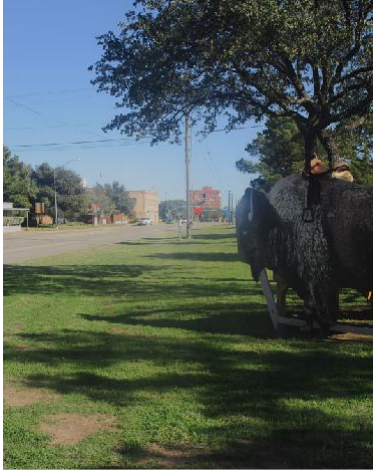
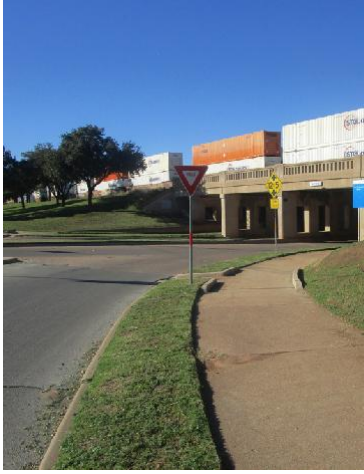
Abilene MPO

2050

Metropolitan Transportation Plan





Approved By The Policy Board On

December 17, 2024

ABILENE

METROPOLITAN PLANNING ORGANIZATION

Abilene MPO
2050 Metropolitan Transportation Plan

Approved By The Policy Board On December 17, 2024

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00. EXECUTIVE SUMMARY

This 2050 Metropolitan Transportation Plan (MTP) provides the Abilene Metropolitan Planning Organization (MPO) with the ability to select and program projects that will benefit all transportation network modes. These benefits impact local and through transportation movements. The MTP equips decision-makers with data and information they can use to select projects and establish strategies. This entire process helps make the vision a reality and attain goals while meeting objectives.

The MPO followed the Federal Highway Administration (FHWA) required 3-C process – comprehensive, cooperative, and continuing. The process was comprehensive by covering all transportation modes, including commuting, freight, transit, and active transportation. MPO staff and committees cooperated with member and partner agencies when considering and ranking funded and illustrative projects. This MTP is also part of the continuing five-year update and planning cycle.

The MTP contains a wide range of projects, in terms of cost and geographic areas. Some of the most expensive projects are along IH 20 and US 83/84. Smaller scale projects will benefit roads within the Abilene metropolitan area, including those that connect to major highways. This project range represents the varying needs and cooperation of the member and partner agencies, as well as specific stakeholder and public desires.

This MTP demonstrates the increasing bicycle and pedestrian transportation modes in the Abilene metropolitan area. The MTP does so because of stakeholder and public input regarding needs and desires for improved and new bicycle and pedestrian facilities. Suggested project concepts relate to increased safety and mobility for these active transportation modes.

The five colleges and universities that are located throughout the metropolitan area provide specific needs related to students, faculty, and staff. Upper-level education institutions are experiencing growth on their campuses as well as ancillary residential developments around them. As a result, there are needs to accommodate motor vehicles, bicyclists, and pedestrians.

The 2050 MTP recognizes the importance of all transit elements. CityLink offers scheduled fixed-route and demand-response services. These services provide citizens who depend on transit as well as those who choose transit for specific trips. This MTP includes appropriate transit purchases.

The Abilene MPO's public involvement process provided opportunities for the entire population to participate in the transportation planning and programming process. The MPO attempted to reach out to vulnerable communities, including those with Limited English Proficiency (LEP), low income, and minority populations. By making these efforts, the MPO followed Title VI of the Civil Rights Act of 1964 (Title VI) and Environmental Justice (EJ)

guidance to maximize the chances of all population groups participating. The Abilene MPO is currently in attainment of all air quality standards.

The Abilene MPO utilizes performance-based planning and programming (PBPP) by establishing and updating performance measures and targets. PBPP ensures accountability and transparency by tying programmed projects to achieving goals and objectives. The goals and objectives relate to improving safety and mobility through project implementation. This project implementation is multimodal by including vehicles, transit, bicycle, and pedestrian movements. It also includes consideration of connections to freight centers, industrial parks, and to Dyess Air Force Base.

