



ABILENE MPO POLICY BOARD MEETING

City Council Chambers – Abilene City Hall | 555 Walnut St., Abilene, TX
Tuesday, October 17, 2023 at 1:30 p.m.

1. Call to Order.

Public comment on any item on the agenda.

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

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

Background

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

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

Current Situation

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



R-2023-04

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

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

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

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

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

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

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

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilman Shane Price, MPO Chair

Attest:

Approved:

E’Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene



R-2023-04

ATTACHMENT A

INSERT ABILENE TRANSIT ASSET MANAGEMENT PLAN

TAM Plan

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

Introduction

Brief Overview

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

Performance Targets & Measures

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

TAM and State of Good Repair (SGR) Policy

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

Continuous Improvement

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

TAM Vision

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

TAM Roles and Responsibilities

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

Capital Asset Inventory

Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles	46	10.3	171,513	\$218,993.91	\$10,073,720.00
BU - Bus	14	13.4	297,588	\$475,000.00	\$6,650,000.00
CU - Cutaway Bus	32	9.0	116,355	\$106,991.25	\$3,423,720.00
Equipment	4	4.8	N/A	\$15,948.50	\$63,786.00
Non Revenue/Service Automobile	3	2.0	N/A	\$9,595.33	\$28,786.00
Other Rubber Tire Vehicles	1	13.0	N/A	\$35,000.00	\$35,000.00
Facilities	2	41.0	N/A	\$0.00	\$0.00
Maintenance	1	41.0	N/A	\$0.00	\$0.00
Passenger Facilities	1	41.0	N/A	\$0.00	\$0.00

Condition Assessment

Asset Condition Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value	% At or Exceeds ULB	% of Track Miles in Slow Zone	Number of Facilities less than 3 on TERM scale
Revenue Vehicles	46	10.3	171,513	\$218,993.91	\$10,073,720.00	63%	N/A	N/A
BU - Bus	14	13.4	297,588	\$475,000.00	\$6,650,000.00	57%	N/A	N/A
CU - Cutaway Bus	32	9.0	116,355	\$106,991.25	\$3,423,720.00	86%	N/A	N/A
Equipment	4	4.8	N/A	\$15,948.50	\$63,786.00	0%	N/A	N/A
Non Revenue/Service Automobile	3	2.0	N/A	\$9,595.33	\$28,786.00	0%	N/A	N/A
Other Rubber Tire Vehicles	1	13.0	N/A	\$35,000.00	\$35,000.00	0%	N/A	N/A
Facilities	2	41.0	N/A	\$0.00	\$0.00	N/A	N/A	1
Maintenance	1	41.0	N/A	\$0.00	\$0.00	N/A	N/A	1
Passenger Facilities	1	41.0	N/A	\$0.00	\$0.00	N/A	N/A	0

Decision Support

Decision Support Tools

The following tools are used in making investment decisions:

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

Maintenance Strategy

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

Unplanned Maintenance Approach

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

Overhaul Strategy

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

Disposal Strategy

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

Acquisition and Renewal Strategy

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

Risk Management

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

Investment Prioritization

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

Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
Multimodal Facility	2027	Facilities	Maintenance	\$15,000,000.00	High	
Diesel Bus	2028	Revenue Vehicles	BU - Bus	\$1,000,000.00	High	
Cement Alley Way	2025	Facilities	Parking Structures	\$150,000.00	High	
Covered Parking	2025	Facilities	Parking Structures	\$300,000.00	Medium	
Downtown Bus	2024	Revenue Vehicles	BU - Bus	\$500,000.00	High	
Diesel Bus	2024	Revenue Vehicles	BU - Bus	\$1,000,000.00	High	
Development of the South Lot	2024	Facilities	Parking Structures	\$500,000.00	High	
Resurface Back Parking Lot	2023	Facilities	Parking Structures	\$180,000.00	Medium	
Building Renovation	2023	Facilities	Passenger Facilities	\$500,000.00	Medium	

Signature

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

2023 Transit Asset Management (TAM) Plan *(continued)*

TAM Plan Appendix

TAM Plan Name: Clone of CityLink Transit
TAM Plan Type: Tier II
Agency Name: City of Abilene
Account Executive Name: Lauren Stevens
Last Modified Date: 01/19/2023

Appendix A: Asset Register

Revenue Vehicles																										
Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	Manufacture Year	NTD ID	RVID	Manufacturer	Model	Count/Total Number of vehicles	Count / Fleet	Fleet ID	Average Vehicle Mileage	Total Active Fleet mileage	No of Active Fleet vehicles	Non-Dedicated Fleet	Capital Responsibility?	Transit Agency Capital Responsibility (%)	Unit Replacement Cost/Value	Rebuild Year	Type of Last Renewal	Grant number/FAIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Cloned Record?	Updated Date
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2010	60040	40689	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	AeroTech240	9	Fleet	906/907/910/912/913/915/918	2832749	9	No	Yes	100.00%	\$150,000.00	2021	2010	TX-96-X008 (ARRA) / TX-04-0002		100.00%	Yes		1/19/2023 12:16:22 PM
City of Abilene	Revenue Vehicles	BU - Bus	CityLink	City of Abilene	2007	60040	40700	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	EZRider2Max	6	Fleet	7000/7001/7002/7003/7004	2587350	6	No	Yes	100.00%	\$465,000.00		2007	TX-03-0246		80.00%	Yes		1/19/2023 12:12:38 PM
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2022	60040	1	Dodge	Promaster	4	Fleet	201/202/203/204	2227	4	No	Yes	100.00%	\$155,680.00		2021	TX-2021-37/ STATE URBAN 2020-00194		100.00%	Yes		
City of Abilene	Revenue Vehicles	BU - Bus	CityLink	City of Abilene	2017	60040	354189	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	EZRider2	2	Fleet	6000 / 6001	266956	2	No	Yes	100.00%	\$465,000.00		2017	Tx-34-0003		100.00%	Yes		
City of Abilene	Revenue Vehicles	BU - Bus	CityLink	City of Abilene	2009	60040	40688	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	EZRider2Max	2	Fleet	9000 / 9001	882191	2	No	Yes	100.00%	\$465,000.00		2010	TX-03-0278		83.00%	Yes		
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2019	60040	370041	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	Advantage	3	Fleet	801/802/803	119564	3	No	Yes	100.00%	\$72,000.00		2019	TX-0017-010 / 5339-U-2016-Abilene-00201		100.00%	Yes		
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2016	60040	354188	Starrans (Supreme Corporation)	Senator II	4	Fleet	801/802/803/804	82383	4	No	Yes	100.00%	\$72,000.00		2016	TX-34-0018-5339		100.00%	Yes		
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2010	60040	338570	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	Aero Tech 200	1	Fleet	0919	244193	1	No	Yes	100.00%	\$67,000.00		2010	TXDOT Project: ED 0903/08		0.00%	Yes		
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	City of Abilene	2013	60040	55709	EDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC	AeroTech240	10	Fleet	301/302/303/304/305/306/307/308/309/310	192267	10	No	Yes	100.00%	\$72,000.00	2021	2013	TX-04-0081-00E2010-BUSP-183		100.00%	Yes		

Equipment																									
Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	Manufacture Year	NTD ID	ID/Serial No	Manufacturer	Model	Count/Total Number of vehicles	Count / Fleet	Fleet ID	Average Vehicle Mileage	Total Active Fleet mileage	No of Active Fleet vehicles	Non-Dedicated Fleet	Capital Responsibility?	Transit Agency Capital Responsibility (%)	Unit Replacement Cost/Value	Dollar Year of the Estimated Cost	Grant number/FIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Closed Record?	Updated Date
City of Abilene	Equipment	Non Revenue/Service Automobile	CityLink	City of Abilene	2021	60040	JFMPK3G9XMBAD2661/GFMPK3G9XMBAB0260/GFMPK3G9XMBAB8999	Ford	Edge	3	Fleet	004/005/006		19410	3	No	Yes	100.00%	\$28,786.00		TX-2020-013	100.00%	Yes		
City of Abilene	Equipment	Other Rubber Tire Vehicles	Chevy Silverado	City of Abilene	2010	60040	10C3C3VB03AF120160	Chevrolet	3/4 Ton Silverado Truck	1	Fleet	001		44329	1	No	Yes	100.00%	\$35,000.00		TX-96-X008 (ARRA)	100.00%	Yes		

Facilities																			
Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	NTD ID	Year Built	Street Address	Square Footage	ID/Serial No	Count	Capital Responsibility?	Transit Agency Capital Responsibility (%)	Unit Replacement Cost/Value	Number parking spaces	Grant number/FIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Closed Record?	Updated Date
City of Abilene	Facilities	Passenger Facilities	CityLink Passenger Station	City of Abilene	00040	1982	1189 S. 2nd Street, Abilene, TX 79602	200	13527	1	Yes	100.00%	\$0.00			0.00%		Yes	1/19/2023 12:10:14 PM
City of Abilene	Facilities	Maintenance	CityLink	City of Abilene	00040	1982	1189 S. 2nd Street, Abilene, TX 79602	10000	9761	1	Yes	100.00%	\$0.00			0.00%		Yes	1/19/2023 12:16:30 PM

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets																				
Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	RVID	Count/Total Number of Vehicles	No of Active Fleet vehicles	Average Vehicle Mileage	Total Active Fleet mileage	Unit Replacement Cost/Value	Age (Yrs)	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Notes	Default Useful Life Benchmark	Grant number/FIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Closed Record?	Updated Date
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	40689	9	9		2832749	\$150,000.00	13	10	Yes	Yes		TX-96-X008 (ARRA) / TX-04-0002	100.00%		Yes	1/19/2023 12:10:22 PM
City of Abilene	Revenue Vehicles	BU - Bus	CityLink	60040	40700	6	6		2587350	\$465,000.00	16	14	Yes	Yes		TX-03-0246	80.00%		Yes	1/19/2023 12:12:38 PM
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	1	4	4		2227	\$155,680.00	1	8	No	No		TX-2021-37/ STATE URBAN 2020-00164	100.00%		Yes	
City of Abilene	Revenue Vehicles	BU - Bus	CityLink	60040	354189	2	2		266956	\$465,000.00	8	14	No	Yes		Tx-34-0003	100.00%		Yes	

City of Abilene	Revenue Vehicles	BU - Bus	CityLink	60040	40688	2	2		882191	\$465,000.00	14	14	Yes	Yes		TX-03-0278	83.00%		Yes	
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	370041	3	3		119564	\$72,000.00	4	10	No	Yes		TX-0017-019 / 5339-U-2016-Abilene-00201	100.00%		Yes	
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	354188	4	4		82363	\$72,000.00	7	10	No	Yes		TX-34-0019-5339	100.00%		Yes	
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	338570	1	1		244193	\$67,000.00	13	10	Yes	Yes		TXDOT Project: ED 0903/08	0.00%		Yes	
City of Abilene	Revenue Vehicles	CU - Outaway Bus	CityLink	60040	55709	10	10		192267	\$72,000.00	13	10	Yes	Yes		TX-04-0081-00E2010-BUSP-183	100.00%		Yes	

B2: Equipment Assets																				
Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count/Total Number of vehicles	No of Active Fleet vehicles	Average Vehicle Mileage	Total Active Fleet mileage	Unit Replacement Cost/Value	Age (Yrs)	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Notes	Default Useful Life Benchmark	Grant number/FIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Closed Record?	Updated Date
City of Abilene	Equipment	Non Revenue/Service Automobile	CityLink	60040	JFMPK3G9XMBAB02661/GFMPK3G9XMBAB0260/GFMPK3G9XMBAB8999	3	3		19410	\$28,786.00	2	8	No	Yes		TX-2020-013	100.00%		Yes	
City of Abilene	Equipment	Other Rubber Tire Vehicles	CityLink	60040	10C3C3VB03AF120160	1	1		44329	\$35,000.00	13	14	No	Yes		TX-96-X008 (ARRA)	100.00%		Yes	

B3: Facilities Assets																
Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count	Unit Replacement Cost/Value	Age(Yrs)	TERM Scale Condition	Condition Assessment Date	Number of parking spaces	Grant number/FIN	Percent FTA Funded (%)	Group Plan Sponsor Name	Manually Added/Updated/Closed Record?	Updated Date
City of Abilene	Facilities	Passenger Facilities	CityLink Passenger Station	60040	13527	1	\$0.00	41	3	06/20/2019			0.00%	Yes		1/19/2023 12:10:14
City of Abilene	Facilities	Maintenance	CityLink	60040	9761	1	\$0.00	41	2	06/20/2019			0.00%	Yes		1/19/2023 12:16:30

Appendix C: Uploaded Document(s)

Section Name	Document Name
No data found	

Appendix D: Fleet Replacement Module Output

New Fleet

Fleet Type (Year/Manufacturer/Model)	Number	Cost In 2023 \$	Number	Cost In 2023 \$	Number	Cost In 2023 \$	Number	Cost In 2023 \$
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2007 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC EZRider2Max	0	\$0.00	0	\$0.00	5	\$2,325,000.00	0	\$0.00	0	\$0.00		
2009 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC EZRider2Max	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
2010 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC AeroTech 200	0	\$0.00	1	\$67,000.00	0	\$0.00	0	\$0.00	0	\$0.00		
2010 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC AeroTech240	0	\$0.00	5	\$750,000.00	0	\$0.00	0	\$0.00	0	\$0.00		
2013 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC AeroTech240	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	4	\$288,000.00
2016 Starrans (Supreme Corporation) Senator II	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC EZRider2	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2018 ElDorado National (formerly El Dorado)EBC/Nat. Coach/ NCC Advantage	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2022 Dodge Promaster	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

New Fleet Inflation

Row Names	2024	2025	2026	2027	2028
Total in Current Year \$	\$0.00	\$817,000.00	\$2,325,000.00	\$0.00	\$288,000.00
Inflation Rate	10.0%	10.0%	10.0%	10.0%	10.0%
Compounded Inflation	1.100%	1.100%	1.100%	1.100%	1.100%
Total in Year of Expenditure \$	\$0.00	\$898,700.00	\$2,567,500.00	\$0.00	\$316,800.00

Recommendation from the Technical Advisory Committee (TAC)

