-	\$ 1,172,940,376
PAR - Paris	\$ 611,684,695	-	-	-	-	-	-	-	-	-	-	-	\$ 611,684,695
PHR - Pharr	\$ 698,315,496	-	-	-	-	-	-	-	-	-	-	-	\$ 698,315,496
SAT - San Antonio	\$ 1,423,681,379	-	-	-	-	-	-	-	-	-	-	-	\$ 1,423,681,379
SIT - San Angelo	\$ 410,061,678	-	-	-	-	-	-	-	-	-	-	-	\$ 410,061,678
TTL - Tyler	\$ 886,721,942	-	-	-	-	-	-	-	-	-	-	-	\$ 886,721,942
WMC - Waco	\$ 674,019,787	-	-	-	-	-	-	-	-	-	-	-	\$ 674,019,787
WFS - Wichita Falls	\$ 377,216,317	-	-	-	-	-	-	-	-	-	-	-	\$ 377,216,317
YKM - Yukon	\$ 611,205,793	-	-	-	-	-	-	-	-	-	-	-	\$ 611,205,793
ABL - Abilene MPO	-	\$ 64,437,917	-	-	-	-	-	-	-	-	-	-	\$ 64,437,917
AMA - Amarillo MPO	-	\$ 121,876,065	-	-	-	-	-	-	-	-	-	-	\$ 121,876,065
ATL - Tarrant MPO	-	\$ 41,360,711	-	-	-	-	-	-	-	-	-	-	\$ 41,360,711
AUS - CAMPO MPO	-	\$ 1,082,066,566	-	-	-	-	-	-	-	-	-	-	\$ 1,082,066,566
BAT - SETRPC MPO	-	\$ 258,321,269	-	-	-	-	-	-	-	-	-	-	\$ 258,321,269
BRY - Bryan College Station MPO	-	\$ 108,095,542	-	-	-	-	-	-	-	-	-	-	\$ 108,095,542
CRP - Corpus Christi MPO	-	\$ 144,813,699	-	-	-	-	-	-	-	-	-	-	\$ 144,813,699
DAL/TTW/PAR - NCTCOG MPO	-	\$ 3,469,830,013	-	-	-	-	-	-	-	-	-	-	\$ 3,469,830,013
ELP - El Paso MPO	-	\$ 320,807,247	-	-	-	-	-	-	-	-	-	-	\$ 320,807,247
HOU/BAT - HOAC MPO	-	\$ 2,897,392,050	-	-	-	-	-	-	-	-	-	-	\$ 2,897,392,050
LEB - Lubbock MPO	-	\$ 103,501,364	-	-	-	-	-	-	-	-	-	-	\$ 103,501,364
LHO - Laredo Webb County Area MPO	-	\$ 99,835,655	-	-	-	-	-	-	-	-	-	-	\$ 99,835,655
ODA - Permian Basin MPO	-	\$ 185,681,883	-	-	-	-	-	-	-	-	-	-	\$ 185,681,883
PAR - Grayson County MPO	-	\$ 107,201,775	-	-	-	-	-	-	-	-	-	-	\$ 107,201,775
PHR - Rio Grande Valley MPO	-	\$ 558,633,973	-	-	-	-	-	-	-	-	-	-	\$ 558,633,973
SAT - AAMPO	-	\$ 1,101,815,377	-	-	-	-	-	-	-	-	-	-	\$ 1,101,815,377
SIT - San Angelo MPO	-	\$ 37,817,908	-	-	-	-	-	-	-	-	-	-	\$ 37,817,908
TTL - Longview MPO	-	\$ 90,735,314	-	-	-	-	-	-	-	-	-	-	\$ 90,735,314

DISTRICT/PROVISION	CAT 1	CAT 2	CAT 3	CAT 4/DEBENT	CAT 5/REGIONAL	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
TYL - Tyler MPO	\$ -	\$ 167,337,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,477,203	\$ -	\$ -	\$ 173,814,692
WAC - Kalamazoo MPO	\$ -	\$ 217,840,781	\$ -	\$ -	\$ -	\$ -	\$ 75,761,552	\$ -	\$ 8,784,803	\$ 15,317,869	\$ -	\$ -	\$ 312,711,005
WAC - Wasco MPO	\$ -	\$ 187,574,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,572,383	\$ -	\$ -	\$ 196,147,169
WFS - Wichita Falls MPO	\$ -	\$ 49,618,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,945,024	\$ -	\$ -	\$ 54,563,672
YAM - Victoria MPO	\$ -	\$ 74,809,166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,166,969	\$ -	\$ -	\$ 77,976,135
Statewide Bridge Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746
Statewide Traffic Safety Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009
AUS - CAMPO/SAT - AAMPPO MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG NPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU/BMT - HCMC MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ -	\$ -	\$ 4,116,851,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,116,851,418
Texas Mobility Fund - Port Capital Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Connectivity (Rural)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Clear Lanes	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,122
Statewide Reconciliation Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Strategic Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earthquakes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ferry Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Ribbon Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Border State Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road to Zero Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Program - Non-TMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Program - Non-TMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Multiple Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Non-TMA's/MPO's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Rest Area / Truck Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ITS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cost Overruns / Change Orders	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Carryover Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$19,667,880,000	\$11,487,980,409	\$4,986,593,894	\$7,751,656,886	\$10,028,577,122	\$4,681,612,746	\$8,751,838,383	\$3,747,421,009	\$1,736,508,185	\$2,433,578,107	\$6,943,047,030	\$20,025,955,943	\$100,565,692,320

Note: Categories provided include 2024 UTP Planning allocations. These amounts do not include carryover balances or other adjustments made through cashflow, lettings and program accelerations. To view the program adjustments, please go to <https://www.tdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboard.html> and find the reports under Category Analysis Dashboard.

TABLE 19

CATEGORY 2: METROPOLITAN AND URBAN CORRIDOR PROJECTS

DISTRICT/MPO/DIVISION/ PROGRAM	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 9,911,747	\$ 11,911,480	\$ 6,391,575	\$ 6,626,126	\$ 6,773,053	\$ 4,452,122	\$ 5,285,695	\$ 4,818,537	\$ 4,060,699	\$ 4,206,893	\$ 64,437,927
AMA - Amarillo MPO	\$ 18,746,642	\$ 22,528,851	\$ 12,088,744	\$ 12,532,364	\$ 12,810,255	\$ 8,420,548	\$ 9,997,131	\$ 9,113,570	\$ 7,680,227	\$ 7,956,733	\$ 121,875,065
ATL - Texarkana MPO	\$ 6,382,043	\$ 7,645,611	\$ 4,102,554	\$ 4,253,105	\$ 4,347,113	\$ 2,857,679	\$ 3,392,724	\$ 3,092,870	\$ 2,606,437	\$ 2,700,275	\$ 41,360,711
AUS - CAMPO MPO	\$ 166,441,876	\$ 200,022,180	\$ 107,329,793	\$ 111,268,471	\$ 113,735,725	\$ 74,761,753	\$ 88,759,426	\$ 80,914,742	\$ 68,188,823	\$ 70,643,777	\$ 1,082,066,566
BMT - SETRC MPO	\$ 39,426,958	\$ 47,381,502	\$ 25,424,414	\$ 26,357,413	\$ 26,941,859	\$ 17,009,657	\$ 21,025,143	\$ 19,167,184	\$ 16,152,853	\$ 16,734,185	\$ 256,321,269
BRY - Bryan-College Station MPO	\$ 16,719,387	\$ 20,092,589	\$ 10,781,472	\$ 11,177,119	\$ 11,424,959	\$ 7,509,953	\$ 8,916,045	\$ 8,128,032	\$ 6,849,691	\$ 7,096,295	\$ 108,695,542
CRP - Corpus Christi MPO	\$ 22,275,059	\$ 26,769,140	\$ 14,364,039	\$ 14,891,155	\$ 15,221,350	\$ 10,005,430	\$ 11,878,750	\$ 10,828,889	\$ 9,125,769	\$ 9,454,317	\$ 144,813,899
DAL/FTW/PAR - NCTCOG MPO	\$ 533,724,117	\$ 641,405,058	\$ 344,171,194	\$ 356,801,230	\$ 364,712,900	\$ 239,736,247	\$ 284,622,161	\$ 259,466,848	\$ 218,659,032	\$ 226,531,257	\$ 3,469,830,043
ELP - El Paso MPO	\$ 49,346,095	\$ 59,301,864	\$ 31,820,755	\$ 32,988,480	\$ 33,719,963	\$ 22,165,099	\$ 26,315,079	\$ 23,989,315	\$ 20,216,380	\$ 20,944,216	\$ 320,807,247
HOU/BMT - HGAC MPO	\$ 445,672,553	\$ 535,588,744	\$ 287,391,275	\$ 297,937,661	\$ 304,544,097	\$ 200,185,567	\$ 237,666,392	\$ 216,661,097	\$ 182,585,583	\$ 189,159,081	\$ 2,897,392,050
LEB - Lubbock MPO	\$ 15,920,426	\$ 19,132,435	\$ 10,266,263	\$ 10,643,004	\$ 10,819,000	\$ 7,151,079	\$ 8,489,978	\$ 7,739,622	\$ 6,522,368	\$ 6,757,188	\$ 103,501,364
LRD - Laredo Webb County Area MPO	\$ 15,356,573	\$ 18,454,822	\$ 9,902,663	\$ 10,266,060	\$ 10,493,699	\$ 6,697,809	\$ 8,189,289	\$ 7,465,508	\$ 6,291,365	\$ 6,517,869	\$ 99,835,655
ODA - Permian Basin MPO	\$ 28,561,312	\$ 34,323,669	\$ 18,417,719	\$ 19,093,594	\$ 19,516,973	\$ 12,829,066	\$ 15,231,057	\$ 13,884,914	\$ 11,701,155	\$ 12,172,424	\$ 185,681,883
PAR - Grayson County MPO	\$ 16,489,610	\$ 19,816,454	\$ 10,633,300	\$ 11,023,510	\$ 11,267,944	\$ 7,406,743	\$ 8,793,510	\$ 8,016,327	\$ 6,755,554	\$ 6,998,770	\$ 107,201,725
PHR - Rio Grande Valley MPO	\$ 85,620,613	\$ 102,894,909	\$ 55,212,323	\$ 57,238,448	\$ 58,507,647	\$ 38,458,764	\$ 45,659,402	\$ 41,623,959	\$ 35,077,524	\$ 36,340,395	\$ 556,633,973
SAT - AAMPO	\$ 169,479,609	\$ 203,672,787	\$ 109,288,671	\$ 113,299,233	\$ 115,811,517	\$ 76,126,231	\$ 90,379,376	\$ 82,391,518	\$ 69,433,338	\$ 71,933,097	\$ 1,101,815,377
SJT - San Angelo MPO	\$ 5,812,480	\$ 6,981,171	\$ 3,748,169	\$ 3,885,715	\$ 3,971,877	\$ 2,610,829	\$ 3,099,655	\$ 2,825,703	\$ 2,381,289	\$ 2,467,021	\$ 37,787,908
TYL - Longview MPO	\$ 13,956,772	\$ 16,772,605	\$ 9,000,003	\$ 9,330,276	\$ 9,557,164	\$ 6,269,052	\$ 7,442,809	\$ 6,785,003	\$ 5,717,887	\$ 5,923,744	\$ 90,735,314
TYL - Tyler MPO	\$ 25,739,605	\$ 30,932,671	\$ 16,598,145	\$ 17,207,247	\$ 17,588,798	\$ 11,561,622	\$ 13,726,309	\$ 12,513,158	\$ 10,545,143	\$ 10,924,792	\$ 187,337,489
WAC - Kilgus-Temple MPO	\$ 33,508,869	\$ 40,269,415	\$ 21,608,144	\$ 22,401,097	\$ 22,897,816	\$ 15,051,391	\$ 17,869,469	\$ 16,290,140	\$ 13,728,098	\$ 14,222,341	\$ 217,846,781
WAC - Waco MPO	\$ 28,852,476	\$ 34,673,576	\$ 18,605,176	\$ 19,288,240	\$ 19,715,935	\$ 12,959,850	\$ 15,386,327	\$ 14,026,462	\$ 11,820,141	\$ 12,246,004	\$ 187,574,786
WFS - Wichita Falls MPO	\$ 7,632,267	\$ 9,172,107	\$ 4,921,656	\$ 5,102,266	\$ 5,215,403	\$ 3,428,234	\$ 4,070,103	\$ 3,710,382	\$ 3,126,829	\$ 3,239,402	\$ 49,618,648
YKM - Victoria MPO	\$ 11,507,038	\$ 13,826,628	\$ 7,420,296	\$ 7,697,599	\$ 7,863,173	\$ 5,168,689	\$ 6,136,425	\$ 5,594,079	\$ 4,714,267	\$ 4,883,991	\$ 74,809,188
TOTAL	\$ 1,767,084,127	\$ 2,123,576,270	\$ 1,139,488,644	\$ 1,183,304,413	\$ 1,207,498,621	\$ 793,723,402	\$ 942,332,555	\$ 859,047,858	\$ 723,940,552	\$ 750,084,066	\$ 11,487,980,409

Notes:

- Funding allocations and project selection in Categories 2, 4 and 12 are subject to approval by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the performance based planning requirements.
- MPO 10-year target allocations are based on the funding target formula with TMAs receiving 87% of Category 2 funding and MPOs operating in areas that are non-TMA receiving 13% of Category 2 funding. Allocation formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.
- Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-brid/e-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

CHANGES TO TIP



ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: February 15, 2022

FINAL APPROVED BY THE MPO POLICY BOARD: April 19, 2022

ADMINISTRATIVE AMENDMENT 1: November 2, 2022

AMENDMENT 2: FEBRUARY 21, 2023

AMENDMENT 3: OCTOBER 17, 2023 (PENDING BOARD APPROVAL)

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 2,600,000.00	
LIMITS FROM:	US 83					REVISION DATE:	02/24	
LIMITS TO:	Near PR 343					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 US 83 to FM 600					FUNDING CAT(S):	2U	
DESCRIPTION:	Reliab and widen (add shoulders)							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Revised 07/2020 total project cost, 11/11/2019-2021, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Controlling Project ID 0033-05-089 Funding adjusted in FY 2023-2026 TIP, 02/23 moved to 2024 & Let Date chg. split projects 3068-01-012 & 3068-01-015 CHG 10/23 LET DATE/FUNDING.		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 127,522.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
CONST COST:	\$ 2,600,000.00							
CONST ENG:	\$ 98,270.40							
CONTINGENCIES:	\$ 82,000.00		\$ 3,735,000.00					
INDIRECT COSTS:	\$ 60,378.00							
BOND FINANCING	\$ -		TOTAL:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 2,968,170.90							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,100,000.00	
LIMITS FROM:	Brick Road					REVISION DATE:	02/24	
LIMITS TO:	FM 600					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 Jones County					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab Road							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Added 02/23 revision split CSJ #3068-01-012 (US 83 to FM600); CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 178,531.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00
CONST COST:	\$ 3,500,000.00							
CONST ENG:	\$ 171,973.20							
CONTINGENCIES:	\$ -		\$ 3,100,000.00					
INDIRECT COSTS:	\$ 105,661.50							
BOND FINANCING	\$ -			TOTAL:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -
PT CHG ORD:	\$ 143,500.00							
TOTAL PROJECT COST:	\$ 4,099,666.20							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 22,525,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	02/24	
LIMITS TO:	Taylor County Line					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Revised 07/2020 total project cost; TIP FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Funding adjusted in FY 2023-2026 TIP, Moved to 2024, 02/23 split 2 projects (0033-06-121); CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 528,808.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 4:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
CONST COST:	\$ 10,520,000.00							
CONST ENG:	\$ 628,094.40							
CONTINGENCIES:	\$ 792,000.00		\$ 22,525,000.00					
INDIRECT COSTS:	\$ 312,968.00							
BOND FINANCING	\$ -		TOTAL:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 12,781,870.40							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 5,078,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	02/24	
LIMITS TO:	Near W. Summit Rd.					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Added 02/23 revision, split CSJ 0033-05-089 into 2 projects; CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 158,642.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 4:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
CONST COST:	\$ 3,000,000.00							
CONST ENG:	\$ 180,891.19							
CONTINGENCIES:	\$ 228,096.00		\$ 5,078,000.00					
INDIRECT COSTS:	\$ 90,134.78							
BOND FINANCING	\$ -		TOTAL:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 3,657,764.37							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2025								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene						MPO/TxDOT		
LIMITS FROM:						REVISION DATE:		
LIMITS TO:						MPO PROJ. NUM:		
PROJECT:						FUNDING CAT(S):		
DESCRIPTION:								
REMARKS:					PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:		COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			CAT 2U:			\$ -	\$ -	
CONST COST:			CAT 1:			\$ -	\$ -	\$ -
CONST ENG:								
CONTINGENCIES:								
INDIRECT COSTS:								
BOND FINANCING								
PT CHG ORD:								
TOTAL PROJECT COST:			TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -

FORM INTENTIONALLY LEFT BLANK - NO PROJECTS FOR 2025

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$ 104,765,616.00	
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	02/24	
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA	
PROJECT:	IH 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U	
DESCRIPTION:	Add two main lanes for a six lane freeway and construct overpass structures							
REMARKS:	Estimated let date 06/2026				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP) - (updated description, let date, and MTP 02/23); CHG 11/23		
P7:						LET DATE/FUNDING		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 3,123,750.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			CAT 12:	\$ 67,812,492.80	\$ 16,953,123.20	\$ -	\$ -	\$ 84,765,616.00
CONST COST:	\$ 67,199,999.00		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ 20,000,000.00
CONST ENG:	\$ 3,748,500.00							
CONTINGENCIES:	\$ 3,750,000.00							
INDIRECT COSTS:	\$ 1,848,750.00							
BOND FINANCING			TOTAL:	\$ 83,812,492.80	\$ 20,953,123.20	\$ -	\$ -	\$ 104,765,616.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 79,670,999.00							

HIGHWAY FINANCIAL SUMMARY

Abilene MPO

FY 2023 - 2026 Transportation Improvement Program

FEBRUARY 2024 QUARTERLY REVISION

Funding by Category		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA)	\$3,000,000	\$3,000,000	\$6,835,000	\$6,835,000	\$0	\$0	\$20,000,000	\$20,000,000	\$29,835,000	\$29,835,000
3	Non-Traditionally Funded Corridor Projects	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
30B	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$27,603,000	\$27,603,000	\$0	\$0	\$0	\$0	\$27,603,000	\$27,603,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CB	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$34,765,616	\$34,765,616	\$34,765,616	\$34,765,616
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$7,000,000	\$7,000,000	\$34,438,000	\$34,438,000	\$0	\$0	\$104,765,616	\$104,765,616	\$146,203,616	\$146,203,616

Funding Participation Source

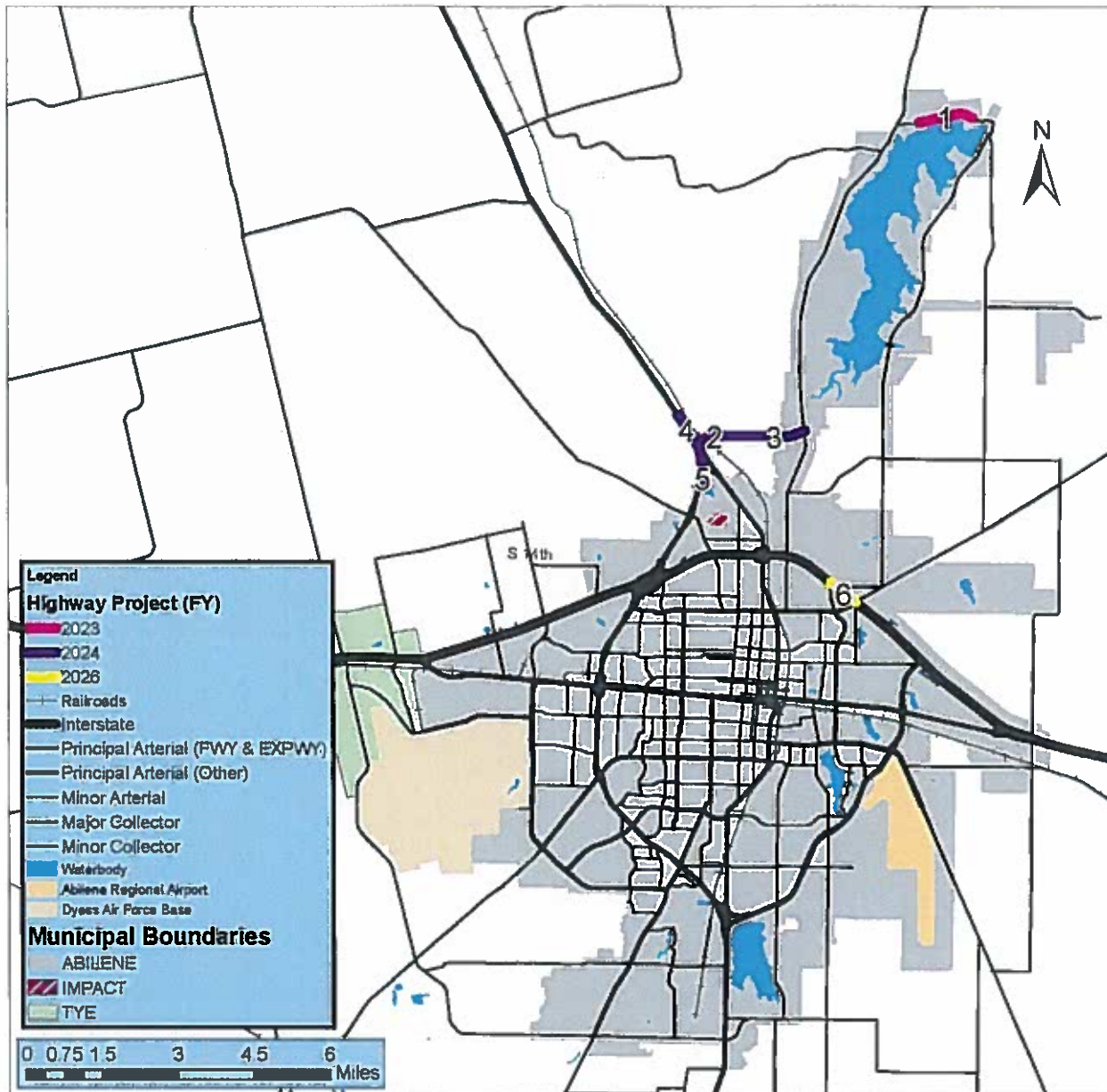
Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$3,200,000	\$27,550,400	\$0	\$83,812,493	\$114,562,893
State	\$800,000	\$6,887,600	\$0	\$20,953,123	\$28,640,723
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$3,000,000	\$0	\$0	\$0	\$3,000,000
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$7,000,000	\$34,438,000	\$0	\$104,765,616	\$146,203,616

Abilene MPO

FINAL FYs 2023-2026 TIP

FUNDED HIGHWAY PROJECTS MAP

FYs 2023-2026 TIP Highway Projects



1. FY 2023 - FM 1082 FROM West of Cheyenne Creek Road To East of Dam
2. FY 2024 - FM 3034 FROM US 83 TO Near PR 343
3. FY 2024 - FM 3034 FROM Brick Road TO FM 600
4. FY 2024 - US 83 FROM 1.0 miles north of FM 3034 TO Taylor County Line
5. FY 2024 - US 83 FROM Jones County Line TO Near W. Summit Rd.
6. FY 2026 - IH 20 FROM Judge Ely Blvd. TO SH 351



APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's **DRAFT** 2023-2026 TIP on February 15, 2022.