01. Introduction

01. INTRODUCTION

The Abilene Metropolitan Transportation Plan (MTP) is the transportation planning document that identifies the need for and plans the development of transportation improvements within the next 25 years. It provides a current assessment of the multimodal transportation system and provides strategies and recommendations to achieve the Abilene Metropolitan Planning Organization's (MPO's) vision, goals, and objectives. The MTP is developed through a collaborative process among the MPO, the public, and other stakeholders. This process yields a fiscally constrained project list to be implemented over the next 25 years. Projects that are unfunded or not fully funded appear in an illustrative project list. If funded during the life of this MTP, those projects can move to the fiscally constrained list and be developed for implementation. The MTP is a dynamic document and may be amended as necessary.

MTP Development Process

The MTP development team followed requirements found in 23 CFR 450.324. MPOs that are in attainment of air quality standards, such as the Abilene MPO, must update their MTPs every five years. The MTP update process incorporates the 3-C – continuing, cooperative, and comprehensive – process. It is a continuous process in that it is cyclical in nature. The process begins with identifying and analyzing transportation challenges, continues with identifying potential solutions, programming projects to address the challenges, and then assessing project impacts on the transportation system. The cyclical process continues on a five-year basis.

The MTP development team used public participation processes that included a Delphi Group workshop, two public meetings, a survey, and an online map. These techniques helped identify a vision, goals, objectives, and strategies for future transportation improvements. The Delphi Group workshop had a large turnout of subject matter experts (SMEs) from a wide range of professional and technical backgrounds. Their input, along with public meeting participants and survey and online map respondents, demonstrated to the MTP development team the importance of safety and mobility needs. All public input emphasized the need for bicycle and pedestrian mode improvements.

The MTP development team reviewed the 2045 MTP and determined which sections needed updating, consolidation, and/or substantial reworking. This effort produced a succinct and reader friendly MTP to guide transportation planning and programming for the next 25 years.

The MPO staff solicited and received project nominations from each of the member entities. The resulting project nominations, along with the public participation, provided ideas for completely new projects and for continuing, modifying, or

eliminating 2045 MTP projects. The consultants performed a fiscal constraint analysis to ensure that sufficient funding is reasonably anticipated to match the project costs.

Bicycle and pedestrian facilities continue to be significant considerations in the Abilene metropolitan area. Many residents bicycle and walk to get to schools and universities, access transit, and for exercise and recreation.

Legislative Basis for the MTP

Legislative MTP guidance goes back several decades, with Congress approving new legislation approximately every five to six years. Each new legislation provides funding for transportation improvements and additional requirements for the planning and programming processes. The current federal legislation regarding transportation is the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). The IIJA/BIL provides traditional transportation funding, just as previous legislative acts. IIJA also includes opportunities for MPOs and local governments to apply for competitive grants.

The Policy Board adopted this MTP within the five-year cycle as required of MPOs in air quality attainment status. This MTP addresses the federal planning factors and emphasis areas.

The MPO's Role

The Texas Governor designated the Abilene MPO in 1974. The MPO follows the federally mandated continuing, cooperative, and comprehensive 3C process to analyze, prioritize, and program multimodal transportation projects. The MPO brings together local entities and agencies, along with private sector stakeholders and the public, to conduct the transportation planning and programming process.

The MPO has two standing committees – the Policy Board and the Technical Advisory Committee (TAC). The Policy Board makes the final decisions on policies, procedures, and project planning and programming. Elected officials representing the counties and incorporated cities, along with the Texas Department of Transportation (TxDOT) Abilene District Engineer, sit on the Policy Board – five members with one vote each. Policy Board voting membership is:

- City of Abilene – 2 members
- Jones County – 1 member
- Taylor County - 1 member
- TxDOT Abilene District – 1 member

Because of their small populations, the Cities of Tye and Impact are represented by the Taylor County voting member. Jones and Taylor County voting members represent the unincorporated areas of the two counties. The City of Abilene represents transit interests on the Policy Board, as it operates the local transit service – CityLink.

