

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

1:30 p.m., Tuesday, February 21, 2023  
City Council Chambers, Abilene City Hall  
555 Walnut St., Abilene, Texas

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**Councilman Shane Price, City of Abilene (MPO Chairman)**  
**Mr. Glenn Allbritton, TxDOT District Engineer**  
**Judge Phil Crowley, Taylor County**  
**Judge Dale Spurgin, Jones County**  
**Mayor Anthony Williams, City of Abilene**

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1. Call to Order.  
*Public comment on any item on the agenda.*
2. Consideration and Take Action on the minutes of the December 13, 2022 meeting.
3. Receive a Report, Hold a Discussion, and Take Action on the Election of a Vice-Chair. (*Unexpired Term through September 30, 2024*)
4. Receive a Report, Hold a Discussion, and Take Action on the FY 2023 Safety Performance Measure (PM1).
5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).
6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the MPO Ten-Year Plan.
7. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).
8. Receive a Report, Hold a Discussion, and Take Action on the FY 2022 Annual Performance and Expenditure Report (APER).
9. Discussion and review of transportation projects.  
(TxDOT Staff, City Staff, CityLink Staff)
10. 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)
      - Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis) Update

- Public Participation Plan Update
- Abilene Area Safety Plan
- Travel Demand Model
- Census 2020 Urban Area Designations

11. Opportunity for members of the Public to make comments on MPO issues.
12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.
13. 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**

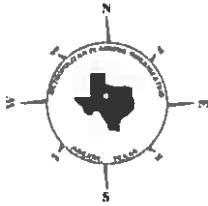
***In compliance with the Americans with Disabilities Act, the Abilene MPO will provide reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.***

***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 December 13, 2022 meeting.



**MINUTES OF THE ABILENE METROPOLITAN  
PLANNING ORGANIZATION  
TRANSPORTATION POLICY BOARD  
December 13, 2022**

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, December 13, 2022, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene, Texas.

**Voting Members Present:**

Mr. Glenn Allbritton, P.E., TxDOT Abilene District Engineer  
Judge Downing Bolls, Taylor County (Policy Board Vice-Chairman)  
Councilman Shane Price, City of Abilene (Policy Board Chairman)  
Judge Dale Spurgin, Jones County

**Voting Member Absent:**

Mayor Anthony Williams, City of Abilene

**Staff of Member Agencies in Attendance:**

Mr. Scott Chandler, P.E., City of Abilene, City Engineer  
Mr. Billy Dezern, TxDOT, Transportation Specialist  
Ms. Nellie Doneva, City of Abilene, Videographer  
Mr. Don Green, City of Abilene, Transportation Director  
Mr. Michael Haithcock, P.E., TxDOT, Abilene TP&D  
Mr. Max Johnson, City of Abilene, Director of Public Works  
Ms. Kelley Messer, City of Abilene, First Assistant City Attorney  
Ms. Lauren Stevens, CityLink, ParaTransit Supervisor  
Mr. Bryce Turentine, P.E., TxDOT Abilene Area Engineer

**MPO Staff in Attendance:**

Ms. E'Lisa Smetana, Executive Director  
Ms. Rita Ryan, Office Assistant III

**Others in Attendance:**

Mr. Hiron Fernando, P.E., Kimley-Horn  
Ms. Abby Axelson, P.E., Kimley-Horn  
Mr. James Condry, Former CoA Public Works Administrator  
Mr. Bruce Neil, AISD, Transportation Operations Manager  
Ms. Tracy Kennedy  
Mr. Richard Kennedy

**1. Call to Order.**

Chairman Price called the meeting to order at 1:30 p.m. He announced that public comments would be taken on any item appearing on the agenda during the discussion of said item.

**2. Recognition and Proclamation.**

Chairman Price stated that this is Judge Bolls' last MPO Policy Board meeting since he is retiring. He then presented Judge Bolls with a plaque of appreciation and recognition for the twelve years (five years as Vice-Chair) serving on the board. Judge Bolls accepted the plaque and graciously thanked the Abilene MPO, the Board Members, and everyone in attendance for the opportunity to serve the community.

**3. Consideration and Take Action on the minutes of the October 18, 2022 meeting.**

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

**4. Receive an Update, Hold a Discussion, and Take Action on Meeting Dates for 2023.**

Chairman Price discussed the Policy Board meeting dates for 2023. Upon hearing no conflict or changes requested, the dates stand as presented.

*No action taken.*

**5. Receive a Report, Hold a Discussion, and Take Action on the Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis). (Mr. Hiron Fernando, Kimley-Horn).**

Ms. Smetana gave a brief background, stating that the study began in 2021 and encompasses the entire corridor of Loop 322 and SH 36/FM 18. Ms. Smetana noted the numerous meetings and draft reports that had been completed. She also announced that Kimley-Horn was here to present. Ms. Smetana said the final report contains three volumes: 1) the main part of the document, 2) the appendix with the roll plot exhibits and 3) the appendix with the background and miscellaneous information. Ms. Smetana noted that any future projects resulting from this study would go through the appropriate public participation as part of the Project Selection Process. The TAC (Technical Advisory Committee) recommended approval to move forward to the Policy Board with suggested changes. Ms. Smetana turned the floor over to Mr. Fernando of Kimley-Horn.

Mr. Fernando introduced himself and his associate Ms. Axelson. He thanked the MPO, Ms. Smetana and the Policy Board for the opportunity to be a part of the project. He began presenting the final report. Mr. Fernando explained that his team worked closely with stakeholders, which included TXDOT representatives, the Abilene MPO, the city of Abilene, Dyess AFB and Abilene Regional Airport. He said there are three primary objectives: 1) evaluating methods to improve safety along the two-way frontage roads, 2) installing a continuous frontage road along SL 322 and 3) evaluating transportation enhancements for short and long-term improvements based on future developments in the area. He noted that TxDOT assisted in the generation of the traffic counts. Mr. Fernando explained the projected numbers were calculated by adding layers to current flows and future projected usage due to development. He said the report has 2022 counts and projected counts for 2027 and 2032.

Mr. Fernando spoke on the four options that are contained in the report. He displayed and discussed slides and the options and areas covered within the study. Mr. Fernando noted the commonalities between the four options. He identified Option 2 as the Preferred Option and Option 3 as the Interim Option Alternative. Option 2 contains a separate frontage road and has a jug-handle that allows a turn onto Expo Drive. Mr. Fernando said that although Option 3 is more cost effective it does not have a continuous frontage road west of SL 322.

Mr. Fernando stated the study has warranted that four traffic signals based off of future projections will be required: 1) FM 18 extension at SH 36 at the future airport entrance (required in 2027), 2) the intersection along FM 1750 North (required in 2027), 3) FM-1750 South (required in 2027) and 4) FM 1750 at 27<sup>th</sup> Street (required in 2025). Mr. Fernando then spoke on traffic analysis and the roll plot exhibits.

Chairman Price asked Mr. Fernando why the entrance ramp location was not moved to the one-way. Mr. Fernando said they wanted to show different alternatives. He explained that each of the four options can be individually piecemealed together. Judge Spurgin noted Option 1 was a similar situation. Judge Spurgin referred to Option 3 and asked when exiting off of Expo Drive, are you able to access SL 322? Mr. Fernando stated yes this maintains and provides good access for the neighborhood and the area. Judge Spurgin asked if there was data available on moving the access ramp further north. Mr. Fernando replied that all traffic would be accessing SL 322 without using a jug-handle if the ramp was moved. Chairman Price noted the neighborhood would have to access SL 322 by traveling to SH 36 or from

the ramp south of East South 27<sup>th</sup> Street. Mr. Fernando concurred that the neighborhood would have options but no direct access. Mr. Fernando resumed his presentation and discussing Option 4 that creates a continuous frontage road from SH 36 to FM 1750 with a T-intersection located on the west side of SL 322. He noted this removes the sweeping curve and creates a stop-controlled intersection. Mr. Fernando discussed the projected costs for each option. Chairman Price asked what Alternate-A entailed and Mr. Fernando explained it is for FM 18 at SH 36, creating a left-hand turn bay into the future developments, a right hand turn bay and a signal. The improvements would be just at the intersection not on the airport property. Mr. Fernando summarized his presentation by stating Option 2 is the recommendation and Option 3 is the interim alternative.

Chairman Price referred to the traffic counts slide and informed Mr. Fernando that Great Lakes Cheese Factory currently employs over 200 employees, is expected to reach over 500 employees and noting that the peak time count seems low. Mr. Fernando explained that the estimate was based on I.T.E. (Institute Transportation of Engineers) Code which is based on the square footage of the facility and not employment. That number can be adjusted but the percentage increase would be negligible based on the total number of trips for the full day. He further stated that they would look into the projections.

Mr. Allbritton inquired about short-term options. Mr. Fernando suggested the southbound left turn bay at SL 322 and SH 36, the jug-handle located at Expo Drive and SL 322 and the traffic signal at FM 1750 and East South 27<sup>th</sup> Street. Judge Spurgin referred to Exhibit #9, and inquired if there was data available on the traffic percentages for the northbound west-side frontage road SL 322, if northbound traffic turns on Expo Drive then all traffic north of Expo Drive is just southbound. Is there speculation on the percentages that would route away or continue down onto Lytle Way and the impact or need for a signal at Expo Drive? Mr. Fernando said that was discussed internally but is outside the scope of the study but he does believe it would be a good candidate for a peak hours signal study.

Chairman Price asked Ms. Smetana for the public request card. The Chairman then moved the meeting to the Public Hearing Portion. Ms. Smetana directed the Chairman to Richard and Tracy Kennedy. Mr. Kennedy introduced himself as a resident of the neighborhood that would be impacted by any changes made to the west side of the SL 322 frontage road. Mr. Kennedy stated he would be greatly concerned if the entranceway to SL 322 was moved north of Expo Drive and thus forcing traffic into the neighborhood. He said he knows and appreciates that a lot of work and time has gone into planning this project but this is a quiet older neighborhood with limited streets that would be greatly impacted by that moving or removing that ramp. Ms. Kennedy introduced herself and explained she has similar concerns as Mr. Kennedy. She requested information on vehicle wrecks (e.g. number, type of wreck), that have occurred at the two-way intersection. She said as a nine-year resident of the neighborhood, she was unaware of even one accident. She noted there are events every weekend at the Taylor Telecom Center. She said people already have a difficult time getting in and out of that area now. Ms. Kennedy noted that with two exits: 1) an exit onto SH 36 that would come down the access road and 2) an exit over the bridge would allow the neighborhood to miss all the horse trailers and trucks.

Chairman Price asked Mr. Fernando to respond to Ms. Kennedy's questions. Mr. Fernando noted there were four options provided to demonstrate potential possibilities. Mr. Fernando acknowledged her concern and said Option 2 does not move the ramp. Mr. Fernando said TxDOT maintains a database which includes all reported crashes for the State of Texas. They do have the capability to obtain the data for this specific area. Mr. Fernando advised that the Texas Institute of Transportation has done extensive studies on two-way frontage roads. The results show two-way frontage roads have a substantially higher amount of crashes than one-way frontage roads. Mr. Fernando said based on those findings and the safety factor is the main reason for removing the two-way frontage road.

Judge Bolls asked if we are having difficulties because of how we handle two-way access roads. He said if all of the access roads were one-way and everybody knew they are all one-way; we would not have as many collision points. He said they have been trying to get all of the access roads one-way for

a long time now. He noted that it is a real concern but also we need to do anything we can to keep the traffic out of those neighborhoods. He explained that the streets in this particular area do not have curbs, it is a very rural setting and it was designed that way. He is unsure if this is a viable option but he does know we will have to get this done and in the safest and most efficient way possible.

Judge Spurgin inquired about Option 3, specifically the southbound SL 322 exit onto the west SL 322 Frontage Road and asked if they were being changed? Mr. Fernando responded no changes for the off-ramp north of Expo Drive. Judge Spurgin inquired about Option 2, noting we would have a one-way frontage road and a bridge over Lytle Creek but the traffic numbers associated are very small. Mr. Fernando agreed but stated it was to have a continuous frontage road for neighborhood convenience along with emergency vehicle access allowing for continuity and safety. Judge Spurgin then inquired about a continuous frontage road and possibility of future development on the East SL 322 Frontage Road. Chairman Price noted Mr. Green was present and Judge Spurgin could ask him directly. Mr. Green, Director of Transportation Services, referred the board to the slide/exhibit 6, noting development in area B would be where development would begin soonest. He said they are hoping to have an agreement to the City Council in January to erect a convenience store on the proposed road. He believes this will be a catalyst to future development. Mr. Green mentioned they are working on finding grant opportunities to continue the road to Airport Blvd. Judge Spurgin asked if there were plans to move the airport entrance up to an intersection of FM 18. Mr. Green stated it would be the preferred entrance once signalized but they have no plans to remove Airport Blvd.

Chairman Price noted we are still in the Public Hearing portion of the meeting and asked if anyone else present wished to address this topic. Hearing no one, Chairman Price closed the public hearing and asked Ms. Smetana for clarification and then requested a motion be made to accept the report as presented.

Judge Bolts made a **motion** to accept the report as presented, with a **second** by Judge Spurgin. *Motion carried (4-0).*

#### **6. Discussion and review of transportation projects).**

**(TxDOT Staff, City Staff, CityLink Staff)**

**TxDOT** - Mr. Turentine said the following projects have been completed: Ambler sidewalks and ramps project, FM 600 rehab project in Jones County and FM 89 and FM 707 Safety Improvement Projects.

Mr. Turentine spoke on current construction projects: **#1** Safety Illumination Project on S 1<sup>st</sup> Street is in a contract delayed start for material procurement with a projected start date of late January/early February, **#2** Buffalo Gap Road Project is approximately 25% complete, and **#3** I20 Overlay Repave Project is 25% to 30% complete.

Mr. Turentine discussed the Planned Projects: **#1** and **#2** US 83 and FM 3034 (Land Fill Road) - PS&E has begun and they are approximately 50% through the design phase. **#3** FM 1082 (Dam Road) Project has the Design Concept Conference (DCC) scheduled for this month. **#4** US 277 Pavement Rehab Project with safety treatments is looking good. **#5** FM 707 the first public meeting has been held and the project is moving along. **#6** FM 1082 is a safety project, **#7** FM 605 resurfacing project is just getting started. **#8** SH 36 sidewalks and ramps on South 11<sup>th</sup> Street - PS&E has just begun and TxDOT is receiving assistance from TxDOT Austin Design Division on those plans. **#9** East South 7<sup>th</sup> Street Bridge Replacement at Cedar Creek is going well, the design is approximately 75% complete. **#10** FM 3034 is the other section of the Land Fill Rd Project, to the east of the overpass, **#11** I20 (the breakout project for the 6 lane widening of I20) on the stretch around Judge Ely Blvd and SH 351 we are approaching the procurement process for the PS&E. **#12** I20 Preventive Maintenance near Wells Lane, overlay project. **#13, #14, #15, #16 and #17** are Safety Projects and Call for Median Barrier (cable or concrete) Installation and **#18** FM 1750 and Industrial Blvd, intersection improvements planning is underway.

**City of Abilene** - Mr. Chandler spoke on the projects currently under construction: #1 North 6<sup>th</sup> at Cypress Street improvements - a meeting is set to coordinate with the hotel to allow access for work to continue behind the safety barrier erected by the hotel. #2 East North 10<sup>th</sup> St. Improvements Project for Treadaway Blvd. to Judge Ely Blvd. requires striping and bridge maintenance to reach 100% complete. #3 and #4 two Projects have been bid and awarded: The Honey-Bee realignment at Lake Fort Phantom and the Five Points Roadway Improvements for the relocation of Marigold St. and Fulwiler Rd. improvements. He noted that an alternate to improve Marigold St. back to Arnold Blvd. was included, making it a complete concrete section street from end to end. #5 Maple Street Project from Carriage Hills to SL 322 - bids have been received and it will be going to council in January.

Mr. Chandler addressed Projects Under-Design stating that the Work Zone Projects #1, #2 and #3 will begin rolling out in January 2023 for Spring paving. He noted that after contacting the Street Advisory Committee, two additional work zones were added: #4 S5 and #5 S13 will bid late June/July 2023 for a Fall paving. #6 East North 10<sup>th</sup> St./Judge Ely Blvd to SL 322 Project is nearing 100%, a final design meeting is scheduled and the project will advertise on January 8, 2023. #8 North 5<sup>th</sup> St. two-way conversion Project is 100% designed and a contract preparation to advertise is in process. Mr. Chandler said the Street Advisory Committee selected four intersections for improvements creating Projects #9, #10, #11, and #12: South Willis St. at South 7<sup>th</sup> St., Pine St. at North 10<sup>th</sup> St., North 18<sup>th</sup> Street at Kirkwood St. and North 14<sup>th</sup> St. at Westwood Dr. #13 South 14<sup>th</sup> Street Walkability Project - design will begin soon and the project will be bid in May 2023. #14 South 27<sup>th</sup> Improvements Project from Barrow St. to Danville Dr. will be designed and set to bid in January 2023. Mr. Chandler then discussed the Maple St. SL 322 to East South 11<sup>th</sup> St. Project (#7), noting the full corridor will be designed but to avoid having both sides of SL322 simultaneously under construction the project will be phased.

**CityLink** - Ms. Stevens said CityLink has partnered with First Transit and Spare to implement a pilot project for the northwest portion of Abilene, to replace the underperforming Route 10. The project will introduce passengers to ride hailing technology that allows them to schedule their own rides on demand basis. She noted a similar service: the on-call demand response service; has been in operation in southwest Abilene for 4 years. The pending implementation date is February 2023.

Ms. Stevens noted that the two large buses scheduled for a January 2023 delivery have been delayed due to supply chain issues and a lack of parts to complete the build at this time. The new delivery date is April 2023.

Ms. Stevens was pleased to announce the Automated Voice Announcement (AVA) System has been installed in all of the fixed route buses. The system is fully functional and some minor refinements are being made.

**7. Discussion and review of reports:**

Ms. Smetana reviewed the following reports that are available in the packets:

**Financial Status** - Ms. Smetana advised that the fiscal year-end Financial Status detail for 2022 was available in the packet. She noted the first Work Order for 2023 (normally received in October) has not yet been received. She said TxDOT was revamping how they are distributing that by giving a charge order to each of the MPOs. Ms. Smetana spoke with TxDOT and relayed they are hoping to have that work order within the next week. Ms. Smetana offered to answer any questions on the financial report, no questions asked.

**Operation Report** - Ms. Smetana advised the Operation report for date October 12, 2022 to December 2, 2022 was available in the packet. She highlighted several tasks that were accomplished during this period. No questions asked.

**Director's Report** – Reminding the Board that a full, detailed copy was included in the packet, Ms. Smetana covered the topics under the Director's Report.

***Work Tasks:***

***MPO Staffing*** - Ms. Smetana noted the Office Assistant position with the MPO had been open from May 26, 2022 until October 26, 2022 when Ms. Rita Ryan joined the MPO. Ms. Smetana noted the Transportation Planner position open since June 10, 2022 has not been filled but interviews have been conducted.

***Year-end Reports - Annual Performance and Expenditure Report and the Annual Listing of Obligated Projects*** – Ms. Smetana stated that every year the Annual Performance and Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31<sup>st</sup> to FHWA and FTA to ensure compliance. TxDOT requests that reports be given to them by December 15<sup>th</sup> to allow time for their review. TxDOT is in the process of preparing the information for the ALOP. She said that the MPO staff is in the process of preparing the APER by the December 15<sup>th</sup> deadline.

8. **Opportunity for members of the Public to make comments on MPO issues.**  
Chairman Price opened the floor for any public comments. None were presented.
9. **Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.**  
None were presented.
10. **Adjournment.**  
With no further business, Chairman Price adjourned the meeting at 2:50 p.m.

3. Receive a Report, Hold a Discussion, and Take Action on the Election of a Vice-Chair. (*Unexpired Term through September 30, 2024*)

**Abilene MPO Policy Board Meeting  
February 21, 2023  
Supplemental Agenda Information**

**3. Receive a Report, Hold a Discussion, and Take Action on the Election of a Vice-Chair.  
(Unexpired Term through September 30, 2024)**

**Background**

The By-Laws require the Transportation Policy Board to elect a Chairperson and a Vice-Chairperson from the voting members. The Vice-Chairperson shall assume the duties of the Chair in the absence of the Chairperson. The Chairperson shall be an elected official. The officers may be elected (a) by the individual person or (b) by the membership position. The officers shall be elected for a term of two (2) federal fiscal years and may be re-elected.

Currently Councilman Price holds the term of Chairperson (expires 09-30-2024) and Judge Bolls holds the term of Vice-Chairperson (expires 09-30-2024).

**Current Situation**

Judge Bolls retired in December of 2022, so the position of Vice-Chairperson will need to be filled. That unexpired term expires on September 30, 2024.

**Recommendation from the Technical Advisory Committee (TAC)**

Not applicable.

**Action Requested**

1. Election of a Vice-Chairperson to fill the unexpired term.

4. Receive a Report, Hold a Discussion, and Take Action on the FY 2023 Safety Performance Measure (PM1).

**Abilene MPO Policy Board Meeting  
February 21, 2023  
Supplemental Agenda Information**

**4. Receive a Report, Hold a Discussion, and Take Action on the FY 2023 Safety Performance Measure (PM1).**

**Background**

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. Following State Department of Transportation target setting, MPOs must set their own targets or agree with those set by the State DOT.

Performance measures at the federal level are focused on the following national goals: Safety (PM 1), Infrastructure condition (PM 2), Congestion reduction, System Reliability/Freight Movement and Economic Vitality (PM 3), environmental sustainability, and 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 Department of Transportation then set statewide 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 State has set the 2023 **Safety (PM1)** targets in its Strategic Highway Safety Plan (SHSP). The targets in any given year are expressed as a 5-year average of past data and future projections. Targets are established for the following areas: Fatalities; Fatality Rate per 100 MVMT (Million Vehicle Miles Traveled); Serious Injuries; Serious Injury Rate per 100 MVMT; and Non-motorized fatalities and serious injuries.

**Current Situation**

The Safety (PM 1) performance measure is due annually 180 days after TxDOT adopts their targets. The deadline for the MPO to adopt the PM 1 targets is February 27, 2023.

**Recommendation from the Technical Advisory Committee (TAC)**

As part of the Transportation Improvement Program (TIP) amendment presented, the PM 1 data was provided to the TAC and became part of the motion of the TIP.

**Action Requested**

1. Approval of the resolution for the FY 2023 Safety Performance Measure (PM 1).



**ABILENE**

Metropolitan Planning Organization

**R-2023-01**

**A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION  
ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES (PM1) AS  
ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

**WHEREAS**, The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures in the transportation Planning process; and,

**WHEREAS**, The Texas Department of Transportation (TxDOT) has established targets for five (5) Safety Performance measures based on five-year rolling averages for:

- 1) Number of Fatalities,
- 2) Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT),
- 3) Number of Serious Injuries,
- 4) Rate of Serious Injuries per 100 Million VMT, and
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious injuries; and,

**WHEREAS**, TxDOT has established state-wide safety targets in the Strategic Highway Safety Plan (SHSP) for number of fatalities, rate of fatalities, and number of serious injuries.

**NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS**, hereby supports and adopts the five safety performance measures established by the Texas Department of Transportation as indicated in Attachment A, attached hereto.

**BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD** will plan and program 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

**ABILENE**

Metropolitan Planning Organization

**R-2023-01****ATTACHMENT A****TxDOT Updated Safety Performance Targets for FY 2023**

<b>2023 Safety Targets</b>	<b>Number of Fatalities (FARS/CRIS/ARF DATA)</b>	<b>Rate of Fatalities (FARS/CRIS/ARF DATA)</b>	<b>Number of Serious Injuries (FARS/CRIS DATA)</b>	<b>Serious Injury Rate (CRIS DATA)</b>	<b>Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)</b>
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

# FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

## PERFORMANCE TARGETS

**Performance Measures and Target Setting** – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

### Performance Targets:

#### Target: Total number of traffic fatalities

**2023 Target:** To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	3,619
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2023 Target expressed as 5-year average	3,682

As noted in the table above, the calendar year target for 2023 would be 3,159 fatalities.

#### Target: Total number of serious injuries

**2023 Target:** To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	15,858
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2023 Target expressed as 5-year average	17,062

As noted in the table above, the calendar year target for 2023 would be 17,062 serious injuries.

# FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

## PERFORMANCE TARGETS

### Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	1.26
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2023 Target expressed as 5-year average	1.38

As noted in the table above, the calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

### Target: Serious Injuries per 100 million vehicle miles traveled

2023 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	5.50
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2023 Target expressed as 5-year average	6.39

As noted in the table above, the calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

## FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

### **Target: Total number of non-motorized fatalities and serious injuries**

2023 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

<b>Year</b>	<b>Target or Actual Data</b>
2019	2,291
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2023 Target expressed as 5-year average	2,357

As noted in the table above, the calendar year target for 2023 would be 2,340 non-motorized fatalities and serious injuries.

5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).

**Abilene MPO Policy Board Meeting  
February 21, 2023  
Supplemental Agenda Information**

- 5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).**

**Background**

The Metropolitan Transportation Plan (MTP) is the long-range plan or “blueprint” that has a minimum twenty-year planning horizon and is updated every five years. The MTP is a financially constrained document but it also includes a list of additional projects that could be implemented as funding becomes available. The original MTP was approved at the December 17, 2019 meeting. It was subsequently amended on April 21, 2020, May 24, 2021, and December 14, 2021.

**Current Situation**

Changes are needed to incorporate projects into the MTP and to adjust project scope/cost. These changes will be discussed in detail at the meeting.

**Recommendation from the Technical Advisory Committee (TAC)**

The TAC at their February 7, 2023 meeting recommended approval to the Policy Board on the amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP) as presented.

**Action Requested**

1. Any suggestions, deletions, or additions.
2. Approval of the amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).