The Policy Board approved the Abilene MPO's **FINAL** 2023-2026 TIP on April 19, 2022.

ADMINISTRATIVE AMENDMENT 1: Updated the 2022 Safety (PM 1) information per FHWA on November 2, 2022.

AMENDMENT 2: The Policy Board approved the Amendment on February 21, 2023. Changes were to the let dates, limits, funding, PM 1 Safety Measure updated to 2023 targets, addition of CSJ #0033-06-121 (split CSJ# 0033-05-089), and addition of CSJ#3068-01-015 (split of CSJ#3068-01-012). The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the February 12, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the February 21, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 12:00 pm on February 21, 2023. Comments received were incorporated as appropriate.

AMENDMENT 3: The Policy Board approved the Amendment on October 17, 2023. **(Pending Approval)** Changes were to the let dates and funding on CSJs#3068-01-012, #3068-01-015, #0033-05-089, #0033-06-121, and #0006-06-109. CSJ #0663-01-024 for FY 2025 was removed with a new estimated let date of 03/28. Appendix D - PM 2, PM 3, PM 4, and the Public Transportation Agency Safety Plan (PTASP) were updated. The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the October 2, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the October 17, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 5:00 pm on October 12, 2023. **comments were received.**

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2023

2023 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2019	3,619	1.26	15,858	5.50	2,291
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2023 Target expressed as 5-Year Average:	3,682	1.38	17,062	6.39	2,357

PROJECTS:

- Relocation of FM 1082 – re-open currently closed lanes of traffic.
- New overpass on US 83 at FM 3034 – reduce the number of conflict points.
- Rehab/widening of FM 3034 - reduce the number of conflict points.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points.

Infrastructure Condition (PM2)

The Pavement and Bridge performance rule (PM2) establishes performance requirements to assess the condition of pavements and bridges designated on the National Highway System (NHS). Reporting and target setting are required for both Interstate Highways (IH) and Non-Interstate (Non-IH) National Highway System (NHS) designated facilities. The purpose of these performance measures and targets is to guide funding prioritization toward appropriate levels of maintenance in order to further the national goal of strategically and systematically maintaining the nation's transportation system in a good condition.

Pavement Performance

Federal measures require reporting of the percentage of pavement which is found to be “Good” or “Poor” based on established criteria. Statewide targets for Interstate Highways (IH) are set on a 4-year basis (2022). Non-Interstate (Non-IH) targets are established for a 2-year and 4-year point in time. Pavement conditions are assessed each $\frac{1}{10}$ (one tenth) of a mile utilizing certain metrics depending upon the specific pavement type present. Metrics used include:

- International Roughness Index (IRI)
- Cracking Percentage
- Rutting
- Faulting

The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in “poor” condition cannot exceed five percent. If the Federal Highway Administration (FHWA) makes a determination that a state DOT has not made “significant progress” toward meeting the minimum level or its adopted targets for NHS pavement conditions, the state DOT may be subject to fiscal penalties that would require it to obligate and transfer portions of its federal aid highway apportionments to meet these performance requirements.

Bridge Performance

Federal measures require reporting of the percentage of Bridge Deck Area which is found to be “Good” or “Poor” based on established criteria. All bridges on the National Highway System (NHS) are included. Targets are established for a 2-year and a 4-year point in time. Bridge ratings are determined by the lowest rating among the components. Although bridge conditions are reported as being a measure of “bridge deck area” the assessment of these facilities includes the following components:

- Deck
- Substructure
- Superstructure
- Culvert

Federal regulations have also established a “minimum level” that stipulate that not more than 10 percent of the total deck area of the NHS bridges in a state can be classified as structurally deficient (i.e., poor or worse condition). If FHWA makes a determination that a state DOT has not made “significant progress” towards meeting the “minimum level” or its adopted targets for NHS bridge conditions, the state DOT may be subject to penalties that would require it to obligate and transfer portions of its federal-aid highway apportionments to meet these performance requirements.

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge condition. **On June 20, 2023, the Abilene MPO adopted the State established measures for infrastructure condition.**



R-2023-02

ATTACHMENT A

TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets February 09, 2023

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in "Good" condition	64.5%	63.9%	63.6%
2) % in "Poor" condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate National Highway System			
3) % in "Good" condition	51.7%	45.5%	46.0%
4) % in "Poor" condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in "Good" condition	49.2%	48.5%	47.6%
6) % in "Poor" condition	1.1%	1.5%	1.5%

PROJECTS:

- Relocation of FM 1082 – new roadway and addition of new overpass (bridge structure).
- New overpass on US 83 at FM 3034 – improvement to pavement and addition of new overpass (bridge structure).
- Rehab/widening of FM 3034 - improvement to pavement and addition of new overpass (bridge structure).
- Widening IH 20 to Six Lanes – improvement to pavement and replacement of overpass structures (bridge structure).

System Reliability, Freight Movement and Economic Vitality (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system. The current means of assessing performance for these aspects of the transportation system is through measures known as the level of travel time reliability (LOTTR or TTR) and Level of truck travel time reliability (LOTTTR or TTTR). Both of these measures are primarily calculated using the National Performance Management Research Dataset (NPMRDS).

Level of Travel Time Reliability (LOTTR or TTR)

All congestion has social, economic, and environmental impacts. The recently established LOTTR measure however assumes that congestion which is inconsistent and difficult to predict has greater negative impacts than congestion which can be readily anticipated. With this in mind, this measure focuses on the reliability and predictability of travel as opposed to an absolute measures of congestion. Reliability references the level of consistency of transportation service over a specific time period. It assumes that this definition of reliability is an important attribute for travelers.

This measure is evaluated in terms of the “person miles” traveled on the National Highway System which are considered “reliable”. “Normal” travel time is defined as the time needed to transit a specific roadway which is found to be at the 50th percentile of all trips. A reliable trip is one which does not exceed 1.5 of this “normal” trip time. The Level of Travel Time Reliability (LOTTR), in any given geographic area is calculated as the ratio of the summation of the 80th percentile of travel time to the 50th percentile of travel time.

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

Truck Travel Time Reliability (TTTR) is very similar in most respects to passenger vehicle TTR. Once again, reliability and predictability are the key features. Reliability again references the level of consistency in transportation service over a specific period of time for transportation on certain system segments within a defined region. A value of 1.0 indicates that congestion or other factors affecting travel time in a region is consistent and predictable. A key difference is that TTTR only applies to interstate highways. Additionally, this measure is based on a single vehicle and there is no adjustment for the number of passengers. The formula for determining TTTR is the ratio of the 95th percentile of travel time to the 50th percentile of travel time. A value of 1.0 indicates that congestion or other factors affecting travel time in an area are consistent and predictable. As values increase above 1 predictability and reliability decrease. This means that additional travel time will likely be needed when passing through such areas to ensure the likelihood of “on time” delivery.

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM 3) using TTR and TTTR.

On June 20, 2023, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.



R-2023-03

ATTACHMENT A

**TxDOT Updated (PM 3) System Performance Measure Targets
February 09, 2023**

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	97%	95%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

PROJECTS:

- New overpass on US 83 at FM 3034 – reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Rehab/widening of FM 3034 - reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points and improve travel time with two additional lanes.

Transit Asset Management (TAM)

As part of the FAST act, qualifying transit agencies are required to establish performance-driven and outcome-based performance measures using Transit Asset Management (TAM) targets for facilities, rolling stock and equipment. Final Rules were published giving transit providers a requirement to set performance targets for a state of good repair by January 1, 2017 with their respective MPO's having until June 30, 2017 to establish applicable targets. The CityLink system operated by the City of Abilene under management of First Transit is the only transit provider within the Abilene MPO Planning area subject to these federal standards.

CityLink currently has only one qualifying facility. This is a single site in in the central part of Abilene which serves as both a station for passengers and a maintenance shop for its vehicles. Unlike larger transit systems therefore CityLink will either be fully compliant or fully non-compliant with any targets set depending on how this facility is rated in any given year. Should this facility fall below the standards,

repair or replacement options to bring the CityLink system into compliance will be evaluated based on system resources and impacts.

For rolling stock CityLink Transit will utilize TXDOT Useful Life Benchmark (ULB) of 120% of the Altoona Age category of rolling stock to determine good working condition for revenue vehicles. The age of a vehicle in years is the basis for this measurement. Replacement of revenue vehicles exceeding this standard will be the primary means of meeting the fleet performance target.

On June 20, 2017, the Abilene MPO Policy Board in cooperation with CityLink approved a Transit Asset Management (TAM) Plan supporting and incorporating the CityLink standards. This was subsequently updated on December 15, 2020. As the tools and methods for evaluating and managing transit assets evolve modification and updates to standards, targets and plans will be made when appropriate. **CityLink prepared an updated TAM Plan as of August 9, 2023. The Policy Board approved a resolution in support on October 17, 2023. (Pending Approval)**

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
City of Abilene	Equipment	Other Rubber Tire Vehicles		100%	0%	0%	0%	0%
City of Abilene	Equipment	Non Revenue/Service Automobile		0%	0%	25%	0%	0%
City of Abilene	Facilities	Passenger Facilities		0%	0%	0%	0%	0%
City of Abilene	Facilities	Maintenance		50%	0%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		11%	11%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	5%	5%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	0%	0%

PROJECTS:

- Rolling Stock (Revenue Vehicles) - Replacement of vehicles exceeding the standard will be the primary means of meeting the fleet performance target.
- Facilities - Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.
- Equipment (Non-Revenue Vehicles) - Replacement of non-revenue vehicles exceeding the standard will be the primary means of meeting the fleet performance target.

Public Transportation Agency Safety Plan

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. The Transit Asset Management Plan is one component, which was developed and implemented across the industry in 2018. The subject of this document is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At CityLink Transit, all levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed this Agency Safety Plan (ASP) in collaboration with the City of Abilene and CityLink Transit (CityLink).

The Abilene MPO Policy Board took action and acknowledged the Public Transportation Agency Safety Plan for CityLink on June 15, 2021. **The Abilene MPO Policy Board at their October 17, 2023 meeting acknowledged an addendum to the PTASP. (Pending Approval)**

FULL DOCUMENT



ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: February 15, 2022

FINAL APPROVED BY THE MPO POLICY BOARD: April 19, 2022

ADMINISTRATIVE AMENDMENT 1: November 2, 2022

AMENDMENT 2: FEBRUARY 21, 2023

AMENDMENT 3: OCTOBER 17, 2023 (PENDING BOARD APPROVAL)

Abilene Metropolitan Planning Organization
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This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning/Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613).

Disclaimer

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

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INTRODUCTION

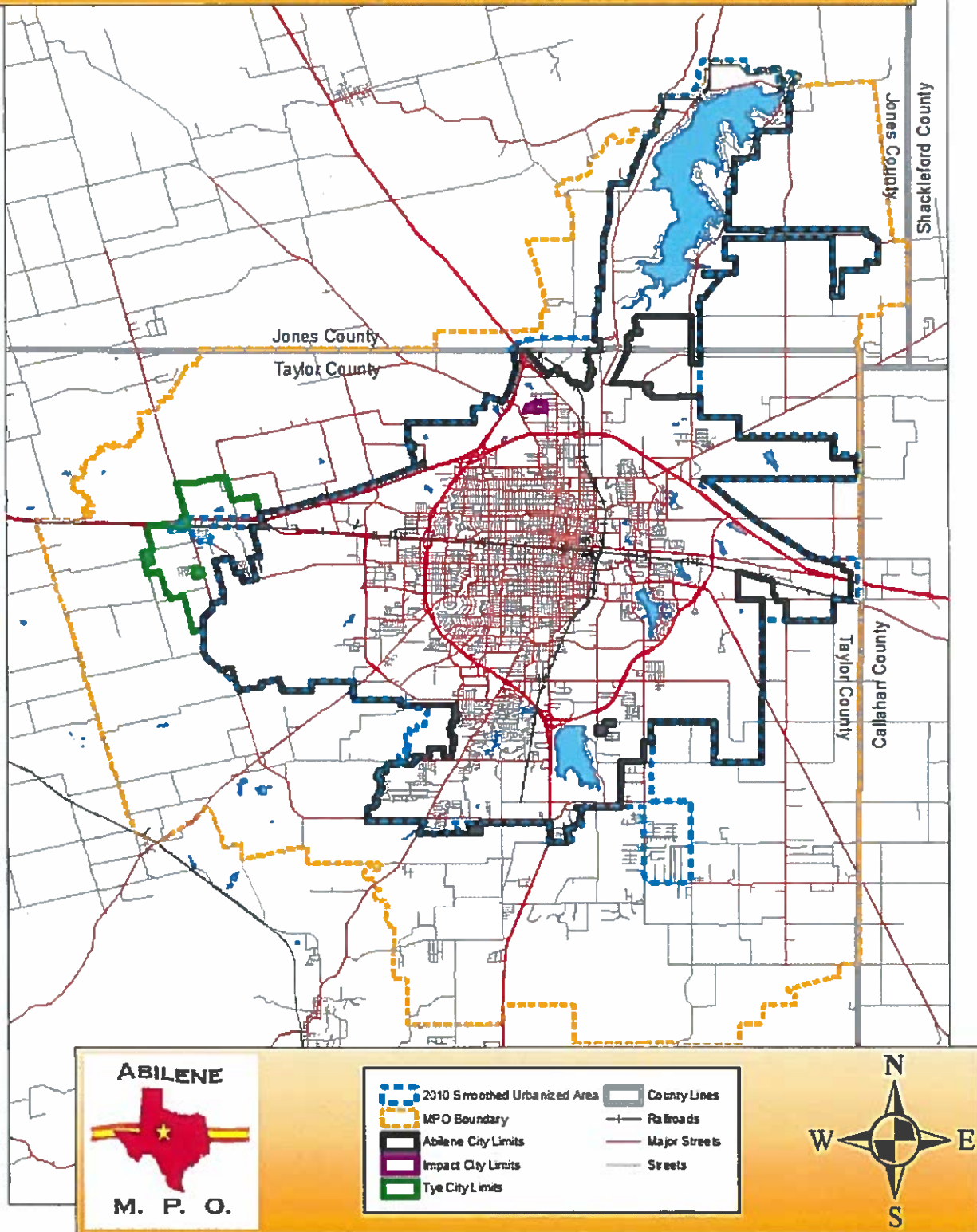
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §326 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the Abilene Metropolitan Planning Area that are proposed for funding including transportation enhancements, Federal Lands Highway program projects, safety projects included in the State's Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities. It contains a prioritized list of surface transportation improvement projects that are expected to begin in the current Federal Fiscal Year (FFY) plus the next three (3) FFY program years. These projects are planned to develop, improve, and maintain an integrated transportation system for the Abilene Metropolitan Area. The program is intended to efficiently use resources to improve the mobility of people and goods within and through the urbanized area and minimize transportation related fuel consumption and air pollution.

METROPOLITAN PLANNING AREA

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within a 20-year forecast period. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. The 2020 Census reported the population of Abilene was 125,182, for Taylor County 143,208, and for Jones County 19,663.

Abilene Urbanized Area and Metropolitan Planning Area



Texas Transportation Commission Approved
(Based on the 2010 Census Data)

HISTORY AND PERFORMANCE MEASURES

Federally required long-range transportation planning began with the passage of the Federal Highway Transportation Act of 1962. This act created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. The legislation required urban areas of more than fifty thousand in population to create and implement transportation plans in order to receive federal highway funds. Late in 1964, a study of transportation in the Abilene urban area was begun with respect to existing facilities, existing deficiencies, and future needs. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two-volume report: the *Abilene Urban Transportation Plan, Origin-Destination Survey*, Volume 1, 1965 published in 1966; and the *Abilene Urban Transportation Plan: 1965-1985 Transportation Plan*, Volume 2, published in 1968.

For the purpose of keeping Abilene's transportation plan up to date, an agreement between the City of Abilene and the State of Texas was executed on January 23, 1969. This was superseded on March 30, 1973 by a revised agreement that included Taylor County as a party. This revised agreement provided the guidelines for the organization and functioning of the continuing phase of the Abilene Urban Transportation Study. It also assigned the primary responsibility for each of the basic study elements to the city, state or county.

On July 2, 1974, the Governor of Texas designated the City of Abilene as the Metropolitan Planning Organization (MPO), which, in cooperation with the State, would have overall transportation planning responsibilities for the urbanized area. The designation was repeatedly renewed until 1988 when the designation became continuous. A series of agreements between the State of Texas and the City of Abilene have assigned individual and joint responsibilities to the State and the City of Abilene in the conduct of transportation planning activities to fulfill the requirements of Federal and State law.

The 1973 agreement established a group structure to provide overall transportation policy guidance for the planning activities. Initially, the group structure contained two committees, a Policy Advisory Committee consisting of area legislators and elected officials of local governments, and a Steering Committee consisting of other elected officials and key transportation planning staff personnel. The group structure evolved in response to changes in legislation and contractual agreements, becoming a single Abilene Urban Transportation Planning Committee with both voting and non-voting members. The group adopted the name Abilene MPO Transportation Policy Board in 1993 and continued to act as the forum for cooperative transportation planning, decision-making, and to provide overall transportation policy guidance to the MPO. In 2010, the MPO underwent a management review and as a result a Technical Advisory Committee (TAC) was established. The TAC provides professional and technical support to the Policy Board.

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012 and reinforces the eight planning factors listed in SAFETEA-LU. MAP-21 is a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 creates a streamlined and performance based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. It is based on the principles of creating jobs, simplifying programs, supporting safety, promoting innovation, strengthening systems, and establishing a performance based federal program.

MAP-21 took effect on October 1, 2012 and originated a new set of performance measure requirements that transformed Federal highway programs and provided a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance based planning and programming. This performance based system will establish national performance goals to achieve the following: 1) Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; 2) Infrastructure condition—to maintain the highway infrastructure asset system in a state of good repair; 3) Congestion reduction—to achieve a significant reduction in congestion on the National Highway System (NHS); 4) System reliability—to improve the efficiency of the surface transportation system; 5) Freight movement and economic vitality—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development; 6) Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment; 7) Reduced project delivery delays—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was enacted—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, rail, research, technology, and statistics programs. The FAST Act improves mobility on the highways, creates jobs and supports economic growth, and accelerates project delivery and promotes innovation. The FAST Act took the 8 planning factors of SAFETEA-LU and added two additional ones:

9. Improve the transportation system's resiliency and reliability and reduce or mitigate storm-water impact of surface transportation.
10. Enhance travel and tourism.

In addition to these ten (10) planning factors, Moving Ahead for Progress in the 21st Century (MAP-21) which took effect on October 1, 2012 originated a new set of performance measure requirements. This performance based system established national performance goals to achieve the following:

1. Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;

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

In addition to the national goals listed above performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan.

Once federal rules have been adopted, state departments of transportation (DOT) then set state-wide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State. The Abilene MPO has taken action on the following:

(PM1) Safety

(PM2) Infrastructure Condition

(TAM) Transit Assets

(PM3) System Reliability

A narrative describing adopted performance measures, the use of performance measures in project selection, and the anticipated contribution of planned projects to the attainment of local and state-wide goals/targets selected is contained in *Appendix D*. MPOs, transit agencies and the Texas Department of Transportation (TxDOT) have been diligently working cooperatively to establish practices, support systems, and relationships necessary for the successful implementation of Project-Based Planning and Programming (PBPP). As this new paradigm for transportation planning evolves, the Abilene MPO will continue to adjust their planning efforts to reflect the PBPP. As new and updated data becomes available, new practices develop, and greater understanding emerges on adopted measures, the Abilene MPO will use them in a collaborative manner to support national, state and local goals. The MPO will incorporate the use of performance measures in the development, evaluation and selection of projects so as to prioritize needs, align resources and optimize system performance.