The TAC makes recommendations to the Policy Board, based on individual and collective member expertise, along with staff input. The TAC has 18 seats, consisting of member entity staffs, CityLink, Dyess Air Force Base, the West Central Texas Council of Governments, and the Abilene Chamber of Commerce.

MTP Study Area

The MPO studies the transportation system, develops projects, and creates plans within its Metropolitan Area Boundary (MAB). During previous MTP developments, the MAB included the adjusted Census urbanized area, plus areas anticipated to become urbanized within the next 25 years. The MAB also included additional areas within logical physical, road, and political boundaries. Following the 2020 Census, the US Census Bureau renamed urbanized area as “urban areas.”

With the updated 2020 Census urban boundary, the outward development of the Abilene region, and increasing commuting between Abilene and nearby cities and unincorporated areas, the MPO is currently pursuing an expansion of its existing MAB. At the time of this plan’s creation, the MAB adjustment has not yet been finalized. For the purposes of this plan, the proposed expanded boundary is classified as the “MTP Study Area,” shown along with the current boundary in Figure 1.1.

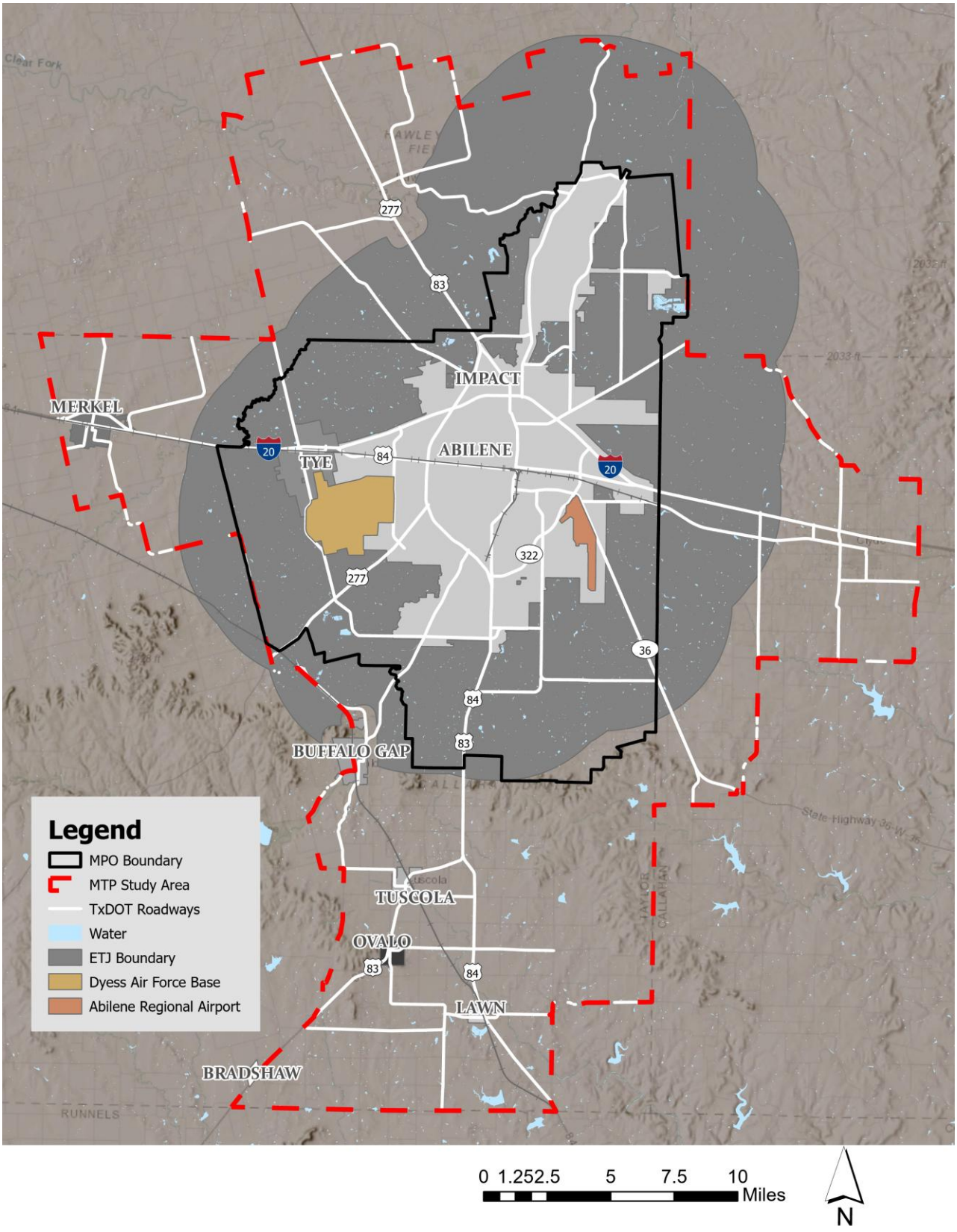


Figure 1.1. MTP Study Area and MPO Boundary

02. Mobility Conditions

02. MOBILITY CONDITIONS

A good first step in the planning process is to evaluate the current state of mobility conditions within the Abilene metropolitan area. This step includes consideration of commuting patterns, crash data, and transportation network conditions. By recognizing current and projected MTP study area commuting statistics, MTP development can ensure all planning decisions fit current and future residents' needs. One beneficial tool in mobility condition and forecast evaluations is the travel demand model (TDM). The TDM uses a four- step process, which includes