



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

1:30 p.m., Tuesday, December 19, 2023
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, City of Abilene (MPO Chairperson)
Judge Dale Spurgin, Jones County (MPO Vice-Chairperson)
Mr. Glenn Allbritton, TxDOT District Engineer
Judge Phil Crowley, Taylor County
Mayor Weldon Hurt, City of Abilene

1. Call to Order.
Public comment on any item on the agenda.
2. Consideration and Take Action on the minutes of the October 17, 2023 meeting.
3. Receive a Report, Hold a Discussion, and Take Action on the FY 2024 Safety Performance Measure (PM 1).
4. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).
5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the MPO Ten-Year Plan.
6. Receive a Report, Hold a Discussion, and Take Action on an amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).
7. Receive a Report, Hold a Discussion, and Take Action on the 2024 meeting dates.
8. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)
9. Discussion and review of reports:
 - Financial Status
 - Operation Report
 - Tasks
 - Training Sessions
 - Meetings
 - Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – FY 2023 Annual Performance and Expenditure Report (APER)
 - Safety Plan
 - Metropolitan Area Boundary (MAB) Expansion
 - Travel Demand Model
 - FYs 2025-2050 Metropolitan Transportation Plan
 - Greenhouse Gas Emissions Performance Measure

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

EXECUTIVE SESSION

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

CERTIFICATION

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

NOTICE

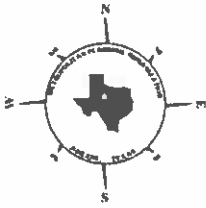
In compliance with the Americans with Disabilities Act, the Abilene MPO will provide reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.

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

1. Call to Order.

Public comment on any item on the agenda.

2. Consideration and Take Action on the minutes of the October 17, 2023 meeting.



**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION
TRANSPORTATION POLICY BOARD
October 17, 2023**

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, October 17, 2023, 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 Phil Crowley, Taylor County
Mayor Weldon Hurt, City of Abilene
Councilmember Shane Price, City of Abilene (*Policy Board Chairman*)
Judge Dale Spurgin, Jones County (*Policy Board Vice-Chairman*)

Voting Members Absent

None.

Staff of Member Agencies in Attendance:

Ms. Leslie Andrews, City of Abilene, Director of Parks & Recreation
Mr. Scott Chandler, P.E., City of Abilene, City Engineer
Mr. Billy Dezern, TxDOT, Advanced Planning Manager/GIS Coordinator
Ms. Nellie Doneva, City of Abilene, Videographer
Mr. Jeff Duebner, City of Abilene, Assistant Public Works Director
Mr. Max Johnson, City of Abilene, Director of Public Works
Ms. Kelley Messer, City of Abilene, First Assistant City Attorney
Mr. Paul Norman P.E., TxDOT, Director of Maintenance
Mr. Will Ratliff, City of Abilene, Engineer-in-Training
Ms. Randee Shields, P.E., TxDOT, Director of Transportation Operations
Ms. Lauren Stevens, CityLink General Manager
Mr. Bryce Turentine, P.E., TxDOT Abilene Area Engineer

MPO Staff in Attendance:

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

Others in Attendance:

Mr. James Condry
Mr. Ron Erdrich, Abilene Reporter News, Photojournalist
Ms. Diana Groom, Abilene Reporter News, Public Service Reporter
Mr. Bruce Neil, AISD, Transportation Operations Manager

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 on the agenda.

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

Judge Crowley made a *motion to accept* the minutes of the August 15, 2023 meeting as presented, with a *second* by Judge Spurgin. *Motion Carried (5-0).*

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

Ms. Smetana provided a brief history of the Transit Asset Management Plan noting that the plan is established by CityLink. She stated that the Policy Board has previously adopted transit targets on: June 20, 2017, June 18, 2019 and an updated version dated September 29, 2020 covering 2021 through 2025 targets was acknowledged by the Policy Board with a Resolution on December 15, 2020. Ms. Smetana explained that CityLink has prepared an update to the TAM Plan as of August 9, 2023. The MPO has prepared a resolution of support for this plan. She identified and discussed the items updated and the contents of the resolution. Ms. Smetana stated the Technical Advisory Committee (TAC) recommended approval to move this forward to the Policy Board during their September 26, 2023 meeting.

Judge Spurgin made a *motion* to approve the Resolution for the 2023 Transit Asset Management (TAM) Plan with a *second* by Judge Crowley. *Motion Carried (5-0).*

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

Ms. Smetana provided a brief history of the PTASP noting that public safety committee meetings are a requirement of the plan. She shared that the Policy Board acknowledged the plan at their June 15, 2021 meeting.

Ms. Smetana explained the Addendum is needed to show the required public safety meeting. The MPO Technical Advisory Committee (TAC) made a recommendation to acknowledge the addendum to the Transit Public Transportation Agency Safety Plan and move it on to the Policy Board at their September 26, 2023 meeting. Ms. Smetana requested an acknowledgement from the Policy Board of this Addendum to the Transit Public Transportation Agency Safety Plan. She closed her presentation by stating she would be happy to answer any questions.

Chairman Price inquired if the inclusion of Mr. Sharpe on the Safety Committee listing was correct or if this required a correction. Ms. Smetana stated it was correct as Mr. Sharpe was present at the December 2022 Meeting.

Mayor Hurt made a *motion* to approve the acknowledgement of this Addendum to the Transit Public Transportation Agency Safety Plan, with a *second* by Judge Crowley. *Motion carried (5-0).*

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

Ms. Smetana noted that an amendment to the TIP is required to: remove CSJ #0663-01-024 (FM 707) from 2025 and move it to 2028; adjust other projects funding and adjust projects let dates. She provided details on each of the changes and noted the reports was available in the packet. Ms. Smetana identified the items in red are changes and the items in orange are ones that occurred after the packets were distributed so they are not included in the packet. She said the project cost information had not been adjusted/updated prior to printing. Ms. Smetana noted the changes are necessary so we are aligned with the Unified Transportation Program (UTP) and with TxDOT Connect. She noted the map FYs 2023-2026 TIP Highway Projects has changed to remove the FM 707. She discussed Appendix B: History of the TIP and TIP Amendments and focused on this amendment. She noted that a public notice was published in the Abilene Reporter News and comments were requested. Ms. Smetana stated we are still waiting on any comments received during the public meeting today, if any comments are made they will be included in the documentation and if none are received, it will state no comments received. She said that changes have been made to the cover page, highway projects pages, highway project map, history of amendment page, and the performance measure pages.

Ms. Smetana noted the TAC at their September 26, 2023 meeting recommended approval to the Policy Board on the amendment to the FY 2023-2026 Transportation Improvement Program (TIP) with

updates to the public participation page as needed. She ended her presentation and asked if there were any suggestions/changes or questions.

Judge Crowley left the meeting at 1:43 p.m.

Mr. Albritton inquired how the TACs progress on developing new projects is moving along. Ms. Smetana stated there have been a couple of meetings of the project selection committee. She stated that we will be meeting soon to discuss the projects suggested during the Policy Board and TAC Workshop. She noted we are getting ready for our long range plan which should start sometime in December 2023 and as part of that process, we have project solicitation and public involvement aspects tied to those projects.

No further questions were asked, Chairman Price then opened a Public Hearing for comments. No comments were received.

Chairman Price stated he would entertain a motion to approve the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) with the changes as presented.

Mr. Albritton made a *motion* to approve the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) with the changes as presented with a *second* by Judge Spurgin. *Motion carried (4-0).*

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

Ms. Smetana provided a brief history of the Carbon Reduction Program (CRP) including the current situation and the proposed draft amount of funding available for the Abilene MPO of \$5,491,250 for the ten years in the Unified Transportation Program (UTP). She noted States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State. Ms. Smetana stated most of the Carbon Reduction projects have an 80% - 20% match required. Ms. Smetana then turned the presentation over to Mr. Norman to discuss and provide details on the proposed sites. Mr. Norman began by stating TxDOT is proposing nine Closed Circuit Television (CCTV) Cameras, two Dynamic Message Boards (DMS) with associated poles, mounting trusses, and electrical services. He noted TxDOT is working with the City of Abilene and Taylor County to provide each of them with access to the camera feed. Mr. Norman stated that maps of the proposed locations are included in the packet. He noted that the cameras and DMS boards are identified by color: red for live feed cameras and blue for the DMS boards. Mr. Norman did provide a rough estimate of the costs and he noted it may be possible to add additional locations if there is room within the allocated funding. Mr. Norman stated that we are unable to place a DMS Board on US 277 due to insufficient right-of-way (ROW). He provided four other locations for future consideration. Ms. Smetana thanked Mr. Norman. She noted the Technical Advisory Committee (TAC) recommended approval to the Policy Board on the Intelligent Transportation System projects for the first three years funding (FY 2022-2024) with the remaining seven years possibly dedicated to green buses, sidewalks and bicycle related projects. Ms. Smetana stated they would be happy to answer any questions.

Chairman Price asked Mr. Norman if one camera that panned back and forth is standard statewide verses two cameras each pointing in one direction? Mr. Norman said it is pretty standard; the cameras are 360 degree pannable with tilt and zoom ability.

Chairman Price then asked who controls the DMS boards? Mr. Norman said control would be through TxDOT with an open communication between the city and county. Chairman Price requested confirmation that the cameras would be monitored 24 hours a day in case of a wreck and that someone at TxDOT would be available to update the DMS boards or if the 911 center would be a better place to funnel that through. Mr. Norman stated that TxDOT would have that capability.

Chairman Price thanked Mr. Norman and asked if there were any other questions. Mr. Albritton said no other question but a comment, he stated that TxDOT is researching ways to get this video back to the police and sheriff dispatch information center. Mr. Albritton requested that the TAC begin to look for future projects for this program. TxDOT needs to know in a timely manner so they can lay the ground work to meet timelines and requirements. He requested that TAC move forward on the remaining seven years of the Carbon Reduction Program and on other projects to ensure sufficient time is allotted to each stage. Judge Spurgin asked Mr. Albritton how many projects TxDOT wanted queued up, being developed or planned; he asked if there was a set number? Mr. Albritton stated Category 2 (MPO) has \$30 million in unprogrammed funding over the next 10 years, and he believes we should program \$30 million and the same thing with the Carbon Reduction Plan, we should program all the dollars. Judge Spurgin said many years ago there was not a lot of money available but we had shovel ready items on the shelf ready to go if funding became available. He asked if this was the same type of scenario today because with these cost increases the funding may be drying up quickly. Mr. Albritton concurred but stated TxDOT has to have the projects established before they can start working on it. He said it has to be in the UTP before TxDOT can even begin planning the development. Mr. Norman added that some of the projects like sidewalks have right-of-way involved so it can be a very long drawn-out process.

Chairman Price asked Ms. Smetana if this request was directly associated with the DMS board previously discussed. Ms. Smetana stated it was, TAC believed a DMS board placed on US 277 would have been helpful in the event of a wreck or fire. They felt it would provide an opportunity to give advance warning to allow commuters to re-route but unfortunately a DMS board can not be placed on US 277 as Mr. Norman stated due to insufficient right-of-way. Chairman Price wanted to know if TxDOT reached out to the city to see if there was any city owned land in the vicinity of US 277 for a DMS board. Mr. Norman stated they did not, although they may in the future. He noted even if the property had been deeded to the state it still has to follow a process and that would not have met the timeline for the first years of the Carbon Reduction Plan. Mr. Norman said we need to begin the plan work right now for these projects.

Chairman Price stated that when we look out at future projects for this funding, his preference is sidewalks over green buses because at this time City Council is currently working on looking at changes in the way transit operates. Chairman Price stated if there were no further comments or recommendation he would entertain a motion to approve the Carbon Reduction Program (CRP) and any Potential Projects as recommended by the Technical Advisory Committee.

Judge Spurgin made a *motion* to approve the Carbon Reduction Program (CRP) suggested projects of the CCTV Cameras and the DM Boards as recommended by the Technical Advisory Committee, with a *second* by Mr. Albritton. *Motion carried (4-0)*.

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

Ms. Smetana noted we received the Census 2020 Urban Area (UA) information and the 2020 Adjusted Urban Area information from TxDOT on September 7, 2023. The due date for changes or modification was scheduled for October 31, 2023. We had a meeting with Federal Highways on October 12, 2023 to discuss possible adjustments to the UA. Ms. Smetana identified and discussed the areas of concern displayed in red on the 2020 DRAFT Smoothed Census Urban Area map. She explained the areas highlighted in yellow were being considered as potentially outside the Smooth Urban Area but need to be incorporated and addressed with FHWA based on our Travel Demand Model. The TAC recommended approval to the Policy Board at their September 26, 2023 meeting on the Census 2020 Adjusted Urban Area Boundary. Some changes were made and submitted via email to the TAC. No adjustments were received. Ms. Smetana concluded her presentation. Chairman Price asked for any comments or stated he would entertain a motion on the item.

Mayor Hurt made a *motion* to *approve* the Census 2020 Adjusted Urban Area as presented, with a *second* by Mr. Albritton. *Motion carried (4-0)*.

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

TxDOT – Mr. Turentine began with the Planned Projects 2024-2028 noting there are a few projects that were not listed on the previous version of the map. Project #1: New signal improvements S 14th Street from Sayles Blvd. to BU 83D; Project #2: US 83 – Construct a bridge .67 miles north of FM 3034 to .28 miles south of FM 3034; Project #3: FM 3034 - Widen Road /add shoulders from US 83 to near PR 343; Project #4: has MPO funds attached to it - FM 3034 - Rehabilitate existing roadway from Brick Rd. to FM 600, Project #5: IH 20 - Preventative Maintenance from Nolan County Line to near Wells Lane; Project #6: IH 20 - Preventative Maintenance from Nolan County Line to near Wells Lane new overlay; Project #7: SH 36 - Bicycle and Pedestrian Improvements from BU 83D to FM 1750; Project #8: FM 18 - Overlay from SH 36 to Callahan County Line. Project #9: FM 2833 - Overlay from Jones County to SH 351; Project #10: FM 1082 - Widen road and add shoulders from CR 361 to FM 600; Project #11: IH 20 - Widen road add lanes and shoulders from Judge Ely Blvd. to SH 351; Project #12: FM 1082 - Overlay from FM 2833 to FM 3522; Project #13 SH 351 - Overlay from Abilene City Limits to Callahan County Line; Project #14: FM 1235 - Widen road and add shoulders from CR 306 to US 277; Project #15 IH 20 - Overlay from South Frontage Road near N Willis Street to near Catclaw Creek; Project #16: US 83 - Median Barrier –Concrete from 1300 feet north of Ambler Avenue to N 10th Street; Project #17: SL 322 - Median Barrier –Concrete from Lytle Creek to US 83; Project #18: FM 1750 - Intersection improvements with Turn Lanes from Industrial Blvd. to 1200th south of Colony Hill Rd.; Project #19: US 277 - Rehabilitate Existing Roadway from South end of BNSF Bridge to 3.7 miles SW of FM 1235; Project #20: US 277 - Resurface roadway from US 83 to FM 3438; Project #21: US 277 - Overlay from FM 3438 to South end of BNSF Bridge; Project #22: FM 3438 - Install Illumination from IH 20 North Frontage Road to Near 5 Points Parkway; Project #23: FM 89 - Widen Road –add Lanes and Shoulders from 1.219 miles South of Elm Creek to Elm Creek; Project #24: SH 36 - Widen Road –add Lanes from CR 123 to Callahan County; Project # 25: IH 20 - Widen Road – add Lanes and Shoulders from SH 351 to Callahan County Line; and Project #26 FM 707 - Widen Road –add Lanes and Shoulders from FM 89 (Buffalo Gap Rd) to US 83.

Mr. Turentine then discussed the construction currently under-way: Site #1: BI 20-R - Safety Improvement Project from Leggett Drive to Ross Avenue; Site #2: FM 89 - Rehabilitation of Existing Road near Bettes Lane to Rebecca Lane in Abilene; Site #3 FM 89 - Widen Non-Freeway from Rebecca Lane to just North of US 83; Site #4: IH 20 - Overlay from West of Old Anson Road to Callahan County Line; Site #5: IH 20 - Overlay from .75 mi. East of Hayter Road to West of Old Anson Road; Site #6: IH 20 - Overlay from Near Wells Lane to .75 miles East of Hayter Road; Site #7: ES 7th Street - Bridge Replacement at Cedar Creek; Site #8: SL 322 - Safety Improvement Project from N 10th Street to Lytle Creek; Site #9: US 83 - Safety Improvement Project from Bus. 83 Interchange to 1300th North of Amber Ave.; Site #10: US 83 - Safety Improvement Project from FM 707 to .25 miles North of FM 3034; Site #11: FM 1082 - New Location Non-Freeway from West of Cheyenne Creek Road to East of Dam; and Site #12 BI 20-R - Safety Improvement Projects (Railroad) from Pioneer Drive to T&P Lane.

Chairman Price asked which intersection will be first on the Railroad Safety Improvements (Site #12). Mr. Turentine did not have an answer and stated he would get that information but he suspected it would be T&P Lane. Chairman Price asked if this information or project was shared with the city. Mr. Turentine stated this project was not but TxDOT will try and get better at that.

Judge Crowley rejoined the meeting at 1:59 p.m.

City of Abilene – Public Works - Mr. Chandler began his presentation by stating in the packet is a table with a listing of projects under construction and projects currently in design. He began his presentation by discussing projects that have been completed: 3) N 6th St & Cypress St; 5) EN 10th Street Improvements (Judge Ely to 322 Loop); 6) Work Zone S9C Street Maintenance; 7) Work Zone

N2A & N2B Street Maintenance; 8) Work Zone S11B Street Maintenance and 9) Work Zone S9C Street Maintenance. Mr. Chandler stated these projects will be removed from the list in the future.

Projects under-construction: 1) Honey Bee, Re-alignment has been delayed due to water relocation, 8% complete; 2) Maple (Carriage Hills to Loop 322), 20% complete; 4) Five Points Roadway Improvements (Fulwiler Rd and Marigold St), 70% complete, all of Marigold is now concrete roadway, portions of Fulwiler Rd have been closed off until they reach a point where they can switch traffic; 10) Pine St. @ N 10th St. a concrete intersection and signal improvements, 80% complete; 11) S 27th Improvements are moving very quickly, traffic has been swapped, (S Danville to Barrow St), 35% complete; Projects #12, #13 and #14 are under the TASA Project are all bid and ready to start construction: 12) S 14th St Walkability Project (Sidewalks/Ped Bridges), 0% complete; 13) Work Zone S13 Street Maintenance, 0% complete; and 14) Wynrush Circle and Rio Mesa Alley Resurfacing, 0% complete.

Projects-in-design: 1) Work Zone S5, a repaving project, 90% designed; 2) Maple (Loop 322 to ES 11th), 90% designed (this is the next phase of Maple Street Project this will be split into 2 projects: (*From S 27th Street To ES 11th Street and *From S 27th Street To SL 322); he stated they have several concrete intersection projects: 3) S Willis St. @ S 7th St. Intersection Street Maintenance, 70% designed will bid at the end of the month; 4) N 18th St. @ Kirkwood St. Intersection Street Maintenance, has been coupled with a larger N 18th Street Project is 50% designed; 5) N 14th St. @ Westwood Dr Intersection Street Maintenance, 0% designed and 6) S 27th Signal Improvements (Treadaway to Catclaw) Street Maintenance, 0% designed.

Chairman Price asked for clarification on the Maple Street Project split, which portion of the split will be under construction first. Mr. Chandler stated that due to the large amount of work in progress on the southern portion of Maple Street, he believes the S 27th Street to ES 11th Street section will be released first. Chairman Price asked if the sidewalk will be built at the same time. Mr. Chandler stated yes, it would.

CityLink – Ms. Stevens announced that the two new 30 foot buses were delivered on September 28, 2023 and they should be in service shortly. She said the parts have been received for the maintenance shop ceiling fan project and the project has been completed.

9. Discussion and review of reports:

Ms. Smetana spoke on the following reports and noted that a complete copy is available in the packets.

- **Financial Status** – Ms. Smetana said that the MPO on October 4, 2023 received our FY 2022 carry over funding. The \$256,607.99 has been included in the FY 2023 Financial Status. Ms. Smetana noted that the July Billing was included in the packet and this brings our total authorization to \$564,810.50 with expenditures of \$182,812.54 and the remaining balance of \$381,997.96. No questions were asked.
- **Operation Report** - Ms. Smetana spoke briefly on some of the tasks completed by the MPO. She stated that the Operation Report has been broken into categories that include General MPO, Maps, Travel Demand Model, Reports, Performance Measures, Budget, Collaboration, and Projects to make it easier to read and easier for staff to complete.
- **Director's Report** - Ms. Smetana proceeded to update the Board on the following items:
 - **MPO Staffing** – We are still lacking the Transportation Planner since June 10, 2022. The position has been posted on the City, Texas MPOs, Association of MPOs, Texas Municipal League (TML), and Strategic Government Resources (SGR) websites. It was also posted on the Handshake platform and information was submitted to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College. Ms. Smetana noted Geographic Information Systems (GIS) positions are difficult to fill, the City has multiple GIS

vacancies that they are actively searching to fill. The MPO is currently researching other ways to obtain GIS services, such as a contractor.