## MTP 2020-2045 Amendments

**Amendment 1 – April 21, 2020:** Cover Sheet – Dates; Technical Advisory Committee – Member changes; Table of Contents – Page numbers; List of Figures – Numbers; Page 13 – Travel Demand Model; Page 19 – Environment & Resiliency; Page 38-39 – Planning Factors; Page 42 – Performance Measure Monitoring; Page 70 – Land Use; Chapter 8 and 9 combined into (8. Financial Plan & Project Lists); Page 93 – Year of Expenditure (YOE) Costs & Funding Summary (total projects cost); Page 98 & 99 – Added PM (Performance Measure) column and added \* about YOE; Page 101 – Changed Unfunded Projects to Illustrative Projects; Page 102 – Changed Unfunded Projects Map to Illustrative Projects Map and Page 104 – Current Projects in Development.

**Administrative Amendment 2 - May 24, 2021:** Corrected an error on the grouped projects page 113 in the MTP document, second grouped project was listed with the local ID LVARI-XSR-PM and was changed to LVARI-XSR-RM.

**Amendment 3 – Dec 14, 2021:** – Updated grouped projects to include a bridge category; added in CSJ #0972-03-021 FM 1082 and SL 322 at SH 36 project.

**Amendment 4 – February 21, 2023: (Pending Board Approval)** *Cover Page ( Dates), Updates to Chapter 7 Project Prioritization (Table 24 Project Rankings), Chapter 8, Financial Plan & Project Lists (Table 33 Funded Projects, Table 34 Illustrative Project, Table 35 Grouped Projects, Figure 46 Funded and Illustrative Projects Map, Figure 47 Funded Projects Map)*

Table 33: Funded Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	CSJ (Control Section Job)	Controlling Project ID	Status	Total Cost*	Project Ranking	Map #	PM#
US 83/84 Frontage	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83/84 Connecting to FM 707 to Antilley Rd	\$ 7,000,001	\$ 3,500,000	2020	S083-E23-CA	0034-01-127		Plans under construction (planned let Aug 1, 2020)	\$ 7,290,471	24	1	PM 3
US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	\$ 10,520,000	\$ -	2024	S0083-B2-OI	0033-05-089	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 12,781,870	13	2	PM 1 PM 2
US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	\$ 3,000,000	\$ -	2024	S0083-B2-OI	0033-06-121	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 3,651,418	13	2	PM 1 PM 2
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83/84	Access Management/Intersection Improvements	\$ 12,775,001	\$ 12,775,000	2021	S0089-3-CA	0699-01-052	0699-01-052	Plans under construction (planned let August 1, 2021)	\$ 17,319,993	3	3	PM 1 PM 2 PM 3
FM 89 (Buffalo Gap Rd)	Near Bettles Ln	Rebecca Ln	Access Management	\$ 10,970,001	\$ 10,970,000	2021	S0089-C1-CA	0699-01-051	0699-01-052	Plans under construction (planned let August 1, 2021)	\$ 12,447,992	5	4	PM 1 PM 2 PM 3
FM 3034	US 83	FM 600	Rehab and Widen	\$ 2,600,000	\$ 2,600,000	2024	S3034-E22-RM	3068-01-012 & 3068-01-015	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 2,942,666	29	5	PM 2
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	S0089-E21-RM	0699-01-056		Long Range Plan	\$ 2,200,000	12	6	PM 1 PM 2 PM 3
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	\$ 127,500,000	\$ -	2028	S020-E24-CA	0006-06-081		Environmental Review (planned let June 1, 2028) combined S020-E28-CA	\$ 162,335,040	7	7	PM 1 PM 2 PM 3
IH 20	Judge Ely Blvd	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	\$ 67,199,999	\$ 20,000,000	2026	S020-E25-CA	0006-06-109		Environmental Review (planned let June 1, 2026)	\$ 79,670,999	1	8	PM 1 PM 2 PM 3
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 7,840,000	\$ 7,840,000	2025	S0707-F1-CA	0663-01-024		Let date 8-1-25	\$ 16,206,697	10	9	PM 1 PM 3
FM 707	US 83/84	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane and intersection improvements at FM 1750	\$ 10,400,000	\$ 8,060,000	2029	S0707-F2-CA				\$ 16,360,619	16	10	PM 1 PM 3
E N 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and include turn lanes	\$ 5,400,000	\$ -	2020-2029	AEN10-1-CA			Local Project	\$ 5,400,000	25	11	N/A
Hartford	at Little Elm Creek		Bridge to Replace Low Crossing	\$ 1,000,000	\$ -	2020-2029	AHRT-1-BR			Local Project	\$ 1,000,000	14	12	N/A
Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes	\$ 7,400,000	\$ -	2020-2029	AMAPL-2-CA			Local Project	\$ 7,400,000	20	13	N/A
Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-3-CA			Local Project	\$ 3,600,000	22	14	N/A
Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-4-CA			Local Project	\$ 3,600,000	18	15	N/A
Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes	\$ 4,800,000	\$ -	2020-2029	AMAPL-5-CA			Local Project	\$ 4,800,000	15	16	N/A
Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	\$ 1,500,000	\$ -	2020-2029	AN010-D2-OI			Local Project	\$ 1,500,000	23	17	N/A
IH 20	Near Catclaw Creek	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 20,000,000	2029	S020-E26-CA	0006-06-105		Environmental Review (planned let May 1, 2029)	\$ 270,558,400	2	18	PM 1 PM 2 PM 3
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 30,000,000	2031	S020-E27-CA	0006-05-090		Environmental Review (planned let April 1, 2031)	\$ 270,558,400	8	19	PM 1 PM 2 PM 3
US 83/84	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 10,000,000	2030-2045	S0083-B3-CA			Long Range Plan	\$ 98,037,488	4	20	PM 1 PM 2 PM 3
US 83/84	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures	\$ 40,000,000	\$ 10,000,000	2030-2045	S0083-E7-CA			Long Range Plan	\$ 65,358,325	9	21	PM 1 PM 2 PM 3
IH 20	MPO East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures	<del>\$ 60,000,000</del>	<del>\$ 20,000,000</del>	<del>2030-2045</del>	<del>S020-E28-CA</del>	<del>0006-06-081</del>		Long Range Plan	<del>\$ 98,037,488</del>	<del>11</del>	<del>22</del>	<del>PM 1</del> <del>PM 2</del> <del>PM 3</del>
Business I-20	Loop 322	Elmdale Rd	Rehabilitate , Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2030-2045	SB120-C1-RM			Long Range Plan	\$ 8,236,582	17	23	PM 1 PM 2 PM 3



Table 34: Illustrative Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Project Ranking	Map #
E S 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 4,700,000	\$ -	Future	AES27-2-CA	28	A
US 83 Frontage Rd	FM 707	Clark Rd	Add Frontage Roads	\$ 13,600,000	\$ -	Future	S0083-F3-CA	37	B
FM 1750 (Oldham Ln)	0.5 Miles South of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	\$ 6,500,000	\$ -	Future	S1750-E5-CA	30	C
FM 1750 (Oldham Ln)	Industrial Blvd	0.5 Miles South of FM 707	Widen to 4 Lanes	\$ 15,800,000	\$ -	Future	S1750-C1-CA	32	D
FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Widen to 6 Lanes with Access Control	\$ 5,000,000	\$ -	Future	S0089-C2-CA	6	E
Iberis (CR 164 & CR 338)	US 83/84	FM 89 (Buffalo Gap Rd)	Rehabilitate, Add Shoulders	\$ 7,100,000	\$ -	Future	CIBER-E19-RM	31	F
Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 2,300,000	\$ -	Future	AINDU-2-CA	27	G
New Roadway	Southwest Dr	US 277	New roadway based on public comment between Winters Fwy & Dub Wright Blvd	\$ 4,500,000	\$ -	Future	AXXX-F4-CA	36	H
Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Business I-20	Operational Improvements	\$ 18,000,000	\$ -	Future	S322-E28-OI	19	I
Memorial Dr	Preston Trail	US 83/84	Extend roadway (Public Comment)	\$ 1,300,000	\$ -	Future	AMEMO-F5-CA	34	J
Memorial Dr	Ridge Crossing	FM 707	Extend roadway (Public Comment)	\$ 4,700,000	\$ -	Future	AMEMO-F6-CA	35	K
SH 36	1.2 Miles South of FM 18 (Old Clyde Rd)	FM 1750 (Oldham Ln)	Widen to 4 Lanes	\$ 27,900,000	\$ -	Future	S0036-1-CA	21	L
US 83 Frontage Rd	Old Anson Rd	FM 3034	Change Frontage Road Operations	\$ 12,000,000	\$ -	Future	S0083-C1-OI	26	M
Loop 322	SH 36	SH 36	Intersection Improvements	TBD	\$ -	Future	S0322-F8-OI	11.5	N

Table 35: Grouped Projects

Location	From	To	Work Description	Total Cost Pre Inflation	Year of Expense	Total Project Cost	Local ID	
Local Govt. Roads	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$24,964,185	LVARI-XSR-PM	Short-Term 2020-2029
Local Govt. Roads	Various Locatons		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2020 - 2029	\$17,857,795	LVARI-XSR-PM	
Local Govt. Roads	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$10,830,000	LVARI-XSR-MS	
State System	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$15,896,460	SVARI-XSR-PM	
State System	Various Locatons		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2020 - 2029	\$29,000,777	SVARI-XSR-RM	
State System	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$3,304,922	SVARI-XSR-MS	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2020 - 2029	\$13,308,000	MVAR-XSR-BP	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2020 - 2029	\$2,000,000	MVAR-XSR-MS	
Local Match	Various Locatons		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2020 - 2029	\$2,449,280	LMATC-XSR-MS	
Bridge Replacement and Rehabilitation	Various Locatons		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2020 - 2029	TBD	MVARI-XSR-BR	
Local Govt. Roads	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$27,460,604	LVARI-XLR-PM	Long-Term 2030-2045
Local Govt. Roads	Various Locatons		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2030- 2045	\$9,153,535	LVARI-XLR-RM	
Local Govt. Roads	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$990,000	LVARI-XLR-MS	
State System	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$17,486,106	SVARI-XLR-PM	
State System	Various Locatons		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2030- 2045	\$29,000,777	SVARI-XLR-RM	
State System	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$3,635,414	SVARI-XLR-MS	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2030- 2045	\$18,631,200	MVARI-XLR-BP	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2030- 2045	\$3,000,000	MVARI-XLR-MS	
Local Match	Various Locatons		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2030- 2045	\$3,460,992	LMATC-XLR-MS	
Bridge Replacement and Rehabilitation	Various Locatons		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2030- 2045	TBD	MVARI-XLR-BR	
Grouped Projects using baseline revenue and local Funding, Total				\$0		\$232,430,047		
Projects using baseline revenue and local funding (Previous Page), Total				\$0		\$ 931,705,002		
Combined total of projects and grouped projects using baseline revenue and local funding, total				\$0		\$1,164,135,049		

Table 24: Project Ranking

RANK	Funded	Location	From	To	Description	PM 1 Safety Score (Out of 25)	PM 2 System Performance Score (Out of 20)	PM 3 Preservation Score (Out of 25)	PM 4 Development Score (Out of 20)	PM 5 Environmental Score (Out of 10)	Total Score (Out of 100)
1	✓	IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	19.2	20.0	11.7	5.3	7.5	63.7
2	✓	IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	13.3	18.7	20.0	0.0	7.5	59.5
3	✓	FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just N. of US 83	Access Management/Intersection Improvements	15.0	17.3	5.0	13.3	7.5	58.2
4	✓	US 83/84	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures	18.3	18.7	13.3	0.0	5.0	55.3
5	✓	FM 89 (Buffalo Gap Rd)	Near Betties Ln	Rebecca Ln	Access Management	13.3	16.0	5.0	13.3	7.5	55.2
6		FM 89 (Buffalo Gap Rd)	S. of Chimney Rock Rd	S. of Antilley Rd	Widen to 6 Lanes with Access Control	16.7	8.0	5.0	13.3	5.0	48.0
7	✓	IH 20	Judge Ely Blvd	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	5.0	18.7	8.3	6.7	7.5	46.2
8	✓	IH 20	Near Catclaw Creek	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	11.7	10.7	11.7	6.7	5.0	45.7
9	✓	US 83/84	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures	10.0	18.7	11.7	0.0	5.0	45.3
10	✓	FM 707	FM 89 (Buffalo Gap)	US 83	Widen to 4 lanes and include turn lanes/shoulders	17.5	5.3	5.0	6.7	5.0	39.5
11		IH 20	East of Loop 322	Abilene East City Limits	Frontage Roads Conversion and Bus I-20	4.2	18.7	6.7	0.0	7.5	37.0
11.5		Loop 322	SH 36	SH 36	Intersection Improvements	5.8	14.7	3.3	8.0	5.0	36.8
12	✓	FM 89 (Buffalo Gap Rd)	Antilley Road Intersection		Lower Profile/Intersection Improvements	8.3	8.0	5.0	6.7	5.0	33.0
13	✓	US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	0.8	9.3	6.7	13.3	2.5	32.7
13.5	✓	US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	0.8	9.3	6.7	13.3	2.5	32.7
14	✓	Hartford St	at Little Elm Creek		Bridge to Replace Low Crossing	3.3	4.0	20.0	0.0	5.0	32.3
15	✓	Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes	9.2	5.3	5.0	6.7	5.0	31.2
16	✓	FM 707	US 83/84	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane and intersection improvements at FM 1750	5.0	5.3	6.7	6.7	7.5	31.2
17	✓	Bus I20	Loop 322	Elmdale Rd	Rehab, Add Shoulders, and Turn Lanes	1.7	6.7	8.3	6.7	7.5	30.8
18	✓	Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes	8.3	5.3	5.0	6.7	5.0	30.3
19		Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Bus I20	Operational Improvements	0.8	8.0	1.7	13.3	5.0	28.8
20	✓	Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes	8.3	5.3	3.3	6.7	5.0	28.7
21		SH 36	1.2 Mi S. of FM 18	FM 1750 (Oldham Ln)	Widen to 4 Lanes	8.3	6.7	8.3	0.0	5.0	28.3
22	✓	Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes	3.3	5.3	6.7	6.7	5.0	27.0
23	✓	Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	0.0	5.3	16.7	0.0	5.0	27.0
24	✓	US 83/84 Frontage	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83/84 Connecting to FM 707 to Antilley Rd	0.0	12.0	1.7	10.7	2.5	26.8
25	✓	EN 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and include turn lanes	6.7	5.3	6.7	0.0	7.5	26.2
26		US 83 Frontage	Old Anson Rd	FM 3034	Change Frontage Road Operations	0.0	8.0	8.3	6.7	2.5	25.5
27		Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	5.0	25.3
27.5	✓	FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082	0.0	2.7	10.0	5.3	5.0	23.0
28		ES 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	2.5	22.8
29	✓	FM 3034	US 83	FM 600	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
30		FM 1750 (Oldham Ln)	0.5 Mi S of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	7.5	5.3	3.3	0.0	5.0	21.2
31		Iberis Rd (CR164/338)	US 83/84	FM 89 (Buffalo Gap)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	19.0
32		FM 1750 (Oldham Ln)	Industrial Blvd	0.5 Mi S. of FM 707	Widen to 4 Lanes	5.0	5.3	3.3	0.0	5.0	18.7
33	✓	Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	0.0	6.7	1.7	6.7	2.5	17.5
34		Memorial Dr	Preston Trail	US 83/84	Extend Rdwy (Public Comment)	0.0	2.7	5.0	6.7	2.5	16.8
35		Memorial Dr	Ridge Crossing	FM 707	Extend Rdwy (Public Comment)	0.0	2.7	3.3	6.7	2.5	15.2
36		New Roadway	Southwest Dr	US 277	New roadway based on public comment between Winters Fwy & Dub Wright Blvd	0.0	2.7	1.7	6.7	2.5	13.5
37		US 83 Frontage Rd	FM 707	Clark Rd	Add Frontage Roads	0.8	8.0	1.7	0.0	2.5	13.0

# ABILENE MPO 2045 METROPOLITAN TRANSPORTATION PLAN



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

AMENDMENT 1 BY THE POLICY BOARD ON APRIL 21, 2020

ADMINISTRATIVE AMENDMENT 2: MAY 24, 2021

AMENDMENT 3: DECEMBER 14, 2021

AMENDMENT 4: FEBRUARY 21, 2023 Projects Only (PENDING BOARD APPROVAL)

## 7. PROJECT PRIORITIZATION



US HIGHWAY 277

# PROJECT PRIORITIZATION

## WEIGHTING THE STRATEGIC GOALS AND PERFORMANCE MEASURES

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

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

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

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

Table 6: Performance Measure Scoring Summary

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

## PROMOTE SAFETY

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

### CRASH RATE

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

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

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

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

Table 8: Crash Rate Scoring Criteria

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

## FATAL AND INCAPACITATING CRASHES

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

Table 9: Fatal and Serious Injury Crash Scoring Criteria

Number of Crashes per Mile	Score
10 or more crashes per mile	10
9 crashes per mile	9
8 crashes per mile	8
7 crashes per mile	7
6 crashes per mile	6
5 crashes per mile	5
4 crashes per mile	4
3 crashes per mile	3
2 crashes per mile	2
1 crash per mile	1
0 crashes along corridor	0

## BICYCLE AND PEDESTRIAN CRASHES

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

Table 10: Bicycle and Pedestrian Crash Scoring Criteria

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

## OPTIMIZE SYSTEM PERFORMANCE & PROMOTE ECONOMIC DEVELOPMENT

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

### FUNCTIONAL CLASSIFICATION

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

Table 11: Functional Class Scoring Criteria

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

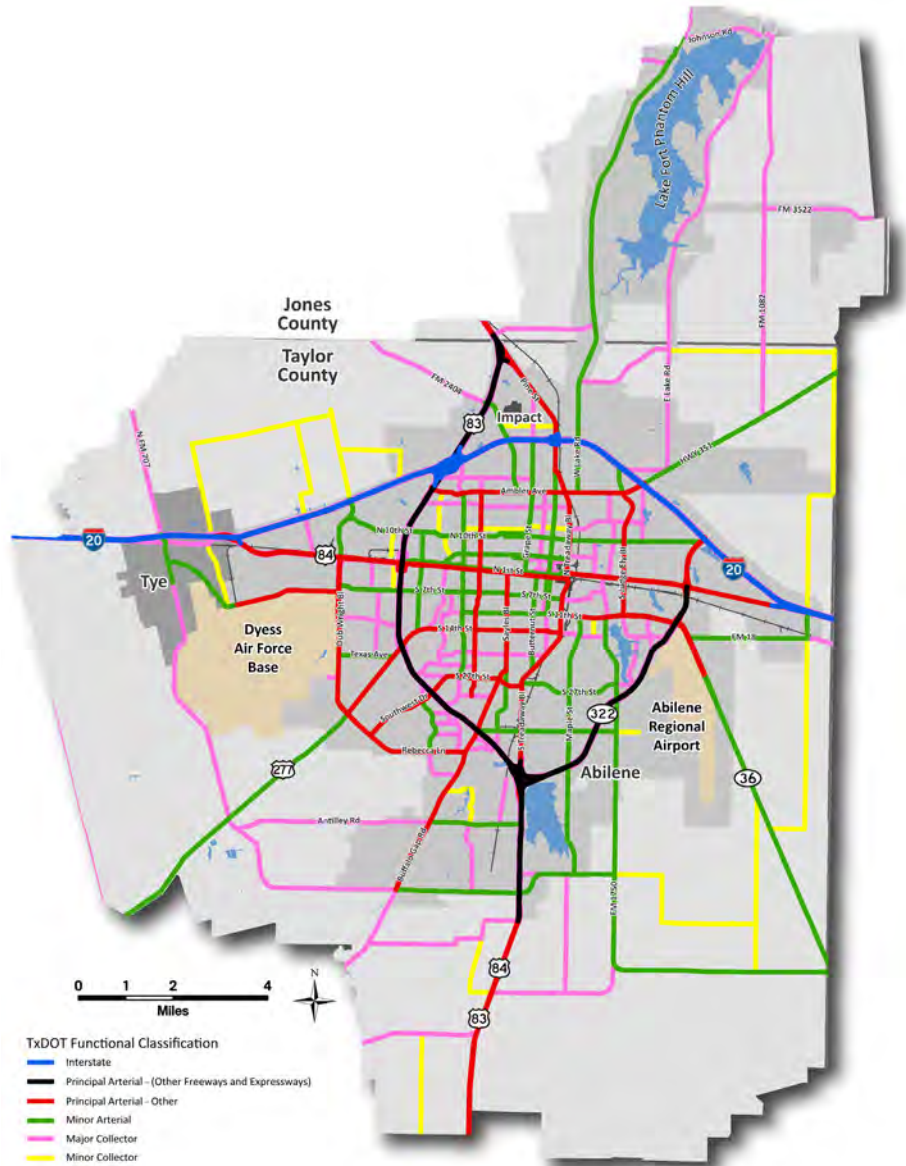


Figure 44: Functional Classification in the Abilene Region  
Source: TxDOT Statewide Planning Map

## TRAFFIC VOLUME

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

Table 12: Traffic Volume Scoring Criteria

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

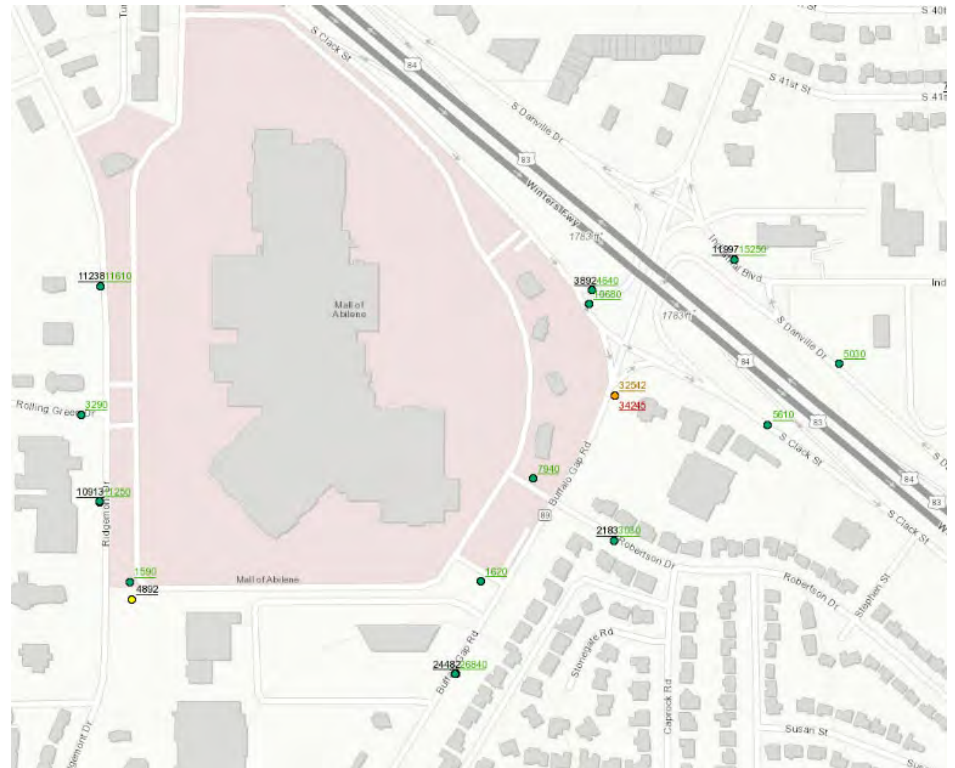


Figure 45: Image from the Traffic Count Database

Source:

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

## CONGESTION REDUCTION

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

Table 13: Congestion Reduction Scoring Criteria

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

**PRESERVE ASSETS AND ENSURE RELIABILITY**

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

**PAVEMENT CONDITION**

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

Table 14: Pavement Condition Scoring Criteria

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

**BRIDGE CONDITION**

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

Table 15: Bridge Condition Scoring Criteria

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

**FLOODING**

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

Table 16: Flood Scoring Criteria

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

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

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

**PROJECT COST CONTRIBUTION**

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

Table 17: Cost Contribution Scoring Criteria

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

**DEVELOPMENT POTENTIAL**

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

Table 18: Development Potential Scoring Criteria

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

**PUBLIC SUPPORT**

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

Table 19: Public Support Scoring Criteria

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

PROTECT THE ENVIRONMENT AND PROMOTE ENVIRONMENTAL JUSTICE

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

EMISSIONS REDUCTION

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

Table 20: Emission Reduction Scoring Criteria

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

ENVIRONMENTAL IMPACT

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

Table 21: Environmental Impact Scoring Criteria

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

ENVIRONMENTAL JUSTICE IMPACT

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

Table 22: Environmental Justice Impact Scoring Criteria

Environmental Justice Impact Score	
Project has no known negative impact to EJ populations	10
Project negatively impacts EJ populations	0