trip generation, trip distribution, mode choice, and trip assignment. Modelers identify and document the existing transportation system network, traffic counts, and socio-economic data to establish a base year metropolitan area simulation. The base year is determined by the calendar year in which traffic counts are performed.

Modelers then use forecasted socio-economic data to simulate anticipated growth, which correlates to future transportation system demand. TDMs can produce at least one "interim year" forecast, which can be in five or ten years into the future, as deemed appropriate. The forecasted year is typically about 25 years beyond the base year. These forecasts allow planners to analyze transportation data and predict how travel patterns might change throughout the next 25 years. TDM changes can be based on various dynamic factors, including population, employment, land use, and the transportation network. Modelers input proposed transportation projects into the TDM, perform model runs, and determine potential project impacts on the system.

Commuting Characteristics

The most frequent trip type is one's commute to and from work each day. Understanding how and where individuals in the Abilene MPO region travel to work is integral when making planning decisions about transportation investments.

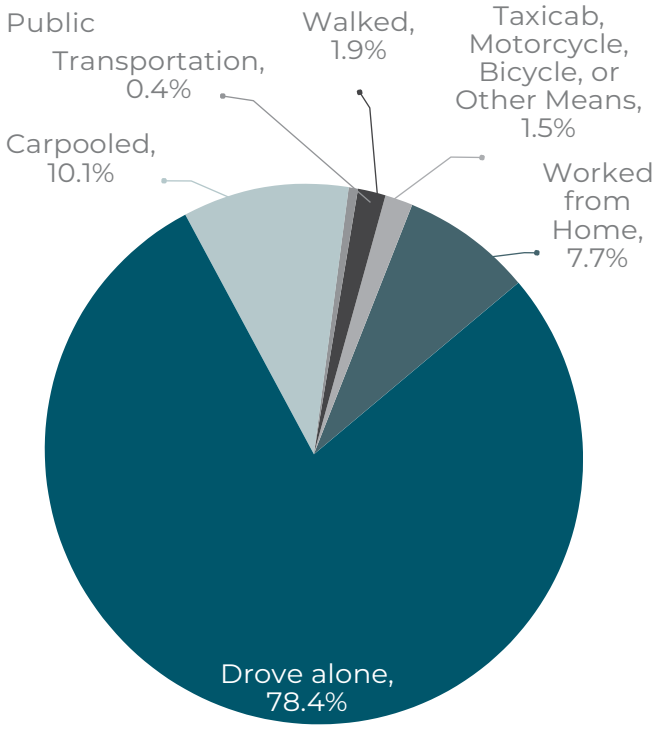


Figure 2.1. Abilene Metropolitan Statistical Area Mode of Transportation to Work, Source: U.S. Census ACS (2018-2022)

In the Abilene Metropolitan Statistical Area (MSA), which consists of Taylor, Jones and Callahan Counties - as defined by the U.S. Office of Management and Budget, there are approximately 82,753 working individuals over the age of 16. Of this number, the majority (78.4%) drive alone to work. This is followed by those who carpool (10.1%) and those who work from home (7.7%). This 7.7% number of at-home workers represents an increase from the 4.6% figure from 5 years ago.