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

Action Requested

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

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

Background

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

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

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

Current Situation

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



CityLink Transit
Public Transportation Agency Safety Plan
Version 1
Adopted June 25, 2020
In compliance with 49 CFR Part 673

Developed in conjunction with the
Texas Department of Transportation



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

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

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

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

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

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

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

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



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

Appeals Hearing Process

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

Accident Review Committee

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

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

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

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

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

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



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

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

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

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

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

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

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

(d) Public transportation agency safety plan.—

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

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

Recommendation from the Technical Advisory Committee (TAC)

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

Action Requested

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

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

Background

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

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

Current Situation

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

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 17 2024 UTP FUNDING ALLOCATION SUMMARY

DISTRICT/MPQ/DIVISION	CAT 1	CAT 2	CAT 3	CAT 4 URBAN	CAT 4 REGIONAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
ABL - Abilene	\$ 542,779,747	\$ -	\$ -	\$ 43,481,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,897,482	\$ -	\$ 884,158,634
AMA - Amarillo	\$ 856,723,507	\$ -	\$ -	\$ 82,238,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,217,075	\$ -	\$ 1,149,179,401
ATL - Atlanta	\$ 507,470,819	\$ -	\$ -	\$ 27,909,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,643,825	\$ -	\$ 705,024,012
AUS - Austin	\$ 845,942,488	\$ -	\$ -	\$ 730,156,545	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 202,978,827	\$ -	\$ 1,779,077,859
BMT - Beaumont	\$ 553,861,857	\$ -	\$ -	\$ 172,960,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,789,780	\$ -	\$ 883,612,023
BRY - Bryan	\$ 521,089,872	\$ -	\$ -	\$ 73,345,544	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,641,634	\$ -	\$ 739,077,051
BWD - Brownwood	\$ 294,382,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,244,836	\$ -	\$ 401,627,133
CHS - Childress	\$ 211,082,511	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,065,536	\$ -	\$ 287,148,047
CRP - Corpus Christi	\$ 681,532,079	\$ -	\$ -	\$ 97,717,479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,910,875	\$ -	\$ 1,063,160,433
DAL - Dallas	\$ 1,707,741,915	\$ -	\$ 22,385,397	\$ 1,615,545,886	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303,231,725	\$ -	\$ 3,648,904,923
ELP - El Paso	\$ 560,301,667	\$ -	\$ -	\$ 216,474,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,004,961	\$ -	\$ 964,780,844
FTW - Fort Worth	\$ 1,167,558,554	\$ -	\$ -	\$ 725,824,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,481,002	\$ -	\$ 2,140,864,519
HOU - Houston	\$ 1,640,767,296	\$ -	\$ 847,357,079	\$ 1,955,101,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,181,104	\$ -	\$ 4,760,406,796
LBB - Lubbock	\$ 731,529,757	\$ -	\$ -	\$ 69,840,618	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,461,993	\$ -	\$ 1,033,832,369
LFK - Lufkin	\$ 340,515,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,947,109	\$ -	\$ 470,462,202
LRD - Laredo	\$ 635,693,177	\$ -	\$ -	\$ 67,367,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,253,150	\$ -	\$ 999,313,401
ODA - Odessa	\$ 1,172,940,376	\$ -	\$ -	\$ 125,294,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,191,157,725	\$ -	\$ 2,489,392,465
PAR - Paris	\$ 614,684,695	\$ -	\$ -	\$ 72,337,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,554,918	\$ 138,723,221	\$ -	\$ 826,300,382
PHR - Pharr	\$ 698,315,496	\$ -	\$ -	\$ 375,605,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,480,589	\$ 155,202,831	\$ -	\$ 1,233,604,216
SAT - San Antonio	\$ 1,423,681,329	\$ -	\$ -	\$ 743,482,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 328,839,712	\$ -	\$ 2,496,003,682
SJT - San Angelo	\$ 410,061,628	\$ -	\$ -	\$ 25,498,513	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,301,300	\$ -	\$ 665,861,441
TYL - Tyler	\$ 886,721,942	\$ -	\$ -	\$ 174,142,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,083,316	\$ -	\$ 1,237,947,545
WAC - Waco	\$ 674,019,787	\$ -	\$ -	\$ 273,570,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,054,257	\$ -	\$ 1,092,644,285
WFS - Wichita Falls	\$ 377,276,317	\$ -	\$ -	\$ 33,481,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,562,448	\$ -	\$ 536,320,421
YKM - Yoakum	\$ 611,205,793	\$ -	\$ -	\$ 50,479,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,171,304	\$ -	\$ 848,856,816
ABL - Abilene MPO	\$ -	\$ 64,437,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,491,250	\$ -	\$ -	\$ 69,929,177
AMA - Amarillo MPO	\$ -	\$ 121,875,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,779,492	\$ -	\$ -	\$ 131,654,557
ATL - Texarkana MPO	\$ -	\$ 41,360,711	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,590,437	\$ -	\$ -	\$ 43,951,148
AUS - CAMPO MPO	\$ -	\$ 1,082,066,566	\$ -	\$ -	\$ -	\$ -	\$ 474,285,486	\$ -	\$ 54,994,958	\$ 70,380,213	\$ -	\$ -	\$ -	\$ 1,681,727,223
BMT - SETRPC MPO	\$ -	\$ 256,321,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,972,351	\$ -	\$ -	\$ 271,293,620
BRY - Bryan-College Station MPO	\$ -	\$ 108,695,542	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,521,016	\$ -	\$ -	\$ 117,216,558
CRP - Corpus Christi MPO	\$ -	\$ 144,813,899	\$ -	\$ -	\$ -	\$ -	\$ 111,422,709	\$ -	\$ 12,919,830	\$ 15,917,085	\$ -	\$ -	\$ -	\$ 285,073,523
DAL/FTW/ PAR - NCTCOG MPO	\$ -	\$ 3,469,830,043	\$ -	\$ -	\$ 1,028,342,951	\$ 1,910,510,483	\$ -	\$ 221,529,968	\$ 281,377,987	\$ -	\$ -	\$ -	\$ -	\$ 6,911,591,432
ELP - El Paso MPO	\$ -	\$ 320,807,247	\$ -	\$ -	\$ 98,419,063	\$ 268,879,533	\$ -	\$ 31,177,466	\$ 38,410,280	\$ -	\$ -	\$ -	\$ -	\$ 757,693,588
HOU/BMT - HGAC MPO	\$ -	\$ 2,897,392,050	\$ -	\$ -	\$ 967,582,095	\$ 1,804,752,745	\$ -	\$ 209,267,013	\$ 266,826,291	\$ -	\$ -	\$ -	\$ -	\$ 6,145,820,195
LBB - Lubbock MPO	\$ -	\$ 103,501,364	\$ -	\$ -	\$ -	\$ -	\$ 82,628,585	\$ -	\$ 9,581,058	\$ 11,803,744	\$ -	\$ -	\$ -	\$ 207,514,751
LRD - Laredo Webb County Area MPO	\$ -	\$ 99,835,655	\$ -	\$ -	\$ -	\$ -	\$ 82,062,540	\$ -	\$ 9,515,423	\$ 11,722,883	\$ -	\$ -	\$ -	\$ 203,136,501
ODA - Permian Basin MPO	\$ -	\$ 185,681,883	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,144,701	\$ -	\$ -	\$ -	\$ 197,826,584
PAR - Grayson County MPO	\$ -	\$ 107,201,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,078,301	\$ -	\$ -	\$ -	\$ 110,280,026
PHR - Rio Grande Valley MPO	\$ -	\$ 556,633,973	\$ -	\$ -	\$ -	\$ -	\$ 329,465,102	\$ -	\$ 38,202,563	\$ 53,811,658	\$ -	\$ -	\$ -	\$ 978,113,296
SAT - AAMPO	\$ -	\$ 1,101,815,377	\$ -	\$ -	\$ 228,445,891	\$ 612,069,650	\$ -	\$ 70,971,487	\$ 87,436,051	\$ -	\$ -	\$ -	\$ -	\$ 2,100,738,456
SJT - San Angelo MPO	\$ -	\$ 37,787,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,624,102	\$ -	\$ -	\$ -	\$ 42,412,011
TYL - Longview MPO	\$ -	\$ 90,735,314	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,917,519	\$ -	\$ -	\$ -	\$ 95,652,832

FYs 2023-2026 Transportation Improvement Program (TIP) (continued)

DISTRICT/MPQ/DIVISION	CAT 1	CAT 2	CAT 3	CAT 4 URBAN	CAT 4 REGIONAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
TYL - Tyler MPO	\$ -	\$ 167,337,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,477,203	\$ -	\$ -	\$ 173,814,692
WAC - Killean-Temple MPO	\$ -	\$ 217,846,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,761,552	\$ -	\$ 8,784,803	\$ 15,317,869	\$ -	\$ -	\$ 317,711,005
WAC - Waco MPO	\$ -	\$ 187,574,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,572,383	\$ -	\$ -	\$ 196,147,169
WFS - Wichita Falls MPO	\$ -	\$ 49,618,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,945,024	\$ -	\$ -	\$ 54,563,672
YKM - Victoria MPO	\$ -	\$ 74,809,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,166,969	\$ -	\$ -	\$ 77,976,155
Statewide Bridge Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746
Statewide Traffic Safety Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009
AUS - CAMPO/SAT - AAMPO MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU/BMT - HGAC MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ -	\$ -	\$ 4,116,851,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,116,851,418
Texas Mobility Fund - Port Capital Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Connectivity (Rural)	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,722	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,722
Statewide Clear Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Reconciliation Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Strategic Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,025,958,943	\$ 20,025,958,943
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ 200,000,000
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Ferry Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -	\$ -	\$ -	\$ 150,000,000
Green Ribbon Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ 200,000,000
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -	\$ -	\$ 20,000,000
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ 35,000,000
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 11,000,000
Border State Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000,000	\$ -	\$ -	\$ 120,000,000
Road to Zero Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ -	\$ 100,000,000
Transportation Alternatives Flex Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 721,526,353	\$ -	\$ -	\$ -	\$ 721,526,353
Transportation Alternatives Program - Non-TMAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 348,037,266	\$ -	\$ -	\$ -	\$ 348,037,266
Multiple Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Non-TMAs/MPDs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,207,791	\$ -	\$ -	\$ -	\$ 308,207,791
Safety Rest Area / Truck Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000	\$ -	\$ -	\$ -	\$ 300,000,000
ITS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000,000	\$ -	\$ -	\$ -	\$ 160,000,000
Cost Overruns / Change Orders	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 780,000,000	\$ -	\$ -	\$ 780,000,000
Statewide Carryover Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$18,667,880,000	\$11,487,980,409	\$ 4,986,593,894	\$ 7,751,855,888	\$10,028,577,722	\$ 2,322,790,000	\$ 4,681,612,746	\$ 5,751,838,385	\$ 3,747,421,009	\$ 1,736,508,188	\$ 2,433,528,107	\$ 6,943,047,030	\$20,025,958,943	\$100,565,592,320


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

TABLE 19
CATEGORY 2: METROPOLITAN AND URBAN CORRIDOR PROJECTS

DISTRICT/MPO/ DIVISION/ PROGRAM	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 9,911,747	\$ 11,911,480	\$ 6,391,575	\$ 6,626,126	\$ 6,773,053	\$ 4,452,122	\$ 5,285,695	\$ 4,818,537	\$ 4,060,699	\$ 4,206,893	\$ 64,437,927
AMA - Amarillo MPO	\$ 18,746,642	\$ 22,528,851	\$ 12,088,744	\$ 12,532,364	\$ 12,810,255	\$ 8,420,548	\$ 9,997,131	\$ 9,113,570	\$ 7,680,227	\$ 7,956,733	\$ 121,875,065
ATL - Texarkana MPO	\$ 6,362,043	\$ 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	\$ 41,360,711
AUS - CAMPO MPO	\$ 166,441,876	\$ 200,022,180	\$ 107,329,793	\$ 111,268,471	\$ 113,735,725	\$ 74,761,753	\$ 88,759,426	\$ 80,914,742	\$ 68,188,823	\$ 70,643,777	\$ 1,082,066,566
BMT - 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	\$ 16,152,653	\$ 16,734,185	\$ 256,321,269
BRY - Bryan-College Station MPO	\$ 16,719,387	\$ 20,092,589	\$ 10,781,472	\$ 11,177,119	\$ 11,424,959	\$ 7,509,953	\$ 8,916,045	\$ 8,128,032	\$ 6,849,691	\$ 7,096,295	\$ 108,695,542
CRP - Corpus Christi MPO	\$ 22,275,059	\$ 26,769,140	\$ 14,364,039	\$ 14,891,155	\$ 15,221,350	\$ 10,005,430	\$ 11,878,750	\$ 10,828,889	\$ 9,125,769	\$ 9,454,317	\$ 144,813,899
DAL/FTW/PAR - NCTCOG MPO	\$ 533,724,117	\$ 641,405,058	\$ 344,171,194	\$ 356,801,230	\$ 364,712,900	\$ 239,736,247	\$ 284,622,161	\$ 259,466,848	\$ 218,659,032	\$ 226,531,257	\$ 3,469,830,043
ELP - El Paso MPO	\$ 49,346,095	\$ 59,301,864	\$ 31,820,755	\$ 32,988,480	\$ 33,719,963	\$ 22,165,099	\$ 26,315,079	\$ 23,989,315	\$ 20,216,380	\$ 20,944,216	\$ 320,807,247
HOU/BMT - HGAC MPO	\$ 445,672,553	\$ 535,588,744	\$ 287,391,275	\$ 297,937,661	\$ 304,544,097	\$ 200,185,567	\$ 237,666,392	\$ 216,661,097	\$ 182,585,583	\$ 189,159,081	\$ 2,897,392,050
LBB - Lubbock MPO	\$ 15,920,426	\$ 19,132,435	\$ 10,266,263	\$ 10,643,004	\$ 10,879,000	\$ 7,151,079	\$ 8,489,978	\$ 7,739,622	\$ 6,522,368	\$ 6,757,188	\$ 103,501,364
LRD - Laredo Webb County Area MPO	\$ 15,356,573	\$ 18,454,822	\$ 9,902,663	\$ 10,266,060	\$ 10,493,699	\$ 6,897,809	\$ 8,189,289	\$ 7,465,508	\$ 6,291,365	\$ 6,517,869	\$ 99,835,655
ODA - Permian Basin MPO	\$ 28,561,312	\$ 34,323,669	\$ 18,417,719	\$ 19,093,594	\$ 19,516,973	\$ 12,829,066	\$ 15,231,057	\$ 13,884,914	\$ 11,701,155	\$ 12,122,424	\$ 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	\$ 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	\$ 556,633,973
SAT - AAMPO	\$ 169,479,609	\$ 203,672,787	\$ 109,288,671	\$ 113,299,233	\$ 115,811,517	\$ 76,126,231	\$ 90,379,376	\$ 82,391,518	\$ 69,433,338	\$ 71,933,097	\$ 1,101,815,377
SJT - San Angelo MPO	\$ 5,812,480	\$ 6,985,171	\$ 3,748,169	\$ 3,885,715	\$ 3,971,877	\$ 2,610,829	\$ 3,099,655	\$ 2,825,703	\$ 2,381,289	\$ 2,467,021	\$ 37,787,908
TYL - Longview MPO	\$ 13,956,772	\$ 16,772,605	\$ 9,000,003	\$ 9,330,276	\$ 9,537,164	\$ 6,269,052	\$ 7,442,809	\$ 6,785,003	\$ 5,717,887	\$ 5,923,744	\$ 90,735,314
TYL - Tyler MPO	\$ 25,739,605	\$ 30,932,671	\$ 16,598,145	\$ 17,207,247	\$ 17,588,798	\$ 11,561,622	\$ 13,726,309	\$ 12,513,158	\$ 10,545,143	\$ 10,924,792	\$ 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	\$ 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	\$ 187,574,786
WFS - Wichita Falls MPO	\$ 7,632,267	\$ 9,172,107	\$ 4,921,656	\$ 5,102,266	\$ 5,215,403	\$ 3,428,234	\$ 4,070,103	\$ 3,710,382	\$ 3,126,829	\$ 3,239,402	\$ 49,618,648
YKM - Victoria MPO	\$ 11,507,038	\$ 13,828,628	\$ 7,420,296	\$ 7,692,599	\$ 7,863,173	\$ 5,168,689	\$ 6,136,425	\$ 5,594,079	\$ 4,714,267	\$ 4,883,991	\$ 74,809,186
TOTAL	\$ 1,767,064,127	\$ 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	\$ 750,004,066	\$ 11,487,980,409