MOBILITY CHOICES

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

Table 23: Mobility Choices Scoring Criteria

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

RECOMMENDED PRIORITIZATION

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

Table 24: Project Ranking

RANK	Funded	Location	From	To	Description	PM 1 Safety Score (Out of 25)	PM 2 System Performance Score (Out of 20)	PM 3 Preservation Score (Out of 25)	PM 4 Development Score (Out of 20)	PM 5 Environmental Score (Out of 10)	Total Score (Out of 100)
1	✓	IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	19.2	20.0	11.7	5.3	7.5	63.7
2	✓	IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	13.3	18.7	20.0	0.0	7.5	59.5
3	✓	FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just N. of US 83	Access Management/Intersection Improvements	15.0	17.3	5.0	13.3	7.5	58.2
4	✓	US 83/84	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures	18.3	18.7	13.3	0.0	5.0	55.3
5	✓	FM 89 (Buffalo Gap Rd)	Near Bettes Ln	Rebecca Ln	Access Management	13.3	16.0	5.0	13.3	7.5	55.2
6		FM 89 (Buffalo Gap Rd)	S. of Chimney Rock Rd	S. of Antilley Rd	Widen to 6 Lanes with Access Control	16.7	8.0	5.0	13.3	5.0	48.0
7	✓	IH 20	Judge Ely Blvd	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	5.0	18.7	8.3	6.7	7.5	46.2
8	✓	IH 20	Near Catclaw Creek	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	11.7	10.7	11.7	6.7	5.0	45.7
9	✓	US 83/84	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures	10.0	18.7	11.7	0.0	5.0	45.3
10	✓	FM 707	FM 89 (Buffalo Gap)	US 83	Widen to 4 lanes and include turn lanes/shoulders	17.5	5.3	5.0	6.7	5.0	39.5
<del>11</del>		<del>IH 20</del>	<del>East of Loop 322</del>	<del>Abilene East City Limits</del>	<del>Frontage Roads Conversion and Bus I20</del>	<del>4.2</del>	<del>18.7</del>	<del>6.7</del>	<del>0.0</del>	<del>7.5</del>	<del>37.0</del>
11.5		Loop 322	SH 36	SH 36	Intersection Improvements	5.8	14.7	3.3	8.0	5.0	36.8
12	✓	FM 89 (Buffalo Gap Rd)	Antilley Road Intersection		Lower Profile/Intersection Improvements	8.3	8.0	5.0	6.7	5.0	33.0
13	✓	US 83	1.0 miles north of FM 3034	Taylor County Line Near W. Summit Rd	Construct New Overpass	0.8	9.3	6.7	13.3	2.5	32.7
13.5	✓	US 83	Jones County Line		Construct New Overpass	0.8	9.3	6.7	13.3	2.5	32.7
14	✓	Hartford St	at Little Elm Creek		Bridge to Replace Low Crossing	3.3	4.0	20.0	0.0	5.0	32.3
15	✓	Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes	9.2	5.3	5.0	6.7	5.0	31.2
16	✓	FM 707	US 83/84	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane and intersection improvements at FM 1750	5.0	5.3	6.7	6.7	7.5	31.2
17	✓	Bus I20	Loop 322	Elmdale Rd	Rehab, Add Shoulders, and Turn Lanes	1.7	6.7	8.3	6.7	7.5	30.8
18	✓	Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes	8.3	5.3	5.0	6.7	5.0	30.3

Table 24 Continued: Project Ranking

RANK	Funded	Location	From	To	Description	PM 1 Safety Score (Out of 25)	PM 2 System Performance Score (Out of 20)	PM 3 Preservation Score (Out of 25)	PM 4 Development Score (Out of 20)	PM 5 Environmental Score (Out of 10)	Total Score (Out of 100)
19		Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Bus I20	Operational Improvements	0.8	8.0	1.7	13.3	5.0	28.8
20	✓	Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes	8.3	5.3	3.3	6.7	5.0	28.7
21		SH 36	1.2 MI S. of FM 18	FM 1750 (Oldham Ln)	Widen to 4 Lanes	8.3	6.7	8.3	0.0	5.0	28.3
22	✓	Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes	3.3	5.3	6.7	6.7	5.0	27.0
23	✓	Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	0.0	5.3	16.7	0.0	5.0	27.0
24	✓	US 83/84 Frontage	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83/84 Connecting to FM 707 to Antilley Rd	0.0	12.0	1.7	10.7	2.5	26.8
25	✓	EN 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and include turn lanes	6.7	5.3	6.7	0.0	7.5	26.2
26		US 83 Frontage	Old Anson Rd	FM 3034	Change Frontage Road Operations	0.0	8.0	8.3	6.7	2.5	25.5
27		Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	5.0	25.3
27.5	✓	FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082	0.0	2.7	10.0	5.3	5.0	23.0
28		ES 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with CLT	8.3	5.3	6.7	0.0	2.5	22.8
29	✓	FM 3034	US 83	FM 600	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
30		FM 1750 (Oldham Ln)	0.5 MI S of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	7.5	5.3	3.3	0.0	5.0	21.2
31		Iberis Rd (CR164/338)	US 83/84	FM 89 (Buffalo Gap)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	19.0
32		FM 1750 (Oldham Ln)	Industrial Blvd	0.5 MI S. of FM 707	Widen to 4 Lanes	5.0	5.3	3.3	0.0	5.0	18.7
33	✓	Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	0.0	6.7	1.7	6.7	2.5	17.5
34		Memorial Dr	Preston Trail	US 83/84	Extend Rdwy (Public Comment)	0.0	2.7	5.0	6.7	2.5	16.8
35		Memorial Dr	Ridge Crossing	FM 707	Extend Rdwy (Public Comment)	0.0	2.7	3.3	6.7	2.5	15.2
36		New Roadway	Southwest Dr	US 277	New roadway based on public comment between Winters Fwy & Dub Wright Blvd	0.0	2.7	1.7	6.7	2.5	13.5
37		US 83 Frontage Rd	FM 707	Clark Rd	Add Frontage Roads	0.8	8.0	1.7	0.0	2.5	13.0

## 8. FINANCIAL PLAN & PROJECT LISTS



NORTH STREET (CITY OF TYE)

## FINANCIAL PLAN

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

This financial plan chapter identifies current revenue sources for the Abilene MPO and details the methodology used to develop future revenue forecasts, including the current allocation of funding through specific TxDOT funding categories. In addition, the Transportation Revenue Estimator and Needs Determination System (TRENDS) software was used to develop potential scenarios that anticipate changes in future revenue sources such as the gas tax or vehicle registration fees to increase funding potential.

It is important to note that transportation projects that are funded entirely with other revenue sources such as a city project through a bond program or a toll road project can be included in the financial plan and the future project list without impacting the MPO financial constraint.

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

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

Distribution Formula:

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

Table 25: UTP Funding Categories

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

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

To mitigate this shortage in funding for mobility projects, alternative funding sources can be identified. Alternative funding includes passing local bonds, transportation impact fees, or other local policy decisions.

In addition, the MPO is available to receive Category 9 funding for Transportation Alternative projects, however these funds are allocated through a competitive grant selection process, therefore the funding is not guaranteed. More discussion on Category 9 funding will occur later in this chapter.

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

## HIGHWAY REVENUES

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

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

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

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

Table 26: UTP 2020 Projects – Abilene MPO

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

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

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

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

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

## TRANSIT REVENUES

CityLink is the transit agency within the urban area of the MPO and is operated through the City of Abilene. CityLink receives funding from Federal, State, and local sources. Over 60% of annual funding for CityLink comes from FTA Section 5307 funds. Over 25% come from local sources and 10% of funding comes from the State. Based on the FY 2019-2022 Statewide Transportation Improvement Program (STIP), CityLink is

programmed to receive the funding shown in Table 28. Annually, CityLink receives approximately \$3.5 Million for capital purchases, operating expenses, and planning efforts. Most of the funding (75.8%) goes to operating expenses, with 22% for capital, and 2.2% for planning. If the funding methodology remains constant it can be expected that the City of Abilene will receive \$87.5 Million in funding for the next 25 years.

Table 28: 2019-2022 Statewide Transportation Improvement Program

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

Table 29: 2019-2022 TIP Transit Financial Summary with YOE Matrix

Transit Financial Summary									
Abilene MPO									
FY 2019-2022 Transportation Improvement Program									
All Figures in Year of Expenditure (YOE) Dollars									
		2019			2020			2021	
Transit Program	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	\$ 1,739,451	\$1,141,423	\$2,880,874	\$2,196,033	\$1,281,952	\$3,477,985	\$2,196,033	\$1,281,952	\$3,477,985
3 Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4 Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5 Sec. 5339 - Bus & Bus Facilities < 200K	\$340,254	\$0	\$340,254	\$336,784	\$0	\$336,784			\$0
6 Sec. 5310 - Seniors & People w/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
<b>Total Funds</b>	<b>\$2,079,705</b>	<b>\$1,141,423</b>	<b>\$3,221,128</b>	<b>\$2,532,817</b>	<b>\$1,281,952</b>	<b>\$3,814,769</b>	<b>\$2,196,033</b>	<b>\$1,281,952</b>	<b>\$3,477,985</b>
Transportation Development Credits									
Requested, not yet awarded*			68,051			84,196			\$0
Awarded			\$0			\$0			\$0

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

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

	Federal Section 5307	Local (State)	Local (Non-State)	Total
2021 - 2025	\$5,562,676	\$2,913,000	\$2,000,000	\$10,475,676
2026 – 2030	\$6,435,700	\$3,123,000	\$2,000,000	\$11,558,700
2031 – 2035	\$6,933,180	\$3,276,068	\$2,000,000	\$12,209,248
2036 – 2040	\$7,345,624	\$3,488,854	\$2,000,000	\$12,209,248
2041 – 2045	\$7,795,655	\$3,599,355	\$2,000,000	\$13,395,010
<b>Total</b>	<b>\$34,072,835</b>	<b>\$16,400,277</b>	<b>\$10,000,000</b>	<b>\$60,473,112</b>

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

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

## BICYCLE AND PEDESTRIAN REVENUES

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

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

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

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

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

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

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

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

## REVENUE AND EXPENDITURE PROJECTIONS

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

The other scenario is developed through the TRENDS program developed by the Texas A&M Transportation Institute (TTI). The TRENDS program allows the MPO to create scenarios of increased revenue as a result of increasing the local fuel tax rate, creating a local vehicle mileage fee, increasing the local vehicle registration fee, and changing the local fuel efficiency.

In the mobility survey that was conducted throughout the development of the Abilene MPO MTP, a question was asked regarding additional funding for transportation projects. Options were given for the following:

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

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

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

Table 32: Abilene MPO Revenue Scenarios

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

YEAR OF EXPENDITURE (YOE) COSTS

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

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

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

FUNDING SUMMARY

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

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

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

ALTERNATIVE FUNDING SOURCES

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

COUNTY SALES AND USE TAX

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

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

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

TRANSPORTATION UTILITY FEES

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

STREET MAINTENANCE FEE

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

TRANSPORTATION IMPROVEMENT BONDS

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

### **LOCAL VEHICLE REGISTRATION FEES**

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

### **LOCAL MOTOR FUEL TAXES**

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

### **VEHICLE MILEAGE FEES**

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

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

### **TOLLING**

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

### **PUBLIC-PRIVATE PARTNERSHIPS**

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

## PROJECTS

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

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

### PROJECT ID

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

Example: AXXXX-B3-CA

A      XXXX      -B3      -CA

System   Location   Serial   Project-  
Code   Code   Number   type Code

### SYSTEM CODE

A	City of Abilene street system
I	Interstate Highway system
L	Local road systems, may include projects in Abilene
M	Metropolitan, may be on any road system within the Abilene Metropolitan Area
S	State Road system other than Interstate Highways
C	County Roads

### LOCATION CODES

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

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

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

### SERIAL NUMBER

X indicates a lump sum project.

(#) indicates a project carried forward from the 1995-2015 MTP

B(#) indicates a project included for the first time in the 2000-2025 MTP

C(#) indicates a project included for the first time in the 2005-2030 MTP

D(#) indicates a project included for the first time in the 2010-2035 MTP

E(#) indicates a project included for the first time in the 2015-2040 MTP

F(#) indicates a project included for the first time in the 2020-2045 MTP

### PROJECT-TYPE CODE

BR – Bridge rehabilitation or replacement

CA- Mobility, Capacity Added

IM – Interstate Maintenance, Rehabilitation and Safety

MS - Miscellaneous

OI – Mobility, Operational Improvement

PM- Preventative and routine Maintenance

RM – Reconstruction, Repair, Maintain

BP – Bicycle, Pedestrian

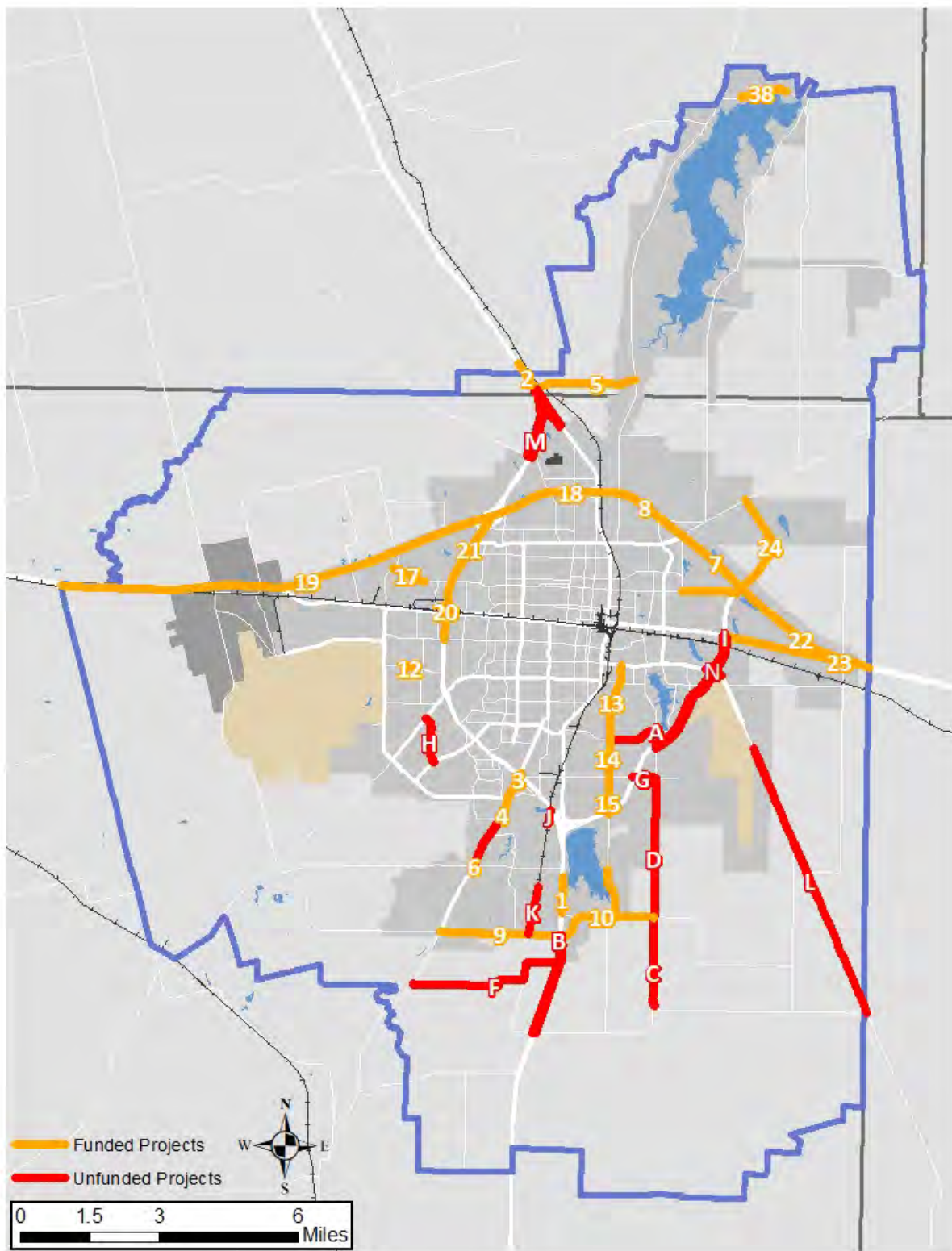
### STATUS

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

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

## ABBREVIATIONS USED IN THE TABLES

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



*Map ID 22  
will be  
removed -  
IH 20  
Project*

Figure 46: Funded and Illustrative Projects Map

# PROJECTS

Table 33: Funded Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	CSJ (Control Section, etc)	Controlling Project ID	Status	Total Cost*	Project Ranking	Map #	PM#
US 83/84 Frontage	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83/84 Connecting to FM 707 to Antilley Rd	\$ 7,000,001	\$ 3,500,000	2020	S083-E23-CA	0034-01-127		Plans under construction (planned let Aug 1, 2020)	\$ 7,290,471	24	1	PM 3
US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	\$ 10,520,000	\$ -	2024	S0083-B2-OI	0033-05-089	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 12,781,870	13	2	PM 1 PM 2
US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	\$ 3,000,000	\$ -	2024	S0083-B2-OI	0033-06-121	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 3,651,418	13	2	PM 1 PM 2
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83/84	Access Management/Intersection Improvements	\$ 12,775,001	\$ 12,775,000	2021	S0089-3-CA	0699-01-052	0699-01-052	Plans under construction (planned let August 1, 2021)	\$ 17,319,993	3	3	PM 1 PM 2 PM 3
FM 89 (Buffalo Gap Rd)	Near Betties Ln	Rebecca Ln	Access Management	\$ 10,970,001	\$ 10,970,000	2021	S0089-C1-CA	0699-01-051	0699-01-052	Plans under construction (planned let August 1, 2021)	\$ 12,447,992	5	4	PM 1 PM 2 PM 3
FM 3034	US 83	FM 600	Rehab and Widen	\$ 2,600,000	\$ 2,600,000	2024	S3034-E22-RM	3068-01-012 & 3068-01-015	0033-05-089	Plans under construction (planned let February 1, 2024)	\$ 2,942,666	29	5	PM 2
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	S0089-E21-RM	0699-01-056		Long Range Plan	\$ 2,200,000	12	6	PM 1 PM 2 PM 3
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	\$ 127,500,000	\$ -	2028	S020-E24-CA	0006-06-081		Environmental Review (planned let June 1, 2028) combined S020-E28-CA	\$ 162,335,040	7	7	PM 1 PM 2 PM 3
IH 20	Judge Ely Blvd	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	\$ 67,199,999	\$ 20,000,000	2026	S020-E25-CA	0006-06-109		Environmental Review (planned let June 1, 2026)	\$ 79,670,999	1	8	PM 1 PM 2 PM 3
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 7,840,000	\$ 7,840,000	2025	S0707-F1-CA	0663-01-024		Let date 8-1-25	\$ 16,206,697	10	9	PM 1 PM 3
FM 707	US 83/84	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane and intersection improvements at FM 1750	\$ 10,400,000	\$ 8,060,000	2029	S0707-F2-CA				\$ 16,360,619	16	10	PM 1 PM 3
E N 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and include turn lanes	\$ 5,400,000	\$ -	2020-2029	AEN10-1-CA			Local Project	\$ 5,400,000	25	11	N/A

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

Table 33 Continued: Funded Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	CS) (Control Section Job)	Controlling Project ID	Status	Total Cost*	Project Ranking	Map #	PM#
Hartford	at Little Elm Creek		Bridge to Replace Low Crossing	\$ 1,000,000	\$ -	2020-2029	AHRT-1-BR			Local Project	\$ 1,000,000	14	12	N/A
Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes	\$ 7,400,000	\$ -	2020-2029	AMAPL-2-CA			Local Project	\$ 7,400,000	20	13	N/A
Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-3-CA			Local Project	\$ 3,600,000	22	14	N/A
Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-4-CA			Local Project	\$ 3,600,000	18	15	N/A
Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes	\$ 4,800,000	\$ -	2020-2029	AMAPL-5-CA			Local Project	\$ 4,800,000	15	16	N/A
Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	\$ 1,500,000	\$ -	2020-2029	AN010-D2-OI			Local Project	\$ 1,500,000	23	17	N/A
IH 20	Near Catclaw Creek	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 20,000,000	2029	S020-E26-CA	0006-06-105		Environmental Review (planned let May 1, 2029)	\$ 270,558,400	2	18	PM 1 PM 2 PM 3
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 30,000,000	2031	S020-E27-CA	0006-05-090		Environmental Review (planned let April 1, 2031)	\$ 270,558,400	8	19	PM 1 PM 2 PM 3
US 83/84	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 10,000,000	2030-2045	S0083-B3-CA			Long Range Plan	\$ 98,037,488	4	20	PM 1 PM 2 PM 3
US 83/84	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures	\$ 40,000,000	\$ 10,000,000	2030-2045	S0083-E7-CA			Long Range Plan	\$ 65,358,325	9	21	PM 1 PM 2 PM 3
IH 20	MPO East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 20,000,000	2030-2045	S020-E28-CA	0006-06-081		Long Range Plan	\$ 98,037,488	11	22	PM 1 PM 2 PM 3
Business I-20	Loop 322	Elmdale Rd	Rehabilitate, Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2030-2045	SB120-C1-RM			Long Range Plan	\$ 8,236,582	17	23	PM 1 PM 2 PM 3
Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	\$ 45,400,000	\$ -	2030-2045	S0322-B1 (C2)-CA			Long Range Plan	\$ 71,911,699	33	24	PM 3
FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082	\$ 7,000,000	\$ 3,000,000	2023	S1082-F7-CA	0972-03-021		Local Project	\$ 8,581,376	27.5	38	PM 1 PM 2

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

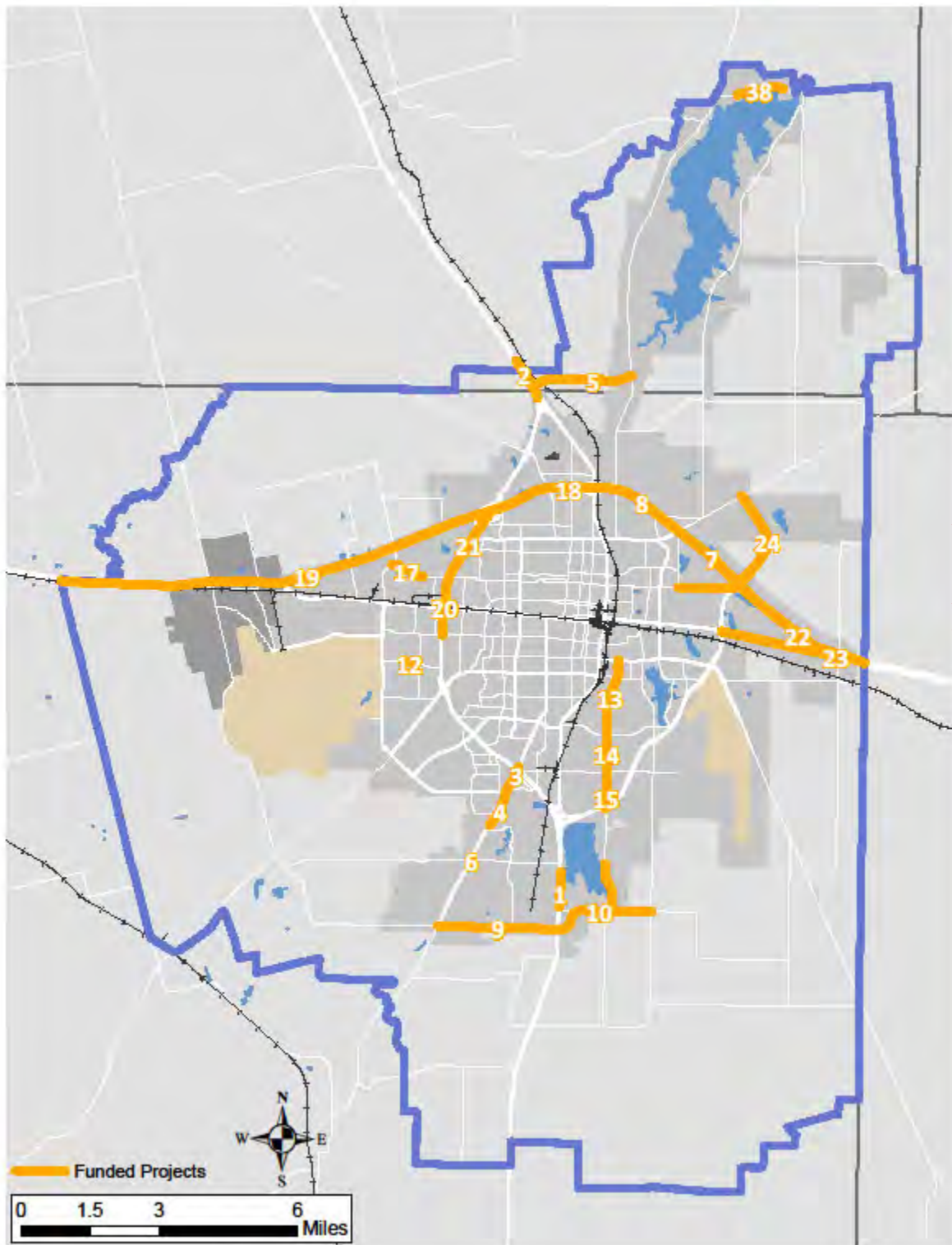


Figure 47: Funded Projects Map

Table 34: Illustrative Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Project Ranking	Map #
E S 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 4,700,000	\$ -	Future	AES27-2-CA	28	A
US 83 Frontage Rd	FM 707	Clark Rd	Add Frontage Roads	\$ 13,600,000	\$ -	Future	S0083-F3-CA	37	B
FM 1750 (Oldham Ln)	0.5 Miles South of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	\$ 6,500,000	\$ -	Future	S1750-E5-CA	30	C
FM 1750 (Oldham Ln)	Industrial Blvd	0.5 Miles South of FM 707	Widen to 4 Lanes	\$ 15,800,000	\$ -	Future	S1750-C1-CA	32	D
FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Widen to 6 Lanes with Access Control	\$ 5,000,000	\$ -	Future	S0089-C2-CA	6	E
Iberis (CR 164 & CR 338)	US 83/84	FM 89 (Buffalo Gap Rd)	Rehabilitate, Add Shoulders	\$ 7,100,000	\$ -	Future	CIBER-E19-RM	31	F
Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 2,300,000	\$ -	Future	AINDU-2-CA	27	G
New Roadway	Southwest Dr	US 277	New roadway based on public comment between Winters Fwy & Dub Wright Blvd	\$ 4,500,000	\$ -	Future	AXXX-F4-CA	36	H
Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Business I-20	Operational Improvements	\$ 18,000,000	\$ -	Future	S322-E28-OI	19	I
Memorial Dr	Preston Trail	US 83/84	Extend roadway (Public Comment)	\$ 1,300,000	\$ -	Future	AMEMO-F5-CA	34	J
Memorial Dr	Ridge Crossing	FM 707	Extend roadway (Public Comment)	\$ 4,700,000	\$ -	Future	AMEMO-F6-CA	35	K
SH 36	1.2 Miles South of FM 18 (Old Clyde Rd)	FM 1750 (Oldham Ln)	Widen to 4 Lanes	\$ 27,900,000	\$ -	Future	S0036-1-CA	21	L
US 83 Frontage Rd	Old Anson Rd	FM 3034	Change Frontage Road Operations	\$ 12,000,000	\$ -	Future	S0083-C1-OI	26	M
Loop 322	SH 36	SH 36	Intersection Improvements	TBD	\$ -	Future	S0322-F8-OI	11.5	N