The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver generational investments in our roads and bridges, promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation. The BIL also presents the Federal Highway Administration (FHWA) with a unique opportunity: to exercise our stewardship and oversight responsibilities and evolve the century-old relationship with the State departments of transportation and other stakeholders in a way that takes advantage of the tools Congress has provided and prioritizes investments that align with the underlying policies evident throughout the BIL to help our states and communities Build a Better America.

PUBLIC PARTICIPATION PROCESS

The Abilene MPO has a Public Participation Plan (PPP, formerly known as the Public Involvement Policy, or PIP) which was updated on April 17, 2018 to incorporate requirements of the FAST ACT. This is the MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. The Plan's intent is to provide guidance for a proactive and comprehensive process to reach out to the community and encourage input from citizens, advisory committees, private transportation providers, employers, agencies, and other interested parties.

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the March 9, 2022 Abilene Reporter-News announcing that the draft FYs 2023-2026 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the April 19, 2022 Policy Board meeting. The notice also stated that signed, written comments would be received through March 20, 2022 until 5:00 pm. No Comments.

The MPO supports early and continuous public involvement, open public meetings, open access to the transportation planning and decision-making process, and effective involvement processes that are designed to be responsive to local conditions. Project request forms and planning documents are distributed at meetings and are available at our website. Comments and suggestions on any metropolitan transportation issue are solicited at every meeting of the Policy Board providing opportunity for public comments on the Transportation Improvement Program.

Additional information about the MPO's *Transportation Improvement Program* and the *Public Participation Plan* can be found on the MPO website. The site also contains downloadable copies of current plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, e-mail, phone call, visiting our office or contacting staff at any of our meetings, and to join our mail or e-mail lists for notification about upcoming meetings and events.

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

As a Federal Transit Administration Section 5307 recipient, the City of Abilene's transit system must follow a Public Participation Plan (PPP). The FTA allows the City of Abilene to rely on a locally adopted public participation plans for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with this requirement, it will be specifically

stated in the TIP and in legal notices that *"This public notice of public participation activities and time established for public review and comments on the TIP development process will satisfy the FTA's Program of Projects (POP) requirements"*.

ADMINISTRATIVE AMENDMENTS TO THE TIP

There may be instances during the scheduled cycle where administrative amendments are required. Not all TIP revisions require a formal amendment process. As a general rule, significant changes to the design concept, cost, scope and schedule of a project listing require a major amendment, whereas minor changes in fund sources, description, lead agency, funding years, etc. may be processed through administrative or minor change amendments. Revisions are submitted quarterly and major amendments must be approved by the Policy Board, the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Administrative amendments are approved through the Abilene MPO Policy Board.

PROJECT SELECTION PROCESS

Projects are selected for inclusion in the TIP by advancing projects from the Metropolitan Transportation Plan, or MTP. The MTP is the MPO's overall long-range plan and is federally required to be updated every five (5) years. Projects are selected cooperatively using a formal process in accordance with identified needs and available funding, taking into account the implementation priorities expressed by local public officials and citizens' groups as well as the priorities of the MPO, the needs and capabilities of TxDOT and established national transportation goals. The MPO's adopted Project Selection Process was approved at the December 18, 2018 meeting. This process was used in the evaluation of projects for inclusion in the latest MTP. Projects were emphasized which relieve existing system congestion, provide appropriate access to the transportation system, or ensure continuity of regional and national transportation systems through the metropolitan area. Candidate projects for rehabilitation, maintenance, and safety projects are selected for inclusion in the TIP by identifying needs. Projects are emphasized that preserve the existing system, improve the safety and operating efficiency of the transportation system, enhance system resiliency, minimize intermodal conflicts, accommodate environmental conditions, increase mobility and accessibility for people and freight and enhance travel and tourism. Projects are listed in the TIP according to priority and funding availability. Those projects with the highest priority are placed in the earliest year in which they may be implemented. Thus, the projects in the first year are the projects with the highest priority. Projects are normally advanced according to the original TIP, but the TIP may have interim revisions to add new projects that have gained funding or that have cleared planning or environmental review obstacles.

AIR QUALITY

The Abilene Metropolitan Area is in attainment with all National Ambient Air Quality Standards in all categories.

AMERICANS WITH DISABILITIES ACT (ADA)

All projects considered for funding, regardless of the source, will take into account provisions for meeting the needs of people with disabilities. The MPO will continue its efforts to identify and aid those with mobility

needs.

TOTAL PROJECT COSTS

Unless otherwise specified, costs involving capital facilities, such as roadways, transit terminals, and transit maintenance facilities are calculated by adding the estimated construction cost to the standard 10% of construction cost for preliminary engineering expenses and 15% of construction cost for right-of-way or other real estate. These estimates are based on averages and actual costs for individual projects may vary significantly.

PROGRESS FROM PREVIOUS YEAR

Roadway, transit, bicycle, pedestrian, and other projects annually let to contract can be found on the MPO's website at <http://www.abilenempo.org/documents.html>. This will continue to be updated periodically on the website. To request a copy please contact the MPO staff by telephone at 325-437-9999, by fax at 325-676-6398, by mail or in person at 209 South Danville, Suite B-212, Abilene, Texas 79605, or by email at abilenempo@abilenetx.com.

GLOSSARY OF TERMS

TXDOT UNIFIED TRANSPORTATION PROGRAM (UTP) FUNDING CATEGORIES **TXDOT FUNDING SOURCES BY UTP CATEGORY**

12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE AND LOCAL FUNDS
1. Preventive Maintenance and Rehabilitation	Yes	Yes	No
2. Metro and Urban Area Corridors	Yes	Yes	No
3. Non-Traditionally Funded Projects	No	Yes	Yes
4. Statewide Connectivity Corridors	Yes	Yes	No
5. Congestion Mitigation and Air Quality*	Yes	No	No
6. Structures Replacement (Bridges)	Yes	Yes	No
7. Metropolitan Mobility and Rehabilitation*	Yes	No	No
8. Safety	Yes	Yes	No
9. Transportation Alternatives*	Yes	No	No
10. Supplemental Transportation Projects	Yes	Yes	No
11. District Discretionary	Yes	Yes	No
12. Strategic Priority	Yes	Yes	No

Source: TxDOT, 2022 Unified Transportation Program, pg. 27

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

SECTION	DESCRIPTION
5307	Urbanized Area Formula Grants
5339	Grants for Buses and Bus Facilities Formula Program

PROJECT LISTINGS

	DESCRIPTION
CSJ	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP)
PROJ ID	Project Identification - Code assigned by the MPO for local tracking/identification used to relate projects to the Metropolitan Transportation Plan.

PROJECT PHASES

E	PRELIMINARY ENGINEERING
ROW	RIGHT OF WAY ACQUISITION
C	CONSTRUCTION
SWDA	STATEWIDE DESIGN AUTHORITY

FUNDED HIGHWAY PROJECTS

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2023								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	0972-03-021	FM 1082	Construction	Abilene	TxDOT/MPO/CoA	\$ 7,000,000.00	
LIMITS FROM:	West of Cheyenne Creek Road					REVISION DATE:	02/23	
LIMITS TO:	East of Dam					MPO PROJ. NUM:	S1082-F7-CA	
PROJECT:	FM 1082 Relocate Dam Road Jones Co.					FUNDING CAT(S):	2U, 11, 3	
DESCRIPTION:	RELOCATE FM 1082 AT FT PHANTOM DAM							
REMARKS:	Estimated let date 08/2023				PROJECT HISTORY:	Project Created in Amendment #5, Funding adjusted in FY 2023-2026 TIP, TPC & Let date chgd 02/23		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 362,482.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 1,723,700.00		CAT 2U:	\$ 2,400,000.00	\$ 600,000.00			\$ 3,000,000.00
CONST COST:	\$ 7,000,000.00		CAT 11:	\$ 800,000.00	\$ 200,000.00			\$ 1,000,000.00
CONST ENG:	\$ 483,063.28		CAT 3:				\$ 3,000,000.00	\$ 3,000,000.00
CONTINGENCIES:	\$ 397,600.00							
INDIRECT COSTS:	\$ 214,530.40							
BOND FINANCING			TOTAL:	\$ 3,200,000.00	\$ 800,000.00	\$ -	\$ 3,000,000.00	\$ 7,000,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 10,181,376.08							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 2,600,000.00	
LIMITS FROM:	US 83					REVISION DATE:	02/24	
LIMITS TO:	Near PR 343					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 US 83 to FM 600					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab and widen (add shoulders)							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Revised 07/2020 total project cost, TP FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Controlling Project ID 0033-05-089 Funding adjusted in FY 2023-2026 TP, 02/23 moved to 2024 & Let Date chg, split 2 projects 3068-01-012 & 3068-01-015 CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 127,522.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
CONST COST:	\$ 2,600,000.00							
CONST ENG:	\$ 98,270.40							
CONTINGENCIES:	\$ 82,000.00		\$ 3,735,000.00					
INDIRECT COSTS:	\$ 60,378.00							
BOND FINANCING	\$ -		TOTAL:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 2,968,170.90							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,100,000.00	
LIMITS FROM:	Brick Road					REVISION DATE:	02/24	
LIMITS TO:	FM 600					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 Jones County					FUNDING CAT(S):	2U	
DESCRIPTION:	Reliab Road							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Added 02/23 revision spl CSJ #3068-01-012 (US 83 to FM600). CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 178,531.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00
CONST COST:	\$ 3,500,000.00							
CONST ENG:	\$ 171,973.20							
CONTINGENCIES:	\$ -		\$ 3,100,000.00					
INDIRECT COSTS:	\$ 105,661.50							
BOND FINANCING	\$ -			TOTAL:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -
PT CHG ORD:	\$ 143,500.00							
TOTAL PROJECT COST:	\$ 4,099,666.20							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 22,525,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	02/24	
LIMITS TO:	Taylor County Line					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Revised 07/2020 Total project cost, TIP FYs 2019-2022, chg FY from 2021 to 2022 amend #1. (Moved from 2022 to 2023 Amendment #3) Funding adjusted in FY 2023-2026 TIP, Moved to 2024, 02/23 split 2 projects (0033-06-121); CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 528,808.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 4:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
CONST COST:	\$ 10,520,000.00							
CONST ENG:	\$ 628,094.40							
CONTINGENCIES:	\$ 792,000.00		\$ 22,525,000.00					
INDIRECT COSTS:	\$ 312,968.00							
BOND FINANCING	\$ -			TOTAL:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 12,781,870.40							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 5,078,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	02/24	
LIMITS TO:	Near W. Summit Rd.					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Added 02/23 revision, split CSJ 0033-05-089 into 2 projects, CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 158,642.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 4:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
CONST COST:	\$ 3,000,000.00							
CONST ENG:	\$ 180,891.19							
CONTINGENCIES:	\$ 228,096.00		\$ 5,078,000.00					
INDIRECT COSTS:	\$ 90,134.78							
BOND FINANCING	\$ -			TOTAL:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 3,657,764.37							

**Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2025**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
Abilene						MPO/TxDOT	
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ. NUM:	
PROJECT:						FUNDING CAT(S):	
DESCRIPTION:							
REMARKS:						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:				FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:		COST OF APPROVED PHASES	CAT 2U:			\$ -	\$ -
CONST COST:			CAT 1:			\$ -	\$ -
CONST ENG:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING			TOTAL:	\$ -	\$ -	\$ -	\$ -
PT CHG ORD:							
TOTAL PROJECT COST:							

FORM INTENTIONALLY LEFT BLANK - NO PROJECTS FOR 2025

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0006-06-109	III 20	Construction	Abilene	TxDOT/MPO	\$ 104,765,616.00	
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	02/24	
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA	
PROJECT:	III 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U	
DESCRIPTION:	Add two main lanes for a six lane freeway and construct overpass structures							
REMARKS:	Estimated let date 06/2026				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP) - (updated description, let date, and MTP 02/23); CHG 11/23		
P7:						LET DATE/FUNDING		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 3,123,750.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			CAT 12:	\$ 67,812,492.80	\$ 16,953,123.20	\$ -	\$ -	\$ 84,765,616.00
CONST COST:	\$ 67,199,999.00		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ 20,000,000.00
CONST ENG:	\$ 3,748,500.00							
CONTINGENCIES:	\$ 3,750,000.00	\$ 104,765,616.00						
INDIRECT COSTS:	\$ 1,848,750.00							
BOND FINANCING			TOTAL:	\$ 83,812,492.80	\$ 20,953,123.20	\$ -	\$ -	\$ 104,765,616.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 79,670,999.00							

HIGHWAY FINANCIAL SUMMARY

Abilene MPO

FY 2023 - 2026 Transportation Improvement Program

FEBRUARY 2024 QUARTERLY REVISION

Funding by Category		FY 2023			FY 2024			FY 2025			FY 2026			Total FY 2023 - 2026		
Funding Category	Description	Programmed	Authorized		Programmed	Authorized		Programmed	Authorized		Programmed	Authorized		Programmed	Authorized	
1	Preventive Maintenance and Rehabilitation	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$3,000,000	\$3,000,000		\$6,835,000	\$6,835,000		\$0	\$0		\$20,000,000	\$20,000,000		\$29,835,000	\$29,835,000	
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000		\$0	\$0		\$0	\$0		\$0	\$0		\$3,000,000	\$3,000,000	
30B	Design Build (DB)	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
4	Urban and Regional Connectivity	\$0	\$0		\$27,603,000	\$27,603,000		\$0	\$0		\$0	\$0		\$27,603,000	\$27,603,000	
5	CMAQ	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
6	Structures - Bridge	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
7	Metro Mobility & Rehab	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
8	Safety	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
9	TAP Set-Aside Program	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
10	Supplemental Transportation	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
10 CBI	Corridor Border	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
11	District Discretionary	\$1,000,000	\$1,000,000		\$0	\$0		\$0	\$0		\$0	\$0		\$1,000,000	\$1,000,000	
11	Energy Sector	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
12	Texas Clear Lanes	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
12	Strategic Priority	\$0	\$0		\$0	\$0		\$0	\$0		\$84,765,616	\$84,765,616		\$84,765,616	\$84,765,616	
SW PE	Statewide Budget PE	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
SW ROW	Statewide Budget ROW	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	
Total		\$7,000,000	\$7,000,000		\$34,438,000	\$34,438,000		\$0	\$0		\$104,765,616	\$104,765,616		\$146,203,616	\$146,203,616	

Funding Participation Source

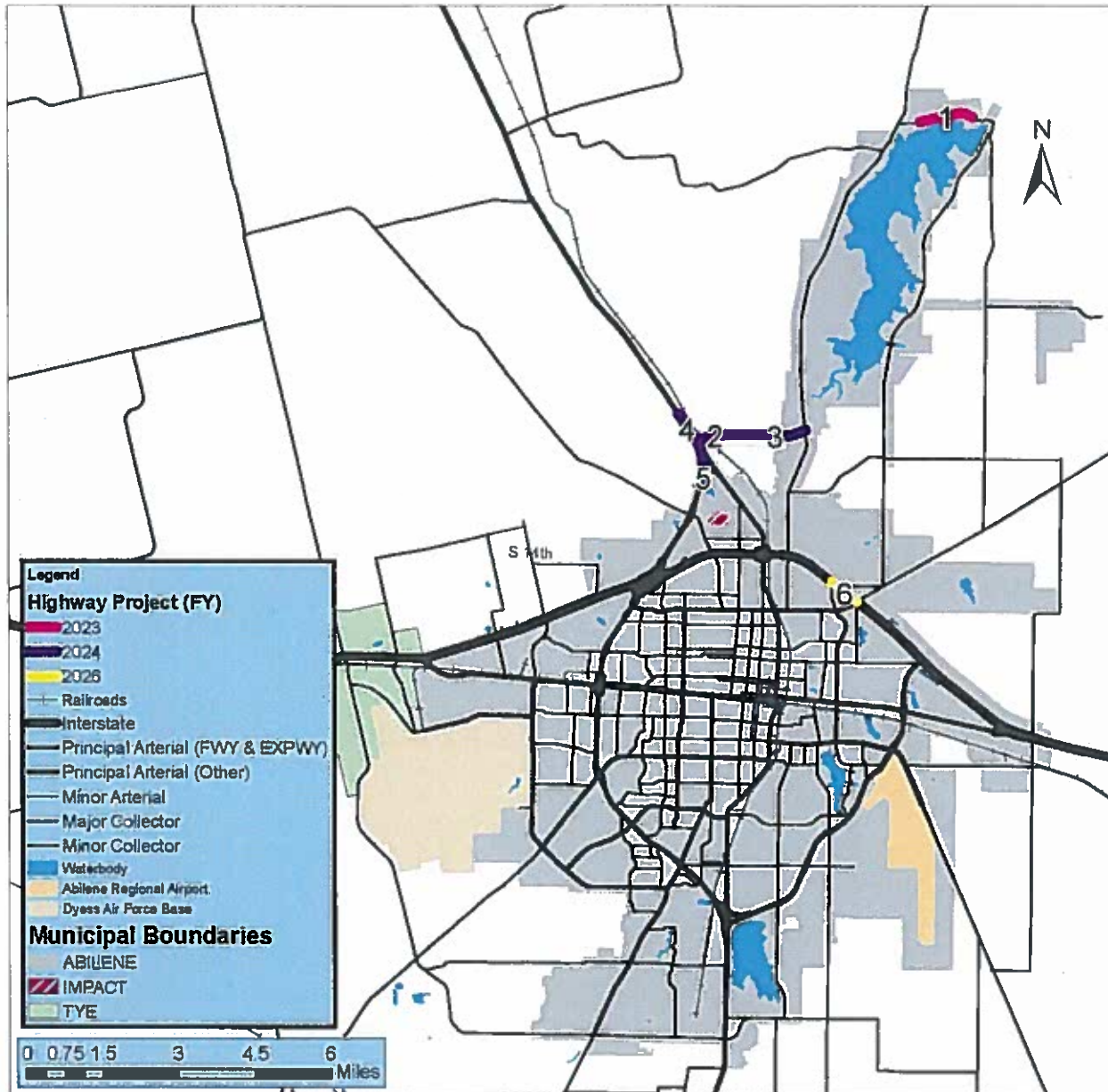
Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$3,200,000	\$27,550,400	\$0	\$83,812,493	\$114,562,893
State	\$800,000	\$6,887,600	\$0	\$20,953,123	\$28,640,723
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$3,000,000	\$0	\$0	\$0	\$3,000,000
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$7,000,000	\$34,438,000	\$0	\$104,765,616	\$146,203,616

Abilene MPO

FINAL FYs 2023-2026 TIP

FUNDED HIGHWAY PROJECTS MAP

FYs 2023-2026 TIP Highway Projects



1. FY 2023 - FM 1082 FROM West of Cheyenne Creek Road To East of Dam
2. FY 2024 - FM 3034 FROM US 83 TO Near PR 343
3. FY 2024 - FM 3034 FROM Brick Road TO FM 600
4. FY 2024 - US 83 FROM 1.0 miles north of FM 3034 TO Taylor County Line
5. FY 2024 - US 83 FROM Jones County Line TO Near W. Summit Rd.
6. FY 2026 - IH 20 FROM Judge Ely Blvd. TO SH 351



GROUPED PROJECTS CSJs (HIGHWAY)

All state and federal funds used for roadway purposes in the Abilene Metropolitan Area are in categories of funds that are constrained on a statewide basis. The Abilene MPO adopts the use of statewide groupings of non-capacity projects in the listed categories for all qualifying projects except those that are specifically listed on an individual basis in the document.

Grouped Projects include a Transportation Alternatives Set-Aside (TA) Program Project called the South 14th Street Walkability Project that extends from Pioneer St. to Barrow St. The Federal Funds awarded are \$1,749,126 and a local match of \$437,281 for a total of \$2,186,407.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-957		
5000-00-958		
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

FUNDED TRANSIT PROJECTS

NOTE: On February 29, 2012, TxDOT issued a Memorandum to all MPOs with less than 200,000 population NOT to include any projects in the respective TIPs that contain FTA funding from Section 5310 (Elderly and Individuals with Disabilities), Section 5316 (Jobs Access and Reverse Commute, or JARC), and Section 5317 (New Freedom) grants. TxDOT is the recipient of these funds and will program and administer these funds for projects they will include in their State Transportation Improvement Program (STIP). This allows TxDOT to program the projects on a broader, more regional basis.

