



ABILENE MPO POLICY BOARD MEETING

South Branch Library Conference Room | 4310 Buffalo Gap Road, Abilene, TX
Tuesday, August 15, 2023 at 12:00 p.m.

1. Call to Order.

Public comment on any item on the agenda.

**2. Consideration and Take Action on the
Policy Board Minutes of the June 20, 2023
meeting.**

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

Background

The Ports-to-Plains Trade Corridor was designated as a High Priority Corridor in 1998 by Congress. The Corridor provides the efficient transportation of goods and people from Mexico, through west Texas, Oklahoma, New Mexico, Colorado and ultimately Canada and the Pacific Northwest. The limits of the Ports-to-Plains Feasibility Study extend along highways from the New Mexico and Oklahoma borders to Mexico and include sections of I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158 and SH 349.

The 86th Texas Legislature passed House Bill 1079 (HB 1079) relating to a study by TxDOT of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27). The governor signed the bill into law on June 10, 2019. Creation of an I-27 Advisory Committee was a policy recommendation from the Ports-to-Plains Corridor Advisory Committee as part of the Ports-to-Plains Corridor Interstate Feasibility Study completed in 2020.

TxDOT, in conjunction with the Ports-to-Plains Advisory Committee, conducted a comprehensive study of the Ports-to-Plains Corridor. The study evaluated the feasibility of, and the costs and logistical matters associated with, improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend I-27. The study concluded on Oct. 15, 2020.

In 2023, TxDOT will lead a statewide planning effort to develop an implementation strategy to upgrade the network of highways in Texas to interstate standards. This strategy will be developed in coordination with the TxDOT Districts where the roadways that comprise the Ports-to-Plains System are located. This planning effort will include stakeholder identification and engagement, public meetings to inform the public about the new interstate highway system, and data collection and analyses to document the existing and future roadway characteristics. The implementation strategy will build upon the previous efforts completed during the Feasibility Study. The planning process will culminate in an implementation strategy report in support of an implementation plan, serving as a guide to the TxDOT Districts for future project-specific planning and programming for construction.

Current Situation

TxDOT asked that this be placed on the agenda for an update and discussion.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any action deemed appropriate.

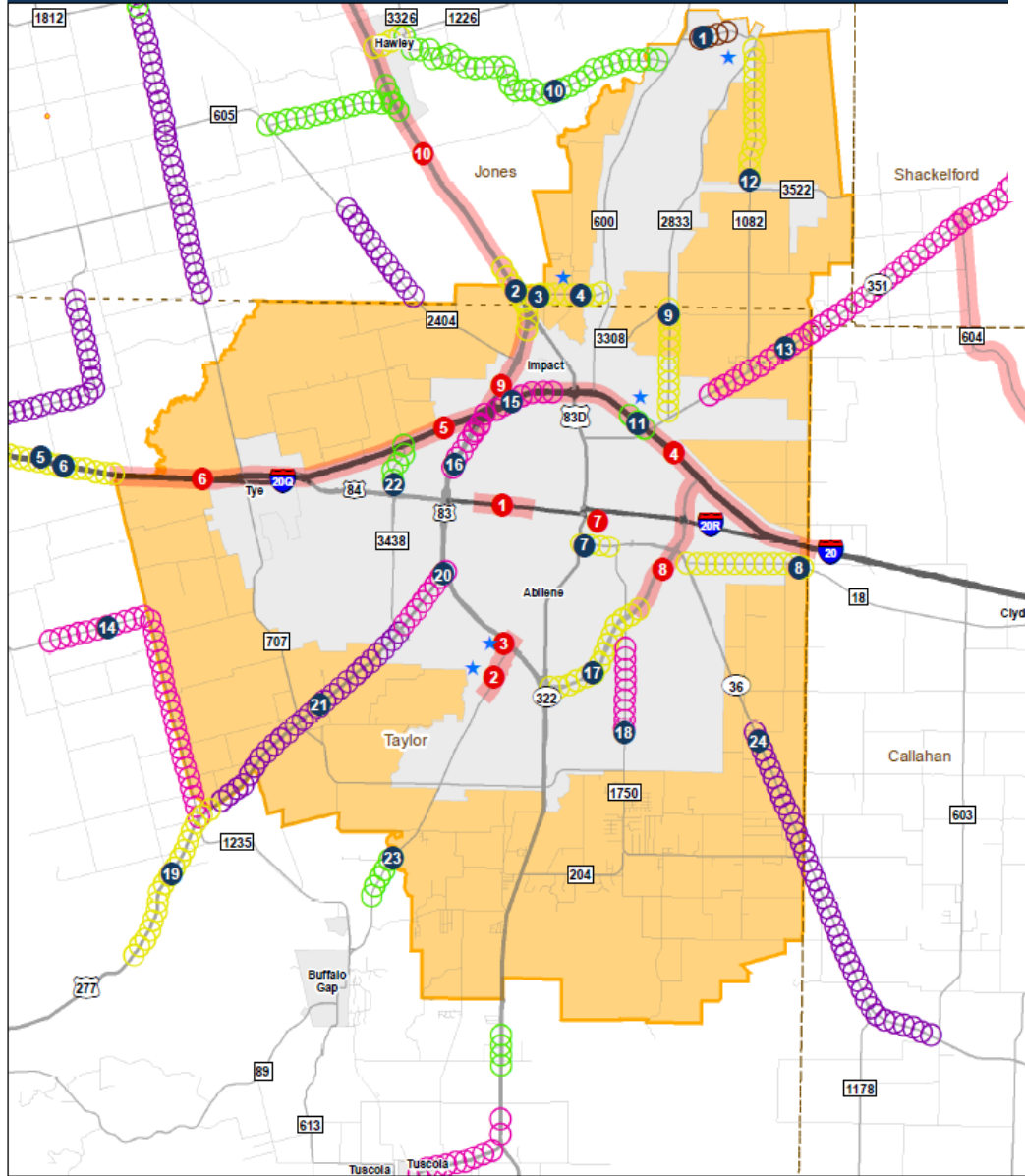
TxDOT Presentation – *Cary Karnstadt (TxDOT - TPP), Wendy Travis (Garver Consulting) and Tracy Michel (Garver Consulting)*

- [P2P System in TX Presentation to Abilene MPO.pptx](#)

4. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

TxDOT Abilene District



★ = MPO Funds Included

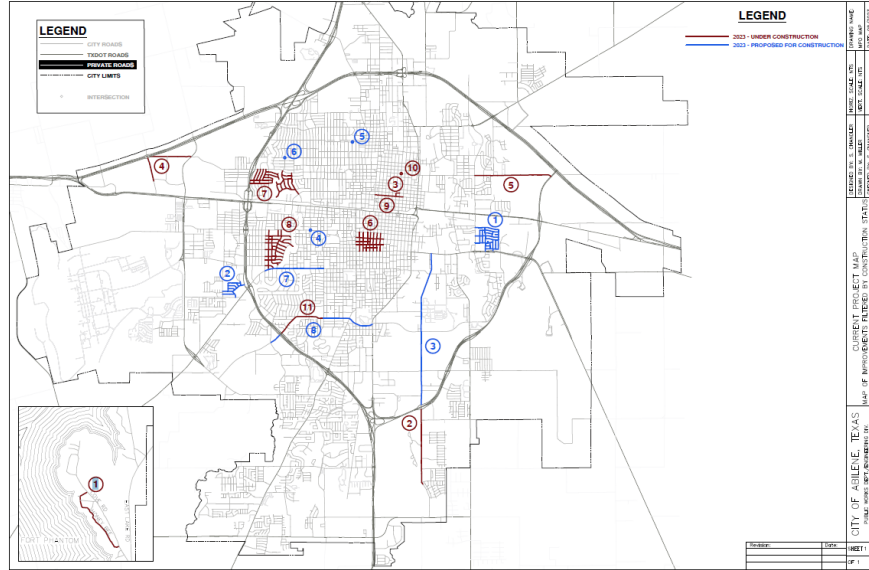
2023-2027 Planned Projects

Site	CSJ	ROADWAY	PC	DESCRIPTION	FROM	TO	LET YEAR
1	097203021	FM 1082	NNF	CONSTRUCT NEW ROAD	WEST OF CHEYENNE CREEK ROAD	EAST OF DAM	2023
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

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	DUNINCK, 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.

City of Abilene



	City of Abilene Proposed Project for CY 2023				
	PUBLIC WORKS PROJECTS UNDER CONSTRUCTION				
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE
1	Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45
2	Maple (Carriage Hills to Loop 322)	2021 Bond	8%	Epic Construction	\$ 6,837,216.50
3	N 6th St & Cypress St Improvements	Street Maintenance Fee	99%	Bontke Brothers Construction Co., Inc.	\$ 928,215.79
4	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	25%	Epic Construction	\$ 3,451,655.00
5	EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	20%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50
6	Work Zone S9C	Street Maintenance Fee	100%	Raydon Inc.	\$ 1,640,456.21
7	Work Zone N2A & N2B	Street Maintenance Fee	85%	J.H. Strain & Sons	\$ 2,046,541.23
8	Work Zone S11B	Street Maintenance Fee	50%	J.H. Strain & Sons	\$ 1,811,645.17
9	N 5th Two-way conversion	Street Maintenance Fee	90%	Willis Electric	\$ 260,187.25
10	Pine St. @ N 10th St. Intersection	Street Maintenance Fee	80%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00
11	S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	0%	Bontke Brothers Construction Co., Inc.	\$ 3,017,238.00
	GRAND TOTAL				\$ 27,290,365.10
	PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023				
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE
1	Work Zone S5	Street Maintenance Fee	90% Designed	2023	\$ 3,623,000.00
2	Work Zone S13	Street Maintenance Fee	70% Designed	2023	\$ 1,480,000.00
3	Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2023	\$ 12,740,000.00
4	S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	70% Designed	2023	\$ 450,000.00
5	N 18th St. @ Kirkwood St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 100,000.00
6	N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0% Designed	2023	\$ 100,000.00
7	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	100% Designed	2023	\$ 2,000,000.00
8	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	0% Designed	2023	\$ 650,000.00
	GRAND TOTAL				\$21,143,000.00

CityLink Transit

1. CityLink anticipates the delivery of two new 30 foot buses around the first of October.
1. CityLink has obtained the necessary quotes to move forward with the ceiling fan project and is expected to be completed by the end of August. CityLink is still going through the procurement process for the exhaust system.
1. CityLink obtained the necessary bids for this project and the project has now been completed as of July 2023.

5. Discussion and review of reports:

Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks, Training Sessions, and Meetings
- Director's Report
 - Work Tasks

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
TOTALS			\$279,478.53	\$162,862.32	\$116,616.21
updated as of 08/07/2023					

Operation Report

From some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

• **MAPS:**

- Traffic Analysis Zones (TAZ) info on special generators
- Household/Employment for TAZ
- Census 2020 Urban Areas info
- Bicycle Tourism Trails Map info.

• **TRAVEL DEMAND MODEL:**

- Working with TxDOT, Texas Demographic Center, and consultants - Ardurra on the MPO Travel Demand Model including special generators, HH/Employment TAZ data, median household income, and future networks.

• **REPORTS:**

- Statewide Transportation Improvement Program (STIP) February Revision.
- Draft and Final FYs 2024-2025 Unified Planning Work Program (UPWP).
- Coordinated with TxDOT, City of Abilene, and CityLink on the Annual Listing of Obligated Projects (ALOP) Report.
- Pavement and Bridge (PM 2) Performance Measures.
- Abilene Area Safety Plan.
- System Performance Measures (PM 3).
- Annual Performance and Expenditure Report for 2023

• **COLLABORATION:**

- Many partners for the Ride to Work event held on June 23rd, 2023. Appeared on KTAB 4U to promote and publicize the Ride to Work Day. Motorcycle safety booth at Kent's Harley Davidson on Saturday June 17th.
- Worked with TxDOT and AECOM on a scope of work for the MPO Boundary Expansion.
- Worked with the Public Works Department on the TxDOT Bicycle Tourism Map.

• **PROJECTS:**

- Carbon Reduction Program Projects
- Project Selection Committee

• **GENERAL MPO:**

- Updated numerous organizational forms/files/documents including:
PB and TAC documentation for new member packets, PB and TAC attendance sheets and sign-in sheets, MPO PB and TAC website membership files, MPO members master file (PB, TAC), TAC Designee Assignment, contact listing designations, MPO PB and TAC checklist, Citizen Contact List, MPO Mailing List, Ex-Officio Email List and Master Form, and updated the Project Selection Committee.
- July MPO Newsletter, Volume 13.
- Trainings on various MPO office procedures and processes.
- More efficient and cost saving office equipment contracts.
- Organizing, obtaining and composing applications, placing project pictures into format, and updating the public involvement summary.
- General office duties including: notes and minutes for all meetings and compose and summarize; food request; ordered required office supplies; purchasing cards, bills, and updated budget information.
- Orchestrating the speakers, caterers, and attendees as we simultaneously research, prepare updated reports, partner information and data for the MPO PB and TAC Workshop (opportunity for members to learn the inner workings and importance of the MPO) meeting to be held August 15, 2023. Worked with TxDOT and Texas A&M TTI on an MPO 101 training for the workshop.
- Researched information for purchasing a new tablet for the office (Latitude 7320).
- Interviewed candidates for the Transportation Planner and ensured all postings were up to date.

Director's Report

Abilene MPO Director's Report

Policy Board Meeting August 15, 2023

Work Tasks

No report at this time.

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

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

8. Workshop of the Transportation Policy Board and Technical Advisory Committee.

Background

Combined Policy Board and Technical Advisory Committee workshops have been held on April 18, 2013, November 30, 2016, January 11, 2018, August 5, 2019, July 28, 2020 (combined meeting), and August 18, 2021 (combined meeting). These workshops/meetings have focused on vision statements; goals, objectives, and strategies; planning and programming; project selection processes; MPO processes; project management; future planning - Metropolitan Transportation Plan; FHWA process; and current/future projects.

Current Situation

This workshop is to discuss MPO 101, TxDOT Project Management, Funding, and Consultant Management, along with MPO Boundary Expansion and Current/Future Projects. It will be a planning session so bring your thoughts, suggestions, and ideas.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Discussion items only.

- Introductions and Workshop Overview – *E’Lisa Smetana*
(10 minutes) Brief overview of what the workshop is about.
- MPO Overview- *Phillip Tindall (TxDOT) and Bob Hazlett (Texas A & M Transportation Institute)*
(30 minutes) Special thanks to Phillip Tindall at TxDOT for arranging to have Bob Hazlett with the Texas A & M Transportation Institute present an overview of what a MPO is, what we do, and what everyone’s role is to ensure transportation is continuous, comprehensive, and cooperative (3C planning process).
- TxDOT Project Management, Funding, and Consultant Management – *Michael Haithcock, Billy Dezern, and Julie Rogers*
(20 minutes) Michael Haithcock and team will discuss TxDOT’s processes and how they tie into the MPO’s process for a complete circle of planning projects.
- MPO Boundary Expansion
(20 minutes) (TxDOT in Austin is working on a contract that will allow AECOM to help the MPO with our boundary expansion study. Boundary TAC Subcommittee current members: Mr. Preston Conrad Smith, Commissioner Randy Williams, Mr. Billy Dezern, Mr. Tim Littlejohn, Ms. PJ Sumner, Ms. E’Lisa Smetana and MPO Staff.
- Discussion of Current and Future TxDOT and MPO Projects, and Related Projects.
(60 minutes) This will be a planning session to look at current and future projects.
- Workshop Wrap-up.
(10 minutes) Future topics, other items, etc.

Introductions and Workshop Overview – *E’Lisa Smetana*

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

- [2023-08-11 MPO 101 Abilene MPO 2023-08-15 Hazlett.pptx](#)

TxDOT Project Management – *Michael Haithcock*

- [TXDOT PROJECT MANAGEMENT.pptx](#)

TxDOT Funding –*Billy Dezern*

- [TxDOT Transportation Funding.pptx](#)

TxDOT Consultant Management - *Julie Rogers*

- [TXDOT Consultant Selection Process August 2023.pptx](#)

MPO Boundary Expansion

(TxDOT in Austin is working on a contract that will allow AECOM to help the MPO with our boundary expansion study.

Boundary TAC Subcommittee current members:

Mr. Preston Conrad Smith

Commissioner Randy Williams

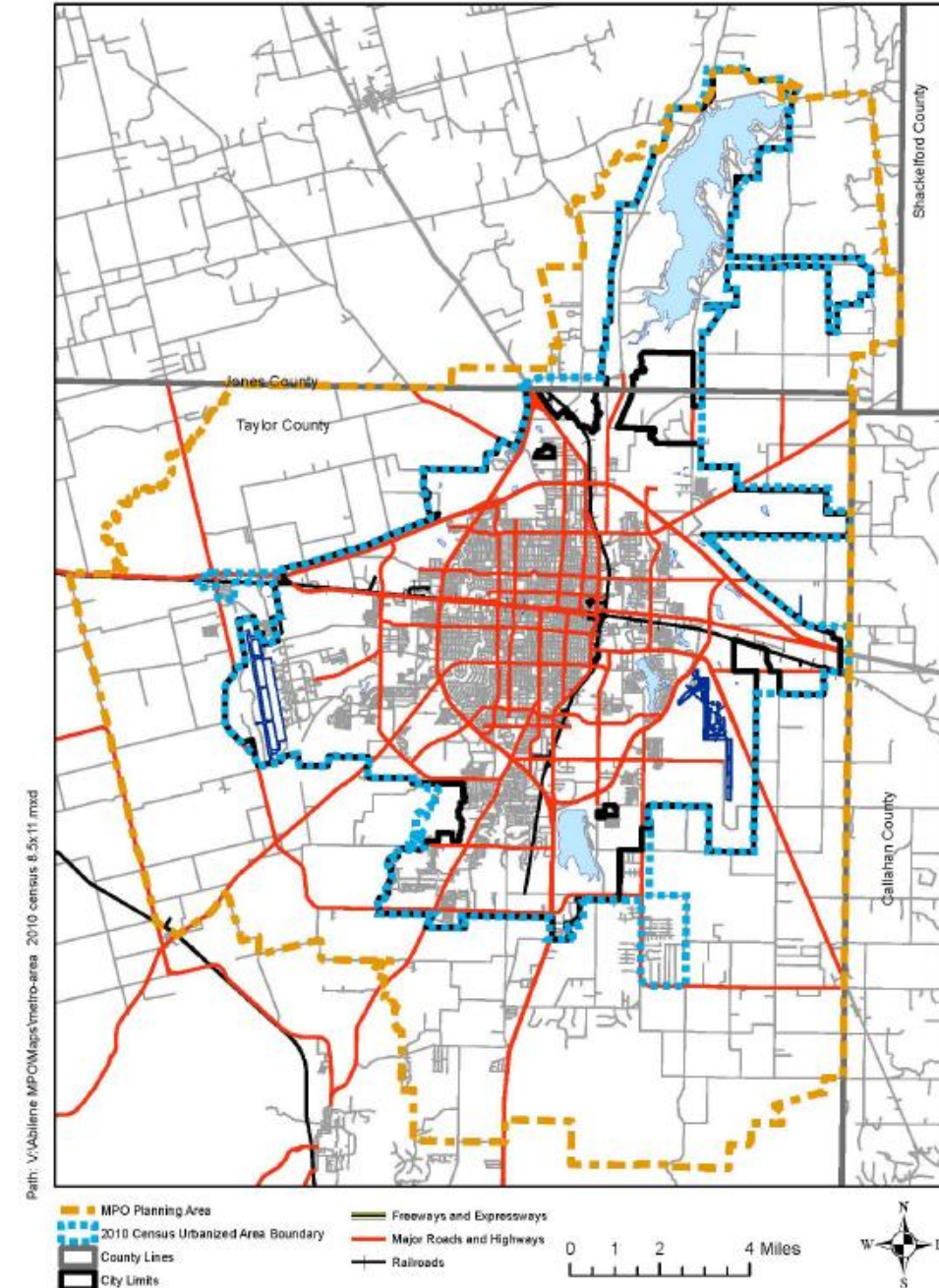
Mr. Billy Dezern

Mr. Tim Littlejohn

Ms. PJ Sumner

Ms. E'Lisa Smetana and MPO Staff.