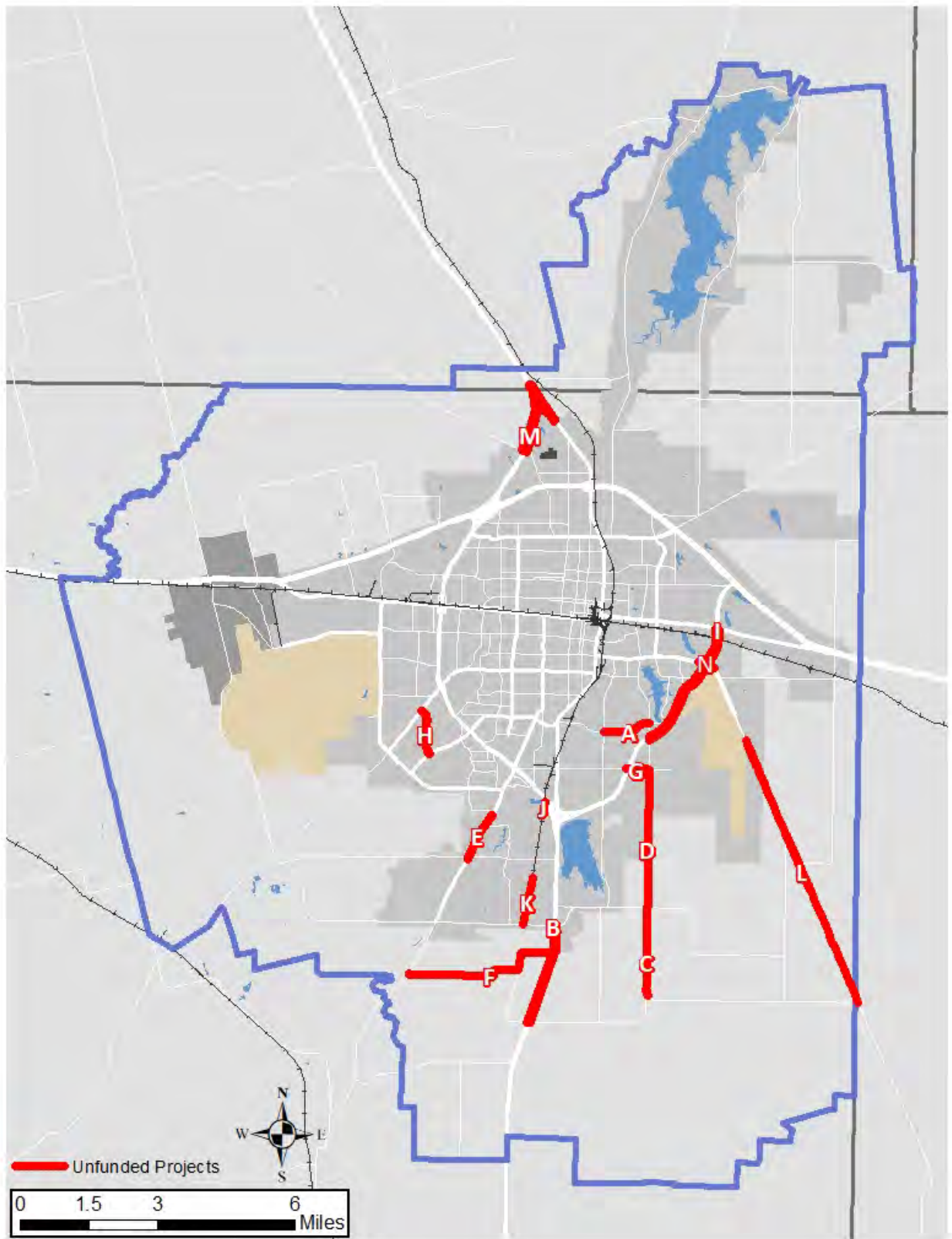


Figure 48: Illustrative Projects Map

Table 35: Grouped Projects

Location	From	To	Work Description	Total Cost Pre Inflation	Year of Expense	Total Project Cost	Local ID	
Local Govt. Roads	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$24,964,185	LVARI-XSR-PM	Short-Term 2020-2029
Local Govt. Roads	Various Locatons		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2020 - 2029	\$17,857,795	LVARI-XSR-PM	
Local Govt. Roads	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$10,830,000	LVARI-XSR-MS	
State System	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2020 - 2029	\$15,896,460	SVARI-XSR-PM	
State System	Various Locatons		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2020 - 2029	\$29,000,777	SVARI-XSR-RM	
State System	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2020 - 2029	\$3,304,922	SVARI-XSR-MS	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2020 - 2029	\$13,308,000	MVAR-XSR-BP	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2020 - 2029	\$2,000,000	MVAR-XSR-MS	
Local Match	Various Locatons		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2020 - 2029	\$2,449,280	LMATC-XSR-MS	
Bridge Replacement and Rehabilitation	Various Locatons		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2020 - 2029	TBD	MVARI-XSR-BR	
Local Govt. Roads	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$27,460,604	LVARI-XLR-PM	Long-Term 2030-2045
Local Govt. Roads	Various Locatons		Rehabilitate or Reconstruct Existing Roads	Grouped Project Over Multiple Years	2030- 2045	\$9,153,535	LVARI-XLR-RM	
Local Govt. Roads	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$990,000	LVARI-XLR-MS	
State System	Various Locatons		Routine (Preventive) Maintenance	Grouped Project Over Multiple Years	2030- 2045	\$17,486,106	SVARI-XLR-PM	
State System	Various Locatons		Rehabilitate or Reconstruct Existing State Roads With Baseline Funds	Grouped Project Over Multiple Years	2030- 2045	\$29,000,777	SVARI-XLR-RM	
State System	Various Locatons		Various Off-Pavement Improvements (Signs, Signals, Landscaping, Drainage Imps, ETC.)	Grouped Project Over Multiple Years	2030- 2045	\$3,635,414	SVARI-XLR-MS	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Pedestrian and Bikeway Improvements	Grouped Project Over Multiple Years	2030- 2045	\$18,631,200	MVARI-XLR-BP	
Local Govt./ State Roads/ Off Roadway Facilities	Various Locatons		Non Ped/Bike Transportation Alternatives Type Projects	Grouped Project Over Multiple Years	2030- 2045	\$3,000,000	MVARI-XLR-MS	
Local Match	Various Locatons		Local Match For Statewide Program (Bridge, Enhancement, SRTS, ETC.) Projects Off State System	Grouped Project Over Multiple Years	2030- 2045	\$3,460,992	LMATC-XLR-MS	
Bridge Replacement and Rehabilitation	Various Locatons		Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.	Grouped Project Over Multiple Years	2030- 2045	TBD	MVARI-XLR-BR	
Grouped Projects using baseline revenue and local Funding, Total				\$0		\$232,430,047		
Projects using baseline revenue and local funding (Previous Page), Total				\$0		\$ 931,705,002		
Combined total of projects and grouped projects using baseline revenue and local funding, total				\$0		\$1,164,135,049		

Table 36: Current Projects in Development

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

# APPENDIX



1ST & PINE ST

6. **Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the MPO Ten-Year Plan.**

**Abilene MPO Policy Board Meeting  
February 21, 2023  
Supplemental Agenda Information**

**6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the MPO Ten-Year Plan.**

**Background**

On June 21, 2016 the Policy Board adopted a listing of 20 projects for future funding. The list was not prioritized except for FM 89 projects #1 and #2 as well as FM 3034 which had been validated as the top three projects. The Abilene MPO receives funding through the Category 2 (Metro and Urban Area Corridor Projects) formula distribution. According to TxDOT's formula this category is for "mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas". On June 3, 2015 the HB 20 legislation was passed. House Bill 20 amends the Transportation Code to require the Texas Transportation Commission to develop and implement a performance-based planning and programming process that includes certain performance metrics and measures. The bill requires each planning organization to develop a Ten-Year Plan and project recommendation criteria and provides for the prioritization and approval of recommended projects by the commission.

The Abilene MPO Project Selection Committee met on November 15, 2016 to discuss how to prioritize the listing of 20 projects that the Policy Board approved on June 21, 2016. This prioritized list was presented to the Technical Advisory Committee at their November 29, 2016 meeting. The Policy Board approved this document called the Ten-Year Plan at their December 12, 2016 meeting. In order to capture project situations and to ensure that projects are ready to move forward in the projected phases the Ten-Year Plan was amended on June 20, 2017, December 19, 2017, June 19, 2018, December 17, 2019, and December 14, 2021.

**Current Situation**

As part of the process of changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), the Ten-Year Plan also needs to be updated.

**Recommendation from the Technical Advisory Committee (TAC)**

The TAC at their February 7, 2023 meeting recommended approval to the Policy Board on the amendment to the MPO Ten-Year Plan as presented.

**Action Requested**

1. Any suggestions, deletions, or additions.
2. Approval of the amendment to the 10-Year Plan.

**ABILENE METROPOLITAN PLANNING ORGANIZATION**

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**10 YEAR PLAN**

PROJECT	LIMITS	TYPE OF WORK	SCHEDULE TYPE	SCHEDULE CATEGORY	SCHEDULE CATEGORY	TOTAL CURRENT PROJECTS												TOTAL FUTURE PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
						19-2015	19-2016	19-2017	19-2018	19-2019	19-2020	19-2021	19-2022	19-2023	19-2024	19-2025	19-2026	19-2027	19-2028	19-2029	19-2030	19-2031	19-2032	19-2033	19-2034	19-2035	19-2036	19-2037	19-2038	19-2039	19-2040	19-2041	19-2042	19-2043	19-2044	19-2045	19-2046	19-2047	19-2048	19-2049	19-2050	19-2051	19-2052	19-2053	19-2054	19-2055	19-2056	19-2057	19-2058	19-2059	19-2060	19-2061	19-2062	19-2063	19-2064	19-2065	19-2066	19-2067	19-2068	19-2069	19-2070	19-2071	19-2072	19-2073	19-2074	19-2075	19-2076	19-2077	19-2078	19-2079	19-2080	19-2081	19-2082	19-2083	19-2084	19-2085	19-2086	19-2087	19-2088	19-2089	19-2090	19-2091	19-2092	19-2093	19-2094	19-2095	19-2096	19-2097	19-2098	19-2099	19-2100	19-2101	19-2102	19-2103	19-2104	19-2105	19-2106	19-2107	19-2108	19-2109	19-2110	19-2111	19-2112	19-2113	19-2114	19-2115	19-2116	19-2117	19-2118	19-2119	19-2120	19-2121	19-2122	19-2123	19-2124	19-2125	19-2126	19-2127	19-2128	19-2129	19-2130	19-2131	19-2132	19-2133	19-2134	19-2135	19-2136	19-2137	19-2138	19-2139	19-2140	19-2141	19-2142	19-2143	19-2144	19-2145	19-2146	19-2147	19-2148	19-2149	19-2150	19-2151	19-2152	19-2153	19-2154	19-2155	19-2156	19-2157	19-2158	19-2159	19-2160	19-2161	19-2162	19-2163	19-2164	19-2165	19-2166	19-2167	19-2168	19-2169	19-2170	19-2171	19-2172	19-2173	19-2174	19-2175	19-2176	19-2177	19-2178	19-2179	19-2180	19-2181	19-2182	19-2183	19-2184	19-2185	19-2186	19-2187	19-2188	19-2189	19-2190	19-2191	19-2192	19-2193	19-2194	19-2195	19-2196	19-2197	19-2198	19-2199	19-2200	19-2201	19-2202	19-2203	19-2204	19-2205	19-2206	19-2207	19-2208	19-2209	19-2210	19-2211	19-2212	19-2213	19-2214	19-2215	19-2216	19-2217	19-2218	19-2219	19-2220	19-2221	19-2222	19-2223	19-2224	19-2225	19-2226	19-2227	19-2228	19-2229	19-2230	19-2231	19-2232	19-2233	19-2234	19-2235	19-2236	19-2237	19-2238	19-2239	19-2240	19-2241	19-2242	19-2243	19-2244	19-2245	19-2246	19-2247	19-2248	19-2249	19-2250	19-2251	19-2252	19-2253	19-2254	19-2255	19-2256	19-2257	19-2258	19-2259	19-2260	19-2261	19-2262	19-2263	19-2264	19-2265	19-2266	19-2267	19-2268	19-2269	19-2270	19-2271	19-2272	19-2273	19-2274	19-2275	19-2276	19-2277	19-2278	19-2279	19-2280	19-2281	19-2282	19-2283	19-2284	19-2285	19-2286	19-2287	19-2288	19-2289	19-2290	19-2291	19-2292	19-2293	19-2294	19-2295	19-2296	19-2297	19-2298	19-2299	19-2300	19-2301	19-2302	19-2303	19-2304	19-2305	19-2306	19-2307	19-2308	19-2309	19-2310	19-2311	19-2312	19-2313	19-2314	19-2315	19-2316	19-2317	19-2318	19-2319	19-2320	19-2321	19-2322	19-2323	19-2324	19-2325	19-2326	19-2327	19-2328	19-2329	19-2330	19-2331	19-2332	19-2333	19-2334	19-2335	19-2336	19-2337	19-2338	19-2339	19-2340	19-2341	19-2342	19-2343	19-2344	19-2345	19-2346	19-2347	19-2348	19-2349	19-2350	19-2351	19-2352	19-2353	19-2354	19-2355	19-2356	19-2357	19-2358	19-2359	19-2360	19-2361	19-2362	19-2363	19-2364	19-2365	19-2366	19-2367	19-2368	19-2369	19-2370	19-2371	19-2372	19-2373	19-2374	19-2375	19-2376	19-2377	19-2378	19-2379	19-2380	19-2381	19-2382	19-2383	19-2384	19-2385	19-2386	19-2387	19-2388	19-2389	19-2390	19-2391	19-2392	19-2393	19-2394	19-2395	19-2396	19-2397	19-2398	19-2399	19-2400	19-2401	19-2402	19-2403	19-2404	19-2405	19-2406	19-2407	19-2408	19-2409	19-2410	19-2411	19-2412	19-2413	19-2414	19-2415	19-2416	19-2417	19-2418	19-2419	19-2420	19-2421	19-2422	19-2423	19-2424	19-2425	19-2426	19-2427	19-2428	19-2429	19-2430	19-2431	19-2432	19-2433	19-2434	19-2435	19-2436	19-2437	19-2438	19-2439	19-2440	19-2441	19-2442	19-2443	19-2444	19-2445	19-2446	19-2447	19-2448	19-2449	19-2450	19-2451	19-2452	19-2453	19-2454	19-2455	19-2456	19-2457	19-2458	19-2459	19-2460	19-2461	19-2462	19-2463	19-2464	19-2465	19-2466	19-2467	19-2468	19-2469	19-2470	19-2471	19-2472	19-2473	19-2474	19-2475	19-2476	19-2477	19-2478	19-2479	19-2480	19-2481	19-2482	19-2483	19-2484	19-2485	19-2486	19-2487	19-2488	19-2489	19-2490	19-2491	19-2492	19-2493	19-2494	19-2495	19-2496	19-2497	19-2498	19-2499	19-2500	19-2501	19-2502	19-2503	19-2504	19-2505	19-2506	19-2507	19-2508	19-2509	19-2510	19-2511	19-2512	19-2513	19-2514	19-2515	19-2516	19-2517	19-2518	19-2519	19-2520	19-2521	19-2522	19-2523	19-2524	19-2525	19-2526	19-2527	19-2528	19-2529	19-2530	19-2531	19-2532	19-2533	19-2534	19-2535	19-2536	19-2537	19-2538	19-2539	19-2540	19-2541	19-2542	19-2543	19-2544	19-2545	19-2546	19-2547	19-2548	19-2549	19-2550	19-2551	19-2552	19-2553	19-2554	19-2555	19-2556	19-2557	19-2558	19-2559	19-2560	19-2561	19-2562	19-2563	19-2564	19-2565	19-2566	19-2567	19-2568	19-2569	19-2570	19-2571	19-2572	19-2573	19-2574	19-2575	19-2576	19-2577	19-2578	19-2579	19-2580	19-2581	19-2582	19-2583	19-2584	19-2585	19-2586	19-2587	19-2588	19-2589	19-2590	19-2591	19-2592	19-2593	19-2594	19-2595	19-2596	19-2597	19-2598	19-2599	19-2600	19-2601	19-2602	19-2603	19-2604	19-2605	19-2606	19-2607	19-2608	19-2609	19-2610	19-2611	19-2612	19-2613	19-2614	19-2615	19-2616	19-2617	19-2618	19-2619	19-2620	19-2621	19-2622	19-2623	19-2624	19-2625	19-2626	19-2627	19-2628	19-2629	19-2630	19-2631	19-2632	19-2633	19-2634	19-2635	19-2636	19-2637	19-2638	19-2639	19-2640	19-2641	19-2642	19-2643	19-2644	19-2645	19-2646	19-2647	19-2648	19-2649	19-2650	19-2651	19-2652	19-2653	19-2654	19-2655	19-2656	19-2657	19-2658	19-2659	19-2660	19-2661	19-2662	19-2663	19-2664	19-2665	19-2666	19-2667	19-2668	19-2669	19-2670	19-2671	19-2672	19-2673	19-2674	19-2675	19-2676	19-2677	19-2678	19-2679	19-2680	19-2681	19-2682	19-2683	19-2684	19-2685	19-2686	19-2687	19-2688	19-2689	19-2690	19-2691	19-2692	19-2693	19-2694	19-2695	19-2696	19-2697	19-2698	19-2699	19-2700	19-2701	19-2702	19-2703	19-2704	19-2705	19-2706	19-2707	19-2708	19-2709	19-2710	19-2711	19-2712	19-2713	19-2714	19-2715	19-2716	19-2717	19-2718	19-2719	19-2720	19-2721	19-2722	19-2723	19-2724	19-2725	19-2726	19-2727	19-2728	19-2729	19-2730	19-2731	19-2732	19-2733	19-2734	19-2735	19-2736	19-2737	19-2738	19-2739	19-2740	19-2741	19-2742	19-2743	19-2744	19-2745	19-2746	19-2747	19-2748	19-2749	19-2750	19-2751	19-2752	19-2753	19-2754	19-2755	19-2756	19-2757	19-2758	19-2759	19-2760	19-2761	19-2762	19-2763	19-2764	19-2765	19-2766	19-2767	19-2768	19-2769	19-2770	19-2771	19-2772	19-2773	19-2774	19-2775	19-2776	19-2777	19-2778	19-2779	19-2780	19-2781	19-2782	19-2783	19-2784	19-2785	19-2786	19-2787	19-2788	19-2789	19-2790	19-2791	19-2792	19-2793	19-2794	19-2795	19-2796	19-2797	19-2798	19-2799	19-2800	19-2801	19-2802	19-2803	19-2804	19-2805	19-2806	19-2807	19-2808	19-2809	19-2810	19-2811	19-2812	19-2813	19-2814	19-2815	19-2816	19-2817	19-2818	19-2819	19-2820	19-2821	19-2822	19-2823	19-2824	19-2825	19-2826	19-2827	19-2828	19-2829	19-2830	19-2831	19-2832	19-2833	19-2834	19-2835	19-2836	19-2837	19-2838	19-2839	19-2840	19-2841	19-2842	19-2843	19-2844	19-2845	19-2846	19-2847	19-2848	19-2849	19-2850	19-2851	19-2852	19-2853	19-2854	19-2855	19-2856	19-2857	19-2858	19-2859	19-2860	19-2861	19-2862	19-2863	19-2864	19-2865	19-2866	19-2867	19-2868	19-2869	19-2870	19-2871	19-2872	19-2873	19-2874	19-2875	19-2876	19-2877	19-2878	19-2879	19-2880	19-2881	19-2882	19-2883	19-2884	19-2885	19-2886	19-2887	19-2888	19-2889	19-2890	19-2891	19-2892	19-2893	19-2894	19-2895	19-2896	19-2897	19-2898	19-2899	19-2900	19-2901	19-2902	19-2903	19-2904	19-2905	19-2906	19-2907	19-2908	19-2909	19-2910	19-2911	19-2912	19-2913	19-2914	19-2915	19-2916	19-2917	19-2918	19-2919	19-2920	19-2921	19-2922	19-2923	19-2924	19-2925	19-2926	19-2927	19-2928	19-2929	19-2930	19-2931	19-2932	19-2933	19-2934	19-2935	19-2936	19-2937	19-2938	19-2939	19-2940	19-2941	19-2942	19-2943	19-2944	19-2945	19-2946	19-2947	19-2948	19-2949	19-2950	19-2951	19-2952	19-2953	19-2954	19-2955	19-2956	19-2957	19-2958	19-2959	19-2960	19-2961	19-2962	19-2963	19-2964	19-2965	19-2966	19-2967	19-2968	19-2969	19-2970	19-2971	19-2972	19-2973	19-2974	19-2975	19-2976	19-2977	19-2978	19-2979	19-2980	19-2981	19-2982	19-2983	19-2984	19-2985	19-2986	19-2987	19-2988	19-2989	19-2990	19-2991	19-2992	19-2993	19-2994	19-2995	19-2996	19-2997	19-2998	19-2999	19-3000	19-3001	19-3002	19-3003	19-3004	19-3005	19-3006	19-3007	19-3008	19-3009	19-3010	19-3011	19-3012	19-3013	19-3014	19-3015	19-3016	19-3017	19-3018	19-3019	19-3020	19-3021	19-3022	19-3023	19-3024	19-3025	19-3026	19-3027	19-3028	19-3029	19-3030	19-3031	19-3032

7. 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  
February 21, 2023  
Supplemental Agenda Information**

**7. 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 the projects from our long-range "Metropolitan Transportation Plan" (MTP) that are being worked on during this time span. 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 or his designee.

The 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. This will be the second amendment to the document.

**Current Situation**

The TIP needs to be amended due to changes in project scope, funding, and total project cost information.

**Recommendation from the Technical Advisory Committee (TAC)**

The TAC at their February 7, 2023 meeting recommended approval to the Policy Board on the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) as presented.

**Action Requested**

1. Any suggestions, deletions, or additions.
2. Approval of the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).



# ABILENE

METROPOLITAN PLANNING ORGANIZATION

## CHANGES ONLY DOCUMENT

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 (Pending Approval by PB)

## 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	YOE COST	
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:	05/23	
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 (01/23) adjusted 05/23		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
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	\$ 7,000,000.00						
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	YOE COST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 2,600,000.00	
LIMITS FROM:	US 83					REVISION DATE:	05/23	
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 02/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Revised 07/2024 to add project cost, TP #S 2019-2022, Ctrl CSJ #0033-05-089 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, Moved to 2024 & Let Date chg 08/2023		
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:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
CONST COST:	\$ 2,600,000.00							
CONST ENG:	\$ 98,270.40							
CONTINGENCIES:	\$ 82,000.00		\$ 2,600,000.00					
INDIRECT COSTS:	\$ 60,378.00							
BOND FINANCING	\$ -		TOTAL:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
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	YOE COST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,640,000.00	
LIMITS FROM:	Brick Road					REVISION DATE:	05/23	
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 01/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Added 05/23 revision split CSJ #3068-01-012 (US 83 to FM600)		
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 11:	\$ 2,912,000.00	\$ 728,000.00	\$ -	\$ -	\$ 3,640,000.00
CONST COST:	\$ 3,500,000.00		CAT 2U:	\$ -	\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ 171,973.20							
CONTINGENCIES:	\$ -		\$ 3,640,000.00					
INDIRECT COSTS:	\$ 105,661.50							
BOND FINANCING	\$ -		TOTAL:	\$ 2,912,000.00	\$ 728,000.00	\$ -	\$ -	\$ 3,640,000.00
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	YOE COST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 10,520,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	05/23	
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 02/2024				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		
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:	\$ 8,416,000.00	\$ 2,104,000.00	\$ -	\$ -	\$ 10,520,000.00
CONST COST:	\$ 10,520,000.00							
CONST ENG:	\$ 628,094.40							
CONTINGENCIES:	\$ 792,000.00		\$ 10,520,000.00					
INDIRECT COSTS:	\$ 312,968.00							
BOND FINANCING	\$ -		TOTAL:	\$ 8,416,000.00	\$ 2,104,000.00	\$ -	\$ -	\$ 10,520,000.00
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	YOE COST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 3,000,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	05/23	
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 02/2024				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, split CSJ 0033-05-089 into 2 projects		
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:	\$ 2,400,000.00	\$ 600,000.00	\$ -	\$ -	\$ 3,000,000.00
CONST COST:	\$ 3,000,000.00							
CONST ENG:	\$ 180,891.19							
CONTINGENCIES:	\$ 228,096.00		\$ 3,000,000.00					
INDIRECT COSTS:	\$ 90,134.78							
BOND FINANCING	\$ -		TOTAL:	\$ 2,400,000.00	\$ 600,000.00	\$ -	\$ -	\$ 3,000,000.00
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	YOY COST	
Abilene	Taylor	0663-01-024	FM 707	Construction		MPO/TxDOT	\$ 7,840,000.00	
LIMITS FROM:	FM 89 (Buffalo Gap Road)					REVISION DATE:	07/2022	
LIMITS TO:	US 83					MPO PROJ. NUM:	S0707-F1-CA	
PROJECT:	FM 707 FM 89 TO US 83					FUNDING CAT(S):	2U	
DESCRIPTION:	REHAB AND WIDEN ROADWAY							
REMARKS:	Estimated let date 08/2025				PROJECT HISTORY:	Added into FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 364,574.70	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 6,904,100.00		CAT 2U:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -	\$ 7,840,000.00
CONST COST:	\$ 7,840,000.00							
CONST ENG:	\$ 441,953.82							
CONTINGENCIES:	\$ 440,300.00		\$ 7,840,000.00					
INDIRECT COSTS:	\$ 215,768.70							
BOND FINANCING	\$ -			TOTAL:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 16,206,697.22							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$ 67,199,999.00	
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	07/2022	
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 <b>construct</b> overpass structures							
REMARKS:	Estimated let date <b>06/2026</b>				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP - <b>updated MTP 02/23</b> )		
P7:								
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:	\$ 37,759,999.20	\$ 9,439,999.80	\$ -	\$ -	\$ 47,199,999.00
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		\$ 67,199,999.00					
INDIRECT COSTS:	\$ 1,848,750.00							
BOND FINANCING				TOTAL:	\$ 53,759,999.20	\$ 13,439,999.80	\$ -	\$ -
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 79,670,999.00							