FY 2023 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2023)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2023	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2023)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2023	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2023)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2023	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2023)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2023	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2023)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2023	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor MPO Project Information (reference number, etc)	City of Abilene Operations (TR-O1-2024)	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2024	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor MPO Project Information (reference number, etc)	City of Abilene Planning (TR-P1-2024)	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2024	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor MPO Project Information (reference number, etc)	City of Abilene Capital (TR-C1-2024)	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2024	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor MPO Project Information (reference number, etc)	City of Abilene Capital (TR-C2-2024)	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2024	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor MPO Project Information (reference number, etc)	City of Abilene Capital (TR-C3-2024)	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2024	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2025 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2025)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2025	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2025)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2025	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2025)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2025	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2025)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2025	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2025	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2026 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2026)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2026	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2026	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2026	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2026	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2026	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary

Abilene MPO

FYs 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars										
Transit Program		2023			2024			2025		
		Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$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	\$267,005	\$0	\$267,005	\$267,005		\$267,005	\$267,005		\$267,005
6	Sec. 5310 - Seniors & People w/Disabilities < 200K			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	(incl FHWA transfers)			\$0			\$0			\$0
11	Regionally Significant or Other	\$0	\$0	\$0			\$0			\$0
Total Funds		\$2,463,038	\$1,281,952	\$3,744,990	\$2,463,038	\$1,281,952	\$3,744,990	\$2,463,038	\$1,281,952	\$3,744,990
Transportation Development Credits Requested, not yet awarded*										
	Awarded			\$ 53,401			\$ 53,401			\$ 53,401

All Figures in Year of Expenditure (YOE) Dollars										
Transit Program		2026			Total					
		Federal	State/Local	Total	Federal	State/Local	Total			
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$8,784,132	\$5,127,808	\$13,911,940			\$13,911,940
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities < 200K	\$267,005		\$267,005	\$1,068,020		\$1,068,020			\$1,068,020
6	Sec. 5310 - Seniors & People w/Disabilities < 200K			\$0	\$0	\$0	\$0			\$0
7	Sec. 5316 - JARC > 200K			\$0	\$0	\$0	\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			\$0
9	Other FTA			\$0	\$0	\$0	\$0			\$0
10	(incl FHWA transfers)			\$0	\$0	\$0	\$0			\$0
11	Regionally Significant or Other			\$0	\$0	\$0	\$0			\$0
Total Funds		\$2,463,038	\$1,281,952	\$3,744,990	\$9,852,162	\$5,127,808	\$14,979,968			
Transportation Development Credits Requested, not yet awarded*										
	Awarded			\$53,401			\$213,604			\$213,604

*If requested TDCs are awarded, other state/local funds will be reduced by awarded amount.

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Abilene District
Texas Department of Transportation

Abilene Metropolitan Planning Organization
Policy Board Chairperson

Mr. Thomas G. Allbritton, P.E.
District Engineer

Councilman Shane Price
Policy Board Chairperson

Date

Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's **DRAFT** 2023-2026 TIP on February 15, 2022.

The Policy Board approved the Abilene MPO's **FINAL** 2023-2026 TIP on April 19, 2022.

ADMINISTRATIVE AMENDMENT 1: Updated the 2022 Safety (PM 1) information per FHWA on November 2, 2022.

AMENDMENT 2: The Policy Board approved the Amendment on February 21, 2023. Changes were to the let dates, limits, funding, PM 1 Safety Measure updated to 2023 targets, addition of CSJ #0033-06-121 (split CSJ# 0033-05-089), and addition of CSJ#3068-01-015 (split of CSJ#3068-01-012). The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the February 12, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the February 21, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 12:00 pm on February 21, 2023. Comments received were incorporated as appropriate.

AMENDMENT 3: The Policy Board approved the Amendment on October 17, 2023. **(Pending Approval)** Changes were to the let dates and funding on CSJs#3068-01-012, #3068-01-015, #0033-05-089, #0033-06-121, and #0006-06-109. CSJ #0663-01-024 for FY 2025 was removed with a new estimated let date of 03/28. Appendix D - PM 2, PM 3, PM 4, and the Public Transportation Agency Safety Plan (PTASP) were updated. The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the October 2, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the October 17, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 5:00 pm on October 12, 2023. **comments were received.**

APPENDIX C: ACRONYMS

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
BU	Business
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCL	Local
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
PROJ ID	Project Identification Number
PDP	Project Development Program
PROP 12	Proposition 12 (The first special bond issue for transportation projects)
PROP 14	Proposition 14 (The second special bond issue for transportation projects)
ROW	Right of way
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Act – A Legacy for Users
STP	Surface Transportation Program
TEA-21	Transportation Equity Act for the Twenty-First Century
TDC	Transportation Development Credits
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UAB	Urban Area Boundary
YOE	Year of Expenditure

APPENDIX D: PERFORMANCE MEASURES

PROJECT-BASED PLANNING AND PROGRAMMING (PBPP)

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), stipulate that a performance measurement framework must be used in the development of the TIP and MTP. Performance measures are data driven and are intended to create a platform for decision making which allows for reasonable comparison of investment options while maintaining adequate flexibility to adapt these investment strategies to unique state, regional, and local needs and conditions. Performance measures at the federal level are focused on the following national goals:

- Safety (PM1)
- Congestion reduction
- Environmental sustainability
- Freight movement and economic vitality (PM3)
- Infrastructure condition (PM2)
- System reliability (PM3)
- Reduced project delivery delays

In addition to the national goals listed above, performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan.

Once federal rules have been adopted, state departments of transportation (DOT) then set state-wide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State. The Abilene MPO has taken initial action on the following:

(PM1) Safety	(PM2) Infrastructure Condition
(TAM) Transit Assets	(PM3) System Reliability

Recipients of federal highway and transit funds such as State DOTs and MPOs must now track various performance measures, set data-driven targets for these, identify links in investment strategies, projects, or programs to targets or contributions toward the achievement of desired state-wide outcomes, and finally recipients must develop Transit Asset Management plans for specified transit resources. MPOs, transit agencies and the Texas Department of Transportation (TxDOT) have been diligently working cooperatively to establish practices, support systems, and relationships necessary for the successful implementation of PBPP. As this new paradigm for transportation planning emerges and we gain valuable experience in the strengths and limitations of various elements, adjustments are likely to be required.

Transportation Improvement Program Project Analysis to Performance Measures

When working to select and program projects, the Abilene MPO incorporates a variety of elements into the selection process including elements directly related to factors addressed in adopted performance measures. Although the achievement of specific performance outcomes through formalized scoring or evaluation tools tied to those outcomes have not historically been utilized, the Abilene MPO has nonetheless considered information on safety, accidents, injuries, fatalities, congestion, connectivity, system reliability, operational efficiency and the costs and benefits to the local economy and to various populations as these relate to proposed projects.

The MPO has a formal project selection process which has been specifically designed to ensure relevant data and features associated with required performance measures are incorporated into the consideration of potential project options. Agencies, organizations or citizens can forward project suggestions which are then evaluated. Projects which are determined to be adequately described and sufficiently detailed are evaluated based on their potential to satisfy five goal areas. Insufficiently developed project suggestions are documented for potential future action. Goal areas are directly tied to relevant performance measures and national/state goals.

Upon adoption of the FAST Act, a direct correlation between performance measures and project selection as reflected in the TIPs needed to occur. This TIP was reviewed and an analysis developed that shows how projects are helping to achieve the performance measures.

Safety (PM 1)

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. The Texas Department of Transportation (TxDOT) has established targets for five (5) Safety Performance measures expressed as a five year average.

- 1) Number of Fatalities. (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- 2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT). (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- 3) Number of Serious Injuries. (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- 4) Rate of Serious Injuries per 100 million VMT. (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious injuries. (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Abilene MPO elected to adopt the TxDOT targets. Listed below is the Safety (PM-1) adopted by the Policy Board on February 21, 2023.

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2023

2023 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2019	3,619	1.26	15,858	5.50	2,291
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2023 Target expressed as 5-Year Average:	3,682	1.38	17,062	6.39	2,357

PROJECTS:

- Relocation of FM 1082 – re-open currently closed lanes of traffic.
- New overpass on US 83 at FM 3034 – reduce the number of conflict points.
- Rehab/widening of FM 3034 - reduce the number of conflict points.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points.

Infrastructure Condition (PM2)

The Pavement and Bridge performance rule (PM2) establishes performance requirements to assess the condition of pavements and bridges designated on the National Highway System (NHS). Reporting and target setting are required for both Interstate Highways (IH) and Non-Interstate (Non-IH) National Highway System (NHS) designated facilities. The purpose of these performance measures and targets is to guide funding prioritization toward appropriate levels of maintenance in order to further the national goal of strategically and systematically maintaining the nation's transportation system in a good condition.

Pavement Performance

Federal measures require reporting of the percentage of pavement which is found to be “Good” or “Poor” based on established criteria. Statewide targets for Interstate Highways (IH) are set on a 4-year basis (2022). Non-Interstate (Non-IH) targets are established for a 2-year and 4-year point in time. Pavement conditions are assessed each $\frac{1}{10}$ (one tenth) of a mile utilizing certain metrics depending upon the specific pavement type present. Metrics used include:

- International Roughness Index (IRI)
- Cracking Percentage
- Rutting
- Faulting

The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in “poor” condition cannot exceed five percent. If the Federal Highway Administration (FHWA) makes a determination that a state DOT has not made “significant progress” toward meeting the minimum level or its adopted targets for NHS pavement conditions, the state DOT may be subject to fiscal penalties that would require it to obligate and transfer portions of its federal aid highway apportionments to meet these performance requirements.

Bridge Performance

Federal measures require reporting of the percentage of Bridge Deck Area which is found to be “Good” or “Poor” based on established criteria. All bridges on the National Highway System (NHS) are included. Targets are established for a 2-year and a 4-year point in time. Bridge ratings are determined by the lowest rating among the components. Although bridge conditions are reported as being a measure of “bridge deck area” the assessment of these facilities includes the following components:

- Deck
- Substructure
- Superstructure
- Culvert

Federal regulations have also established a “minimum level” that stipulate that not more than 10 percent of the total deck area of the NHS bridges in a state can be classified as structurally deficient (i.e., poor or worse condition). If FHWA makes a determination that a state DOT has not made “significant progress” towards meeting the “minimum level” or its adopted targets for NHS bridge conditions, the state DOT may be subject to penalties that would require it to obligate and transfer portions of its federal-aid highway apportionments to meet these performance requirements.

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge condition. On June 20, 2023, the Abilene MPO adopted the State established measures for infrastructure condition.



R-2023-02

ATTACHMENT A

TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets February 09, 2023

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in "Good" condition	64.5%	63.9%	63.6%
2) % in "Poor" condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate National Highway System			
3) % in "Good" condition	51.7%	45.5%	46.0%
4) % in "Poor" condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in "Good" condition	49.2%	48.5%	47.6%
6) % in "Poor" condition	1.1%	1.5%	1.5%

PROJECTS:

- Relocation of FM 1082 – new roadway and addition of new overpass (bridge structure).
- New overpass on US 83 at FM 3034 – improvement to pavement and addition of new overpass (bridge structure).
- Rehab/widening of FM 3034 - improvement to pavement and addition of new overpass (bridge structure).
- Widening IH 20 to Six Lanes – improvement to pavement and replacement of overpass structures (bridge structure).

System Reliability, Freight Movement and Economic Vitality (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system. The current means of assessing performance for these aspects of the transportation system is through measures known as the level of travel time reliability (LOTTR or TTR) and Level of truck travel time reliability (LOTTTR or TTTR). Both of these measures are primarily calculated using the National Performance Management Research Dataset (NPMRDS).

Level of Travel Time Reliability (LOTTR or TTR)

All congestion has social, economic, and environmental impacts. The recently established LOTTR measure however assumes that congestion which is inconsistent and difficult to predict has greater negative impacts than congestion which can be readily anticipated. With this in mind, this measure focuses on the reliability and predictability of travel as opposed to an absolute measures of congestion. Reliability references the level of consistency of transportation service over a specific time period. It assumes that this definition of reliability is an important attribute for travelers.

This measure is evaluated in terms of the “person miles” traveled on the National Highway System which are considered “reliable”. “Normal” travel time is defined as the time needed to transit a specific roadway which is found to be at the 50th percentile of all trips. A reliable trip is one which does not exceed 1.5 of this “normal” trip time. The Level of Travel Time Reliability (LOTTR), in any given geographic area is calculated as the ratio of the summation of the 80th percentile of travel time to the 50th percentile of travel time.

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

Truck Travel Time Reliability (TTTR) is very similar in most respects to passenger vehicle TTR. Once again, reliability and predictability are the key features. Reliability again references the level of consistency in transportation service over a specific period of time for transportation on certain system segments within a defined region. A value of 1.0 indicates that congestion or other factors affecting travel time in a region is consistent and predictable. A key difference is that TTTR only applies to interstate highways. Additionally, this measure is based on a single vehicle and there is no adjustment for the number of passengers. The formula for determining TTTR is the ratio of the 95th percentile of travel time to the 50th percentile of travel time. A value of 1.0 indicates that congestion or other factors affecting travel time in an area are consistent and predictable. As values increase above 1 predictability and reliability decrease. This means that additional travel time will likely be needed when passing through such areas to ensure the likelihood of “on time” delivery.

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM 3) using TTR and TTTR.

On June 20, 2023, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.



R-2023-03

ATTACHMENT A

TxDOT Updated (PM 3) System Performance Measure Targets February 09, 2023

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	97%	95%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

PROJECTS:

- New overpass on US 83 at FM 3034 – reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Rehab/widening of FM 3034 - reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points and improve travel time with two additional lanes.

Transit Asset Management (TAM)

As part of the FAST act, qualifying transit agencies are required to establish performance-driven and outcome-based performance measures using Transit Asset Management (TAM) targets for facilities, rolling stock and equipment. Final Rules were published giving transit providers a requirement to set performance targets for a state of good repair by January 1, 2017 with their respective MPO's having until June 30, 2017 to establish applicable targets. The CityLink system operated by the City of Abilene under management of First Transit is the only transit provider within the Abilene MPO Planning area subject to these federal standards.

CityLink currently has only one qualifying facility. This is a single site in in the central part of Abilene which serves as both a station for passengers and a maintenance shop for its vehicles. Unlike larger transit systems therefore CityLink will either be fully compliant or fully non-compliant with any targets set depending on how this facility is rated in any given year. Should this facility fall below the standards,

repair or replacement options to bring the CityLink system into compliance will be evaluated based on system resources and impacts.

For rolling stock CityLink Transit will utilize TXDOT Useful Life Benchmark (ULB) of 120% of the Altoona Age category of rolling stock to determine good working condition for revenue vehicles. The age of a vehicle in years is the basis for this measurement. Replacement of revenue vehicles exceeding this standard will be the primary means of meeting the fleet performance target.

On June 20, 2017, the Abilene MPO Policy Board in cooperation with CityLink approved a Transit Asset Management (TAM) Plan supporting and incorporating the CityLink standards. This was subsequently updated on December 15, 2020. As the tools and methods for evaluating and managing transit assets evolve modification and updates to standards, targets and plans will be made when appropriate. **CityLink prepared an updated TAM Plan as of August 9, 2023. The Policy Board approved a resolution in support on October 17, 2023. (Pending Approval)**

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
City of Abilene	Equipment	Other Rubber Tire Vehicles		100%	0%	0%	0%	0%
City of Abilene	Equipment	Non Revenue/Service Automobile		0%	0%	25%	0%	0%
City of Abilene	Facilities	Passenger Facilities		0%	0%	0%	0%	0%
City of Abilene	Facilities	Maintenance		50%	0%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		11%	11%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	5%	5%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	0%	0%

PROJECTS:

- Rolling Stock (Revenue Vehicles) - Replacement of vehicles exceeding the standard will be the primary means of meeting the fleet performance target.
- Facilities - Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.
- Equipment (Non-Revenue Vehicles) - Replacement of non-revenue vehicles exceeding the standard will be the primary means of meeting the fleet performance target.

Public Transportation Agency Safety Plan

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. The Transit Asset Management Plan is one component, which was developed and implemented across the industry in 2018. The subject of this document is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At CityLink Transit, all levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed this Agency Safety Plan (ASP) in collaboration with the City of Abilene and CityLink Transit (CityLink).

The Abilene MPO Policy Board took action and acknowledged the Public Transportation Agency Safety Plan for CityLink on June 15, 2021. **The Abilene MPO Policy Board at their October 17, 2023 meeting acknowledged an addendum to the PTASP. (Pending Approval)**

6. Receive a Report, Hold a Discussion, and Take Action on the Carbon Reduction Program (CRP) and any Potential Projects.

**Abilene MPO Policy Board Meeting
October 17, 2023
Supplemental Agenda Information**

6. Receive a Report, Hold a Discussion, and Take Action on the Carbon Reduction Program (CRP) and any Potential Projects.

Background

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) into law. The IIJA authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions.

Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Current Situation

The proposed draft amount of funding available for Abilene MPO is \$1,345,541 for FY 2024, which includes 2022 and 2023 funding. After that funding runs around \$460,000 per year. For the ten years in the Unified Transportation Program (UTP), the total proposed amount for the Abilene MPO is \$5,491,250.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 26, 2023 meeting recommended approval to the Policy Board on the Intelligent Transportation System projects for the FY 2022-2024 funding. Locations were submitted via email to the TAC. No comments were received.

Action Requested

- 1. Any suggestions/changes.
- 2. Approval of the ITS projects for FY 2022-2024 funding in the Carbon Reduction Program.

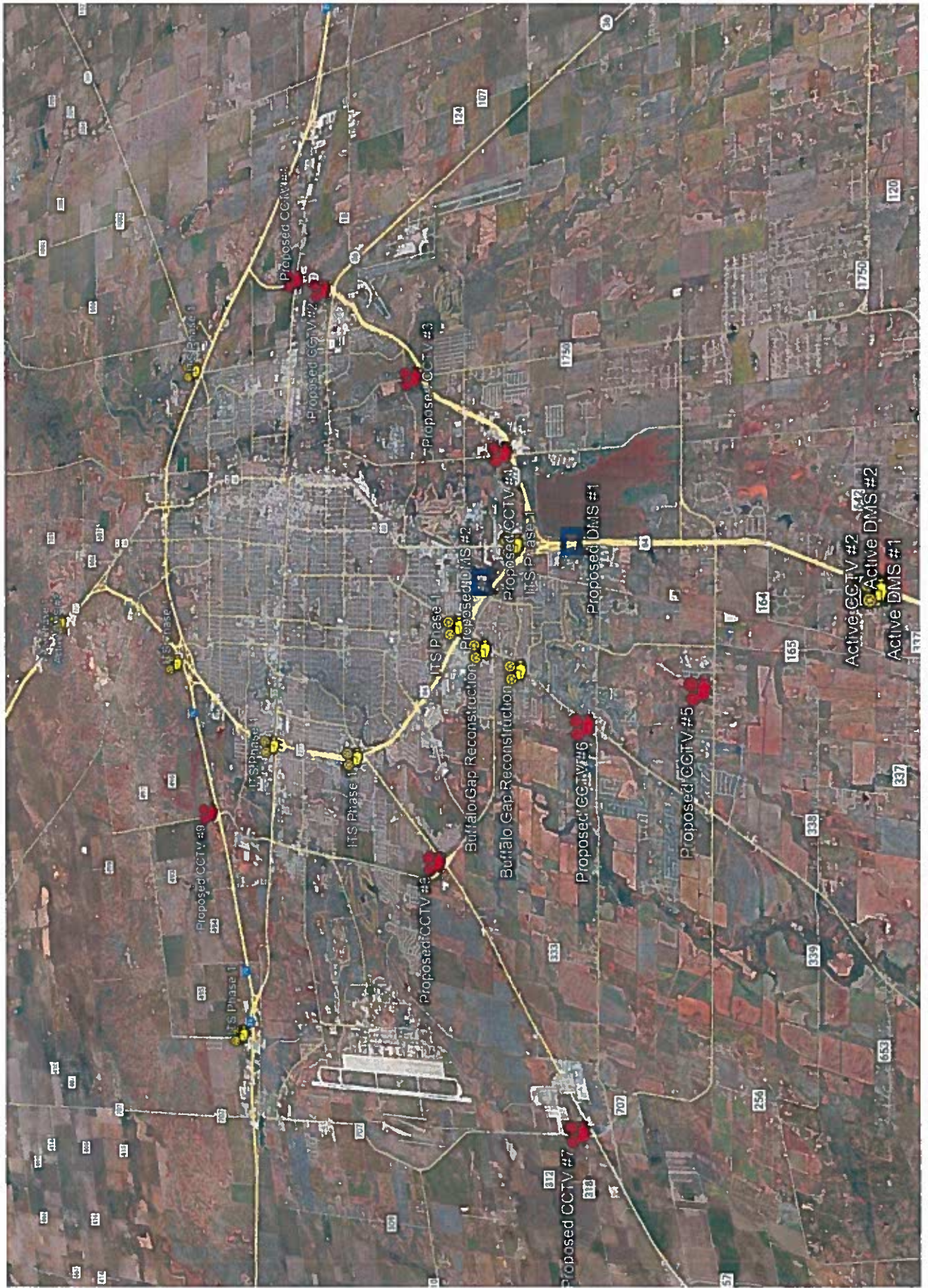
TABLE 29

CATEGORY 10: CARBON REDUCTION

DISTRICT/MPO DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,906	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,779,492
ATL - Teasarkana MPO	\$ 634,744	\$ 220,101	\$ 224,503	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 2,590,437
AUS - CAMPO MPO	\$ 17,245,527	\$ 5,979,980	\$ 6,099,587	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 70,380,213
BMT - SETRPC MPO	\$ 3,668,731	\$ 1,272,152	\$ 1,297,597	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,687,936	\$ 724,003	\$ 738,484	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 8,521,016
CRP - Corpus Christi MPO	\$ 3,900,223	\$ 1,352,423	\$ 1,379,474	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 15,917,085
DAL/ETW/PAR - NCTCOG MPO	\$ 68,947,099	\$ 23,907,780	\$ 24,385,966	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 281,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/BNT - HGAC MPO	\$ 65,381,443	\$ 22,671,369	\$ 23,124,826	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 286,826,291
LBB - Lubbock MPO	\$ 2,892,316	\$ 1,002,926	\$ 1,022,986	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 11,803,744
LRO - Laredo Webb County Area MPO	\$ 2,872,502	\$ 996,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Grayson County MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,663,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,051
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,826	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - Killean-Temple MPO	\$ 3,753,395	\$ 1,301,510	\$ 1,327,542	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 15,317,889
WAC - Waco MPO	\$ 2,100,523	\$ 728,368	\$ 742,936	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 8,572,383
WFS - Wichita Falls MPO	\$ 1,211,698	\$ 420,163	\$ 428,567	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 4,945,024
YKM - Victoria MPO	\$ 776,014	\$ 269,087	\$ 274,469	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 3,166,969
Carbon Reduction Program - Non-TMA's/ MPOs	\$ 75,521,306	\$ 26,187,422	\$ 26,711,204	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 308,207,791
TOTAL	\$ 308,412,874	\$ 106,250,323	\$ 108,375,484	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 1,250,492,801