Abilene Urbanized Area and Metropolitan Planning Area



Discussion of Current And Future TxDOT and MPO Projects, and Related Projects.

THE ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO)

PROJECT NOMINATION FORM

The Abilene MPO welcomes your comments and suggestions and is accepting nominations for proposed transportation projects of local and regional significance for consideration. Proposed projects may include highway, bicycle, pedestrian, and transit improvements.

Project Name : _____
From / To limits : _____
Submitted by : _____
Phone : _____ Email : _____
Description : _____

Please mail, email, or fax to:
Abilene Metropolitan Planning Organization
209 South Camille Drive, Suite B-312
Abilene, Texas 79602
Email: abilenempo@abilenets.gov
Fax: (325) 676-6398
Website: www.abilenempo.org
For any additional questions, call us at (325) 676-9999

Public Comments and Transportation Suggestions

Name: _____
Address: _____
City: _____
State: _____
Zip: _____
Phone Number (optional): _____
Email: (If you wish to be contacted back): _____
Comments: _____

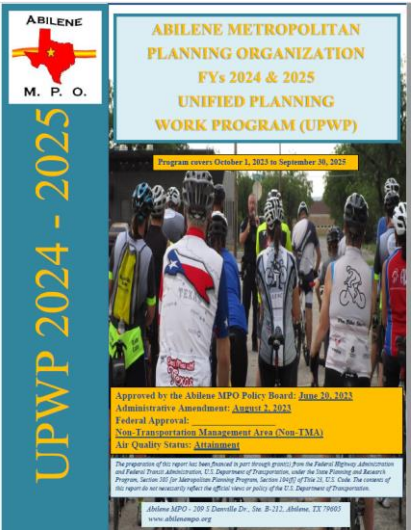
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Public Notification Request Form

Notification Request Form
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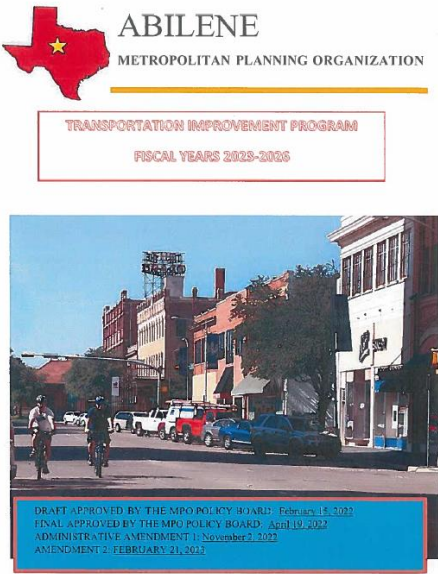
Name: _____
Address: _____
City: _____
State: _____
Zip: _____
Phone Number (optional): _____
Email: _____
Comments: _____

UPWP FYs 2024-2025
approved June 20, 2023



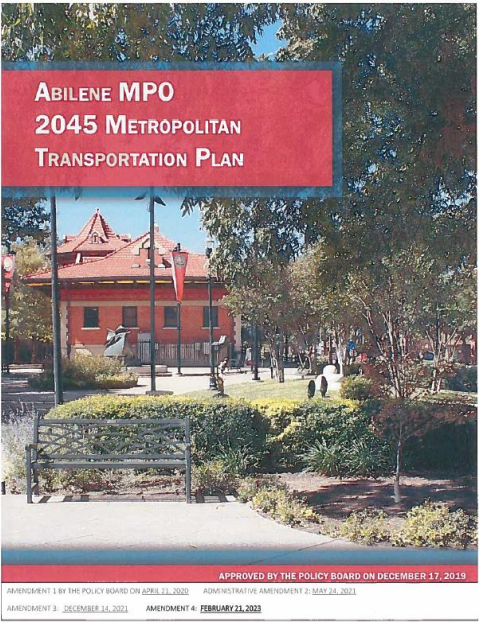
TIP FYs 2023-2026 amended
February 21, 2023

TIP FYs 2025-2028 due
May 1, 2024



MTP 2020-2045 approved
December 17, 2019.

MTP 2025-2050 due
December 17, 2024.



ABILENE METROPOLITAN PLANNING ORGANIZATION												
10 YEAR PLAN												
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	TOTAL	
	\$ 13,903,716	\$ 4,906,264	\$ 5,072,444	\$ 5,302,240	\$ 5,519,496	\$ 5,812,531	\$ 6,214,230	\$ 6,693,549	\$ 7,243,421	\$ 7,878,644	\$ 58,586,485	Based on CTP FY 2023 Pending
	\$ 16,903,716	\$ 5,236,264	\$ 5,402,444	\$ 5,632,240	\$ 5,849,496	\$ 6,142,531	\$ 6,544,230	\$ 7,023,549	\$ 7,573,421	\$ 8,208,644	\$ 61,586,485	
	\$ 14,018,619	\$ 4,646,163	\$ 4,812,444	\$ 5,042,240	\$ 5,259,496	\$ 5,552,531	\$ 5,954,230	\$ 6,433,549	\$ 6,983,421	\$ 7,618,644	\$ 57,586,485	
ESTIMATED												

10 Year Plan approved February 21, 2023

PROJECTS

Table 33: Funded Projects

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Project Ranking	Map #	PM#
US 83	North of FM 707	Near Antilley Rd	Add Frontage Rd at US 83 Connecting to FM 707 to Antilley Rd	\$ 7,000,001	\$ 3,500,000	2020	S083-E23-CA	Plans under construction (planned let Aug 1, 2020)	\$ 7,290,471	24	1	PM 3
US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	\$ 10,520,000	\$ -	2024	S0083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 12,781,870	13	2	PM 1 PM 2
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Access Management/Intersection Improvements	\$ 12,775,001	\$ 12,775,000	2021	S0089-3-CA	Plans under construction (planned let August 1, 2021)	\$ 17,319,993	3	3	PM 1 PM 2 PM 3
FM 89 (Buffalo Gap Rd)	Near Bettles Ln	Rebecca Ln	Access Management	\$ 10,970,001	\$ 10,970,000	2021	S0089-C1-CA	Plans under construction (planned let August 1, 2021)	\$ 12,447,992	5	4	PM 1 PM 2 PM 3
FM 3034	US 83	FM 600	Rehab and Widen	\$ 2,600,000	\$ 2,600,000	2024	S3034-E22-RM	Plans under construction (planned let February 1, 2024)	\$ 2,942,666	29	5	PM 2
FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	\$ 2,000,000	\$ 2,000,000	2030-2045	S0089-E21-RM	Long Range Plan	\$ 2,200,000	12	6	PM 1 PM 2 PM 3
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	\$ 127,500,000	\$ -	2028	S020-E24-CA	Environmental Review (planned let June 1, 2028) combined S020-E28-CA	\$ 162,335,040	7	7	PM 1 PM 2 PM 3
IH 20	Judge Ely Blvd	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	\$ 67,199,999	\$ 20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	\$ 79,670,999	1	8	PM 1 PM 2 PM 3
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Roadway	\$ 7,840,000	\$ 7,840,000	2025	S0707-F1-CA	planned let August 1, 2025	\$ 16,206,697	10	9	PM 1 PM 2
FM 707	US 83	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane and intersection improvements at FM 1750	\$ 10,400,000	\$ 8,060,000	2029	S0707-F2-CA		\$ 16,360,619	16	10	PM 1 PM 3
E N 10th St	Griffith Rd at Little Elm Creek	Loop 322	Widen to 4 lanes and include turn lanes	\$ 5,400,000	\$ -	2020-2029	AEN10-1-CA	Local Project	\$ 5,400,000	25	11	N/A
Hartford			Bridge to Replace Low Crossing	\$ 1,000,000	\$ -	2020-2029	AHRT-1-BR	Local Project	\$ 1,000,000	14	12	N/A
Maple St	S 11th St	S 27th St	Widen to 4 lanes and include turn lanes	\$ 7,400,000	\$ -	2020-2029	AMAPL-2-CA	Local Project	\$ 7,400,000	20	13	N/A
Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-3-CA	Local Project	\$ 3,600,000	22	14	N/A

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

Current projects
TIP
10- Year Plan

Current projects
TIP
10- Year Plan

Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Project Ranking	Map #	PM#
Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and include turn lanes	\$ 3,600,000	\$ -	2020-2029	AMAPL-4-CA	Local Project	\$ 3,600,000	18	15	N/A
Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and include turn lanes	\$ 4,800,000	\$ -	2020-2029	AMAPL-5-CA	Local Project	\$ 4,800,000	15	16	N/A
Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	\$ 1,500,000	\$ -	2020-2029	AN010-D2-OI	Local Project	\$ 1,500,000	23	17	N/A
IH 20	Near Catclaw Creek	SH 351	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 20,000,000	2029	S020-E26-CA	Environmental Review (planned let May 1, 2029)	\$ 270,558,400	2	18	PM 1 PM 2 PM 3
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	\$ 212,500,000	\$ 30,000,000	2031	S020-E27-CA	Environmental Review (planned let April 1, 2031)	\$ 270,558,400	8	19	PM 1 PM 2 PM 3
US 83	S 7th St	N 10th St	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 10,000,000	2030-2045	S0083-B3-CA	Long Range Plan	\$ 98,037,488	4	20	PM 1 PM 2 PM 3
US 83	N 10th St	IH 20	Add 2 Main Lanes and Replace Overpass Structures	\$ 40,000,000	\$ 10,000,000	2030-2045	S0083-E7-CA	Long Range Plan	\$ 65,358,325	9	21	PM 1 PM 2 PM 3
IH 20	MPO East Boundary	East of Loop 322	Add 2 Main Lanes and Replace Overpass Structures	\$ 60,000,000	\$ 20,000,000	2030-2045	S020-E28-CA	Long Range Plan	\$ 98,037,488	11	22	PM 1 PM 2 PM 3
Business I-20	Loop 322	Elmdale Rd	Rehabilitate, Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2030-2045	SB120-C1-RM	Long Range Plan	\$ 8,236,582	17	23	PM 1 PM 2 PM 3
Loop 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	\$ 45,400,000	\$ -	2030-2045	S0322-B1 (C2)-CA	Long Range Plan	\$ 71,911,699	33	24	PM 3
FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082 (Relocate FM 1082 at Ft. Phantom Dam)	\$ 7,000,000	\$ 3,000,000	2023	S1082-F7-CA	Local Project (Planned Let August 2, 2023)	\$ 8,581,376	27.5	25	PM 1 PM 2
US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	\$ 3,000,000	\$ -	2024	S0083-B2-OI	Plans under construction (planned let February 1, 2024)	\$ 3,651,418	13.5	26	PM 1 PM 2

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

Table 34: Illustrative Projects

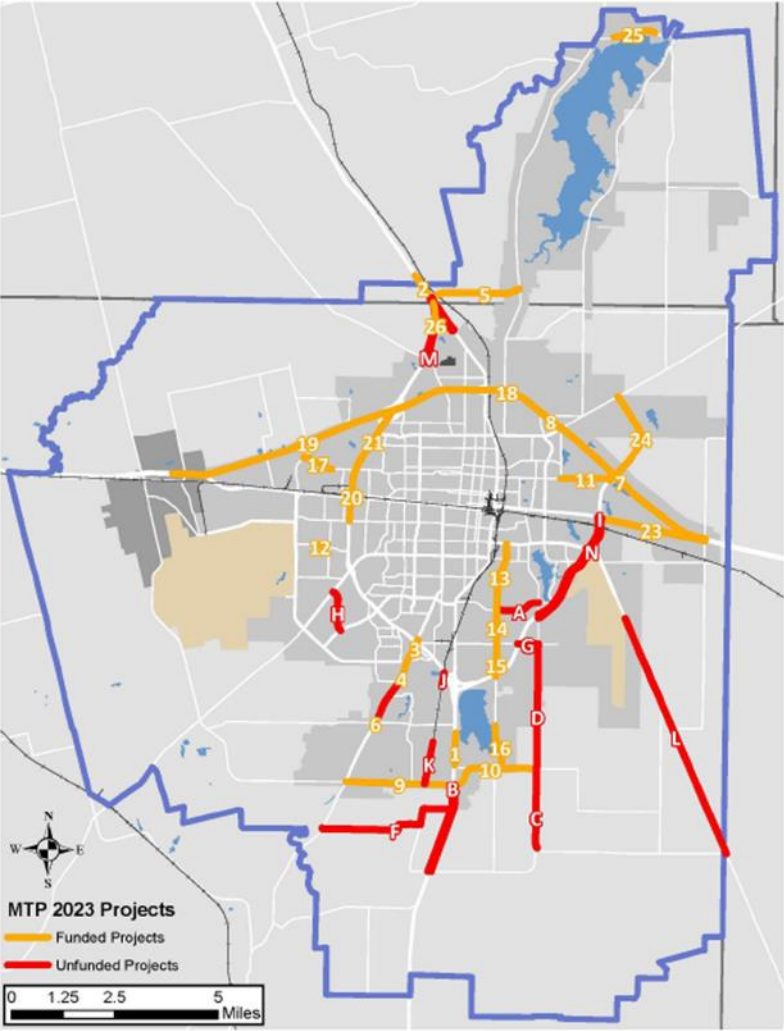
Location	From	To	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Project Ranking	Map #
E S 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 4,700,000	\$ -	Future	AES27-2-CA	28	A
US 83	FM 707	FM 204 (Clark Rd)	Add Frontage Roads	\$ 13,600,000	\$ -	Future	S0083-F3-CA	37	B
FM 1750 (Oldham Ln)	0.5 Miles South of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	\$ 6,500,000	\$ -	Future	S1750-E5-CA	30	C
FM 1750 (Oldham Ln)	Industrial Blvd	0.5 Miles South of FM 707	Widen to 4 Lanes	\$ 15,800,000	\$ -	Future	S1750-C1-CA	32	D
FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Widen to 6 Lanes with Access Control	\$ 5,000,000	\$ -	Future	S0089-C2-CA	6	E
Iberis (CR 164 & CR 338)	US 83	FM 89 (Buffalo Gap Rd)	Rehabilitate, Add Shoulders	\$ 7,100,000	\$ -	Future	CIBER-E19-RM	31	F
Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	\$ 2,300,000	\$ -	Future	AINDU-2-CA	27	G
New Roadway	Southwest Dr	US 277	New roadway between Winters Fwy & Dub Wright Blvd (Public Comment)	\$ 4,500,000	\$ -	Future	AXXX-F4-CA	36	H
Loop 322 Frontage Rd	FM 1750 (Oldham Ln)	Business I-20	Operational Improvements	\$ 18,000,000	\$ -	Future	S322-E28-OI	19	I
Memorial Dr	Preston Trail	US 83	Extend roadway (Public Comment)	\$ 1,300,000	\$ -	Future	AMEMO-F5-CA	34	J
Memorial Dr	Ridge Crossing	FM 707	Extend roadway (Public Comment)	\$ 4,700,000	\$ -	Future	AMEMO-F6-CA	35	K
SH 36	1.2 Miles South of FM 18 (Old Clyde Rd)	FM 1750 (Oldham Ln)	Widen to 4 Lanes	\$ 27,900,000	\$ -	Future	S0036-1-CA	21	L
US 83 Frontage Rd	FM 2404 (Old Anson Rd)	FM 3034	Change Frontage Road Operations	\$ 12,000,000	\$ -	Future	S0083-C1-OI	26	M
Loop 322	SH 36	SH 36	Intersection Improvements	TBD	\$ -	Future	S0322-F8-OI	11.5	N

Current projects
TIP
10- Year Plan

Table 35: Grouped Projects

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

Figure 46: Funded and Illustrative Projects Map



FY 2023 TRANSIT PROJECT DESCRIPTIONS			
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2023)	Federal (FTA) Funds	\$ 1,572,520.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2023	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2023)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2023	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2023)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2023	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2023)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2023	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2023)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2023	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS			
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2024)	Federal (FTA) Funds	\$ 1,572,520.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2024	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2024)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2024	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2024)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2024	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2024)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2024	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2024)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2024	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

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

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

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

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

Workshop Wrap-up.

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

EXECUTIVE SESSION

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

Background

Excerpt from the City of Abilene's Employee Policy Manual Reissued: January 10, 2023:

The job performance of each employee shall be reviewed and evaluated by the employee's Supervisor. The purpose of the evaluation is to help employees and supervisors determine whether employees are performing at a satisfactory level; to identify areas of achievement and needed improvement; to establish performance objectives, and to provide management a decision-making tool regarding employee training needs, work assignments, promotion, and salary.

Performance evaluations are to be conducted annually. Performance evaluations must be turned in to the Human Resources Department upon their completion. An employee's annual performance evaluation date may be adjusted to the anniversary of a date of promotion. Employees who do not consistently meet job requirements (below proficiency rating) should be reviewed more frequently than the normal annual cycle.

Current Situation

This was presented at the June 20, 2023 Policy Board meeting and to be brought back at the August 15, 2023 workshop. To be discussed in Executive Session.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any action deemed appropriate.

10. Adjournment.

A scenic view of a river flowing through a dense forest. The water is white and frothy as it cascades over numerous rocks and boulders. The surrounding trees are tall and thin, with green foliage. The ground is covered in brown leaves and moss. The overall atmosphere is peaceful and natural.

Our next meeting is: October 17, 2023
Thank you for all you do for transportation!