- **Year-end Report – Annual Listing of Obligated Projects (ALOP)** – The Annual Performance & Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The information from TxDOT to complete the ALOP was sent out on April 18th with a due date of May 2nd. It is required to follow our public participation process and some issues with the data were identified and corrected. The reports was submitted on June 27, 2023, administratively amended on July 11 and September 5, 2023. It was accepted by FHWA and FTA on September 7, 2023.
- **Metropolitan Transportation Plan (MTP)** – The Metropolitan Transportation Plan (MTP) is due on December 17, 2024; covering the years 2025 to 2050. She noted we will be looking for project solicitation from the public very shortly. We are beginning to compile data and should be discussing a consultant in the near future.
- **Travel Demand Model (TDM)** – The Abilene MPO staff is currently working with TxDOT and others on the Travel Demand Model (TDM). This needs to be completed to enable inclusion in the MTP. We have submitted information on the 2050 employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). We have reviewed the data supplied by the UTSA Institute for Demographic and Socioeconomic Research and the consultants - Ardurra. We expect to have a running model by October 2023.
- **MPO Area Boundary Expansion (MAB)** – We are working with TxDOT and AECOM (TxDOTS' consultants). We have had multiple meetings and provided information to AECOM. We are hoping to complete the boundary expansion by February 2023.

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

No comments received.

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

Judge Crowley asked Ms. Smetana if Mr. Kris Southward's suggestion concerning SL 322 access road at the Policy Board and TAC Workshop, August 15, 2023 was being addressed. He asked if this has been or should be placed on the agenda for discussion thereby ensuring consideration. Ms. Smetana said it has not been placed on the agenda but it can be if he wanted to have a more in depth discussion or we can present it to the Technical Advisory Committee and allow them to look at projects before moving that on to TxDOT. She explained that would then come back before the Policy Board through the Transportation Improvement Program, the 10 Year Plan and the Metropolitan Transportation Plan where the Policy Board would take action on those projects. Judge Crowley stated he would like it presented to the Technical Advisory Committee for consideration. Judge Crowley asked if TxDOT would have public involvement as part of the process. Ms. Smetana stated yes, with TxDOT involvement it would go out to a lot of stakeholders encompassing the entire area as this is part of their public involvement process. Ms. Smetana asked Mr. Albritton to speak on the TxDOT involvement process. Mr. Albritton concurred and stated whatever is done TxDOT will get with the neighbors, have public meetings, and other types of public involvement. Mr. Albritton mentioned that not too long ago the MPO had a consultant, Kimley-Horn create a report containing recommendations on that area. Judge Crowley stated he did not have a position on this project but we should follow the steps to have it looked at. He said he believes if someone takes time out of their day to present something they find important to the Board then the Board should make time to discuss and research their suggestions or concerns.

12. Adjournment.

With no further business, Chairman Price adjourned the meeting at 2:25 p.m.

3. **Receive a Report, Hold a Discussion, and Take Action on the FY 2024 Safety Performance Measure (PM 1).**

**Abilene MPO Policy Board Meeting
December 19, 2023
Supplemental Agenda Information**

3. Receive a Report, Hold a Discussion, and Take Action on the FY 2024 Safety Performance Measure (PM 1).

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 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. Once federal rules have been adopted, State Departments of Transportation then set statewide performance targets for each measure. According to federal guidance, MPOs may adopt and support the State's Highway Safety Improvement Program (HSIP) targets, develop their own targets, or use a combination of both. If an MPO develops their own targets, this must be done in coordination with TxDOT and TxDOT must agree with the methodology.

The State has set the 2024 **Safety (PM1)** targets in its HSIP. 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, 2024. **There are questions about the serious injury data and TxDOT is currently reviewing that. We hope to have an answer by this meeting.**

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their November 28, 2023 meeting recommended approval of the FY 2024 Safety Performance Measure as presented.

Action Requested

1. Approval of the resolution for the FY 2024 Highway Safety Improvement Program Performance Measure (PM 1).



ABILENE

Metropolitan Planning Organization

R-2023-05

**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 19th day of December, 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-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

2023 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
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
2024	3,046	1.14	18,242	6.77	2,360
2024 Target expressed as 5-Year Average:	3,567	1.36	18,096	6.64	2,371

From: Phillip Tindall <Phillip.Tindall@txdot.gov>
Date: Fri, Nov 17, 2023 at 9:05 AM
Subject: TxDOT PM-1 Safety Targets

Good morning, everyone.

Attached are the TxDOT PM-1 Safety Targets for FY 2024 developed pursuant to the federal Highway Safety Improvement Program (HSIP). MPOs are required to adopt PM-1 Safety Targets no later than 2/27/2024. According to federal guidance, MPOs may adopt and support the State's HSIP targets, develop their own targets, or use a combination of both. If an MPO develops their own targets, this must be done in coordination with TxDOT and TxDOT must agree with the methodology.

Please note: the 2024 Target expressed as 5-year avg. in each table is the State target.

Background:

23 U.S.C. 148 established the HSIP per the FAST Act. The final rule was codified in 23 CFR 924. The State PM-1 Targets inform the development of the Texas Strategic Highway Safety Plan (SHSP). States must establish and report HSIP targets no later than August 31 of each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets, thus the 2/27/2024 deadline.

Here are links to some interesting reading:

<https://safety.fhwa.dot.gov/hsip/spm/>

https://www.govregs.com/uscode/title23_chapter1_section148

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-J/part-924>

Please let us know if you would like any additional information or clarification.

Best regards,

Phillip R. Tindall
Metropolitan Planning Branch Manager
TPP | Regional Planning & Programming

Texas Department of Transportation
Mailing Address: P.O. Box 149217, Austin, TX 78714-9217
Physical Address: 6230 E. Stassney Lane, Austin, TX 78744
Cell (512) 865-8513

[TPP Division Site](#) | [Crossroads](#) | [TxDOT Website](#)

FY2024 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

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	3,567

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	18,096

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

FY2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	1.36

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2024 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 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	6.64

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

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

2024 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 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	2,371

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.

4. **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
December 19, 2023
Supplemental Agenda Information**

- 4. 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

TxDOT asked that we start looking at projects for MPO Category 2 funding for the Unified Transportation Program (UTP). As part of that process the MTP and the 10-Year Plan will have to be updated with any changes.

The Metropolitan Transportation Plan (MTP) is the long-range plan or “blueprint” that has a minimum twenty-year planning horizon. It 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, December 14, 2021, and February 21, 2023.

Current Situation

We looked at TxDOT’s suggestions for projects and matched those to the current FYs 2020-2045 Metropolitan Transportation Plan. Of the eight projects suggested by TxDOT, four of them are in the MTP and four of them are new. The four in the plan need to be updated, with new cost projections, work descriptions, etc. These changes will be discussed in detail at the meeting.

We also compiled a list of projects from recent TAC/PB meetings that we will be using for the new MTP FYs 2025-2050 that is due on December 17, 2024. This plan will kick-off around February 2024 and involve numerous opportunities for public participation on project selection.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their November 28, 2023 meeting recommended approval to the Policy Board on incorporating all eight of the projects recommended by TxDOT into the MPOs planning documents including the FYs 2020-2045 Metropolitan Transportation Plan (MTP).

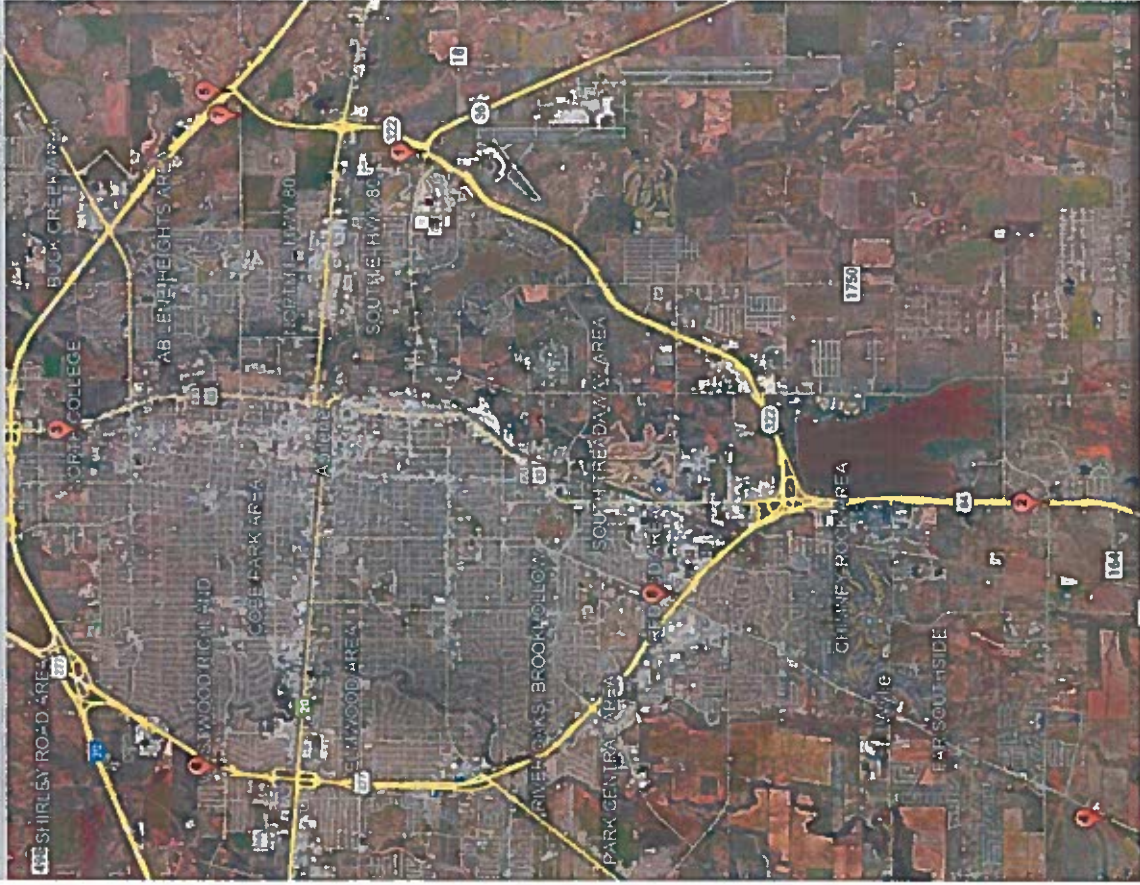
Action Requested

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

TxDOT Listing of Projects
as of 11-29-23

TxDOT Project Ranking	Location	From	To	Work Description	Construction Cost	MPO Funding	Year of Expense	Local ID	Comment
1	SL 322	NORTH OF SH 36	FM 1750	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment	\$ 10,000,000.00	\$ 10,000,000.00	2027	S0322-F8-O1	TxDOT is hiring a Consultant for Public Participation and development of Environmental and Schematic for Interim and Long Range Construction Projects. This is a rapidly growing commercial and public use location. The \$10M is for the Interim Project only which we do not anticipate will require Right of Way.
2	FM 707	US 83 / 84	FM 1750	Widen existing two-lane road to five lanes with center turn lanes and sidewalks in rapidly developing commercial and residential area.	\$ 10,000,000.00	\$ 10,000,000.00	2029	S0707-F2-CA	Hiring Consultant for Environmental and Schematic work for five-lane widening of FM 707 and extension to FM 1750. Construction funding for 2029 is considered Phase One and stops at Maple Street. This extension was suggested by public at the FM 707 West Public Information Meeting and buying RW to protect access very important.
3	BU 83 and Pine Street	IH-20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks	\$ 5,000,000.00	\$ 5,000,000.00	2029		High accident history at this location due to unusual horizontal alignments and poor sight distance. Large university campus nearby with much pedestrian and commuter traffic. Consultant will present multiple possibilities to the public at this location including a Roundabout. Right of Way may or may not be required.
4	FM 89	FM 707	South MPO Limits	Three-Lane Road with Right-Turn Lanes at major side streets	\$ 5,000,000.00	\$ 5,000,000.00	2028		This project suggested by Taylor County Councilman at a Policy Board Meeting due to numerous requests from the community. We anticipate only minimal Right of Way acquisition if any in this rapidly growing area in South Taylor County.
5	SL 322	IH-20	SH 351	New Location extension of Loop 322 north to match City of Abilene Throughfare Plan	\$ 75,000,000.00	TBD	2036	S0322-B1 (C2)-CA	TxDOT is proposing a Loop 322 Extension Feasibility Study to examine the extension of Loop 322 north to cross SH 351 and then proceed west to US 83. The City of Abilene would then revise their Throughfare plan after the Feasibility Study is complete.
6	US 83	South 7th	IH-20	Widening existing US 83 freeway to six-lanes and reconstructing ramps	\$ 500,000,000.00	TBD	2036	S0083-83-CA and S0083 E7-CA	Widening existing US 83 freeway to six-lanes and reconstructing ramps
7	SL 322	IH-20 EB	IH-20 WB	Direct Connect Ramps from Loop 322 to I-20 EB and WB	\$ 120,000,000.00	TBD	2035		Direct Connect Ramps from Loop 322 to I-20 EB and WB
8	US 83 / 84	FM 89	Industrial Blvd	Intersection Improvement with addition of Bike Lanes and Sidewalks	\$ 5,000,000.00	TBD	2034		Intersection Improvement with addition of Bike Lanes and Sidewalks

Proposed MPO Projects



PROPOSED PROJECTS:

1. Intersection improvements at SH 36 and SL 322 (\$10 million)
2. FM 707 5-lane (\$10 million)
3. Intersection of BUS 83 and Pine ST. (\$5 million)
4. FM 89 3-lane with turn lanes (\$5 million)
5. SL 322 Extension (\$75 million)
6. US 83 6-lane from S. 7th to IH-20 (\$500 million)
7. Direct Connect at IH-20 and SL 322 (\$120 million)
8. Intersection of US 84 N. Frontage Rd. and Industrial Blvd. (\$5 million)

Bridge Replacement at SL 322 and Maple ST. (\$12 million) – 4U



TEXAS DEPARTMENT OF TRANSPORTATION

1. Intersection improvements at SH 36 and SL 322



Proposed Scope:

Intersection improvements at SL 322 & SH 36.

Estimated Cost:

\$10 million

2. FM 707 5-lane



Proposed Scope:

Construct FM 707 5-lane section from US 84 to Maple St.

Current environmental & schematic being developed for FM 707 west of US 84

Estimated Cost:

\$10 million

3. Intersection of BUS 83 and Pine St.



Proposed Scope:

Construct signalized intersection at
Pine St. & BUS 83

Estimated Cost:

\$5 million



TEXAS DEPARTMENT OF TRANSPORTATION

4. FM 89 3-lane with turn lanes



Proposed Scope:

Reconstruct FM 89 as 3-lane section with turn lanes from FM 707 to South MPO limits

Estimated Cost:

\$5 million

5. SL 322 Extension



Proposed Scope:

Extend SL 322 from IH-20 to SH 351

Estimated Cost:

\$75 million

6



TEXAS DEPARTMENT OF TRANSPORTATION

6. US 83 6-lane from S. 7th to IH-20



Proposed Scope:

Reconstruct US 83 from S. 7th St to IH-20

Estimated Cost:

\$500 million

7. Direct Connect at IH-20 and SL 322



Proposed Scope:

Construct direct connector from
IH-20 to SL 322

Estimated Cost:

\$20 million

8. Intersection of US 84 N. Frontage Rd. and Industrial Blvd.



Proposed Scope:

Improve intersection of US 84 North Frontage Rd. and Industrial Blvd.

Estimated Cost:

\$5 million



TEXAS DEPARTMENT OF TRANSPORTATION

Bridge Replacement at SL 322 and Maple St.



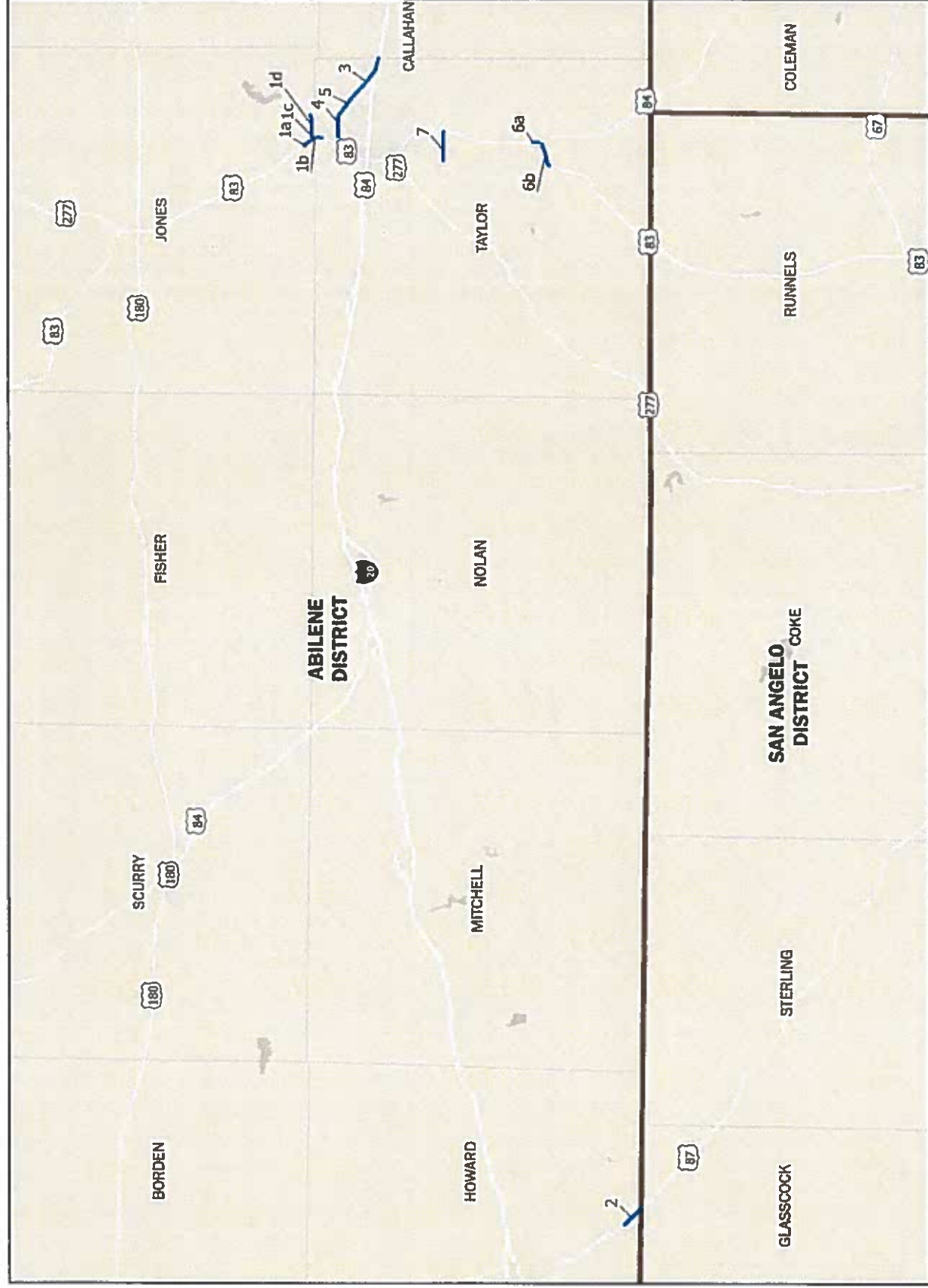
Proposed Scope:

Replace 2-lane bridge with 5-lane bridge at SL 322 and Maple St.