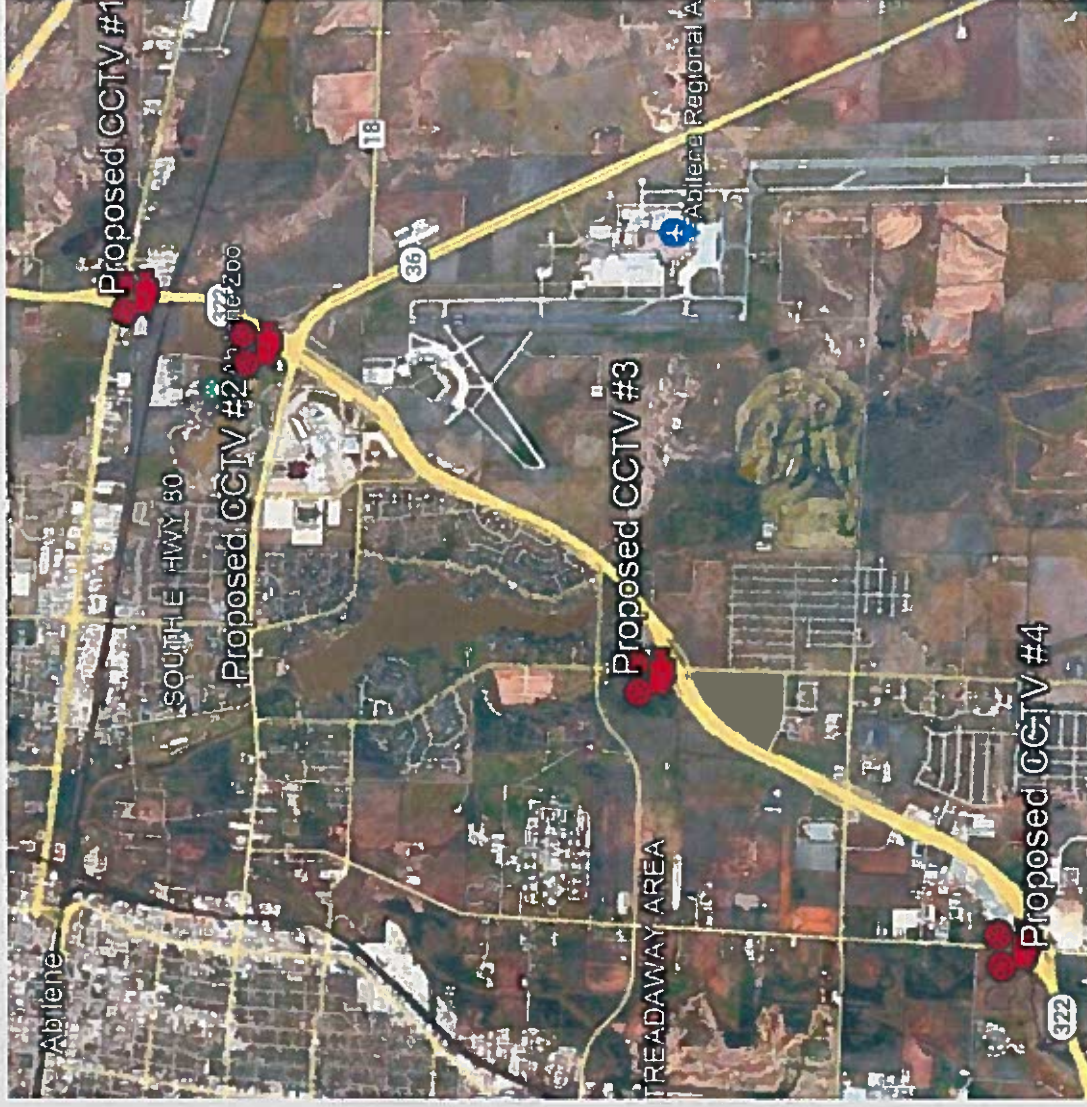
Notes:

- Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.tdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.



-

SL 322/SH 36 Proposed Layout



- 4 CCTV Cameras
 - #1: SL 322 @ BI 20R
 - #2: SL 322 @ SH 36
 - #3: SL 322 @ FM 1750
 - #4: SL 322 @ Maple St

US 277, FM 89, FM 707 Proposed Layout



- 4 CCTV Cameras
 - #5: FM 707 midway between US 83/84 and FM 89
 - #6 FM 89 @ Antilley Rd.
 - #7 US 277 @ FM 707
 - #8 US 277 @ FM 3438

US 83 /84 Proposed Layout



- 2 DMS signs
 - SB @ Decision Point prior to SL 322 Exit
 - NB @ Decision Point prior to SL 322/BU 83 D Exit

IH 20 @ FM 3438 Proposed Layout



- 1 CCTV Camera

Estimates



- Camera- \$45,000 each install
- DMS- \$200,000 board + support
 - \$100,000 board alone
 - \$400,000 for both boards + install

	EA	COST
Cameras	9 @ \$45K	\$405,000
DMS	2	\$400,000
Misc- Conduit, etc.		\$280,000
Mobilization (10%)	1	\$100,000
	TOTAL	\$1,185,000

Proposed Possible Additional Locations



- Possible Room to add 1-2 more cameras with current prelim estimate
- Insufficient ROW exists on US 277 to add DMS on that route
- Locations to Consider
 - FM 89 @ FM 707
 - SL 322 @ Industrial Blvd
 - BI 20 @ BU 83D
 - SH 36 @ Judge Ely Blvd

May 19, 2023

Carbon Reduction Program (CRP)

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified as 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The linked [Carbon Reduction Program \(CRP\) Implementation Guidance](#) provides information on funding, eligible activities, and requirements of the CRP.

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") (BIL)) (BIL § 11403).

Texas will receive over \$640 million for Fiscal Years 2022-2026 in Federal Apportionment. A total of 65% will be distributed in urban areas based on population and 35% of the total apportionment is available for any other location statewide. **Figure 1** includes the total CRP Texas allocation by FY and the State fund match. Allocations for each Metropolitan Planning Organization (MPO) are included in **Appendix A**.

	FY 2022 Federal allocation (80%)	FY 2022 Texas match (20%)	FY 2023 Federal allocation (80%)	FY 2023 Texas match (20%)	FY 2024* Federal allocation (80%)	FY 2024* Texas match (20%)	FY 2025* Federal allocation (80%)	FY 2025* Texas match (20%)	FY 2026* Federal allocation (80%)	FY 2026* Texas match (20%)
Allocation based on each area's proportion of the State population (65%)	\$80M	\$16M	\$82M	\$16.3M	\$83M	\$16.6M	\$85M	\$17M	\$86.5M	\$17.3M
Allocation anywhere in the State (35%)	\$43M	\$8.6M	\$44M	\$8.8M	\$45M	\$9M	\$46M	\$9M	\$46.5M	\$9.3M
Total	\$123M	\$24.6M	\$126M	\$25M	\$128M	\$25.6M	\$131M	\$26M	\$133M	\$26.6M
	FY2022		FY2023		FY2024*		FY2025*		FY2026*	
FY Total	\$147.6M		\$151M		\$153.6		\$157M		\$157.6M	

*FY 2024-2026 allocations are estimated.

States can transfer up to 50% of CRP funding available each year to other federally funded programs.

Figure 1: Carbon Reduction Program Texas allocations

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. Any amounts so apportioned or allocated that remain unobligated at the end of that period shall lapse. For example, the funds resulting from the apportionment for FY 2022 are available for obligation until September 30, 2025. Any amounts not obligated by the State on or before September 30, 2025, shall lapse.

The Federal Highway Administration's (FHWA) [Carbon Reduction Program Fact Sheet](#) and [Implementation Guidance](#) provides up to date information about the program.

Frequently Asked Questions

CARBON REDUCTION PROGRAM (CRP) AND CARBON REDUCTION STRATEGY (CRS)

1. What is the difference between the Carbon Reduction Program (CRP) and Carbon Reduction Strategy (CRS)?

The CRP, as established in the Infrastructure Investment and Jobs Act (IIJA), provides funding for projects designed to reduce carbon emissions. A CRS is a statewide document to support efforts that reduce transportation emissions and to identify projects and strategies to reduce these emissions. The CRS is a requirement of the CRP, which is a federal highway funding program that provides formula dollars to reduce transportation emissions (specifically carbon dioxide emissions) through the development of State carbon reduction strategies and funding projects designed to reduce transportation emissions. All state CRS documents must support efforts to reduce transportation emissions and identify projects and strategies to reduce carbon dioxide emissions.

2. Are MPOs required to develop a Carbon Reduction Strategy?

No. Only States are required to develop a CRS in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). Coordination meetings will take place with all MPOs as part of the CRS development process. Additional coordination will occur with MPOs that decide to develop their own carbon reduction strategy.

3. Do TxDOT Districts, MPOs, or the Transportation Planning and Programming (TPP) Division have to wait until the TxDOT CRS is approved before programming CRP funds?

No. CRP funds for FYs 2022, 2023, and 2024 are available now through Category 10 Carbon Reduction in the Unified Transportation Program (UTP). Further, the CRS is not binding, so the funds are available now and will be regardless of whether CRS objectives are met.

4. What is the Texas Department of Transportation's (TxDOT) approach to developing the CRS?

TxDOT recently completed interviews with peer state DOTs to identify best practices that will inform the CRS development. Currently, TxDOT is identifying and categorizing potential carbon reduction strategies and projects associated with the Texas transportation sector for further evaluation and prioritization. Next, TxDOT will develop a framework for evaluating and prioritizing the identified carbon reduction strategies and projects. The framework will be used to develop a prioritized list of carbon reduction strategies and projects for inclusion in the CRS.

5. What are the next steps for TxDOT in developing the CRS?

The CRS is due to Federal Highway Administration (FHWA) by November 15, 2023. To meet this deadline, TxDOT is engaging with MPOs, TxDOT Divisions, and TxDOT Districts to identify potential carbon reduction strategies and projects, as well as criteria and considerations for evaluating and prioritizing the strategies and projects for inclusion in the CRS. This engagement will occur in summer 2023 (May through July). For more information regarding this engagement, please contact Adriana Torcat, Statewide Planning Branch Manager at Adriana.Torcat@txdot.gov.

6. What will happen to the CRS after it is submitted to FHWA?

FHWA has 90 days to either approve or deny certification of the CRS. Once approved by FHWA, TxDOT's CRS will be integrated into the Statewide Long-Range Transportation Plan (SLRTP) and MPO Metropolitan Transportation Plans (MTPs) or incorporated by reference into those plans. The CRS must then be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)).

ALLOCATION OF FUNDS

7. What portion of the allocation to TxDOT Districts or MPOs is designated for Rural Areas?

Specifics can be found on the UTP allocation tables sent out by the TPP Division Director, Humberto "Tito" Gonzalez, on March 3, 2023. FHWA set up the program as follows ([Source](#)):

- Sixty-five percent (65%) of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population [§ 11403; 23 U.S.C. 175(e)(1)(A)]:
 - *Urbanized areas with an urbanized area population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)].
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:* This portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)].
 - *Urban areas with population at least 5,000 and no more than 49,999* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)].
 - *Areas with population of less than 5,000* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)].
- The remaining 35% of the State's CRP apportionment is to be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]

8. Is a local match required? Will TxDOT be covering the local match?

Local participation may be required depending on the type of project and type of work. Certain categories of funding in the UTP are directly tied to federal apportionments. These include Categories 5, 7, 9 and 10 Carbon. When funds are allocated via the UTP, the allocation listed in the UTP is inclusive of the federal portion that is typically 80% and a non-federal portion that is typically 20%. This non-federal portion could be either state or local.

The use of Category 10 Carbon funds should be similar to other categories of funds provided via the UTP. Federal, state, and/or local participation is dictated by the project type, type of work, and type of federal funds. See the "Participation Chart" from TxDOT's Project Development Manual [<http://onlinemanuals.txdot.gov/txdotmanuals/pdp/index.htm>]. It is important to note that all participation ratios shown on the chart depict the minimum local participation for eligible costs. The federal percentage and state percentage shown on the chart depict a maximum.

To understand the chart, (i) identify the project type in question under the “Condition” column, then (ii) identify the type of work (preliminary engineering, construction engineering/construction funds; or right of way/utilities).

9. Does the MPO’s local scoring or ranking methodology need to be different from the Category 7 STP-MM criteria, and tailored for CRP purposes and eligible activities?

No new or separate methodology has been required or suggested for the Carbon Reduction Program.

10. Can CRP funds be programmed to existing projects (either funded by Category 7 or Category 9) that are in project development?

If a project currently funded through another UTP category is eligible for CRP funds, you can work with the program manager to remove the original category and program Category 10 CR. For example, for a project currently funded with Category 9 funds, you would work with the corresponding MPO or TxDOT’s Public Transportation Division (PTN) to remove Category 9 and use Category 10 CR. Similarly, for Category 7, the MPO could elect to remove Category 7 and program Category 10 CR.

11. Can CRP funds be grouped or applied to projects that are already grouped in the STIP?

Per FHWA, it is preferred that CRP funded projects be individually listed. A project that is currently grouped in the STIP will still be considered for funding under CRP subject to requests to be ungrouped.

12. Can Transportation Development Credits (TDCs) be used in lieu of local match on the Carbon Reduction Funds?

Yes. MPO TDCs can be used in lieu of required non-federal match.

13. Are the allocations included in the 2024 draft UTP the most current calculations?

Yes, the latest draft was sent out by the TPP Division Director, Humberto “Tito” Gonzalez, on March 3, 2023 and is included in Appendix A. Please contact Adriana.Torcat@txdot.gov if you need a copy of the draft distributed on the date indicated above.

14. Can MPOs spend ahead on their CAT 10CR allocation? For example, would an MPO be able to spend FY 24 and FY 25 in FY 24?

TxDOT’s Finance Division will consider a request to accelerate funding on a case-by-case basis. Note that FY 2024 includes 3 years of allocations (FY 2022, FY 2023, and FY 2024).

15. If the funds are used on a project that is later de-commissioned (e.g., truck parking lot), do funds need to be “paid back” to FHWA?

This would be evaluated by FHWA on a case-by-case basis.

16. Would TxDOT Districts be responsible for letting the MPO selected projects? Or will project sponsors be responsible for letting?

MPOs and TxDOT Districts should determine project management responsibilities.

17. Will direct state costs (DSC) be covered by CRP funds?

Yes, CRP funds can cover direct state costs.

PROJECT ELIGIBILITY

18. What type of projects would be eligible for CRP funds?

Eligible CRP project types may include but are not limited to: traffic monitoring, advanced truck stop electrification, surface truck parking, capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes, on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, replacement of street lighting and traffic control devices with energy-efficient alternatives. Detailed information associated with a given project will be needed to determine eligibility.

19. Can MPOs use a call for proposals to select and award CRP funds to projects that are not in the UTP and STIP?

Yes, but TxDOT encourages MPOs to use CRP funds on currently eligible projects. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, CRP funds are available for obligation for up to 4 years. Any amounts apportioned or allocated that remain unobligated at the end of that period will lapse. ([Source](#))

20. Are off-system projects eligible?

Yes. In addition, non-highway projects are eligible ([Source](#)). Every project funded under the CRP is treated as if it were located on a [Federal-aid highway](#). This ensures applicability of Davis-Bacon wage requirements ([Source](#)).

21. Are added-capacity projects eligible?

No. CRP funds cannot be used exclusively for added-capacity projects. However, CRP funds can be used on eligible components of added capacity projects ([Source](#)).

22. Can CRP funds be used on planning activities (e.g., plans, specifications, and estimate (PS&E), environmental clearance, feasibility studies, right of way (ROW) acquisition, utility relocation)?

General planning activities (except development of the CRS) such as corridor or feasibility studies would not be considered eligible. Activities that support a construction project could be considered eligible. Detailed information for a given project and its associated planning activities will be required to determine eligibility.

23. If there are eligible activities on current projects, does a new CSJ need to be created, or can CRP funds be applied to existing CSJs?

Once [eligibility](#) has been confirmed, and in [coordination with the MPO/RPO as applicable](#), you may switch funding categories for the existing CSJ. A new CSJ is not needed. The project must be individually listed in the STIP.

24. Can CRP funds be used for Transportation Alternative Projects?

Yes (Source), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION:** Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

A handwritten signature in black ink, appearing to read "Gloria M. Shepherd".

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

TABLE OF CONTENTS

- A. **DEFINITIONS**
- B. **PROGRAM PURPOSE**
- C. **GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE
FEDERAL-AID HIGHWAY FORMULA FUNDING**
- D. **GOVERNING AUTHORITIES**
- E. **FUNDING**
- F. **CARBON REDUCTION STRATEGIES**
- G. **ELIGIBILITIES AND COORDINATION REQUIREMENTS**
- H. **DAVIS-BACON ACT REQUIREMENTS**

A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (See 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (See 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

1. **Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

3. **Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

4. **Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

5. **ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation's Section 504 regulations apply to recipients of the Department's financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity's pedestrian facilities are considered a "service, program, or activity" of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients' ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

6. **Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

7. **Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

8. **Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

9. **Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

1. Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State's initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA's Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State's Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State's Long-Range Statewide Transportation Plan (LRSTP), the MPO's Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (*see* Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
4. **Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State's process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

1. **General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means "an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency." Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

3. Eligible Activities: Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.

7. Receive a Report, Hold a Discussion, and Take Action on the Census 2020 Adjusted Urban Area.

**Abilene MPO Policy Board Meeting
October 17, 2023
Supplemental Agenda Information**

7. Receive a Report, Hold a Discussion, and Take Action on the Census 2020 Adjusted Urban Area.

Background

Many Federal transportation programs and policies rely upon the Census Designated Urban Area Boundary which is based on specific population, density and related criteria. From these technical definitions, irregularities and boundaries that are separated from or inconsistent with transportation features may result. For transportation purposes, States have the option of using census-defined urban boundaries exclusively, or they may adjust the census-defined boundaries to be more consistent with transportation needs. Reasons for adjusting urban area boundaries for transportation planning purposes often relate to a need for consistency or geographic continuity. For example, it may be logical to include, as part of an urban area, a roadway that is used by urban residents but is located just outside the official Census Bureau urban area boundary. It may make sense to designate as urban a rural pocket in the middle of an urban area (or to address alternating patterns of rural and urban-designated areas). Additionally, large, low density land uses on the urban fringe that serve the urban population such as airports, industrial parks, regional shopping centers and other urban attractions may also be included in an urban area.

Source: (https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section06.cfm#Toc336873029)

Current Situation

TxDOT sent the Census 2020 Urban Area and the Census 2020 Adjusted Urban Area information out to the Abilene MPO on September 7, 2023. The due date for any changes or modifications is scheduled for October 31, 2023. MPO/City/TxDOT staff will meet with FHWA about adjustments on October 12, 2023.

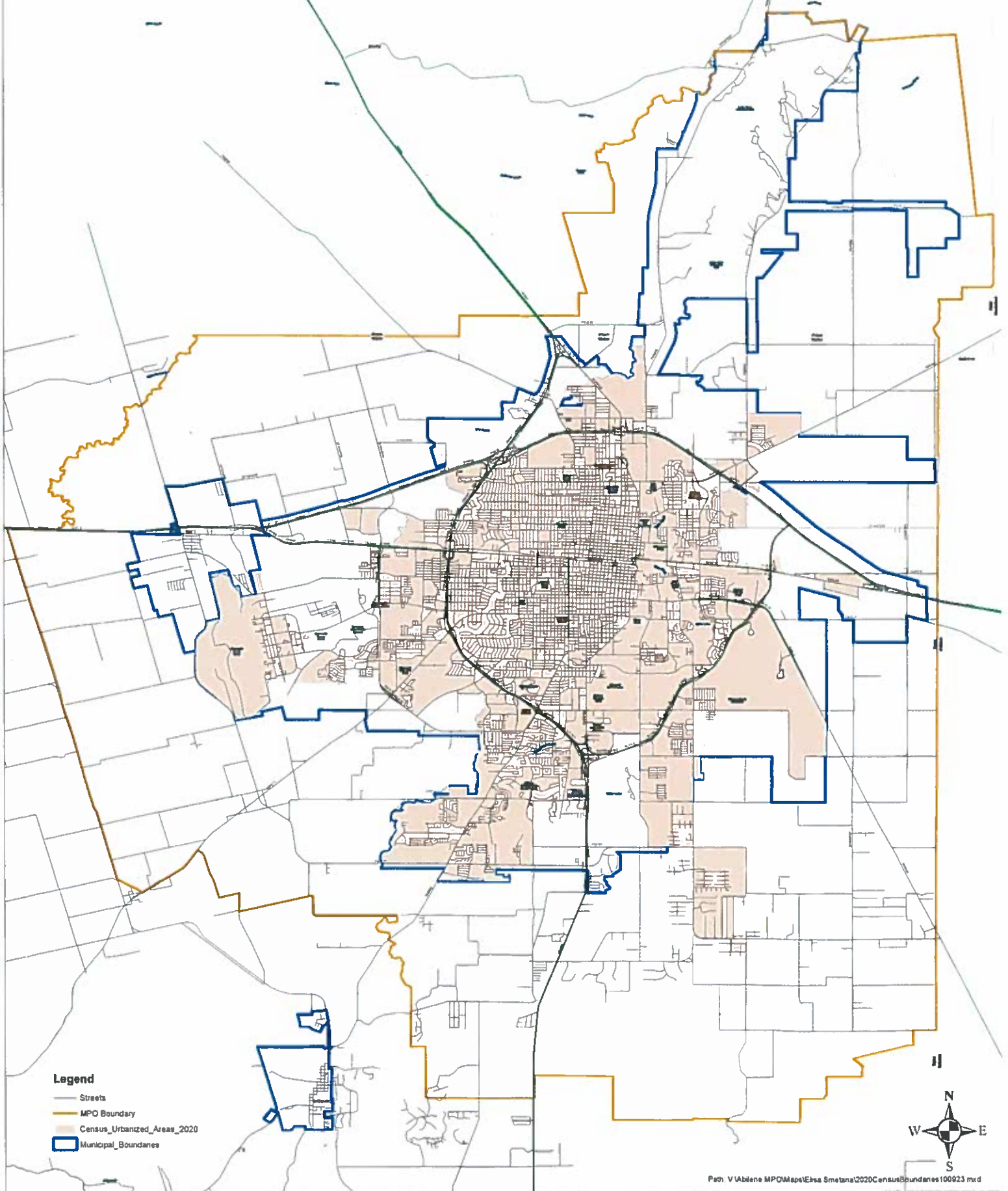
Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 26, 2023 meeting recommended approval to the Policy Board on the Census 2020 Adjusted Urban Area Boundary. Changes were submitted via email to the TAC. No adjustments were received.