# HIGHWAY FINANCIAL SUMMARY

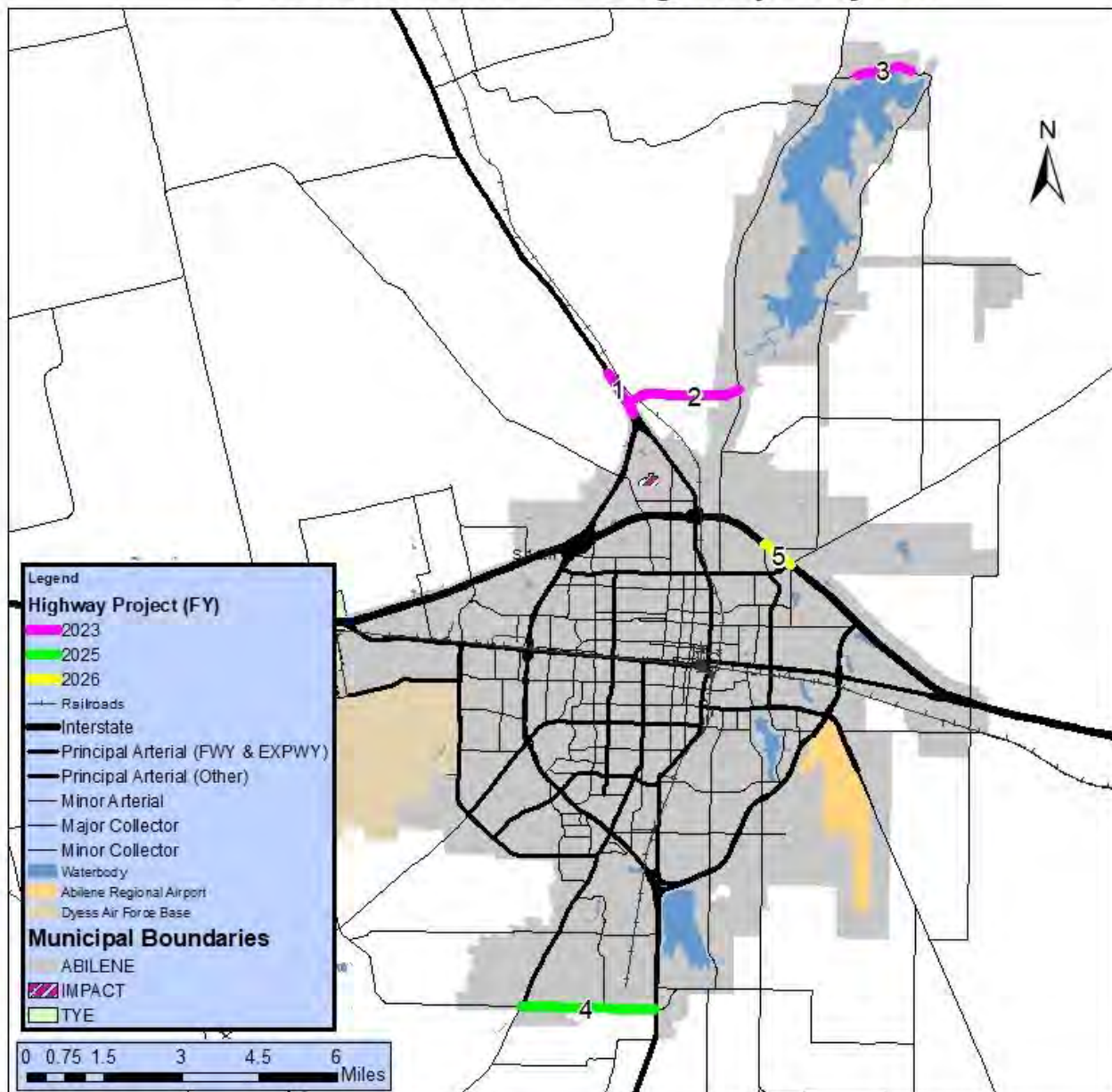
## ABILENE MPO

### 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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		\$2,600,000	\$2,600,000		\$7,840,000	\$20,000,000		\$20,000,000	\$20,000,000		\$33,440,000	\$33,440,000
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000		\$0	\$0		\$0	\$0		\$0	\$0		\$3,000,000	\$3,000,000
3DB	Design Build (DB)	\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0		\$13,520,000	\$13,520,000		\$0	\$0		\$0	\$0		\$13,520,000	\$13,520,000
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		\$3,640,000	\$3,640,000		\$0	\$0		\$0	\$0		\$4,640,000	\$4,640,000
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		\$47,199,999	\$47,199,999		\$47,199,999	\$47,199,999
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		\$19,760,000	\$19,760,000		\$7,840,000	\$67,199,999		\$67,199,999	\$67,199,999		\$101,799,999	\$101,799,999
Funding Participation Source															
Source		FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26									
Federal		\$3,200,000	\$15,808,000	\$6,272,000	\$53,759,999	\$79,039,999									
State		\$800,000	\$3,952,000	\$1,568,000	\$13,440,000	\$19,760,000									
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 Grant		\$0	\$0	\$0	\$0	\$0									
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0									
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0									
CAT 3 - CRISI		\$0	\$0	\$0	\$0	\$0									
CAT 3 - Local Transit		\$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	\$19,760,000	\$7,840,000	\$67,199,999	\$101,799,999									

**Will be updated.**

**FYs 2023-2026 TIP Highway Projects**



1. FY 2023 US 83 - FROM .67 miles N of FM 3034 TO 28 Miles S of FM 3034
2. FY 2023 FM 3034 FROM US 83 TO FM 600
3. FY 2023 FM 1082 Relocation - FROM West of Cheyenne Creek Road TO East of Dam
4. FY 2025 FM 707 - FROM FM 89 TO US 83
5. FY 2026 IH 20 Six lanes FROM near Judge Ely 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 \_\_\_\_\_. 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).



**Will be updated.**

R-2022-01

ATTACHMENT A

**TxDOT Updated Safety Performance Targets for FY 2022**

2022 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
2018	3,648	1.29	14,975	5.31	2,104
2019	3,615	1.25	15,855	5.50	2,291
2020	3,896	1.33	14,656	5.00	2,238
2021 Target	3,384	1.24	18,835	6.51	2,560
2022 Target	3,272	1.23	19,065	6.47	2,642
2022 Target as a 5 year Average:	3,563	1.27	16,677	5.76	2,367

**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.
- Rehab/widening FM 707 FM 89 to US 83 – 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.

# 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 (Pending Approval by PB)

**Abilene Metropolitan Planning Organization**  
**209 South Danville Drive, Suite B-212, Abilene, Texas 79605**  
**(P) 325-437-9999 (F) 325-676-6398 [www.abilenempopo.org](http://www.abilenempopo.org)**

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**

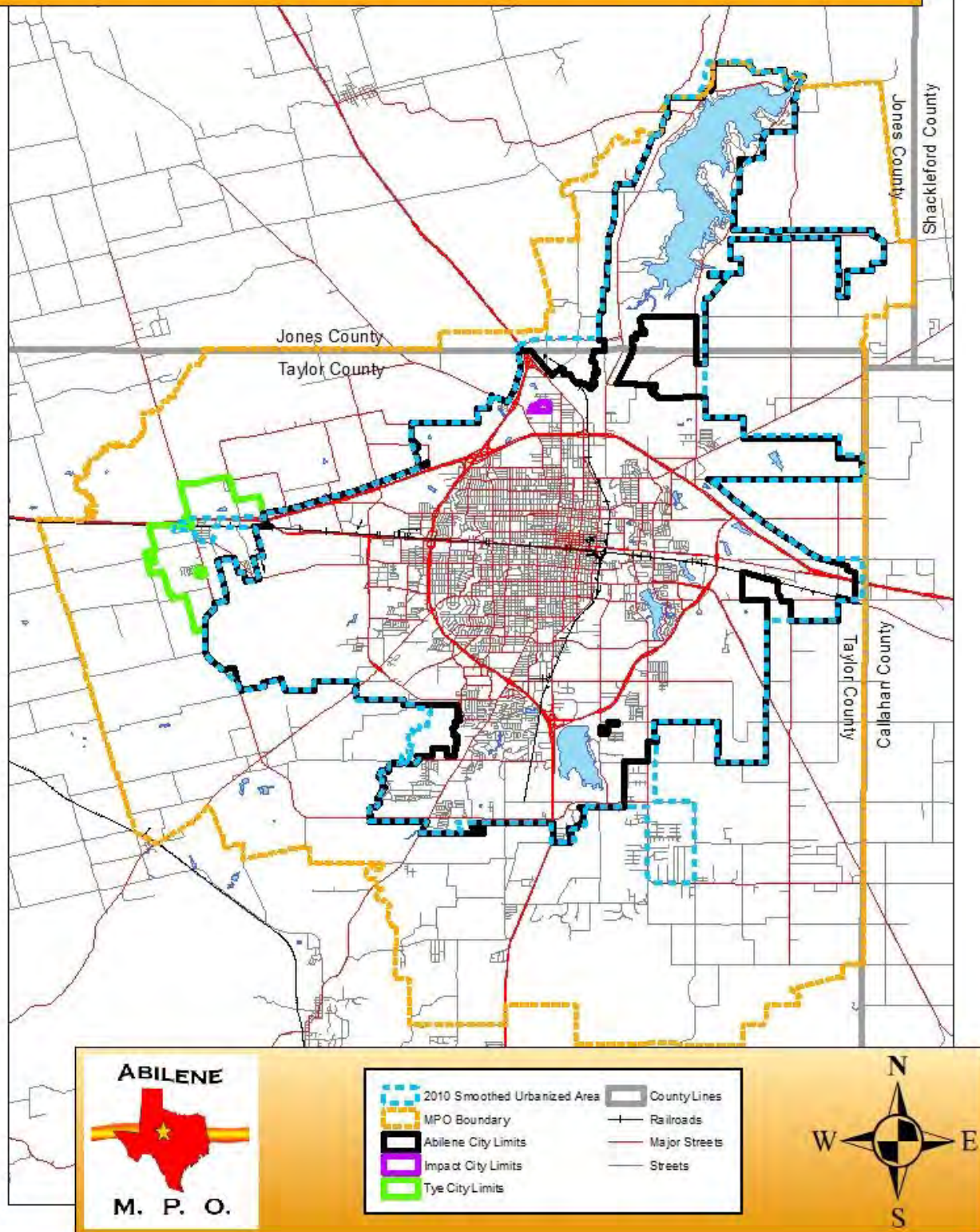
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time period. The TIP is mandated by the metropolitan planning 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](mailto:abilenempo@abilenetx.com).

## **GLOSSARY OF TERMS**

### **TXDOT UNIFIED TRANSPORTATION PROGRAM (UTP) FUNDING CATEGORIES**

#### **TXDOT FUNDING SOURCES BY UTP CATEGORY**

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

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

**FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES**

<b>SECTION</b>	<b>DESCRIPTION</b>
5307	Urbanized Area Formula Grants
5339	Grants for Buses and Bus Facilities Formula Program

**PROJECT LISTINGS**

	<b>DESCRIPTION</b>
<b>CSJ</b>	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP)
<b>PROJ ID</b>	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	YOE COST	
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:	05/23	
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 (01/23) adjusted 05/23		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
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	\$ 7,000,000.00						
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	YOE COST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 2,600,000.00	
LIMITS FROM:	US 83					REVISION DATE:	05/23	
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 02/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Revised 07/2024 to add project cost, TP #019-2022, Ctrl CSJ #0033-05-089 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, Moved to 2024 & Let Date chg 08/2023		
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:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
CONST COST:	\$ 2,600,000.00							
CONST ENG:	\$ 98,270.40							
CONTINGENCIES:	\$ 82,000.00		\$ 2,600,000.00					
INDIRECT COSTS:	\$ 60,378.00							
BOND FINANCING	\$ -		TOTAL:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
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	YOE COST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,640,000.00	
LIMITS FROM:	Brick Road					REVISION DATE:	05/23	
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 01/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Added 05/23 revision split CSJ #3068-01-012 (US 83 to FM600)		
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 11:	\$ 2,912,000.00	\$ 728,000.00	\$ -	\$ -	\$ 3,640,000.00
CONST COST:	\$ 3,500,000.00		CAT 2U:	\$ -	\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ 171,973.20							
CONTINGENCIES:	\$ -		\$ 3,640,000.00					
INDIRECT COSTS:	\$ 105,661.50							
BOND FINANCING	\$ -		TOTAL:	\$ 2,912,000.00	\$ 728,000.00	\$ -	\$ -	\$ 3,640,000.00
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	YOE COST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 10,520,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	05/23	
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 02/2024				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		
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:	\$ 8,416,000.00	\$ 2,104,000.00	\$ -	\$ -	\$ 10,520,000.00
CONST COST:	\$ 10,520,000.00							
CONST ENG:	\$ 628,094.40							
CONTINGENCIES:	\$ 792,000.00		\$ 10,520,000.00					
INDIRECT COSTS:	\$ 312,968.00							
BOND FINANCING	\$ -		TOTAL:	\$ 8,416,000.00	\$ 2,104,000.00	\$ -	\$ -	\$ 10,520,000.00
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	YOE COST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 3,000,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	05/23	
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 02/2024				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, split CSJ 0033-05-089 into 2 projects		
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:	\$ 2,400,000.00	\$ 600,000.00	\$ -	\$ -	\$ 3,000,000.00
CONST COST:	\$ 3,000,000.00							
CONST ENG:	\$ 180,891.19							
CONTINGENCIES:	\$ 228,096.00		\$ 3,000,000.00					
INDIRECT COSTS:	\$ 90,134.78							
BOND FINANCING	\$ -		TOTAL:	\$ 2,400,000.00	\$ 600,000.00	\$ -	\$ -	\$ 3,000,000.00
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	YOY COST	
Abilene	Taylor	0663-01-024	FM 707	Construction		MPO/TxDOT	\$ 7,840,000.00	
LIMITS FROM:	FM 89 (Buffalo Gap Road)					REVISION DATE:	07/2022	
LIMITS TO:	US 83					MPO PROJ. NUM:	S0707-F1-CA	
PROJECT:	FM 707 FM 89 TO US 83					FUNDING CAT(S):	2U	
DESCRIPTION:	REHAB AND WIDEN ROADWAY							
REMARKS:	Estimated let date 08/2025				PROJECT HISTORY:	Added into FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 364,574.70	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 6,904,100.00		CAT 2U:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -	\$ 7,840,000.00
CONST COST:	\$ 7,840,000.00							
CONST ENG:	\$ 441,953.82							
CONTINGENCIES:	\$ 440,300.00		\$ 7,840,000.00					
INDIRECT COSTS:	\$ 215,768.70							
BOND FINANCING	\$ -			TOTAL:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 16,206,697.22							

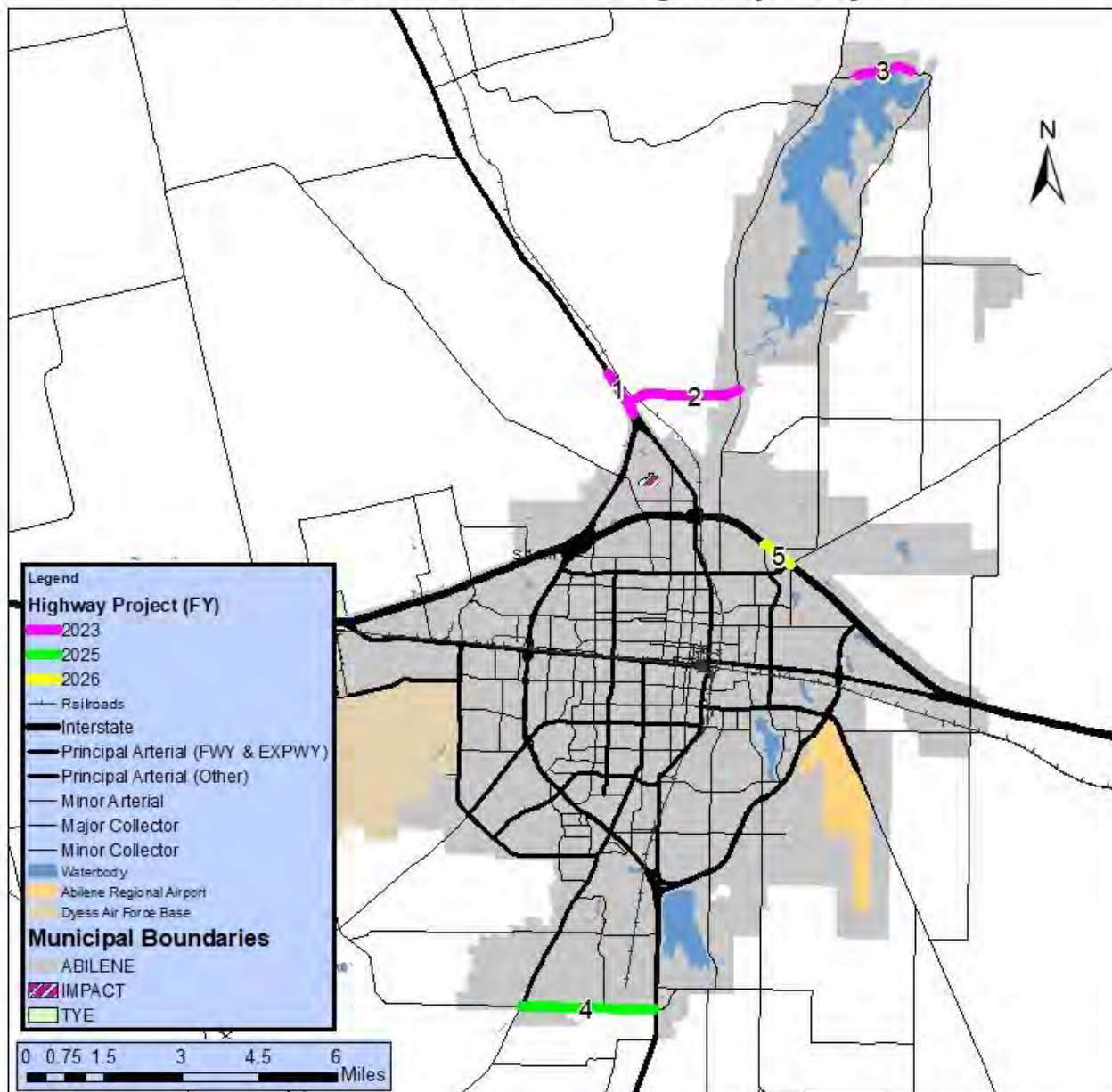
Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$ 67,199,999.00	
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	07/2022	
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 <b>construct</b> overpass structures							
REMARKS:	Estimated let date <b>06/2026</b>				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP - <b>updated MTP 02/23</b> )		
P7:								
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:	\$ 37,759,999.20	\$ 9,439,999.80	\$ -	\$ -	\$ 47,199,999.00
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		\$ 67,199,999.00					
INDIRECT COSTS:	\$ 1,848,750.00							
BOND FINANCING				TOTAL:	\$ 53,759,999.20	\$ 13,439,999.80	\$ -	\$ -
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 79,670,999.00							

# HIGHWAY FINANCIAL SUMMARY

ABILENE MPO											
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM											
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	\$2,600,000	\$2,600,000	\$7,840,000	\$7,840,000	\$20,000,000	\$20,000,000	\$33,440,000	\$33,440,000
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$13,520,000	\$13,520,000	\$0	\$0	\$0	\$0	\$13,520,000	\$13,520,000
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	\$3,640,000	\$3,640,000	\$0	\$0	\$0	\$0	\$4,640,000	\$4,640,000
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	\$47,199,999	\$47,199,999	\$47,199,999	\$47,199,999
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	\$19,760,000	\$19,760,000	\$7,840,000	\$7,840,000	\$67,199,999	\$67,199,999	\$101,799,999	\$101,799,999
Funding Participation Source											
Source		FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26					
Federal		\$3,200,000	\$15,808,000	\$6,272,000	\$53,759,999	\$79,039,999					
State		\$800,000	\$3,952,000	\$1,568,000	\$13,440,000	\$19,760,000					
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 Grant		\$0	\$0	\$0	\$0	\$0					
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0					
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - CRISI		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Local Transit		\$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	\$19,760,000	\$7,840,000	\$67,199,999	\$101,799,999					

**Will be updated.**

**FYs 2023-2026 TIP Highway Projects**



1. FY 2023 US 83 - FROM .67 miles N of FM 3034 TO 28 Miles S of FM 3034
2. FY 2023 FM 3034 FROM US 83 TO FM 600
3. FY 2023 FM 1082 Relocation - FROM West of Cheyenne Creek Road TO East of Dam
4. FY 2025 FM 707 - FROM FM 89 TO US 83
5. FY 2026 IH 20 Six lanes FROM near Judge Ely 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 14<sup>th</sup> 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 5000-00-957 5000-00-958	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].
5000-00-953	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	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2024)	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
		TDCs Requested	\$ -
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	(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-P1-2024)	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
		TDCs Requested	\$ -
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	(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-C1-2024)	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
		TDCs Requested	\$ -
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	(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-C2-2024)	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
		TDCs Requested	\$ -
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	(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-C3-2024)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
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
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	(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	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
		TDCs Requested	\$ 53,401.00
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
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
<b>Total Funds</b>		<b>\$2,463,038</b>	<b>\$1,281,952</b>	<b>\$3,744,990</b>	<b>\$2,463,038</b>	<b>\$1,281,952</b>	<b>\$3,744,990</b>	<b>\$2,463,038</b>	<b>\$1,281,952</b>	<b>\$3,744,990</b>
Transportation Development Credits										
	Requested, not yet awarded*			\$ 53,401			\$ 53,401			\$ 53,401
	Awarded			\$0			\$0			\$0
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			
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$8,784,132	\$5,127,808	\$13,911,940			
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0			
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0			
5	Sec. 5339 - Bus & Bus Facilities < 200K	\$267,005		\$267,005	\$1,068,020	\$0	\$1,068,020			
6	Sec. 5310 - Seniors&People w/Disabilities < 200K			\$0	\$0	\$0	\$0			
7	Sec. 5316 - JARC > 200K			\$0	\$0	\$0	\$0			
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
9	Other FTA			\$0	\$0	\$0	\$0			
10	(incl FHWA transfers)			\$0	\$0	\$0	\$0			
11	Regionally Significant or Other			\$0	\$0	\$0	\$0			
<b>Total Funds</b>		<b>\$2,463,038</b>	<b>\$1,281,952</b>	<b>\$3,744,990</b>	<b>\$9,852,152</b>	<b>\$5,127,808</b>	<b>\$14,979,960</b>			
Transportation Development Credits										
	Requested, not yet awarded*			\$53,401			\$213,604			
	Awarded			\$0			\$0			

\*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 Code of Federal Regulations (CFR) part 450.336, and 450.220 of the Fixing America's Surface Transportation Act (FAST Act);, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C 134, 49 U.S.C 503, and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the FAST Act (Pub. L.114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Witness these signatures this \_\_\_\_ day of \_\_\_\_\_, 2022.

Abilene District  
Texas Department of Transportation

Abilene Metropolitan Planning Organization  
Policy Board Chairperson

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Mr. Glenn Allbritton  
District Engineer

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Councilman Shane Price  
Policy Board Chairperson

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Witness

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Witness

## **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 \_\_\_\_\_. 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).

## 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 <sup>st</sup> 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 15, 2022.



Will be updated.

R-2022-01

ATTACHMENT A

**TxDOT Updated Safety Performance Targets for FY 2022**

2022 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)
2018	3,648	1.29	14,975	5.31	2,104
2019	3,615	1.25	15,855	5.50	2,291
2020	3,896	1.33	14,656	5.00	2,238
2021 Target	3,384	1.24	18,835	6.51	2,560
2022 Target	3,272	1.23	19,065	6.47	2,642
2022 Target as a 5 year Average:	3,563	1.27	16,677	5.76	2,367

**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.
- Rehab/widening FM 707 FM 89 to US 83 – 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 August 31, 2020, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge conditions. On March 5, 2021, the Abilene MPO adopted the State established measures for infrastructure condition.

**ATTACHMENT A**
**TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets  
October 1, 2020**

Performance Measure	Statewide Baseline	2 Year Condition/ Performance	2 Year Target	4 Year Target	4 Year Adjusted Target
<b>Pavement on Interstate System</b>					
1) % in "Good" condition	n/a	66.6%	n/a	66.4%	66.5%
2) % in "Poor" condition	n/a	0.1%	n/a	0.3%	0.2%
<b>Pavement on Non-Interstate National Highway System</b>					
3) % in "Good" condition	54.5%	55.2%	52.0%	52.3%	54.1%
4) % in "Poor" condition	14%	13.5%	14.3%	14.3%	14.2%
<b>National Highway System Bridge Deck Condition</b>					
5) % in "Good" condition	50.7%	50.7%	50.6%	50.4%	n/a
6) % in "Poor" condition	0.9%	1.3%	0.8%	0.8%	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 50<sup>th</sup> 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 80<sup>th</sup> percentile of travel time to the 50<sup>th</sup> 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 95<sup>th</sup> percentile of travel time to the 50<sup>th</sup> 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 October 1, 2020, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM3) using TTR and TTTR.

On March 5, 2021, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.



ATTACHMENT A

**TxDOT Updated (PM3) System Performance Measure Targets  
October 1, 2020**

Performance Measure	Statewide Baseline	2 Year Condition/ Performance	2 Year Target	4 Year Target	4 Year Adjusted Target
National Highway System Travel Time Reliability					
1) Interstate Highway System Level of Travel Time Reliability	79.5%	81.2%	61.2%	56.6%	70%
2) Non-Interstate Level of Travel Time Reliability	n/a	83%	n/a	55%	70%
3) Truck Travel Time Reliability	1.40	1.44	1.70	1.79	1.76

**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.
- Rehab/widening FM 707 FM 89 to US 83 – reduce the number of conflict points and improve travel time with new pavement.
- 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.