Ports-to-Plains System In Texas

Presentation to the Abilene Metropolitan Planning
Organization

Cary Karnstadt
Project Manager, Planning and Programming Division, TxDOT

August 15, 2023

Ports-to-Plains System



Benefits of an Interstate Highway



Improve Safety, Mobility, and Connectivity



Improve Travel Time and Reduce Travel Time Costs



**Improve Freight Movement
Facilitate the Flow of Goods and International Trade**



Increase Access to Markets



Alleviate Congestion and Improve Reliability



Create Economic Opportunities

Safety Design Standards of an Interstate Highway



Full control of access; no driveways connecting to main lanes; no stop signs or traffic signals on main lanes



Higher design speeds



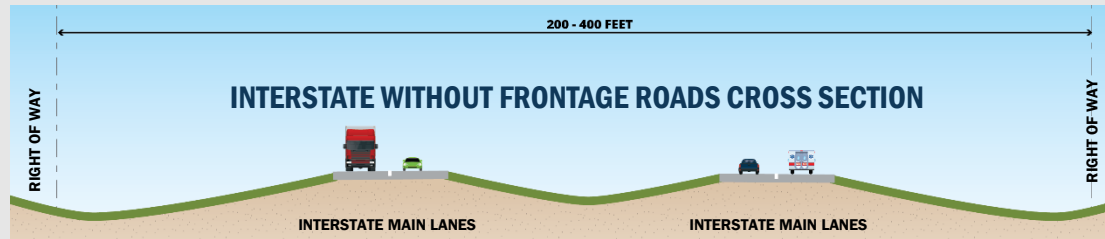
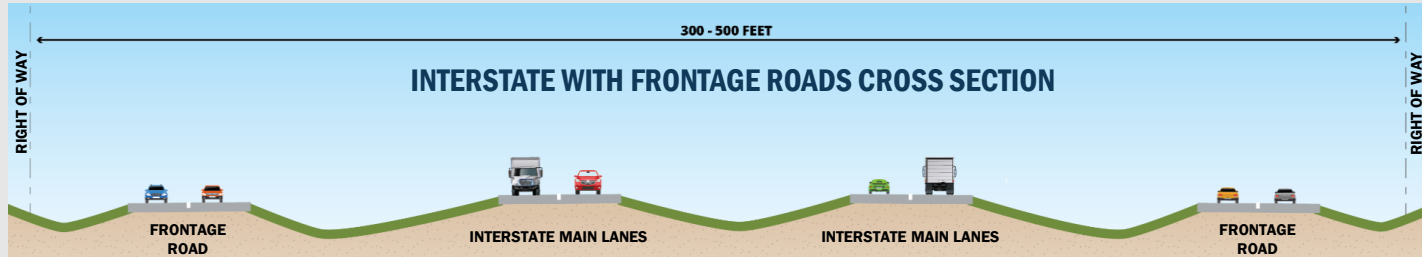
Limited access points; grade separations needed



Larger right-of-way widths; min. main lanes and shoulders



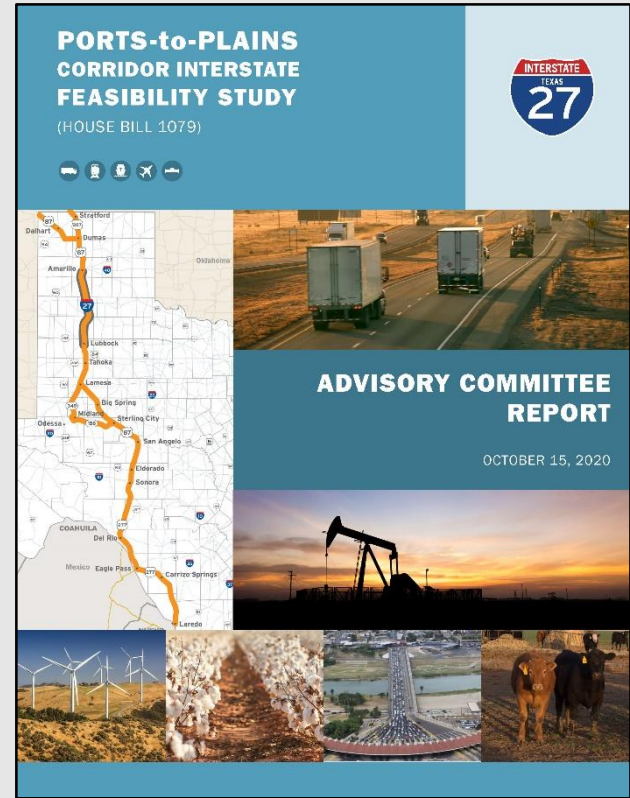
Entrance and exit ramps decel/accel lanes



Enabling Legislation for Development as an Interstate Highway



- Designated by Congress as a High Priority Corridor in 1998 (Texas/Mexico border to Denver, Colorado)
- June 10, 2019: Governor signed HB 1079 into law requiring feasibility of improving the P2P Corridor to interstate standards
- December 30, 2020: TxDOT submitted the Feasibility Study Report to the Governor and Texas Legislature
- June 15, 2021: Governor signed Texas Senate Bill 1474 (SB 1474) to establish the I-27 Advisory Committee



Ports-to-Plains System in Texas: Regional Characteristics



Ports-to-Plains shares a corridor with
9 Interstates, US or State highways

963 miles

I-27(Existing): 125 miles

I-35 (Existing): 30 miles

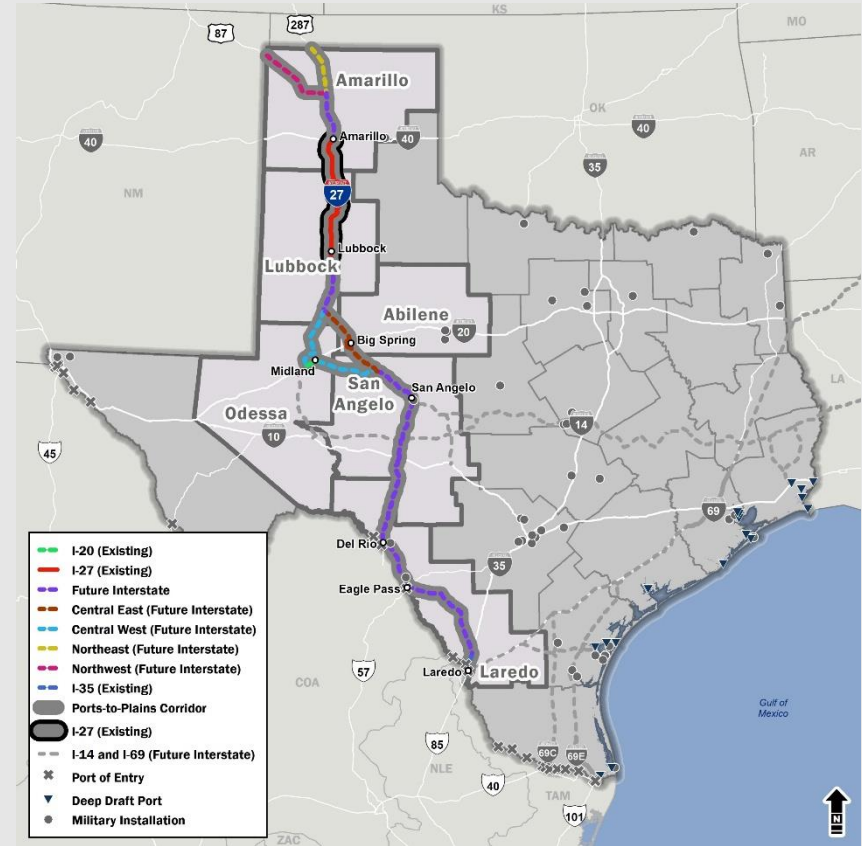
Future Interstate: 808 miles

30 Cities/Towns along route

26 Counties

6 Districts

5 MPOs



Ports-to-Plains System: Interstate Criteria



808 (84%)

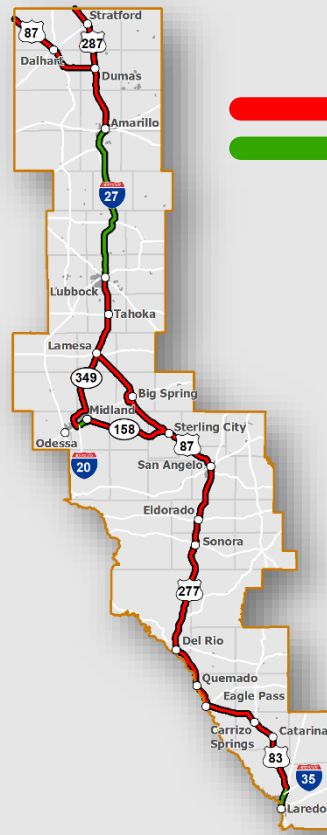
non-interstate miles

155 (16%)

interstate miles

Interstate criteria

- ✓ Full access control
- ✓ Minimum design speed 50 mph (urban); 70 mph (rural)
- ✓ Lane width 12' or more
- ✓ Right/outside shoulder width 10' or more
- ✓ Vertical clearance for bridges over the P2P System is at least 18.5'



Interstate criteria not met

Interstate criteria met

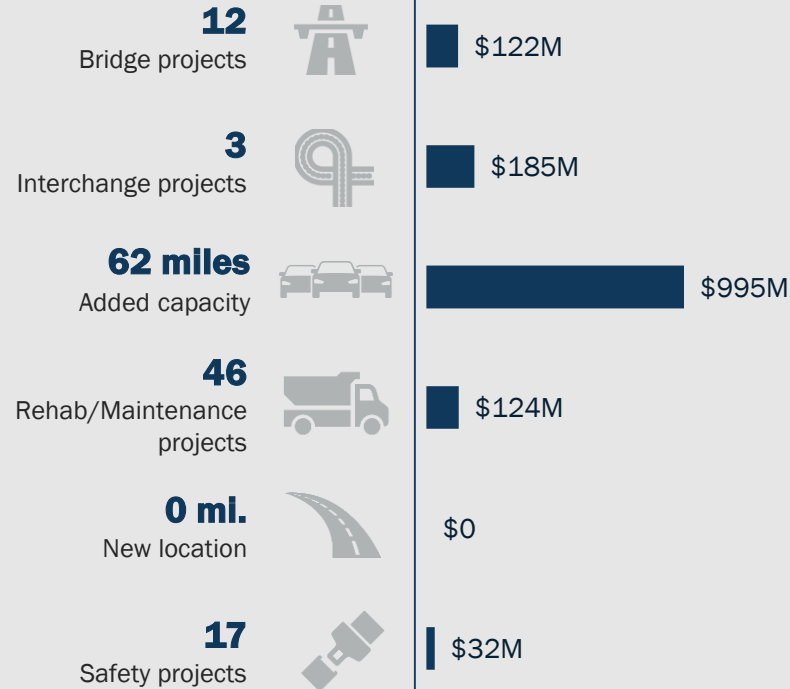
Source: TxDOT Roadway Inventory, 2022

Ports-to-Plains System Estimated Investments: Active Projects (in the 10-year Unified Transportation Program)



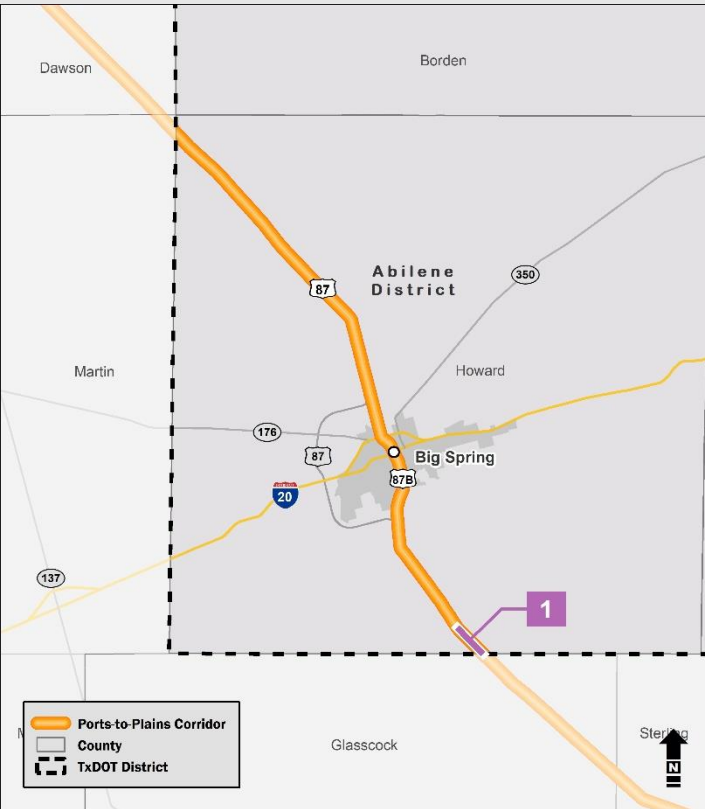
90
Active projects

\$1.46B
construction cost



Source: TxDOT Project Tracker, January 2023

Abilene District - Planned and Programmed Projects



FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED

#	CSJ	HWY	Limits	Description	Project Stage ¹	Let Year	Est Cst Cost ²	CAT Funding ³	Funding Status	Funding Gap
1	0069-01-061 ⁴	US 87	2 Miles North of Glasscock CO to Glasscock CO	Construct 4 Lane Divided Highway	PE	2027	\$16.2 M	\$10.5 M	Partial	\$5.7 M
Total							\$16.2 M	\$10.5 M		\$5.7 M



Ports-to-Plains System in Texas: Implementation Strategy



What is a TxDOT Interstate Implementation Strategy?



- Comprehensive planning process to guide TxDOT, particularly Districts, on
 - Sequencing the upgrading to interstate standards the roadways comprising the system
 - Identifying where relief route or additional planning studies are needed
 - Estimated funding needed for construction



I-69 Implementation Strategy Update Report

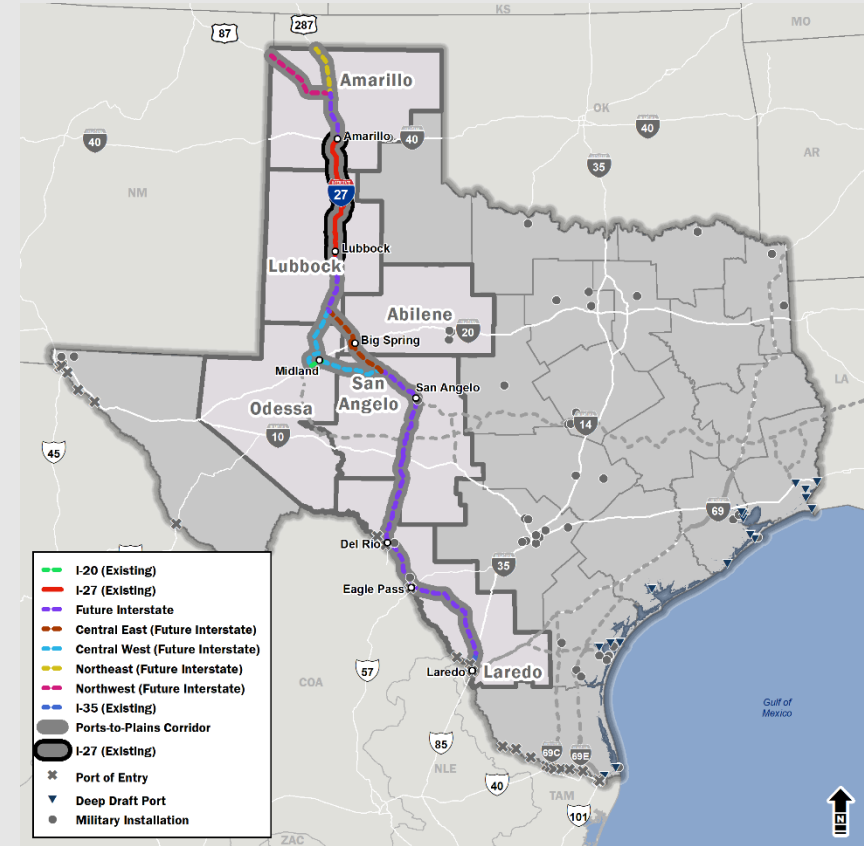
February 2018

Transportation Planning and Programming Division

General Approach in Planning the Ports-to-Plains System in Texas



- **Build** from existing interstate highways (I-20, I-35) not just radiate from existing I-27
- **Avoid** project planning to interstate standards in areas that do not connect to an existing interstate, or a highway section being developed to interstate standards
- **Avoid** federal lands to the extent practicable (military installations, national grasslands, national recreation areas)
- **Identify** 4-lane highway sections (undivided and divided) that are also adjacent to existing interstate highways for initial phase of planning and development
- Some highways serve as the “**Main Street**” for communities
 - Roads on new alignment (relief routes) are likely in some areas to avoid a significant number of displacements or impacting environmental features



Key Elements of the Port-to-Plains System Implementation Strategy



Spring 2023

Summer 2023

Fall 2023/Winter 2024

1 Listening Sessions

- Inform
- Solicit feedback

2 Public Survey

- Solicit community feedback

3 District/MPO Workshops

- Identify city location studies
- Determine limits of future interstate projects

4 Prepare Strategy and Plan

- Review and incorporate stakeholder and public feedback
- Identify short-, mid- and long-term upgrades to interstate standards

5 Final Document

- Document the planning process, strategy and implementation plan

Ports-to-Plains System: Multimodal Considerations



- Transit
- Rail
- Port Connections
- Active Transportation
 - Bike
 - Pedestrian



- Electric Vehicles (EV)
 - National Electric Vehicle Infrastructure (NEVI) program
 - Texas EV Infrastructure Plan
- Connected and Automated Vehicles (CAV)
 - Standardizing Infrastructure
 - Vehicle-to-infrastructure (V2I) technology
- Intelligent Transportation Systems
 - Trip planning (e.g., ConnectSmart App)
 - Truck Parking Availability System (TPAS)
 - Advance Flood and Fog Detection Warning
 - Smart Work Zones
 - Digital Message Signs





TxDOT is required to complete:

- Feasibility study
- Traffic and safety analysis
- Environmental clearance
- Public involvement
- Engineering and design
- Interstate access justification report (IAJR)
- Railroad agreements
- Right of way acquisition and utility adjustments
- Inclusion of the project in financially constrained plans
 - Unified Transportation Program (UTP)
 - Statewide Transportation Improvement Program (STIP)
 - Transportation Improvement Program (TIP)



Funding

Currently, no specific federal or state funding program set aside to build future interstate highway projects.

- Projects compete with all other Texas highway improvement projects for funding
- Continually balance competing interests throughout the state
 - New construction
 - Maintenance and preservation

Project Selection

- Annual project scoring system evaluates all projects prior to developing the Unified Transportation Program (UTP) each year
- Each project competes for funding during the annual project selection process in the UTP



***Congressional
designation for
a future
interstate does
not promote
future
interstates
above other
projects***



P2P SYSTEM IN TEXAS: RESOURCES

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Cary Karnstadt

*Project Manager, Transportation Planning
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Texas Department of Transportation

☎ (512) 803-4230

✉ cary.karnstadt@txdot.gov

Webpage is active on
TxDOT.gov keyword "Ports-
to-Plains System in Texas"

Fact sheet is available



MPO 101

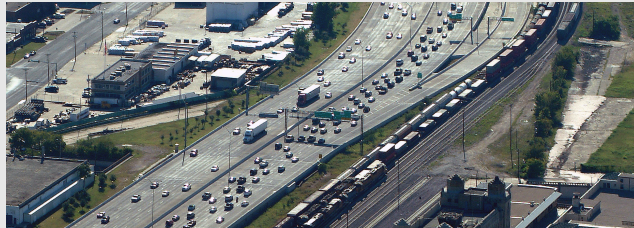
Abilene Metropolitan Planning Organization





Continuing

Cooperative



Comprehensive

Evolution of Transportation Planning



1962	Federal Aid Highway Act – Continuing, Cooperative, Comprehensive.
1964	Urban Mass Transportation Act - Funding channeled through local agencies.
1965	Housing and Urban Development Act – Authorized grant funding.
1969	National Environmental Policy Act (NEPA) – Definition of Environmental Studies for Projects.
1970	Amendments to the Clear Air Act – EPA and air quality standards, State Implementation Plans, non-attainment area deadlines.
1975	UMTA Joint Regulations for Urban Planning – MPO designation.
1977	Clear Air Act Amendments – Transportation Plan conformity with approved SIPs.
1978	Surface Transportation Assistance Act – Energy conservation and TSM Alternatives.
1983	Final Planning Rules – Simplified Process for small areas, TSM requirements reduced.
1984	UMTA Major Capital Investment – Alternatives Analyses.
1990	Clear Air Act Amendments – Expanded Conformity Requirements.

Evolution of Transportation Planning



1991	Intermodal Surface Transportation Efficiency Act (ISTEA) <ul style="list-style-type: none">▪ Fiscal Constraints▪ Increased Public Involvement▪ Congestion Management Systems and CMAQ▪ Intelligent Transportation Systems (ITS)
1994	Executive Order 12898 – Environmental Justice
1998	Transportation Efficiency Act for the 21st Century (TEA-21) <ul style="list-style-type: none">▪ Consolidated to Seven Planning Factors▪ Streamlined Project Planning▪ Regional Intelligent Transportation Systems (ITS) Architecture▪ Increase role of management and operations
2005	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) <ul style="list-style-type: none">▪ Added Management and Operations to planning factor
2012	Moving Ahead for Progress in the 21st Century (MAP-21) <ul style="list-style-type: none">▪ Performance-Based Planning Recommended
2015	Fixing America's Surface Transportation (FAST Act) <ul style="list-style-type: none">▪ Performance measures and targets Required▪ System report with respect to these performance targets.



Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)

- MPO representation – equitable and proportional.
- Consistency of planning data – if more than one MPO is designated in an urban area.
- Public participation – encouragement for using social media and web-based tools.
- Travel demand data and modeling – USDOT to support State/MPO efforts (§11205).
- Safe and accessible transportation options – use $\geq 2.5\%$ of PL funds to increase options (§11206).

New Planning Emphasis Areas:

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

- Prioritization Process Pilot Program (discretionary, §11204)
- Transportation Access Pilot Program (§13010)
- Accelerating Project Delivery

2021



- Repair and rebuild roads and bridges.
- Climate change mitigation – Carbon Reduction Program.
- Resilience (PROTECT Program).
- NEVI (Electric Vehicle Infrastructure).
- Safe Streets for all users (SS4A):

Funding	\$1 billion annually, FY 22-26.	Additional funding subject to appropriations (up to \$200 million /year).
Eligible Recipients	<ul style="list-style-type: none">▪ Metropolitan Planning Organizations.▪ Political subdivisions of a State.▪ Federally recognized Tribal government.▪ Multijurisdictional group of entities.	<ul style="list-style-type: none">▪ Not more than 15% of funds can be awarded to projects in a single state in a given fiscal year.▪ 80%/20% Federal/match cost share.
Eligible Activities	<ul style="list-style-type: none">A. Develop a Comprehensive Safety Action Plan.B. Conduct planning, design, and development activities for projects and strategies identified in an Action Plan.C. Carry out projects and strategies identified in an Action Plan.	At least 40% in a given fiscal year must go towards planning grants.