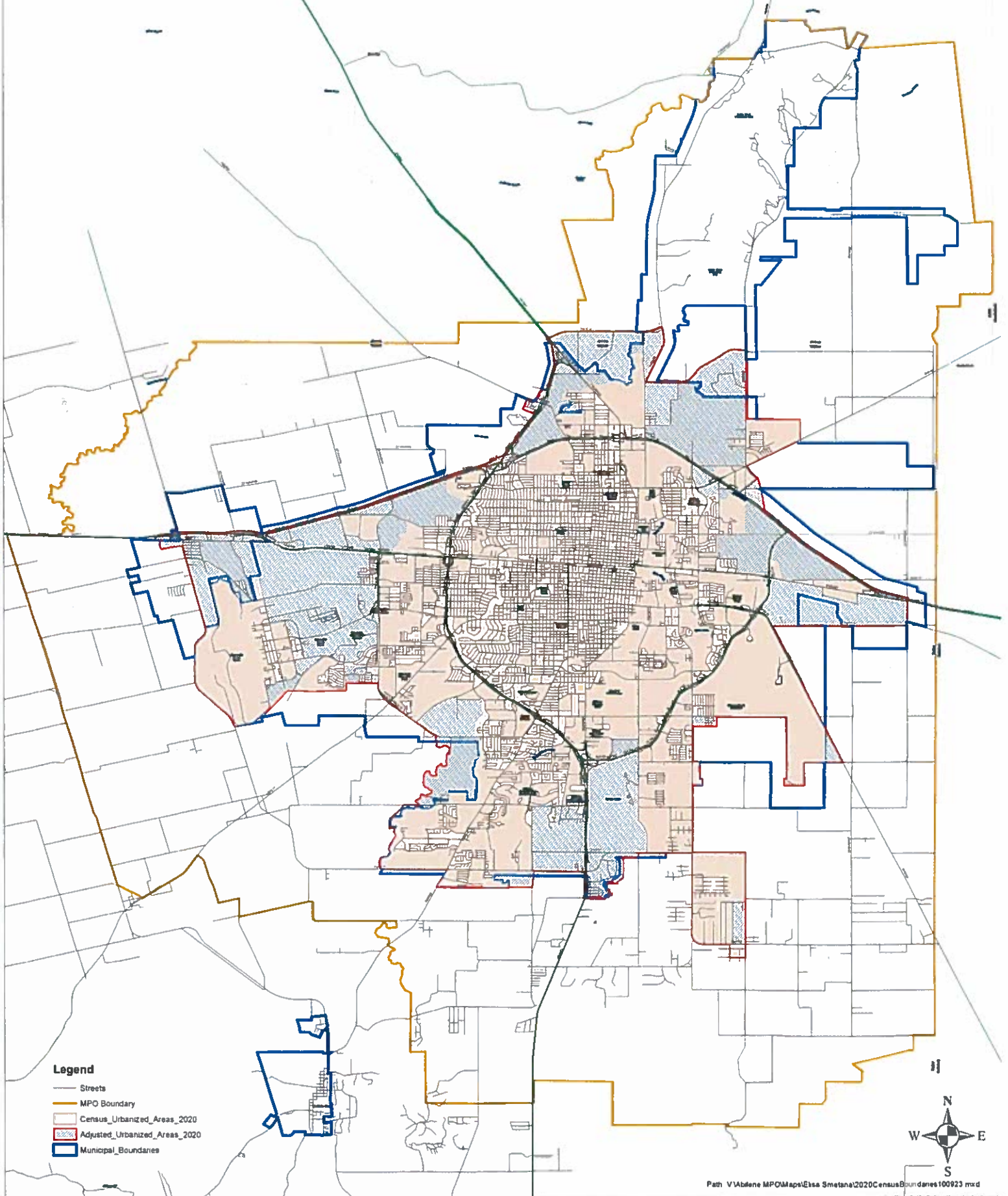
Action Requested

1. Any suggestions/changes.
2. Approval of the Census 2020 Adjusted Urban Area.

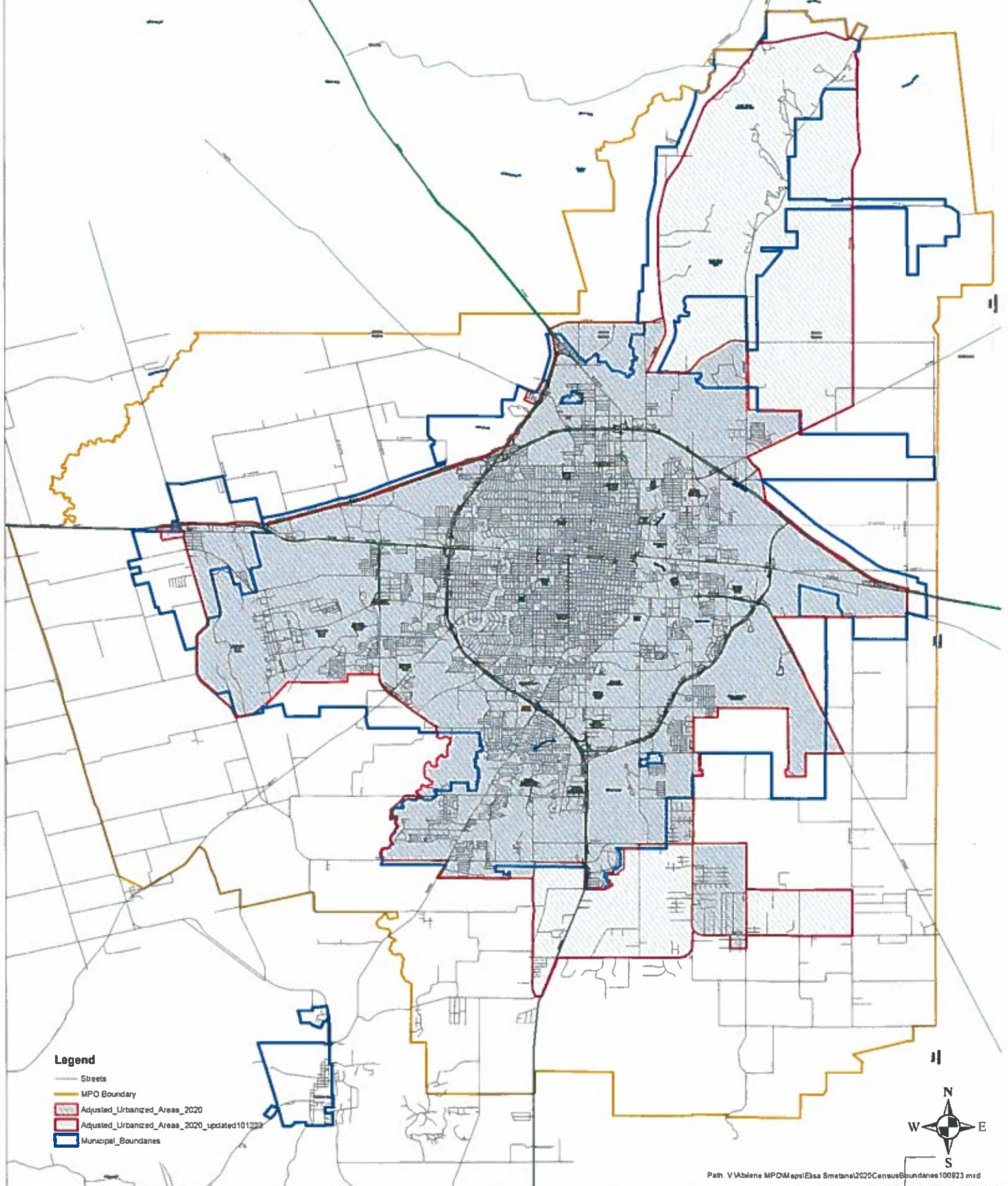
Abilene MPO 2020 Census Urban Area



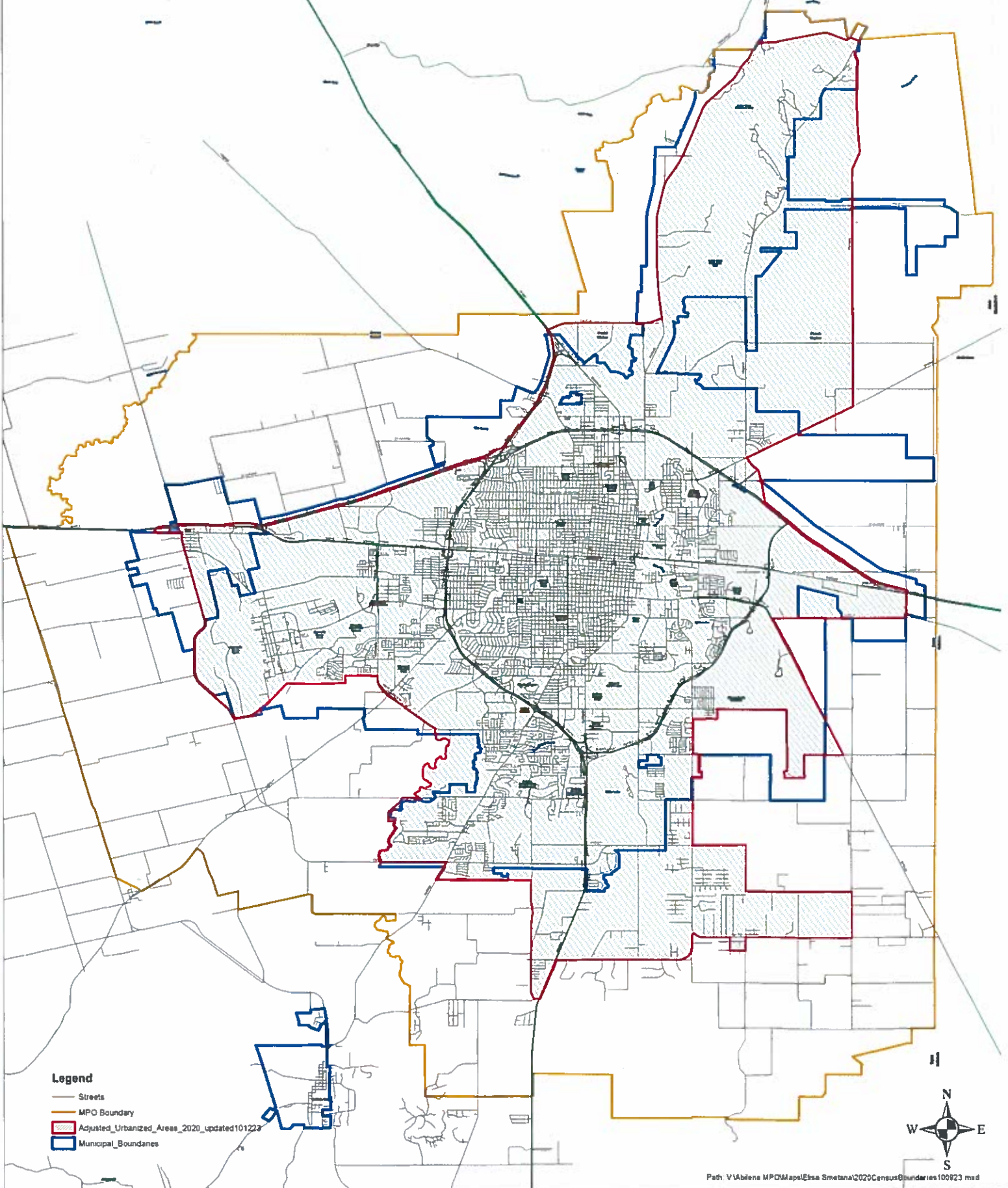
Abilene MPO 2020 DRAFT Smoothed Census Urban Area Proposed from TxDOT



Abilene MPO 2020 DRAFT Smoothed Census Urban Area Proposed from TxDOT/FHWA



Abilene MPO 2020 DRAFT Smoothed Census Urban Area Proposed from TxDOT/FHWA



Highway Functional Classification Concepts, Criteria and Procedures

Section 6. Urban Boundaries

6.1 Introduction

Many Federal transportation programs and policies rely upon a clear and well-documented distinction between urban and rural areas. Urban and rural areas are explicitly defined by the Census Bureau according to specific population, density and related criteria. From these technical definitions, irregularities and boundaries that are separated from or inconsistent with transportation features may result. For transportation purposes, States have the option of using census-defined urban boundaries exclusively, or they may adjust the census-defined boundaries to be more consistent with transportation needs. States, in coordination with local planning partners, may adjust the urban area boundaries so fringe areas having "...residential, commercial, industrial, and/or national defense significance" (as noted in the December 9, 1991 Federal-Aid Policy Guide), are included.

The authority to establish the geographic definitions is set forth in Section 101(a) of Title 23 U.S.C. and subsequent guidance has been provided in 23 CFR 470 and in FHWA policy documents.

Reasons for adjusting urban area boundaries for transportation planning purposes often relate to a need for consistency or geographic continuity. For example, it may be logical to include, as part of an urban area, a roadway that is used by urban residents but is located just outside the official Census Bureau urban area boundary. Or, it may make sense to designate as urban a rural pocket in the middle of an urban area (or to address alternating patterns of rural and urban-designated areas). Additionally, large, low density land uses on the urban fringe that serve the urban population such as airports, industrial parks, regional shopping centers and other urban attractions may also be included in an urban area.

On October 14, 2008, FHWA issued the memorandum "Updated Guidance for the Functional Classification of Highways" which stated, "Functional classification should not automatically change at the rural/urban boundary." This extended the 1991 Addendum to the 1989 guidance *Highway Functional Classification: Concepts, Criteria and Procedures*, which provided "greater flexibility for deciding on an appropriate place for changing the functional classification when rural routes cross an urban boundary." The 2008 memorandum proposed further study of functional classification and urban area boundary adjustment which led to this document.

This section is intended to assemble and complete all previous policy given by FHWA for establishing urban area boundaries. It has three main objectives:

1. To provide a clear definition of adjusted urban area boundaries and other related boundaries
2. To define a set of technical and administrative processes by which States, working in conjunction with local planning partners, could develop adjusted urban areas based upon urban areas as defined by the US decennial census
3. To establish data delivery protocols from the States to FHWA

6.2 Defining Urban and Rural

The concept of adjusted urban areas has evolved since the issuance of the Federal guidance on the topic in Chapter 4 of FHWA's Federal-Aid Policy issued in December 1991.

The terms "urban" and "rural" mean different things to different people, and in many cases, their definitions differ depending upon the context in which they are used. At their core, the concepts of urban and rural are clear; urban areas are considered to have *dense* development patterns, while rural areas are considered to have *sparse* development patterns (see [Figure 6-1](#)). What has changed over the years, however, is the terminology used and the technical definitions of "dense" and "sparse".

Figure 6-1: Prototypical Urban and Rural Areas



Source: CDM Smith

6.2.1 Census Definitions

For the 2010 Census, the Census Bureau classified as urban, all territory, population, and housing units located within urbanized areas (UAs) and urban clusters (UCs), both defined using the same criteria. The Census Bureau delineates UA and UC boundaries that represent densely developed territory, encompassing residential, commercial, and other non-residential urban land uses. An urban area comprises a densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters.

For the 2010 Census the urban and rural classification was applied to the 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands.

For classification purposes, the Census Bureau identified two types of urban areas for the 2010 Census:

According to definitions in 23 U.S.C. 101(a)(33), areas of population greater than 5,000 qualify as urban for transportation purposes in contrast to the Census Bureau's threshold of 2,500.

Urbanized Areas (UAs)-An urbanized area consists of densely developed territory that contains 50,000 or more people. The Census Bureau delineates UAs to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places.

Urban Clusters (UCs)-An urban cluster consists of densely developed territory that has at least 2,500 people but fewer than 50,000 people. The Census Bureau first introduced the UC concept for Census 2000 to provide a more consistent and accurate measure of urban population, housing, and territory throughout the United States, Puerto Rico, and the Island Areas.

A full description of the final 2010 Census urban area delineation criteria can be found in the August 24, 2011, Federal Register (76 FR 53030): <https://www.census.gov/geo/reference/frn.html>. Additional information regarding the 2010 Census urban area program can be found: <https://www.census.gov/geo/reference/ua/urban-rural-2010.html>.

In general, this territory consists of areas of high population density and urban land use resulting in a representation of the "urban footprint." Rural consists of all territory, population, and housing units located outside of UAs and UCs.

Geographic entities, such as metropolitan areas, counties, minor civil divisions (MCDs), places, and census tracts often contain both urban and rural territory, population, and housing units.

6.2.2 FHWA Definitions

There are differences in the way FHWA and the Census Bureau define and describe urban and rural areas. The Census Bureau defines urban areas solely for the purpose of tabulating and presenting Census Bureau statistical data. A number of Federal agency programs use the census definitions as the starting point (if not the basis) for implementing and determining eligibility for a variety of their funding programs.

According to 23 U.S.C. 101(a)(33), areas of population greater than 5,000 can qualify as urban, in contrast to the Census Bureau's threshold of 2,500. There are also differences in the terminology used to describe sub-categories of urban areas. FHWA refers to the smallest urban area as a *Small Urban Area* [13], while the Census Bureau refers to *Urban Clusters*. This and other differences are presented in Table 6-1 and Table 6- 2.

Table 6-1: US Census Bureau Urban Area Types Defined by Population range

Census Bureau Area Definition	Population Range
Urban Area	2,500+
Urban Clusters	2,500-49,999
Urbanized Area	50,000+

Table 6-2: FHWA Urban Area Types Defined by Population Range

FHWA Area Definition	Population Range	Allowed Urban Area Boundary Adjustments
Urban Area	5,000+	Yes
Small Urban Area (From Clusters)	5,000-49,999	Yes
Urbanized Area	50,000+	Yes

Federal transportation legislation allows for the outward adjustment of Census Bureau defined urban boundaries (of population 5,000 and above) as the basis for development of adjusted urban area boundaries for transportation planning purposes, through the cooperative efforts of State and local officials. By Federal rule, these adjusted urban area boundaries must encompass the entire census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation (23 USC 101(a) (36) - (37) and 49 USC 5302(a) (16) - (17)).

For the purposes of the boundary adjustment process, the term "adjusted urban area boundaries" refers to the FHWA boundary adjustment process in all areas of 5,000 population and above.

During the time between the release of the Census Bureau boundaries and the formal approval of the new adjusted boundaries, the previously-developed and approved adjusted urban area boundaries remain in effect. For FHWA and State DOT planning purposes, if a State DOT chooses not or is unable to adjust the urban area boundaries, the most recent unadjusted census boundaries will take effect. This could cause a roadway previously considered to be urban to now be considered rural, which may affect Federal aid funding eligibility.

To avoid this situation, States are encouraged to work with their FHWA Division Office and their local planning partners to go through the process of developing the adjusted urban area boundaries within the recommended timeframe.