**Performance Targets & Measures**

Asset Category	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
Equipment	Other Rubber Tire Vehicles	0%	0%	0%	100%	0%
Equipment	Non Revenue/Service Automobile	100%	0%	0%	0%	0%
Facilities	Maintenance	0%	0%	50%	50%	0%
Facilities	Passenger Facilities	0%	0%	100%	0%	0%
Revenue Vehicles	BU - Bus	0%	5%	5%	11%	11%
Revenue Vehicles	CU - Cutaway Bus	10%	20%	35%	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.

8. Receive a Report, Hold a Discussion, and Take Action on the FY 2022 Annual Performance and Expenditure Report (APER).

**Abilene MPO Policy Board Meeting  
February 21, 2023  
Supplemental Agenda Information**

**8. Receive a Report, Hold a Discussion, and Take Action on the FY 2022 Annual Performance and Expenditure Report (APER).**

**Background**

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 Annual Performance & Expenditure Report contains at a minimum: (i) Comparison of actual performance with established goals; (ii) Progress in meeting schedules; (iii) Status of expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred; (iv) Cost overruns or underruns; (v) Approved work program revisions; and (vi) Other pertinent supporting data.

This document (based on Title 23, Code of Federal Regulations (CFR), Part 420.117) requires Federal approval prior to publication.

**Current Situation**

The APER was submitted to TxDOT on December 15, 2022. The APER was approved by TxDOT on December 19, 2022 and the Federal Highway Administration and the Federal Transit Administration accepted the report on January 3, 2023.

**Recommendation from the Technical Advisory Committee (TAC)**

The TAC at their February 7, 2023 meeting recognized the FY 2022 Annual Performance and Expenditure Report (APER) as presented.

**Action Requested**

1. Recognition of the FY 2022 Annual Performance and Expenditure Report (APER)

FY 2022



ACCEPTED

01/3/2023

## ANNUAL PERFORMANCE & EXPENDITURE REPORT

OCTOBER 1, 2021 – SEPTEMBER 30, 2022

ABILENE METROPOLITAN PLANNING ORGANIZATION

DECEMBER 15, 2022

**PARTICIPATING AGENCIES:**

The City of Abilene  
The City of Impact  
The City of Tye  
CityLink Transit  
Jones County  
Taylor County  
The Texas Department of Transportation

**IN COOPERATION WITH:**

The Federal Highway Administration  
The Federal Transit Administration  
The U.S. Department of Transportation

**DISCLAIMER**

The preparation and publication of this document was financed in part by grants provided by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the U.S. Department of Transportation (USDOT). The provision of federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs, or projects contained herein.

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## Task 1 – Administration and Management

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The purpose of this task is to provide administrative support to the transportation planning process for our area, secure necessary tools to ensure success, provide opportunities for public input, and to facilitate interagency cooperation and coordination. This task addresses general operations of the MPO, as well as administrative and managerial activities, financial management, interagency coordination, travel, procurement, transportation planning, development of Title VI implementation, and miscellaneous administrative support.

### Subtask 1.1 Program Support and Administration

- Management of the MPO to fulfill the goals and objectives of the Unified Planning Work Program (UPWP).
- Maintain and update the UPWP as needed to reflect current plans, programs, and regional priorities, and develop the Annual Performance and Expenditure Report (APER).
- Develop and update the FYs 2024-2025 UPWP.
- Coordination and monitoring of the transportation planning activities including compliance with the Federal and State requirements. This could include preparing and submitting reports, documents, and correspondence; maintaining and updating records; administering planning funds and financial information; maintaining the transportation grants - timesheet and billing submittal, budgeting, and financial planning; ensuring the development and delivery of required reports for transit and transportation activities.
- Providing support and facilitating the Technical Advisory Committee, Policy Board meetings, and other committees/subcommittees. This could include providing food and non-alcoholic beverages, pending TxDOT approval, at selected meetings and events when deemed appropriate.
- Prepare, and administer contracts, or agreements between the MPO, local agencies, and private consultants.
- Engage in staff supervision, personnel administration, and other miscellaneous administrative tasks that support the function of the MPO.
- Purchase or lease of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters, support/maintenance agreements, and related computer software/equipment along with insurance, advertising, meeting facilities, etc. as necessary to provide transportation planning for the MPO area. A Plotter HP Designjet might need to be replaced for the printing of large maps with a cost around \$9,000. Equipment and software purchases over \$5,000 per unit require prior State and Federal approval.
- Facilitation of program activities through acquisition of long-term working and meeting space readily accessible to the general public and other public agencies including but not limited to the following: lease of workspace, electric and water utilities, acquisition, repair, and maintenance of office furnishings and non-computer equipment appropriate to program needs, local and long-distance telephone utilities, janitorial services.
- Indirect Cost Allocation Plan - City of Abilene staff and independent auditors will do the following work with TPF funding: financial, administrative, and managerial support functions of the fiscal

agent necessary for the financial oversight and facilitation of the planning activities, including both internal and independent audits. The City of Abilene has a Cost Allocation Plan for indirect services provided by central departments. This plan is the product of an independent firm acting on the request of the City of Abilene. Actual expenditure information is obtained from the City's financial statements for the year-end. Statistics used to allocate costs are taken by performing one-hundred percent counts or in some cases conducting a representative sample period count.

***Work Performed and Status** – General management of the Metropolitan Planning Organization (MPO) was completed in compliance with State and Federal requirements. The Unified Planning Work Program (UPWP) Fiscal Years (FYs) 2022-2023 was monitored and maintained as necessary. An amendment to the document was initiated in August 2022, presented to the Technical Advisory Committee on September 27, 2022, and approved at the October 18, 2022 Policy Board meeting. The MPO also served on the TxDOT UPWP Review Committee to update the format for the document. This process began in August 2020 and culminated in a new format that was sent out in April 2022 to use for the fiscal year 2022 document.*

*The FY 2021 Annual Performance and Expenditure Report (APER) was submitted to the Texas Department of Transportation (TxDOT) on December 15, 2021. The APER was approved by TxDOT on February 28, 2022, the Federal Highway Administration on March 14, 2022, and the Federal Transit Administration on April 6, 2022. The APER for 2022 has been worked on throughout the year as time allowed.*

*The City of Abilene, along with MPO Staff, prepared the monthly billing statements, in addition to generating various financial statements and other necessary or appropriate reports. In regards to the internal City of Abilene's budget process, the following were accomplished: prepared budget information for the closeout of FY 2021, revised the FY 2022 budget, completed strategic goals and objectives along with programs and accomplishments for the FY 2022 budget, and closed out the FY 2022 budget processes. The FY 2023 budget spreadsheets were created and the budget forms were updated as needed. The MPO purchased miscellaneous and general office supplies necessary for the day-to-day efficient operation of the MPO. All purchases were in accordance with the MPO and City of Abilene purchasing procedures. The MPO paid for advertising of public meetings and required notices as needed according to the Public Participation Plan.*

*The Metropolitan Planning Organization (MPO) created PowerPoint presentations, meeting handouts, agenda packets, project maps, detailed spreadsheets, and a variety of materials for the MPO Policy Board (PB) and Technical Advisory Committee (TAC). Additional data was provided as requested. Meeting minutes were taken and recorded. The PB meetings were livestreamed. The MPO website was updated with pertinent information as needed. Documentation requested by the Policy Board was prepared, including - but not limited to - information on the MPO budget, job descriptions, organizational structure, and staffing.*

**Livestream PB Meeting December 14, 2021**



**Livestream PB Meeting August 16, 2022**



*The MPO's staff has fluctuated during this period. An Abilene MPO fully staffed would be represented by a part-time office assistant, a transportation planner, and an executive director. Going as far back as 2010 under a MPO Management Review, three full-time staff members were recommended. The MPO has looked at hiring three full-time staff members due to the continually increasing workload. This was researched and presented at the August 16, 2022 Policy Board meeting but currently there is not sufficient funding to sustain that equation. The part-time Office Assistant was filled from June 1, 2021 to May 26, 2022. It was advertised open starting on April 14, 2022. Interviews were conducted and a new Office Assistant was hired on October 26, 2022. The Transportation Planner was filled from October 26, 2020 to June 10, 2022. It was advertised open starting on June 1, 2022. Interviews were conducted and the job was reopened on July 19, 2022. Currently the Transportation Planner position is still open. All information and documentation related to staffing was completed, including Human Resources (HR) paperwork for the transportation planner position and the part-time office assistant.*

*No single purchase for equipment exceeding \$5,000 was made. The MPO renewed the Liability and Property Insurance for the office location as required by the lease agreement. The MPO website was maintained, including renewal of the Domain Name and the managed Secure Sockets Layer (SSL) certification. One new office chair was purchased. Conference Webcams were purchased for the computers to help facilitate webinars and online trainings. The MPO did not purchase legal services, nor were the rental of meeting facilities/equipment needed. Internet, rent, copier, and phone services continue to be monthly charges.*

*MPO staff implemented processes that streamlined the amount of time needed to accomplish work tasks. Some of these processes included: compiled a comprehensive running list of subcommittees and members for TAC; researched methods and technology to streamline meeting scheduling; searched through digital files to remove unnecessary folders and documents; identified needs for Office Assistant cross-training materials and prepared documentation; and researched examples for a Public Participation Plan virtual meeting section.*

*The City of Abilene provided budget and financial information to auditors, but the MPO was not officially audited during this report period. The auditors rotate their selection of grants every year. The City of Abilene has a Cost Allocation Plan for indirect services provided by central departments. This plan is the product of an independent firm acting at the request of the City of Abilene. Actual expenditure information is obtained from the City's financial statements for the year-end. Statistics used to allocate costs are taken by performing one-hundred percent counts or, in some cases, conducting a representative sample period count. For Fiscal Year 2022, the amount of indirect cost charged to the MPO was \$4,310. Shown in the chart below are the indirect costs charged from 2011 to 2022.*

YEAR	INDIRECT COST
2011	\$8,055
2012	\$19,544
2013	\$21,615
2014	\$31,920
2015	\$31,921
2016	\$23,090
2017	\$7,310

2018	\$4,780
2019	\$2,890
2020	\$1,850
2021	\$3,800
<i>2022</i>	<i>\$4,310</i>

### Subtask 1.2 Professional Development Training and Travel

- MPO staff will attend meetings, workshops, seminars, and conferences to develop and maintain a professional and competent staff. This training may entail regional, state, or national conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, the Texas Association of Metropolitan Planning Organizations, Texas Department of Transportation, National Highway Institute, GIS software including ESRI User Conference, ArcGIS South Central Area Users' Group (SCAUG), ESRI training workshops, and other related organizations as deemed necessary or mandated for professional development purposes. This task may include travel costs of elected officials. Any out-of-state travel must be pre-approved by TxDOT.
- Participation in meetings including but not limited to City Council and County Commissions; along with boards and commissions; other stakeholders meetings; business associations and developers' meetings; and many others both local and regional to keep informed and disseminate information and/or data on transportation emerging trends and patterns.
- Attendance at meetings and trainings that coordinate with the Department of Defense (DOD) on the Strategic Highway Network (STRAHNET) that connects to DOD facilities.
- Coordination with the Federal Land Management Agency (FLMA) on infrastructure and connectivity needs related to access routes and other public roads/transportation services that connect to Federal lands.

#### *Work Performed and Status – MPO Staff participated in the following trainings:*

<i>DATES</i>	<i>COURSE</i>	<i>LOCATION</i>	<i>STAFF PRESENT</i>
<i>October 14, 2021</i>	<i>FTA Outreach DBE Issues and Concerns</i>	<i>Webinar</i>	<i>1</i>
<i>October 19, 2021</i>	<i>State of Texas Resilience Working Group</i>	<i>Webinar</i>	<i>1</i>
<i>October 19, 2021</i>	<i>TxDOT Traffic Data Monthly Meeting</i>	<i>Webinar</i>	<i>1</i>
<i>October 21, 2021</i>	<i>AMPO Active Transportation</i>	<i>Webinar</i>	<i>1</i>
<i>October 25, 2021</i>	<i>Abilene Travel Demand Model (TDM)</i>	<i>Webinar</i>	<i>1</i>
<i>October 28, 2021</i>	<i>Civilian Response to Active Shooter Events (CRASE) Training Class</i>	<i>Police Department</i>	<i>3</i>

<i>November 2/3/9, 2021</i>	<i>Community Builders Training Workshop</i>	<i>Abilene City Hall</i>	<i>3</i>
<i>November 8, 2021</i>	<i>Association of Metropolitan Planning Organizations (AMPO) Public Involvement</i>	<i>Webinar</i>	<i>1</i>
<i>November 16, 2021</i>	<i>Texas Metropolitan Planning Organizations (TEMPO) Meeting</i>	<i>Webinar</i>	<i>2</i>
<i>January 1/3/18, 2022</i>	<i>City of Abilene (COA) Cyber Security Training</i>	<i>Webinar</i>	<i>3</i>
<i>February 7-8, 2022</i>	<i>Texas Transportation Forum 2022</i>	<i>Webinar</i>	<i>3</i>
<i>February 9, 2022</i>	<i>Paradigm CoRE Program Pipeline Training</i>	<i>Abilene Convention Center</i>	<i>3</i>
<i>April 13, 2022</i>	<i>Texas Metropolitan Planning Organizations (TEMPO) Spring Meeting Webinar</i>	<i>Webinar</i>	<i>3</i>
<i>April 27, 2022</i>	<i>AMPO Urban Area Criteria Webinar</i>	<i>Webinar</i>	<i>1</i>
<i>April 29, 2022</i>	<i>Transportation Resilience Webinar #2</i>	<i>Webinar</i>	<i>1</i>
<i>May 2-5, 2022</i>	<i>TxDOT Transportation Planning Conference</i>	<i>Houston, TX</i>	<i>2</i>
<i>June 3, 2022</i>	<i>Transportation Resilience Webinar #3</i>	<i>Webinar</i>	<i>1</i>
<i>July 8, 2022</i>	<i>Transportation Resilience Webinar #4</i>	<i>Webinar</i>	<i>1</i>
<i>July 11-13, 2022</i>	<i>TEMPO Meeting &amp; Crowdsourcing for Traffic Operations Workshop</i>	<i>Austin, TX</i>	<i>1</i>
<i>August 1, 2022</i>	<i>Virtual Focus Group Webinar</i>	<i>Webinar</i>	<i>1</i>
<i>August 24, 2022</i>	<i>COA Insurance Educational Meetings</i>	<i>Webinar</i>	<i>1</i>

***MPO Staff Total Training Hours: 160***

*The MPO also participated in City Council and County Commissioners meetings as needed to disseminate information. Additional meetings and training opportunities that staff attended are listed under the next task.*

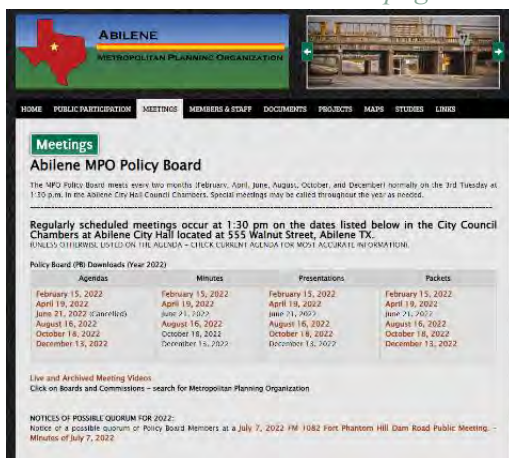
### **Subtask 1.3 Public Participation, Education, Title VI, and Environmental Justice**

- Maintain and keep updated the Public Participation Plan.
- Conduct public outreach and provide support for public meetings. Includes publishing legal notices, press releases, advertisements, along with securing meeting arrangements, producing materials and data for distribution.
- Provide newsletters, update MPO website, use of social media, workshops, and development of pertinent publications to disseminate information and educate on programs. Work toward more Virtual Public Involvement possibilities.

- Continue to identify and analyze Title VI Civil Rights in the planning process and identify strategies to better reach minority and low-income groups.
- Continue to strive towards consistent and systematically fair, just, and impartial treatment of all individuals throughout the planning process.
- Continue to share as much data as possible to improve the policy and decision making of all parties involved in transportation planning.
- MPO staff will maintain the MPO website and provide updates to enhance public participation in the MPO processes. This is a continual project that will evolve as technology changes to provide the best possible use of resources.

*Work Performed and Status – The MPO began working on an update to the Public Participation Plan to incorporate virtual meeting information. The lack of MPO staff put a halt to this process. It will be re-initiated as time allows when the MPO is fully staffed. Public outreach was conducted at each Policy Board meeting and throughout the year as needed pertaining to documents/projects to be reviewed by the public.*

*The MPO updated the website with pertinent information, such as minutes, board meeting notices, public meeting notices, reports, upcoming MPO events, and many other items. Our goal with the website is to keep the public involved in our process and generate interest in the MPO. Draft documents were posted on the website to allow better access by the public. The MPO prepared information, conducted meetings, and evaluated transportation needs brought to the attention of the MPO staff. Citizens with traffic count requests were directed to the interactive map that is available through the MPO website. The MPO has a Twitter account and Facebook page to disseminate information as needed. Twitter and Facebook have been used to share safety information, project updates, public participation opportunities, and other items of interest.*



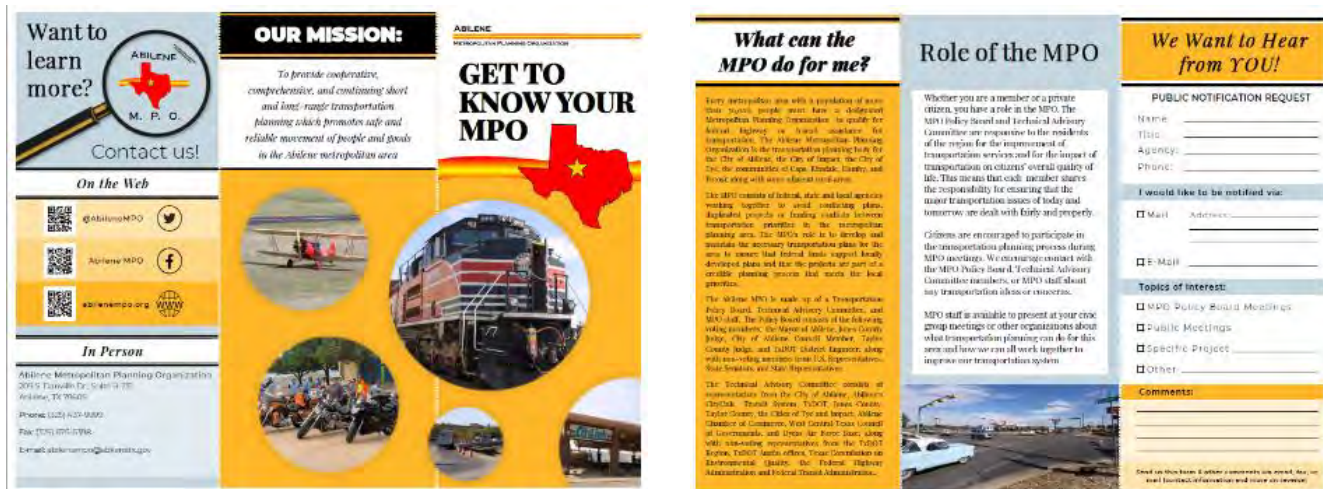
### MPO Insider Newsletter March 2022



*An Abilene MPO Insider newsletter was published in November 2021 and March 2022. Each of the newsletters spotlighted a Policy Board or a Technical Advisory Committee member to encourage the public to get to know them better. The newsletter was also updated to a more interactive format to engage the community.*

A new MPO promotional brochure was created to help explain what the MPO is and what we do. One of the first places this brochure was used was at the Abilene Academy. The Abilene Academy is a free, 11-week course that gives participants an inside look at the operations and services provided by the City of Abilene. Class members meet weekly, dive into a different City department, and get a behind-the-scenes look into operations and services. The MPO was part of the group that presented on March 28, 2022. It was a great and informative presentation that generated numerous questions about MPOs.

### MPO Promotional Brochure



The MPO staff participates with various committees (Disability in Action, Citizen's Advisory Board for People with Disabilities, and the Regionally Coordinated Transportation Plan) discussing the transportation needs of the disabled community and also participates in forums listening to concerns and issues that might arise. The MPO is a member of the Decisions, Responsibilities, Initiatives, Visions, Education (D.R.I.V.E.) Safe Coalition, which is made up of a diverse group of individuals from many different organizations whose mission is "to create a partnership to raise public awareness and reduce the number of traffic related incidents throughout our communities."

The MPO works with TxDOT, cities, counties, and others on the coordination of bicycle/pedestrian planning, regional transit coordination, overall planning coordination, and other information through one-on-one meetings, group meetings, and public meetings.

On May 18, 2022, we partnered with the Steamboat Cycling Club, Abilene Police Department, McMurry University, Bike Town, Abilene Bicycle Club, and TxDOT D.R.I.V.E Safe Coalition - to host a Ride of Silence event. This event was to honor those cyclists killed in accidents, to raise awareness of cyclists on roads, and to have motorists know we all share the road. On May 12, we appeared before the Abilene City Council with some of our partner agencies and received a proclamation for "Bicycle Awareness Month and Ride of Silence Day." This Ride of Silence event garnered excellent media coverage throughout our area. The number of cyclists at this event was around 35. The participation was limited due to the "Mesquite Heat Fire" that was ongoing at the same time that eventually consumed around 11,000 acres south of Abilene.

*Ride of Silence May 18, 2022*



*On June 17, 2022 we worked with D.R.I.V.E. Safe Coalition, Kent's Harley Davidson, City of Abilene, Texas Department of Transportation, Abilene Police Department, Townsquare Media (Abilene KOOL FM 100.7 Greatest Hits and Rock 108 Abilene's Rock Station), and Abilene Safety Instruction to host a Ride to Work Day. This event advocates and supports the use of motorcycles for transportation and provides awareness that we all share the road, so "Look Twice to Save a Life." As part of this event, the MPO participated in numerous radio and television interviews promoting motorcycle safety. This event had tremendous participation with well over 100 riders and lots of news coverage. The Abilene Police Department provided an escort throughout the route and did a wonderful job of keeping everyone together and safe. It was a great partnership that really displayed the power of a positive message and an outstanding group coming together for a cause.*

*Ride to Work June 17, 2022*



*[In 2021, the number of motorcycle traffic crashes in the Abilene District totaled 130. These crashes resulted in seven motorcyclists' deaths and 41 motorcyclists being seriously injured. In Texas, 519 motorcyclists died in 2021, up 7% from the year before. That is, on average, a Texas motorcycle rider killed every day in a traffic crash. Overall, in Texas, there were 8,132 motorcycle crashes. One third of motorcycle fatalities happen at an intersection. (Source: TxDOT Talking Points – 2022 “Share the Road: Look Twice for Motorcycles” Campaign)]*

*On May 25, 2022, the MPO worked with TxDOT on hosting the National Traffic Incident Management (TIM) Responder Training Program. This training was designed to promote consistent training for all responders along roadways. It was attended by TxDOT, Emergency Medical Services, Law Enforcement, Tow Truck Operators, and many more. It was an informative class that covered notification/scene size-up, safe vehicle positioning, scene safety, command responsibilities, traffic management, special circumstances, and clearance/termination.*

*TIM Training May 25, 2022*



The Abilene Police Department (APD) National Night Out was held on October 5, 2021. The MPO operated a booth at the event that included information from the D.R.I.V.E Safe Coalition, TxDOT, and the MPO. It was a great opportunity for the public to learn what all three organizations do and how they could get involved. We also included games that the kids could enjoy while we talked to the parents.