Notes:


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



ABILENE
METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: [February 15, 2022](#)

FINAL APPROVED BY THE MPO POLICY BOARD: [April 19, 2022](#)

ADMINISTRATIVE AMENDMENT 1: [November 2, 2022](#)

AMENDMENT 2: [FEBRUARY 21, 2023](#)

AMENDMENT 3: [OCTOBER 17, 2023 \(PENDING BOARD APPROVAL\)](#)

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

FY 2023 - 0972-03-021 (FM 1082) no change

FYs 2023-2026 Transportation Improvement Program (TIP) *(continued)*

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 3,735,000.00	
LIMITS FROM:	US 83					REVISION DATE:	02/24	
LIMITS TO:	Near PR 343					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 US 83 to FM 600					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab and widen (add shoulders)							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Revised 07/2020 total project cost, TP# FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Controlling Project ID 0033-05-089 Funding adjusted in FY 2023-2026 TP, 02/23 moved to 2024 & Let Date chg., split 2 projects 3068-01-012 & 3068-01-015 CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 127,522.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
CONST COST:	\$ 3,735,000.00							
CONST ENG:	\$ 183,806.29							
CONTINGENCIES:	\$ 153,373.91		\$ 3,735,000.00					
INDIRECT COSTS:	\$ 112,931.83							
BOND FINANCING	\$ -		TOTAL:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 4,312,634.53							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,100,000.00	
LIMITS FROM:	Near PR 343					REVIS ION DATE:	02/24	
LIMITS TO:	FM 600					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 Jones County					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab Road							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089				PROJECT HISTORY:	Added 02/23 revision split CSJ #3068-01-012 (US 83 to FM600); CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S SHARE					
PRELIMINARY ENG:	\$ 178,531.50	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00
CONST COST:	\$ 3,100,000.00							
CONST ENG:	\$ 130,737.03							
CONTINGENCIES:	\$ 130,247.81							
INDIRECT COSTS:	\$ 63,827.84	\$ 3,100,000.00						
BOND FINANCING	\$ -		TOTAL:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00
PT CHG ORD:	\$ 130,247.81							
TOTAL PROJECT COST:	\$ 3,733,591.99							

FY 2024 - 3068-01-012 (FM 3034) cost increased from \$2,600,000 to \$3,735,000 **MPO Funding** (+ \$1.1 M)
FY 2024 - 3068-01-015 (FM 3034) changed funding category **from Cat 11 to Cat 2 MPO Funding** (\$3,100,000)

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 22,525,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	02/24	
LIMITS TO:	Taylor County Line					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Revised 07/2020 total project cost, TIP FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Funding adjusted in FY 2023-2026 TIP, Moved to 2024, 02/23 split 2 projects (0033-06-121); CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 528,808.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 1,418,503.00		CAT 4:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
CONST COST:	\$ 22,525,000.00							
CONST ENG:	\$ 1,321,903.60							
CONTINGENCIES:	\$ 1,713,194.15		\$ 22,525,000.00					
INDIRECT COSTS:	\$ 658,680.49							
BOND FINANCING	\$ -		TOTAL:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 28,166,089.24							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2024								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 5,078,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	02/24	
LIMITS TO:	Near W. Summit Rd.					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024				PROJECT HISTORY:	Added 02/23 revision, split CSJ 0033-05-089 into 2 projects; CHG 10/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 158,642.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 131,500.00		CAT 4:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
CONST COST:	\$ 5,078,000.00							
CONST ENG:	\$ 364,542.21							
CONTINGENCIES:	\$ 364,542.21							
INDIRECT COSTS:	\$ 144,053.09	\$ 5,078,000.00						
BOND FINANCING	\$ -		TOTAL:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 6,241,279.91							

FY – 2024 - 0033-05-089 (US 83) cost increased from \$10,520,000 to \$22,525,000 **Cat 4** (+ 12 M)
FY 2024 - 0033-06-121 (US 83) cost increased from \$3,000,000 to \$5,078,000 **Cat 4** (+2 M)

FYs 2023-2026 Transportation Improvement Program (TIP) (continued)

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

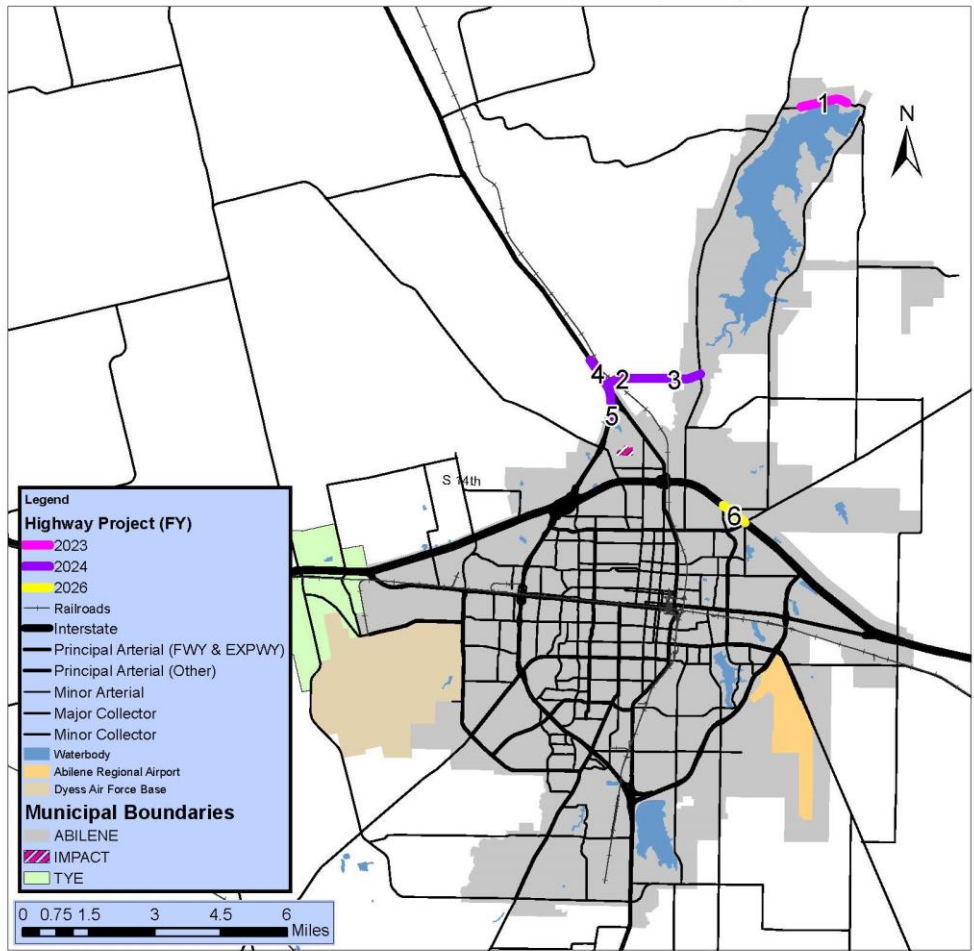
FY 2025 - 0663-01-024 (FM 707) moved to 2028

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2026								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$ 104,765,616.00	
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	02/24	
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA	
PROJECT:	IH 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U	
DESCRIPTION:	Add two main lanes for a six lane freeway and construct overpass structures							
REMARKS:	Estimated let date 06/2026				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP) - (updated description, let date, and MTP 02/23); CHG 11/23 LET DATE/FUNDING		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 3,123,750.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 12:	\$ 67,812,492.80	\$ 16,953,123.20	\$ -	\$ -	\$ 84,765,616.00
CONST COST:	\$ 104,765,617.08		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ 20,000,000.00
CONST ENG:	\$ 6,060,399.93							
CONTINGENCIES:	\$ 6,062,825.06							
INDIRECT COSTS:	\$ 2,988,972.76							
BOND FINANCING	\$ -		TOTAL:	\$ 83,812,492.80	\$ 20,953,123.20	\$ -	\$ -	\$ 104,765,616.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 123,001,564.83							

FY 2026 - 0006-06-109 (IH 20) cost increased from \$67,199,999 to \$104,765,616 Cat 12 (+44 M)
Cat 2 MPO Funding remains at \$20,000,000

Abilene MPO											
FY 2023 - 2026 Transportation Improvement Program											
Funding by Category		FEBRUARY 2024 QUARTERLY REVISION									
		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$3,000,000	\$3,000,000	\$6,835,000	\$6,835,000	\$0	\$0	\$20,000,000	\$20,000,000	\$29,835,000	\$29,835,000
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$27,603,000	\$27,603,000	\$0	\$0	\$0	\$0	\$27,603,000	\$27,603,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$84,765,616	\$84,765,616	\$84,765,616	\$84,765,616
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$7,000,000	\$7,000,000	\$34,438,000	\$34,438,000	\$0	\$0	\$104,765,616	\$104,765,616	\$146,203,616	\$146,203,616
Funding Participation Source											
Source		FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26					
Federal		\$3,200,000	\$27,550,400	\$0	\$83,812,493	\$114,562,893					
State		\$800,000	\$6,887,600	\$0	\$20,953,123	\$28,640,723					
Local Match		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Local Contributions (LC)		\$3,000,000	\$0	\$0	\$0	\$3,000,000					
CAT 3 - Prop 1		\$0	\$0	\$0	\$0	\$0					
CAT 3 - DB		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 14 Bonds		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Texas Mobility Fund		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Vehicle Registration Fees - VTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0					
CAT 3 - TDC		\$0	\$0	\$0	\$0	\$0					
Statewide Budget PE		\$0	\$0	\$0	\$0	\$0					
Statewide Budget ROW		\$0	\$0	\$0	\$0	\$0					
Total		\$7,000,000	\$34,438,000	\$0	\$104,765,616	\$146,203,616					

FYs 2023-2026 TIP Highway Projects



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



APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

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

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

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

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

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

Pavement Performance

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

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

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

Bridge Performance

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

- Deck
- Substructure
- Superstructure
- Culvert

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

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

Level of Travel Time Reliability (LOTR or TTR)

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

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

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

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

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM 3) using TTR and TTTR. On June 20, 2023, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.

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

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

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

Performance Targets & Measures

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

PROJECTS:

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

Public Transportation Agency Safety Plan

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

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

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

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



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%	1.3%
National Highway System Bridge Deck Condition			
5) % in "Good" condition	49.1%	48.5%	47.6%
6) % in "Poor" condition	1.1%	1.5%	1.5%



ATTACHMENT A

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

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

Changes to cover page, project pages, highway project map, history of amendment page, and the following Performance Measure Pages: PM 1 projects (removed FM 707), PM 2, PM 3, TAM, and PTASP.

Recommendation from the Technical Advisory Committee (TAC)

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

Action Requested

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

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

Background

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

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

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

Current Situation

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

Carbon Reduction Program (CRP) and any Potential Projects (continued)

Carbon Reduction Program


As part of the Carbon Reduction Program, the State, in consultation with MPOs, is required to develop a **Carbon Reduction Strategy** that aims to:

Reduce traffic congestion by facilitating use of alternatives to SOV trips

Facilitate the use of vehicles/modes of travel that result in lower transportation emissions

Facilitate the construction of transportation assets that result in lower transportation emissions

Quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State



The Carbon Reduction Strategy is **not binding**, and the money will flow before it is completed and regardless of whether it achieves its objectives

Carbon Reduction Program

The Carbon Reduction Program (CRP) is a Federal Infrastructure Investment and Jobs Act (IIJA) program administered by the Federal Highway Administration (FHWA)

Goal

Provide funding for projects designed to reduce carbon dioxide emissions from on-road highway sources

Formula Funding

\$6.4 billion total (U.S. wide) from FY2022 to 2026

Strategy

States are required to develop a **Carbon Reduction Strategy** by Nov 15, 2023, in consultation with MPOs. Must be updated every 4 years.