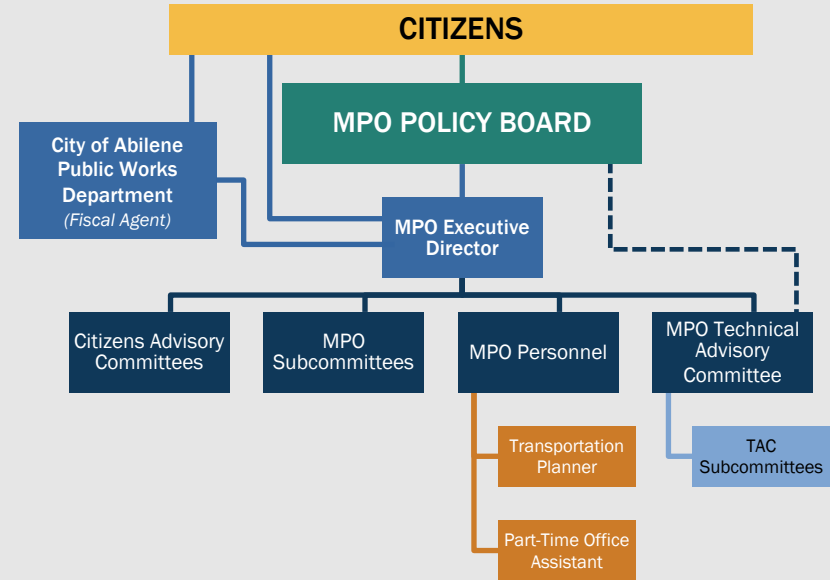
United States Code	Code of Federal Regulations (CFR)	Texas Administrative Code
Title 23 - Highways <ul style="list-style-type: none">Section 134, Metropolitan PlanningSection 135, Statewide and Non-Metropolitan Planning Title 49 - Transit <ul style="list-style-type: none">Section 5303, Metropolitan PlanningSection 5304, Statewide and Non-Metropolitan Planning	23 CFR, Section 450 - Highways <ul style="list-style-type: none">Subpart A, Definitions (§§ 450.100 - 450.104)Subpart B, Statewide and non-metropolitan transportation planning (§§ 450.200 - 450.226)Subpart C, Metropolitan transportation planning (§§ 450.300 - 450.340) 49 CFR, Section 613 - Transit <ul style="list-style-type: none">Subpart A, Metropolitan transportation planning and programming (§ 613.100)Subpart B, Statewide and non-metropolitan transportation planning and programming (§ 613.200)	Title 1 – Administration <ul style="list-style-type: none">Part 1, Office of the GovernorChapter 5, Subchapter A, Division 2, Metropolitan Planning Organizations Title 30 – Environmental Quality <ul style="list-style-type: none">Part 1, Texas Commission on Environmental Quality Title 43 - Transportation <ul style="list-style-type: none">Part 1, Texas Department of TransportationChapter 16, Planning and Development of Transportation ProjectsChapter 26, Regional Mobility Authorities



What is a Metropolitan Planning Organization (MPO)?



- The **policy board** of an agency created and designated to carry out the **metropolitan transportation planning process** for urbanized areas with populations greater than 50,000 and designated by local officials and the Governor of the State.
- Membership defines an MPO.



Abilene MPO Organization Chart

What is the MPO Policy Board?



- The decision-making body for the MPO.
- Primary forum for stakeholder input.
- Debates issues, proposals, and projects regarding key actions in the federal transportation planning process.

Voting Members	Member's Title	Representing
Phil Crowley	County Judge <i>(elected)</i>	Taylor County
Weldon Hurt	Mayor <i>(elected)</i>	City of Abilene
Shane Price <i>(Chair)</i>	City Councilman <i>(elected)</i>	City of Abilene
Dale Spurgin <i>(Vice-Chair)</i>	County Judge <i>(elected)</i>	Jones County
Glenn Allbritton, P.E.	District Engineer	Texas DOT, Abilene District

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

Abilene MPO Policy Board Members

Who is a member of the MPO Policy Board?



- Board composition is cooperatively determined by states and their local governments.
- Wide variation across all MPOs nationwide:
 - Size (i.e., number of members).
 - Representation (e.g., entities, elected or appointed officials, etc.).
 - Socioeconomic mix.
- Board must represent 75% of the affected population within the urbanized area (including the largest incorporated city, based on population, as named by the Census Bureau).



What are the Policy Board's responsibilities?



- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- All MPOs have the same basic planning requirements.
- The policy board develops the core MPO documents.



Picture Source: Houston Public Media, 2017.

What are an MPO's Advisory Committees?



- MPO Policy Board discretion regarding their implementation and conduct.
- May be mode-oriented, issue-oriented, or focused on a special need.
- Could include executive leadership from member agencies.
- In Abilene, the Policy Board establishes a **Technical Advisory Committee** and **Citizen Advisory Committees**.

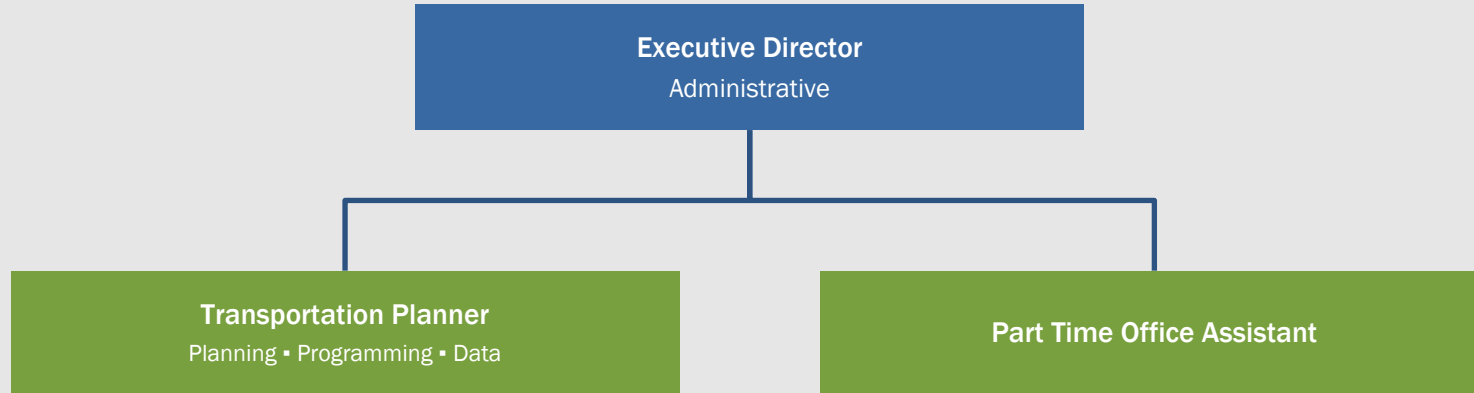


Abilene MPO Technical Advisory Role and Responsibilities

Who is the MPO Staff?

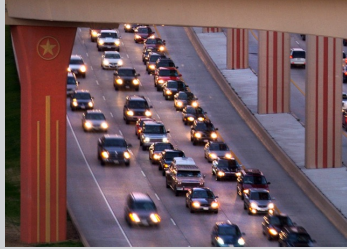


- Generally, manage day-to-day functions.
- Consists of an MPO director and staff.
- Prepare technical assessments and evaluations provided to the board and committees as appropriate.





U.S. Census
Bureau
designated urban
area population
must exceed
50,000.



There are more
than 400 MPOs
designated
nationwide.



There are 23
MPOs in Texas.



Population within
Texas urban
areas
represented by
an MPO exceeds
25.6 million.
(2020 Census)

What is a Transportation Management Area (TMA)?



- For large urban areas (over 200,000 in population), Congress provided a greater role by having the Secretary of Transportation certify these areas as Transportation Management Areas (TMAs).
- One or more Metropolitan Planning Organizations (MPOs) represent a TMA.
- These MPOs in turn have greater requirements for congestion management, project selection and certification.





U.S. Census Bureau-designated urban area population must **exceed 200,000**.



There are now **13 TMAs in Texas** (one by request--Permian Basin).

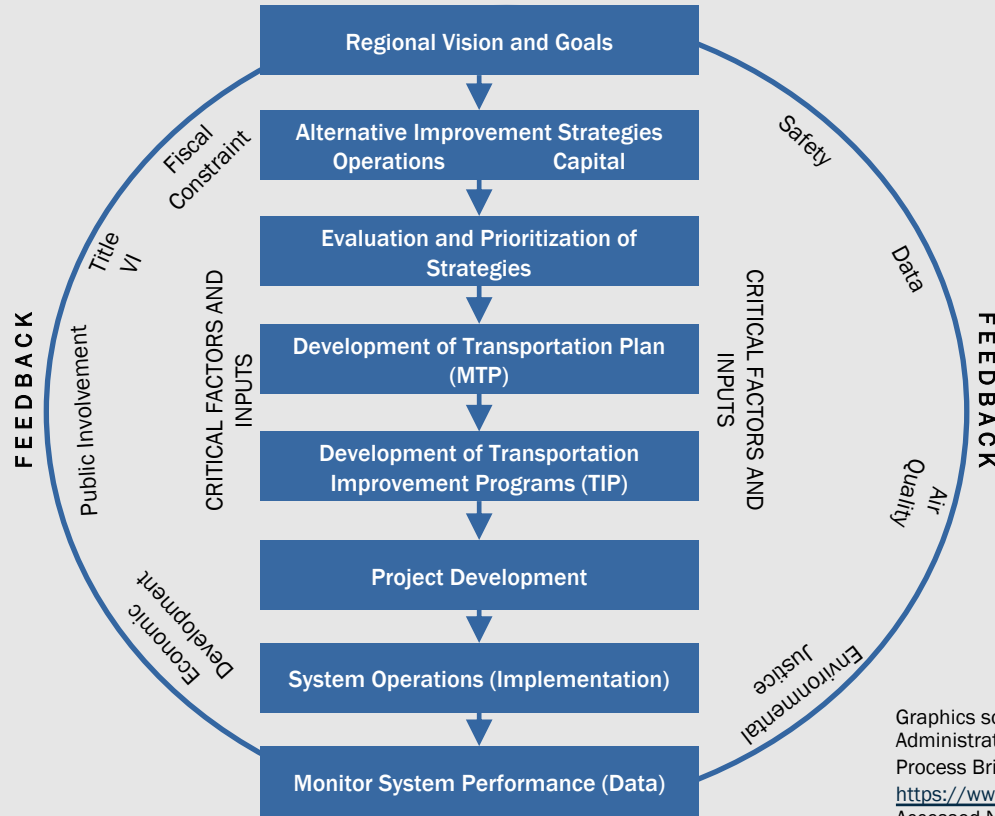


Beaumont-Port Arthur has a metro population over 300,000, but the two urban areas are each below 200,000 → **NOT a TMA.**



Two new Texas TMAs: **Amarillo and Bryan-College Station.**

How is Transportation Planning done?



Process Informs Decision-making!

Graphics source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, The Transportation Planning Process Briefing Book, 2018 Edition. Available at https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm, Accessed November 2022.

Planning Issues MPOs Consider



Safety

Asset
Management

Regional
Economic
Development

Sustainability and
Livability

Security

Environmental
Mitigation

Freight and Goods
Movement

Mobility

Public
Participation

Transportation
Systems
Management and
Operations

Environmental
Justice

Regional
Coordination

Planning Issues MPOs Consider



Safety

Asset Management

Regional Economic
Development

Sustainability and
Livability

Security

Environmental
Mitigation

Freight and Goods
Movement

Mobility

Public Participation

Transportation Systems
Management and
Operations

Environmental Justice

Regional Coordination

Tackling the Climate
Crisis – Transition to a
Clean Energy, Resilient
Future

Equity and Justice40 in
Transportation Planning

Complete Streets

Virtual Public
Involvement

Strategic Highway
Network
(STRAHNET)/U.S.
Department of Defense
(DOD) Coordination

Federal Land
Management Agency
(FLMA) Coordination

Planning and
Environment Linkages
(PEL)

Data in Transportation
Planning



Strategic Direction:
Where do we want to go?

Goals and Objectives
Performance Measures



Planning Analysis:
How are we going to get there?

Identify Trends and Targets
Identify Strategies and Analyze Alternatives
Develop Investment Priorities



Programming:
What will it take?

Investment Plan
Resource Allocation/Program of Projects



Implementation and Evaluation:
How did we do?

Monitoring
Evaluating
Reporting

Establishing Performance Targets



Targets should be:

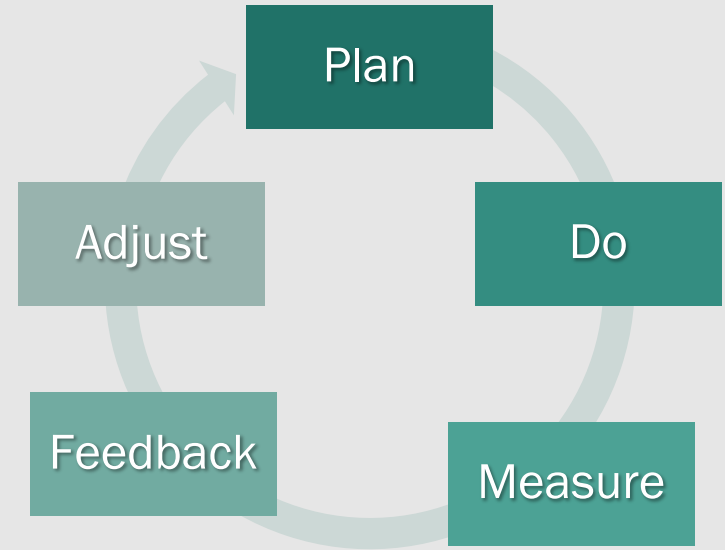
- Reasonable.
- Appropriate for the region.
- Measurable.
- Aligned with national, state, and regional vision, goals, and objectives.



Why Do Performance-Based Planning?



- **Federal requirement.**
- Provides a feedback loop . . .
 - Were expected results attained?
 - Should something different be done in the future?
 - Builds a system performance report.
- Ties projects to vision, goals, and objectives.
- Benefits decision-makers and the public.
- **Provides accountability and transparency.**



What are the key products of the transportation planning process?

Relationship between State, MPO, and Municipal Levels of Government



Planning Work Programs

- SPR - State Planning and Research Work Programs (state DOTs)
- **UPWP - Unified Planning Work Program (MPOs, public transportation providers)**
- Annual Budget Reports (counties, cities, towns)

Long Range Plans

- LRTP - Long Range Statewide Transportation Plan (state DOTs)
- **MTP - Metropolitan Transportation Plan (MPOs)**
- Throughfare Plan, or Service Plan, or Transportation Plan (public transportation providers, counties, cities, towns)

Improvement Programs

- STIP – Statewide Transportation Improvement Program (state DOTs)
- **TIP – Transportation Improvement Program (MPOs)**
- CIP – Capital Improvement Program (counties, cities, towns)

Outreach

- PIP - Public Involvement Program (state DOTs)
- **PPP - Public Participation Plan (MPOs)**
- Municipal Programs and Protocols (public transportation providers, counties, cities, towns)

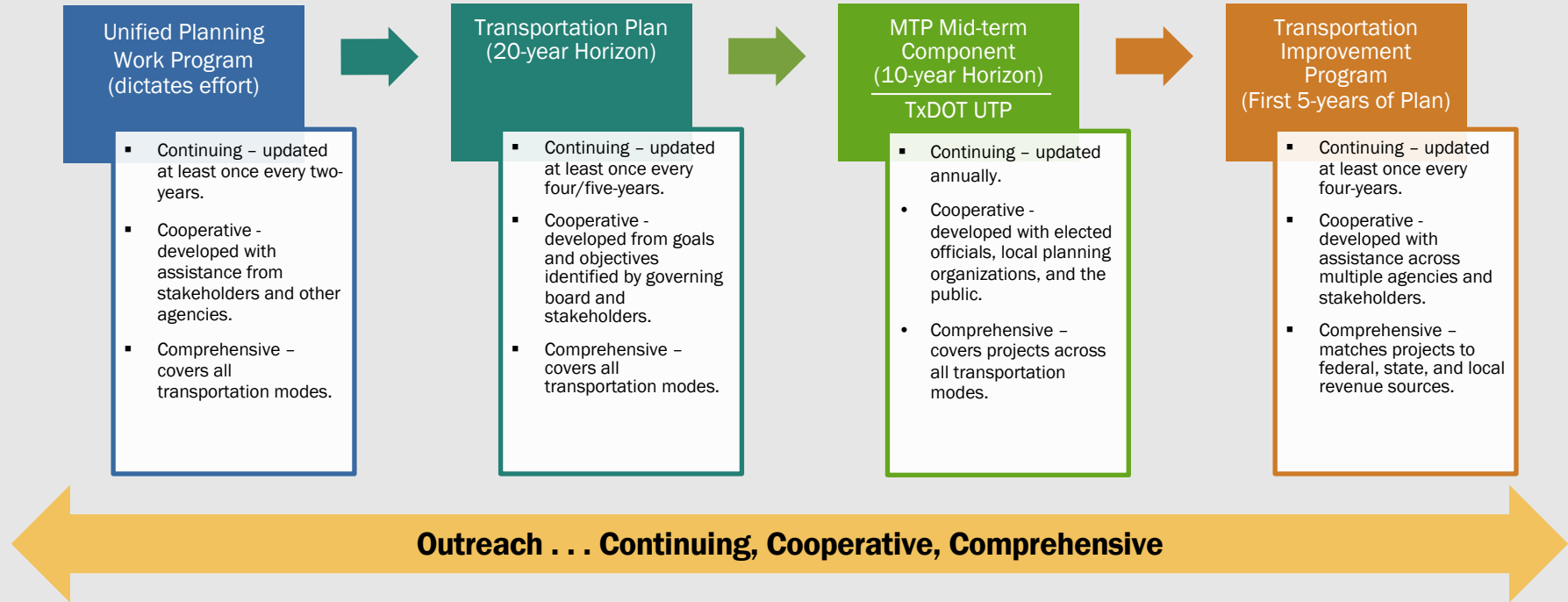
Legend:

Green text are requirements at the State level.

Blue text are requirements at the MPO level.

Black text are requirements at the County-Municipal Levels.

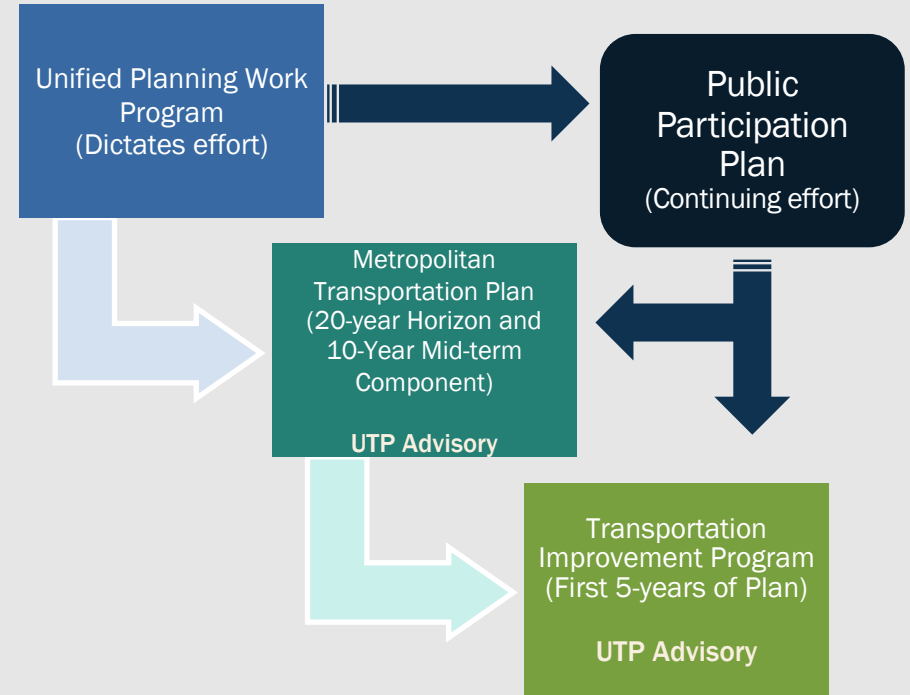
What is the hierarchy?



