



ABILENE MPO POLICY BOARD MEETING

City Council Chambers – Abilene City Hall | 555 Walnut St., Abilene, TX
Monday, May 1, 2023 at 1:30 p.m.

1. Call to Order.

Public comment on any item on the agenda.

2. Recognition and Proclamation.

3. Consideration and Take Action on the minutes of the February 21, 2023 meeting.

4. Receive a Report, Hold a Discussion, and Take Action on the Pavement and Bridge (PM 2) Performance Measures.

Background

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

- Safety (PM 1)
- Infrastructure condition (PM 2)
- Congestion reduction (PM 3)
- System reliability (PM 3)
- Freight movement and economic vitality (PM 3)
- Environmental sustainability
- Reduced project delivery delays

In addition to the national goals listed above performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan. Once federal rules have been adopted, State Department of Transportation then set statewide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State.

The Infrastructure Condition - Pavement and Bridge (PM 2) establishes performance requirements to assess the condition of pavements and bridges designated on the National Highway System (NHS). Reporting and target setting are required for both Interstate Highways (IH) and Non-Interstate (Non-IH) National Highway System (NHS) designated facilities. The purpose of these performance measures and targets is to guide funding prioritization toward appropriate levels of maintenance in order to further the national goal of strategically and systematically maintaining the nation's transportation system in a good condition.

Current Situation

The Texas Department of Transportation adopted targets for the Pavement and Bridge Condition Performance Measures (PM 2) on February 9, 2023. The MPO has 180 days from that adoption date to accept those measures or adopt their own targets.

Pavement and Bridge (PM 2) Performance Measures (*continued*)

Summary of Performance Measures and Targets			
Performance Measure	BaseLine	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55
Annual Hours of Peak Hour Excessive Delay Per Capita: Conroe--The Woodlands, TX	8.0	8.0	8.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Dallas--Fort Worth--Arlington, TX	11.4	12.9	12.5
Annual Hours of Peak Hour Excessive Delay Per Capita: Denton--Lewisville, TX	4.7	4.1	3.7
Annual Hours of Peak Hour Excessive Delay Per Capita: El Paso, TX--NM	8.4	9.0	10.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Houston, TX	13.5	16.0	16.0
Annual Hours of Peak Hour Excessive Delay Per Capita: McKinney, TX	1.9	1.3	0.9
Annual Hours of Peak Hour Excessive Delay Per Capita: San Antonio, TX	10.6	15.0	16.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Conroe--The Woodlands, TX	19.7%	20.0%	20.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Dallas--Fort Worth--Arlington, TX	22.2%	22.7%	23.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Denton--Lewisville, TX	22.7%	22.8%	22.9%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: El Paso, TX--NM	20.2%	20.0%	20.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Houston, TX	21.4%	21.1%	22.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: McKinney, TX	22.7%	22.8%	22.9%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: San Antonio, TX	23.1%	20.0%	20.0%
Total Emission Reductions: PM2.5			
Total Emission Reductions: NOx	12472.915	2679.641	5015.745
Total Emission Reductions: VOC	2536.829	723.809	1301.270
Total Emission Reductions: PM10	20.652	4.540	8.900
Total Emission Reductions: CO	824.635	175.750	367.100



R-2023-02

A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION
ADOPTING TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM2)
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, on February 09, 2023 the Texas Department of Transportation (TxDOT) adopted six (6) targets for the Pavement and Bridge Condition Performance Measures (PM 2) as indicated below:

Pavement and Bridge Performance Measures (PM2)

- 1) Percentage of Interstate System pavement in good or better condition.
- 2) Percentage of Interstate System pavement in poor condition.
- 3) Percentage of Non-Interstate National Highway System pavement in good condition.
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition.
- 5) Percentage of Bridge Deck on the National Highway System in good condition.
- 6) Percentage of Bridge Deck on the National Highway System in poor condition; and,

WHEREAS, Metropolitan Planning Organizations (MPOs) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those measures or adopt their own targets.

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

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

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

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilperson Shane Price, MPO Chair

Attest:

Approved:

E’Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene



R-2023-02

ATTACHMENT A

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

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

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 28, 2023 meeting recommended approval to the Policy Board on the Resolution for the Pavement and Bridge Performance Measure (PM 2).