Estimated Cost:

\$12 million

ABILENE DISTRICT Listed Projects



ABILENE DISTRICT **Listed Projects**

MULTI-COUNTY PROJECTS

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

TAYLOR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	IH 20	Widen Freeway - Abilene 0006-06-081	SH 351	Callahan County Line	FY 2028-2033	\$268,159,748	Funding Adjustment	No	Cat. 4 Urban.....\$14,050,000 Cat. 12 Strategic Priority.....\$200,959,748 Remaining funding TBD.....\$53,150,000 TOTAL.....\$268,159,748 Cat. 12 increased \$133M	1
4	IH 20	Widen Freeway - Abilene 0006-06-105	Near Catclaw Creek	SH 351	FY 2028-2033	\$206,936,138	Funding Adjustment	No	Cat. 12 Strategic Priority.....\$156,936,138 Remaining funding TBD.....\$50,000,000 TOTAL.....\$206,936,138 Cat. 12 increased \$44M	1
5	IH 20	Widen Freeway - Abilene 0006-06-109	Judge Ely Blvd	SH 351	FY 2024-2027	\$104,765,617	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$20,000,000 Cat. 12 Strategic Priority.....\$84,765,616 TOTAL.....\$104,765,616 Cat. 12 increased \$37M	1
6a	US 83	Interchange at US 84 - Tuscola 0034-01-130	AT	US 83/84 ~Y~ Interchange	FY 2024-2027	\$26,801,600	New Authorization	No	Cat. 4 Rural.....\$26,801,600 TOTAL.....\$26,801,600	1
6b	US 83	5 Lane Section - Tuscola 0034-02-044	US 84	CR 160	FY 2024-2027	\$29,691,200	New Authorization	No	Cat. 4 Rural.....\$29,691,200 TOTAL.....\$29,691,200	1
7	FM 707	Widen Non-Freeway - Abilene 0663-01-024	FM 89 (Buffalo Gap Road)	US 83	FY 2024-2027	\$14,493,439	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$14,493,439 TOTAL.....\$14,493,439 Cat. 2 increased \$6.6M	3

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

TABLE 19

CATEGORY 2: METROPOLITAN AND URBAN CORRIDOR PROJECTS

DISTRICT/MPD/DIVISION/ PROGRAM	FY 2024	FY 2025	FY 2025	FY 2025	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL Abilene MPO	\$ 9,911,747	\$ 11,911,480	\$ 6,391,575	\$ 6,626,126	\$ 6,773,053	\$ 4,452,122	\$ 5,285,695	\$ 4,818,537	\$ 4,060,699	\$ 4,206,893	\$ 4,206,893	\$ 64,437,927
AMA Amarillo MPO	\$ 18,746,642	\$ 22,528,851	\$ 12,088,744	\$ 12,532,364	\$ 12,810,255	\$ 8,420,548	\$ 9,997,131	\$ 9,113,570	\$ 7,680,227	\$ 7,956,733	\$ 7,956,733	\$ 121,875,065
ATL Texarkana MPO	\$ 6,362,043	\$ 7,645,611	\$ 4,102,554	\$ 4,253,105	\$ 4,347,413	\$ 2,857,679	\$ 3,392,724	\$ 3,092,870	\$ 2,606,437	\$ 2,700,275	\$ 2,700,275	\$ 41,360,711
AUS CAMPO MPO	\$ 166,441,876	\$ 200,022,180	\$ 107,329,793	\$ 111,268,471	\$ 113,735,725	\$ 74,781,753	\$ 88,759,426	\$ 80,914,742	\$ 68,188,823	\$ 70,643,777	\$ 70,643,777	\$ 1,082,066,566
BMT SETRPC MPO	\$ 39,426,958	\$ 47,381,502	\$ 25,424,414	\$ 26,357,413	\$ 26,941,859	\$ 17,709,657	\$ 21,025,443	\$ 19,167,184	\$ 16,153,653	\$ 16,734,185	\$ 16,734,185	\$ 256,321,269
BRY Bryan College Station MPO	\$ 16,719,387	\$ 20,092,589	\$ 10,781,472	\$ 11,177,119	\$ 11,424,959	\$ 7,509,953	\$ 8,916,045	\$ 8,128,032	\$ 6,849,691	\$ 7,096,295	\$ 7,096,295	\$ 108,695,542
CRP Corpus Christi MPO	\$ 22,275,059	\$ 26,769,140	\$ 14,364,039	\$ 14,891,155	\$ 15,221,350	\$ 10,005,430	\$ 11,876,750	\$ 10,828,889	\$ 9,121,769	\$ 9,454,317	\$ 9,454,317	\$ 144,813,899
DAL/FTW/PAR NCTCOG MPO	\$ 533,724,117	\$ 641,405,058	\$ 344,171,194	\$ 356,801,230	\$ 364,712,900	\$ 239,736,247	\$ 284,622,161	\$ 259,466,848	\$ 218,653,032	\$ 226,531,257	\$ 226,531,257	\$ 3,469,830,043
ELP El Paso MPO	\$ 49,346,095	\$ 59,301,864	\$ 31,820,755	\$ 32,988,480	\$ 33,719,963	\$ 22,165,099	\$ 26,315,079	\$ 23,989,315	\$ 20,216,380	\$ 20,944,216	\$ 20,944,216	\$ 320,807,247
HOU/BMT HGAC MPO	\$ 445,672,553	\$ 535,588,744	\$ 287,391,275	\$ 297,937,661	\$ 304,544,097	\$ 200,185,567	\$ 237,666,392	\$ 216,661,097	\$ 182,585,583	\$ 189,159,081	\$ 189,159,081	\$ 2,897,392,050
LBB Lubbock MPO	\$ 15,920,426	\$ 19,132,435	\$ 10,266,263	\$ 10,643,004	\$ 10,879,000	\$ 7,151,079	\$ 8,489,978	\$ 7,739,672	\$ 6,522,368	\$ 6,757,188	\$ 6,757,188	\$ 103,501,364
LRO Laredo Webb County Area MPO	\$ 15,356,573	\$ 18,454,822	\$ 9,902,663	\$ 10,266,060	\$ 10,493,699	\$ 6,897,809	\$ 8,189,289	\$ 7,465,508	\$ 6,291,365	\$ 6,517,869	\$ 6,517,869	\$ 99,835,655
ODA Permian Basin MPO	\$ 28,561,312	\$ 34,323,669	\$ 18,417,719	\$ 19,093,594	\$ 19,516,973	\$ 12,829,066	\$ 15,231,057	\$ 13,884,914	\$ 11,701,455	\$ 12,122,424	\$ 12,122,424	\$ 185,681,883
PAR Grayson County MPO	\$ 16,489,610	\$ 19,816,454	\$ 10,633,300	\$ 11,023,510	\$ 11,267,944	\$ 7,406,743	\$ 8,793,510	\$ 8,016,327	\$ 6,755,554	\$ 6,998,770	\$ 6,998,770	\$ 107,201,725
PHR Rio Grande Valley MPO	\$ 85,620,613	\$ 102,894,909	\$ 55,212,323	\$ 57,238,448	\$ 58,507,647	\$ 38,458,754	\$ 45,659,402	\$ 41,623,959	\$ 35,077,524	\$ 36,340,395	\$ 36,340,395	\$ 556,633,973
SAT AAMPO	\$ 169,479,609	\$ 203,672,787	\$ 109,288,671	\$ 113,299,233	\$ 115,811,517	\$ 76,126,231	\$ 90,379,376	\$ 82,391,518	\$ 69,433,338	\$ 71,933,097	\$ 71,933,097	\$ 1,101,615,377
SJT San Angelo MPO	\$ 5,812,480	\$ 6,985,171	\$ 3,748,169	\$ 3,885,715	\$ 3,971,817	\$ 2,610,829	\$ 3,099,655	\$ 2,825,703	\$ 2,381,289	\$ 2,467,021	\$ 2,467,021	\$ 37,787,908
TYL Longview MPO	\$ 13,956,772	\$ 16,772,605	\$ 9,000,003	\$ 9,330,276	\$ 9,537,164	\$ 6,269,052	\$ 7,442,809	\$ 6,785,003	\$ 5,711,887	\$ 5,923,144	\$ 5,923,144	\$ 90,735,314
TYL Tyler MPO	\$ 25,739,605	\$ 30,932,671	\$ 16,598,145	\$ 17,207,247	\$ 17,588,798	\$ 11,561,622	\$ 13,726,309	\$ 12,513,158	\$ 10,545,143	\$ 10,924,792	\$ 10,924,792	\$ 167,337,489
WAC Killeen-Temple MPO	\$ 33,508,869	\$ 40,269,415	\$ 21,608,144	\$ 22,401,097	\$ 22,897,816	\$ 15,051,391	\$ 17,869,469	\$ 16,290,140	\$ 13,728,098	\$ 14,222,341	\$ 14,222,341	\$ 217,846,781
WAC Waco MPO	\$ 28,852,476	\$ 34,673,576	\$ 18,605,476	\$ 19,288,240	\$ 19,715,935	\$ 12,959,850	\$ 15,386,327	\$ 14,026,462	\$ 11,820,441	\$ 12,246,004	\$ 12,246,004	\$ 187,571,786
WFS Wichita Falls MPO	\$ 7,632,267	\$ 9,172,107	\$ 4,921,656	\$ 5,102,266	\$ 5,215,403	\$ 3,428,234	\$ 4,070,103	\$ 3,710,382	\$ 3,126,829	\$ 3,239,402	\$ 3,239,402	\$ 49,619,848
TYAM Victoria MPO	\$ 11,507,038	\$ 13,828,628	\$ 7,420,296	\$ 7,692,599	\$ 7,863,173	\$ 5,168,689	\$ 6,136,425	\$ 5,594,079	\$ 4,714,267	\$ 4,883,991	\$ 4,883,991	\$ 74,809,186
TOTAL	\$ 1,767,064,427	\$ 2,123,576,270	\$ 1,139,488,644	\$ 1,181,304,413	\$ 1,207,498,521	\$ 793,723,402	\$ 942,332,555	\$ 859,047,858	\$ 723,940,552	\$ 750,004,088	\$ 750,004,088	\$ 11,487,980,409

Notes:

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

Compiled List of Suggested Projects

May 30, 2023 TAC Meeting

- The intersection at ES 11th Street and Oldham Road; and also by Oldham Road and ES 11th Street and T&P Lane. Two conflicting left turns happening and when the sun is due east you are unable to see anything. Commuters traveling westbound do not know when to turn onto T and P Lane.
 - Revise the pavement markers for the right hand exit at Oldham Lane.
 - Reverse left turn or a dedicated signalized left turn on to T and P Lane.

August 15, 2023 PB & TAC Meeting

- Make the SL 322 Frontage Road from Hwy 36 to Expo Drive one way, going south. Construct a turn-around from the East SL 322 to the West side SL 322 Frontage Road and creating an entrance onto SL 322, at or prior to Expo Drive.
 - Rely on the existing exit located before the overpass and only have an entrance ramp; make roadway a two way from Expo Drive (south) and a one way from SH 36 to Expo Drive.
- Expand the ITS System, possibly additional DMS Boards and possibly an ITS camera at S 1st Street and Treadaway Blvd.
- Sidewalks that connect Dyess AFB to the city.
Sidewalk from Dyess AFB to the Splash Pad at Scarborough Park.
- Sidewalks, bicycle lanes, paths and multi-use paths (from the base and in that area) be considered for future Carbon Reduction Program Projects.
- Extend frontage road over by the zoo, back the exit up and create a signalized intersection to acquire new storage on the frontage road.
- Dedicated left turn lanes on FM 89 down to Buffalo Gap.
- Redesign and replace bridge at Maple Street Bridge over SL 322.
- Finish the Maple Street sidewalk at South 11th Street. Create a way for pedestrians and bicycles to cross the creek so people can continue on that path.
- Sidewalk on Ambler Avenue to Treadaway Blvd. (Walmart).
- Adding the west 6 lanes along Winters Freeway to our list -plus- continuing the 6 lanes on the east of Winter Freeway.
- Install/Add a DMS Message Board on FM 89 as you are exiting Abilene.

September 26, 2023 TAC Meeting

- Traffic signal be added to the intersection of FM 18 and Hwy 36.
- Maple Street and SL 322 Bridge Project. (same as August project)
- Pine Street Y Project.
- S Danville Drive and Industrial Blvd. Intersection.

October 17, 2023 PB Meeting

- Discuss the SL 322 Access Road originally discussed during the PB and TAC Workshop on August 15, 2023. Suggestion that TxDOT meet with the neighborhood residents during a public meeting.

Abilene Reporter-News

PART OF THE USA TODAY NETWORK

ABILENE MPO
209 S DANVILLE DR # B 212
ABILENE TX 79605--146

<u>Account</u>	<u>AD#</u>	<u>Order Amount</u>	<u>Tax Amount</u>	<u>Total Order Amount</u>	<u>Payment Method</u>	<u>Order Payment Amount</u>	<u>Order Amount Due</u>
	0005864161	\$200.00	\$0.00	\$200.00	Invoice	\$0.00	\$200.00
Sales Rep: KSchmidt		Order Taker: KSchmidt			<u>Order Created</u>		12/04/2023
<u>Product</u>		<u># Ins</u>	<u>Start Date</u>	<u>End Date</u>			
ARN-Abilene Reporter-News		1	12/08/2023	12/08/2023			
ARN-reporternews.com		1	12/08/2023	12/08/2023			

* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION

Text of Ad: 12/04/2023

ABILENE METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE

The Abilene Metropolitan Planning Organization (MPO) coordinates transportation planning within the MPO Boundary Planning Area in Taylor and Jones Counties. The MPO is soliciting public input on amendments to the FYs 2020-2045 Metropolitan Transportation Plan (MTP) and the MPO Ten-Year Plan.

Documents will be posted to the public participation tab at www.abilenempa.org. Written comments will be accepted through 1:00 pm on December 18, 2023 and can be emailed to abilenempa@abilenetx.gov. A MPO Policy Board meeting will be held on December 19 at 1:30 pm in the Abilene City Council Chambers. You are welcome to comment on the amendments at that meeting. Special communication or accommodation needs can be requested by contacting the MPO at (325) 437-9999 at least 48 hours in advance of the meeting. We value your input and ideas on transportation.

Items in purple are updated project info

Items in yellow are new projects

as of Dec 7, 2023

Table 24: Project Ranking

Id	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)
7	1	√	IH 20	Near Catclaw Creek	SH 351 FM 600	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
29	2	√	IH 20	FM 600 (Near Judge Ely Blvd)	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	13.3	18.7	20.0	0.0	7.5	59.5
1	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
37	4	√	US 83	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
2	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
15	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
8	7	√	IH 20	SH 351	Callahan County Line	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
27	8	√	IH 20	Abilene West City Limits	Near Catclaw Creek	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
25	9	√	US 83	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	10	√	FM 707	FM 89 (Buffalo Gap Rd)	US 83	Widen to 4 lanes and include turn lanes/shoulders	17.5	5.3	5.0	6.7	5.0	39.5
30	11		IH 20	East of Loop 322	Abilene East City Limits	Frontage Roads- Conversion and Bus I20	4.2	18.7	6.7	0.0	7.5	37.0
3	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
4	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
40	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
16	14	√	Hartford St	at Little Elm Creek		Bridge to Replace Low Crossing	3.3	4.0	20.0	0.0	5.0	32.3
36	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
11	16	√	FM 707	US 83	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
6	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
22	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	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
35	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
24	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
20	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
21	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
32	24	√	US 83	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83 Connecting to FM 707 to Antilley Rd	0.0	12.0	1.7	10.7	2.5	26.8
33	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
28	26		US 83 Frontage Rd	FM 2404 Old Anson Rd	FM 3034	Change Frontage Road Operations	0.0	8.0	8.3	6.7	2.5	25.5
14	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
38	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
9	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
5	29	√	FM 3034	US 83	FM 600 Near PR 343	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
41	29.5	√	FM 3034	US 83 Near PR 343	FM 600	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
34	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

Table 24: Project Ranking

13	31		Iberis Rd (CR164/338)	US 83	FM 89 (Buffalo Gap)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	19.0
12	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
18	33	✓	Loop 322 SL 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
23	34		Memorial Dr	Preston Trail	US 83	Extend Rdwy (Public Comment)	0.0	2.7	5.0	6.7	2.5	16.8
17	35		Memorial Dr	Ridge Crossing	FM 707	Extend Rdwy (Public Comment)	0.0	2.7	3.3	6.7	2.5	15.2
31	36		New Roadway	Southwest Dr	US 277	New roadway between Winters Fwy & Dub Wright Blvd (Public Comment)	0.0	2.7	1.7	6.7	2.5	13.5
26	37		US 83	FM 707	Clark Rd	Add Frontage Roads	0.8	8.0	1.7	0.0	2.5	13.0
42	TBD	✓	BU 83 and Pine Street	IH 20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks						
43	TBD	✓	FM 89 (Buffalo Gap Rd)	FM 707	South MPO Limits	Three-Lane Road with Right Turn Lanes at major sidestreets						
44	TBD	✓	SL 322	IH 20 EB	IH 20 WB	Direct Connect Ramps from Loop 322 to I 20 EB and WB						
45	TBD	✓	US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Intersection Improvement with addition of Bike Lanes and Sidewalks						
39	TBD 14.5	✓	SL 322 Loop 322	North of SH 36	FM 1750 SH 36	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment Intersection Improvements	5.8	14.7	3.3	8.0	5.0	36.8

Table 33: Funded Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Project Ranking	Map #	PM#	CSJ (Control Section Job)
US 83	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83 Connecting to FM 707 to Antilley Rd	\$ 7,000,001	\$ 3,500,000	2020	S083-E23-CA	Plans under construction (planned let Aug 1, 2020)	\$ 7,290,471	24	1	PM 3	0034-01-127
US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	\$ 22,525,000	\$ -	2024	S0083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 28,166,089	13	2	PM 1 PM 2	0033-05-089
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Access Management/Intersection Improvements	\$ 12,775,001	\$ 12,775,000	2021	S0089-3-CA	Plans under construction (planned let August 1, 2021)	\$ 17,319,993	3	3	PM 1 PM 2 PM 3	0699-01-052
FM 89 (Buffalo Gap Rd)	Near Bettles Ln	Rebecca Ln	Access Management	\$ 10,970,001	\$ 10,970,000	2021	S0089-C1-CA	Plans under construction (planned let August 1, 2021)	\$ 12,447,992	5	4	PM 1 PM 2 PM 3	0699-01-051
FM 3034	US 83	Near PR 343	Rehab and Widen	\$ 3,735,000	\$ 3,735,000	2024	S3034-E22-RM	Plans under construction (planned let February 1, 2024)	\$ 4,312,634	29	5	PM 2	3068-01-012
FM 3034	Near PR 343	FM 600	Rehab and Widen	\$ 3,100,000	\$ 3,100,000	2024	S3034-E22-RM	Plans under construction (planned let February 1, 2024)	\$ 3,733,591	29.5	5	PM 2	3068-01-015
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	S0089-E21-RM	Long Range Plan	\$ 2,200,000	12	6	PM 1 PM 2 PM 3	0699-01-063
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	\$ 268,159,748	\$ -	2028	S020-E24-CA	Environmental Review (planned let June 1, 2028) combined S020-E28-CA	\$ 270,119,748	7	7	PM 1 PM 2 PM 3	0006-06-081
IH 20	FM 600 (Near Judge Ely Blvd.)	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	\$ 104,765,617	\$ 20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	\$ 123,001,564	1	8	PM 1 PM 2 PM 3	0006-06-109
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 14,493,440	\$ 14,493,439	2028	S0707-F1-CA	Amended in MTP Dec 19, 2023 (planned let March 1, 2028)	\$ 22,548,505	10	9	PM 1 PM 3	0663-01-024
FM 707	US 83	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane, sidewalks, and intersection improvements at FM 1750	\$ 10,000,000	\$ 10,000,000	2029	S0707-F2-CA	Amended in MTP Dec 19, 2023	\$ 15,960,619	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	FM 600	Add two main lanes for a six lane freeway and replace overpass structures	\$ 206,936,139	\$ -	2029	S020-E26-CA	Environmental Review (planned let May 1, 2029)	\$ 223,167,691	2	18	PM 1 PM 2 PM 3	0006-06-105
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	\$ 224,000,000	\$ -	2031	S020-E27-CA	Environmental Review (planned let April 1, 2031)	\$ 241,570,000	8	19	PM 1 PM 2 PM 3	0006-05-090
US 83	S 7th St	N 10th St	Widening existing US 83 freeway to six-lanes and reconstructing ramps Add 2 Main Lanes and Replace Overpass Structures	\$ 250,000,000	TBD	2036	S0083-B3-CA	Long Range Plan	\$ 288,037,488	4	20	PM 1 PM 2 PM 3	

Table 33: Funded Projects

US 83	N 10th St	IH 20	Widening existing US 83 freeway to six-lanes and reconstructing ramps Add 2 Main Lanes and Replace Overpass Structures	\$ 250,000,000	TBD	2036	S0083-E7-CA	Long Range Plan	\$ 275,358,325	9	21	PM 1 PM 2 PM 3	
IH 20	MPG-East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 20,000,000	2030-2045	S020-F28-CA	Long Range Plan	\$ 98,037,488	11	22	PM 1 PM 2 PM 3	0006-06-081
Business I-20	Loop 322	Elmdale Rd	Rehabilitate , Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2030-2045	S8120-C1-RM	Long Range Plan	\$ 8,236,582	17	23	PM 1 PM 2 PM 3	
SL 322 Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	\$ 75,000,000	TBD	2036	S0322-B1 (C2)-CA	Long Range Plan	\$ 101,511,699	33	24	PM 3	
FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082 (Relocate FM 1082 at Ft. Phantom Dam)	\$ 8,078,457	\$ 3,000,000	2023	S1082-F7-CA	Local Project (Planned Let August 2, 2023)	\$ 10,647,703	27.5	25	PM 1 PM 2	0972-03-021
US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	\$ 5,078,000	\$ -	2024	S0083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 6,165,837	13.5	26	PM 1 PM 2	0033-06-121
SL 322 Loop 322	North of SH 36	FM 1750 SH 36	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment Intersection Improvements	\$ 10,000,000	\$ 10,000,000	2027 Future	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023	\$ 10,000,000	TBD 11.5	N 27	TBD	
BU 83 and Pine Street	IH 20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks	\$ 5,000,000	\$ 5,000,000	2029	S0083-F9-RM	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	28	TBD	
FM 89 (Buffalo Gap Rd)	FM 707	South MPO Limits	Three-Lane Road with Right-Turn Lanes at major sidestreets	\$ 5,000,000	\$ 5,000,000	2028	S0089-F10-OI	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	29	TBD	
SL 322	IH-20 EB	IH-20 WB	Direct Connect Ramps from Loop 322 to I-20 EB and WB	\$ 120,000,000	TBD	2035	S0322-F11-RM	Added to MTP - Dec 19, 2023	\$ 120,000,000	TBD	30	TBD	
US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Intersection Improvements with addition of Bike Lanes and Sidewalks	\$ 5,000,000	TBD	2034	S0083-F12-RM	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	31	TBD	
				\$ 1,656,116,404									

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation for projects starting at or later than 2021.