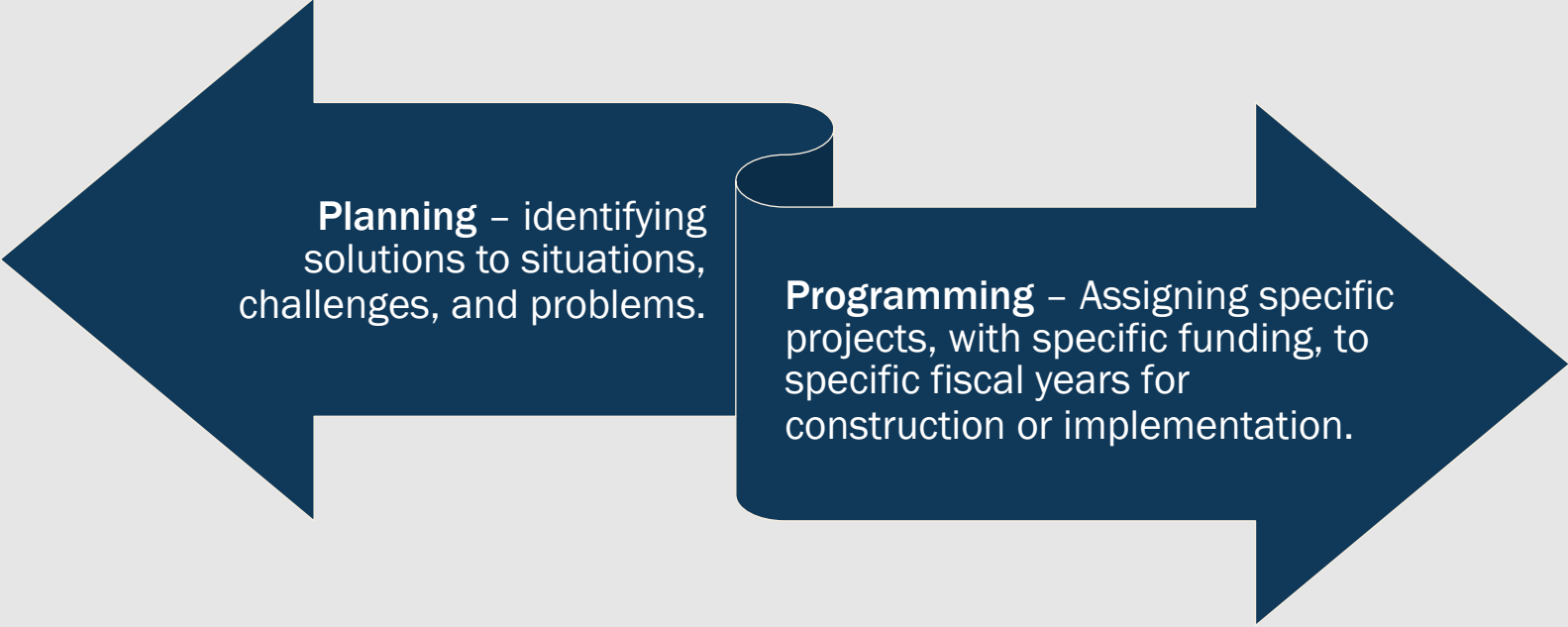
What are the Policy Board's responsibilities with these documents?



- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- The policy board develops the core MPO documents.



What is the difference between planning and programming?



Planning – identifying solutions to situations, challenges, and problems.

Programming – Assigning specific projects, with specific funding, to specific fiscal years for construction or implementation.

What is the Unified Planning Work Program?



A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The document includes:

- Planning data and analysis tasks.
- Public outreach activities.
- MTP and TIP preparation, including supporting new federal emphasis areas, regional studies and products.
- Federally-funded studies.

Code	Description
23 C.F.R. § 420	Planning and Research Program Administration
23 C.F.R. § 450.308	Unified Planning Work Programs
23 U.S.C. § 134	Metropolitan Transportation Planning
23 U.S.C. § 135	Statewide Planning
23 U.S.C. § 139	Efficient Environmental Reviews for Policy Decision Making
31 U.S.C. § 3101-3907	Financial Management
2 C.F.R. 200	Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
49 C.F.R. Part 18	Uniform Administrative Requirements for Grants and Cooperative Agreements to States and Local Governments
49 C.F.R. Part 29	Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug-free Workplace (Grants)
FTA Circular 8100.1C	Program Guidance for Metropolitan Planning and State Planning and Research Program Grants

What is the Metropolitan Transportation Plan (MTP)?



- Describes vision for the region, and policies, operational strategies, and projects for achieving the goals.
- Covers at least the next 20 years.
- Leads to an intermodal system.
- Reflects public involvement.
- Contains a financial plan and is fiscally constrained.
- Is updated every four-years (five-years in non-attainment areas).
- **43 T.A.C. Rule §16.4 requires an MPO Plan to include a mid-range component covering a period of ten-years.**

Code	Description
23 U.S.C. § 134(h) (i)	These laws describe the structure and requirements of MPOs as well as the scope of the metropolitan planning process.
49 U.S.C. § 5303	
23 C.F.R. § 450.316	These laws discuss planning assistance standards for metropolitan planning agreements, congestion management, and the development and content of the metropolitan transportation plan.
23 C.F.R. § 450.320	
23 C.F.R. § 450.322	
23 C.F.R. § 500.109	Defines the requirements, strategies, and performance measures that must be integrated into a Congestion Management System (CMS), Public Transportation Management System (PTMS), and Intermodal Management System (IMS.)
23 C.F.R. § 500.110	
23 C.F.R. § 500.111	

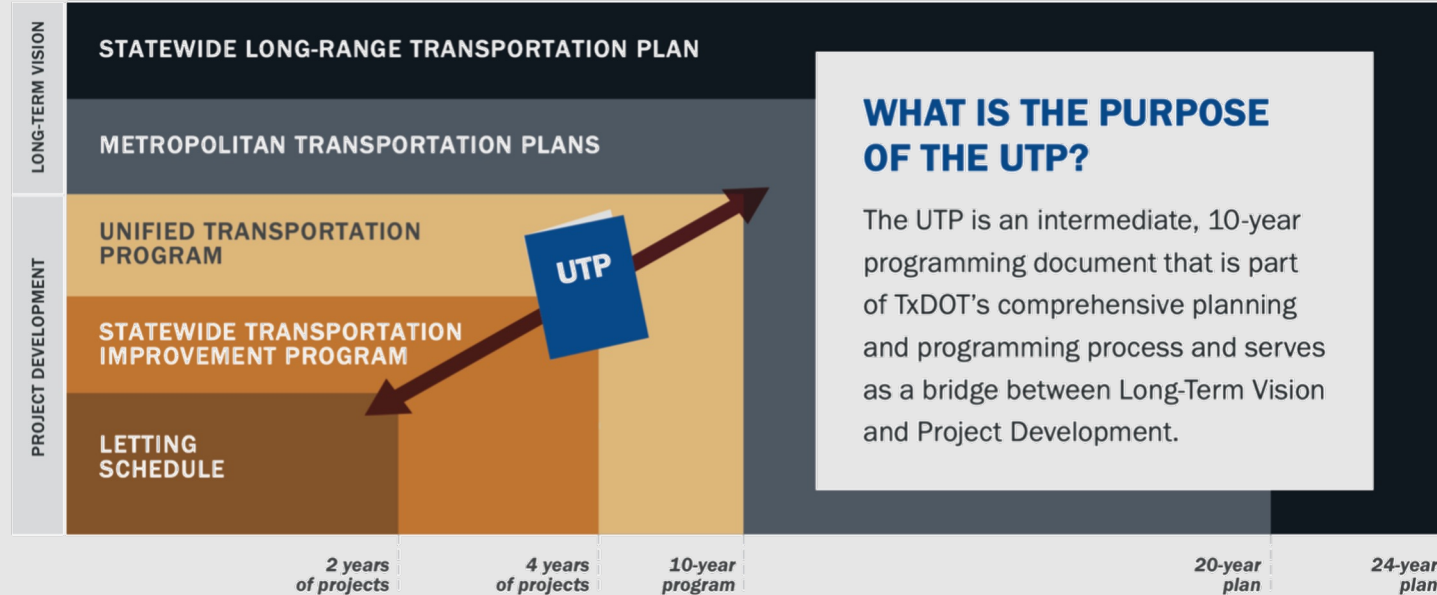
What is fiscally constrained planning?



- Federal regulations require Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) to be “fiscally constrained.”
- Fiscal constraint is demonstrated by including sufficient financial information to confirm that projects in those documents can be implemented using committed or available revenue sources.
- Reasonable assurance is needed that the federally supported transportation system is being adequately operated and maintained.

Fiscal constraint is defined as a demonstration of sufficient funds, from Federal, State, local, and private sources, which will be used to implement proposed transportation system improvements, as well as to operate and maintain the entire system. This demonstration is carried out by comparing revenues and costs.

Source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, The Transportation Planning Process Briefing Book, 2018 Edition, p. 27.



Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.

Source: <https://www.txdot.gov/projects/planning/utp.html>, Accessed July 2023.

Funding Categories



1. Preventative
Maintenance and
Rehabilitation

2. Metro and Urban
Area Corridor Projects

3. Non-Traditionally
Funded Transportation
Projects (includes local
and private funds)

4. Statewide
Connectivity Corridor
Projects

5. Congestion
Mitigation and Air
Quality Improvement
(air quality non-
attainment and
maintenance areas)

6. Structures
Replacement and
Rehabilitation
(bridges – prioritized
statewide)

7. Metropolitan Mobility
and Rehabilitation
(TMAs only)

8. Safety Projects

9. Transportation
Alternatives
(TMAs get designated
amounts; others
compete
statewide)

10. Supplemental
Transportation Projects

11. District
Discretionary

12. Strategic Priority

What is the Transportation Improvement Program?



- A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with Plan.
- Shows annual activity for the initial years of the Metropolitan Plan . . . a minimum four-year horizon.
- Contains a financial plan and is fiscally constrained.
- An initiative not listed in the TIP cannot receive FHWA or FTA funds.
- Reflects public involvement.
- Must be updated at least every two-years.

Code	Description
23 U.S.C. § 134 (h) (j) and (k) (3) and (4)	Metropolitan Transportation Planning
23 U.S.C. § 135	Statewide Transportation Planning
23 U.S.C. § 139	Efficient Environmental Reviews for Project Decision making
23 U.S.C. § 204	Federal Lands Highways Program
49 U.S.C. § 5304	Statewide Transportation Planning
23 C.F.R. Part 450 §§ 320, 324, 326, 328, 330, and 332	Congestion Management Process in Transportation Management Areas, Development and Content of the TIP, TIP Revisions and Relationship to the STIP, TIP Action by the FHWA and the FTA, Project Selection From the TIP, and Annual Listing of Obligated Projects, respectively
23 C.F.R. Part 500 §§ 109, 110, and 111	Congestion Management System, Public Transportation Management System, and Intermodal Management System, respectively

What is the Public Participation Plan (PPP)?



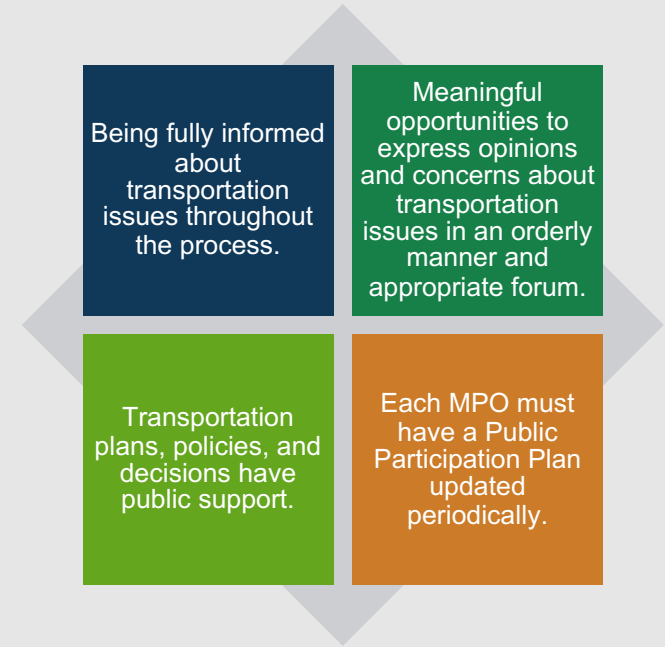
The PPP is an integral part of the transportation process which helps ensure that decisions are made in consideration of and to benefit public needs and preferences. The federal authority behind the PPP is noted in the table.

Code	Description
23 U.S.C. § 134(i)(5)(B)	These laws state that MPOs are required to develop a public participation plan, in consultation with interested parties, that provides reasonable opportunities for all parties to participate in and comment on transportation plans.
23 C.F.R. § 450.316 (a)	
Title VI of the 1964 Civil Rights Act	This act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.
Title VI and implementing regulations	This ensures meaningful access to the benefits, services, and information of their program and activities for LEP individuals.

Thoughts about engaging the public . . .



- Go beyond simply “checking the box” . . . address the spirit of the requirements.
- Best practices include:
 - Give the public purpose in planning by taking the participation to them.
 - Find locations with good bicycle, pedestrian, and transit connections.
 - Set milestones and celebrate accomplishments.
 - Develop and explain benefits with participation from policy board.
 - Find methods to acknowledge entities and individuals for participating.



More information available from [Public Involvement Best Practices– Susan Howard \(TxDOT TPP\)](#), December 8, 2022 TEMPO meeting presentation.

Source: FHWA, Texas Division.



Rail

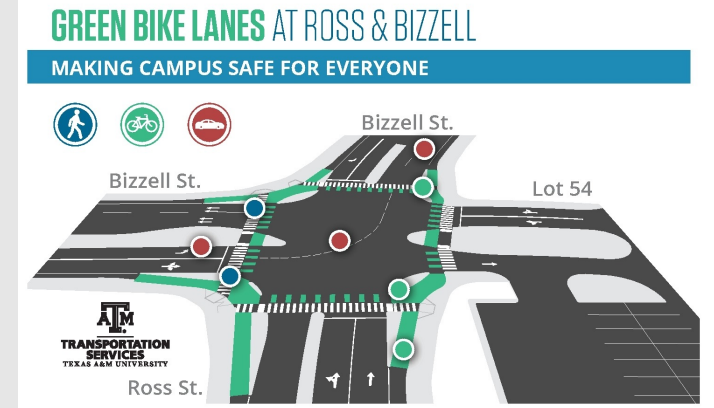
- Planning for Local origin/destination and pass-through Rail traffic.
- Studying and recommending improvements for at-grade crossings.
- Accommodating access to and from Intermodal transfer facilities.

Trucks

- Planning for local origin/destination deliveries.
- Facilitating pass-through truck travel and accommodating safety rest stops.
- Accommodating truck stop access.



- Planning for motorized and non-motorized street facilities.
 - Should address **accommodations for utilities**.
- Goals for Complete Streets:
 - Provides safety for all users.
 - Serves all users.
 - Keeps built- and natural-environments in mind.
- MPO may play role in developing model complete streets ordinances for member agencies.





- FAST Act (2015) requires MTP to include an assessment of capital investment and other strategies to reduce vulnerability of infrastructure to natural disasters.
- **Resilience Improvement Plan (RIP):**
 - Optional.
 - Provides for reduced match requirements on certain projects; but must meet federal requirements.



- Improve access, mobility, and safety for transportation, health, and recreational uses.
- Enhance the region for tourism, economic development, and as a “healthy” place to live.
- Ensure American with Disabilities Act (ADA) compliance.





- **Nothing is guaranteed!**
- Federal funds seem consistent as these are based on multi-year federal transportation bills (legislation). Key is consistent appropriations.
- State funding is more variable:
 - Proposition 1 – Severance (oil and gas production) taxes (dependent on prices and production levels).
 - Proposition 7 – State motor fuel tax, vehicle registration fees, and sales taxes (dependent on the overall economy).
- **Wherever possible, leverage funds from all possible sources.**





Funding

Planning → Operations and Studies.
Projects → Rising labor and material costs.

Staff

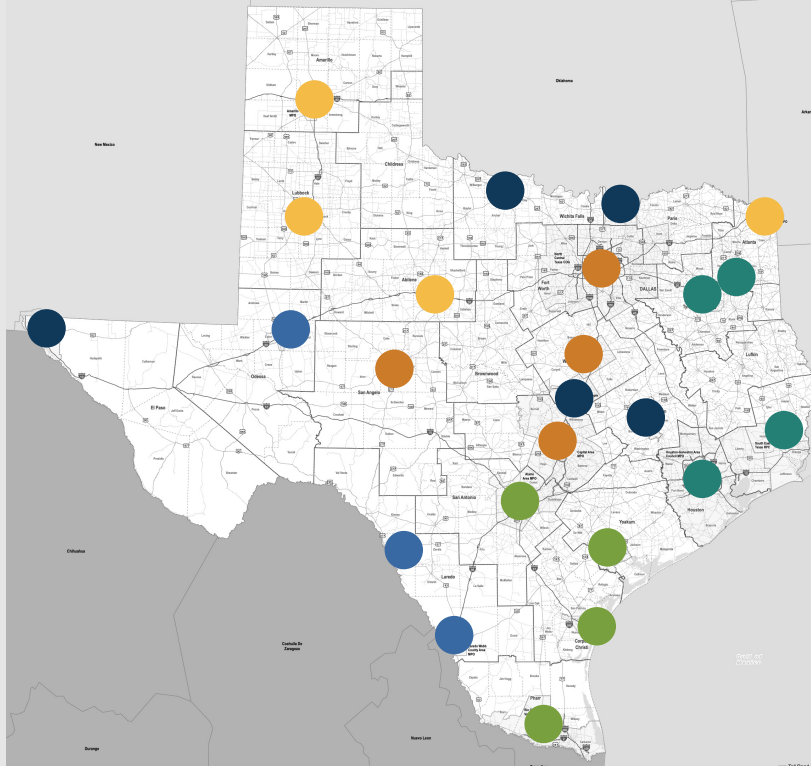
Turnover → All positions!
Recruiting → Location, location, location.
Pay → Compete with member agencies and private sector.

Increasing Workloads

More requirements → Less time to complete needed studies.
Federal “strings” → Matches and mitigation.
Policy board requests → Compete with other external priorities.

Transportation Planning and Programing (TPP)

Division Field Representatives – Starting October 1, 2023



Map source: Texas Department of Transportation, <https://ftp.dot.state.tx.us/pub/txdot-info/tpo/maps/mpo-cog.pdf>, accessed July 2023.

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MPO 101

Abilene Metropolitan Planning Organization

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Unless otherwise cited, all photos in this presentation were retrieved from the Texas A&M Transportation Institute database. Accessed July 2023.