Texas will receive ~\$641M for FY 22-26 in Federal Apportionment

65%

\$416.65M urban areas based on population

\$224.35M for any location statewide


35%

There is a **20% STATE MATCH**


- By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
- States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.
- Other projects may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project’s lifecycle. Consistent with the CRP’s goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project’s lifecycle.

Carbon Reduction Program – Eligible Activities


Activities or projects that are eligible for CRP funds include those that




Reduce environmental and community impacts of freight movement, (e.g., truck parking, including ITS)




Support congestion pricing and traffic and congestion management technologies




Shift transportation demand



Enhance Vehicle to Infrastructure connecting technology




Reduce demand for roads (e.g., non-SOV strategies)




Development of a Carbon Reduction Strategy

It is encouraged to allocate funds on projects currently in the UTP or STIP an swap the funding category


Activities or projects that are eligible for CRP funds include those that




Alternative fuel vehicle deployment (e.g., EVs)




Reduce emissions at Port facilities (e.g., supporting docked ships)




Transportation alternative (e.g., bicycle and pedestrian facilities)



Diesel engine retrofit projects



CMAQ type **except for added capacity**



Public transportation

It is encouraged to allocate funds on projects currently in the UTP or STIP an swap the funding category

TABLE 29
CATEGORY 10: CARBON REDUCTION

DISTRICT/ MPO/ DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,906	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,779,492
ATL - 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	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,087,936	\$ 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	\$ 281,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/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	\$ 1,022,986	\$ 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	\$ 996,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Grayson County MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,663,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,051
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,826	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - 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	\$ 269,087	\$ 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.

UTP Category 10: Carbon Reduction (80% - 20%)

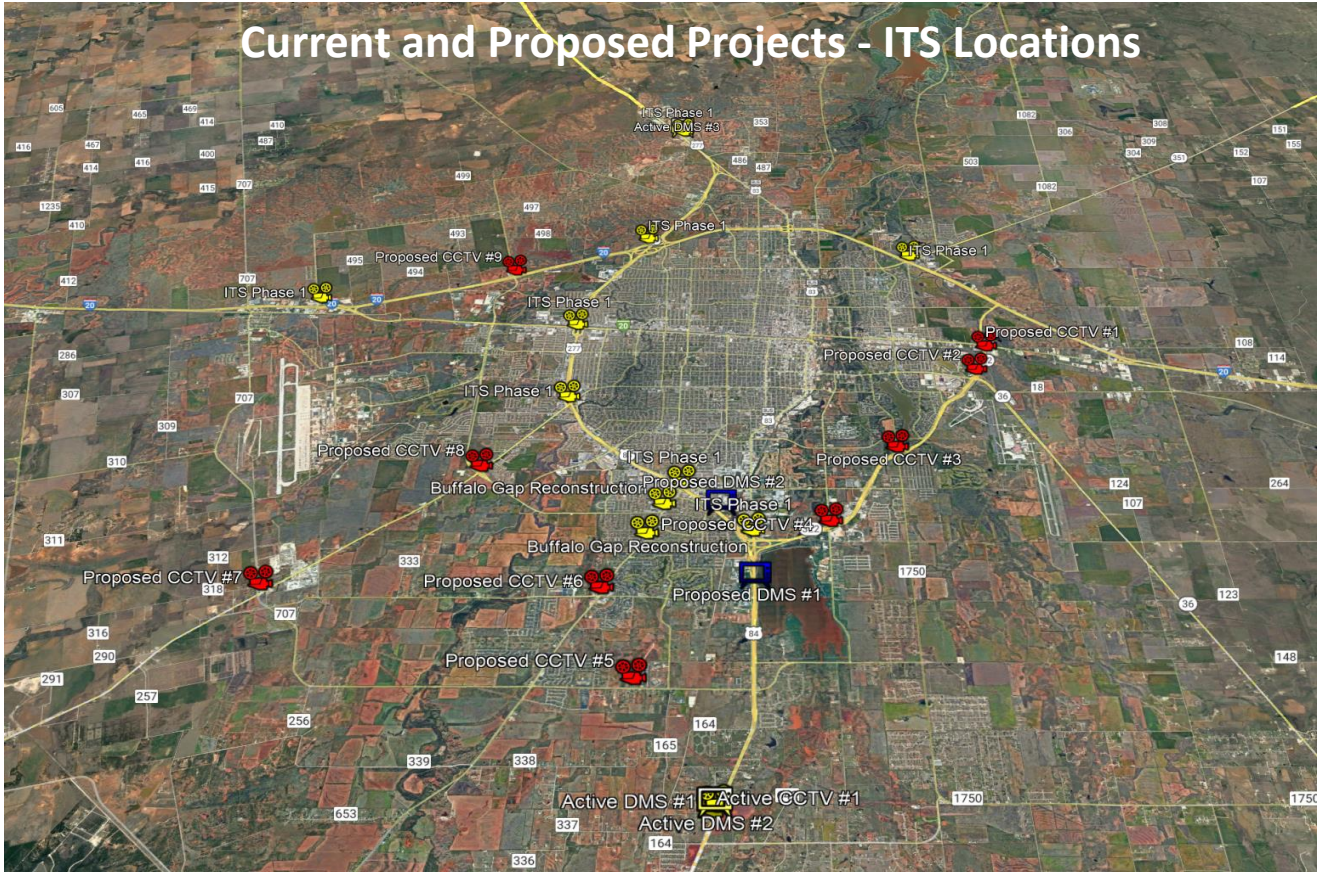
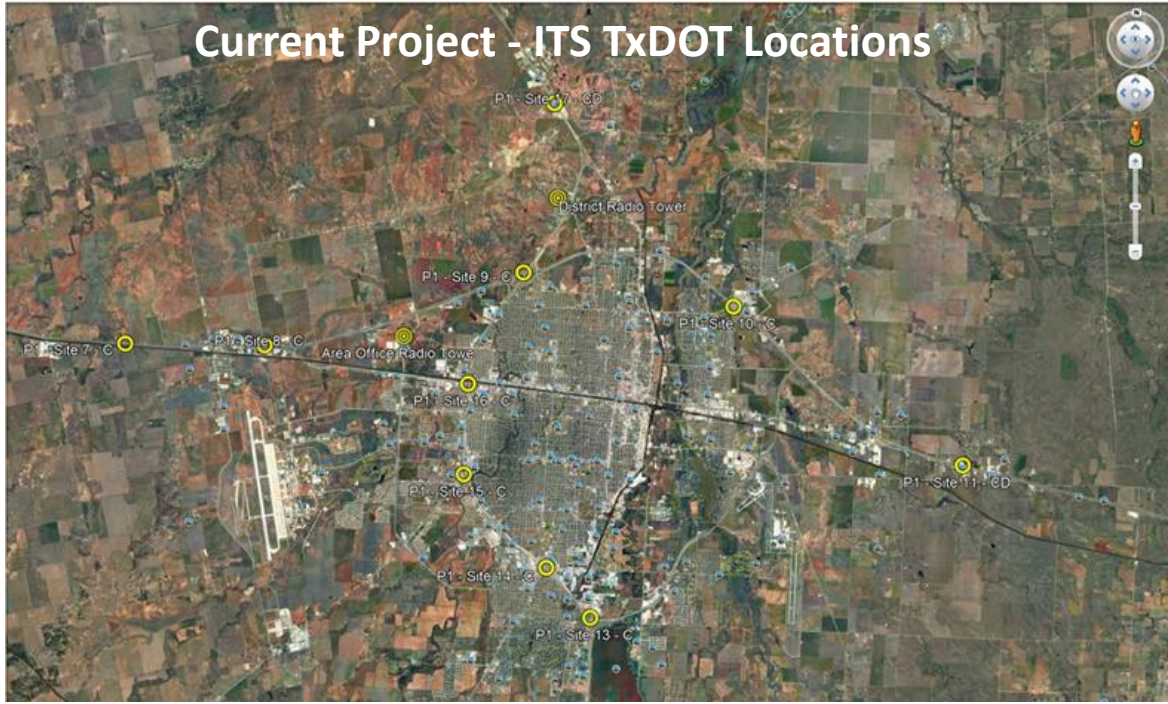
Approximate amounts:

Abilene MPO - **\$1,345,541** for FY 2024 (includes 2022/2023)

Abilene MPO – total **\$5,491,250** for FYs 2024-2033

Non-TMAs/MPOs - **\$75,521,306** for FY 2024

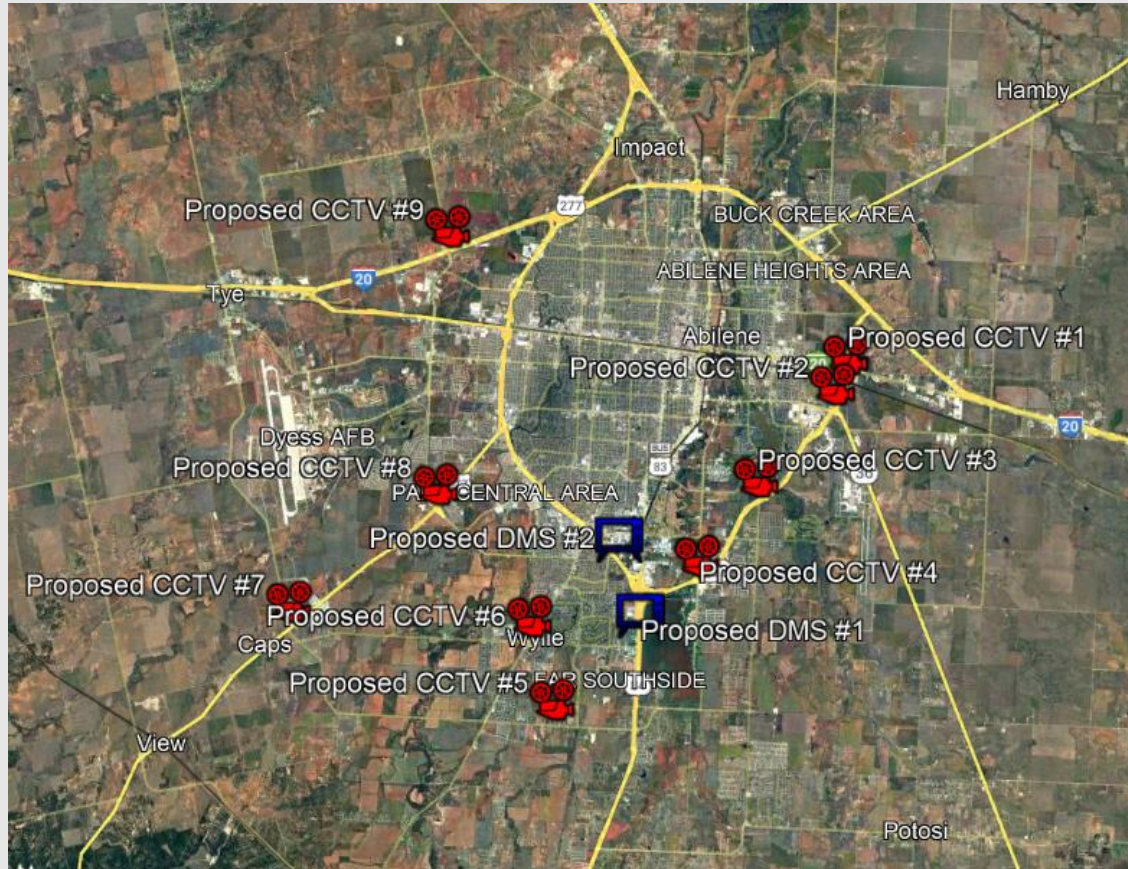
Non-TMAs/MPOs – total **\$308,207,791** for FYs 2024-2033