Action Requested

1. Approval of the Resolution for the Pavement and Bridge Performance Measure (PM 2).

5. Receive a Report, Hold a Discussion, and Any Action on the Carbon Reduction Program and Projects.

Background

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

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

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

Current Situation

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

Recommendation from the Technical Advisory Committee (TAC)

None at this time. This was presented to the TAC at their March 28, 2023 meeting. A subcommittee of the TAC will be meeting on May 19, 2023 to discuss potential projects to take back to the TAC and eventually to the Policy Board.

Action Requested

1. Any direction on the program.

Appendix A

Category 10: Carbon Reduction											
District/MPO/Division	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,908	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,778,492
ATL - Texarkana MPO	\$ 634,744	\$ 220,101	\$ 224,503	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 2,590,437
AUS - CAMPO MPO	\$ 17,245,527	\$ 5,979,980	\$ 6,099,587	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 70,380,213
BMT - SETRPC MPO	\$ 3,668,731	\$ 1,272,152	\$ 1,297,597	\$ 1,247,698	\$ 1,247,698	\$ 1,247,698	\$ 1,247,698	\$ 1,247,698	\$ 1,247,698	\$ 1,247,698	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,087,936	\$ 724,003	\$ 738,484	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 8,521,016
CRP - Corpus Christi MPO	\$ 3,900,223	\$ 1,352,423	\$ 1,379,474	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 15,917,085
DAL/FTW/PAR - NCTCOG MPO	\$ 68,947,099	\$ 23,907,780	\$ 24,385,966	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 261,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/BMT - HGAC MPO	\$ 65,381,443	\$ 22,671,369	\$ 23,124,826	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 266,826,291
LBB - Lubbock MPO	\$ 2,892,316	\$ 1,002,926	\$ 1,022,968	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 11,803,744
LRD - Laredo Webb County Area MPO	\$ 2,872,502	\$ 998,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Sherman-Denison MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 258,525	\$ 258,525	\$ 258,525	\$ 258,525	\$ 258,525	\$ 258,525	\$ 258,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,683,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,051
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,828	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - Killeen-Temple MPO	\$ 3,753,395	\$ 1,301,510	\$ 1,327,542	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 15,317,869
WAC - Waco MPO	\$ 2,100,523	\$ 728,368	\$ 742,936	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 8,572,383
WFS - Wichita Falls MPO	\$ 1,211,698	\$ 420,163	\$ 428,567	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 4,945,024
YKM - Victoria MPO	\$ 776,014	\$ 269,067	\$ 274,469	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 3,166,969
Carbon Reduction Program - Non-TMAs/MPOs	\$ 75,521,306	\$ 26,187,422	\$ 26,711,204	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 308,207,791
TOTAL	\$ 306,412,874	\$ 106,250,323	\$ 108,375,464	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 1,250,492,601

Notes:

- Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.

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

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act, also known as the “Bipartisan Infrastructure Law”

Funds:

- Sixty-five percent (65%) of a State's CRP apportionment is to be obligated in the following areas
 - *Urbanized areas with an urbanized area population greater than 200,000:*
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:*
 - *Urban areas with population at least 5,000 and no more than 49,999*
 - *Areas with population of less than 5,000*
 - The remaining 35% of the State's CRP apportionment is to be obligated in any area of the State.
- Available for obligation for a period of 3 years.
- FY 2024 includes 3 years of allocations (FY 2022, FY 2023, and FY 2024).
- Any amounts apportioned or allocated that remain unobligated at the end of that period shall lapse.
- Local participation may be required depending on the type of project and type of work. (See the “Participation Chart” from TxDOT’s Project Development Manual)