TEXAS DEPARTMENT OF TRANSPORTATION



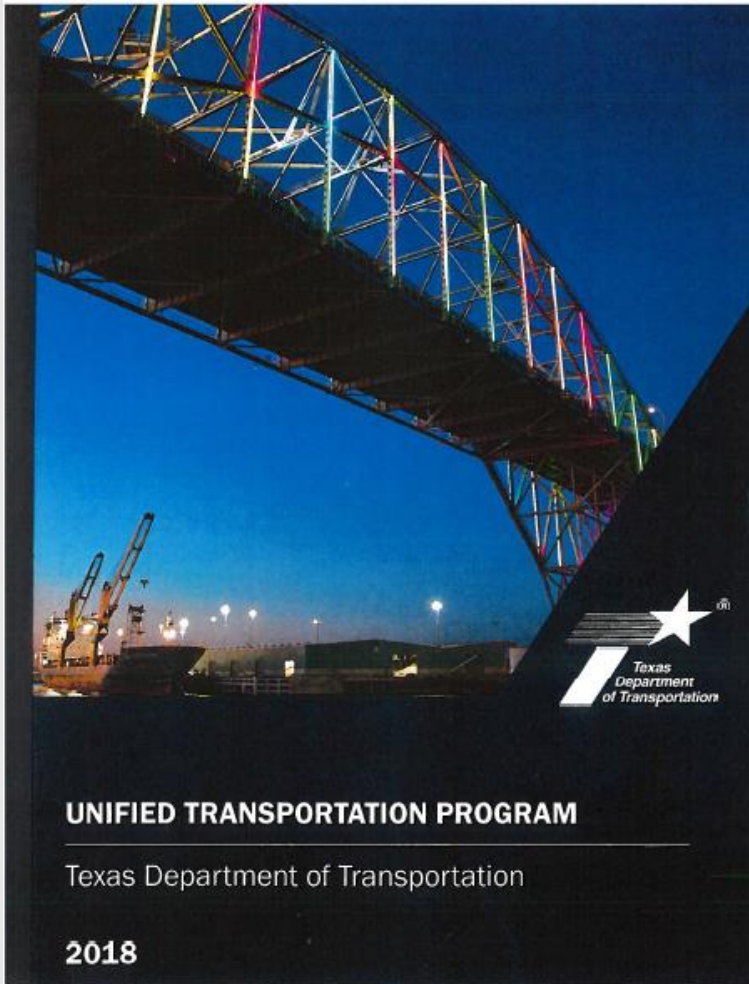
TXDOT PROJECT MANAGEMENT

Michael A. Haithcock, P.E.
Director of TP&D Abilene



Date

The UTP



The UTP is a listing of projects and programs that are planned to be constructed in the next ten years.

Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design.

Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built.

It serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.



SAFETY

MAINTENANCE

BRIDGE MAINTENANCE

MPO Projects use Federal Funding and Federal Law

MPO PROJECTS ADDRESS:

- | | |
|-----------------|-------------------------------------|
| 1) SAFETY | SAFE AND EFFICIENT TRAFFIC MOVEMENT |
| 2) CONGESTION | INCREASING TRAFFIC VOLUMES |
| 3) CONNECTIVITY | WIDENING AND RELOCATION OF ROADWAYS |

PROJECT MANAGEMENT	COMPLEX ENVIRONMENTAL DOCUMENTS
	RIGHT OF WAY ACQUISITION
	UTILITY RELOCATION

Where to Find Highway Law

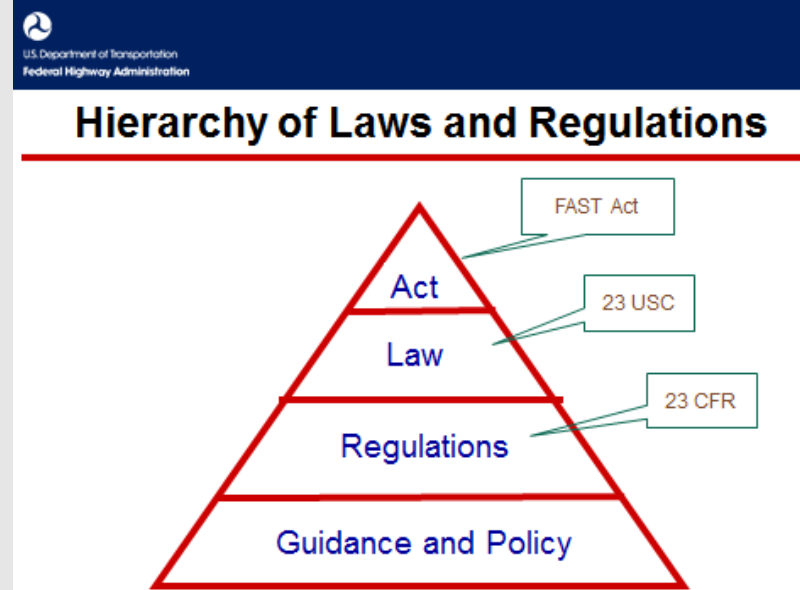
Most highway law is compiled and organized (codified) into title 23, United States Code

- Program eligibilities
- Federal share
- Apportionment formulas

Some provisions are not codified in title 23

- Uniform Relocation Act
- Americans with Disabilities Act of 1990
- MAP-21 authorization of funds

Codified or not, the law is the law



MPO Project Management Process

0. Needs Identification
1. Project Selection
2. Consultant Selection
3. Concept Stage
4. Environmental Process
5. Preliminary Design
6. Preliminary Plan Review
7. Create Right of Way Plans
8. Acquire Right of Way
9. Final Plan Review
10. Relocate Utilities
11. Let Project to Construction
12. Construction

Needs Identification / Project Selection

Once a project is suggested, research should be conducted to prioritize the need for one project relative to others competing for limited funds.


Many factors are considered in determining project need such as traffic analysis, pavement conditions, crash frequency, geometric standards, local government proposals, and statewide goals and objectives.

Needs Identification include the site visit with the Design Team to properly assess project needs to adequately design the project.

All projects must be approved by the Texas Transportation Commission, either by inclusion in the Unified Transportation Program or through a project specific minute order, before beginning project development.

Needs Identification / Project Selection

TEXAS DEPARTMENT OF TRANSPORTATION



US 83 CORRIDOR SAFETY STUDY

Stakeholder Workshop



August 4, 2015

TEXAS DEPARTMENT OF TRANSPORTATION

MEMO
May 28, 2015

To: Stan Swiatek, P.E.
Abilene District

From: Carol T. Rawson, P.E.
Traffic Operations Division

Subject: US 83 Corridor Study


At the request of the Abilene District, the Traffic Operations Division (TRF), with assistance from the Design Division (DES) and Maintenance Division (MNT), performed a site investigation and corridor safety study of US 83 from one mile north of FM 707 to one mile south of the US 83/84 intersection in Taylor County. The following is a summary of our findings and recommendations.

Existing Conditions

The US 83 corridor study area is approximately 12 miles in length which includes a 1 1/2 mile urban section in the City of Abilene and 10 1/2 miles of rural section south of Abilene (See Figure 1 and Appendix A).

TEXAS DEPARTMENT OF TRANSPORTATION

Public Involvement Timeline



First Stakeholder Workshop
May 12, 2015

First Open House
June 30, 2015
4-8 p.m.

Second Stakeholder Workshop
Aug. 4, 2015

Second Open House
Sept. 29, 2015
4-8 p.m.

Third Open House
October 4-8 p.m.

The Stakeholder Committee will review data, clarify issues and make recommendations, which will be presented to general public for input in three open houses/public meetings held in the evenings.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 321 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Appendix B - US 83 / US 84 Corridor Crossover Analysis

Crossover #	Location	West Access	East Access	Distance Between Crossovers South/North	Southbound Deceleration Lane Length	Northbound Deceleration Lane Length	Crossover Signs Present	Crossover Comments	Appendix C Reference Sheet	Appendix D Reference Sheet
Y-1	US 83 at US 84 intersection	Driveway	To Eastbound US 84	(N/A) / (N/A)	NO	NO	NO	Appears to have minimal operational use. Adds an additional conflict point to the "Y" intersection.	Sheet 4	Sheet 23
Y-2	US 83 at US 84 intersection	Southbound US 84	Driveway (Business)	(N/A) / (N/A)	NO	NO	NO	Appears to have minimal operational use. Adds an additional conflict point to the "Y" intersection.	Sheet 4	Sheet 23
1-3A	1000 ft N of US 83 at US 84 intersection	Southbound US 84	To Eastbound US 84	(N/A) / (N/A)	NO	NO	NO	Appears to have minimal operational use. Adds an additional conflict point to the "Y" intersection.	Sheet 4	Sheet 23
1-3B	1000 ft N of US 83 at US 84 intersection	Southbound US 84	Driveway (Business)	(N/A) / (N/A)	NO	NO	NO	Appears to have minimal operational use. Adds an additional conflict point to the "Y" intersection.	Sheet 4	Sheet 23
C-1	1000 ft N of US 83 at US 84 intersection	Driveway	N/A	1000 ft / 1000 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 23
C-2	1000 ft N of US 83 at US 84 intersection	Driveway	N/A	1000 ft / 1000 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 23
C-3	CR 134 intersection	CR 134	CR 134	2000 ft / 2000 ft	YES (2000)	YES (2000)	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-4	1470 ft N of CR 134	N/A	N/A	1470 ft / 1470 ft	NO	NO	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-5	2000 ft N of CR 134	Driveway	N/A	1000 ft / 1000 ft	NO	NO	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-6	2000 ft N of CR 134	N/A	Driveway	1000 ft / 1000 ft	NO	NO	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-7	CR 130 intersection	CR 130	CR 130	1000 ft / 1000 ft	YES (2000)	YES (2000)	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-8	1700 ft N of CR 130	CR 130	Driveway	2250 ft / 1700 ft	NO	NO	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-9	1700 ft N of CR 130	Driveway	Driveway	1700 ft / 1700 ft	NO	NO	YES	Deceleration lane lengths do not meet minimum 30 design criteria.	Sheet 3	Sheet 23
C-10	800 ft S of Divide Ave	N/A	N/A	1470 ft / 800 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 18
C-11	Divide Ave intersection	Divide Ave	Driveway	800 ft / 800 ft	YES (2000)	NO	YES	Minimum desired crossover spacing not met. Deceleration lane length does not meet minimum 30 design criteria.	Sheet 3	Sheet 18
C-12	570 ft N of Divide Ave	N/A	N/A	500 ft / 500 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 18
C-13	620 ft S of CR 149	Driveway (Business)	N/A	1400 ft / 620 ft	NO	NO	YES	Minimum desired crossover spacing not met. Right distance concerns due to vertical curve on NB US 83 / US 84.	Sheet 3	Sheet 17
C-14	570 ft S of CR 149	N/A	N/A	540 ft / 570 ft	NO	NO	YES	Minimum desired crossover spacing not met. Right distance concerns due to vertical curve on NB US 83 / US 84.	Sheet 3	Sheet 17
C-15	CR 149 intersection	CR 149	Road (Roadside Park)	570 ft / 570 ft	YES (2000)	YES (2000)	YES	Minimum desired crossover spacing not met. Deceleration lane length does not meet minimum 30 design criteria. Right distance concerns due to vertical curve on NB US 83 / US 84.	Sheet 3	Sheet 17
C-16	1330 ft N of CR 149	N/A	Driveway	1330 ft / 1330 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 18
C-17	1300 ft N of CR 149	N/A	Driveway	1300 ft / 1300 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 18
C-18	4320 ft S of Mica Run Dr	N/A	N/A	2000 ft / 1450 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 23
C-19	1700 ft S of Mica Run Dr	N/A	N/A	1700 ft / 1700 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 23
C-20	500 ft S of Mica Run Dr	Driveway (Business)	N/A	2700 ft / 2200 ft	NO	NO	YES	Minimum desired crossover spacing not met.	Sheet 3	Sheet 23

2. Consultant Selection, Negotiation, Contract, Kickoff 6-12 months

a. Scope the Project

1. TxDOT scopes project with our staff before advertisement
2. Consultant Services approximately 10% of Construction Cost

b. Advertise the Project

1. Four PEPS procurement advertisements every year
2. TxDOT spends \$1.5 Billion / Year on consultant services
3. Over 1000 TxDOT projects to TxDOT consultants every year

c. Evaluate the Statement of Qualifications

1. The Brooks Act (Federal Law)
2. Many engineering firms will submit SOQs to be evaluated

d. Negotiate a Contract and Kickoff

1. Consultants have to negotiate with subs
2. Contract Routing and Signatures

US 83 / 84 Grade Separation @ Remington Clark Road

Consultant Cost

Survey and Right of Way Plans	\$ 76,277
Environmental and Schematic	\$ 603,748
Final Plans	\$ 898,515
Construction Inspection	\$ 900,000
Total	\$2,478,542

Consultant Cost	\$ 2,478,542
Right of Way Cost	\$ 1,000,000
Construction Cost	\$15,000,000

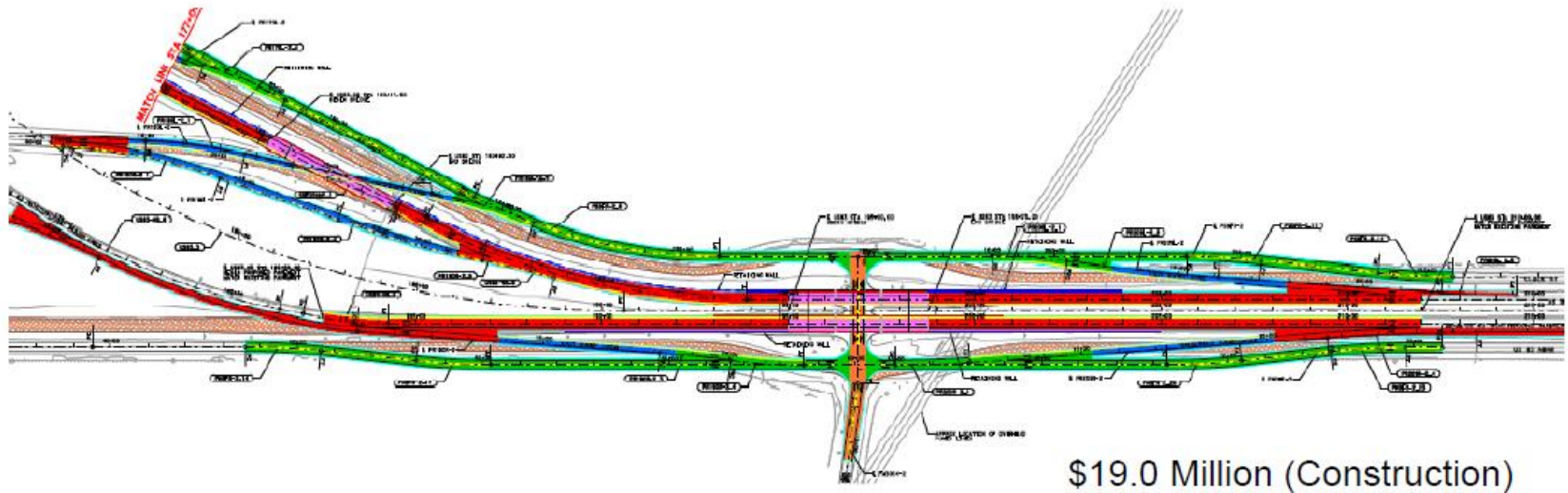
Consultant Cost / Construction Cost = 16.5%

3. Concept Stage

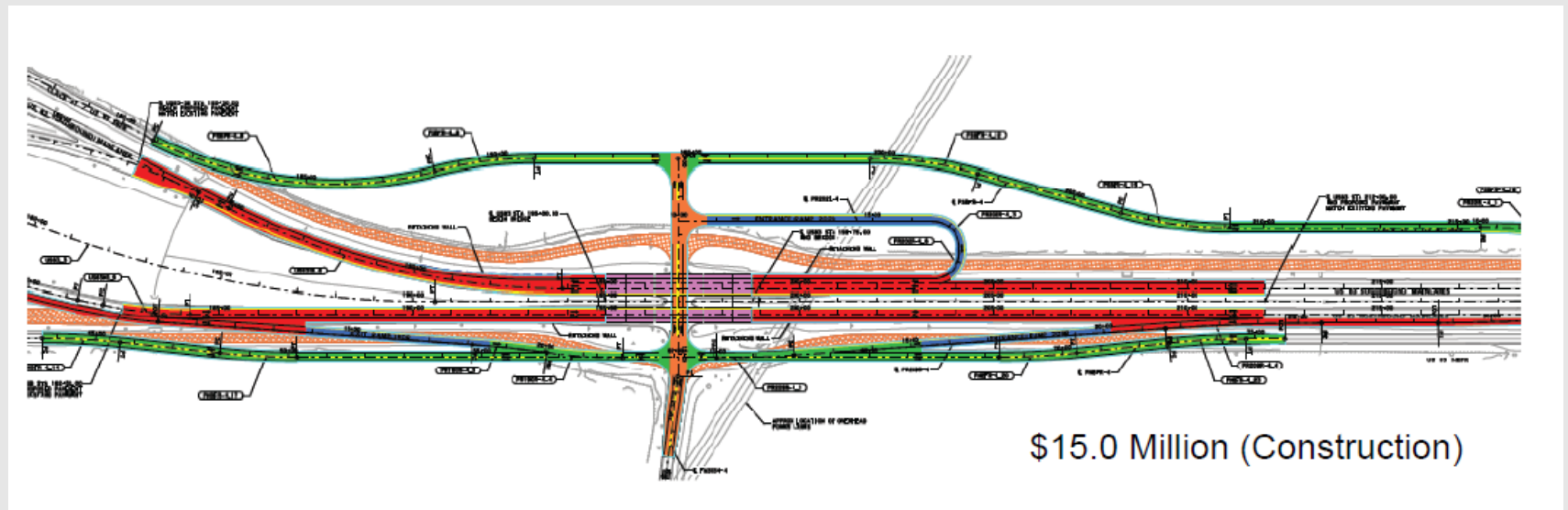
6-12 months

- a. Survey and Mapping
- b. Traffic Projections
- c. Proposed Typical Section and Pavement Design
- d. Create Construction Limits and Proposed Right of Way
- e. Examine Utility Relocations
- f. Project Layout
- g. Preliminary Cost Estimate

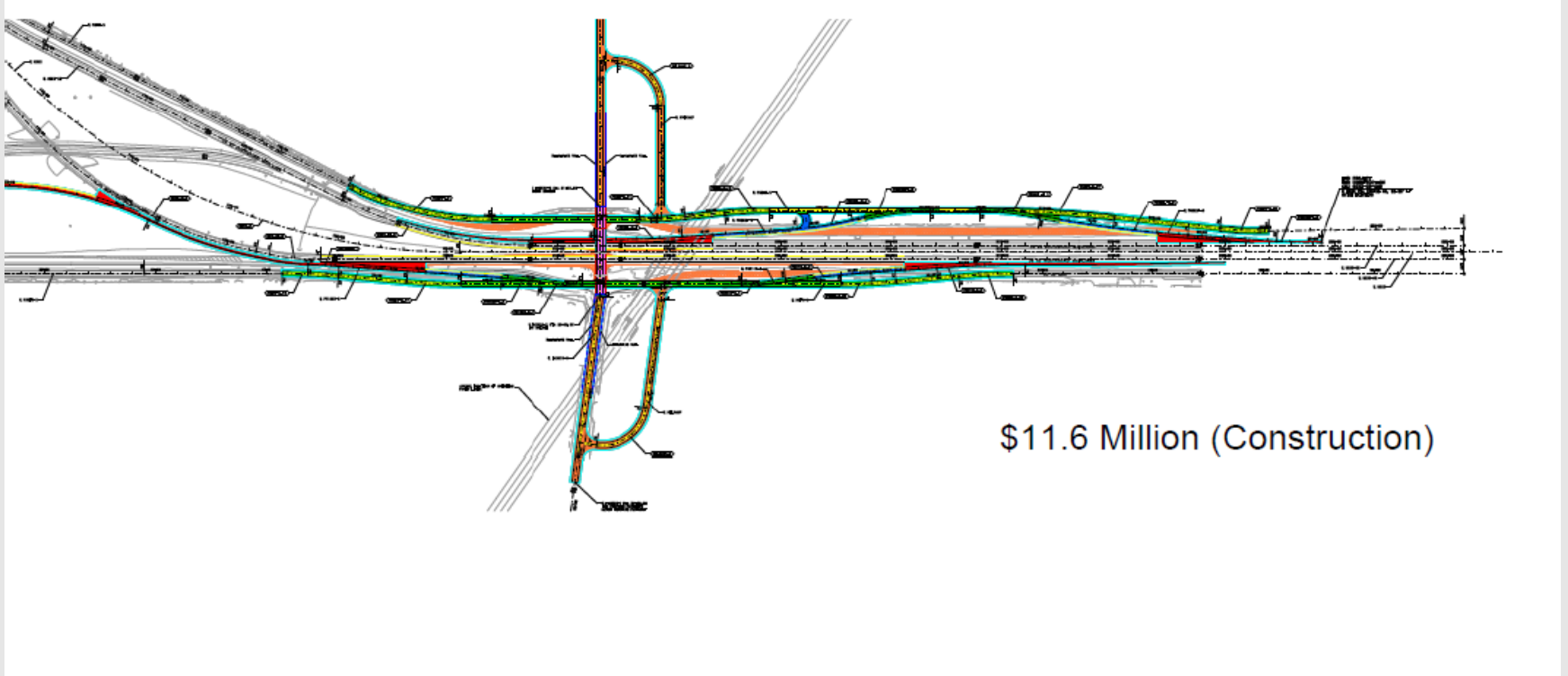
US 83 @ FM 3034 Landfill Road – Concept 1