Increase in the number of individuals working at home demonstrates the effects of the COVID-19 pandemic on commuting trends as hybrid, remote, and other non-traditional workplace styles have become more common. Only 3.8% of commuters travel to work through non-personal motor vehicle means. From this, one can infer that workplace locations are generally distant from workers' residential neighborhoods and that alternative transportation options either do not fully meet commuters' needs or are not preferred to personal motor vehicle options.

By recognizing the distance MSA workers travel each day, one can better understand commuter habits and needs. The mean travel time to work in the Abilene region is 18.2 minutes, lower than the state average, as shown in Figure 2.2. It is also significantly lower than the Dallas-Fort Worth-Arlington Metropolitan Statistical Area mean travel time to work of 27.7 minutes.

The mean travel time to work may be comparatively low due to the high percentage of Abilene region residents that remain within the Abilene MSA and its smaller geographic area. As shown in Figure 2.3, 65.7% of residents in the metropolitan area both live and work within the region, commuting within

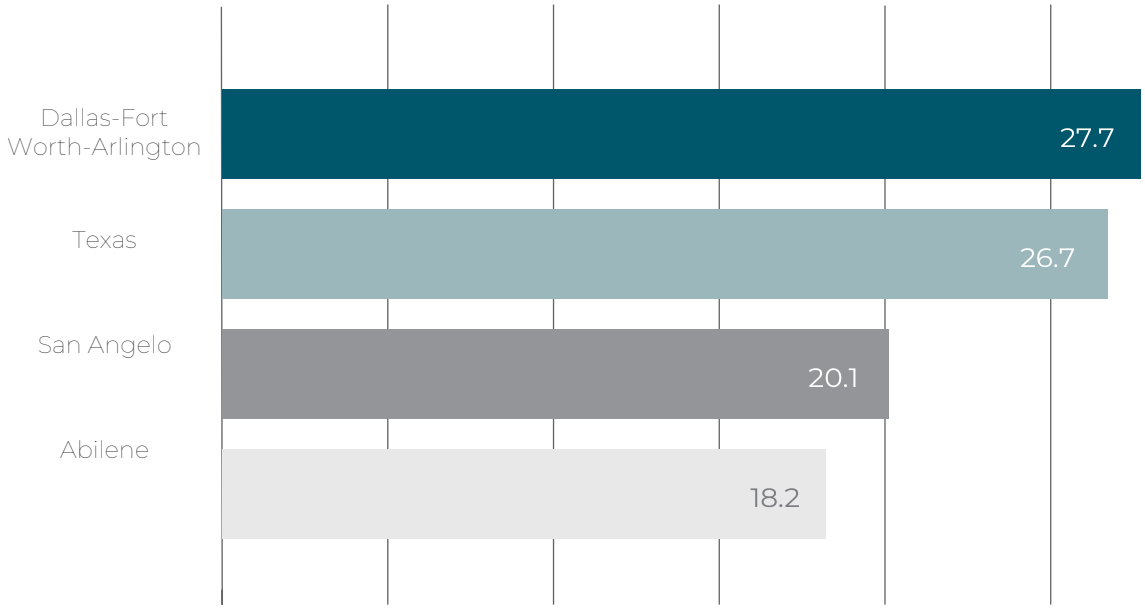


Figure 2.2. Mean Travel Time to Work, Minutes (Metropolitan Statistical Area), Source: U.S. Census ACS (2018-2022)

the MSA each day for work. Alternatively, 34.3% of residents who live in the Abilene MSA travel outside of the region for work.