6.3 Relationship to Functional Classification

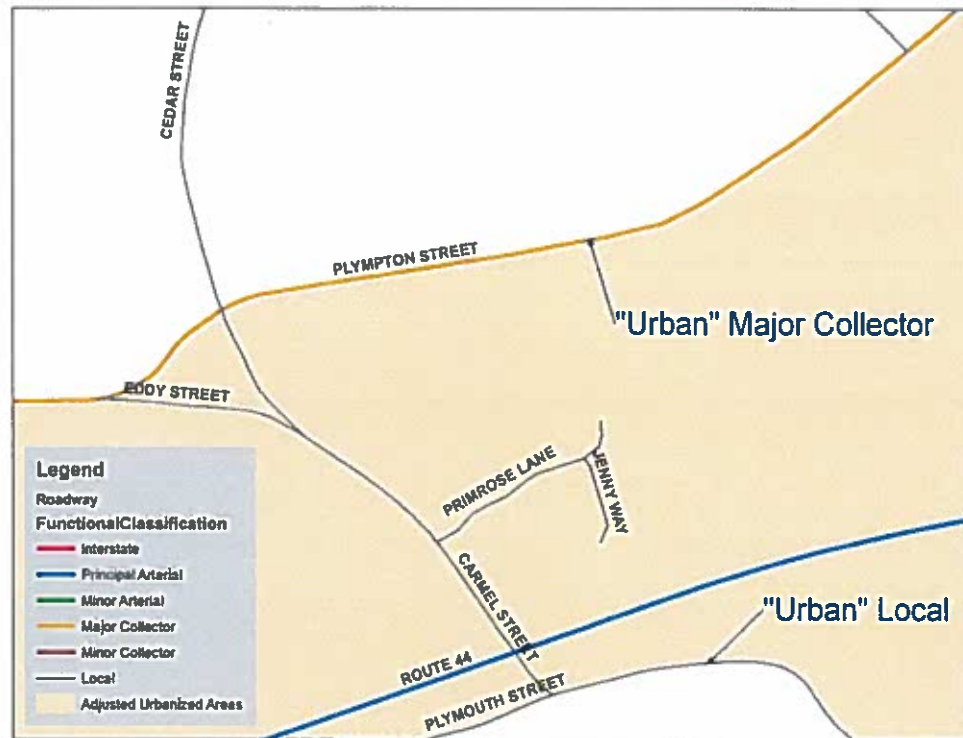
While the urban/rural designation is independent of the functional classification, it is important to recognize that the adjusted urban area boundary is a significant factor in developing the functional classification of a road in an urban/rural context.

Recent changes to FHWA policy have normalized [14] the concepts of urban boundaries and functional classification to improve consistency. The seven functional classifications each for urban and rural areas create 14 possible combinations of functional class and area type. As an example, a roadway classified as a Minor Arterial that happens to be in an urban area has a combined classification of Urban Minor Arterial. There is no change in the definitions of the functionally classified roads; nor does this in any way change the eligibility of rural and urban-classified roads for Federal programs and policies, or how highway statistics are reported.

This change in policy provides an opportunity to clarify how functional classifications at the boundaries of urban/rural areas should be treated. The previous practice in some States of automatically changing the functional classification of a route that crosses into or out of an adjusted urban area boundary can be phased out and eliminated. Upgrading due to an actual change in function should be the operative criterion.

Special attention should be paid to locations at which roadways and boundaries are in close proximity. The adjusted urban area boundary should be designed to eliminate or minimize a roadway's snaking in and out of the boundary. In these cases, as the boundary is adjusted, it needs to be clearly defined that the road is either in or out. This adjustment serves to maintain consistent designation of these peripheral routes and avoids the situation of a roadway alternating between urban and rural designations. Special care should be taken when developing the boundary so that spatial consistency is maintained with the roadways and associated attributes.

Roads that define a boundary should be considered consistently urban or rural, and it is strongly recommended that these roadways be carefully evaluated before they are included in or out of the adjusted urban area boundary. For example, in Figure 6-2, Plympton Street (a Major Collector) defines the adjusted urban area boundary and is considered to be an Urban Major Collector, while Plymouth Street (a Local Road) is considered to be an Urban Local Road.

Figure 6-2: Example of Roadway Coinciding with Adjusted Urban Area

Source: CDM Smith 2012; Data provided by Massachusetts DOT

6.4 Developing Adjusted Urban Area Boundaries

This section outlines a series of recommended technical and procedural steps to develop adjusted urban area boundaries. These tasks are typically conducted through a collaborative effort between State DOTs and local planning partners. The process begins with the release of the urban area boundaries by the Census Bureau and concludes with the approval of the appropriate FHWA Division Office. Overall, the process typically takes between six months and a year to complete from the time that the census boundaries are released.

As described previously, there is no requirement to adjust the census urban boundaries. States may adopt the census boundaries as is, or they may adjust them for transportation planning purposes. The only official requirement is that an adjusted boundary includes the original urban area boundary defined by the Census Bureau in its entirety. In other words, any adjustment must expand, not contract, the Census Bureau urban area boundary.

6.4.1 Adjusted Urban Area Boundaries - Technical Tasks

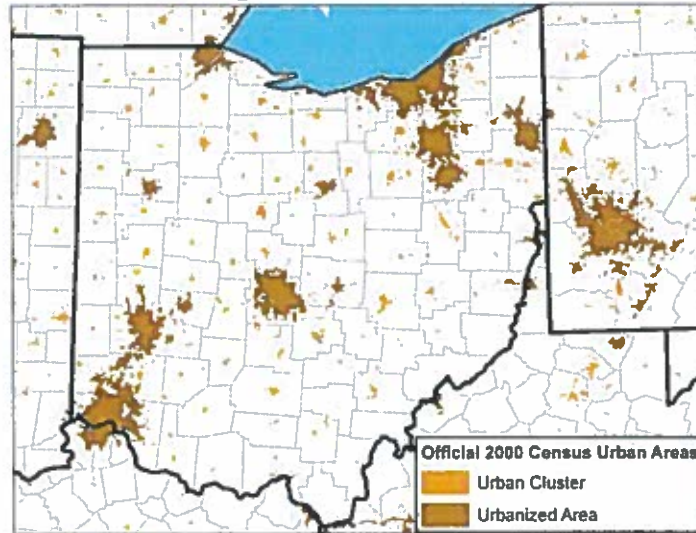
The first step in defining adjusted urban area boundaries is to obtain the census urban area geospatial boundary files from the Census Bureau. These files are available from FHWA's HEPGIS website www.gis.fhwa.dot.gov or from the Census Bureau in a variety of GIS-compatible formats, including Arc/Info export, Arc View shape file and Arc/Info format. Historical cartographic boundary files from previous censuses are available for download at:

https://www.census.gov/geo/maps-data/data/cbf/cbf_ua.html.

These urban area boundary files should be edited in GIS. Additional GIS layers should also be gathered from the same year as the decennial census (e.g., 2010) or of similar vintage (see Figure 6-3). Potentially useful GIS layers include:

- Land use, including areas of recent growth
- Roadway network
- Railroads
- Transit routes
- Ports (e.g., airports, seaports)
- Military Installations
- Other significant traffic generators
- Hydrography
- Municipal boundaries (i.e., incorporated areas)
- Digital ortho-photography

Figure 6-3: 2000 Census Urban Cluster and Urbanized Areas (Ohio and Vicinity)



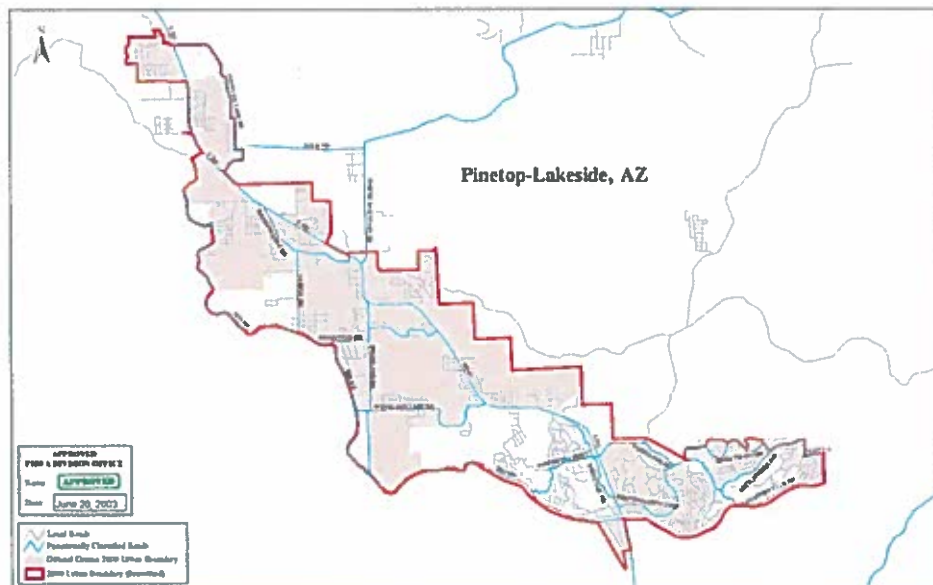
Source: 2000 US Census

6.4.2 Consideration Factors for Adjusting Urban Areas

When adjusting the urban areas, a variety of factors should be considered. The list below describes these factors and includes an example for each. All examples are courtesy of the Arizona or Massachusetts departments of transportation.

- The adjusted urban area boundary will encompass the entire urban area (of population 5,000 or greater) as designated by the Census Bureau. In **Figure 6-4**, no part of the original urban area was removed.

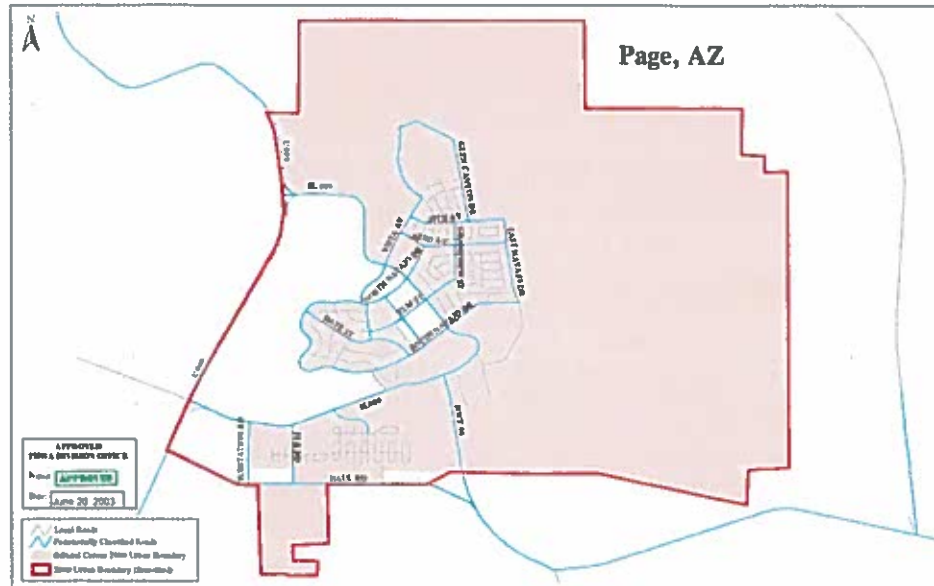
Figure 6-4: Example Original Urban Area



Source: Arizona DOT; <https://azdot.gov/planning/gis/fclass/urban.asp>

- The adjusted urban area boundary will be one, single contiguous area. In **Figure 6-5**, the new boundary, like the original census boundary, is a single contiguous area without any holes or discontinuities, such that there is no rural area contained within the outer urban boundary.

Figure 6-5: Example Single Contiguous Area



Source: Arizona DOT; <https://azdot.gov/planning/gis/fclass/urban.asp>

- The adjusted urban area boundary often is designed to encompass areas outside of municipal boundaries that have urban characteristics with residential, commercial, industrial or national defense land uses that are consistent with or related to the development patterns with the boundary. The adjusted urban area boundary should include terminals and their access roads, if such terminals lie within a reasonable distance of the urban area (e.g. airports, seaports). In **Figure 6-6**, the urban area was expanded to cover the nearby Air Force base.

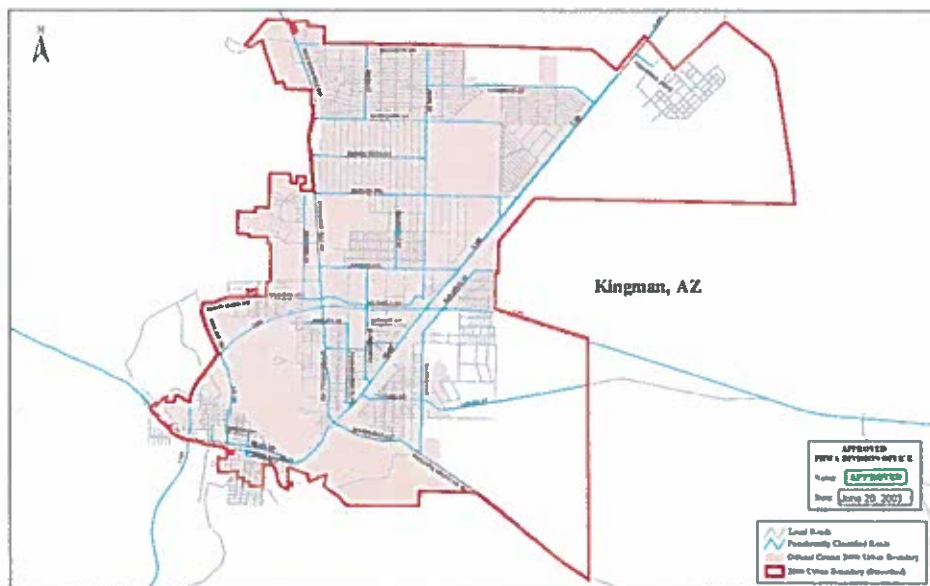
Figure 6-6: Example Area Expanded to Cover Air Force Base



Source: Map created by CDM Smith, using data provided by Massachusetts DOT and US 2000 Census.

- The adjusted urban area boundary is adjusted in many instances to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.). In **Figure 6-7**, the urban area was expanded to include the industrial area east of the census urban area boundary.

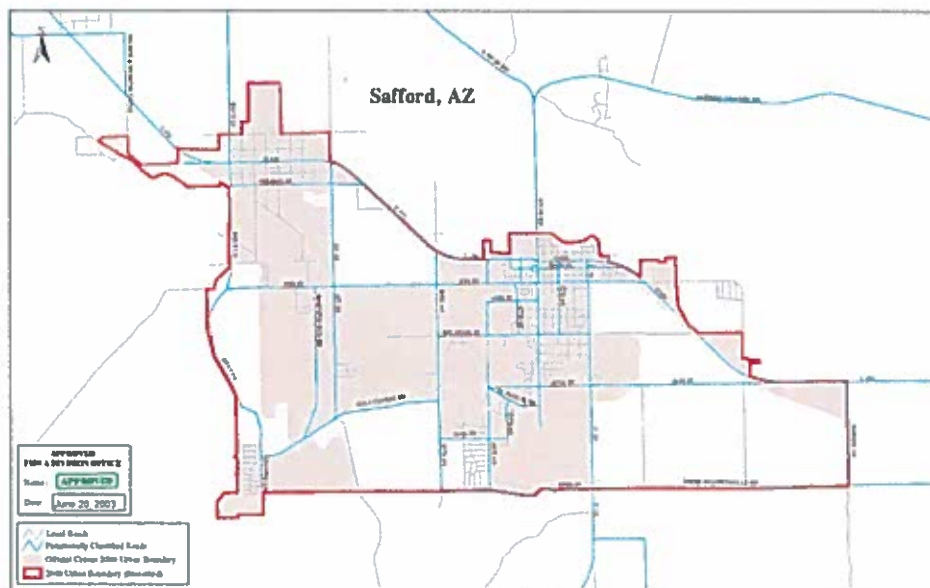
Figure 6-7: Example Area Expanded to Include Industrial Area



Source: Arizona DOT; <https://azdot.gov/planning/gis/fclass/urban.asp> with overlay graphic by CDM Smith to identify industrial plant.

- The adjusted urban area boundary should consider transit service routes (e.g., bus route, passenger rail line) in the placement of a boundary location. However, their inclusion should not unduly distort the shape or composition of the original census-defined urban area boundary.
- The adjusted urban area boundary should be defined so that its physical location is easy to discern in the field from data shown on the map. Whenever possible, if the boundary is going to deviate from political jurisdictional boundaries, it should follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). In instances where physical features are lacking, the boundary should cross at roadway intersections which are readily identifiable in the field. In **Figure 6-8**, the boundary was adjusted to align with the major east-west roadway to the south.

Figure 6-8: Example Boundary Adjusted to Align with Major Roadway



Source: Source: Arizona DOT; <https://azdot.gov/planning/gis/fclass/urban.asp>

- After the adjusted urban area boundary has been defined using all the factors previously listed, remaining boundary irregularities should be minimized to avoid the confusion that irregular boundaries can create. In **Figure 6-9**, the boundary was adjusted to be considerably less complex than the original irregular census boundary.

Figure 6-9: Example Boundary Adjusted for Simplicity



Source: Arizona DOT; <https://azdot.gov/planning/gis/fclass/urban.asp>

Additional recommendations regarding the adjustment of the urban area boundaries include:

- Adjusted urban area boundaries should be defined so that confusion or ambiguity is minimized. For example, a boundary should not be drawn in the middle of a divided highway. The divided highway should be either completely in or completely out of the urban area boundary.
- In instances where a roadway defines the boundary between two urban areas, the roadway should be clearly assigned to the urban area it primarily serves. If the roadway serves each urban area equally, a business rule should be developed that assigns the roadway appropriately.
- If access controlled roadways are used to define the adjusted urban area boundary, all ramps and interchanges should be either included or excluded concerning the adjusted urban area boundary and interchanges should not be divided by the boundary.
- For coastal areas, if the intent of the adjusted urban area boundaries is to be reflective of the shoreline, then the generally accepted coastal boundaries most commonly used for geospatial processes, such as spatial analysis or map-making, should be used.

6.5 Adjusted Urban Area Boundaries - Procedural Tasks

If States and their local partners choose to adjust the urban area boundaries, then they must be reviewed, at a minimum, in conjunction with the census urban area boundary release.^[15] FHWA recommends that this process be completed within 1 year of the release of the census urban area GIS datasets. FHWA considers a State's DOT, working with the appropriate local government entities, to be the authority during this process and relies upon State DOTs to take an active leadership role.

6.5.1 Risk Factors to Urban Area Adjustment Schedule

There are several risk factors that could potentially arise and impact the amount of time it takes to complete the adjustment process. Therefore each State should develop a carefully planned approach for addressing these potential risk factors, which include:

- A large number of urban areas within a State
- Newly created urban areas
- Merging of previously separate urban areas
- Urban areas that cross State boundaries
- A large number of local planning partners with which to coordinate
- Inconsistency in the application of adjustment criteria across the State
- Inconsistent interim data submittal formats
- Lack of active engagement by local planning partners
- Lack of DOT resources to complete the process in a timely fashion

6.5.2 Urban Area Adjustment Schedule

FHWA Division Offices will correspond with State DOTs to launch the effort of developing the adjusted urban area boundaries. This transmittal is expected to be delivered soon after the Census Bureau releases its urban area boundaries, which typically occurs about 12 to 18 months following the decennial census. FHWA's transmittal will remind the State DOTs of their responsibilities; include notification of the availability of the Census Bureau's urban area boundary files; and provide information regarding how and when the updated boundary data should be submitted.

Figure 6-10 and the list that follows present a good practice level of procedural steps that should be completed within 12 months of the release of the Census Bureau's urban area boundary files.

	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
1. Mobilize the Adjusted Urban Area Boundary Update Process												
1a. Obtain Urban Area Boundaries from U.S. Census												
1b. Establish AUAB Review Team												
1c. Generate data, maps, etc. for use by local planning partners												
1d. Contact local planning partners												
2. Work with Local Planning Partners in Adjusted Urban Area Boundary Review Process												
2a. Deliver data and documents to local planning partners												
2b. Work with Local Planning Partners in Adjusted Urban Area Boundary Review Process												
3. Make Adjusted Urban Area Boundary Changes												
3a. Gather, review, and incorporate all proposed changes												
3b. Submit draft Adjusted Urban Area Boundary Information to FHWA												
3c. Incorporate Adjusted Urban Area Boundary Changes into Enterprise Systems												

Figure 6-10: Good Practice Level of Procedural Steps for an Urban Boundary Update Process

1. Mobilize the Urban Area Boundary Adjustment Process

- Acquire newly developed urban area boundaries from US Census.** Obtain the latest decennial census urban area boundaries from the Census Bureau.
- Form a team to guide the urban area boundary update process.** Staff the team with FHWA Division personnel, along with State and regional transportation planners who have a vested interest in the final delineation of the boundaries. Individuals with experience in functional classification, Federal transportation funding, highway design, traffic operations and the metropolitan transportation planning process should have a role in this process. This review team should be responsible for reviewing draft adjusted urban area boundary submittals from local planning partners.
- Generate data, maps, etc. for use by local planning partners.** Incorporate urban area boundaries from the census into data and maps that are relevant to local planning partners. These may include statewide, district, county and municipal scales.
- Contact local planning partners.** Contact the impacted local planning partners to explain the task at hand and request their participation. For Urbanized Areas contained and/or very proximate to metropolitan planning areas, the MPO should be a key partner. For Urban Clusters, regional planning agencies, counties and/or local municipalities should be consulted. However, for many of these urban areas, additional effort may be required to properly engage these partners. In these instances, it is appropriate for State DOTs to make urban area adjustments in these areas. Finally, in some instances, regional transit service providers should also be consulted to understand their short-term routing plans.

2. Work with Local Planning Partners in the Adjusted Urban Area Boundary Update Process

- Deliver data and documents to local planning partners.** Share the original decennial census-based urban boundary maps and/or GIS data (including both Urbanized Areas and Small Urban Areas) with the local planning partners. In addition, to inform the partners and the process more completely, it helps if maps and/or GIS data representing both the previous unadjusted and adjusted urban area boundary are shared in a timely manner. This transmittal should include specific instructions in terms of data formats, spatial accuracy, update processes and expected completion dates, as well as this guidance document. In-person or video conference meetings are encouraged to enhance communication and mutual understanding. Creation of adjusted urban area boundaries should follow each State's GIS data editing and quality control procedures (e.g., issues of scale) and performed by qualified GIS users.
- Work with local planning partners.** As necessary, each State DOT will need to work with the local planning partners to ensure that the urban area adjustment process is meeting their expectations. Close collaboration with MPOs is extremely important, and regional workshops hosted by MPOs can be very valuable in ensuring there is a common understanding of the process and schedule. While the exact details surrounding information exchange may vary from state to state, the expectation is that local planning partners will review the US census urban area boundaries in the context of the existing adjusted urban area boundaries (based upon the previous census) and determine the extent to which the boundaries should be adjusted for transportation planning purposes. The local planning partners should submit a set of proposed adjustments to the current US Census urban area boundaries in their area to their State DOT.