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	FM 707	FM 204 (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	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 between Winters Fwy & Dub Wright Blvd (Public Comment)	\$ 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	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	FM 2404 (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

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: *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)*

Amendment 5 – December 19, 2023 **PENDING BOARD APPROVAL:** *Cover Page (Date), Updates to Chapter 7 Project Prioritization, Chapter 8, Financial Plan & Project Lists (Figure 46 Funded and Illustrative Projects Map, Table 33: Funded Projects, Figure 47 Funded Projects Map, Table 34: Illustrative Projects, Figure 48: Illustrative Projects Map)*

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

AMENDMENT 5: DECEMBER 19, 2023 (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

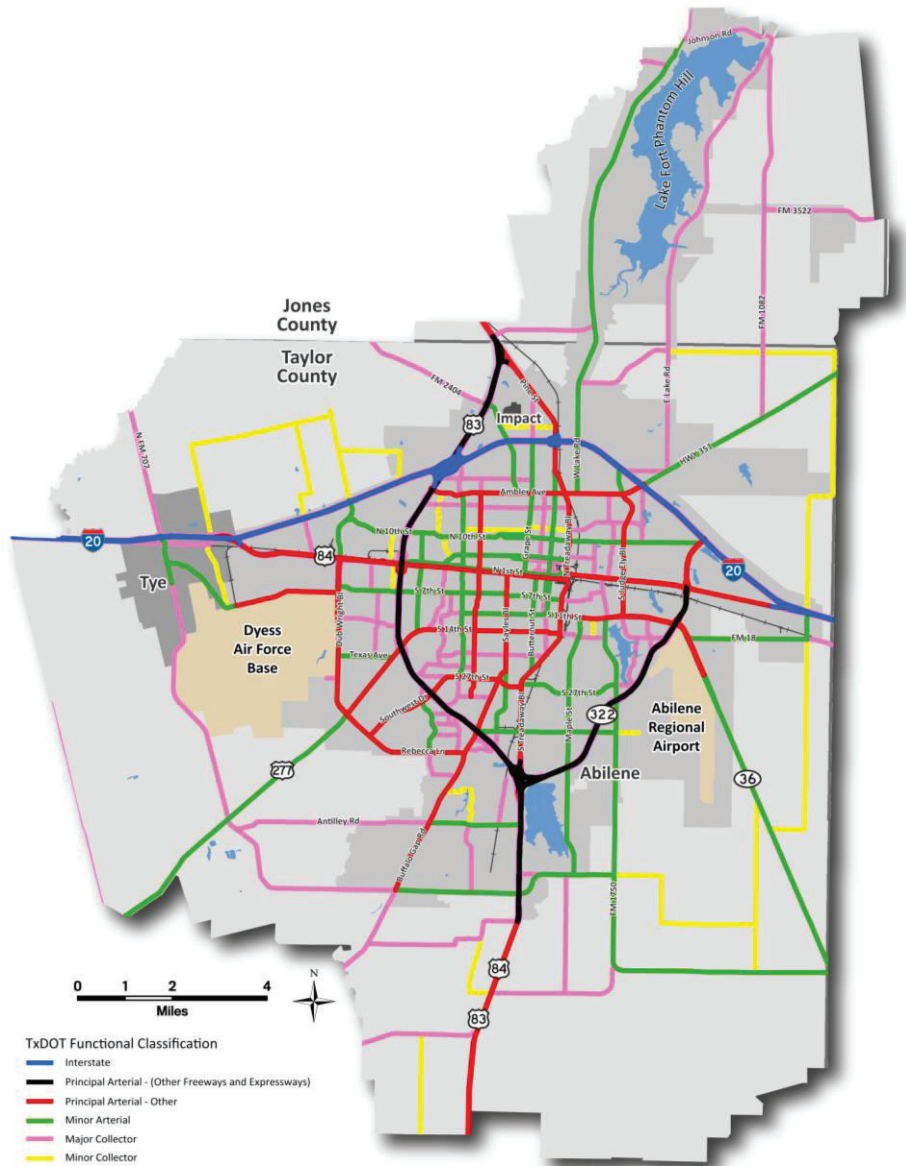


Figure 44: Functional Classification in the Abilene Region
Source: TxDOT Statewide Planning Map

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

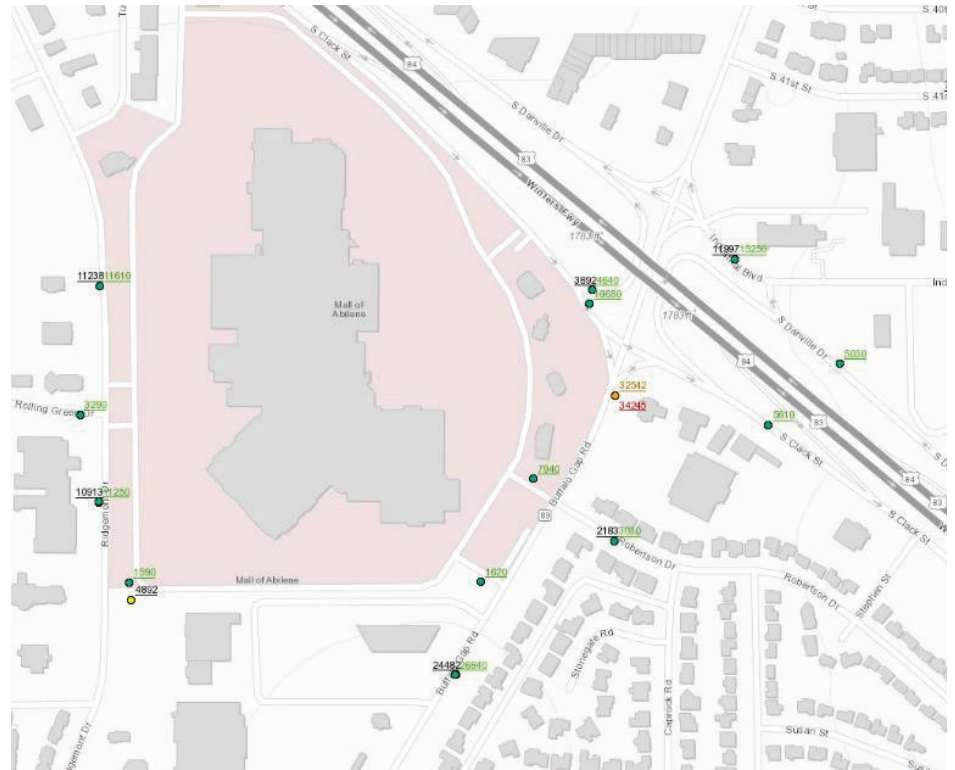


Figure 45: Image from the Traffic Count Database

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

Id	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)
7	1	✓	IH 20	Near Catclaw Creek	SH 351 FM 600	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
29	2	✓	IH 20	FM 600 (Near Judge Ely Blvd)	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	13.3	18.7	20.0	0.0	7.5	59.5
1	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
37	4	✓	US 83	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
2	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
15	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
8	7	✓	IH 20	SH 351	Callahan County Line	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
27	8	✓	IH 20	Abilene West City Limits	Near Catclaw Creek	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
25	9	✓	US 83	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	10	✓	FM 707	FM 89 (Buffalo Gap Rd)	US 83	Widen to 4 lanes and include turn lanes/shoulders	17.5	5.3	5.0	6.7	5.0	39.5
30	11		IH 20	East of Loop 322	Abilene-East City Limits	Frontage Road Conversion and Bus Lanes	4.3	48.3	6.7	0.0	2.5	42.0
3	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
4	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
40	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
16	14	✓	Hartford St	at Little Elm Creek		Bridge to Replace Low Crossing	3.3	4.0	20.0	0.0	5.0	32.3
36	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
11	16	✓	FM 707	US 83	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
6	17	✓	Bus 120	Loop 322	Elmdale Rd	Rehab, Add Shoulders, and Turn Lanes	1.7	6.7	8.3	6.7	7.5	30.8
22	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	19		Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Bus 120	Operational Improvements	0.8	8.0	1.7	13.3	5.0	28.8
35	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
24	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
20	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
21	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
32	24	✓	US 83	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83 Connecting to FM 707 to Antilley Rd	0.0	12.0	1.7	10.7	2.5	26.8
33	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
28	26		US 83 Frontage Rd	FM 2404 Old Anson Rd	FM 3034	Change Frontage Road Operations	0.0	8.0	8.3	6.7	2.5	25.5
14	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
38	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
9	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
5	29	✓	FM 3034	US 83	FM 600 Near PR 343	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
41	29.5	✓	FM 3034	US 83 Near PR 343	FM 600	Rehab and Widen	7.5	4.0	5.0	0.0	5.0	21.5
34	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

Table 24 Continued: Project Ranking

13	31		Iberis Rd (CR164/338)	US 83	FM 89 (Buffalo Gap)	Rehab, Add Shoulders	5.0	4.0	5.0	0.0	5.0	19.0
12	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
18	33	✓	Loop 322 SL 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
23	34		Memorial Dr	Preston Trail	US 83	Extend Rdwy (Public Comment)	0.0	2.7	5.0	6.7	2.5	16.8
17	35		Memorial Dr	Ridge Crossing	FM 707	Extend Rdwy (Public Comment)	0.0	2.7	3.3	6.7	2.5	15.2
31	36		New Roadway	Southwest Dr	US 277	New roadway between Winters Fwy & Dub Wright Blvd (Public Comment)	0.0	2.7	1.7	6.7	2.5	13.5
26	37		US 83	FM 707	Clark Rd	Add Frontage Roads	0.8	8.0	1.7	0.0	2.5	13.0
42	TBD	✓	BU 83 and Pine Street	IH 20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks						
43	TBD	✓	FM 89 (Buffalo Gap Rd)	FM 707	South MPO Limits	Three-Lane Road with Right Turn Lanes at major sidestreets						
44	TBD	✓	SL 322	IH 20 EB	IH 20 WB	Direct Connect Ramps from Loop 322 to I 20 EB and WB						
45	TBD	✓	US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Intersection Improvement with addition of Bike Lanes and Sidewalks						
39	TBD 44-5-	✓	SL 322-Loop 322	North of SH 36	FM 1750 SH 36	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment Intersection Improvements	5.8	14.7	3.3	8.0	5.0	36.8

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
Total:	\$77,557,260,000

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	FY 2023	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
	Total Funds	\$2,079,705	\$1,141,423	\$3,221,128	\$2,532,817	\$1,281,952	\$3,814,769	\$2,196,033	\$1,281,952	\$3,477,985
Transportation Development Credits										
	Requested, not yet awarded*			68,051			84,196			\$0
	Awarded			\$0			\$0			

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

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

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

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

Fiscal Years	Expenses	Est. Cost	FTA Share	Local Share (State PTF)	Local Share (Non- State)
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
	Subtotal	\$12,336,231	\$7,895,710	\$2,913,000	\$1,527,521
	Projected Available Funding		\$5,974,100	\$2,913,000	\$2,000,000
	Surplus/Shortfall		-\$1,921,610	\$0	\$472,479
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
	Subtotal	\$9,793,797	\$5,802,565	\$3,081,232	\$910,000
	Projected Available Funding		\$6,435,700	\$3,123,000	\$2,000,000
	Surplus/Shortfall		\$633,135	\$41,768	\$1,090,000
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
	Subtotal	\$13,520,297	\$8,629,765	\$3,296,232	\$1,594,300
	Projected Available Funding		\$6,933,180	\$3,276,068	\$2,000,000
	Surplus/Shortfall		-\$1,696,585	-\$20,164	\$405,700
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
	Subtotal	\$13,776,761	\$8,766,163	\$3,416,298	\$1,594,300
	Projected Available Funding		\$7,345,624	\$3,488,854	\$2,000,000
	Surplus/Shortfall		-\$1,420,539	\$72,556	\$405,700
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
	Subtotal	\$14,482,199	\$9,349,729	\$3,538,170	\$1,594,300
	Projected Available Funding		\$7,795,655	\$3,599,355	\$2,000,000
	Surplus/Shortfall		-\$1,554,074	\$61,185	\$405,700

BICYCLE AND PEDESTRIAN REVENUES

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

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

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

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

<https://www.fhwa.dot.gov/fastact/factsheets/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

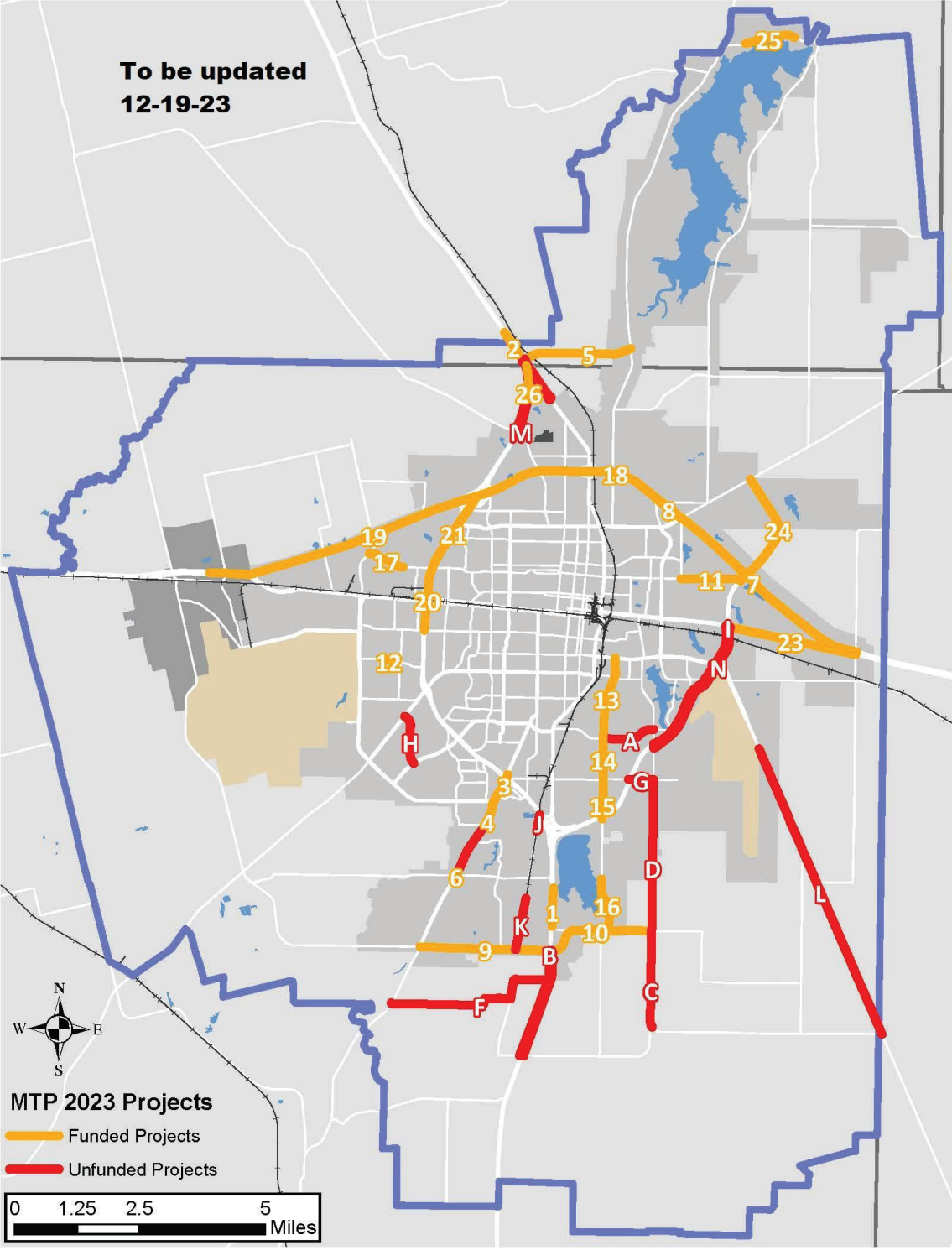
LR - Long-range status. The project is expected to begin in the period 2011-2025 unless changes in funding or development cause the project to move forward or drop out.

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

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	Status	Total Cost*	Project Ranking	Map #	PM#	CSJ (Control Section Mile)
US 83	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83 Connecting to FM 707 to Antilley Rd	\$ 7,000,001	\$ 3,500,000	2020	5083-E23-CA	Plans under construction (planned let Aug 1, 2020)	\$ 7,290,471	24	1	PM 3	0034-01-127
US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	\$ 22,525,000	\$ -	2024	50083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 28,166,089	13	2	PM 1 PM 2	0033-05-089
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Access Management/Intersection Improvements	\$ 12,775,001	\$ 12,775,000	2021	50089-3-CA	Plans under construction (planned let August 1, 2021)	\$ 17,319,993	3	3	PM 1 PM 2 PM 3	0699-01-052
FM 89 (Buffalo Gap Rd)	Near Bettles Ln	Rebecca Ln	Access Management	\$ 10,970,001	\$ 10,970,000	2021	50089-C1-CA	Plans under construction (planned let August 1, 2021)	\$ 12,447,992	5	4	PM 1 PM 2 PM 3	0699-01-051
FM 3034	US 83	Near PR 343	Rehab and Widen	\$ 3,735,000	\$ 3,735,000	2024	53034-E22-RM	Plans under construction (planned let February 1, 2024)	\$ 4,312,634	29	5	PM 2	3068-01-012
FM 3034	Near PR 343	FM 600	Rehab and Widen	\$ 3,100,000	\$ 3,100,000	2024	53034-E22-RM	Plans under construction (planned let February 1, 2024)	\$ 3,733,591	29.5	5	PM 2	3068-01-015
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	50089-E21-RM	Long Range Plan	\$ 2,200,000	12	6	PM 1 PM 2 PM 3	0699-01-063
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	\$ 268,159,748	\$ -	2028	5020-E24-CA	Environmental Review (planned let June 1, 2028) combined 5020-E28-CA	\$ 270,119,748	7	7	PM 1 PM 2 PM 3	0006-06-081
IH 20	FM 600 (Near Judge Ely Blvd.)	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	\$ 104,765,617	\$ 20,000,000	2026	5020-E25-CA	Environmental Review (planned let June 1, 2026)	\$ 123,001,564	1	8	PM 1 PM 2 PM 3	0006-06-109
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 14,493,440	\$ 14,493,439	2028	50707-F1-CA	Amended in MTP Dec 19, 2023	\$ 22,548,505	10	9	PM 1 PM 3	0663-01-024
FM 707	US 83	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane, sidewalks, and intersection improvements at FM 1750	\$ 10,000,000	\$ 10,000,000	2029	50707-F2-CA	Amended in MTP Dec 19, 2023	\$ 15,960,619	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	FM 600	Add two main lanes for a six lane freeway and replace overpass structures	\$ 206,936,139	\$ -	2029	5020-E26-CA	Environmental Review (planned let May 1, 2029)	\$ 223,167,691	2	18	PM 1 PM 2 PM 3	0006-06-105
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	\$ 224,000,000	\$ -	2031	5020-E27-CA	Environmental Review (planned let April 1, 2031)	\$ 241,570,000	8	19	PM 1 PM 2 PM 3	0006-05-090
US 83	S 7th St	N 10th St	Widening existing US 83 freeway to six-lanes and reconstructing ramps Add 2 Main Lanes and Replace Overpass Structures	\$ 250,000,000	TBD	2036	50083-B3-CA	Long Range Plan	\$ 288,037,488	4	20	PM 1 PM 2 PM 3	