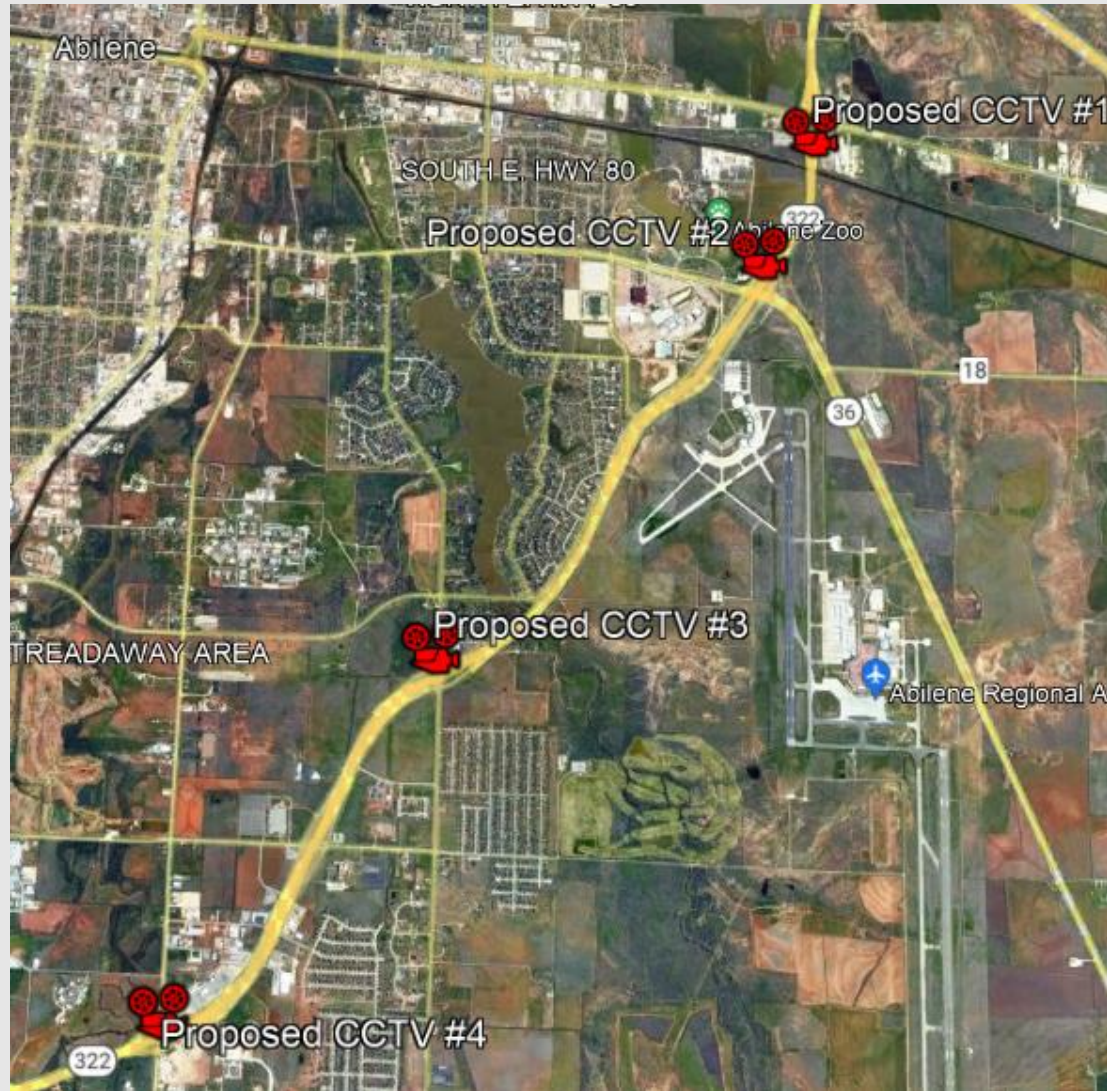


Proposed ITS Project Layout

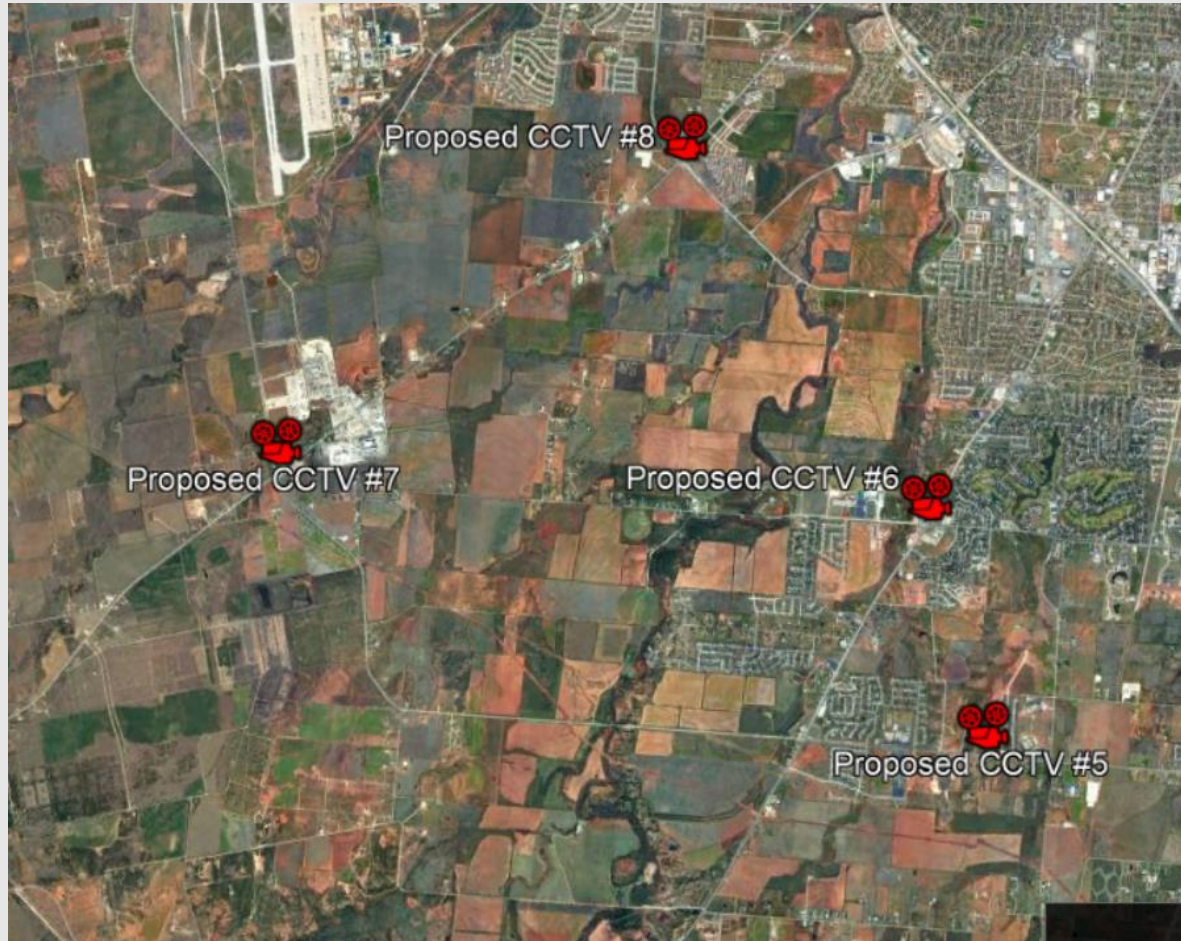


- 9 CCTV Cameras
- 2 Dynamic Message Signs (DMS)
- Associated poles, mounting trusses, electrical services, etc.

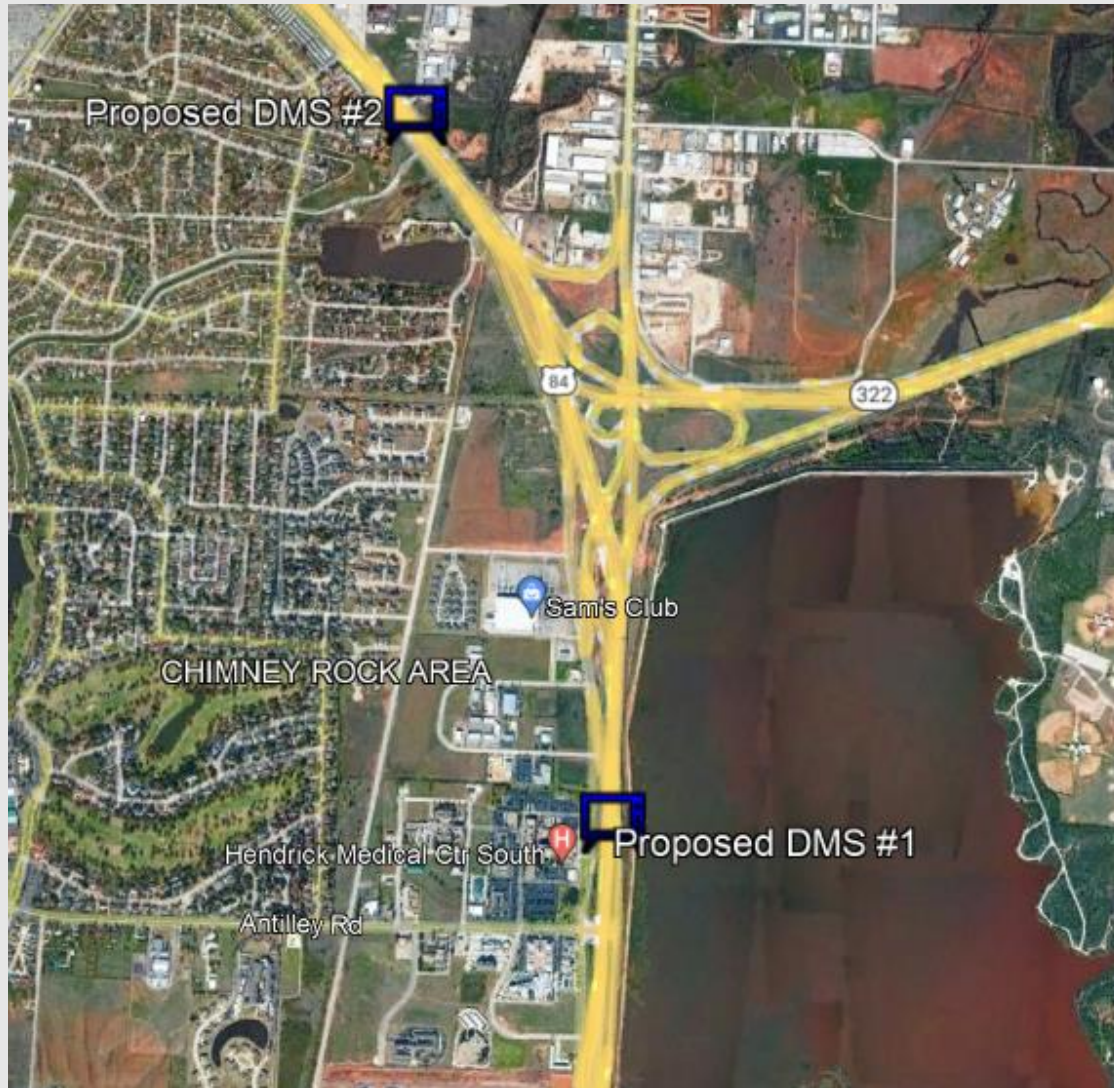




- 4 CCTV Cameras
 - #1: SL 322 @ BI 20R
 - #2: SL 322 @ SH 36
 - #3: SL 322 @ FM 1750
 - #4: SL 322 @ Maple St



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



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



- 1 CCTV Camera

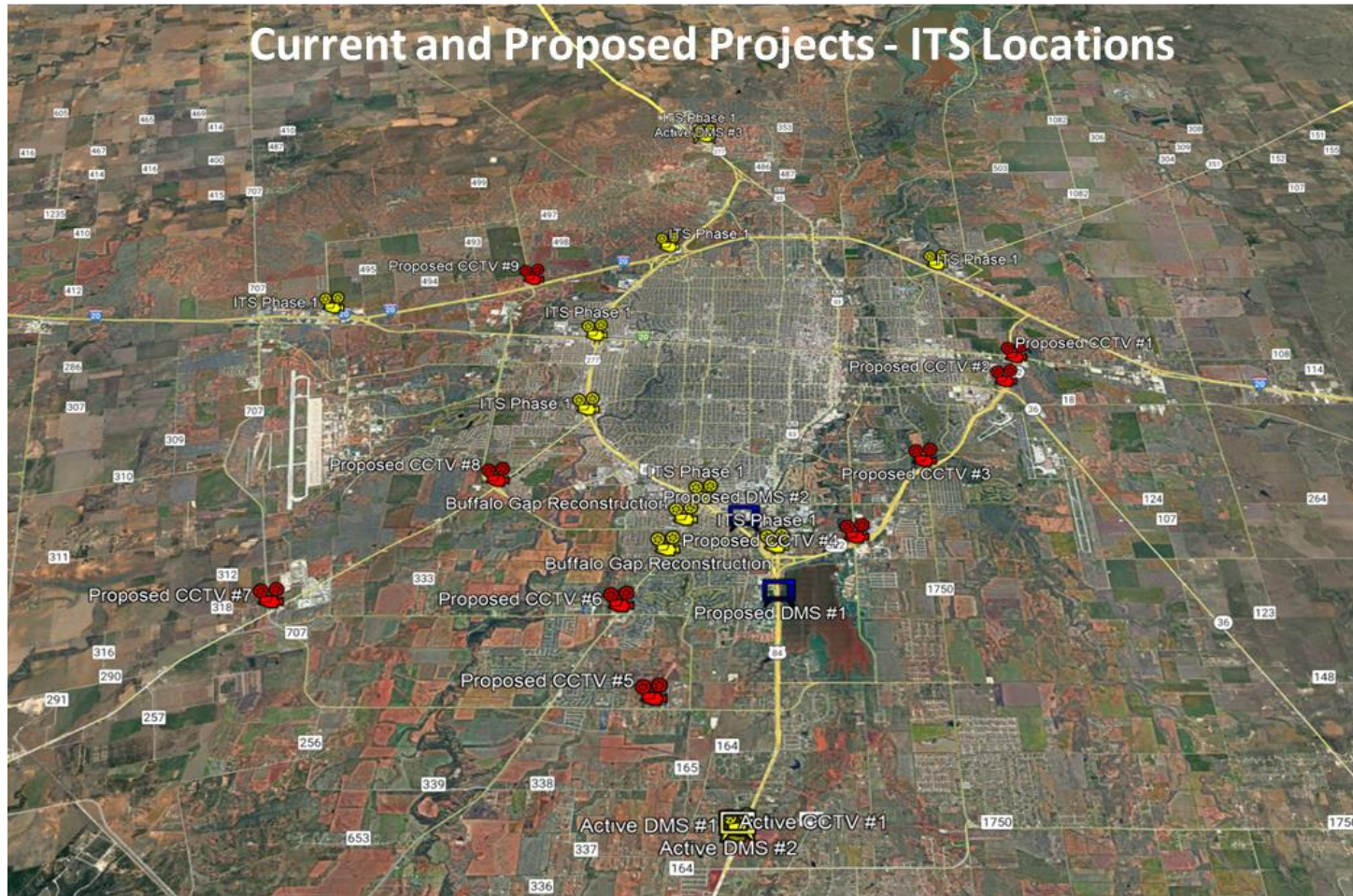


- Camera- \$45,000 each install
- DMS- \$200,000 board + support
 - \$100,000 board alone
 - \$400,000 for both boards + install

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



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



Recommendation from the Technical Advisory Committee (TAC)

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

Action Requested

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

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

Background

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

Source:

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

Current Situation

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

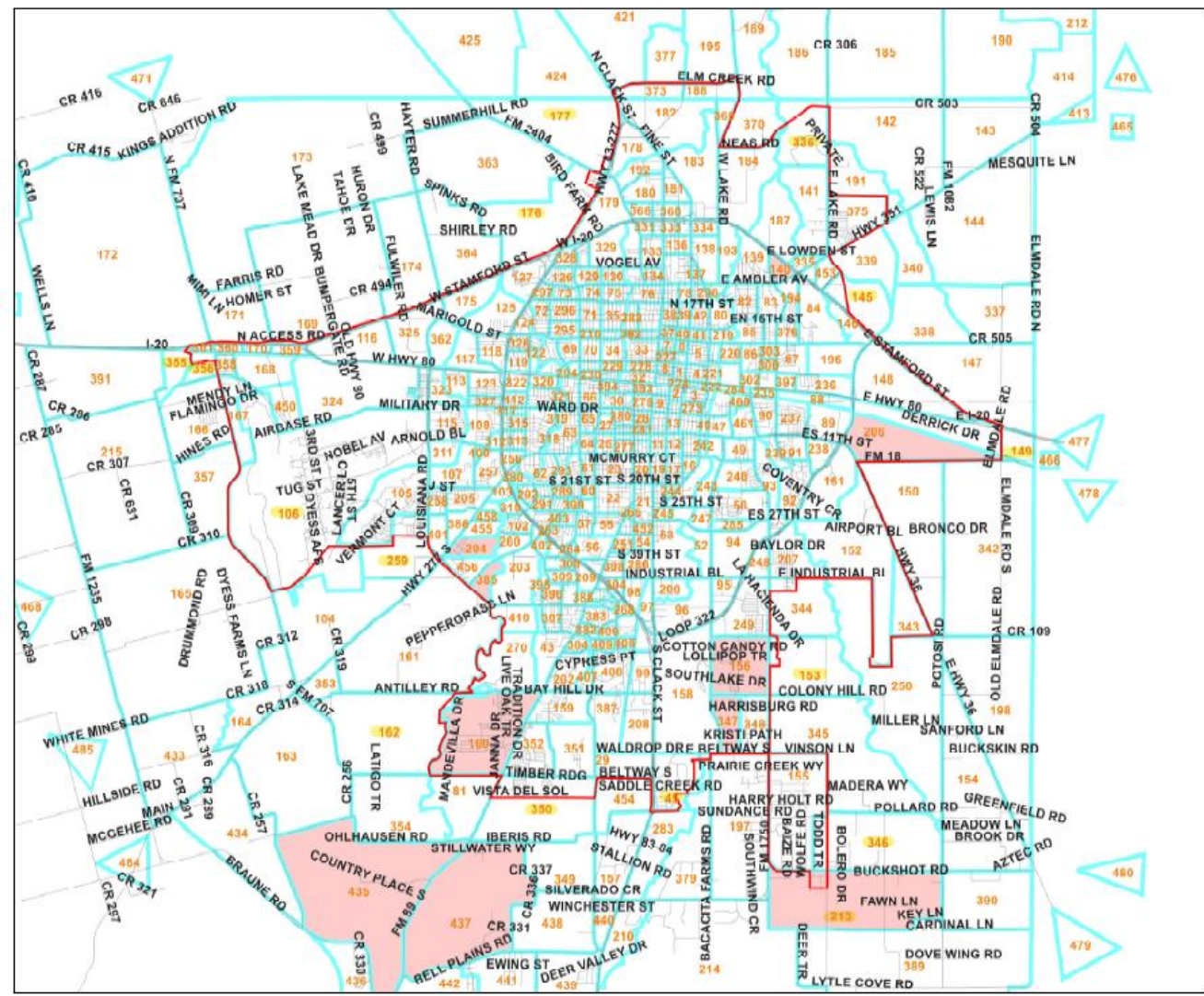
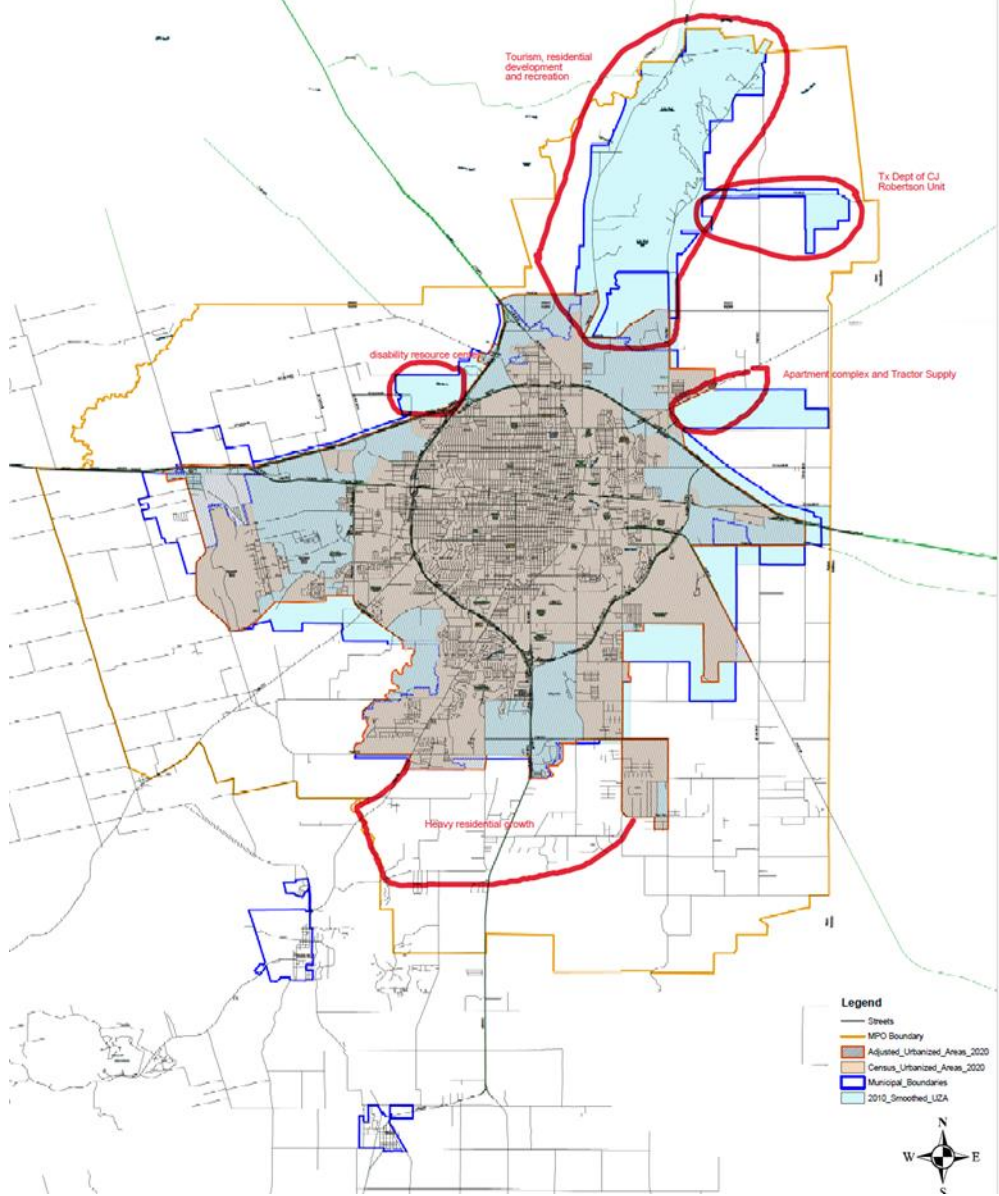
When adjusting the urban areas, a variety of factors should be considered. The list below describes these factors.

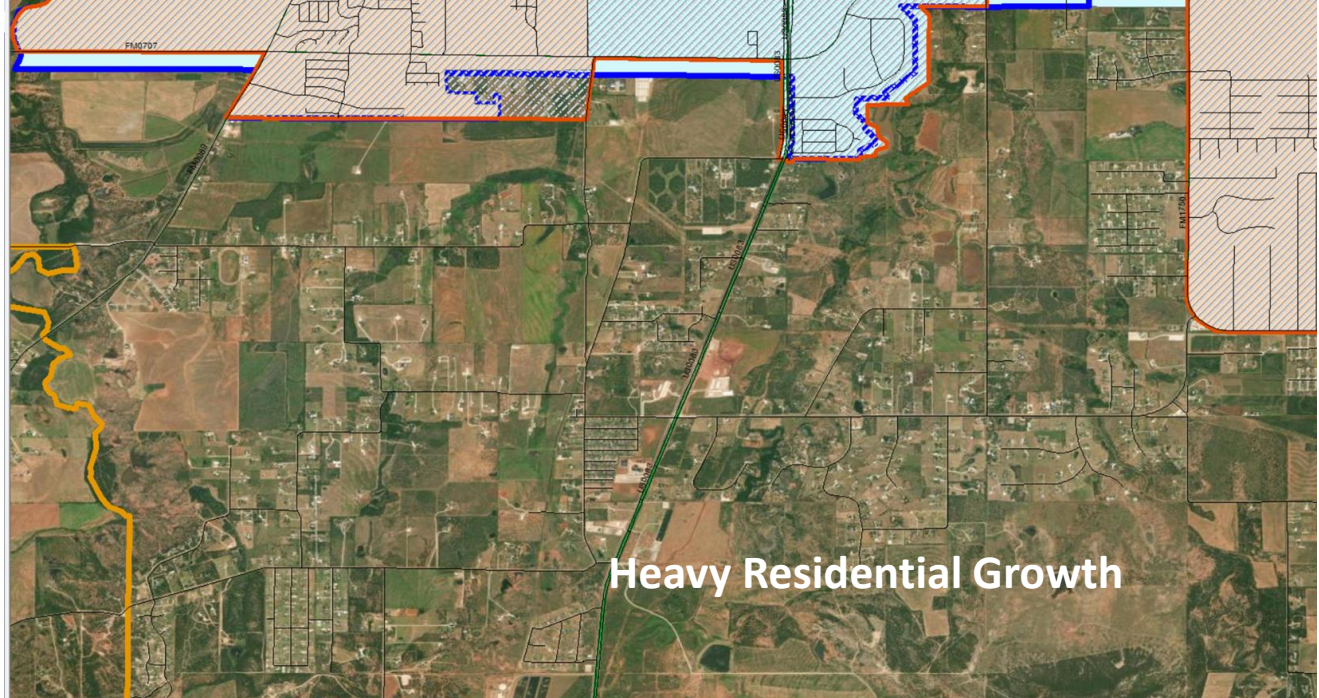
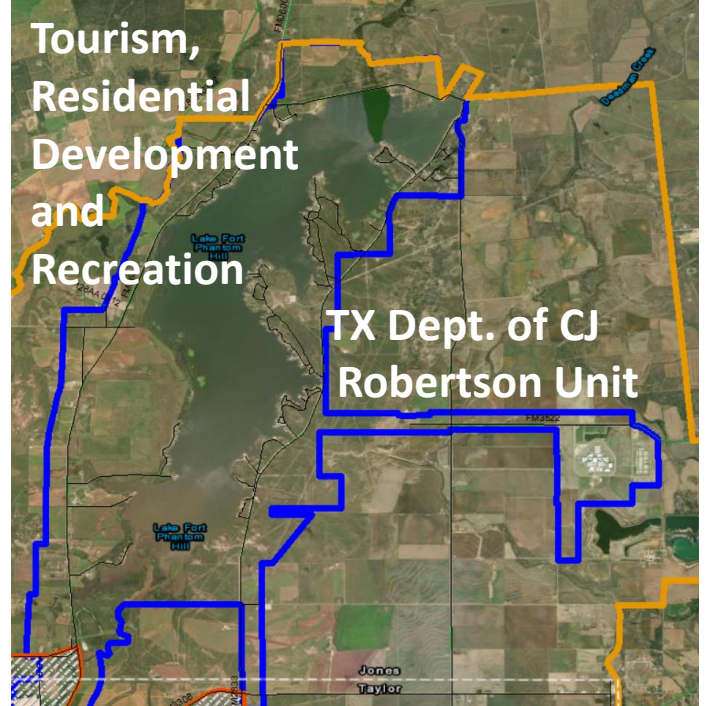
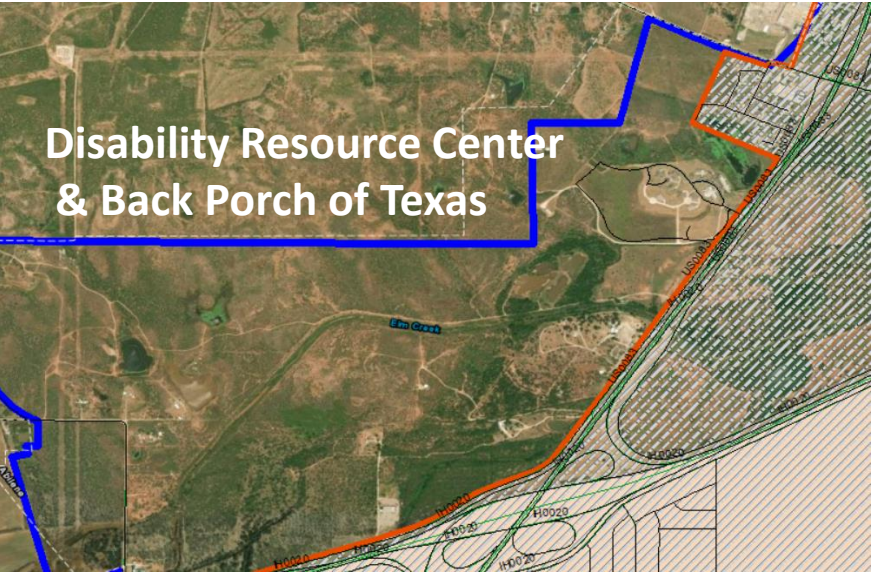
- ☐ The adjusted urban area boundary will encompass the entire urban area (of population 5,000 or greater) as designated by the Census Bureau.
- ☐ The adjusted urban area boundary will be one, single contiguous area.
- ☐ The adjusted urban area boundary often is designed to encompass areas outside of municipal boundaries that have urban characteristics with residential, commercial, industrial or national defense land uses that are consistent with or related to the development patterns with the boundary. The adjusted urban area boundary should include terminals and their access roads, if such terminals lie within a reasonable distance of the urban area (e.g. airports, seaports).
- ☐ The adjusted urban area boundary is adjusted in many instances to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).
- ☐ The adjusted urban area boundary should consider transit service routes (e.g., bus route, passenger rail line) in the placement of a boundary location. However, their inclusion should not unduly distort the shape or composition of the original census-defined urban area boundary.
- ☐ The adjusted urban area boundary should be defined so that its physical location is easy to discern in the field from data shown on the map. Whenever possible, if the boundary is going to deviate from political jurisdictional boundaries, it should follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). In instances where physical features are lacking, the boundary should cross at roadway intersections which are readily identifiable in the field.
- ☐ After the adjusted urban area boundary has been defined using all the factors previously listed, remaining boundary irregularities should be minimized to avoid the confusion that irregular boundaries can create.