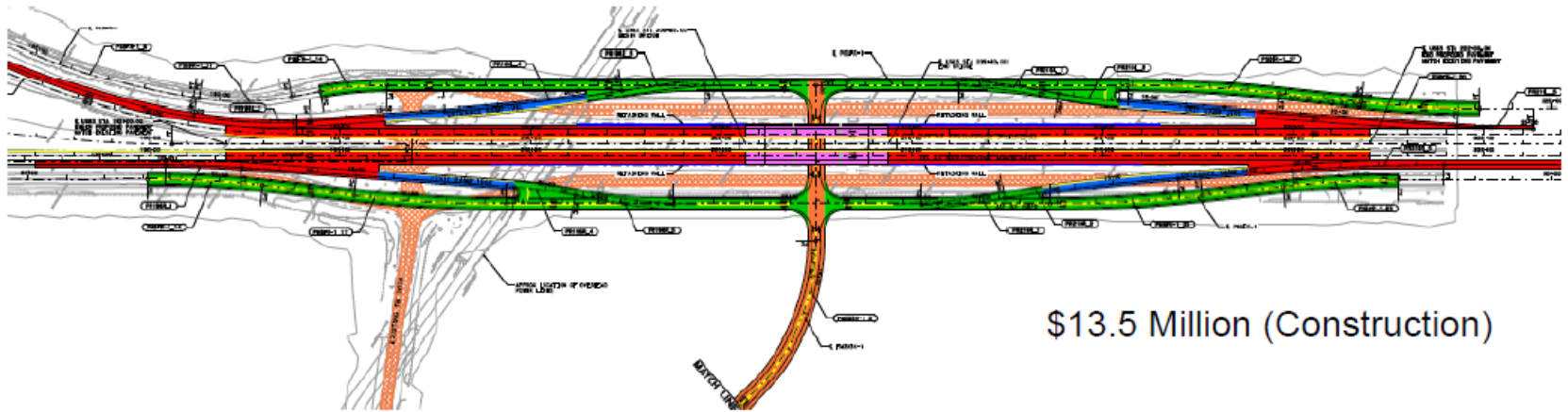
US 83 @ FM 3034 Landfill Road – Concept 2



US 83 @ FM 3034 Landfill Road – Concept 3



US 83 @ FM 3034 Landfill Road – Concept 4



4. Environmental Process 18-24 months

- a. Public Information Meeting / Public Hearing
- b. Endangered Species
- c. History and Archeology
- d. Public Land and Environmental Justice

5. Preliminary Design

- a. Plans, Profiles, and Cross Sections
- b. Quantities and Bid Items
- c. Coordinate with Utilities and Railroad
- d. Coordination with Federal Highway Administration

6. Preliminary Plan Review

- 7. Create Right of Way Plans 3-6 months
 - a. Environmental Document must be signed
 - b. Constant Revisions during the Design Process

- 8. Acquire Right of Way 12-24 months
 - a. Consultant Selection
 - b. Appraisals
 - c. Negotiation
 - d. Appeals

- 9. Final Plan Review

10. Relocate Utilities 6-8 months

11. Let Project to Construction

12. Construction 18-36 months

MPO Project Management Process

1. Project Selection	
2. Consultant Selection	6 – 12 months
3. Concept Stage	6 – 12 months
4. Environmental Process	18 – 24 months
5. Preliminary Design	
6. Preliminary Plan Review	
7. Create Right of Way Plans	4 – 6 months
8. Acquire Right of Way	12 – 24 months
9. Final Plan Review	
10. Relocate Utilities	6 – 8 months
11. Let Project to Construction	
12. Construction	18 – 24 months
<u>Total Project Development</u>	<u>70 – 110 months</u>

Most of the MPO Project Management Process

The 70 – 110 month project schedule is a typical scenario

Internal Risks

FHWA

Environmental

Right of Way

Utility Relocation

Unforeseen Obstacles

External Risks

Funding

Human Resources

Politics

Unforeseen Obstacles

In my opinion, the federal project development process works:

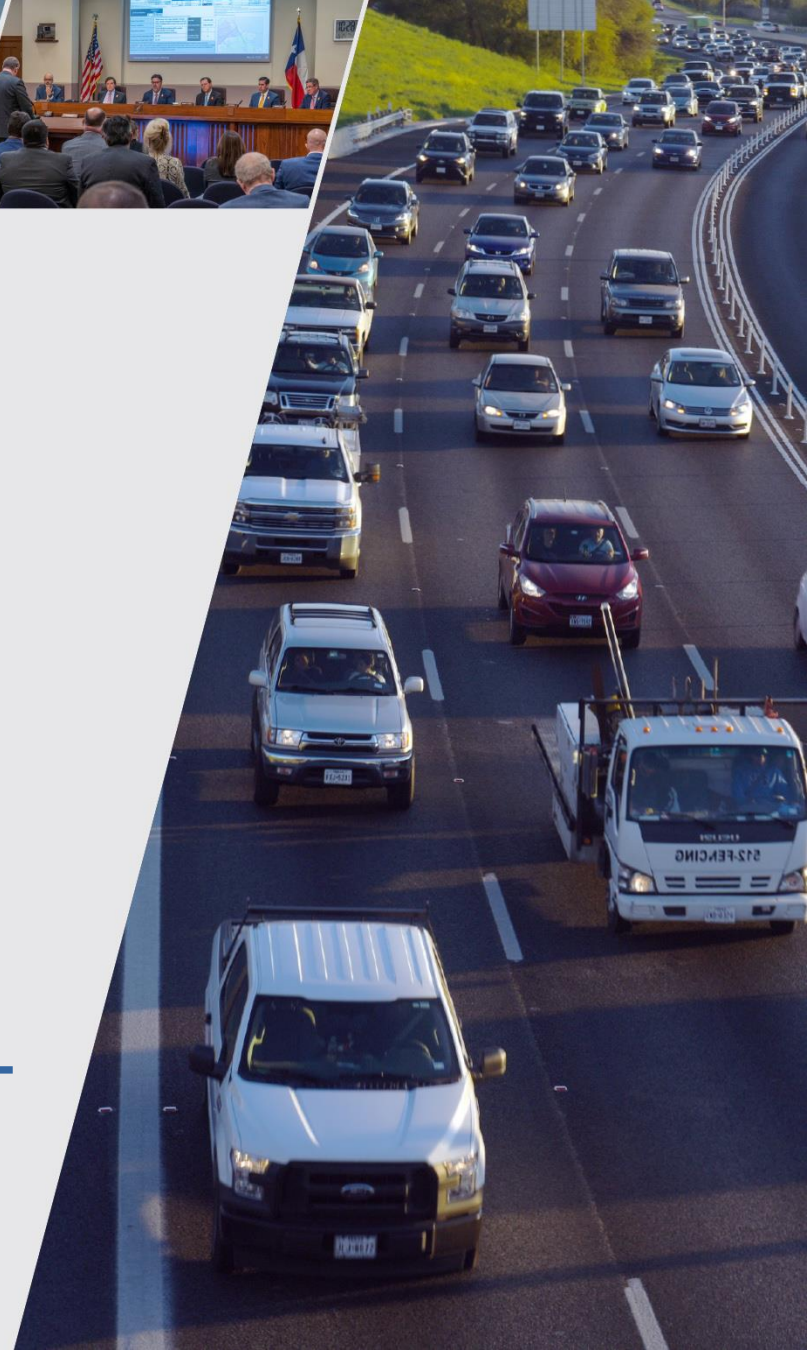
- 1) The best projects are usually chosen and eventually built for the MPO community.
- 2) Public participation, transparency, and documentation are clear and evident throughout the process.
- 3) The Federal Process is very slow, but very fair, and landowners are treated fairly and have due process and legal rights.
- 4) Once projects are completed, the public is usually highly complimentary of the final product.
- 5) Once completed, the projects usually stand the test of time for many years to come.



TXDOT TRANSPORTATION FUNDING

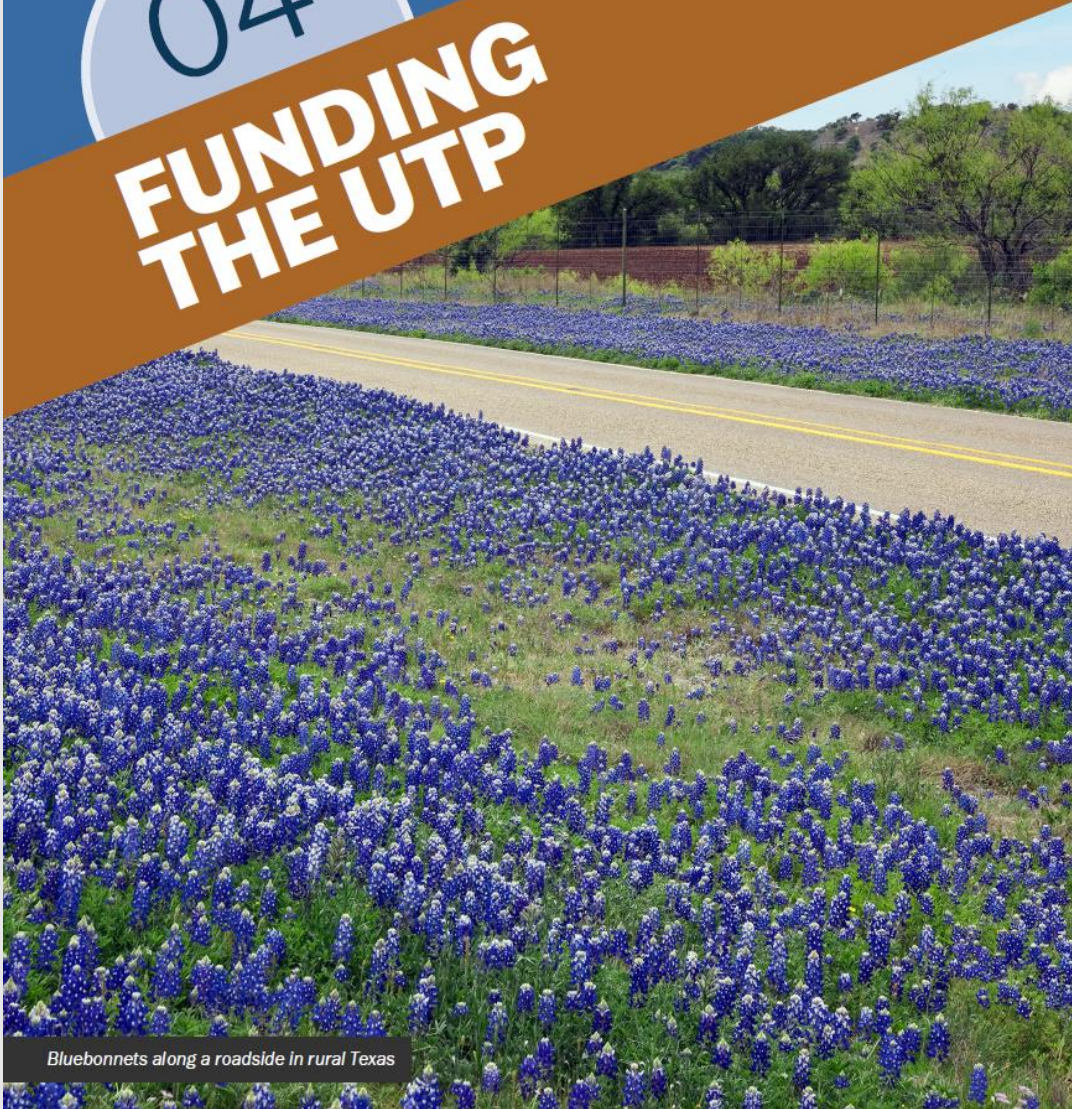
Billy Dezern

TxDOT - Abilene District



04

FUNDING THE UTP



Bluebonnets along a roadside in rural Texas

For TxDOT to plan future transportation projects, the department must have an idea of how much future funding will be available for project development and delivery. Therefore, financial forecasting is one of TxDOT's critical functions when developing the Unified Transportation Program (UTP). The department's Financial Management Division is responsible for producing a forecast of potential cash flow over the next 10 years that becomes the foundation for the UTP.

The UTP is fiscally constrained by the planning cash forecast, which means TxDOT can only develop projects that it can afford to execute within potential funding limits. For TxDOT to have the right volume of projects ready for construction in the years ahead, the UTP must be based on a reasonable estimate of future cash flow.

TxDOT's transportation revenues are comprised of a combination of state funds appropriated by the Texas Legislature and federal highway funds appropriated by Congress. In addition, local governments contribute resources to certain projects to help offset project funding needs.

The Complexity of Transportation Funding

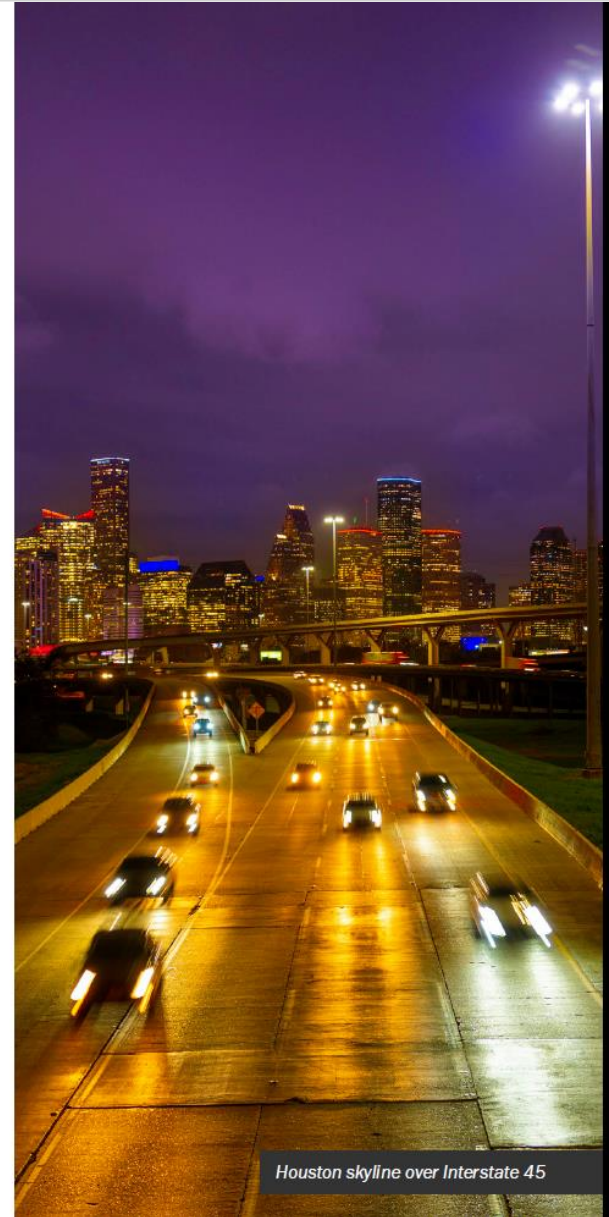
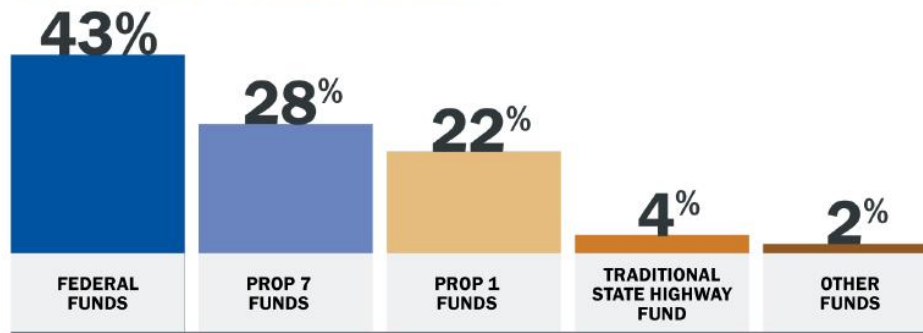
Funding for transportation projects has become more varied and complex over the past 20 years as new funding sources have been introduced to supplement conventional gasoline and diesel taxes. Consequently, this evolution has added layers to TxDOT's cash forecasting and project planning.

For decades, state and federal fuel tax revenues were sufficient to pay for the state highway system. However, over time, the rates on these taxes remained unchanged while Texas' population continued to boom. In the mid-2000s, as the state's transportation needs began to outpace its financial resources, the Texas Legislature gave TxDOT the authority to finance projects with bond debt. The proceeds from these bonds, referred to as Texas Mobility Fund bonds and Propositions 12 and 14 bonds, have since been completely allocated to transportation projects. The subsequent debt repayment will now be an important factor in TxDOT's financial planning for many years.

After the borrowing capacity was exhausted, the Legislature, with voter approval, provided two new sources of funding known as Propositions 1 and 7 in 2014 and 2015 respectively, with the first deposits beginning several years later. These measures, for the first time, directed portions of the state's oil and gas production taxes and sales taxes to the State Highway Fund. These initiatives significantly increased the expected revenues in TxDOT's planning cash forecast and, in turn, the UTP. At the same time, the dissipation of other funding sources, such as bond proceeds, have partially offset these gains.

FIGURE 8

TxDOT FUNDING SOURCES FOR 2024 UTP



Houston skyline over Interstate 45

TABLE 7
COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES

The following tables list the most common project types funded through each category in the 2024 UTP and the statewide strategic goals that each project type addresses. All 12 UTP funding categories address all three strategic goals to varying degrees.

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 1: Preventive Maintenance and Rehab	Road surface treatment	31%		1	2
	Road rehab and restoration	30%		1	2
	Rural passing lanes (Super 2)	5%	2		1
	Traffic signals, lighting, signs	3%	1		2
	All other project types	31%			
Category 2: Metropolitan and Urban Corridors	Widening (freeway or non-freeway)	65%	2	2	1
	Freeway interchanges	18%	2		1
	Roadway operational improvements	9%	2		1
	All other project types	8%			
Category 4: Connectivity Corridors	Widening (freeway or non-freeway)	59%	2	2	1
	New-location highway	14%			1
	Roadway operational improvements	12%	2		1
	Freeway interchanges	10%	2		1
	All other project types	6%			
Category 5: Congestion Mitigation and Air Quality	Roadway operational improvements	28%	2		1
	Freeway interchanges	22%	2		1
	Bike and pedestrian infrastructure	20%	1		2
	Public transit, commute alternatives	18%			1
	Traffic mgmt. technology and signals	9%	2		1
Category 6: Structures (Bridge)	All other project types	4%			
	Bridge replacement	91%	2	1	
	Bridge rehab or widening	4%	2	1	2
	Bridge maintenance	3%		1	
	All other project types	2%			
Category 7: Metropolitan Mobility and Rehab	Widening (freeway or non-freeway)	48%	2	2	1
	New-location urban roadway	12%			1
	Roadway operational improvements	11%	2		1
	Freeway interchanges	8%			1
	Road rehab and restoration	5%		1	2
	All other project types	16%			

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers		1		
	Intersections and rail crossings		1		2
	Turn lanes and shoulders		1	2	2
	Traffic signals, lighting, signs		1		2
	All other project types				
Category 9: Transportation Alternatives	Bike and pedestrian infrastructure	51%	1		2
	Safety rest areas	44%	1		
	All other project types	5%			
Category 10: Supplemental Transportation Programs	Coastal ferry facilities	29%		2	1
	Culverts and storm drainage	16%	2		1
	Sidewalks and curb ramps	15%	1		
	Widening (freeway or non-freeway)	9%		1	
	State park roads and parking lots	6%		1	
	All other project types	25%			
	Road rehab and restoration	23%		1	2
Category 11: District Discretionary	Widening (freeway or non-freeway)	21%	2	2	1
	Rural passing lanes (Super 2)	17%	2		1
	Road surface treatment	14%		1	2
	New-location highway	9%			1
	All other project types	16%			
	Widening (freeway or non-freeway)	76%	2	2	1
	Freeway interchanges	9%	2		1
Category 12: Strategic Priority	New-location highway	7%			1
	All other project types	8%			

Note: 1 = Primary goal addressed; 2 = Secondary goal addressed



FUNDING CATEGORY

1

Preventive Maintenance and Rehabilitation

DESCRIPTION

Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.