US 83	N 10th St	IH 20	Widening existing US 83 freeway to six-lanes and reconstructing ramps Add 2 Main Lanes and Replace Overpass Structures	\$ 250,000,000	TBD	2036	S0083-E7-CA	Long Range Plan	\$ 275,358,325	9	21	PM 1 PM 2 PM 3	
IH 20	M100 East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 30,000,000	2030-2045	S030-S25-CA	Long Range Plan	\$ 86,027,488	24	23	PM 1 PM 2 PM 3	0006-06-083
Business I-20	Loop 322	Elmdale Rd	Rehabilitate , Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2030-2045	S8120-C1-RM	Long Range Plan	\$ 8,236,582	17	23	PM 1 PM 2 PM 3	
SL 322 Loop-322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	\$ 75,000,000	TBD	2036	S0322-B1 (C2)-CA	Long Range Plan	\$ 101,511,699	33	24	PM 3	
FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082 (Relocate FM 1082 at Ft. Phantom Dam)	\$ 8,078,457	\$ 3,000,000	2023	S1082-F7-CA	Local Project (Planned Let August 2, 2023)	\$ 10,647,703	27.5	25	PM 1 PM 2	0972-03-021
US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	\$ 5,078,000	\$ -	2024	S0083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 6,165,837	13.5	26	PM 1 PM 2	0033-06-121
SL 322 Loop-322	North of SH 36	FM 1750 SH 36	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment Intersection Improvements	\$ 10,000,000	\$ 10,000,000	2027 Future	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023	\$ 10,000,000	TBD	27	TBD	
BU 83 and Pine Street	IH 20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks	\$ 5,000,000	\$ 5,000,000	2029	S0083-F9-RM	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	28	TBD	
FM 89 (Buffalo Gap Rd)	FM 707	South MPO Limits	Three-Lane Road with Right-Turn Lanes at major sidestreets	\$ 5,000,000	\$ 5,000,000	2028	S0089-F10-OI	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	29	TBD	
SL 322	IH-20 EB	IH-20 WB	Direct Connect Ramps from Loop 322 to I-20 EB and WB	\$ 120,000,000	TBD	2035	S0322-F11-RM	Added to MTP - Dec 19, 2023	\$ 120,000,000	TBD	30	TBD	
US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Intersection Improvements with addition of Bike Lanes and Sidewalks	\$ 5,000,000	TBD	2034	S0083-F12-RM	Added to MTP - Dec 19, 2023	\$ 5,000,000	TBD	31	TBD	
				\$ 1,656,116,404									

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation for projects starting at or later than 202

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

Figure 47: Funded Projects Map

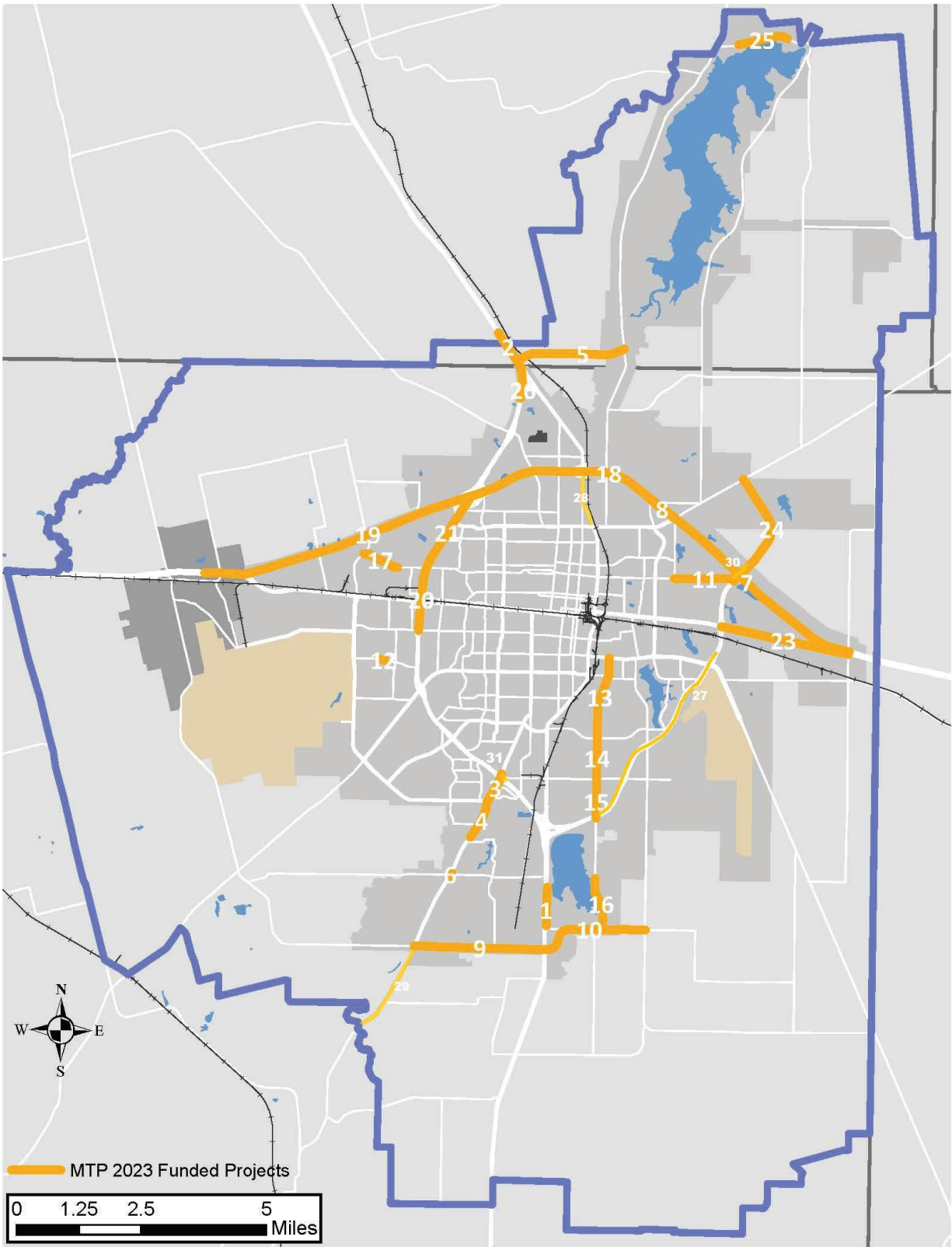


Table 34: Illustrative Projects

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	FM 707	FM 204 (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	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 between Winters Fwy & Dub Wright Blvd (Public Comment)	\$ 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	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	FM 2404 (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

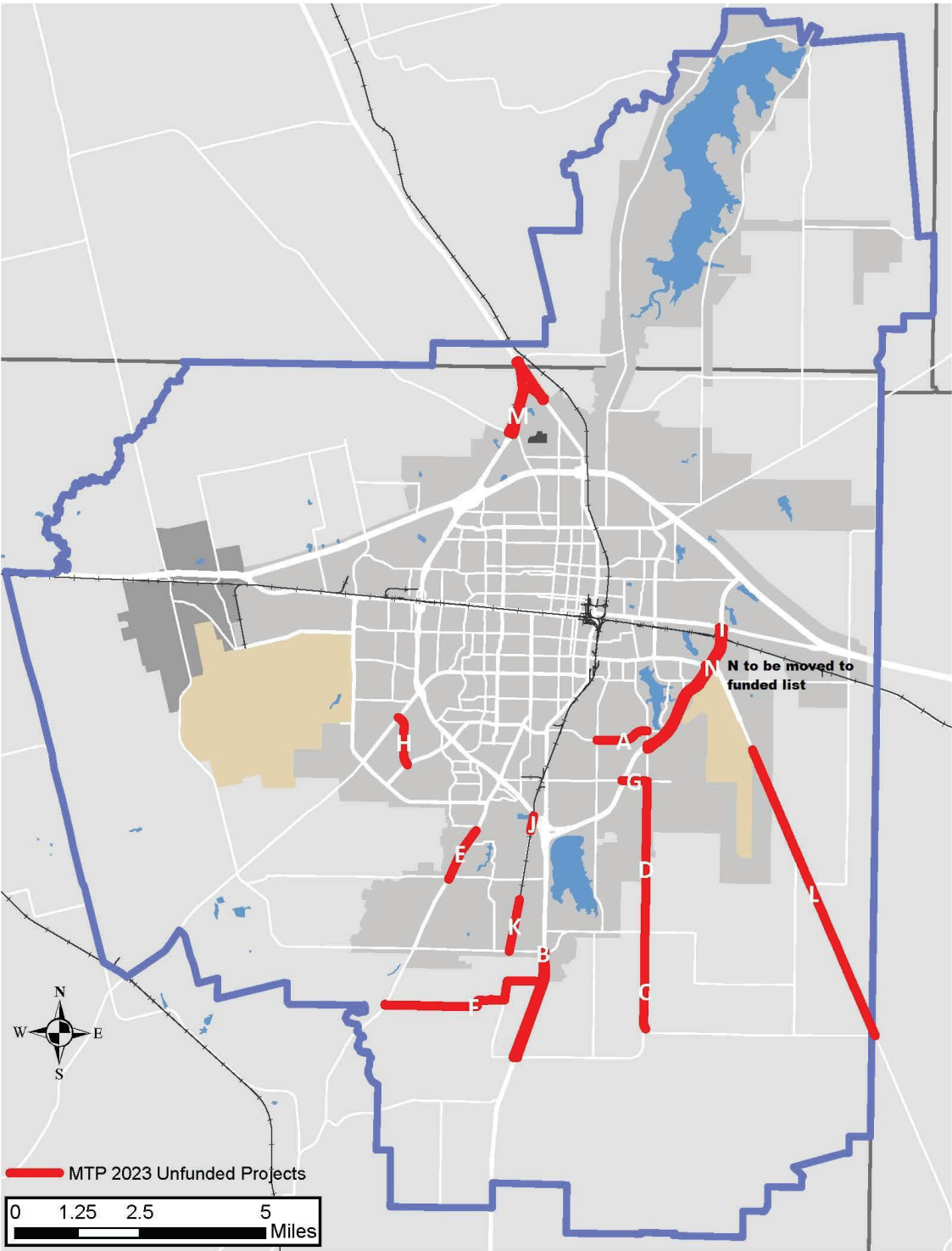


Table 35: Grouped Projects

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

5. 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
December 19, 2023
Supplemental Agenda Information**

- 5. 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 (Metropolitan and Urban Corridor Projects) formula distribution. According to TxDOT's formula this category is for "mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system." 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 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, December 14, 2021, and February 21, 2023.

Current Situation

As part of the process of changes to the Metropolitan Transportation Plan (MTP) to incorporate the additional projects, the Ten-Year Plan also needs to be updated.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their November 28, 2023 meeting recommended approval to the Policy Board on incorporating all eight of the projects recommended by TxDOT into the MPOs planning documents including the Ten-Year Plan as appropriate.

Action Requested

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

10 YEAR PLAN

Health Policy Board DECEMBER 19,
2023 PENDING APPROVAL

ANALYSE

6. Receive a Report, Hold a Discussion, and Take Action on an amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).

**Abilene MPO Policy Board Meeting
December 19, 2023
Supplemental Agenda Information**

- 6. Receive a Report, Hold a Discussion, and Take Action on an amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).**

Background

The Transportation Planner position has been open since June 10, 2022. We are looking at options in using the City's GIS contract until we can fill the position. This will require an amendment to the Unified Planning Work Program (UPWP).

Current Situation

Because of utilizing outside help on our GIS needs, we will need to amend the FYs 2024-2025 UPWP.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their November 28, 2023 meeting recommended approval to the Policy Board on the amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).

Action Requested

1. Any suggestions, deletions, or additions.
2. Recommendation of approval on the amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).

Changes to the Document

ABILENE

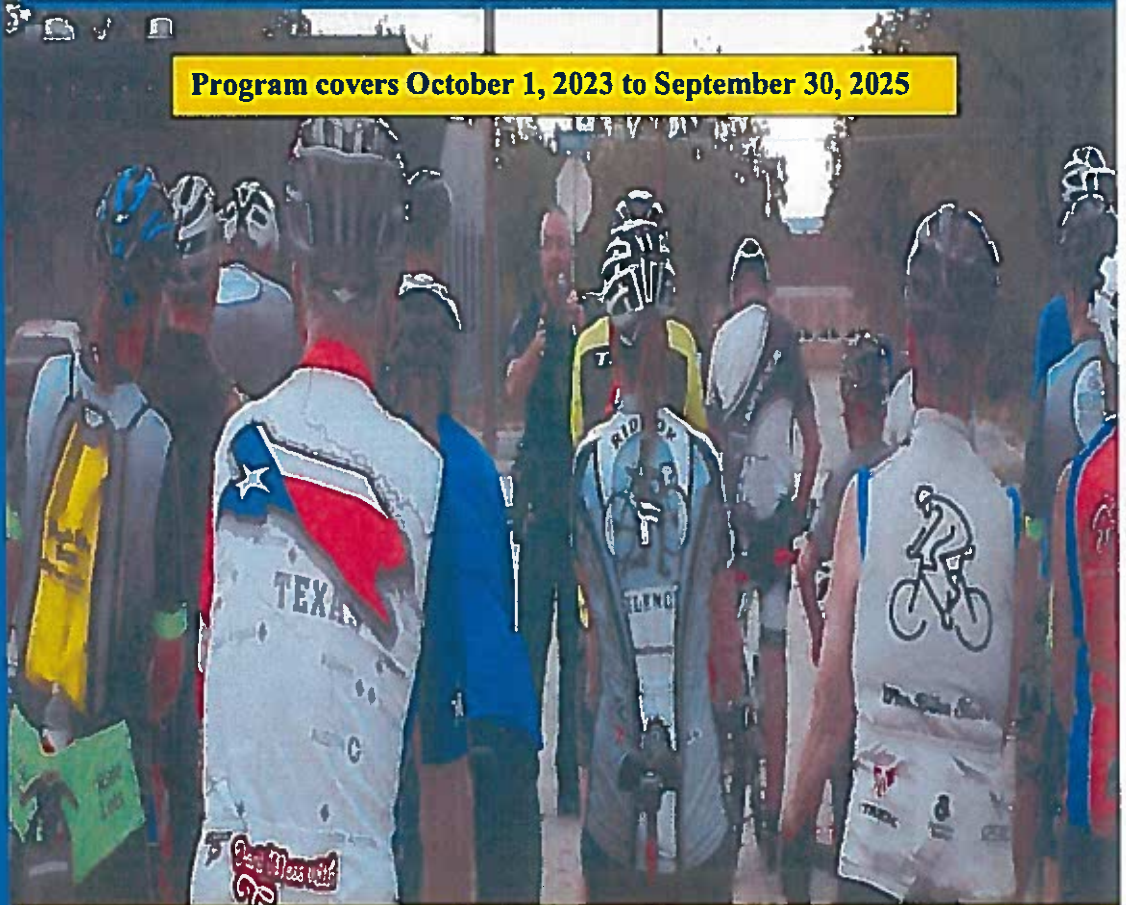


M. P. O.

UPWP 2024 - 2025

ABILENE METROPOLITAN
PLANNING ORGANIZATION
FYs 2024 & 2025
UNIFIED PLANNING
WORK PROGRAM (UPWP)

Program covers October 1, 2023 to September 30, 2025



Approved by the Abilene MPO Policy Board: June 20, 2023

Administrative Amendment: August 2, 2023

Amendment 1: December 19, 2023 (Pending Approval)

Federal Approval: September 7, 2023

Non-Transportation Management Area (Non-TMA)

Air Quality Status: Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(j)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Abilene MPO - 209 S Danville Dr., Ste. B-212, Abilene, TX 79605
www.abilenempo.org

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

This task will use MPO staff and could include assistance from the City of Abilene and/or a consultant to complete.

- 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 utilizing 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.

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.

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.

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.

ABILENE METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE MEMBERS

Voting Members	Member's Title	Representing
CHANDLER, Scott	P.E., City Engineer	City of Abilene
GREEN, Don	Transportation Director	City of Abilene
HAITHCOCK, Michael	P.E., Transportation Planning & Development Director	TxDOT
JOHNSON, Max	Public Works Director	City of Abilene
LITTLEJOHN, Tim	Planning & Development Services Director	City of Abilene
MOORE, Nancy	Mayor (elected)	City of Tye
SHIELDS, Randee	P.E., Director of Transportation Operations	TxDOT
SMETANA, E'Lisa (Chairperson)	Executive Director	Abilene MPO
SMITH, Preston "Conrad"	Community Planner	Dyess Air Force Base
STEVENS, Lauren	General Manager	City of Abilene CityLink
SUMNER, PJ	Environmental Program Coordinator	West Central COG
TURENTINE, Bryce	P.E., Abilene Area Engineer	TxDOT
WILLIAMS, Randy (Vice-Chairperson)	Commissioner (elected)	Taylor County
WILLIAMSON, Doug	Director of Government Affairs, Community Partnerships, Military Affairs	Abilene Chamber of Commerce
VACANT	Public Works Director	City of Tye
VACANT	Traffic Engineer	City of Abilene
VACANT	Commissioner (elected)	Jones County
VACANT	Mayor Pro-Tem (elected)	City of Impact

Non-Voting Members	Member's Title	Representing
LASTRAPE, Krystal	Transportation Planner	FHWA
OLIPHANT, Marc	Community Planner (Review Office)	FTA Region VI
PENA, Jessica	PTN Coordinator	TxDOT
TAYLOR, Michael	Regional Director	TCEQ
TINDALL, Phillip	TP & P MPO Branch Manager	TxDOT

ABILENE METROPOLITAN PLANNING ORGANIZATION STAFF MEMBERS

STAFF	TITLE
RYAN, Rita	Office Assistant III (Part-time)
SMETANA, E'Lisa	MPO Executive Director
VACANT	Transportation Planner

APPENDIX G UPWP AMENDMENT SUMMARY

Submission of the Draft Unified Planning Work Program (UPWP) – May 30, 2023

Adoption of the Final Unified Planning Work Program (UPWP) – June 20, 2023

Administrative Amendment – August 2, 2023 (Added IJJA, removed STP, STS, and D.R.I.V.E. Safe Coalition to the List of Acronyms per FHWA)

Amendment 1 – December 19, 2023 (Pending Approval) (Under Subtask 2.1 Geographic Information System (GIS) and Data Development, added in City of Abilene or consultant). Updated the cover page date. Updated the TAC member's page.

Full Document



UPWP 2024 - 2025

ABILENE METROPOLITAN PLANNING ORGANIZATION FYs 2024 & 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

Program covers October 1, 2023 to September 30, 2025



Approved by the Abilene MPO Policy Board: June 20, 2023

Administrative Amendment: August 2, 2023

Amendment 1: December 19, 2023 (Pending Approval)

Federal Approval: September 7, 2023

Non-Transportation Management Area (Non-TMA)

Air Quality Status: Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Abilene MPO - 209 S Danville Dr., Ste. B-212, Abilene, TX 79605
www.abilenempo.org

Table of Contents

I. INTRODUCTION	3
A. PURPOSE	3
B. DEFINITION OF AREA	5
C. ORGANIZATION	5
D. PRIVATE SECTOR INVOLVEMENT	6
E. PLANNING ISSUES AND EMPHASIS	6
II. TASK 1 – ADMINISTRATION AND MANAGEMENT	7
A. OBJECTIVE:	7
B. EXPECTED PRODUCTS:	7
C. PREVIOUS WORK:	7
D. SUBTASKS	8
Subtask 1.1: Program Support and Administration	8
Subtask 1.2: Professional Development Training and Travel	8
Subtask 1.3: Public Participation, Education, Title VI, and Environmental Justice	9
Subtask 1.4: Transit Planning Management	9
E. FUNDING SUMMARY	10
Task 1 – Funding Summary Table FY 2024 and FY 2025	10
III. TASK 2 – DATA DEVELOPMENT AND MAINTENANCE	10
A. OBJECTIVE:	10
B. EXPECTED PRODUCTS:	10
C. PREVIOUS WORK:	10
D. SUBTASKS:	10
Subtask 2.1 Geographic Information System (GIS) and Data Development:	11
Subtask 2.2 Performance Measures:	11
Subtask 2.3 Travel Demand Model:	11
Subtask 2.4 Transit Planning Data:	11
E. FUNDING SUMMARY	12
Task 2 – Funding Summary Table FY 2024 and FY 2025	12
IV. TASK 3 – SHORT RANGE PLANNING	12
A. OBJECTIVE	12
B. EXPECTED PRODUCTS	12
C. PREVIOUS WORK	12
D. SUBTASKS	13
Subtask 3.1 Transportation Improvement Program (TIP):	13

Subtask 3.2 Transit, Bicycle, and Multimodal Planning:	13
Subtask 3.3 Short-Term Transit Planning:	13
E. FUNDING SUMMARY	14
Task 3 – Funding Summary Table FY 2024 and FY 2025	14
V. TASK 4 – METROPOLITAN TRANSPORTATION PLAN (MTP)	14
A. OBJECTIVE:	14
B. EXPECTED PRODUCTS:	14
C. PREVIOUS WORK:	14
D. SUBTASKS:	15
Subtask 4.1 Metropolitan Transportation Plan (MTP):	15
Subtask 4.2 Long-Range Transit Planning:	15
Subtask 4.3 Complete Streets:	15
E. FUNDING SUMMARY	16
Task 4 – Funding Summary Table FY 2024 and FY 2025	16
VI. TASK 5 – SPECIAL STUDIES	16
A. OBJECTIVE:	16
B. EXPECTED PRODUCTS:	16
C. PREVIOUS WORK:	16
D. SUBTASKS:	16
Subtask 5.1 Comprehensive Growth Scenario Transportation Study - MPO Boundary Expansion	16
Subtask 5.2 Resiliency Plan	16
Subtask 5.3 Transit Multimodal Facility	16
Subtask 5.4 Safety Action Plan	17
E. FUNDING SUMMARY	17
Task 5 – Funding Summary Table FY 2024 and FY 2025	17
VII. BUDGET SUMMARY	18
APPENDIX A MEMBERSHIP	19
APPENDIX B METROPOLITAN AREA BOUNDARY MAP	21
APPENDIX C DEBARMENT CERTIFICATION	22
APPENDIX D LOBBYING CERTIFICATION	23
APPENDIX E CERTIFICATION OF COMPLIANCE	24
APPENDIX F CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM	25
APPENDIX G UPWP AMENDMENT SUMMARY	26
APPENDIX H LIST OF ACRONYMS	27

I. INTRODUCTION

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. 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 which established what is now known as the Abilene Metropolitan Planning Organization (MPO).