Attachment to Project Development Process Manual Chapter 1, Section 5

Condition	Preliminary Engineering	Construction Engineering and Construction Funds	Right of Way or Eligible Utilities
Project is on the Interstate Highway System	100% State or 90% Federal/10% State or 80% Federal/20% State	100% State or 90% Federal/10% State or 80% Federal/20% State	100% State or 90% Federal/10% State or 80% Federal/20% State
Project is on the State Highway System (except Farm to Market System or Phase 1 Trunk System Corridor)	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State	90% Federal/10% Local or 80% Federal/10% State/10% Local
Local On-system Improvement Project	100% Local	100% Local	Right of Way - N/A Utilities - 100% Local
Project is not on the State Highway System	100% Local or 80% Federal/20% Local	100% Local or 80% Federal/20% Local	100% Local or 80% Federal/20% Local
Project is on the FM/RM system (New FM/RM route)	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State	100% Local
Project is on the FM/RM system (Existing FM/RM route)	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State	90% State/10% Local or 80% Federal/10% State/10% Local
Project is on a Phase 1 Trunk System Corridor, On-System Turnpike Project, or Hurricane Evacuation Route	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State
State Park Road Program	100% State	100% State	100% State
On-State System Bridge Program	100% State or 80% Federal/20% State	100% State or 80% Federal/20% State	90% State/10% Local or 80% Federal/10% State/10% Local
Off-State System Bridge Program	80% Federal/10% State/10% Local or 80% Federal/20% State (See Note #1)	80% Federal/10% State/10% Local or 80% Federal/20% State (See Note #1)	100% Local
Off-State System Bridge Program - If bridge project connects Texas with a neighboring state	80% Federal/20% State	80% Federal/20% State	100% Local
On-State System Safety Program	100% State or 90% Federal/10% State	90% Federal/10% State	100% State or 90% Federal/10% State
Off-State System Safety Program - If included in the Railroad Signal Safety Program	90% Federal/10% Local or 90% Federal/10% State	90% Federal/10% Local or 90% Federal/10% State	90% Federal/10% Local or 90% Federal/10% State
Transportation Enhancement Program, Transportation Alternatives Program, Transportation Alternatives Set Aside Program See Note #2	80% Federal/20% Local	80% Federal/20% Local	80% Federal/20% Local
On-State System Safe Routes to Schools Program	100% State or 100% Federal	100% State or 100% Federal	100% State or 100% Federal
Off-State System Safe Routes to Schools Program	100% Federal	100% Federal	100% Local or 100% Federal

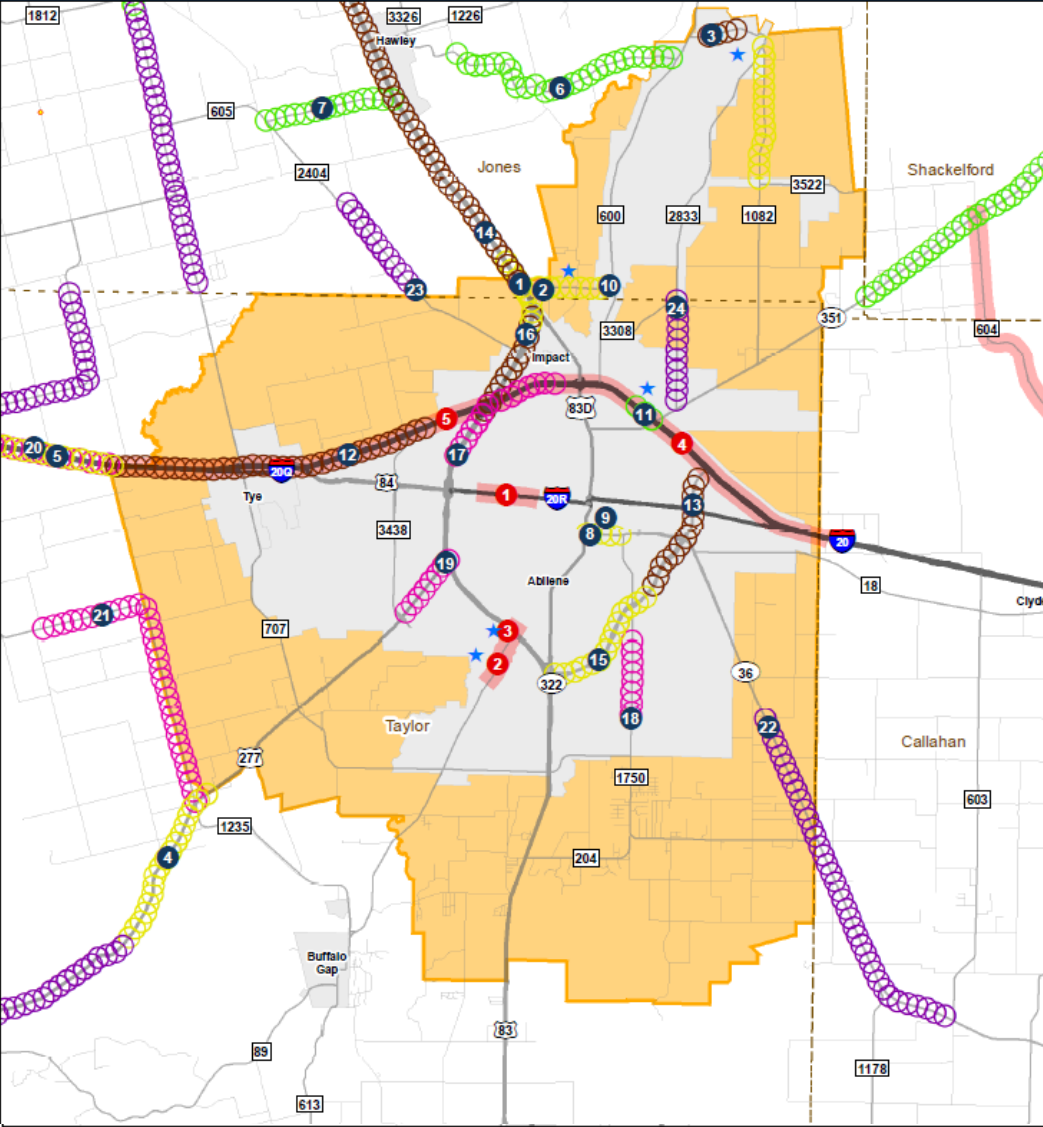
Eligible CRP Projects:

- Traffic monitoring
- Advanced truck stop electrification
- Surface truck parking
- Capital projects for the construction of a bus rapid transit corridor
- Dedicated bus lanes
- On-road and off-road trail facilities for pedestrians, bicyclists
- Replacement of street lighting and traffic control devices with energy-efficient alternatives.

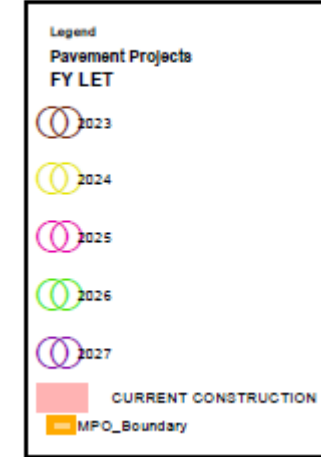
6. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

TxDOT Abilene District



★ = MPO Funds Included



Site	CSJ	ROADWAY	PC	DESCRIPTION	FROM	TO	LET YEAR
1	003305089	US 83	INC	CONSTRUCT BRIDGE	.67 MILES NORTH OF FM 3034	.28 MILES SOUTH OF FM 3034	2024
2	306801012	FM 3034	RER	WIDEN ROAD - ADD SHOULDERS	US 83	FM 600	2024
3	097203021	FM 1082	NMF	CONSTRUCT NEW ROAD	WEST OF CHEYENNE CREEK ROAD	EAST OF DAM	2023
4	040706047	US 277	RER	REHABILITATE EXISTING ROADWAY	SOUTH END OF BNSF BRIDGE	3.7 MI SW OF FM 1235	2026
5	000604084	IH 20	OV	PREVENTIVE MAINTENANCE	NOLAN COUNTY LINE	NEAR WELLS LANE	2024
6	097502023	FM 1082	SFT	WIDEN ROAD - ADD SHOULDERS	CR 361	FM 600	2026
7	097501022	FM 605	RER	SURFACING/ROADWAY RESTORATION	FM 2404	US 83	2026
8	018101067	SH 36	PED	BICYCLE AND PEDESTRIAN IMPROVEMENTS	BU 83D	FM1750	2024
9	090833106	ES 7TH	BR	REPLACE BRIDGE	AT CEDAR CREEK	-	2023
10	306801015	FM 3034	RER	REHABILITATE EXISTING ROADWAY	BRICK RD	FM 600	2024
11	000606109	IH 20	WF	WIDEN ROAD - ADD LANES AND SHOULDERS	JUDGE ELY BLVD	SH 351	2026
12	000605125	IH 20	OV	PREVENTIVE MAINTENANCE	NEAR WELLS LN	.75 MILES EAST OF HAYTER RD	2023
13	239801056	SL 322	SFT	MEDIAN BARRIER-CONCRETE	EN 10TH ST	LYTLE CREEK	2023
14	003305096	US 83	SFT	MEDIAN BARRIER-CABLE	FM 707	0.25 MI NORTH OF FM 3034	2023
15	239801055	SL 322	SFT	MEDIAN BARRIER-CONCRETE	LYTLE CREEK	US 83	2024
16	003306123	US 83	SFT	MEDIAN BARRIER-CONCRETE	BUS 83 INTERCHANGE	1300' NORTH OF AMBLER AVE	2023
17	003306120	US 83	SFT	MEDIAN BARRIER-CONCRETE	1300 FT N OF AMBLER	N 10TH ST	2024
18	165501036	FM 1750	SFT	INTERSECTION IMPROVEMENTS WITH TURN LANES	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	2025
19	040706049	US 277	OV	RESURFACE ROADWAY	US 83	FM 3438	2025
20	000604080	IH 20	OV	PREVENTIVE MAINTENANCE	NOLAN COUNTY LINE	NEAR WELLS LANE (WB)	2025
21	066303031	FM 1235	WNF	WIDEN ROAD - ADD SHOULDERS	CR 306	US 277	2025
22	018101069	SH 36	SP2	WIDEN ROAD - ADD LANES	CR 123	CALLAHAN COUNTY	2027
23	247401011	FM 2404	OV	PREVENTIVE MAINTENANCE	CR 410	TAYLOR COUNTY LINE	2027
24	285902014	FM 2833	OV	PREVENTIVE MAINTENANCE	JONES COUNTY	SH 351	2027