*APD National Night Out October 5, 2021*



*To coordinate planning efforts, the MPO participated in, presented, or hosted the following events:*

<i>EVENT</i>	<i>DATES</i>
<i>Abilene Police Department National Night Out</i>	<i>10/05/2021</i>
<i>Policy Board Meetings (every other month)</i>	<i>10/19/2021, 12/14/2021, 02/15/2022, 04/19/2022, 08/16/2022</i>
<i>Technical Advisory Committee Meetings (every other month)</i>	<i>11/30/2021, 01/25/2022, 03/29/2022, 05/24/2022, 09/27/2022</i>
<i>D.R.I.V.E. Safe Coalition</i>	<i>10/19/2021, 12/16/2021, 01/18/2022, 03/22/2022, 04/26/2022, 05/17/2022, 06/14/2022, 07/09/2022, 08/16/2022, 09/20/2022</i>
<i>Interagency Coordination Meeting with TxDOT staff</i>	<i>monthly</i>
<i>Citizen's Advisory Board for People with Disabilities</i>	<i>03/08/2022, 05/10/2022</i>
<i>FHWA UPWP Meeting</i>	<i>10/12/2021</i>
<i>Abilene Regional Coordinated Transportation Plan (RCTP)</i>	<i>10/13/2021, 11/10/21, 12/08/2021, 04/13/2022, 05/11/2022, 08/10/2022</i>
<i>TxDOT I-20 Corridor Study Working Group</i>	<i>06/15/2021, 10/19/2021, 05/12/2022, 09/09/2022</i>
<i>TxDOT Public Meeting on FM 3034</i>	<i>11/09/2021</i>
<i>Texas Pedestrian Safety Coalition Webinar Meeting</i>	<i>11/17/2021, 03/23/22</i>

<i>STIP Quarterly Revision Webinar</i>	<i>11/17/2021</i>
<i>Abilene Transportation Systems Management and Operations Program Plan (TSMO)</i>	<i>12/02/2021, 03/23/2022</i>
<i>TxDOT I-20 Steering Committee Meetings</i>	<i>05/11/2021, 12/06/2021, 06/02/2022, 09/30/2022</i>
<i>FHWA Local and Regional Planners' Truck Parking Meeting</i>	<i>12/15/2021</i>
<i>TxDOT Traffic Data Monthly Meeting</i>	<i>01/18/2022, 03/15/2022, 05/17/2022</i>
<i>FHWA National Virtual MPO Peer Exchange on Target Setting Coordination</i>	<i>01/18/2022</i>
<i>Texas MPOs Resiliency Working Group</i>	<i>01/19/2022, 03/25/2022</i>
<i>COA/TxDOT Quarterly Meeting</i>	<i>01/21/2022</i>
<i>Strategic Highway Safety Plan (SHSP) Pedestrian Emphasis Area Safety Team</i>	<i>03/10/2022</i>
<i>Project IH-20 Widening Presentation</i>	<i>03/22/2022</i>
<i>Project FM 1082 Public Hearing Meeting</i>	<i>03/24/2022</i>
<i>MPO Boundary Expansion TAC Subcommittee Meeting</i>	<i>03/28/2022</i>
<i>Texas State Transportation Innovation Council (TxSTIC) Meeting</i>	<i>03/29/2022</i>
<i>TxDOT 2021 Traffic Data Information Webinar</i>	<i>04/01/2022</i>
<i>TxDOT Statewide Safety Task Force Update Meeting</i>	<i>04/05/2022</i>
<i>AMPO Infrastructure Investment and Jobs Act (IIJA) Update and Discussion Webinar</i>	<i>04/12/2022</i>
<i>Ride of Silence Planning Meeting</i>	<i>04/20/2022</i>
<i>Ride to Work Day Planning Meeting</i>	<i>05/11/2022</i>
<i>FHWA Webinar Updates</i>	<i>06/15/2022</i>
<i>THRIVE Abilene Transportation Meeting</i>	<i>06/21/2022</i>
<i>Resiliency Meeting Dyess Air Force Base</i>	<i>06/23/2022</i>
<i>FM 1082 Fort Phantom Hill Dam Road Project Meeting</i>	<i>07/07/2022</i>
<i>FHWA Meeting</i>	<i>08/16/2022</i>
<i>Statewide Safety Task Force Webinar</i>	<i>08/23/2022</i>
<i>Micro transit Focus Group North Library</i>	<i>09/12/2022</i>
<i>Multimodal Facility Project</i>	<i>09/26/2022</i>

#### **Subtask 1.4 Transit Planning Management**

CityLink staff with FTA Section 5307 funding will do the following work:

- Participation with the Citizen's Advisory Board for People with Disabilities as a vehicle for public involvement.
- Review and analysis of any future fare changes or route planning.
- Continue employee development through training courses and certification of both supervisory staff and employees.

**Work Performed and Status** – CityLink continues to attend and participate in quarterly scheduled meetings of the Citizen’s Advisory Board for People with Disabilities.

CityLink employees utilize an electronic training software program to provide training opportunities on an individual employee basis in addition to group/classroom activities. Safety training courses have been attended by the CityLink Safety Manager in order to achieve Transit Safety and Security Program (TSSP) certification as recognized by the U.S Department of Transportation and the Federal Transit Administration.

### Task 1 Funding Summary FY 2022

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)*	\$ 152,000.00	\$ 144,724.56	\$ 7,275.44	95.21%
Local Planning Funds	\$ 1,000.00	\$ 1,000.00	\$ -	100.00%
FTA Section 5307	\$ 4,000.00	\$ 4,000.00	\$ -	100.00%
Congestion Mitigation/Air Quality (CMAQ)	\$ -	\$ -	\$ -	0.00%
STP/MM	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>\$ 157,000.00</b>	<b>\$ 149,724.56</b>	<b>\$ 7,275.44</b>	<b>95.37%</b>

\*TPF – This includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

## Task 2 – Data Development and Maintenance

The purpose of this task is to support those planning activities that generate or collect critical transportation data. Transportation planning requires the development of detailed databases and maps that describe the primary aspects of the transportation system and maintenance of the Geographic Information Systems (GIS) to aid in data development and tracking. This data is used in the development of the Metropolitan Transportation Plan, Transportation Improvement Program, and many other reports and studies.

### Subtask 2.1 Geographic Information System (GIS) and Data Development

- Maintenance of physical inventories along with on-going data gathering, updates, and maintenance of databases and maps related to transportation planning.
- Management and organization of internal internet GIS data, enhance the GIS resources available to the public, advance the mapping functionality, and augment the use of GIS visualization techniques.
- Evaluation/analysis of the existing and planned transportation system with regard to issues related to emergency evacuation, hazardous materials transportation, and other emergency response situations. Coordination with the STRAHNET and with FLMA will help promote a useful planning network that shows connections to Federal lands and advocates for the best use of resources.

- Identify and analyze Title VI Civil Rights in the planning process by focusing on enhancing analytical capability for assessing impact distributions by using Census data and other means for production of maps of minority, elderly, and low-income persons along with striving to minimize adverse effects of transportation projects on the human environment by using these identifying factors.
- Analysis and mapping of the environmental and economic areas (Planning and Environmental Linkages - PEL) which will help ensure that the needs of our community are met while avoiding/minimizing the impacts on human and natural resources.

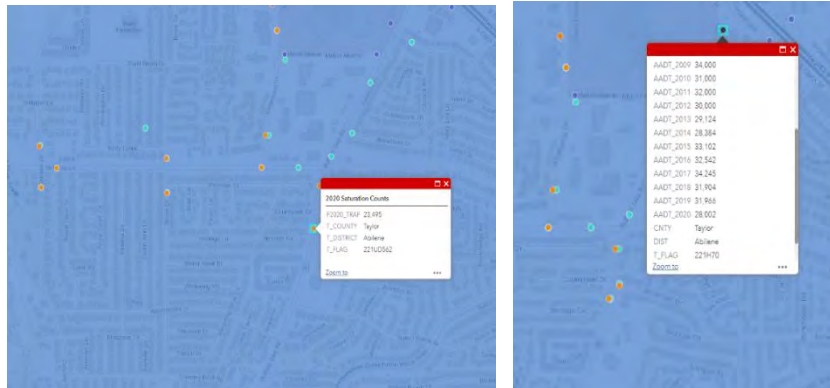
*Work Performed and Status – The Transportation Planner created and produced maps and other documents related to the following:*

- *Highway Safety Improvement Program (HSIP) Project Maps*
- *Thoroughfare & Bicycle Planning Maps*
- *Public Works Map*
- *Bike Plan Updates*
- *TXDOT Traffic Counts Web Map*
- *Sidewalks Map*
- *Metropolitan Transportation Plan (MTP) Updates*
- *Transportation Improvement Program (TIP) Updates*
- *Septic Tank Map*
- *Sidewalks Map*
- *Site Plans Map*
- *Transportation Alternatives Set-Aside (TASA) Maps*
- *Crash Data Map*
- *Transit Map*
- *Transportation Alternatives (TA) 2021 Map*
- *MPO Boundary Map Work*
- *Ride To Work Map*
- *Multimodal Maps*
- *Census Data Maps*
- *Public Works Average Daily Traffic (ADT) Map*
- *Loop @ 366 Study Area Map*

*Additionally, MPO Staff reviewed and analyzed the 2021 TxDOT Traffic Counts Map by working with the City of Abilene, TxDOT, and others. The 2020 Saturation and the 2020 Annual Traffic Counts were added to the online mapping system to allow ease of access to the citizens.*

*From June to September 2022, due to the lack of a Transportation Planner mapping updates/creations were very limited in scope.*

*Abilene MPO Traffic Counts Dashboard  
2020 Saturation Counts & 2020 Annual Counts*



### Subtask 2.2 Performance Measures

- The MPO will monitor and update performance measures/targets as needed.
- Continue implementation of the performance-based planning and programming process including working with TxDOT to monitor and evaluate the performance measures.

*Work Performed and Status – The MPO currently has all the performance measures up-to-date and they have been incorporated into the planning efforts as needed. The MPO updated the Performance Measures tracking sheets. The FY 2022 Safety Performance Measure (PM 1) resolution was presented and approved at the February 15, 2022 Policy Board meeting. The FYs 2023-2026 Transportation Improvement Program (TIP) was updated with the FY 2022 PM 1 information.*

### Subtask 2.3 Travel Demand Model

This task will use MPO staff and could include assistance from TxDOT, the Transportation Institute and/or a consultant to complete.

- Travel Demand Model (TDM) maintenance.
- Review of data, socioeconomic data collection, roadway network analysis, alternative analysis, and other work associated with the TDM.
- Updates to the GIS data pertaining to the Travel Demand Model including roadway network database development, Traffic Analysis Zone (TAZ) structure development, monitoring of regional growth through data collection of new residential development, acquisition of employer information, acquiring land-use data, and creating organized databases for this data for transportation and land-use analysis, and demographic database development to obtain and maintain a working model.

*Work Performed and Status – MPO staff has been updating GIS maps and other documentation in preparation for ensuring data in the Travel Demand Model (TDM) is maintained. The process for model demographics development for the Travel Demand Model has been updated. The Transcad licensing software was reinstalled on the MPO computers with help from TxDOT, City of Abilene, and Caliper. MPO staff drafted and distributed a press release to inform the Public of the TxDOT house surveys along with the intentions/use of the surveys.*

*As part of the Comprehensive Transportation Corridor Study of Loop 322/SH 36, the TDM was updated with new data for the locations around the study area. The following tasks were accomplished by the consultants: review existing (2020 model) and future (2045 model) roadway networks within the study limits to ensure consistency with existing conditions and future development; verify that land uses are included in existing TDM model; update the TDM model to include the Great Lakes Cheese Factory development; review existing and future demographics within a one-mile radius of the project to ensure consistency with existing land uses and other proposed developments; run the existing and future model with existing demographics, development information, and highway network; and develop model growth rates using the base year and future year model runs. This information will be incorporated into future projections and runs for the model.*

#### **Subtask 2.4 Transit Planning Data**

CityLink staff with FTA Section 5307 funding will do the following work:

- Provision of monthly operational and statistical and financial reports.
- Development and incorporation of information, data and statistical analysis to address short range transit needs as it relates to fare changes, route changes, bus stop evaluations, and bus stop amenities.
- Compile data for the Triennial Review.

*Work Performed and Status – CityLink captures daily and monthly statistics and data in order to provide periodic reporting to the City, State, and Federal entities as required.*

*Ongoing data analysis has provided opportunities to improve services, implement minor fixed route changes, and complete bus stop/bus shelter placement recommendations. Installation of the bus shelters are in the contracting stage. These shelter amenities will provide much needed shade and seating for bus passengers. CityLink has redesigned its bus stop signs and is continuing to install them in compliance with the necessary requirements.*

#### **Task 2 Funding Summary FY 2022**

<b>Funding Source</b>	<b>Amount Budgeted</b>	<b>Amount Expended</b>	<b>Balance</b>	<b>% Expended</b>
Transportation Planning Funds (PL 112 & FTA 5303)*	\$ 115,000.00	\$ 49,769.22	\$ 65,230.78	43.28%
Local Planning Funds	\$ 800.00	\$ 800.00	\$ -	100.00%
FTA Section 5307	\$ 3,200.00	\$ 3,200.00	\$ -	100.00%
Congestion Mitigation/Air Quality (CMAQ)	\$ -	\$ -	\$ -	0.00%
STP/MM	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>\$ 119,000.00</b>	<b>\$ 53,769.22</b>	<b>\$ 65,230.78</b>	<b>45.18%</b>

*\*TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor non-man hours, they are not reflected in the funding tables. TPF was under 75% due to loss of MPO staff.*

## Task 3 – Short Range Planning

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The purpose of this task is to undertake planning activities both local and regional that are associated with short range or immediate implementation.

### Subtask 3.1 Transportation Improvement Program (TIP)

- The MPO will monitor and amend the current TIP as needed and conduct project development meetings/presentations to educate and receive public participation as needed. Provide support, review and incorporate transit activities for more coordinated transit efforts.
- Development of the new TIP for FYs 2023-2026.
- Development of the Annual Listing of Obligated Projects.
- Working with partner agencies to plan for and to promote greenhouse gas reductions, cleaner energy transportation options, and a resiliency to extreme weather events and other disasters.

*Work Performed and Status – The Transportation Improvement Program (TIP) FYs 2021-2024 was amended on December 14, 2021 and January 24, 2022. The TIP for FYs 2023-2026 was completed and the draft was approved at the February 15, 2022 Policy Board meeting. The final was approved at the April 19, 2022 meeting. The forms were uploaded into the Electronic Statewide Transportation Improvement Program (ESTIP) portal and submitted. All public participation aspects were completed. At each of the MPO Policy Board meetings, project updates are given to the citizens and board members with the opportunity to ask questions pertaining to the current projects. In addition, these project updates are included in the board packets and available via the online video archives. 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 on our website. Comments and suggestions on any metropolitan transportation issue are solicited at every meeting of the Policy Board thus providing opportunity for public comments on the Transportation Improvement Program (TIP).*

*MPO staff created and edited the FY 2021 Annual Listing of Obligated Projects (ALOP). The process began on January 11, 2022 when we received the projects for the ALOP from TxDOT. The ALOP was updated and submitted to TxDOT with all the additional information on January 24, 2022. It was approved by TxDOT, the Federal Highway Administration, and the Federal Transit Administration on April 6, 2022.*

### Subtask 3.2 Transit, Bicycle, and Multimodal Planning

- Work with public transportation providers to coordinate transportation efforts and participate in the regional planning process of the multi-county regional planning area.
- Work with transit providers, the City of Abilene, and others on continuation of the Multimodal Terminal planning for the Abilene area.
- Continue to work with CityLink Transit to ensure efficient operations and planning.
- Conduct planning activities as needed to evaluate traffic patterns, needs analysis, and service standards on transit services.
- Provide support for the implementation of planning activities in the City of Abilene's Bicycle Plan.

- Work with local government and community organizations to access grants and other funding opportunities to develop bicycle and pedestrian modes of transportation.
- Work with the local transit agency to incorporate a more congruent transit, bicycle, and pedestrian method of transportation.
- Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities. This may include a complete streets holistic approach in planning efforts and it could provide safe and accessible transportation options to our community. Ensure at a minimum that 2.5% of PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as described in Section 11206(b) of the Infrastructure Investment and Jobs Act.

*Work Performed and Status – The MPO participated in the Regional Coordination Transportation Plan (RCTP) Stakeholders Group. Quarterly meetings were held. The MPO helped design a cover page for the Region 7 Regionally Coordinated Transportation Plan (RCTP). MPO staff actively reviewed/proofread the RCTP draft.*

*CityLink created a Request for Qualifications for engineering and architecture consultants who will conduct the feasibility study, environmental assessment phase, and assist in the design stage of the multimodal facility. The MPO has been working with CityLink on this process. On July 28, 2022, the Abilene City Council approved the award of a contract to the Goodman Corporation for Architectural and Engineering services for the feasibility study and conceptual design of a new multimodal facility. The review of previous feasibility studies has begun on this project.*

*MPO staff and CityLink staff worked on a variety of projects throughout the year. These included the Regional Coordination Transportation Plan, Transportation Improvement Program (TIP), the Annual Performance and Expenditure Report (APER), the Annual Listing of Obligated Projects (ALOP), the Metropolitan Transportation Plan (MTP), and many others. In addition, the MPO participated in the Citizens Advisory Committee for People with Disabilities throughout the year. At these meetings, transit numbers, questions/concerns, and other topics were discussed.*

*The MPO has been working with numerous entities on an active transportation network. Data pertaining to the City of Abilene's Bicycle Plan has been shared and disseminated as needed. The MPO worked with TxDOT - Abilene District and the local bicycle club on a Master Bicycle Route Map. This helped distinguish the routes commonly used by cyclists throughout the Abilene area. The MPO has a sidewalk layer map that shows all the current sidewalks located in the MPO area. This has been kept updated as time permits using aerial imagery. The MPO has shared the map layers with the City of Abilene to help facilitate the connectivity of the sidewalk network. The MPO worked with the City of Abilene and many other partners on the 2021 Call for Projects for the Transportation Alternatives Program. The City of Abilene was notified that they received the funding for the South 14<sup>th</sup> Project on October 28, 2021. This proposal was along the north side of South 14th Street from Pioneer Drive to Barrow Street and included a 5-foot wide sidewalk, pedestrian improvements (crosswalks, pedestrian signal heads, traffic island, curb ramps), and two pedestrian bridges over Catclaw Creek and Elm Creek. This project will greatly contribute to the walkability of that area, as well as the transit accessibility for both paratransit and fixed route bus services. The MPO has been working with the City of Abilene on moving this project forward to completion.*

### **Subtask 3.3 Short-Term Transit Planning**

CityLink staff with FTA funding will do the following work:

- Short range planning projects needed to meet federal/state requirements.
- Provide funding projections and budgetary planning for incorporation of transit projects in the TIP and UPWP.
- Bus Stop identification, GIS database compiling and integration, inventory, and shelter locations.
- Analysis of effectiveness of routes.
- Mobile fare applications and improved payment systems analysis.
- Participate in the Regional Planning Process.
- Technological advances such as automated voice announcements, new demand response scheduling software and mobile trip scheduling platform.
- Continue Lead Agency duties for the Regional Coordination Planning efforts through quarterly stakeholder meetings. *(FTA Section 5304)*

*Work Performed and Status – CityLink staff have completed extensive planning including:*

- *General Transit Feed Specification (GTFS) data monitoring and revisions as needed.*
- *Utilization of Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) software and planned migration to new version.*
- *Utilization of bus location/arrival software application for passenger use and continued monitoring.*
- *Monitoring of data to aid in making effective changes to routes and improved services.*
- *Plans for bus shelter placement in cooperation with the Eagle Scouts.*
- *Planning activities for fleet replacement.*
- *Transit Asset Management (TAM) Plan update.*
- *Implement new demand response scheduling software and development of passenger application.*
- *Planning activities for the implementation of automated voice announcement system.*
- *Planning activities for the implementation of a new microtransit service zone.*
- *Planning activities for the implementation of mobile trip scheduling platform for new microtransit service zone.*

*CityLink purchased four cutaway buses as part of its fleet replacement program. They also provided funding projection information and budgetary planning data for inclusion in the TIP and UPWP as needed. CityLink Staff continues to participate in the Regional Coordination transportation planning process since the agency serves as the Lead Agency for West Central Texas Region 7 to assist TXDOT in their statewide coordination of transportation services.*



*Anson Road/Vogel Street Bus Shelter*



*Swenson House Bus Shelter*

*Dodge Cutaways purchased in 2022*



### Task 3 Funding Summary FY 2022

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)*	\$ 20,000.00	\$ 15,014.78	\$ 4,985.22	75.07%
Local Planning Funds	\$ 800.00	\$ 800.00	\$ -	100.00%
FTA Section 5307	\$ 3,200.00	\$ 3,200.00	\$ -	100.00%
FTA Section 5304	\$ 35,000.00	\$ 35,000.00	\$ -	100.00%
Congestion Mitigation/Air Quality (CMAQ)	\$ -	\$ -	\$ -	0.00%
STP/MM	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>\$ 59,000.00</b>	<b>\$ 54,014.78</b>	<b>\$ 4,985.22</b>	<b>91.55%</b>

\*TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

### Task 4 – Metropolitan Transportation Plan (MTP)

The purpose of this task is to encompass all activities associated with maintaining the Metropolitan Transportation Plan (MTP). The MTP identifies long-range transportation needs within the MPO boundary for a 25-year horizon.

#### Subtask 4.1 Metropolitan Transportation Plan (MTP)

This task will use MPO staff and could include assistance from TxDOT, the Transportation Institute and/or a consultant to complete.

- Ongoing MPO support of the social and economic vitality of the metropolitan area through any needed updates or revisions to the current MTP. Focus on incorporating performance measures into the MTP. Focus on a proactive public participation along with assessment of the social impacts of transportation projects in low-income and minority areas to make certain that Title VI and Environmental Justice guidelines are met.

- Working with partner agencies to plan for and to promote greenhouse gas reductions, cleaner energy transportation options, and a resiliency to extreme weather events and other disasters.

*Work Performed and Status – The current Metropolitan Transportation Plan (MTP) FYs 2020-2045 was amended by the Policy Board at their December 14, 2021 meeting. The Project Selection Process (PSP) was approved at the December 18, 2018 meeting and no updates have been made to it. The PSP used the Performance Measures as a guideline for incorporation into the document. The approved PSP streamlines project evaluation while providing a formal means for the use of performance measures, data, and other detailed information important in considering the merits of proposals. This PSP is intended to provide a practical and balanced approach to project decision making, meeting federal and state standards, while providing a reasonable amount of flexibility for adaption to local needs and changing conditions.*

*The Policy Board approved the Ten-Year Plan at their December 12, 2016 meeting. In order to capture project situations and to ensure that projects are ready to move forward in the projected phases, the Ten-Year Plan was amended numerous times including the last on December 14, 2021.*

*The MPO through a partnership with TxDOT worked with the Texas A&M Transportation Institute on a MPO Boundary Expansion. A Technical Advisory Committee (TAC) subcommittee was formed to evaluate where and how the expansion would be needed. Due to the shortage of MPO staff, this project has been delayed. It will continue into the 2023 fiscal year.*

#### **Subtask 4.2 Long-Range Transit Planning**

CityLink staff with FTA funding will do the following work:

- Provide support for long-term planning projects.
- Focus on modernization of the transit system, facilities and fleet through the Transit Asset Management Plan.
- As the Lead Agency for Region 7, facilitate the 5-year Plan update for the Regional Coordination Planning program. (FTA Section 5304)

*Work Performed and Status – CityLink participates in the MPO Technical Advisory Committee and presents program updates for the MPO Policy Board as part of its long-term planning functions. Continuous fleet replacement planning with appropriate funding sources is another aspect of long-term planning and coincides with the Transit Asset Management plan. Periodic system analysis is conducted to determine service effectiveness and to generate recommendations for change. CityLink continues long-term planning activities including discussions relating to feasibility studies, land acquisition and use of current property.*

*CityLink has purchased and installed an Automated Voice Annunciator system for its fixed-route buses. This system makes audible routine stop announcements, in addition to other service announcements, as a method of way-finding for passengers and to improve their transportation experience. This software system will also allow CityLink to maintain compliance with Americans with Disabilities Act (ADA) regulations.*

*In partnership with the City Parks and Recreation department, CityLink implemented a transportation program for Senior Citizens, previously provided by the City of Abilene, using an FTA 5310 grant and matching funds from the West Central Texas Council of Governments (WCTCOG) Area Agency on Aging. This was an opportunity to partner with other agencies to address a transit need.*

*As the Lead Agency and with the assistance of a consultant, CityLink facilitated the update to the Region 7 5-year plan for the Regional Coordination Planning program.*

### Subtask 4.3 Complete Streets

Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities. This may include a complete streets holistic approach in planning efforts and it could provide safe and accessible transportation options to our community. Ensure at a minimum that 2.5% of PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as described in Section 11206(b) of the Infrastructure Investment and Jobs Act.

- Staff will compile and share data and information on active transportation.
- Evaluate active transportation system to understand system performance needs to identify regional activities.
- Hold public outreach sessions to share information and encourage active transportation.
- Work with other interested parties to advance and improve the program.
- Look for innovative ways to optimize funding for active transportation projects.
- Support and align statewide and regional active transportation strategies and actions.

*Work Performed and Status – This subtask was added in the October 18, 2022 amendment. It will be incorporated more fully into the 2023 APER. Numerous aspects of the complete streets are currently addressed under task 3.2. of which a portion pertains to active transportation.*

### Task 4 Funding Summary FY 2022

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)*	\$ 18,000.00	\$ 9,158.89	\$ 8,841.11	50.88%
Local Planning Funds	\$ 15,400.00	\$ 15,400.00	\$ -	100.00%
FTA Section 5307	\$ 1,600.00	\$ 1,600.00	\$ -	100.00%
FTA Section 5304	\$ 75,000.00	\$ 75,000.00	\$ -	100.00%
Congestion Mitigation/Air Quality (CMAQ)	\$ -	\$ -	\$ -	0.00%
STP/MM	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>\$ 110,000.00</b>	<b>\$ 101,158.89</b>	<b>\$ 8,841.11</b>	<b>91.96%</b>

*\*TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. TPF was under 75% due to loss of MPO staff.*

## Task 5 – Special Studies

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The purpose of this task is special studies of transportation and transportation related topics that support the development and maintenance of the planning process. Activities might include consultant contracting, research and data analysis.

### Subtask 5.1 Comprehensive Transportation Corridor Study: Loop 322/SH 36

This task will use a consultant to complete. Evaluate transportation needs along a corridor or geographic area around the Airport along Loop 322 and SH 36. These corridor studies are used to evaluate a specific issue and provide a comprehensive assessment of transportation needs within the area.

*Work Performed and Status – The study is to evaluate transportation needs along a corridor or geographic area around the Airport along Loop 322 and SH 36. The issue date for the RFQ was October 17, 2021 with a deadline of November 4, 2021 at 5:00 pm. The consultant selected for this study was Kimley-Horn and Associates, Inc. The Notice to Proceed was issued on March 10, 2022. The kick-off meeting occurred on March 15, 2022. The MPO provided numerous items to the consultants and held meetings to facilitate the study. In addition, TxDOT provided traffic counts at locations within the study area. The total cost for the study was \$60,700. The MPO paid for \$48,700 and the City of Abilene added the intersection of SH 36/FM 18 for an additional cost of \$12,000. This study will span the 2022/2023 fiscal years. The draft report that consisted of traffic analysis and options was presented to the TAC at their November 29, 2022 meeting. The Policy Board received the full report at their December 13, 2022 meeting. The report showed existing conditions for the year 2022, future conditions for years 2027 and 2032 and finally a do nothing (no mitigations) strategy. Any future projects that result from this report will have the appropriate public participation as part of the Project Selection Process. The study should be completed by December 31, 2022.*

### Subtask 5.2 Comprehensive Growth Scenario Transportation Study: MPO Boundary Expansion

This task will use a consultant to complete. Evaluate potential MPO Boundary Expansion to capture transportation needs.