The Abilene MPO is the transportation planning body for the City of Abilene, the City of Impact, the City of Tye, the communities of Caps, Elmdale, Hamby, and Potosi; along with some adjacent rural areas. The Abilene MPO consists of federal, state and local agencies working together to avoid conflicting plans, duplicated projects or funding conflicts between transportation priorities in the metropolitan planning area. The mission of the MPO is to provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene metropolitan area. The MPO's role is to develop and maintain the necessary transportation plans for the area to ensure that federal funds support locally developed plans and that the projects are part of a credible planning process that meets the local priorities.

The process of planning, maintaining, and improving the area's surface transportation system is a demanding, ongoing, and complex operation which requires the collaboration and coordination of the State and local government agencies, transportation providers, local businesses, and the residents of this region to make the process a success.

A. PURPOSE

The Unified Planning Work Program (UPWP) describes the transportation planning and related activities to be conducted within the Abilene Metropolitan Planning Organization (MPO) boundaries that are funded by Federal, State, and local sources. In other words, the UPWP outlines the budget and work tasks required to sustain the transportation planning process. There are five tasks listed in the UPWP: Task I - Administration and Management, Task II - Data Development and Maintenance, Task III - Short Range Planning, Task IV - Metropolitan Transportation Plan, and Task V - Special Studies.

Over the years, legislation has enforced the need for coordinated planning. These include the following: *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*, *Transportation Equity Act for the 21st Century (TEA-21) in 1998*, *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)*, *Moving Ahead for Progress in the 21st Century (MAP-21) in July 2012*, and *in December of 2015 the Fixing America's Surface Transportation Act (FAST)*. The FAST Act was set to expire on September 30, 2020 but Congress approved a one-year extension to September 30, 2021. On November 15, 2021 the *Infrastructure Investment and Jobs Act (IIJA)* was signed. The IIJA provides infrastructure funding for fiscal years 2022 through 2026 for roads, bridges, mass transit, water infrastructure, resilience, and broadband.

With the passage of this transportation legislation, different strategies and processes emerged. SAFETEA-LU required Metropolitan Planning Organizations to provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors. This UPWP includes tasks that will allow on-going evaluation of the area's needs in relation to these eight broad goals:

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.

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, and 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 eight 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.

The Infrastructure Investment and Jobs Act added to the ten (10) planning factors listed above with the following 2021 Planning Emphasis Areas.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination
6. Federal Land Management Agency (FLMA) Coordination
7. Planning and Environmental Linkages (PEL)
8. Data in Transportation Planning

The Abilene MPO will be looking at ways to incorporate all the planning factors/areas into some aspect of the transportation planning process throughout this UPWP. This could include planning for more bicycle and pedestrian access to points of interest, developing complete streets efforts, transitioning to cleaner energy methods, and planning towards the future of multimodal and autonomous transportation opportunities.

The 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 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.

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 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. MPO's, 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).

B. DEFINITION OF 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 the 20-year forecast period covered by the Metropolitan Transportation Plan. 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 2010 Census reported the population of Abilene was 117,063 and the population of the entire MPO area is approximately 125,000. As of July 1, 2022, the population of Abilene is estimated at 127,385, Taylor County at 145,163, and Jones County at 19,935 according to the Census Bureau.

C. ORGANIZATION

The Abilene MPO (MPO) consists of a Policy Board (PB), a Technical Advisory Committee (TAC), and the MPO Staff. The Policy Board is the governing and policy-making body of the MPO. They provide direction and guidance for transportation planning in the MPO boundaries. The Policy Board is responsible for ensuring conformance with Federal regulations requiring that highways, mass transit, and other transportation facilities and services are properly deployed and developed in relation to the overall plan for urban development. In November 2010, the Policy Board was reorganized from seventeen members to five voting members and the Technical Advisory Committee was established. The MPO Policy Board is comprised of the following five voting members: City of Abilene Mayor, City of Abilene Council Member, Jones County Judge, Taylor County Judge, and the TxDOT Abilene District Engineer. Three elected State and Federal legislators are represented as non-voting members.

These include the U.S. Representative District 19, State Senator District 28, and the State Representative District 71.

The Technical Advisory Committee reviews and makes recommendations to the Transportation Policy Board on all technical matters and on any other issues assigned to it by the Policy Board. The Technical Advisory Committee consists of representation from the cities of Abilene, Tye, and Impact; the counties of Taylor and Jones; the Texas Department of Transportation (TxDOT); Dyess Air Force Base; CityLink Transit; Abilene Chamber of Commerce; the West Central Texas Council of Governments (WCTCOG); and the Abilene MPO. The Technical Advisory Committee's non-voting members includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Commission on Environmental Quality (TCEQ), TxDOT MPO Coordinator, and the TxDOT Public Transportation Coordinator.

The MPO staff is authorized for two full-time and one part-time employees who are responsible for the day-to-day activities of the MPO including information gathering and assembling of documents that correspond to transportation issues within the MPO boundary. The Executive Director is responsible for the direction of responsibilities and administration of the MPO. The Transportation Planner and Office Assistant provide valuable planning, technical resources, and clerical assistance for the MPO.

D. PRIVATE SECTOR INVOLVEMENT

The MPO will be using the knowledge and expertise of the Technical Advisory Committee that includes members who are part of the private sector. The MPO may find it necessary to obtain legal and professional services to supplement MPO staff planning efforts for such tasks as the Travel Demand Model, Transit/Bicycle/Multimodal Planning, Metropolitan Transportation Plan (MTP), Special Studies, and other planning efforts.

E. PLANNING ISSUES AND EMPHASIS

The Planning Emphasis Areas (PEAs) were updated on December 30, 2021 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning. The PEAs are listed below and the full description can be found at

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>.

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Additional planning issues and emphasis that are important in the Abilene MPO includes coordination efforts and maintaining existing documents. Also regional coordination efforts of collaborating with community organizations to focus on a need to understand the dynamics of the transit providers along with the needs of transit users and matching those to the needs of the traveling community. Another important factor is to update and maintain the Travel Demand Model. Lastly working to ensure the performance based planning efforts are sufficient to maintain their incorporation into the planning process.

The Abilene MPO will be looking at ways to incorporate the PEAs in all aspects of the work program as the year progresses. In addition, the Abilene MPO is committed to the ongoing practice of public participation in all aspects of the transportation planning process. The Abilene MPO has a Public Participation Plan (PPP). The purpose of the PPP is to provide an opportunity for meaningful, active, on-going public participation and involvement for citizens, groups, agencies, and private providers of transportation. This allows citizens the opportunity to be included in every facet of transportation planning and related activities, especially at key decision-making times. As we look at ways to implement strategies, the MPO's Public Participation Plan (PPP) will be an important element since it outlines the opportunities for citizens' input into the transportation planning activities of their community and helps provide a more distinct picture of how future transportation decisions will affect the general population. The Abilene MPO utilizes their website www.abilenempo.org along with Facebook, Twitter, news media, public meetings, and other means to notify the citizens of ways to comment and become involved in the process.

II. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE:

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.

B. EXPECTED PRODUCTS:

Maintain the operations of the MPO, including financial management, personnel, and the procurement of equipment and supplies needed for operations. Provide trained and knowledgeable staff by using various training and technical opportunities. Conduct a proactive public outreach approach to transportation planning. Obtain and maintain the necessary computer hardware, software, and technical support necessary to sustain functional operations. Technical assistance and support. Completion of all reports, certifications, and administrative documentation necessary to meet legal and regulatory requirements and ensure the continuity of the planning process. Provide support to the MPO Policy Board and Technical Advisory Committee. Public information materials including emails, letters, brochures, website, surveys, videos, social media, etc. Promote staff development through training, meetings, information sharing, and educational opportunities.

C. PREVIOUS WORK:

Created PowerPoint presentations, meeting handouts, agenda packets, project maps, detailed spreadsheets, and a variety of materials for the MPO Policy Board and Technical Advisory Committee. Prepared the monthly billing statements. MPO administrative and fiscal operations. Staff attendance at workshops, meetings, conferences, and training sessions. Development of monthly, quarterly, and annual reports as required by State and Federal agencies. Acquisition of supplies and minor office equipment. Completed required reports. Staff hiring and training.

D. SUBTASKS

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 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 \$10,000. New computers for MPO staff may be needed at an estimated cost of \$12,000. 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.

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. The MPO will obtain prior approval from TxDOT for out-of-state travel.

- 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. This task may also include attendance at meetings and trainings that coordinate with the Department of Defense (DOD) on the Strategic Highway Network (STRAHNET) that connects to DOD facilities and 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.

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.

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.

E. FUNDING SUMMARY

Task 1 – Funding Summary Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹		FTA SECTION 5307 FUNDS		LOCAL FUNDS		FTA SECTION 5304 FUNDS		TOTAL FUNDS
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	
1.1	MPO/CITY OF ABILENE	\$ 130,000	\$ 130,000							\$ 260,000
1.2	MPO	\$ 15,000	\$ 15,000							\$ 30,000
1.3	MPO	\$ 10,000	\$ 10,000							\$ 20,000
1.4	CITYLINK			\$ 4,000	\$ 4,000	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ 10,000
TOTAL		\$ 155,000	\$ 155,000	\$ 4,000	\$ 4,000	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ 320,000

¹ 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.

III. TASK 2 – DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE:

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.

B. EXPECTED PRODUCTS:

Mapping of roadway networks necessary to support transportation planning activities. Geodatabase development for presentation of maps for MPO, transit, and other planning purposes. Geographic Information System (GIS), and data development analysis of various transportation elements. Develop and analyze transportation growth, trends, and needs, utilize traffic counts, land use and development data, and collision location data. To use socioeconomic data for travel demand forecasting. To maintain a database of useful planning tools to facilitate map creation. To generate, collect, and analyze detailed transportation data to develop and implement regional transportation plans and projects. To explore collection methods that enhances the ability to perform regional and corridor planning and analysis.

C. PREVIOUS WORK:

Updated a sidewalk layer map using Google Earth imagery, aerial imagery, as well as some physical site verifications as needed. Maps were prepared related to current project listings. MPO staff utilized base layer maps provided by the City of Abilene's GIS Division. In addition, the GIS division worked closely with MPO GIS staff on various mapping items throughout the fiscal year. Updated the website with pertinent information as needed such as minutes, board meeting notices, public meeting notices, reports, project picture updates, upcoming MPO events, and many other items. Performance measures were updated and used as applicable. CityLink captured daily and monthly statistics and data in order to provide periodic reporting to the City, State and Federal entities as required. CityLink also had ongoing data analysis that provided opportunities to improve services, implement minor fixed route changes, and complete bus stop/bus shelter placement recommendations. CityLink has redesigned its bus stop signs and is continuing to install them in compliance with the necessary requirements.

D. SUBTASKS:

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

This task will use MPO staff and could include assistance from the City of Abilene and/or a consultant to complete.

- 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 utilizing 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.

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.

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.

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.

E. FUNDING SUMMARY

Task 2 – Funding Summary Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹		FTA SECTION 5307 FUNDS		LOCAL FUNDS		FTA SECTION 5304 FUNDS		TOTAL FUNDS
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	
2.1	MPO	\$ 70,000	\$ 80,000							\$ 150,000
2.2	MPO	\$ 10,000	\$ 10,000							\$ 20,000
2.3	MPO/CONSULTANT	\$ 20,000	\$ 20,000							\$ 40,000
2.4	CITYLINK			\$ 3,200	\$ 3,200	\$ 800	\$ 800	\$ -	\$ -	\$ 8,000
TOTAL		\$ 100,000	\$ 110,000	\$ 3,200	\$ 3,200	\$ 800	\$ 800	\$ -	\$ -	\$ 218,000

¹ 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.

IV. TASK 3 – SHORT RANGE PLANNING

A. OBJECTIVE

The purpose of this task is to undertake planning activities both local and regional that are associated with short range or immediate implementation. This could include facilitating the implementation of transportation projects and programs in the TIP; providing for multimodal planning to improve the overall system; and supporting the development of short-range planning.

B. EXPECTED PRODUCTS

Updates to the Transportation Improvement Program. Annual Listing of Obligated Projects. Provide support to the Regionally Coordinated Transportation Planning Committee. More coordinated efforts among public transportation providers in the planning and development of transit related activities.

C. PREVIOUS WORK

Annual Listing of Obligated Projects Report was submitted. MPO staff and CityLink staff work on a variety of projects throughout the year including the Regional Coordination Transportation Plan, Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Annual Performance and Expenditure Report (APER), Annual Report of Obligated Projects, and many others. The MPO participated in the Regional Coordination Transportation Plan (RCTP) Stakeholders Group. 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.

D. SUBTASKS

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 2025-2028.
- 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.

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.

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.
- Continue Lead Agency duties for the Regional Coordination Planning efforts through quarterly stakeholder meetings. (*FTA Section 5304*)

E. FUNDING SUMMARY

Task 3 – Funding Summary Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹		FTA SECTION 5307 FUNDS		LOCAL FUNDS		FTA SECTION 5304 FUNDS		TOTAL FUNDS
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	
3.1	MPO	\$ 30,000	\$ 20,000							\$ 50,000
3.2	MPO	\$ 10,000	\$ 10,000							\$ 20,000
3.3	MPO/CITYLINK			\$ 3,200	\$ 3,200	\$ 800	\$ 800	\$ 18,950	\$ -	\$ 26,950
TOTAL		\$ 40,000	\$ 30,000	\$ 3,200	\$ 3,200	\$ 800	\$ 800	\$ 18,950	\$ -	\$ 96,950

¹ 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.

V. TASK 4 – METROPOLITAN TRANSPORTATION PLAN (MTP)

A. OBJECTIVE:

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. To develop, monitor, adopt, and publish the Metropolitan Transportation Plan (MTP). Provide updates to the Ten-Year Plan. Identify long-range transportation needs within the MPO boundary. To focus on having an integrated multimodal transportation system. To incorporate performance measures into the plan.

B. EXPECTED PRODUCTS:

Analysis of the current MTP and Ten-Year Plan to ensure needs are being met along with more coordination and planning activities among public transportation providers, bicyclist, pedestrians, and other modes of transportation.

C. PREVIOUS WORK:

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. 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. 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.

D. SUBTASKS:

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.
- Develop and maintain the FYs 2025-2050 MTP.

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*)

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.

E. FUNDING SUMMARY

Task 4 – Funding Summary Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹		FTA SECTION 5307 FUNDS		LOCAL FUNDS		FTA SECTION 5304 FUNDS		TOTAL FUNDS
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	
4.1	MPO/CONSULTANT	\$ 55,000	\$ 30,000							\$ 85,000
4.2	MPO/CITYLINK			\$ 1,600	\$ 1,600	\$ 15,400	\$ 400	\$ 40,600	\$ -	\$ 59,600
4.3	MPO	\$ 15,000	\$ 10,000							\$ 25,000
TOTAL		\$ 70,000	\$ 40,000	\$ 1,600	\$ 1,600	\$ 15,400	\$ 400	\$ 40,600	\$ -	\$ 169,600

¹ 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.

VI. TASK 5 – SPECIAL STUDIES

A. OBJECTIVE:

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. Documents produced in this task are intended to supplement information for other tasks as well as contribute to the revision of the MTP and help in prioritizing transportation improvement projects. It involves special one-time planning activities and major corridor analyses.

B. EXPECTED PRODUCTS:

Comprehensive planning analysis.

C. PREVIOUS WORK:

Comprehensive Transportation Corridor Study: Loop 322/SH 36; Comprehensive Growth Scenario Transportation Study: MPO Boundary Expansion; and Transit Multimodal Facility.

D. SUBTASKS:

Subtask 5.1 Comprehensive Growth Scenario Transportation Study - MPO Boundary Expansion

This task is a carryover from the previous UPWP. It will use MPO staff and a consultant to complete. Evaluate potential MPO Boundary expansion to capture transportation needs.

Subtask 5.2 Resiliency Plan

The MPO, in cooperation with TxDOT, FHWA, and local planning partners along with the possibility of a consultant will develop a plan to make the local transportation network resilient to natural disasters with an emphasis on network redundancy during extreme weather events.

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 spbetter 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)

Subtask 5.4 Safety Action Plan

MPO staff will work with TTI to document the types of data and information the MPO uses for safety planning activities; how the MPO works with partner agencies and stakeholders to communicate safety-related information to decision makers and the public; and current and planned initiatives, projects, strategies, and counter measures to address transportation safety in the Metropolitan Planning Area.

E. FUNDING SUMMARY

Task 5 – Funding Summary Table FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹		FTA SECTION 5307 FUNDS		LOCAL FUNDS		FTA SECTION 5304 FUNDS		TOTAL FUNDS
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	
5.1	MPO/CONSULTANT	\$ 5,000	\$ -							\$ 5,000
5.2	MPO/CONSULTANT	\$ 20,000	\$ 40,000							\$ 60,000
5.3	CITYLINK/CONSULTANT			\$ -	\$ -	\$ -	\$ -	\$ 238,200	\$ -	\$ 238,200
5.4	MPO/CONSULTANT	\$ 6,000	\$ 44,000							\$ 50,000
TOTAL		\$ 31,000	\$ 84,000	\$ -	\$ -	\$ -	\$ -	\$ 238,200	\$ -	\$ 353,200

¹ 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.

VII. BUDGET SUMMARY

BUDGET SUMMARY – ABILENE UPWP FISCAL YEAR 2024						
UPWP TASK	DESCRIPTION	Transportation Planning Funds(TPF) ¹	FTA SECTION 5307 FUNDS	LOCAL FUNDS	FTA SECTION 5304 FUNDS	TOTAL FUNDS
1	ADMINISTRATION AND MANAGEMENT	\$ 155,000	\$ 4,000	\$ 1,000		\$ 160,000
2	DATA DEVELOPMENT AND MAINTENANCE	\$ 100,000	\$ 3,200	\$ 800		\$ 104,000
3	SHORT RANGE PLANNING	\$ 40,000	\$ 3,200	\$ 800	\$ 18,950	\$ 62,950
4	METROPOLITAN TRANSPORTATION PLANNING	\$ 70,000	\$ 1,600	\$ 15,400	\$ 40,600	\$ 127,600
5	SPECIAL STUDIES	\$ 31,000	\$ -	\$ -	\$ 238,200	\$ 269,200
TOTAL		\$ 396,000	\$ 12,000	\$ 18,000	\$ 297,750	\$ 723,750

¹ 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.

Combined Transportation Planning Funds²	\$279,478.53
Estimated Unexpended Carryover³	\$256,607.99
TOTAL TPF	\$536,086.52

² As of May 26, 2023

³ Total under (over) programmed based on current level of expenditures **\$140,086.52**

BUDGET SUMMARY – ABILENE UPWP FISCAL YEAR 2025						
UPWP TASK	DESCRIPTION	Transportation Planning Funds(TPF) ¹	FTA SECTION 5307 FUNDS	LOCAL FUNDS	FTA SECTION 5304 FUNDS	TOTAL FUNDS
1	ADMINISTRATION AND MANAGEMENT	\$ 155,000	\$ 4,000	\$ 1,000		\$ 160,000
2	DATA DEVELOPMENT AND MAINTENANCE	\$ 110,000	\$ 3,200	\$ 800		\$ 114,000
3	SHORT RANGE PLANNING	\$ 30,000	\$ 3,200	\$ 800		\$ 34,000
4	METROPOLITAN TRANSPORTATION PLANNING	\$ 40,000	\$ 1,600	\$ 400		\$ 42,000
5	SPECIAL STUDIES	\$ 84,000	\$ -	\$ -		\$ 84,000
TOTAL		\$ 419,000	\$ 12,000	\$ 3,000	\$ -	\$ 434,000

¹ 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.