Preventive Maintenance

Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.

Rehabilitation

Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.



FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

DESCRIPTION

Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:

- Texas Highway Trunk System
- National Highway System (NHS)
- Connections to major seaports or border crossings
- National Freight Network
- Hurricane evacuation routes

The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:

- Mobility corridors: High-traffic routes with potential need for additional roadway capacity
- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided
- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION

Category 6 addresses bridge improvements through the following sub-programs.

Highway Bridge Program

For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.

Bridge Maintenance and Improvement Program

For rehabilitation of eligible bridges on the state highway system.

Bridge System Safety Program

For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.

Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.



FUNDING CATEGORY

8

Safety

DESCRIPTION

Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.

Highway Safety Improvement Program (HSIP)

Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.

Systemic Widening Program (SSW)

Statewide program to fund the widening of high-risk narrow highways on the state highway system.

Road to Zero (RTZ)

Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:

Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.

Construction of infrastructure-related projects that provide safe routes for non-drivers.

FUNDING CATEGORY

10

Supplemental Transportation Programs

DESCRIPTION

Category 10 addresses a variety of transportation improvements through the following sub-programs:

Supplemental Transportation Projects (Federal)

Federal discretionary and congressional high-priority projects.

Carbon Reduction Program (CRP)

Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Federal Lands Access Program (FLAP)

Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.

Texas Parks and Wildlife Department (TPWD)

Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.

Green Ribbon Program

Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.

Americans with Disabilities Act (ADA) Pedestrian Program

Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.

Landscape Incentive Awards

Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.

Railroad Grade Crossing and Replanking Program

Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).



FUNDING CATEGORY 10

Supplemental Transportation Programs (continued)

DESCRIPTION

Railroad Signal Maintenance Program

Financial contributions to each railroad company in the state for signal maintenance.

Safety Rest Area/Truck Parking

This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.

Intelligent Transportation Systems (ITS)

Improve Traffic Asset Management and Device Monitoring for better security controls.

Category 10 Carbon Reduction

In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with 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 using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.

FUNDING CATEGORY 11

District Discretionary

DESCRIPTION

Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).

District Discretionary

Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.

Energy Sector

Safety and maintenance work on state highways impacted by the energy sector.

Border State Infrastructure Funding

Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.

District Safety

District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.

Construction Cost Overruns/Change Order

Provides additional funding for costs that are realized at letting and during construction.

<div>FUNDING CATEGORY</div> <div>12</div> <div>Strategic Priority</div>	<div>DESCRIPTION</div> <div>Category 12 addresses projects with specific importance to the state, including those that improve:<ul style="list-style-type: none">- Congestion and connectivity- Economic opportunity- Energy sector access- Border and port connectivity- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report- The ability to respond to both man-made and natural emergenciesCommon project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</div>
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To see full Draft 2024 UTP document visit www.txdot.gov
[Unified Transportation Program \(UTP\) - public involvement \(txdot.gov\)](http://www.txdot.gov/unified-transportation-program-utp-public-involvement)

Adopting 2024 UTP document is on August 16, 2023 meeting of the Texas Transportation Commission.

HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





PEPS CONTRACTING SELECTION PROCESS

Julie Rogers
TxDOT - Abilene District



A large segment of business that the Texas Department of Transportation (TxDOT) conducts with the private sector involves contracting for architectural, engineering, and survey services.

TxDOT's Professional Engineering Procurement Services (PEPS) Division procures these types of services.

Procuring the most qualified consultants to deliver effective transportation solutions for Texans



PEPS

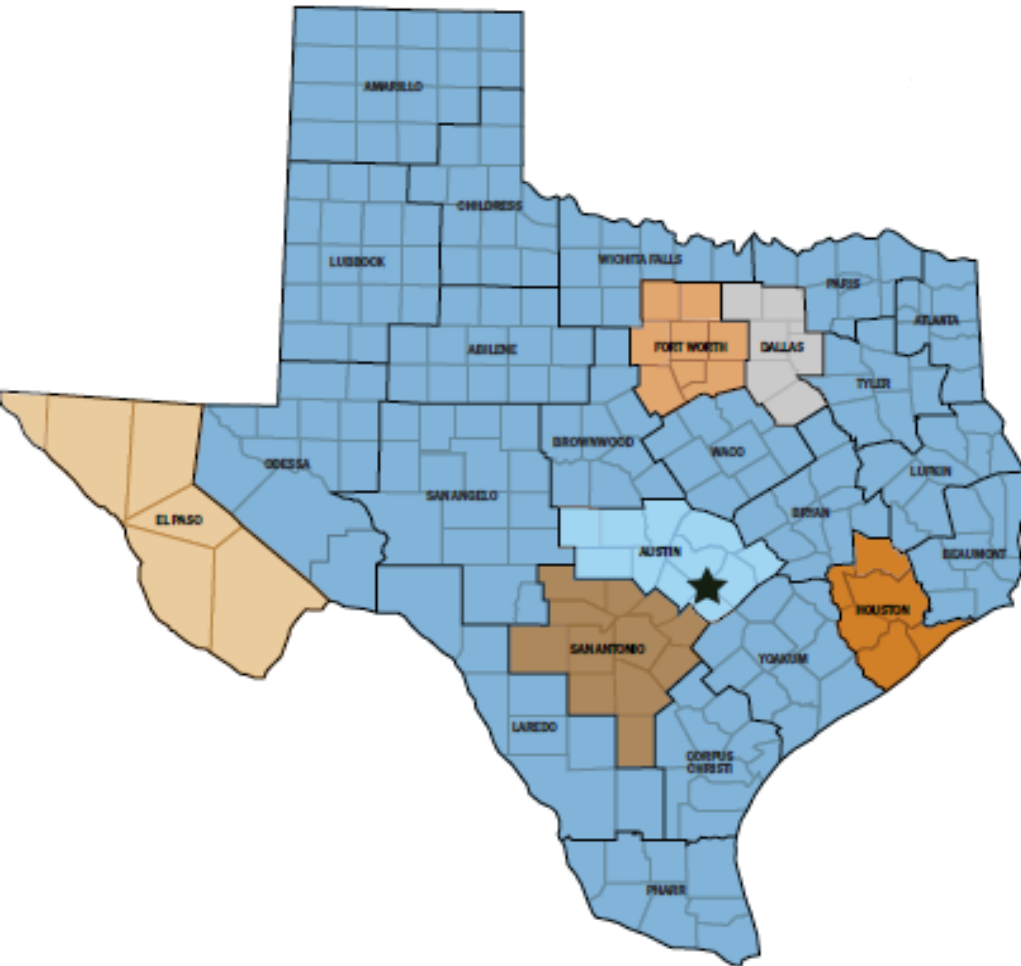
Professional Engineering Procurement Services represents the consolidated procurement organization supporting engineering, architectural and surveying contracts



PEPS Division

Includes 8 Service Centers:

- Austin Service Center
- Dallas Service Center
- **El Paso Service Center**
- **Fort Worth Service Center**
- **Houston Service Center**
- **San Antonio Service Center**
- **Division Service Center**
- **Central Service Center**





PEPS utilizes long range planning to meet the professional services contract needs of the Districts and Divisions at TxDOT. Planning is started well in advance of each fiscal year to ensure that contract capacity of common contract disciplines are always available and that required contracts for specific projects are procured when needed.



The federal Brooks Act and the state Professional Services Procurement Act require TxDOT to use qualifications-based selection (QBS) when selecting PEPS providers. Under the QBS, price cannot be a criterion when evaluating and selecting the provider. Price is instead a negotiable component, post selection.

The Brooks Act

The policy of the Federal Government to publicly announce all requirements for architectural and engineering services, and to negotiate contracts for architectural and engineering services on the basis of demonstrated competence and qualification for the type of professional services required at fair and reasonable prices.

Professional Services Procurement Act

In procuring architectural or engineering services, a government entity shall:

- 1) select the most highly qualified provider of those services on the basis of demonstrated competence and qualifications; and
- 2) attempt to negotiate with that provider a contract at a fair and reasonable price.



- **Fiscal Year Planning** - TxDOT District/Divisions determine their contracting needs for architectural, engineering, or surveying services by reviewing the projects listed in their department's plan and assessing the levels of expertise and resources the projects require. Projects that call for a level of expertise or production beyond the capability of TxDOT's in-house personnel are identified in the PEP's Fiscal Year Procurement Plan.
- **Fiscal Year Procurement Plan** –
 - Documents long-term needs
 - Reviewed and Approved by PEPS Steering Committee
 - Developed into four Waves or Advertisements

FY (Current) Wave Plan												FY (Next)		
Q1			Q2			Q3			Q4			Q1		
Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
			Wave 1											
						Wave 2								
									Wave 3					
												Wave 4		



- **Consultant Selection Team (CST)** – Prior to the beginning of a procurement wave, a CST must be appointed for each procurement. The CST evaluates statements of qualifications, proposals, and interviews, selects a prime provider based on demonstrated qualifications and conducts debriefs when requested. The CST consists of three to five qualified members; one being the TxDOT Project Manager and one member is required to be a Professional Engineer.
- **Scope of Work** – The TxDOT Project Manager defines the scope of work which defines the work to be done and the manner in which it is to be accomplished. The scope of work includes all expected project deliverables along with the work schedule and estimated budget.
- **CST Wave Kickoff** – Three weeks prior to contract advertisement, the CST and PEPS meet for a mandatory kickoff meeting where key aspects of the process are reviewed, and work plans, timelines, and contract objectives are established.



Request for Qualifications (RFQ)

An RFQ generally referred to as a solicitation, is a public announcement that advertises the department's intent to enter into an architectural, engineering, or surveying contract. RFQ's are posted on the TxDOT internet site and on the Electronic State Business Daily site for a minimum of 14 calendar days. This document is used when an advertised project utilizes State Funding.

Statement of Qualifications (SOQ) –

Providers prepare and submit their Statement of Qualifications document in response to the RFQ. This document is provided when an advertised project utilizes State Funding.

Request for Proposals (RFP)

The RFP is very similar to the RFQ but is used in place of the RFQ when Federal Funding is involved in the project being procured.

Proposals –

Providers prepare and submit their Proposal document in response to the RFP. This document is provided when an advertised project utilizes Federal Funding.

SOQ or Proposal Screening and Scoring – SOQ's and Proposals are screened to ensure they are prepared according to the RFQ or RFP instructions. SOQ's and Proposals that pass screening are then scored by CST members. The number of contracts being procured in a solicitation, plus three, will be the number of top ranked providers short-listed to advance for interviews for a final evaluation by the CST.

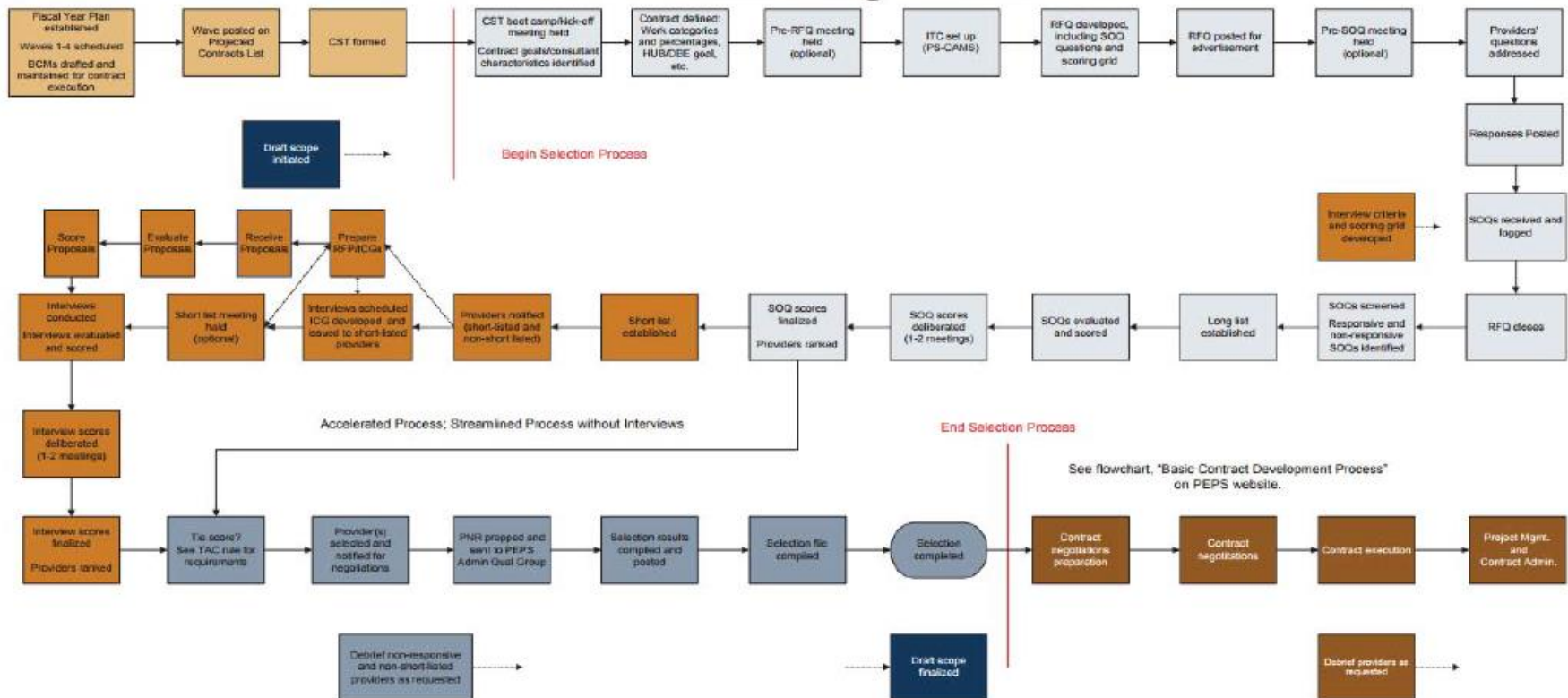


- **Provider Interviews & Selection** – Interviews are conducted and scored by CST members and the provider with the highest scores is selected and advances to negotiations.
- **Negotiations** – PEPS and the provider begin rate negotiations to establish a fair and reasonable price for the services. If a price cannot be agreed upon, PEPS terminates negotiations with the provider and commences negotiation with the next most qualified provider. This process continues until a fair and reasonable price is agreed upon.
 - Specific Deliverable Contracts- the scope of work, rates, Level of Effort and work schedule are negotiated at the contract level
 - Indefinite Deliverable Contracts – Additional negotiations take place at the work authorization level, where the project-specific detailed scope, Level of Effort and work schedule are negotiated



- **Provider Debriefs** - Following selection, PEPS schedules debriefs for eliminated providers (if requested), which identify areas of weakness and help providers improve future SOQs and interviews.
- **Project Management and Contract Administration** – Once the contract is executed, it is the responsibility of the TxDOT Project Manager, in coordination with the PEPS Division, to manage the contract or work authorizations to ensure the work is performed as scheduled and within the contracted budget.

PEPS Contracting Process



Key

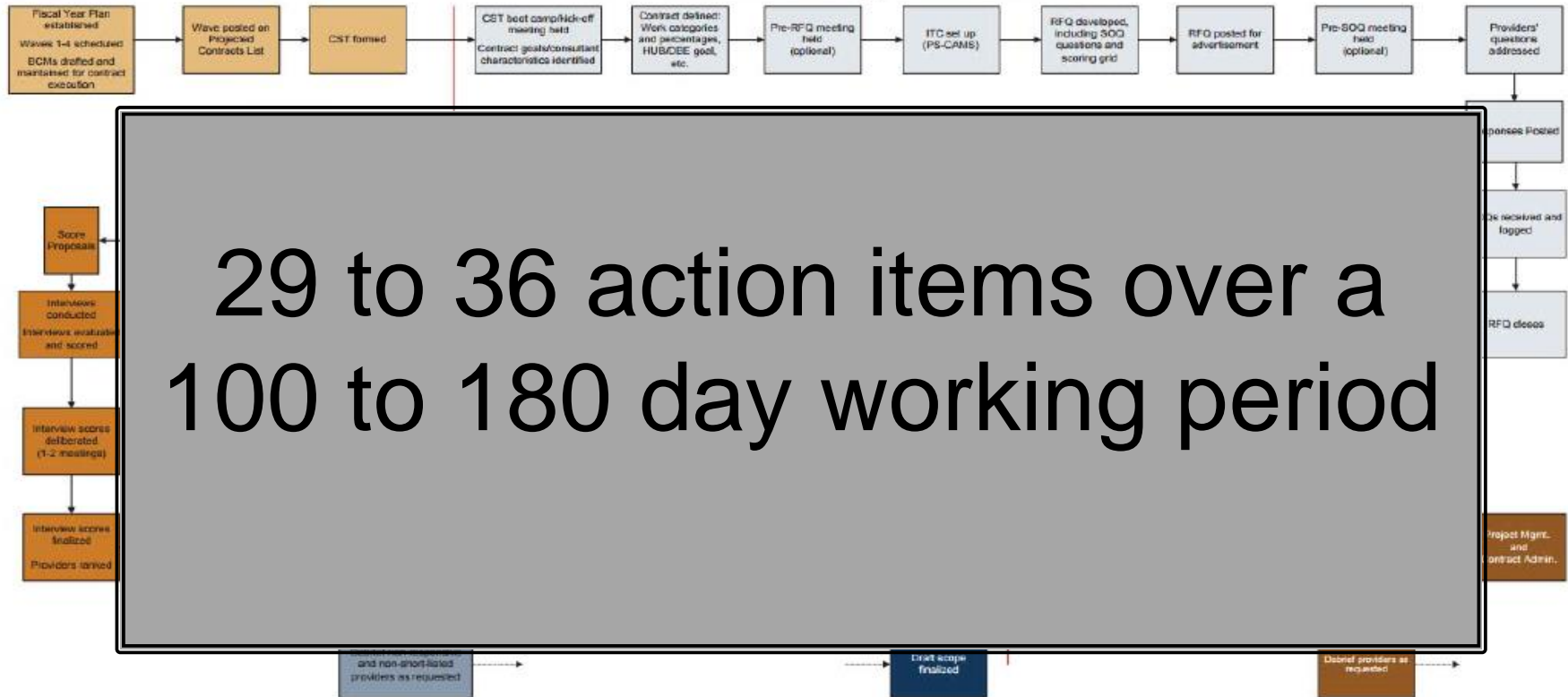
BCM: Business Case Memo
CST: Consultant Selection Team
ICG: Interview & Contract Guide
ITC: Intent to Contract

PS-CAMS: Prof. Services Contract Mgmt. & Admin. System
PNR: Pre-Negotiations Report
RFQ: Request for Qualifications
SOQ: Statement of Qualifications

■ Fiscal year and wave event planning
■ General selection
■ Scope
■ Short list
■ Post-selection



PEPS Contracting Process



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Orange box: Fiscal year and wave event planning
Light blue box: General selection
Dark blue box: Scope
Dark blue box: Short list
Dark blue box: Post-selection