*Work Performed and Status – The MPO through a partnership with TxDOT worked with the Texas A&M Transportation Institute on a MPO Boundary Expansion. A Technical Advisory Committee (TAC) subcommittee was formed to evaluate where and how the expansion would be needed. Due to the shortage of MPO staff, this project has been delayed. It will continue into the 2023 fiscal year. No funds have been expended from this task. MPO staff time has been allocated under Task 4.1 MTP.*

### Subtask 5.3 Transit Multimodal Facility

CityLink staff with FTA funding will complete the following task. A consultant will be used. This study will determine how a multimodal facility could help urban and rural transit providers better serve their passengers and operate more efficiently. It will include the Planning and Scoping phase of the project all the way through Preliminary Engineering, Environmental, and initial Design phase of the project. (FTA Section 5304)

*Work Performed and Status – CityLink, through the City of Abilene, contracted with The Goodman Corporation for engineering and architectural activities to complete the advanced planning and preliminary engineering services to produce the conceptual design of a new multimodal facility. As part of this project, a new feasibility study is being completed, along with site location and assistance with preparing applications for applicable grant funds for construction of the multimodal transit facility.*

**Task 5 Funding Summary FY 2022**

<b>Funding Source</b>	<b>Amount Budgeted</b>	<b>Amount Expended</b>	<b>Balance</b>	<b>% Expended</b>
Transportation Planning Funds (PL 112 & FTA 5303)*	\$ 50,000.00	\$ 20,997.50	\$ 29,002.50	42.00%
Local Planning Funds	\$ 110,000.00	\$ 15,000.00	\$ 95,000.00	13.64%
FTA Section 5307	\$ -	\$ -	\$ -	0.00%
FTA Section 5304	\$ 440,000.00	\$ 60,000.00	\$ 380,000.00	13.64%
Congestion Mitigation/Air Quality (CMAQ)	\$ -	\$ -	\$ -	0.00%
STM/MM	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>\$ 600,000.00</b>	<b>\$ 95,997.50</b>	<b>\$ 504,002.50</b>	<b>16.00%</b>

\*TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. TPF was under 75% due to Task 5.1 not starting as early as planned in the fiscal year and Task 5.2 initiated in-house rather than utilizing a consultant.

## FY 2022 Budget Summaries

### Total Transportation Planning Funds (TPF) Budgeted and Expended for FY 2022

UPWP TASK	DESCRIPTION	AMOUNT BUDGETED	AMOUNT EXPENDED	BALANCE	% Expended
1.0	Administration-Management	\$ 152,000.00	\$ 144,724.56	\$ 7,275.44	95.21%
2.0	Data Development and Maintenance	\$ 115,000.00	\$ 49,769.22	\$ 65,230.78	43.28%
3.0	Short Range Planning	\$ 20,000.00	\$ 15,014.78	\$ 4,985.22	75.07%
4.0	Metropolitan Transportation Plan	\$ 18,000.00	\$ 9,158.89	\$ 8,841.11	50.88%
5.0	Special Studies	\$ 50,000.00	\$ 20,997.50	\$ 29,002.50	42.00%
<b>TOTAL</b>	<b>TOTAL</b>	\$ 355,000.00	\$ 239,664.95	\$ 115,335.05	67.51%

### Local Planning Funds Budgeted and Expended for FY 2022

UPWP TASK	DESCRIPTION	AMOUNT BUDGETED	AMOUNT EXPENDED	BALANCE	% Expended
1.0	Administration-Management	\$ 1,000.00	\$ 1,000.00	\$ -	100.00%
2.0	Data Development and Maintenance	\$ 800.00	\$ 800.00	\$ -	100.00%
3.0	Short Range Planning	\$ 800.00	\$ 800.00	\$ -	100.00%
4.0	Metropolitan Transportation Plan	\$ 15,400.00	\$ 15,400.00	\$ -	100.00%
5.0	Special Studies	\$ 110,000.00	\$ 15,000.00	\$ 95,000.00	13.64%
<b>TOTAL</b>	<b>TOTAL</b>	\$ 128,000.00	\$ 33,000.00	\$ 95,000.00	25.78%

### FTA (Sec. 5307) Funds Budgeted and Expended for FY 2022

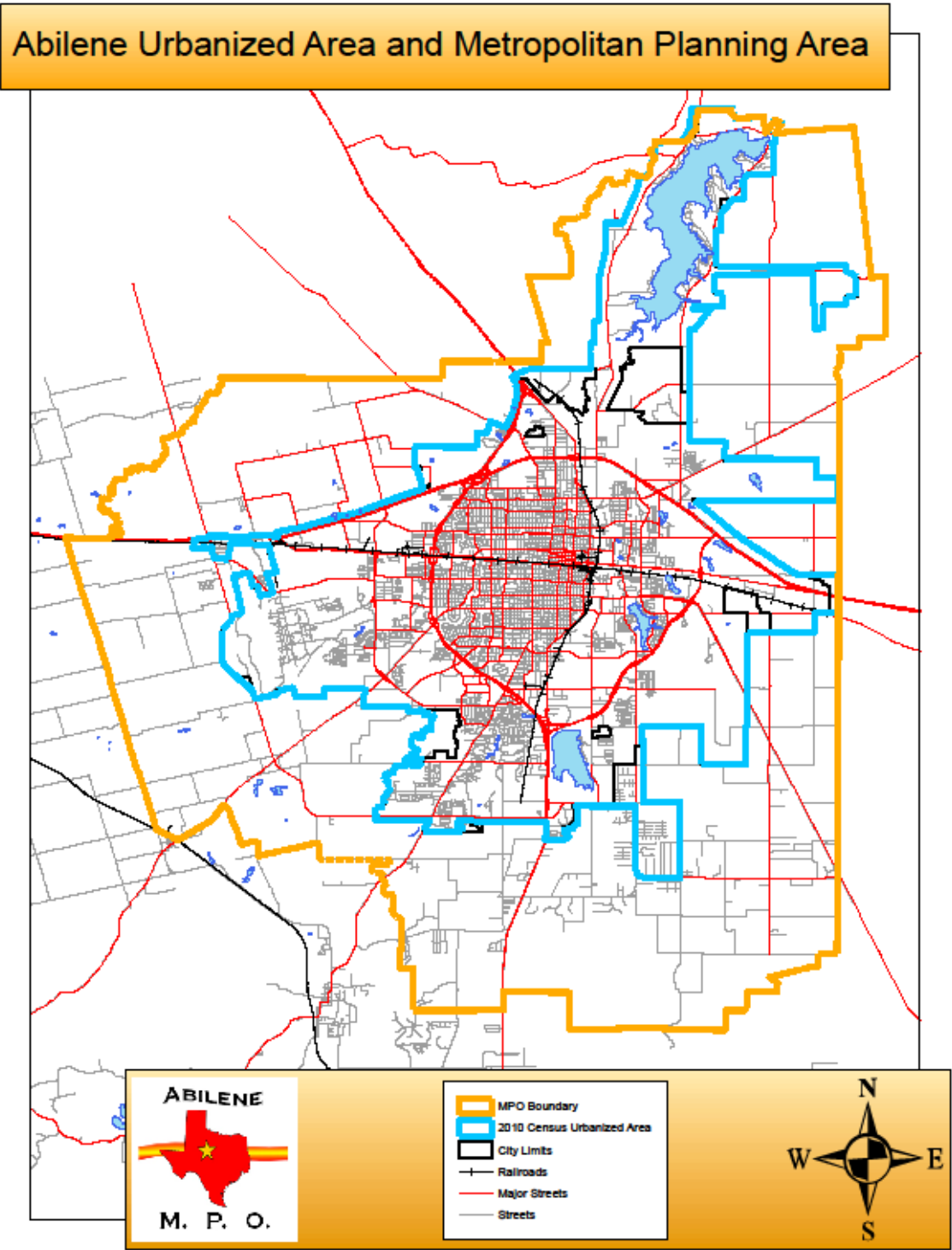
UPWP TASK	DESCRIPTION	AMOUNT BUDGETED	AMOUNT EXPENDED	BALANCE	% Expended
1.0	Administration-Management	\$ 4,000.00	\$ 4,000.00	\$ -	100.00%
2.0	Data Development and Maintenance	\$ 3,200.00	\$ 3,200.00	\$ -	100.00%
3.0	Short Range Planning	\$ 3,200.00	\$ 3,200.00	\$ -	100.00%
4.0	Metropolitan Transportation Plan	\$ 1,600.00	\$ 1,600.00	\$ -	100.00%
5.0	Special Studies	\$ -	\$ -	\$ -	0.00%
<b>TOTAL</b>	<b>TOTAL</b>	\$ 12,000.00	\$ 12,000.00	\$ -	100.00%

## FTA (Sec. 5304) Funds Budgeted and Expended for FY 2022

UPWP TASK	DESCRIPTION	AMOUNT BUDGETED	AMOUNT EXPENDED	BALANCE	% Expended
1.0	Administration-Management	\$ -	\$ -	\$ -	0.00%
2.0	Data Development and Maintenance	\$ -	\$ -	\$ -	0.00%
3.0	Short Range Planning	\$ 35,000.00	\$ 35,000.00	\$ -	100.00%
4.0	Metropolitan Transportation Plan	\$ 75,000.00	\$ 75,000.00	\$ -	100.00%
5.0	Special Studies	\$ 440,000.00	\$ 60,000.00	\$ 380,000.00	13.64%
<b>TOTAL</b>	<b>TOTAL</b>	\$ 550,000.00	\$ 170,000.00	\$ 380,000.00	30.91%

Abilene Urbanized Area and Metropolitan Planning Area

(Governor or Governor’s Designee approved) (Based on the 2010 Census Data)



9. - 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	
Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,823.00	
Maple (Carriage Hills to Loop 322)	2021 Bond	0%	Epic Construction	\$ 6,837,217.00	
N 6th St & Cypress St Improvements	Street Maintenance Fee	62%	Bontke Brothers Construction Co., Inc.	\$ 745,099.50	
N/EN 10th Improvements (Treadaway to Judge Ely)	2021 Bond/DCOA	99%	Bontke Brothers Construction Co., Inc.	\$ 1,683,043.54	
Five Points Roadway Improvements (Fulweiler Rd and Marigold St)	DCOA	4%	Epic Construction	\$ 3,451,655.00	
Work Zone N2A & N2B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 2,693,658.00	
Work Zone S11B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,829,752.00	
<b>GRAND TOTAL</b>				<b>\$ 19,189,248.04</b>	
PUBLIC WORKS PROJECTS IN DESIGN – PROPOSED FOR CONSTRUCTION IN CY2023					
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE	
Work Zone S9C	Street Maintenance Fee	100%	2023	\$ 1,600,000.00	
Work Zone S5 *	Street Maintenance Fee	0% Designed	2023	\$ 3,623,000.00	
Work Zone S13 *	Street Maintenance Fee	0% Designed	2023	\$ 1,480,000.00	
EN 10th (Judge Ely to 322 Loop)	2021 Bond/DCOA	100% Designed	2023	\$ 5,935,000.00	
N 5th Two-way conversion	TBD	100% Designed	2023	\$ 1,000,000.00	
Maple (Loop 322 to ES 11th)	2021 Bond	10% Designed	2023	\$ 12,740,000.00	
S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	0% Designed	2023	\$ 450,000.00	
Pine St. @ N 10th St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 450,000.00	
N 18th St. @ Kirkwood St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 100,000.00	
N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0% Designed	2023	\$ 100,000.00	
S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	0% Designed	2023	\$ 2,000,000.00	
S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	40% Designed	2023	\$ 2,632,321.00	
<b>GRAND TOTAL</b>				<b>\$32,110,321.00</b>	

**Abilene MPO Transportation Policy Board Meeting**  
**February 21, 2023**

**CityLink Transit**

1. CityLink has partnered with First Transit and Spare to implement a micro transit pilot project in the northwest portion of the city. The launch date is schedule for the end of February 2023.
2. The production of the 2 new large buses has been delayed. Delivery is expected late summer to early fall.

**10. 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)
    - Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis) Update
    - Public Participation Plan Update
    - Abilene Area Safety Plan
    - Travel Demand Model
    - Census 2020 Urban Area Designations

- **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
<b>TOTALS</b>			<b>\$204,468.77</b>	<b>\$64,204.17</b>	<b>\$140,264.60</b>

*updated as of 02/15/2023*



# ABILENE

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

January 10, 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 *October 2022* billing in the amount of **\$9,678.05** 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](mailto: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 October 22

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<b>1 - 2603054010 G1211</b>			
1	City of Abilene Payroll	Accrued 09/26 - 09/30 Salaries	(1,382.26)
1	City of Abilene Payroll	Accrued 09/26 - 09/30 Salaries	(133.56)
1	City of Abilene Payroll	Oct Payroll	8,734.39
1	Worker's Compensation	For month October 21	34.00
1	Tech Fund Transfer	For month October 21	278.00
1	Indirect cost	For month October 21	0.00
1	Office Depot - 716	Supplies	25.00
1	Citibank	Walmart - Supplies	20.80
1	City of Abilene	Paper	45.54
1	O'Kelley	Office Supplies	115.25
1	Vexus Fiber (NTS)	Oct Phone Service	216.52
1	Vexus Fiber (NTS)	Nov Phone Service	216.52
1	CitiBank One Card	Optimun - Oct internet/ fax svcs	251.42
1	Titan Towers LP	Nov Rent/Utilities	1,008.00
TOTAL TASK 1			9,429.62
<b>2 - 2603054010 G1212</b>			
2	City of Abilene Payroll	Accrued 09/26 - 09/30 Salaries	(327.20)
2	City of Abilene Payroll	Oct Payroll	565.17
TOTAL TASK 2			237.97
<b>3 - 2603054010 G1213</b>			
3	City of Abilene Payroll	Accrued 09/26 - 09/30 Salaries	(293.78)
3	City of Abilene Payroll	Oct Payroll	304.24
TOTAL TASK 3			10.46
<b>4 - 2603054010 G1214</b>			
4	City of Abilene Payroll	Accrued 09/26 - 09/30 Salaries	0.00
4	City of Abilene Payroll	Oct Payroll	0.00
TOTAL TASK 4			0.00
<b>GRAND TOTAL</b>			<b>9,678.05</b>



# ABILENE

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

January 10, 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 *November 2022* billing in the amount of **\$30,286.65** 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](mailto:elisa.smetana@abilenetx.gov). Thank you.

Sincerely,

E'Lisa Smetana  
Executive Director  
Abilene MPO



Regional Support Center Approval of Food and Beverages  
Using Planning Grant Funds

Form R-4/PO-100  
(07/10)  
Page 1 of 1

Prior approval of food and beverage purchases is required when using Planning Grant (PL) funding. Reimbursement is conditioned upon prior approval and submission of adequate support documentation. The Metropolitan Planning Organization (MPO) will follow its established procurement procedures for selecting a vendor/supplier. In accordance with federal regulations, PL funds will not be used to purchase alcoholic beverages. Also, beverage service provided to MPO visitors and vendor tips will not be reimbursed.

**TxDOT Prior Approval:**

Request Region approval for food/beverage purchases at least five (5) days prior to procurement.

**Post Event Billing Information:**

The MPO will include the following information on their monthly invoice:

1. Copy of the approval form signed by Region representative, and
2. Completed Post-Event Information below, and
3. Copy of the vendor receipt.

Complete the information below and fax or e-mail to your Region representative.

Date: 01/10/22

Agency Name: Abilene MPO

**Pre-Event**

Event/Function and Purpose: Policy Board and Technical Advisory Committee Meetings

Date/Time of Event: January - December 2022 / usually at 1:30 p.m.

Location of Event: Abilene City Hall or location designated on agenda notices

Food/Beverages to be Provided: Snacks, Water, Coffee

(Snacks, Boxed Lunch, Cookies, etc.)

Estimated Cost: \$ 350.00 UPWP Task Number/Subtask: D 1.1 Estimated Attendees: 60-70 per year

Additional Information: 12 meetings or more if called

	Signature	Date
Requestor:		01/10/22
TxDOT Approval:		1/21/22

**Post Event** include a completed/approved copy of this form and the vendor's invoice with your monthly PL billing)

Vendor/Supplier: Walmart Amount Spent: \$ 58.70

Total Attendees: MPO Staff 2 Non-Staff 15 Previously Spent: 92.46

Total Event Spent: 151.16

Total Event Remaining: 198.84

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

LIST OF EXPENDITURES FOR November 22

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<b>1 - 2603054010 G1211</b>			
1	City of Abilene Payroll	Nov Payroll	12,229.64
1	Worker's Compensation	For month November 22	34.00
1	Tech Fund Transfer	For month November 22	278.00
1	Indirect cost	For month November 22	0.00
1	O'Kelley	Supplies	28.22
1	CitiBank	Walmart - Supplies	58.70
1	Vexus Fiber (NTS)	Dec Phone Service	216.52
1	CitiBank	Optimum - Dec internet/ fax svcs	250.89
1	Titan Towers LP	Dec Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Oct	200.92
1	Xerox Corp	Copier - Nov	142.23
1	City of Abilene Petty Cash	E'Lisa Smetana Oct Mileage	22.50
1	City of Abilene Petty Cash	Rita Ryan Oct Mileage	<u>7.50</u>
TOTAL TASK 1			14,477.12
<b>2 - 2603054010 G1212</b>			
2	City of Abilene Payroll	Nov Payroll	973.16
2			
TOTAL TASK 2			<u>973.16</u>
<b>3 - 2603054010 G1213</b>			
3	City of Abilene Payroll	Nov Payroll	1,490.16
3			
TOTAL TASK 3			<u>1,490.16</u>
<b>4 - 2603054010 G1214</b>			
4	City of Abilene Payroll	Nov Payroll	91.21
4			
TOTAL TASK 4			<u>91.21</u>
<b>5 - 2603054010 G1215</b>			
5	Kimley-Horn and Assoc	Abilene MPO TIA	<u>13,255.00</u>
TOTAL TASK 4			<u>13,255.00</u>
<b>GRAND TOTAL</b>			<u><u>30,286.65</u></u>



# ABILENE

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

February 7, 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 *December 2022* billing in the amount of **\$24,239.47** 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](mailto:elisa.smetana@abilenetx.gov). Thank you.

Sincerely,

E'Lisa Smetana  
Executive Director  
Abilene MPO

*Comprehensive, Continuous, Cooperative Planning*

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

LIST OF EXPENDITURES FOR December 22

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<b>1 - 2603054010 G1211</b>			
1	City of Abilene Payroll	December PR	14,222.72
1	Worker's Compensation	For month Dec 22	34.00
1	Tech Fund Transfer	For month Dec 22	278.00
1	Indirect cost	For month Oct - Dec 22	4,750.00
1	Sam's Club	Supplies	139.77
1	Craft Design	name plate	12.50
1	Vexus Fiber (NTS)	Jan Phone Service	216.77
1	CitiBank	Optimum - Jan internet/ fax svcs	250.87
1	Abilene Printing	Business Cards - Rita Ryan	39.95
1	Abilene Printing	Magnetic Fastener	30.25
1	Titan Towers LP	Jan Rent/Utilities	1,008.00
1	E'Lisa Smetana	Austin TEMPO	102.00
1	Enterprise	car rental for Austin TEMPO	81.55
1	CitiBank	Marriott - room for Austin TEMPO	298.50
1	City of Abilene Petty Cash	E'Lisa Smetana Nov Mileage	42.50
1	City of Abilene Petty Cash	Rita Ryan Nov Mileage	26.25
1	CitiBank	GoDaddy.com domain renewal	93.48
<b>TOTAL TASK 1</b>			<b>21,627.11</b>
<b>2 - 2603054010 G1212</b>			
2	City of Abilene Payroll	December PR	1,215.22
2			
<b>TOTAL TASK 2</b>			<b>1,215.22</b>
<b>3 - 2603054010 G1213</b>			
3	City of Abilene Payroll	December PR	1,093.46
3			
<b>TOTAL TASK 3</b>			<b>1,093.46</b>
<b>4 - 2603054010 G1214</b>			
4	City of Abilene Payroll	December PR	303.68
4			
<b>TOTAL TASK 4</b>			<b>303.68</b>
		<b>GRAND TOTAL</b>	<b>24,239.47</b>

- **Operation Report**
  - **Tasks**
  - **Training Sessions**
  - **Meetings**

## **ABILENE MPO – OPERATION REPORT**

From **December 3, 2022 through February 13, 2023**, some of the tasks completed by the Abilene MPO include the following:

### **MPO Transportation/Transit Planning:**

- Prepared TxDOT billings, financial status updates, and reviewed/reconciled budget information.
- 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.
- Created the following maps: *N/A*
- Updated PB and TAC documentation for new member packets, PB and TAC attendance sheets and sign-in sheets, and MPO PB and TAC website membership files.
- Updated MPO members master file (PB, TAC, MPO Staff).
- Updated Texas Redistricting Maps (Abilene MPO representatives and their staff) for Congress, Senate and House. Updated district emails/contacts.
- Updated MPO PB and TAC checklist, ordered paper & required supplies, ordered names plates for new staff (PB, TAC & MPO Staff).
- Received the Loop 322/SH 36 Traffic Impact Analysis Study, reviewed/provided feedback, presented to the TAC/PB, and provided the Travel Demand Model portion to TxDOT.
- Prepared and submitted the FY 2022 Annual Performance and Expenditure Report to TxDOT, FHWA, FTA.
- Partnered with COA to submit a Transportation Alternatives Application Phase I.
- Provided numerous trainings on various MPO office procedures and processes.
- Coordinated with TxDOT and prepared amendments to the Metropolitan Transportation Plan (MTP), the 10-Year Plan, and the Transportation Improvement Program (TIP). Prepared and submitted a public notice requirement to the Abilene Reporter News.
- Prepared a resolution and researched data for the PM 1 FY 2023 Safety Performance Measure.
- Researched and provided comments back to TxDOT on the populations and households in the 461 Traffic Analysis Zones (TAZ) for our Travel Demand Model.
- Working on providing comments and research on the employment data for the 461 Traffic Analysis Zones (TAZ) for our Travel Demand Model.
- Began pulling the mapping data for the 2020 Census Qualifying Urban Areas to compare to the previous Census.
- Began working on the requirement for a new Abilene Area Safety Plan.
- Started work on the Annual Listing of Obligated Projects (ALOP).
- Researched and began pulling data on the PM 2 (Pavement and Bridge Condition) statistics for updating performance measures.

### **Attended training sessions on:**

- *2021 KnowBe4 Security Awareness Training (11/26/22)*
- *KnowBe4 CyberSecurity Awareness Training for Texas (11/26/22)*
- *TxDOT 2023 Transportation Alternatives Call for Projects (11/29/23)*

## **ABILENE MPO – OPERATION REPORT**

- *How was your day? Getting real about bias, inclusion, harassment and bullying (12/05/22)*
- *TEMPO Fall Meeting, Austin TX (12/08/23)*
- *CyberSecurity Awareness Training from KnowBe4 (01/18/23)*
- *Texas Transportation Forum FY 2023 Webinar (01/30-31/23)*

### **Some of the meetings attended by staff:**

- *Monthly meetings with TXDOT on projects.*
- *Abilene 2050 Forecast Model Kick-Off and Monthly Meetings (11/16/22, 02/08/23)*
- *Abilene 2050 Forecast Model (Travel Demand Model) TAZ Demographics (01/11/23, 01/18/23, 02/03/23)*
- *Public Meeting FM 707 Project (11/29/22)*
- *Drive Safe Coalition (12/12/23, 01/17/23)*
- *Abilene MPO Policy Board Meeting (12/13/22)*
- *CityLink ZipZone Microtransit virtual presentation (12/21/22)*
- *Statewide Transportation Improvement Program for FY 2023 -2026 - November Revision Virtual public hearing (01/09/23)*
- *Transportation Alternative (TA) Call for projects (initial discussion) (01/09/23)*
- *Virtual Workshop – Transit Needs of Seniors and Individuals with Disabilities (01/11/23)*
- *Transportation Alternative (TA) Call for projects (submission application) (01/23/23)*
- *TxDOT/MPO Projects Meeting (02/06/23)*
- *Abilene MPO Technical Advisory Committee Meeting (02/07/23)*
- *RCTP Region 7 Quarterly Stakeholder Meeting (02/08/23)*
- *TEMPO Safety Task Force Discussion (02/10/23)*

- Director's Report
  - Work Tasks
    - MPO Staffing
    - Year-end Report – Annual Listing of Obligated Projects (ALOP)
    - Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis) Update
    - Public Participation Plan Update
    - Abilene Area Safety Plan
    - Travel Demand Model
    - Census 2020 Urban Area Designations

# **Abilene MPO Director's Report**

## **Policy Board Meeting February 21, 2023**

### **Work Tasks**

- ***MPO Staffing***

The Transportation Planner position has been open since June 10, 2022. Interviews have been conducted.

- ***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. TxDOT is in the process of preparing the information for the ALOP. Once we receive that, we will prepare the ALOP.

- ***Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis) Update***

The Policy Board at their November 13, 2022 meeting accepted the report from Kimley-Horn. There were some administrative corrections made and the final report was received on January 24, 2023. The Travel Demand Model Update (conducted as part of this study) has been submitted to TxDOT for incorporation into the new forecasting model we are currently working on.

- ***Public Participation Plan Update***

The Public Participation Plan (PPP) will need to be updated in the near future to capture virtual meetings and miscellaneous changes to the current public participation activities.

- ***Abilene Area Safety Plan***

A new requirement for MPOs is to develop a Safety Action Plan. Currently there is funding for 23 MPO's at \$50,000 (\$1.2 million) out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The plan will be due sometime around May 2023. The funding will have to be included in an amendment to the Unified Planning Work Program (UPWP).

- ***Travel Demand Model***

MPO staff is currently working with TxDOT and others on updating the Travel Demand Model (TDM). There are currently 461 Traffic Analysis Zones (TAZ) in the Abilene TDM. On January 13, 2023, staff provided comments back to TxDOT on the population and households for each of those TAZ areas. We are currently working towards providing information on the employment data broken down for each TAZ.

- ***Census 2020 Urban Area Designations***

The Federal Register came out for the 2020 Census Qualifying Urban Areas (UA) and the Final Criteria Clarifications on December 29, 2022. Staff is working on pulling the maps into the 2010 UA to see what changes might affect our area. We are also waiting on the Census-designated boundary maps to be released.

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

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

**13. Adjournment.** 