Combined Transportation Planning Funds²	\$279,478.53
Estimated Unexpended Carryover³	\$140,086.52
TOTAL TPF	\$419,565.05

² Estimate based on prior years' authorizations

³ Total under (over) programmed based on current level of expenditures **\$65.05**.

APPENDIX A MEMBERSHIP

ABILENE METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEMBERS

Voting Members	Member's Title	Representing
ALLBRITTON, Glenn	P.E. District Engineer	TxDOT, Abilene District
CROWLEY, Phil	County Judge (elected)	Taylor County
HURT, Weldon	Mayor (elected)	City of Abilene
PRICE, Shane (<i>Chairman</i>)	City Councilman (elected)	City of Abilene
SPURGIN, Dale (<i>Vice-Chairman</i>)	County Judge (elected)	Jones County

Non-Voting Members (All Elected)	Member's Title	Representing
Representative Jodey Arrington	U.S. Representative District 19	U.S. Congress
Representative Stan Lambert	State Representative District 71	State of Texas
Senator Charles Perry	State Senator District 28	State of Texas

*The City of Abilene Council Member position shall be occupied by the Council Member designated by action of the City Council. All other positions on the Transportation Policy Board shall be occupied by the individuals who hold the positions.

ABILENE METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE MEMBERS

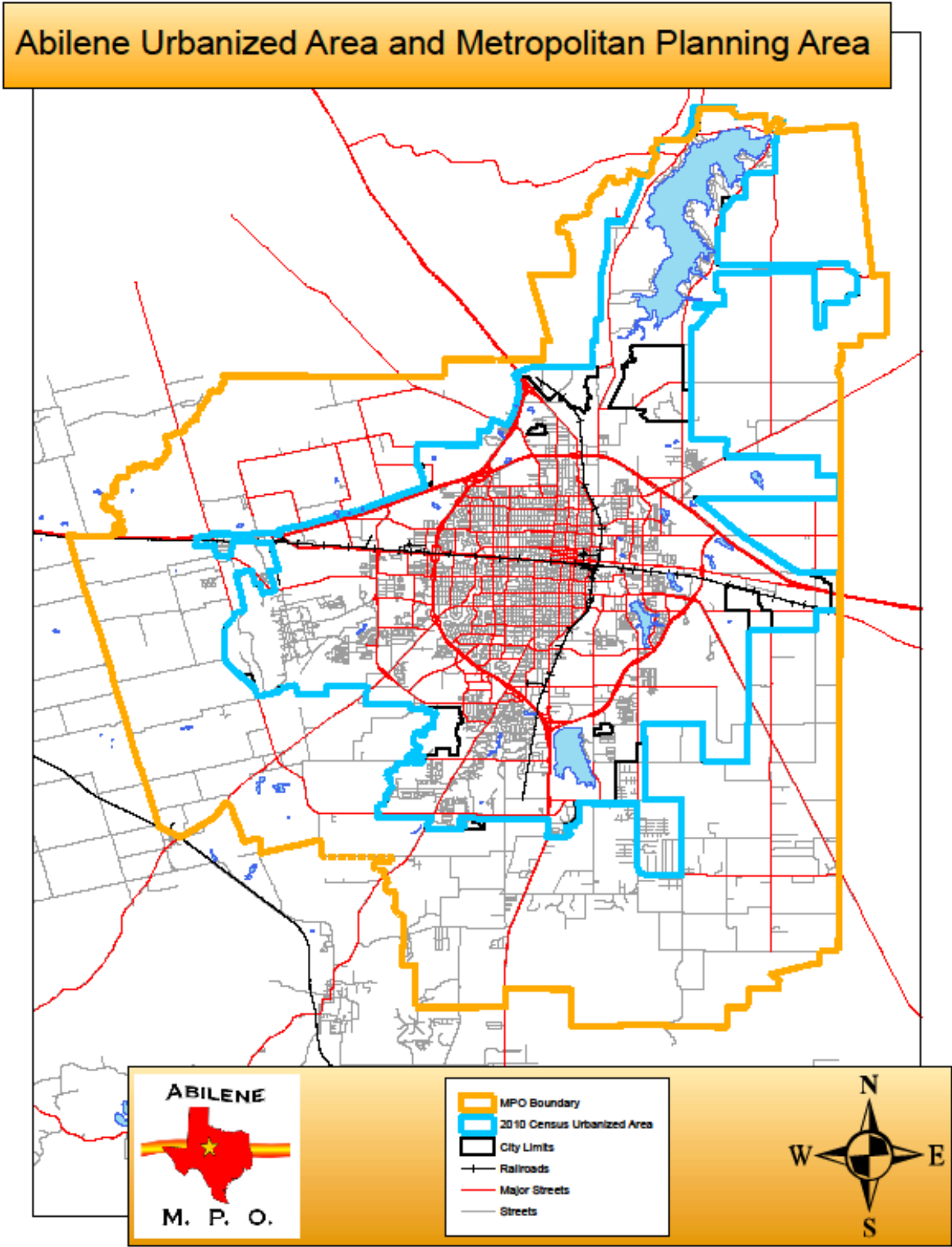
Voting Members	Member's Title	Representing
CHANDLER, Scott	P.E., City Engineer	City of Abilene
GREEN, Don	Transportation Director	City of Abilene
HAITHCOCK, Michael	P.E., Transportation Planning & Development Director	TxDOT
JOHNSON, Max	Public Works Director	City of Abilene
LITTLEJOHN, Tim	Planning & Development Services Director	City of Abilene
MOORE, Nancy	Mayor (elected)	City of Tye
SHIELDS, Rande	P.E., Director of Transportation Operations	TxDOT
SMETANA, E'Lisa (Chairperson)	Executive Director	Abilene MPO
SMITH, Preston "Conrad"	Community Planner	Dyess Air Force Base
STEVENS, Lauren	General Manager	City of Abilene CityLink
SUMNER, PJ	Environmental Program Coordinator	West Central COG
TURENTINE, Bryce	P.E., Abilene Area Engineer	TxDOT
WILLIAMS, Randy (Vice-Chairperson)	Commissioner (elected)	Taylor County
WILLIAMSON, Doug	Director of Government Affairs, Community Partnerships, Military Affairs	Abilene Chamber of Commerce
VACANT	Public Works Director	City of Tye
VACANT	Traffic Engineer	City of Abilene
VACANT	Commissioner (elected)	Jones County
VACANT	Mayor Pro-Tem (elected)	City of Impact

Non-Voting Members	Member's Title	Representing
LASTRAPE, Krystal	Transportation Planner	FHWA
OLIPHANT, Marc	Community Planner (Review Office)	FTA Region VI
PENA, Jessica	PTN Coordinator	TxDOT
TAYLOR, Michael	Regional Director	TCEQ
TINDALL, Phillip	TP & P MPO Branch Manager	TxDOT

ABILENE METROPOLITAN PLANNING ORGANIZATION STAFF MEMBERS

STAFF	TITLE
RYAN, Rita	Office Assistant III (Part-time)
SMETANA, E'Lisa	MPO Executive Director
VACANT	Transportation Planner

APPENDIX B METROPOLITAN AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR’S DESIGNEE APPROVED) (Based on the 2010 Census Data)



APPENDIX C DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **Abilene MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Signature – Councilman Shane Price, City of Abilene

MPO Chairman - Abilene Metropolitan Planning Organization

Title - Agency

Date

APPENDIX D LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

1. No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature – Councilman Shane Price, City of Abilene

MPO Chairman - Abilene Metropolitan Planning Organization

Title - Agency

Date

APPENDIX E CERTIFICATION OF COMPLIANCE

I, Shane Price, Abilene City Council Member and Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the Abilene Metropolitan Planning Organization,
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the
forenamed MPO are in compliance with 2 CFR 200, “Uniform Administrative Requirements, Cost
Principles, and Audit Requirements for Federal Awards,” as it may be revised or superseded.

Signature – Councilman Shane Price, City of Abilene

MPO Chairman - Abilene Metropolitan Planning Organization
Title - Agency

Date

Attest:

E’Lisa Smetana
Executive Director – Abilene Metropolitan Planning Organization

APPENDIX F CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Shane Price, Abilene City Council Member and Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the Abilene Metropolitan Planning Organization,
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Signature – Councilman Shane Price, City of Abilene

MPO Chairman - Abilene Metropolitan Planning Organization
Title - Agency

Date

Attest:

E’Lisa Smetana
Executive Director – Abilene Metropolitan Planning Organization

APPENDIX G UPWP AMENDMENT SUMMARY

Submission of the Draft Unified Planning Work Program (UPWP) – May 30, 2023

Adoption of the Final Unified Planning Work Program (UPWP) – June 20, 2023

Administrative Amendment – August 2, 2023 (Added IJJA, removed STP, STS, and D.R.I.V.E. Safe Coalition to the List of Acronyms per FHWA)

Amendment 1 – December 19, 2023 (Pending Approval) (Under Subtask 2.1 Geographic Information System (GIS) and Data Development, added in City of Abilene or consultant). Updated the cover page date. Updated the TAC member's page.

APPENDIX H LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ALOP	Annual Listing of Obligated Projects
APER	Annual Performance and Expenditure Report
ARCGIS	Aeronautical Reconnaissance Coverage Geographic Information System
CFR	Code of Federal Regulations
DOT	Department of Transportation
D.R.I.V.E.	Decisions, Responsibilities, Initiatives, Visions, Education Safe Coalition
ESRI	Environmental Systems Research Institute
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
HB	House Bill
HP	Hewlett Packard
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PEA	Planning Emphasis Area
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SCAUG	South Central Area Users' Group
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TCEQ	Texas Commission on Environmental Quality
TEA-21	Transportation Equity Act for the Twenty-First Century
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TPF	Transportation Planning Funds
TTI	Texas Transportation Institute
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
US	United States
USDOT	United States Department of Transportation
WCTCOG	West Central Texas Council of Governments

7. Receive a Report, Hold a Discussion, and Take Action on the 2024 meeting dates.

**Abilene MPO Policy Board Meeting
December 19, 2023
Supplemental Agenda Information**

7. Receive a Report, Hold a Discussion, and Take Action on the 2024 meeting dates.

Background

The Abilene MPO Policy Board meets on the 3rd Tuesday at 1:30 p.m. Listed below are the dates for 2024.

MPO MEETINGS 2024

Policy Board

Normally on the third Tuesday at 1:30 p.m.

- February 20 (Presidents' Day 19th)
- April 16
- June 18 (Juneteenth 19th)
- August 20
- October 15 (Columbus Day 14th)
- December 17

Current Situation

Any dates that present conflicts for the majority may be moved to accommodate a quorum.

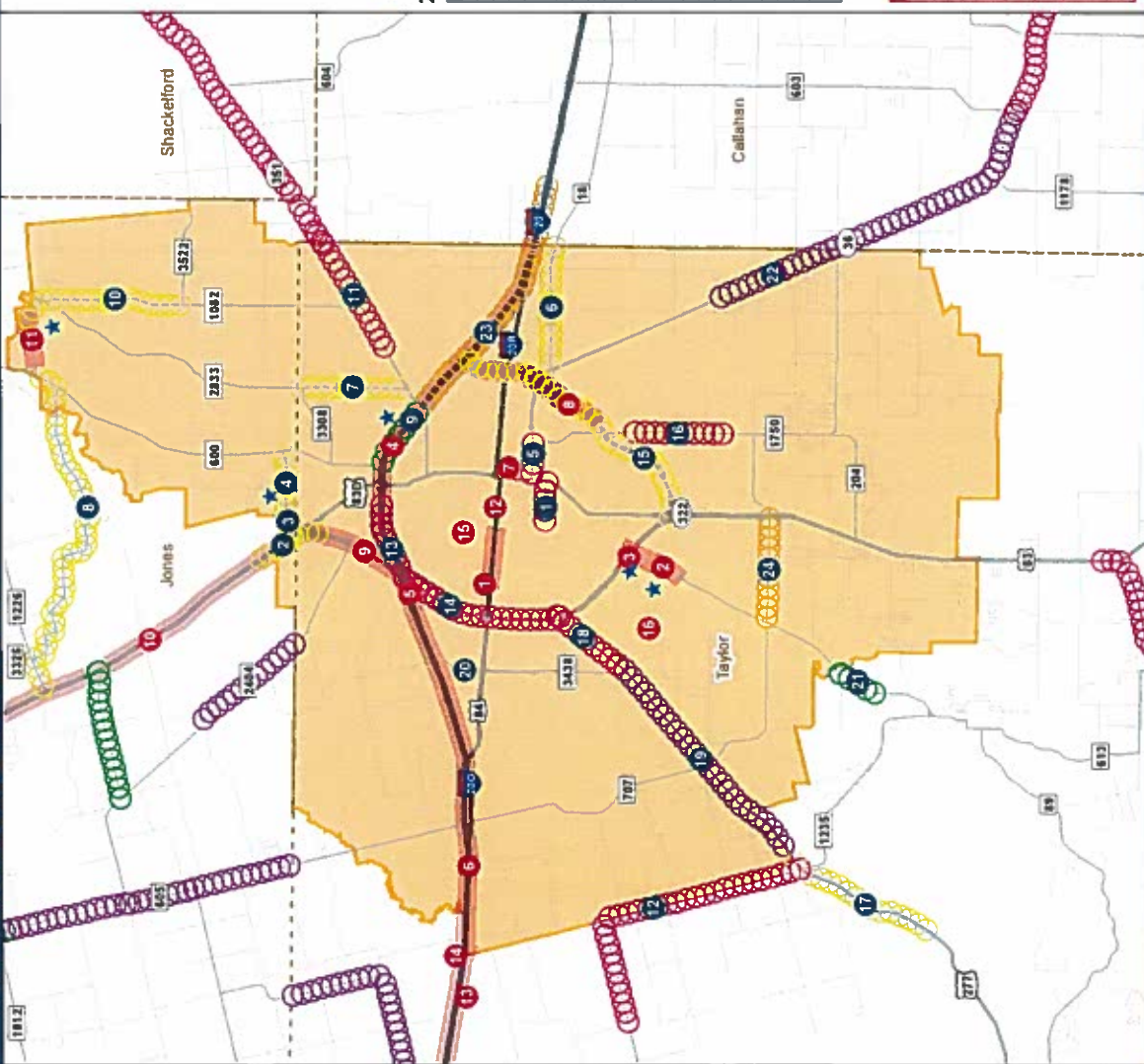
Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any action deemed appropriate.

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



★ = MPO Funds Included
2024-2028 Planned Projects

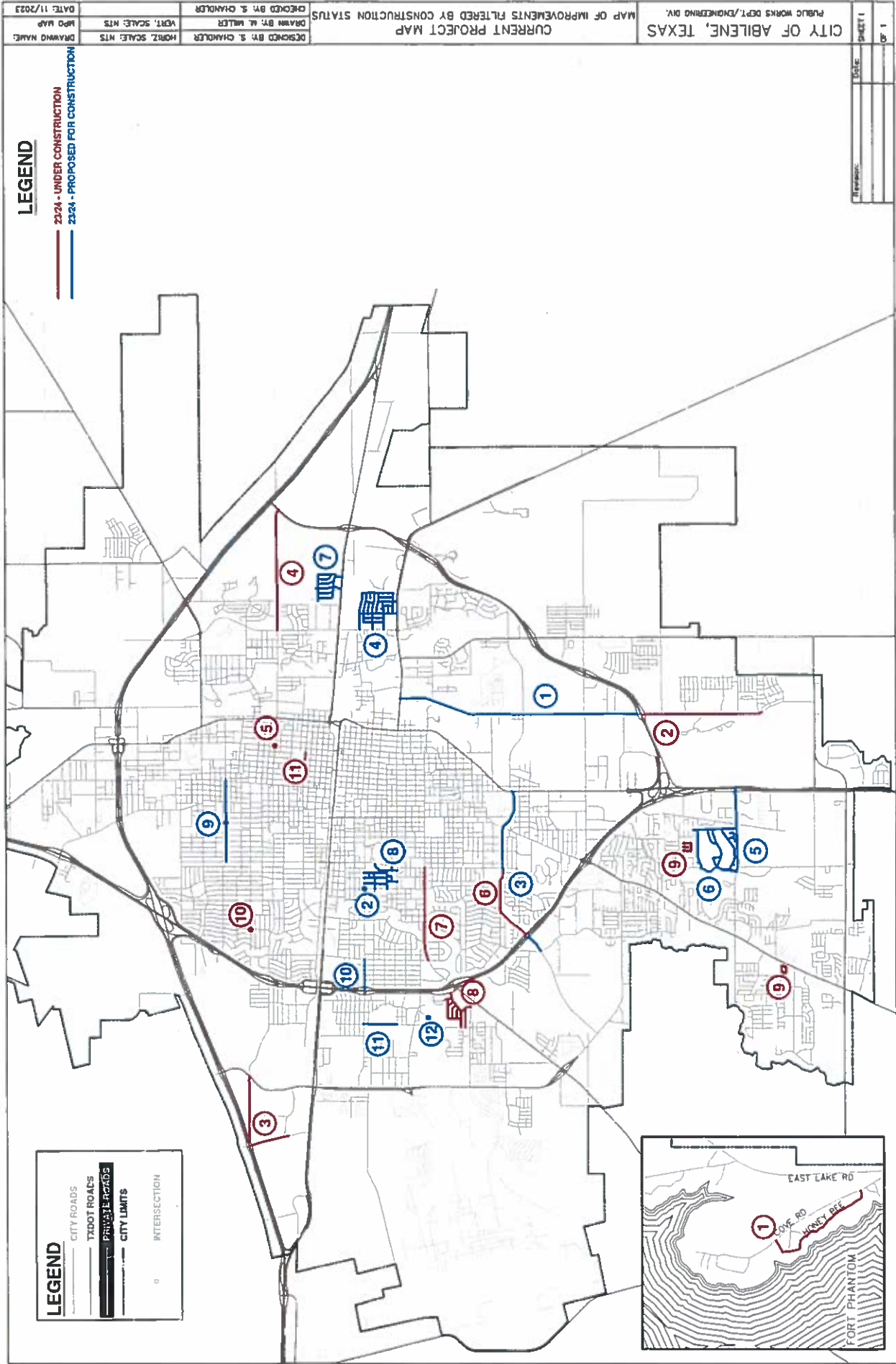
Line	CLL	ROADWAY	PC	DESCRIPTION	FROM	TO	LET YEAR
1	000033104	US 83	MC	TRAFFIC SIGNALS	SAYLES BLVD	US 83	2024
2	000050008	US 83	MC	CONSTRUCT BRIDGE	87 MILES NORTH OF FM 3034	87 MILES SOUTH OF FM 3034	2024
3	000001013	FM 3034	MC	WEEK ROAD - ADD SHOULDER	US 83	NEAR FM 313	2024
4	000001015	FM 3034	MC	REMANUFACTURE EXISTING ROADWAY	BRICK RD	FM 600	2024
5	000010207	FM 30	MC	RECYCLE AND RECONSTRUCT INTERSECTIONS	FM 600	FM 750	2024
6	000010011	FM 30	MC	RESURFACE MAINTHANCE	FM 30	CALLAHAN COLLEGE	2024
7	000000011	FM 18	MC	RESURFACE MAINTHANCE	JOHNS COUNTY	FM 600	2024
8	000000023	FM 1823	MC	WEEK ROAD - ADD SHOULDER	CR 341	FM 801	2024
9	000000109	FM 283	MC	WEEK ROAD - ADD LANES AND SHOULDER	3000 ELY BLVD	FM 801	2024
10	000000023	FM 1823	MC	RESURFACE MAINTHANCE	FM 233	US 83	2024
11	000010040	FM 351	MC	RESURFACE MAINTHANCE	ADAMS CITY LIMITS	US 377	2024
12	000000023	FM 1225	MC	WEEK ROAD - ADD SHOULDER	CR 306	US 377	2024
13	000000023	FM 1225	MC	RESURFACE MAINTHANCE	1000 FT N OF AMBLER	US 83	2024
14	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
15	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
16	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
17	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
18	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
19	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
20	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
21	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
22	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
23	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024
24	000000023	FM 1225	MC	RESURFACE MAINTHANCE	US 83	US 83	2024

Current Construction

Line	CLL	ROADWAY	PC	DESCRIPTION	FROM	TO	CONTRACTOR
1	000000023	FM 1225	MC	SAFETY IMPROVEMENT PROJECTS	REBECCA LANE	2000 AVE	CONTRACTOR
2	000000023	FM 1225	MC	REMANUFACTURE EXISTING ROAD	REBECCA LANE	2000 AVE	CONTRACTOR
3	000000023	FM 1225	MC	WEEK ROAD - ADD SHOULDER	REBECCA LANE	2000 AVE	CONTRACTOR
4	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
5	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
6	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
7	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
8	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
9	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
10	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
11	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
12	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
13	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
14	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
15	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
16	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
17	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
18	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
19	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
20	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
21	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
22	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
23	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR
24	000000023	FM 1225	MC	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	CONTRACTOR