Current Construction

SITE	CSJ	ROADWAY	PC	DESCRIPTION	FROM	TO	CONTRACTOR
1	000618064	BI 20-R	SFT	SAFETY IMPROVEMENT PROJECTS	LEGGETT DR	ROSS AVE	HIGHWAY INTELLIGENT TRAFFIC SOLUTIONS, INC
2	069901051	FM 89	RER	REHABILITATION OF EXISTING ROAD	NEAR BETTES LANE	REBECCA LANE IN ABILENE	A. L. HELMCAMP, INC.
3	069901052	FM 89	WNF	WIDEN NON-FREEWAY	REBECCA LANE	JUST NORTH OF US 83	A. L. HELMCAMP, INC.
4	000606106	IH 20	OV	OVERLAY	WEST OF OLD ANSON ROAD	CALLAHAN COUNTY LINE	NOBLES ROAD CONSTRUCTION, INC.
5	000605117	IH 20	OV	OVERLAY	.75 MI E OF HAYTER RD	WEST OF OLD ANSON ROAD	NOBLES ROAD CONSTRUCTION, INC.



0 1 2 Miles



City of Abilene

City of Abilene Proposed Project for CY 2023				
PUBLIC WORKS PROJECTS UNDER CONSTRUCTION				
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE
Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45
Maple (Carriage Hills to Loop 322)	2021 Bond	0%	Epic Construction	\$ 6,837,216.50
N 6th St & Cypress St Improvements	Street Maintenance Fee	97%	Bontke Brothers Construction Co., Inc.	\$ 928,215.79
Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	12%	Epic Construction	\$ 3,451,655.00
EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	5%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50
Work Zone S9C	Street Maintenance Fee	0%	Raydon Inc.	\$ 1,640,456.21
Work Zone N2A & N2B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 2,046,541.23
Work Zone S11B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,811,645.17
N 5th Two-way conversion	Street Maintenance Fee	0%	Willis Electric	\$ 260,187.25
Pine St. @ N 10th St. Intersection	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00
GRAND TOTAL				\$ 24,273,127.10
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023				
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE
Work Zone S5	Street Maintenance Fee	0% Designed	2023	\$ 3,623,000.00
Work Zone S13	Street Maintenance Fee	70% Designed	2023	\$ 1,480,000.00
Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2023	\$ 12,740,000.00
S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	70% Designed	2023	\$ 450,000.00
N 18th St. @ Kirkwood St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 100,000.00
N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0% Designed	2023	\$ 100,000.00
S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	60% Designed	2023	\$ 2,000,000.00
S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	40% Designed	2023	\$ 2,632,321.00
GRAND TOTAL				\$ 23,125,321.00

CityLink Transit

1. The Micro transit pilot program is currently delayed due to issues with the credit card payment system.
2. Planning is ongoing with the Goodman Corporation for our Multimodal Facility.

7. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - System Performance Measures (PM 3)
 - Unified Planning Work Program FYs 2024-2025
 - Travel Demand Model 2050
 - Abilene Area Safety Plan
 - MPO Boundary Expansion
 - Public Participation Plan Update
 - Census 2020 Urban Area Designations
 - Safety Awareness Events – Ride of Silence and Ride to Work

Financial Status

Fiscal year 2023					
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
TOTALS			\$279,478.53	\$106,561.26	\$172,917.27
<i>updated as of 04/26/2023</i>					

FY 2022 Carryover Funds of \$256,607.99 also new funding for Safety Plans of \$50,000

Operation Report

From **February 14, 2023 through April 24, 2023**, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