3. Make Adjusted Urban Area Boundary Changes

- Gather, review and incorporate proposed changes from local planning partners.** As local planning partners submit their recommendations for adjusted urban area boundaries, the State DOT must review the proposed adjustments to ensure that they are reasonable. At the very least, the DOT must ensure that no territory considered urban by the Census Bureau be left out of the adjusted urban area boundary. In addition, the State DOT should review all proposed adjusted urban area boundaries paying particular attention to locations where the adjusted urban area boundaries are co-located with another feature such as a roadway, a municipal boundary or a hydrographic feature. Some follow-up meetings may be necessary to resolve issues discovered by the DOT. The updated GIS adjusted urban area boundaries need to be incorporated into the master urban boundary layer and subjected to the DOT's GIS quality control checks with the metadata for the layer updated.
- Submit draft adjusted urban area boundary information to FHWA Division Office.** Once the State DOT has successfully reviewed and concurred with all recommend adjusted urban area boundaries, the State DOT should submit the draft final adjusted urban area boundaries to its FHWA Division Office for final approval. The specific format of data delivery should be worked out between the State DOT and their FHWA Division Office. Various geospatial formats will be acceptable, and as developed, FHWA systems such as HPMS or HEPGIS may be used. As a final resort, hard copy maps at a scale sufficient to identify the adjusted urban area boundaries can be submitted.
- Incorporate adjusted urban area boundary changes into Enterprise Systems.** Once FHWA has approved the adjusted urban areas, the State DOT should incorporate the adjusted urban area boundary changes into the enterprise geospatial database systems that house the official record of the adjusted urban area boundaries. States are required to submit their adjusted urban area boundaries to FHWA when changes are made to the boundaries. In most cases, this submittal should only occur once after the State has completed its adjustment process.

Table 6-3 presents key milestones for the overall development and submittal process (for example, using submitted data based upon the 2010 US Census data).

Table 6-3: Key Milestones for Development and Submittal of Adjusted Urban Area Boundaries

Event	Months Following Decennial Census Data Release (CDR)
Census releases urban area boundaries and FHWA issues transmittal letter	Month 24
Begin adjusted urban area boundary update process	Month 24
DOT works with planning partners to define adjusted urban area boundaries	Month 27-Month 33
Provide draft final data and/or maps to FHWA Division Office for review	Month 34
DOT incorporates updates	Month 35
DOT submits adjusted urban area boundaries via annual HPMS submittal	Month 36

Each State should submit only boundaries for the HPMS submittal that have been approved by their FHWA Division Office.

Table 6-4 lists the attributes that are required within the FHWA geospatial database.

Table 6-4: Geospatial Database Required Attributes

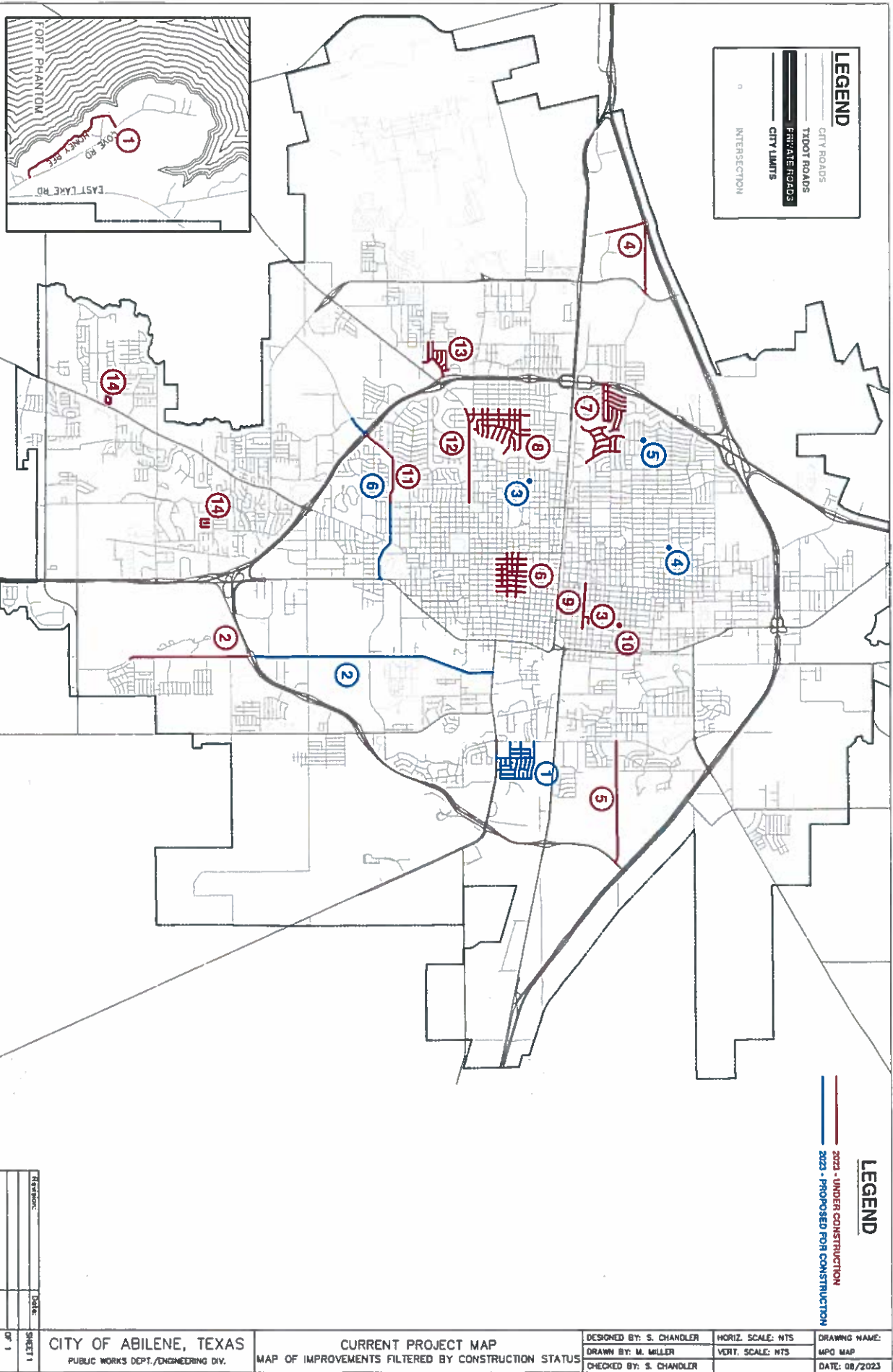
Field Name	Description
Year_Record	Year for which the data apply
Urban_Code	Census urban code
Urban_Name	Urban name
Census_Pop	Census population ("recalculated" based upon the adjusted urban area boundary)
Census_Land_Area	Census land area (in square miles)
Shape	Polygon feature

6.6 Adjusted Urban Area Boundaries - Data Transmittal Process

Each State DOT should coordinate with its local FHWA Division Office to discuss the data transmittal process. To the extent possible, all draft final boundaries should be submitted electronically in the form of GIS data and/or PDF maps. If GIS data are provided, appropriate metadata delineating the spatial accuracy, projection and definition/domain of all attributes should also be provided, as well as supporting documentation that briefly describes the process by which the boundaries were adjusted. In addition, each adjusted urban area boundary should be a single (multi-part, if necessary) polygon GIS feature. Feature names and codes should follow Federal Information Processing Standards (FIPS) conventions as well as any applicable State naming and coding standards.

8. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)

City of Abilene Proposed Project for CY 2023						
PUBLIC WORKS PROJECTS UNDER CONSTRUCTION						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE	
1	Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45	
2	Maple (Carriage Hills to Loop 322)	2021 Bond	20%	Epic Construction	\$ 6,837,216.50	
3	N 6th St & Cypress St Improvements	Street Maintenance Fee	100%	Bontke Brothers Construction Co., Inc.	\$ 928,215.79	
4	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	70%	Epic Construction	\$ 3,451,655.00	
5	EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	90%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50	
6	Work Zone S9C	Street Maintenance Fee	100%	Raydon Inc.	\$ 1,640,456.21	
7	Work Zone N2A & N2B	Street Maintenance Fee	100%	J.H. Strain & Sons	\$ 2,046,541.23	
8	Work Zone S11B	Street Maintenance Fee	100%	J.H. Strain & Sons	\$ 1,811,645.17	
9	N 5th Two-way conversion	Street Maintenance Fee	100%	Willis Electric	\$ 260,187.25	
10	Pine St. @ N 10th St. Intersection	Street Maintenance Fee	80%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00	
11	S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	35%	Bontke Brothers Construction Co., Inc.	\$ 3,017,238.00	
12	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	0%	Bontke Brothers Construction Co., Inc.	\$ 1,369,000.00	
13	Work Zone S13	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,318,167.79	
14	Wynrush and Rio Mesa Alley Resurfacing	Street Maintenance Fee	0%	Raydon Inc.	\$ 245,759.64	
	GRAND TOTAL				\$ 30,223,292.53	
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE	
1	Work Zone S5	Street Maintenance Fee	90% Designed	2023	\$ 3,623,000.00	
2	Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2023	\$ 12,740,000.00	
3	S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	70% Designed	2023	\$ 450,000.00	
4	N 18th St. @ Kirkwood St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 100,000.00	
5	N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0% Designed	2023	\$ 100,000.00	
6	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	0% Designed	2023	\$ 650,000.00	
	GRAND TOTAL				\$17,663,000.00	



CityLink Transit

(October 17, 2023 PB Meeting)

1. CityLink accepted delivery of two new 30 foot buses on the 28th of September.
2. The ceiling fan project for the maintenance shop has been completed.

9. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - Metropolitan Transportation Plan (MTP)
 - Travel Demand Model (TDM)
 - MPO Area Boundary Expansion (MAB)

- Financial Status

October 1, 2022 thru September 30, 2023

Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
12/16/2022	Work Order #1	FTA 5303/PL-112	\$204,468.77		\$204,468.77
01/10/2023	October 2022	Billing #1		\$9,678.05	\$194,790.72
01/10/2023	November 2022	Billing #2		\$30,286.65	\$164,504.07
02/15/2023	December 2022	Billing #3		\$24,239.47	\$140,264.60
03/24/2023	Work Order #2	FTA PL 112	\$75,009.76		\$215,274.36
04/03/2023	January 2023	Billing #4		\$28,506.97	\$186,767.39
04/25/2023	February 2023	Billing #5		\$13,850.12	\$172,917.27
05/03/2023	March 2023	Billing #6		\$13,962.75	\$158,954.52
05/30/2023	April 2023	Billing #7		\$13,919.59	\$145,034.93
07/13/2023	May 2023	Billing #8		\$14,809.79	\$130,225.14
08/07/2023	June 2023	Billing #9		\$13,608.93	\$116,616.21
09/07/2023	Work Order #3	FTA 5303/PL-112	\$28,723.98		\$145,340.19
09/28/2023 dated 10/04/2023 rec'd	Work Order #4	FTA 5303/PL-112 Carryover FY 2022	\$256,607.99		\$401,948.18
10/11/2023	July 2023	Billing #10		\$19,950.22	\$381,997.96
TOTALS			\$564,810.50	\$182,812.54	\$381,997.96

updated as of 10/11/23



ABILENE

Metropolitan Planning Organization
209 S Danville Dr., Suite B-212, Abilene, TX 79605

August 28, 2023

Mr. Mansour Shiraz
Texas Department of Transportation
Transportation Planning and Programming
118 E. Riverside Drive
Austin, TX 78714

Mr. Shiraz,

The Abilene MPO has reviewed the *July 2023* billing in the amount of **\$19,950.22** that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

If you have any questions, please call me at (325) 676-6492 or email at elisa.smetana@abilenetx.gov. Thank you.

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

FHWA GRANT (Abilene Urban Transportation Study)
CITY OF ABILENE
CONTRACT 50-23XF0013

LIST OF EXPENDITURES FOR July 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - 2603054010 G1211			
1	City of Abilene Payroll	July PR	12,341.21
1	Worker's Compensation	For month July 23	34.00
1	Tech Fund Transfer	For month July 23	278.00
1	Vexus Fiber (NTS)	Telephone Service - Aug	215.61
1	CitiBank	SuddenLink - July internet/ fax svcs	273.43
1	Titan Towers	Aug Rent/Utilities	1,008.00
1	Xerox Corp	Copier - June	233.07
1	Xerox Corp	Copier - July	147.84
1	Enterprise	Car Rental for TEMPO/Crowdsourcing Workshop - Austin	119.88
1	Voyager	Fuel for car rental - TEMPS/Crowdsourcing workshop in austin	52.96
1	CitiBank	Townplace Suites - Hotel Room for UTSA DemographicTraining - San Antonio	133.61
1	CitiBank	Element - Hotel for UTSA DemographicTraining in San Antonio	124.00
1	E'Lisa Smetana	E'Lisa Smetana June Mileage	79.91
1	City of Abilene Petty Cash	Rita Ryan June Mileage	72.71
TOTAL TASK 1			15,114.23
2 - 2603054010 G1212			
2	City of Abilene Payroll	July PR	1,970.78
2			
TOTAL TASK 2			1,970.78
3 - 2603054010 G1213			
3	City of Abilene Payroll	July PR	1,682.75
3			
TOTAL TASK 3			1,682.75
4 - 2603054010 G1214			
4	City of Abilene Payroll	July PR	1,182.46
4			
TOTAL TASK 4			1,182.46
GRAND TOTAL			19,950.22

- Operation Report
 - Tasks
 - Training Sessions
 - Meetings

ABILENE MPO – OPERATION REPORT

From August 09, 2023 through October 10, 2023, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

General MPO -

- Prepared TxDOT billings, financial status updates, and reviewed/reconciled budget information including purchasing cards, bills, and updated daily budget.
- Provided traffic counts and other data at citizen's requests.
- Prepared information, conducted meetings, and evaluated transportation needs brought to the attention of the MPO staff.
- Prepared presentations, agendas, packets, and minutes for the Policy Board (PB), and the Technical Advisory Committee (TAC). Updated MPO TAC and PB follow-up meeting action items listing.
- Updated MPO website with meeting notices, links, staff members, address, documents, traffic counts map, and other pertinent information. This will be an on-going task to keep the website current.
- Provided numerous trainings on various MPO office procedures and processes.
- General Office Duties performed including notes and minutes for all meetings (composed and summarized); food request; shredding; and ordered required office supplies.
- Updated numerous organizational forms/files/documents; created multiple new tracking worksheets (Excel spreadsheets, Word Documents) for Policy Board/TAC; attendance sheets and sign-in sheets; website membership files; MPO members master file (PB, TAC); TAC Designee Assignment; MPO mailing list; and public participation.
- Organized and hosted a MPO PB/TAC workshop with 40 packets, luncheon, and numerous presentations.
- Interviewed candidates for the Transportation Planner and ensured all job postings on the City, Texas MPOs, and Association of MPOs' websites were up to date. Submitted information on the job to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College. The job was also posted on the Handshake platform, Texas Municipal League (TML), and Strategic Government Resources (SGR) site.

Maps -

- Created/Updated/Compiled Data on the following maps: Thoroughfare Map, Urban Area Boundary Map, Urban Area Boundary Map Adjusted, FY 2023-2026 Transportation Improvement Program (TIP) Project Map

Travel Demand Model -

- Working with TxDOT, Texas Demographic Center, and consultants - Ardurra on the MPO Travel Demand Model including 2050 TAZ level demographic forecasts, 2050 area type estimates, and 2050 master network development.
- Updating and detailing the HH/Employment data for each of the TAZ.

Reports-

- Updated and provided documentation for the Annual Listing of Obligated Projects (ALOP) Report to FHWA.
- Started work on the Annual Performance and Expenditure Report for 2023.
- Prepared an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) along with public notice ad in the Abilene Reporter News for input.

Performance Measures -

- Created a resolution for the 2023 Transit Asset Management (TAM) Plan.

ABILENE MPO – OPERATION REPORT

- Prepared information for the Transit Public Transportation Agency Safety Plan (PTASP).

Budget -

- Closed out Fiscal Year 2023 (October 1, 2022 to September 30, 2023) Reports.
- Moved Fiscal Year 2022 (October 1, 2021 to September 30, 2022) Reports to Hard Binders for Storage.
- Compiled and updated the new FY 2024 budget spreadsheets including adding in the new Tyler Accounting units.

Collaboration -

- Provided documentation and information for TxDOT and AECOM on the MPO Planning Area Boundary Expansion.
- Worked with TxDOT and FHWA on the Census 2020 Adjusted Urban Area Boundary.
- Provided support letters for FTA 5304 funding.
- Prepared an update to the Transportation Alternatives Program City of Abilene project for submittal.
- Participated with the D.R.I.V.E. Safe Coalition for a Car Seat Check-up Event and Resource Fair.

Projects -

- Discussion and meetings on the Carbon Reduction Program and Projects.

Attended training sessions on:

- *Bloodborne Pathogens Certification - Webinar*
- *Tyler Software Training – Requisition and Receiving Training – Abilene (08/31/23)*
- *Tyler Training – P Card – Abilene (09/05/23)*
- *Tyler Training – P Card – Abilene (09/11/23)*
- *Tyler Software Training- Approver and Inquiry/Reporting – Abilene (09/12/23)*

Some of the meetings attended by staff:

- *Monthly meetings with TXDOT on projects.*
- *Regional Transportation Coordination Plans – Region 7 (08/09/23)*
- *TxDOT Safety Planning Webinar with TTI (08/10/23)*
- *Abilene MPO Policy Board and TAC Workshop (08/15/23)*
- *Texas Motorcycle Coalition Meeting Webinar (08/17/23)*
- *Abilene 2050 TDM Demographic Forecasts - Task 2 Discussion (09/05/23), (9/15/23)*
- *Transportation Alternatives Meeting – Old Anson Road (09/07/23)*
- *Census Adjusted Urbanized Area Boundary Webinar (09/08/23, 09/21/23)*
- *Abilene MPO Planning Area Boundary Expansion Meeting (09/11/23, 09/27/23)*
- *Abilene 2050 Forecast Model Monthly Meeting (08/16/23, 09/13/23, 10/11/23)*
- *D.R.I.V.E. Safe Coalition Meeting (09/14/23)*
- *D.R.I.V.E. Safe Coalition for a Car Seat Check-up Event and Resource Fair (09/23/23)*
- *Abilene MPO TAC Meeting (09/26/2023)*
- *Public Meeting for FM 707 (Beltway S) from FM 89 (Buffalo Gap Road) to US 83 (09/26/23)*

- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - Metropolitan Transportation Plan (MTP)
 - Travel Demand Model (TDM)
 - MPO Area Boundary Expansion (MAB)

Abilene MPO Director's Report

Policy Board Meeting October 17, 2023

Work Tasks

- ***MPO Staffing***
The Transportation Planner position has been open since June 10, 2022. The job was posted on the City, Texas MPOs, Association of MPOs, Texas Municipal League (TML), and Strategic Government Resources (SGR) websites. It was also posted on the Handshake platform and information was submitted to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College.
- ***Year-end Report – Annual Listing of Obligated Projects (ALOP)***
Every year the Annual Performance & Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The information from TxDOT to complete the ALOP was sent out on April 18th with a due date of May 2nd. It has to follow our public participation process and there were some issues with the data so the report was submitted on June 27, 2023 and administratively amended on July 11 and September 5. It was accepted by FHWA and FTA on September 7, 2023.
- ***Metropolitan Transportation Plan (MTP)***
The Metropolitan Transportation Plan (MTP) is due on December 17, 2024. It will cover years 2025 to 2050. The MTP is the long-range plan or “blueprint” and has a minimum twenty-year planning horizon with an update every five years. 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. This document incorporates a multimodal approach. It is a financially constrained document but it also includes a list of additional projects that could be implemented as funding becomes available. Projects are selected based on the demand on the current system and input from the community. The Technical Advisory Committee (TAC) has selected a subcommittee to help with the prioritized project listing as we work through the process.
- ***Travel Demand Model (TDM)***
MPO staff is currently working with TxDOT and others on updating the Travel Demand Model (TDM). This will need to be completed to include the work into the MTP. We submitted the information for the 2050 employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). We reviewed the data supplied by both UTSA Institute for Demographic and Socioeconomic Research and Ardurra. We had multiple Teams meetings with both entities to expand further on the findings. We received the final deliverable on this task on September 20. We are continuing to work on the remaining tasks with TxDOT, Ardurra, and UTSA with the completion of the model expected at the end of October 2023.
- ***MPO Area Boundary Expansion (MAB)***
The TAC Boundary Expansion Committee had meetings on the boundary expansion with the help and guidance of the Texas A & M Transportation Institute and TxDOT. With TxDOT's help, this process has started again with AECOM on September 11, 2023. The Technical Advisory Committee has a boundary subcommittee established that will be reviewing options. This process will also gather input from stakeholders who might be affected by the expansion.

10. Opportunity for members of the Public to make comments on MPO issues.

11. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

12. Adjournment.