City of Abilene Proposed Project for CY 2023/2024

PUBLIC WORKS PROJECTS UNDER CONSTRUCTION						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE	
1	Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45	
2	Maple (Carriage Hills to Loop 322)	2021 Bond	40%	Epic Construction	\$ 6,837,216.50	
3	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	80%	Epic Construction	\$ 3,451,655.00	
4	EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	99%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50	
5	Pine St. @ N 10th St. Intersection	Street Maintenance Fee	75%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00	
6	S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	90%	Bontke Brothers Construction Co., Inc.	\$ 3,017,238.00	
7	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	0%	Bontke Brothers Construction Co., Inc.	\$ 1,369,000.00	
8	Work Zone S13	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,318,167.79	
9	Wynrush and Rio Mesa Alley Resurfacing	Street Maintenance Fee	60%	Raydon Inc.	\$ 245,759.64	
10	N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$ 138,281.00	
11	Festival District	CO/GO Funds	30%	The Crowe Group	\$ 1,871,720.00	
	GRAND TOTAL				\$ 25,546,247.88	
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE	
1	Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2024	\$ 12,740,000.00	
2	S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	100% Designed	2023	\$ 450,000.00	
3	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	100% Designed	2024	\$ 650,000.00	
4	Work Zone S5 (Canterbury Trails)	Street Maintenance Fee	90% Designed	2024	\$ 3,623,000.00	
5	Antilley @ Memorial Traffic Signal	Street Maintenance Fee	0% Designed	2024	\$ 425,000.00	
6	Work Zone S23 (Fairways)	Street Maintenance Fee	0% Designed	2024	\$ 2,900,000.00	
7	Work Zone N6B (Pasadena Heights)	Street Maintenance Fee	20% Designed	2024	\$ 1,300,000.00	
8	Work Zone S10A (West of Rose Park)	Street Maintenance Fee	0% Designed	2024	\$ 1,330,000.00	
9	N. 18th St. Grape to Mockingbird (includes N. 18th & Kirkwood Intersection)	Street Maintenance Fee	50% Designed	2024	\$ 930,000.00	
10	S. 7th St. (Danville to Pioneer)	Street Maintenance Fee	20% Designed	2024	\$ 780,000.00	
11	Corsicana Ave. (S. 7th to Benbrook)	Street Maintenance Fee	0% Designed	2024	\$ 290,000.00	
12	Andy Street Culvert	Street Maintenance Fee	20% Designed	2024	\$ 150,000.00	
	GRAND TOTAL				\$75,568,000.00	



CityLink Transit

(December 19, 2023 PB Meeting)

1. The in-service date for the two new 30 foot buses is pending delivery/installation of the AVL/CAD system equipment.
2. The bus shelter project will place eight new shelters with bench and trash receptacle throughout Abilene.
 - 1345 Barrow Street
 - 1709 Butternut
 - 1034 E.N. 10th Street
 - 2718 North 1st Street
 - 2160 Pine Street
 - 909 North Willis Street
 - 1250 Yeomans Road
 - 3818 John Knox Drive
3. Micro transit update:
 - From the start of the program on August 28th, to the last date Route #10 was in service October 27th, ZipZone completed 166 trips.
 - Within the following month, October 30th –November 30th, trips increased by almost 50 %. A total of 325 trips were taken.

9. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – FY 2023 Annual Performance and Expenditure Report (APER)
 - Safety Plan
 - Metropolitan Area Boundary (MAB) Expansion
 - Travel Demand Model
 - FYs 2025-2050 Metropolitan Transportation Plan
 - Greenhouse Gas Emissions Performance Measure

- **Financial Status**

October 1, 2022 thru September 30, 2023					
Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
12/16/2022	Work Order #1	FTA 5303/PL-112	\$204,468.77		\$204,468.77
01/10/2023	October 2022	Billing #1		\$9,678.05	\$194,790.72
01/10/2023	November 2022	Billing #2		\$30,286.65	\$164,504.07
02/15/2023	December 2022	Billing #3		\$24,239.47	\$140,264.60
03/24/2023	Work Order #2	FTA PL 112	\$75,009.76		\$215,274.36
04/03/2023	January 2023	Billing #4		\$28,506.97	\$186,767.39
04/25/2023	February 2023	Billing #5		\$13,850.12	\$172,917.27
05/03/2023	March 2023	Billing #6		\$13,962.75	\$158,954.52
05/30/2023	April 2023	Billing #7		\$13,919.59	\$145,034.93
07/13/2023	May 2023	Billing #8		\$14,809.79	\$130,225.14
08/07/2023	June 2023	Billing #9		\$13,608.93	\$116,616.21
09/07/2023	Work Order #3	FTA 5303/PL-112	\$28,723.98		\$145,340.19
09/28/2023 dated 10/04/2023 rec'd	Work Order #4	FTA 5303/PL-112 Carryover FY 2022	\$256,607.99		\$401,948.18
10/11/2023	July 2023	Billing #10		\$19,950.22	\$381,997.96
10/24/2023	August 2023	Billing #11		\$15,168.90	\$366,829.06
11/27/2023	September 2023	Billing #12		\$15,356.46	\$351,472.60
TOTALS			\$564,810.50	\$213,337.90	\$351,472.60

updated as of 12/07/23

October 1, 2023 thru September 30, 2024					
Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
10/25/2023	Work Order #1	FTA 5303/PL-112	\$69,591.60		\$69,591.60
					\$69,591.60
TOTALS			\$69,591.60	\$0.00	\$69,591.60



ABILENE

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

October 19, 2023

Mr. Mansour Shiraz
Texas Department of Transportation
Transportation Planning and Programming
6230 E. Stassney Lane
Austin, TX 78744

Mr. Shiraz,

The Abilene MPO has reviewed the August 2023 billing in the amount of *\$15,168.90* that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

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

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

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

LIST OF EXPENDITURES FOR Aug 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - 2603054010 G1211			
1	City of Abilene Payroll	Aug PR	9,107.58
1	Worker's Compensation	For month Aug 22	34.00
1	Tech Fund Transfer	For month Aug 22	278.00
1	Sam's Club	supplies	138.46
1	CitiBank	Walmart - Supplies	61.77
1	City of Abilene	Paper	46.82
1	Vexus Fiber (NTS)	Telephone Service - Sept	570.01
1	CitiBank	Optimum - Aug internet/ fax svcs	276.63
1	CitiBank	Sharon's BBQ	714.00
1	Titan Towers	Sept Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Aug	320.62
1	E'Lisa Smetana	UTSA Demographic Data training & STIP training	131.00
1	City of Abilene Petty Cash	E'Lisa Smetana July Mileage	17.03
1	City of Abilene Petty Cash	Rita Ryan July Mileage	51.75
1	CitiBank	GoDaddy.com - domain registration	199.99
TOTAL TASK 1			12,955.66
2 - 2603054010 G1212			
2	City of Abilene Payroll	Aug PR	1,121.80
2			
TOTAL TASK 2			1,121.80
3 - 2603054010 G1213			
3	City of Abilene Payroll	Aug PR	788.28
3			
TOTAL TASK 3			788.28
4 - 2603054010 G1214			
4	City of Abilene Payroll	Aug PR	303.16
4			0.00
TOTAL TASK 4			303.16
GRAND TOTAL			15,168.90



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

Form R-MPO-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: 08/01/2023

Agency Name: Abilene MPO

Pre-Event

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

Date/Time of Event: August 15, 2023/12:00-3:00 PM

Location of Event: City of Abilene South Branch Library

Food/Beverages to be Provided: Snacks, Water, Ice, Coffee, Tea, BBQ Lunch

(Snacks, Board Lunch, Cookies, etc.)

Estimated Cost: \$ 800.00

UPWP Task Number/Subtask: D 1.1

Estimated Attendees: 38

Additional Information: Tip included in request

	Signature	Date
Requestor:	<u>[Signature]</u>	<u>08/01/2023</u>
TxDOT Approval:	<u>[Signature]</u>	<u>8/1/2023</u>

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

Vendor/Supplier: Walmart, Sharon's BBQ, Sam's Club Amount Spent: \$ 810⁸¹

Total Attendees: MPO Staff 2 Non-Staff 40

Total Event Spent \$810⁸¹



ABILENE

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

November 20, 2023

Mr. Mansour Shiraz
Texas Department of Transportation
Transportation Planning and Programming
6230 E. Stassney Lane
Austin, TX 78744

Mr. Shiraz,

The Abilene MPO has reviewed the September 2023 billing in the amount of **\$15,356.46** 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@abilenctx.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 Sept 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - 2603054010 G1211			
1	City of Abilene Payroll	Sept PR	7,161.22
1	City of Abilene Payroll	Accrued PR 09/24 - 09/30	1,685.92
1	Worker's Compensation	For month Sept 23	36.00
1	Tech Fund Transfer	For month Sept 23	277.00
1	Optimum - internet/ fax svcs	Cancellation of services credit	(15.68)
1	Titan Towers	Oct Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Sept	154.45
1	Inca-Trio Fire Service	Fire Inspection	15.00
1	Voyager	-Austin TEMPO travel gas	39.80
1	City of Abilene Petty Cash	E'Lisa Smetana Aug Mileage	67.47
1	City of Abilene Petty Cash	Rita Ryan Aug Mileage	31.44
1	E'Lisa Smetana	E'Lisa Smetana Sept Mileage	86.46
1	City of Abilene Petty Cash	Rita Ryan Sept Mileage	41.92
TOTAL TASK 1			10,589.00
2 - 2603054010 G1212			
2	City of Abilene Payroll	Sept PR	2,928.82
2	City of Abilene Payroll	Accrued PR 09/24 - 09/30	888.33
TOTAL TASK 2			3,817.15
3 - 2603054010 G1213			
3	City of Abilene Payroll	Sept PR	613.32
3	City of Abilene Payroll	Accrued PR 09/24 - 09/30	155.10
TOTAL TASK 3			768.42
4 - 2603054010 G1214			
4	City of Abilene Payroll	Sept PR	181.89
4	City of Abilene Payroll	Accrued PR 09/24 - 09/30	0.00
TOTAL TASK 4			181.89
GRAND TOTAL			15,356.46

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

ABILENE MPO – OPERATION REPORT

From October 11, 2023 through December 12, 2023, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

General MPO -

- Prepared TxDOT billings, financial status updates, and reviewed/reconciled budget information including purchasing cards, bills, and updated daily budget.
- Provided traffic counts and other data at citizen's requests.
- Prepared information, conducted meetings, and evaluated transportation needs brought to the attention of the MPO staff.
- Prepared presentations, agendas, packets, and minutes for the Policy Board (PB), and the Technical Advisory Committee (TAC). Updated MPO TAC and PB follow-up meeting action items listing.
- Updated MPO website with meeting notices, links, staff members, address, documents, traffic counts map, and other pertinent information. This will be an on-going task to keep the website current.
- Provided numerous trainings on various MPO office procedures and processes.
- General Office Duties performed including notes and minutes for all meetings (composed and summarized); food request; shredding; and ordered required office supplies.
- Updated numerous organizational forms/files/documents; created multiple new tracking worksheets (Excel spreadsheets, Word Documents) for Policy Board/TAC; attendance sheets and sign-in sheets; website membership files; MPO members master file (PB, TAC); TAC Designee Assignment; MPO mailing list; and public participation.
- Maintained postings of the Transportation Planner job on the City, Texas MPOs, and Association of MPOs' websites. Reposted to the Texas Municipal League (TML) and Strategic Government Resources (SGR) sites.
- Started work on updating the MPO Inventory List.
- Created and updated notices for MPO 2024 meeting dates.
- Discussion and meetings with various agencies to discuss Geographic Information Systems (GIS) needs.
- Researched, compiled, and edited the MPO December Quarterly Newsletter.

Maps -

- Created/Updated/Compiled Data on the following maps: MPA Boundary, Census 2020 Adjusted Urban Areas, and updates to MTP funded, unfunded, and all projects maps.

Travel Demand Model -

- Working with TxDOT, Texas Demographic Center, and consultants - Ardurra on the MPO Travel Demand Model. Had multiple Teams meetings, compiled and checked information, and completed the model on October 31, 2023. Working with TxDOT to establish a time to present working model to MPO Board and Technical Advisory Committee.

Reports-

- Updated and created an amendment on the FYs 2023-2026 Transportation Improvement Program (TIP).
- Updated and created an amendment on the FYs 2024-2025 Unified Planning Work Program (UPWP).
- Updated and created an amendment on the FYs 2020-2045 Metropolitan Transportation Plan (MTP). Created and submitted the Abilene Reporter News Public Notice Ad for the MTP.
- Updated and created an amendment on the MPO Ten-Year Plan.

ABILENE MPO – OPERATION REPORT

- Compiled data and started work on the FY 2023 Annual Performance and Expenditure Report.
- Created guidelines and timeline for MPA Boundary Expansion.
- Created MTP FY 2025-2050 timeline and started work on the MTP Request for Proposals.

Performance Measures -

- Compiled data and created a resolution for the FY 2024 Safety Performance Measure (PM 1).
- Researched the 2024 Greenhouse Gas (GHG) Emissions Performance Measure.

Budget -

- Closed out Fiscal Year 2023 (October 1, 2022 to September 30, 2023) FHWA Tasks, Billing Statement, Budget sheets, updated Tyler billing codes, and submitted cover page signed authorizations for July, August, and September billings.
- Identified and prepared additional Fiscal Year 2022 (October 1, 2021 to September 30, 2022) records for Storage.
- Compiled and updated the new FY 2024 budget spreadsheets. Adjusted and added in the new Tyler Accounting units.

Collaboration -

- Provided documentation and information for TxDOT and AECOM on the MPO Planning Area Boundary Expansion.
- Worked with TxDOT - Austin and FHWA on the Census 2020 Adjusted Urban Area Boundary.

Projects -

- Discussion, meetings, and documentation on the Carbon Reduction Program and Projects.
- Compiled and prepared a list of all suggested projects from August 2023 minutes forward.
- Comparison and research on MPO Project List and TxDOT Connect.

Attended training sessions on:

- *Tyler Training – P Card – Abilene (11/03/23 – remote in with Finance)*
- *Texas Pedestrian Safety Coalition Meeting (11/16/23)*
- *TEMPO Meeting – Austin (11/30/23 – 12/01/23)*

Some of the meetings attended by staff:

- *Abilene Metropolitan Planning Area (MPA) Boundary Expansion (10/11/23, 11/01/23, 11/27/23, 12/06/23)*
- *Abilene 2050 Forecast Model Monthly Meeting (10/11/23)*
- *Abilene MPO – Census Urban Area Review with TxDOT - Austin and FHWA (10/12/23)*
- *D.R.I.V.E. Safe Coalition Meeting (10/17/23, 11/21/23)*
- *Abilene MPO Policy Board Meeting (10/17/23)*
- *Field Meeting - Public Works Admin. (11/01/23)*
- *RCTP Meeting (11/08/23)*
- *TxDOT, City, MPO Projects Meeting (11/21/23)*
- *Abilene MPO TAC Meeting (11/28/23)*
- *Subcommittee TAC Boundary Expansion Meeting (12/12/23)*

- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – FY 2023 Annual Performance and Expenditure Report (APER)
 - Safety Plan
 - Metropolitan Area Boundary (MAB) Expansion
 - Travel Demand Model
 - FYs 2025-2050 Metropolitan Transportation Plan
 - Greenhouse Gas Emissions Performance Measure

Abilene MPO Director's Report

Policy Board Meeting December 19, 2023

Work Tasks

- ***MPO Staffing***

The Transportation Planner position has been open since June 10, 2022. The job is posted on the City, Texas MPOs, Association of MPOs, Texas Municipal League (TML), and Strategic Government Resources (SGR) websites. Previously, it was also posted on the Handshake platform and information was submitted to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College. We are looking at options in using the City's GIS contract until we can fill the position.

- ***Year-end Report – FY 2023 Annual Performance and Expenditure Report (APER)***

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. Staff is currently working on the 2023 APER for submission by the deadline. We have not received the highway information for the ALOP from TxDOT to be able to complete that report. We are in the process of getting the transit information from the City for it so that part will be done.

- ***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 MPOs are working with TxDOT and the Texas A & M Transportation Institute to get a plan in place. On November 8th we received notification from TxDOT that they are still working through the contract process. It is expected that the contract will be signed sometime in December and then TTI will kick-off the process.

- ***Metropolitan Area Boundary (MAB) Expansion***

The TAC Boundary Expansion Committee had meetings on the expansion with the help and guidance of the Texas A & M Transportation Institute and TxDOT back in 2022. This was put on hold due to lack of MPO staff. With TxDOT's help, this process has started again with AECOM on September 11, 2023. AECOM has received the background data and has started compiling information. We are meeting every two weeks to discuss the progress. We had a TAC boundary subcommittee meeting on December 12 to review data. Boundary options should be ready to present to the TAC by the January meeting with Policy Board action to follow at their February meeting. After that, the adjusted boundary will be submitted to TxDOT and the Governor for further action. We hope to have all this completed in time to use for the MTP update due in December of 2024.

- ***Travel Demand Model***

MPO staff was working with TxDOT and others on updating the Travel Demand Model (TDM). A working model is needed to include the work into the MTP. We submitted the information 2050 employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). We reviewed the data supplied by both UTSA – Institute for Demographic and Socioeconomic Research and Ardurra. We had multiple Teams meetings with both entities to expand further on the findings. All the tasks have currently been completed by the MPO, Ardurra, and TxDOT. The Travel Demand Model update was completed on October 31, 2023. TxDOT is in the process of validating the model. Once that is complete, we will be working with TxDOT to establish a time to present the model to the TAC and Policy Board.

- ***FYs 2025-2050 Metropolitan Transportation Plan***

The Metropolitan Transportation Plan (MTP) is due on December 17, 2024. It will cover years 2025 to 2050. The MTP is the long-range plan or "blueprint" and has a minimum twenty-year planning horizon with an update every five years. The MTP includes identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated

Abilene MPO Director's Report

Policy Board Meeting December 19, 2023

costs for implementation of those needs, and including other innovative approaches to transportation. The MTP is a financially constrained document but it also includes a list of additional projects that could be implemented as funding becomes available. Projects are selected based on the demand on the current system and input from the community. This document also incorporates a multimodal approach. As part of this process, we will be updating the prioritized project list. This will include public participation, public meetings, and the input of the Technical Advisory Committee and the Policy Board

- ***Greenhouse Gas Emissions Performance Measure***

A new Performance Measure will be due in 2024. TxDOT has until **February 1, 2024** to establish measures for the Greenhouse Gas (GHG) Emissions. The MPO has **180 days after** that to establish our own. The GHG performance measure was established on July 15, 2022 and is the percent change in tailpipe carbon dioxide (CO₂) emissions on the National Highway System (NHS) compared to the reference year (calendar year 2022). [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO₂ emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]. The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The GHG Final Rule does not change any of the reporting requirements or timelines for the other 17 TPM measures in 23 CFR part 490. **For State DOTs**, the first Performance Period for this measure starts January 1, 2022, and extends 4 years. [§ 490.105(e)(4)(i)(C)]. Per §§ 490.105(e)(1)(ii) and 490.107(d), State DOTs shall first establish and report 4-year targets for this measure in the State Initial GHG Report, due no later than February 1, 2024. The State Initial GHG Report is a one-time report. On the docket of the Final Rule, FHWA has provided the State DOTs with a simple electronic template to use when submitting this Report, and the CO₂ factors needed to calculate the metric for this measure. Starting in 2026, and every 4 years thereafter, State DOTs will establish 2-year and 4-year targets for this measure and will report biennially by October 1st of each even year. [§§ 490.105 and 490.107(b)]. Reporting on the measure shall be consistent with the requirements in § 490.107(b) and will be submitted via the Performance Management Form (PMF). **MPOs** are required to establish 4-year targets for the GHG measure for their metropolitan planning area. [§ 490.105(f)(1)(i)]. In addition, when the boundaries of two or more metropolitan planning areas intersect any portion of the same urbanized area (UZA), the MPOs serving that UZA are required to establish a single joint 4-year target for the UZA. This joint target must be a unique, quantifiable target and will be established in addition to each MPO's target for its metropolitan planning area. [§ 490.105(f)(10)]. On the docket of the final rule, FHWA has provided applicability tables to help identify MPOs that are subject to this requirement. The MPOs shall establish any required targets no later than 180 days after their respective State DOT(s) establish their targets. [§ 490.105(f)(1)]. MPO long-range plans and TIPs must be updated to include the GHG measure no later than 2 years after the effective date of the GHG measure Final Rule. [23 CFR 450.226 and 450.340].

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

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

12. Adjournment.