- Created/Updated the following maps: TDM Household and Demographics, TDM Employment Data, Transportation Improvement Program Project Map updated, Census 2020 Urban Area Comparison, MTP Project Maps updated (Illustrative, Funded, All Projects), TDM Future Network, TDM Employment and Residential Growth.
- Updated PB and TAC documentation for new member packets, PB and TAC attendance sheets and sign-in sheets, and MPO PB and TAC website membership files.
- Updated MPO members master file (PB, TAC).
- Worked with TxDOT, Texas Demographic Center, and consultants - Ardurra on the MPO Travel Demand Model. Working on providing comments and research on the employment and residential data for the 461 Traffic Analysis Zones (TAZ) for our Travel Demand Model. Working on the 2050 Roadway Network.
- Researched data, compiled information, and created a resolution for the Pavement and Bridge Condition Performance Measures (PM 2).
- Started work on the System Performance Measures (PM 3) pertaining to National Highway System (NHS) travel time reliability, freight movement, and traffic congestion.
- Researched, compiled, designed, composed, proofed and published the MPO 2023 Quarterly Newsletter for April.
- Began working with TxDOT and other partners on the Carbon Reduction Program projects for our area.
- Began creating the Unified Planning Work Program for FYs 2024-2025.
- Worked with City of Abilene on the Transportation Alternatives Program project (multiple meetings, research, forms and regulations).
- Entered all TIP data into the on-line portal and submitted TIP and MTP to appropriate agencies.
- Worked with the City of Abilene on a review of the 2022 Annual Average Daily Traffic (AADT) Counts.
- Participated with TxDOT and Community Partners on a Work Zone Safety Press Conference.

Director's Report

Work Tasks

- ***MPO Staffing***

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

- ***Year-end Report - Annual Listing of Obligated Projects (ALOP)***

Every year the Annual Performance & Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The information from TxDOT to complete the ALOP was sent out on April 18th with a due date of May 2nd. Staff is in the process of working on that report.

- ***System Performance Measures (PM 3)***

On February 9, TxDOT sent out the System Performance Measures - PM 3 that includes the National Highway System (NHS) travel time reliability, freight movement, and traffic congestion. This is due from the MPOs 180 days from the February 9, 2023 date. Staff will be working on this to present back to the Board.

- ***Unified Planning Work Program FYs 2024-2025***

On April 4, 2023, the format for the UPWP was sent out by TxDOT. The draft is due on June 5, 2023 with the final due July 31, 2023. Staff is in the process of working on that report.

- ***Travel Demand Model 2050***

MPO staff is currently working with TxDOT and others on updating the Travel Demand Model (TDM). We submitted the information for the population and households. We are still working on the employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). In addition, we are looking at the 2050 network updates for the model.

Director's Report *(continued)*

- ***Abilene Area Safety Plan***

A new requirement for MPOs is to develop a Safety Action Plan. Currently there is funding for 23 MPO's at \$50,000 (\$1.2 million) out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The plan due date was May but that has been moved to later in the year. The MPOs are working with TxDOT and the Texas A & M Transportation Institute to get a plan in place. The funding will have to be included in an amendment to the Unified Planning Work Program (UPWP).

- ***MPO Boundary Expansion***

The TAC Boundary Expansion Committee had meetings on the boundary expansion with the help and guidance of the Texas A & M Transportation Institute and TxDOT. This has been placed on the back burner due to lack of staff but we hope to get it kicked off again soon.

- ***Public Participation Plan Update***

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

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

The Federal Register came out for the 2020 Census Qualifying Urban Areas (UA) and the Final Criteria Clarifications on December 29, 2022. Staff is working on pulling the maps into the 2010 UA to see what changes might affect our area and will begin using the Census-designated boundary maps as a comparison.

- ***Safety Awareness Events – Ride of Silence and Ride to Work***

The MPO will be working with community partners on two safety awareness events – “Share the Road” and “Look Twice, Save a Life”. The *Ride of Silence* is an event to honor those cyclists who have lost their lives in cycling-related accidents in Taylor and Jones County; to raise awareness of cyclists on the roads; and to let motorists know we all want to share the road. This event is sponsored by the Steamboat Cycling Club and will be held on May 17, 2023 at McMurry University beginning at 6:00 pm. The *Ride to Work* is an event that advocates and supports the use of motorcycles for transportation and provides awareness that we all share the road so “Look Twice, Save a Life”. This event will be on June 23, 2023 beginning at the Taylor County Expo Center at 11:00 am and riding to Kent's Harley Davidson for a free lunch.

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

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

10. Adjournment.

Our next meeting is: June 20, 2023
Thank you for all you do for transportation!