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

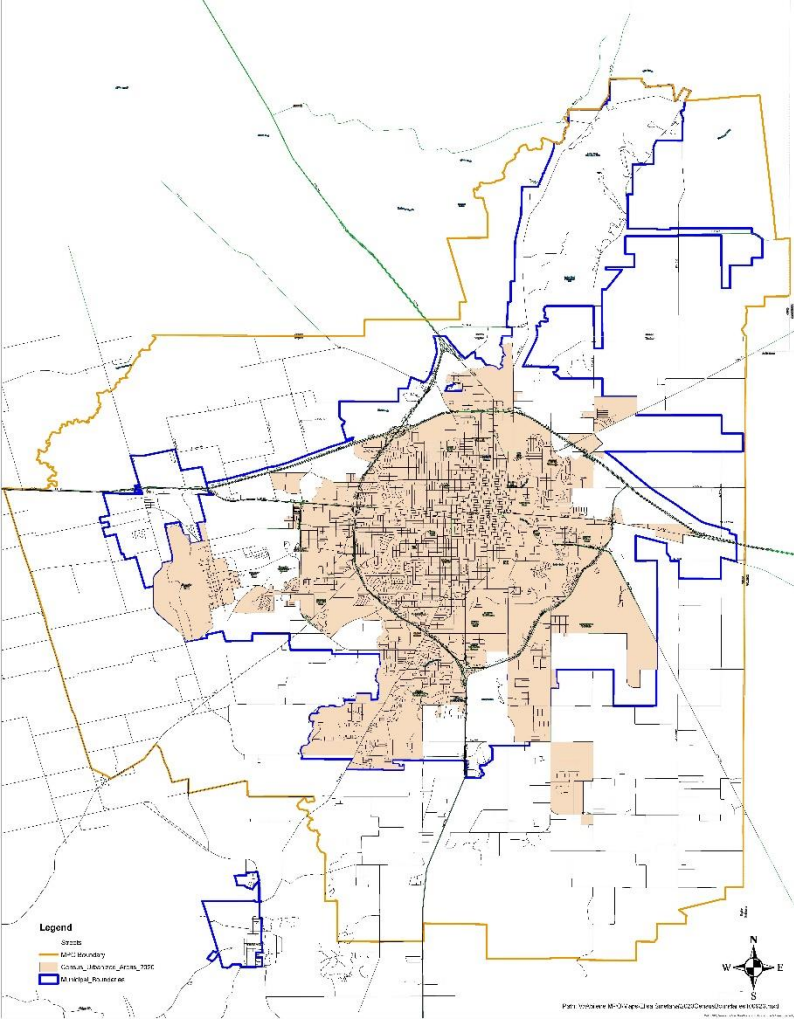
- Adjusted urban area boundaries should be defined so that confusion or ambiguity is minimized. For example, a boundary should not be drawn in the middle of a divided highway. The divided highway should be either completely in or completely out of the urban area boundary.
- In instances where a roadway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

Abilene MPO 2020 DRAFT Smoothed Census Urban Area

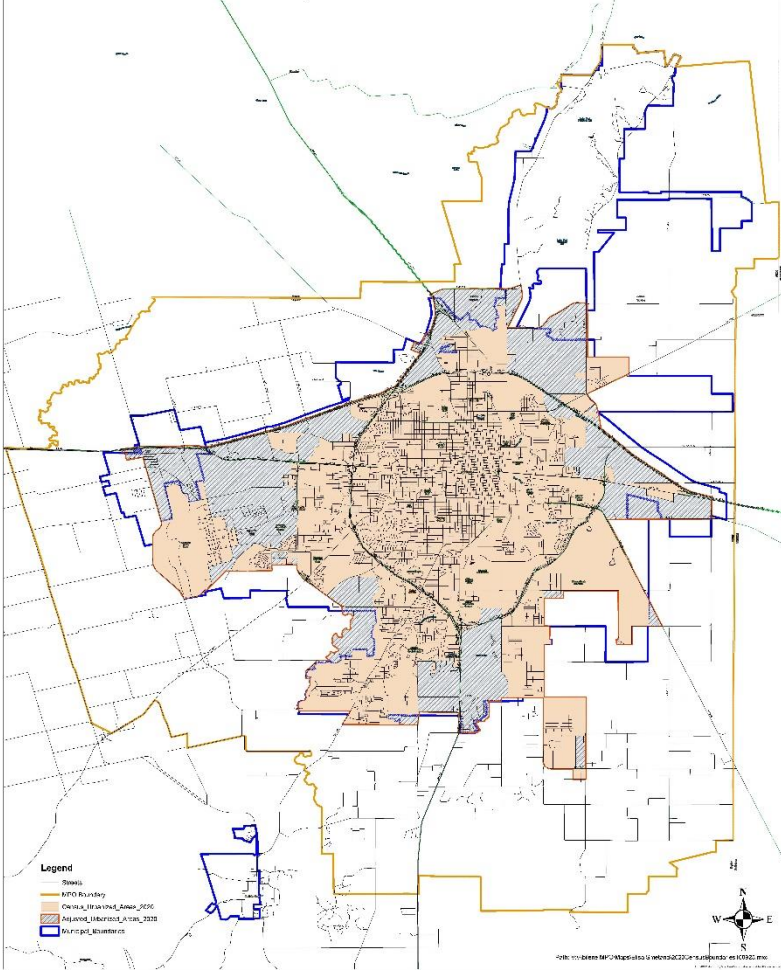




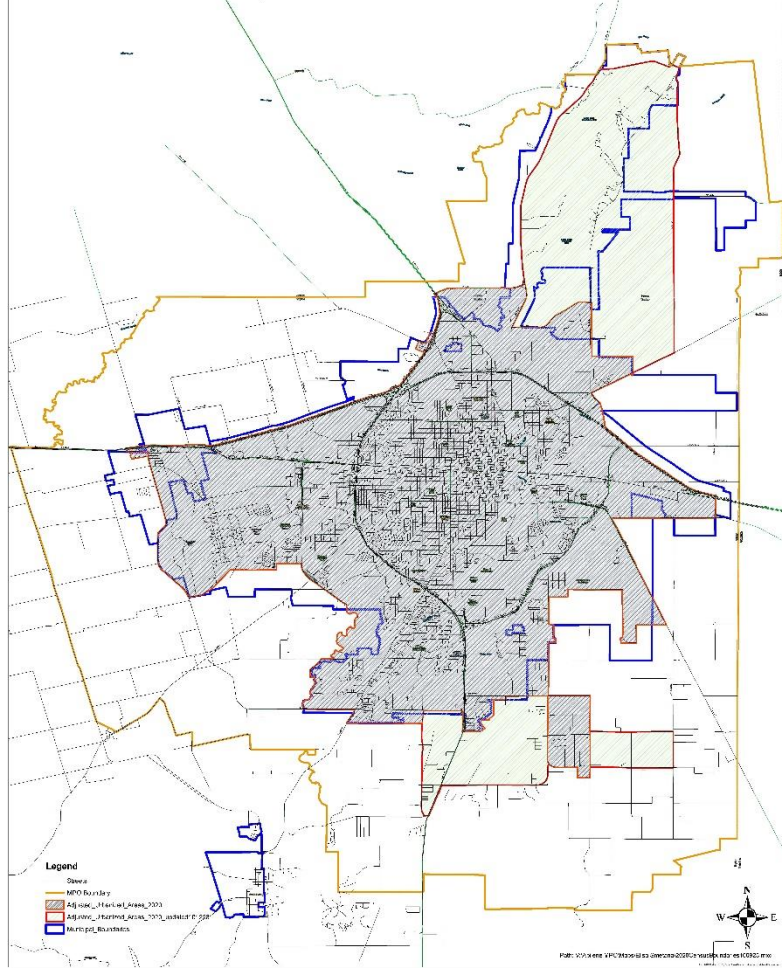
Abilene MPO 2020 Census Urban Area



Abilene MPO 2020 DRAFT Smoothed Census Urban Area Proposed from TxDOT



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



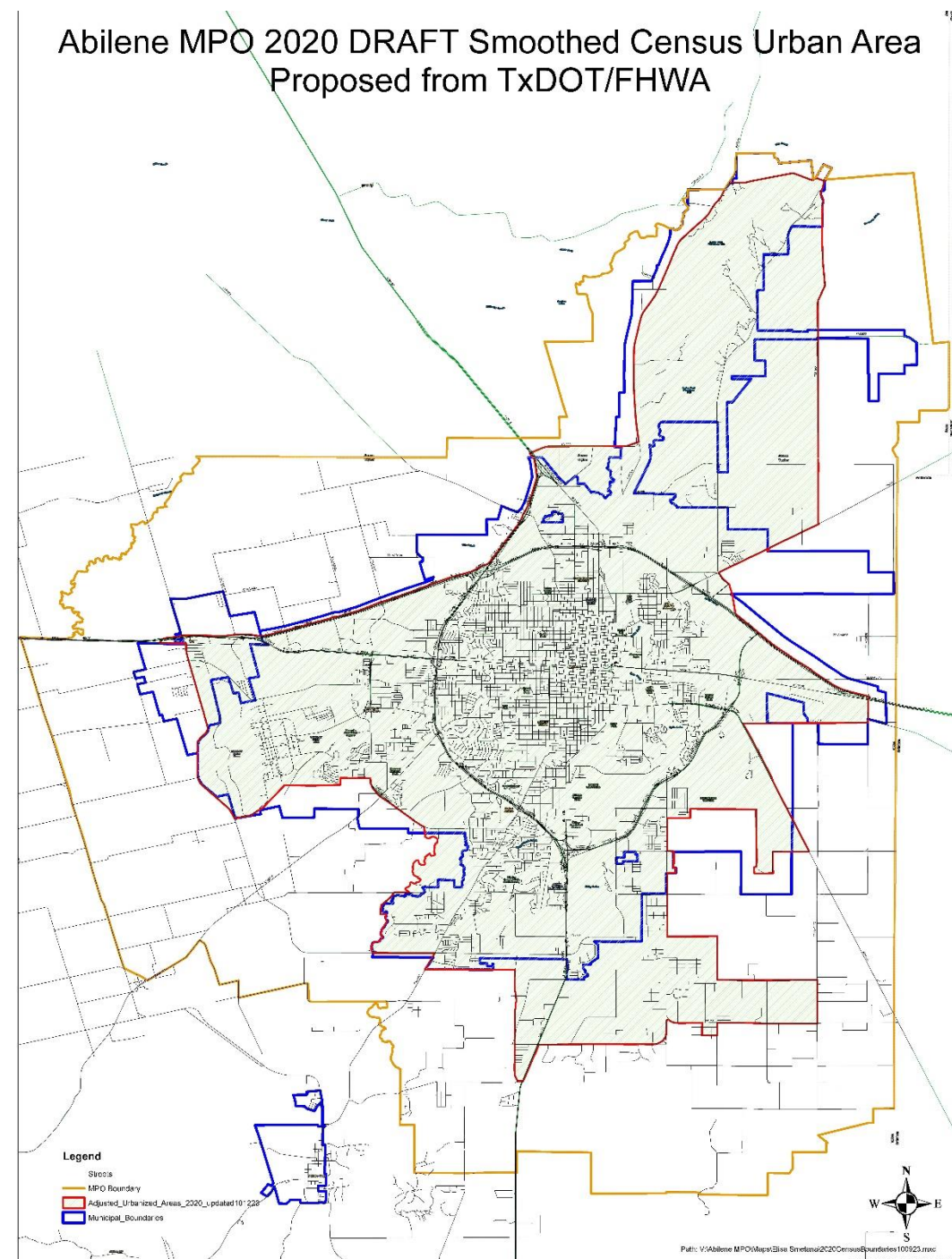
Recommendation from the Technical Advisory Committee (TAC)

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

Action Requested

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

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

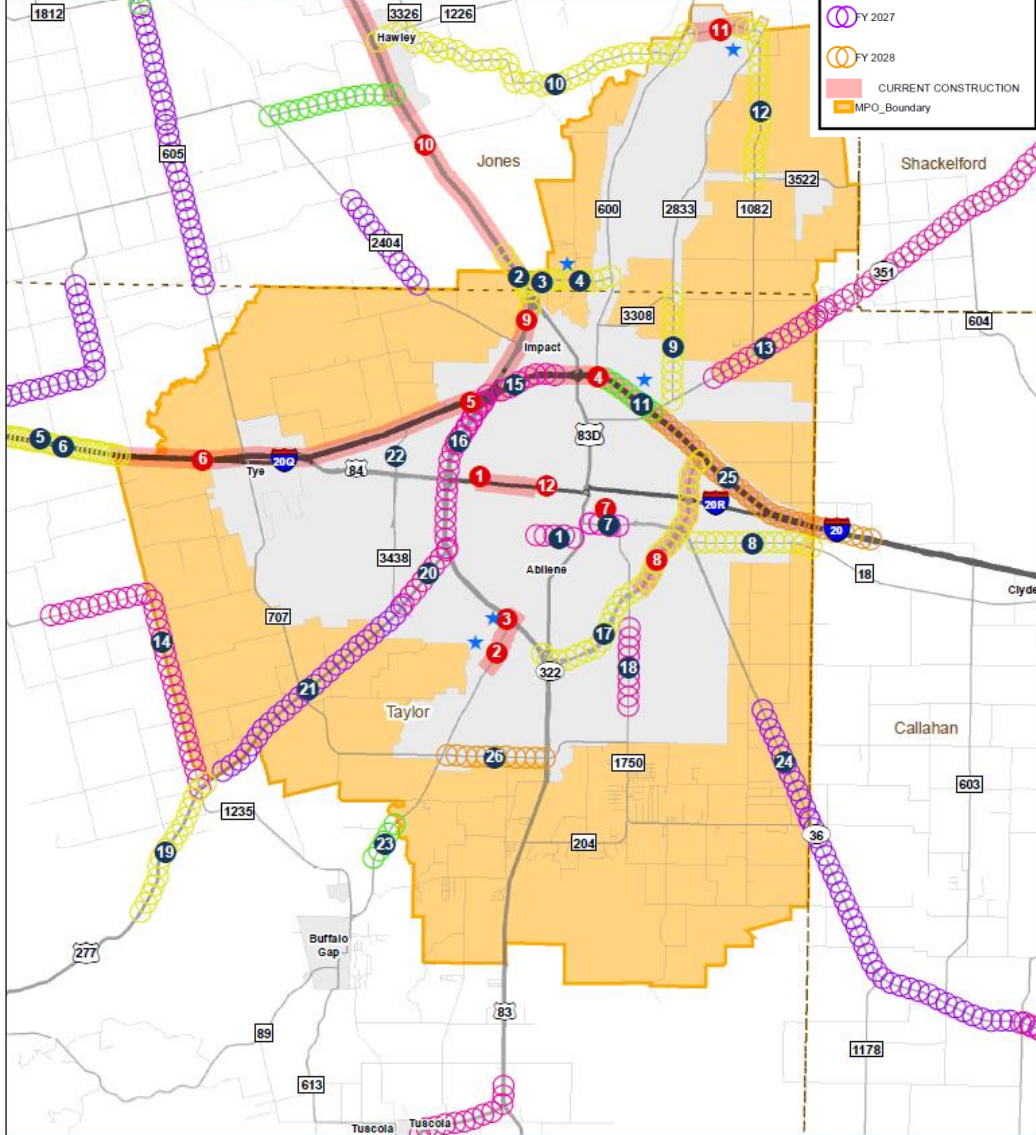


8. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

★ = MPO Funds Included

TxDOT Abilene District



2024-2028 Planned Projects

Site	CSJ	ROADWAY	PC	DESCRIPTION	FROM	TO	LET YEAR
1	090833104	S 14TH	TCD	Traffic Signals	Sayles Boulevard	BU 83D	2025
2	003305089	US 83	INC	CONSTRUCT BRIDGE	.67 MILES NORTH OF FM 3034	.28 MILES SOUTH OF FM 3034	2024
3	306801012	FM 3034	RER	WIDEN ROAD - ADD SHOULDERS	US 83	NEAR PR 343	2024
4	306801015	FM 3034	RER	REHABILITATE EXISTING ROADWAY	BRICK RD	FM 600	2024
5	000604080	IH 20	OV	PREVENTIVE MAINTENANCE	NOLAN COUNTY LINE	NEAR WELLS LANE (WB)	2024
6	000604084	IH 20	OV	PREVENTIVE MAINTENANCE	NOLAN COUNTY LINE	NEAR WELLS LANE (EB)	2024
7	018101067	SH 36	PED	BICYCLE AND PEDESTRIAN IMPROVEMENTS	BU 83D	FM1750	2025
8	000610011	FM 18	OV	PREVENTIVE MAINTENANCE	SH 36	CALLAHAN CO LINE	2024
9	285902014	FM 2833	OV	PREVENTIVE MAINTENANCE	JONES COUNTY	SH 351	2027
10	097502023	FM 1082	SFT	WIDEN ROAD - ADD SHOULDERS	CR 361	FM 600	2026
11	000606109	IH 20	WF	WIDEN ROAD - ADD LANES AND SHOULDERS	JUDGE ELY BLVD	SH 351	2026
12	097203023	FM 1082	OV	PREVENTIVE MAINTENANCE	FM 2833	FM 3522	2024
13	001101040	SH 351	OV	RESURFACE ROADWAY	ABILENE CITY LIMITS	CALLAHAN CO LINE	2025
14	066303031	FM 1235	WNF	WIDEN ROAD - ADD SHOULDERS	CR 306	US 277	2025
15	000605129	IH 20	OV	PREVENTIVE MAINTENANCE	SOUTH FRONTAGE RD NEAR N WILLIS	NEAR CATCLAW CREEK	2025
16	003306120	US 83	SFT	MEDIAN BARRIER-CONCRETE	1300 FT N OF AMBLER	N 10TH ST	2024
17	239801055	SL 322	SFT	MEDIAN BARRIER-CONCRETE	LYTLE CREEK	US 83	2024
18	165501036	FM 1750	SFT	INTERSECTION IMPROVEMENTS WITH TURN LANES	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	2025
19	040706047	US 277	RER	REHABILITATE EXISTING ROADWAY	SOUTH END OF BNSF BRIDGE	3.7 MI SW OF FM 1235	2026
20	040706049	US 277	OV	RESURFACE ROADWAY	US 83	FM 3438	2025
21	040706046	US 277	OV	RESURFACE ROADWAY	FM 3438	SOUTH END OF BNSF BRIDGE	2027
22	227001027	FM 3438	SFT	INSTALL ILLUMINATION	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	2026
23	069901065	FM 89	WNF	WIDEN ROAD - ADD LANES AND SHOULDERS	1.219 MILES SOUTH OF ELM CREEK	ELM CREEK	2026
24	018101069	SH 36	SP2	WIDEN ROAD - ADD LANES	CR 123	CALLAHAN COUNTY	2027
25	000606081	IH 20	WF	WIDEN ROAD - ADD LANES AND SHOULDERS	SH 351	CALLAHAN COUNTY LINE	2028
26	066301024	FM 707	WNF	WIDEN ROAD - ADD LANES AND SHOULDERS	FM 89 (BUFFALO GAP ROAD)	US 83	2028

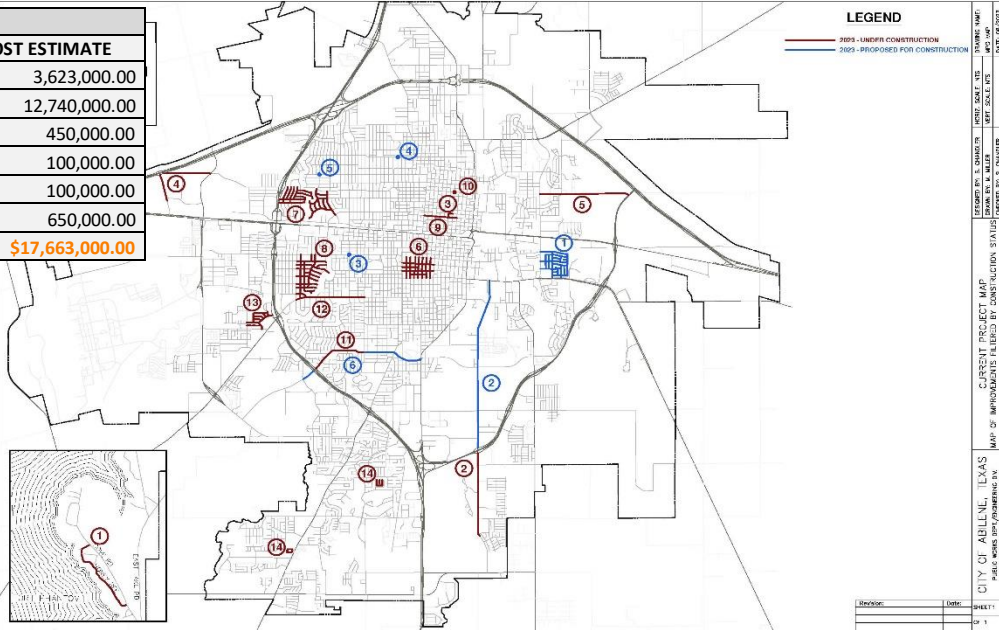
Current Construction

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.
6	000605125	IH 20	OV	OVERLAY	NEAR WELLS LN	0.75 MILES EAST OF HAYTER R	DUININCK, INC.
7	090833106	ES 7TH	BR	BRIDGE REPLACEMENT	AT CEDAR CREEK	.	J. H. STRAIN & SONS, INC.
8	239801056	SL 322	SFT	SAFETY IMPROVEMENT PROJECTS	N 10TH ST	LYTLE CREEK	ROADWAY SPECIALTIES, INC.
9	003306123	US 83	SFT	SAFETY IMPROVEMENT PROJECTS	BUS 83 INTERCHANGE	1300' NORTH OF AMBLER AVE	ROADWAY SPECIALTIES, INC.
10	003305096	US 83	SFT	SAFETY IMPROVEMENT PROJECTS	FM 707	0.25 MI NORTH OF FM 3034	ROADWAY SPECIALTIES, INC.
11	097203021	FM 1082	NNF	NEW LOCATION NON-FREEWAY	WEST OF CHEYENNE CREEK R	EAST OF DAM	<Null>
12	090800106	BI 20-R	SFT	SAFETY IMPROVEMENT PROJECTS (RAILROAD)	PIONEER DR	T&P LN	BONTKE BROTHERS CONSTRUCTION CO

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	20%	Epic Construction	\$ 6,837,216.50
N 6th St & Cypress St Improvements	Street Maintenance Fee	100%	Bontke Brothers Construction Co., Inc.	\$ 928,215.79
Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	70%	Epic Construction	\$ 3,451,655.00
EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	90%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50
Work Zone S9C	Street Maintenance Fee	100%	Raydon Inc.	\$ 1,640,456.21
Work Zone N2A & N2B	Street Maintenance Fee	100%	J.H. Strain & Sons	\$ 2,046,541.23
Work Zone S11B	Street Maintenance Fee	100%	J.H. Strain & Sons	\$ 1,811,645.17
N 5th Two-way conversion	Street Maintenance Fee	100%	Willis Electric	\$ 260,187.25
Pine St. @ N 10th St. Intersection	Street Maintenance Fee	80%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00
S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	35%	Bontke Brothers Construction Co., Inc.	\$ 3,017,238.00
S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	0%	Bontke Brothers Construction Co., Inc.	\$ 1,369,000.00
Work Zone S13	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,318,167.79
Wynrush and Rio Mesa Alley Resurfacing	Street Maintenance Fee	0%	Raydon Inc.	\$ 245,759.64
GRAND TOTAL				\$ 30,223,292.53

PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023				
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE
Work Zone S5	Street Maintenance Fee	90% Designed	2024	\$ 3,623,000.00
Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2024	\$ 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 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	0% Designed	2023	\$ 650,000.00
GRAND TOTAL				\$17,663,000.00



CityLink Transit

(October 17, 2023 PB Meeting)

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

9. Discussion and review of reports:

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

Financial Status

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
05/03/2023	March 2023	Billing #6		\$13,962.75	\$158,954.52
05/30/2023	April 2023	Billing #7		\$13,919.59	\$145,034.93
07/13/2023	May 2023	Billing #8		\$14,809.79	\$130,225.14
08/07/2023	June 2023	Billing #9		\$13,608.93	\$116,616.21
09/07/2023	Work Order #3	FTA 5303/PL-112	\$28,723.98		\$145,340.19
09/28/2023 dated 10/04/2023 rec'd	Work Order #4	FTA 5303/PL-112 Carryover FY 2022	\$256,607.99		\$401,948.18
10/11/2023	July 2023	Billing #10		\$19,950.22	\$381,997.96
TOTALS			\$564,810.50	\$182,812.54	\$381,997.96
<i>updated as of 10/11/23</i>					

Operation Report

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

MPO Transportation/Transit Planning:

General MPO -

- General Office Duties.
- Updated numerous organizational forms/files/documents.
- Organized and hosted a MPO PB/TAC workshop.
- Interviewed candidates for the Transportation Planner and ensured all job postings on the City, Texas MPOs, and Association of MPOs' websites were up to date. Submitted information on the job to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College. The job was also posted on the Handshake platform, Texas Municipal League (TML), and Strategic Government Resources (SGR) site.

Maps -

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

Travel Demand Model -

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

Reports-

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

Performance Measures -

- Created a resolution for the 2023 Transit Asset Management (TAM) Plan.
- Prepared information for the Transit Public Transportation Agency Safety Plan (PTASP).

Budget -

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

Collaboration -

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

Projects -

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

Director's Report

Work Tasks

- ***MPO Staffing***

The Transportation Planner position has been open since June 10, 2022. The job was posted on the City, Texas MPOs, Association of MPOs, Texas Municipal League (TML), and Strategic Government Resources (SGR) websites. It was also posted on the Handshake platform and information was submitted to ACU, Hardin-Simmons, TSTC, McMurry, and Cisco College.
- ***Year-end Report – Annual Listing of Obligated Projects (ALOP)***

Every year the Annual Performance & Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The information from TxDOT to complete the ALOP was sent out on April 18th with a due date of May 2nd. It has to follow our public participation process and there were some issues with the data so the report was submitted on June 27, 2023 and administratively amended on July 11 and September 5. It was accepted by FHWA and FTA on September 7, 2023.
- ***Metropolitan Transportation Plan (MTP)***

The Metropolitan Transportation Plan (MTP) is due on December 17, 2024. It will cover years 2025 to 2050. The MTP is the long-range plan or “blueprint” and has a minimum twenty-year planning horizon with an update every five years. It includes identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. This document incorporates a multimodal approach. It is a financially constrained document but it also includes a list of additional projects that could be implemented as funding becomes available. Projects are selected based on the demand on the current system and input from the community. The Technical Advisory Committee (TAC) has selected a subcommittee to help with the prioritized project listing as we work through the process.
- ***Travel Demand Model (TDM)***

MPO staff is currently working with TxDOT and others on updating the Travel Demand Model (TDM). This will need to be completed to include the work into the MTP. We submitted the information for the 2050 employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). We reviewed the data supplied by both UTSA Institute for Demographic and Socioeconomic Research and Ardurra. We had multiple Teams meetings with both entities to expand further on the findings. We received the final deliverable on this task on September 20. We are continuing to work on the remaining tasks with TxDOT, Ardurra, and UTSA with the completion of the model expected at the end of October 2023.
- ***MPO Area Boundary Expansion (MAB)***

The TAC Boundary Expansion Committee had meetings on the boundary expansion with the help and guidance of the Texas A & M Transportation Institute and TxDOT. With TxDOT's help, this process has started again with AECOM on September 11, 2023. The Technical Advisory Committee has a boundary subcommittee established that will be reviewing options. This process will also gather input from stakeholders who might be affected by the expansion.

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

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

12. Adjournment.

Our next meeting is: December 19, 2023
Thank you for all you do for transportation!