This statistical breakdown of commuter patterns for workers in the Abilene MSA, as shown in Figure 2.3., identifies the region as a major location of employment for many of its residents. 68.2% of the region's workers live within the Abilene metropolitan area. Abilene also acts as a region of employment for outside commuters, with 31.8% commuting into the region for work each day.

Vehicle Miles Traveled

Daily Vehicle Miles Traveled (DVMT) is another statistic to consider when analyzing mobility patterns in a region. DVMT is the daily number of miles traveled by all vehicles on the roadway network. To calculate DVMT, the traffic volume is multiplied by roadway length. DVMT can be used in multiple ways, providing information on roadway use, demand, and condition.

Over the past 8 years, the DVMT has increased within the Abilene MPO boundary, as shown in Figure 2.4. Prior to 2020, DVMT was growing at a rate of 1-3% per year. Then in 2020, the DVMT decreased by 5%, likely due to changes in travel patterns because of the Covid-19 Pandemic. After 2020, DVMT rose at a much higher rate, growing 10% in both 2021 and

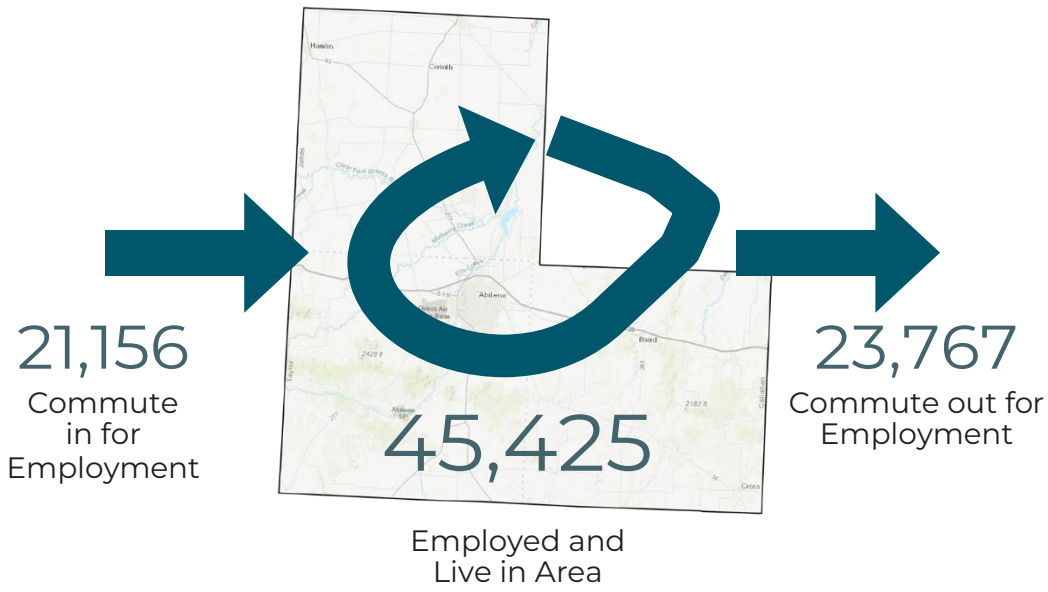


Figure 2.3: Regional Commuting Patterns (Metropolitan Statistical Area), Source: U.S. Census LEHS (2021)

2022. In 2022, the DVMT for the region within the Abilene MPO boundary was 3,337,276.03. This value indicates that the number of miles traveled within the Abilene region per day has increased through a growth in number of vehicles on the road driving further distances within the region.

Areas of Congestion

Congestion, or increased time between departure and arrival due to traffic, is an important consideration when addressing mobility conditions. Congestion can be measured system-wide or on specific road segments. One historical measure is the Level Of Service (LOS) rating system. LOS had ratings of A – F, based on vehicle volumes on a road compared to the road's capacity. One additional vehicle counted on a road could change the LOS down one rating, such as C to D.

Currently, there is moderate congestion along IH 20 on both the east and west sides of the City of Abilene. There is also congestion in Abilene on US 83 between IH 20 and US 277 and around the Loop 322 interchange on both the east and west. Figure 2.5 presents congested road segments.

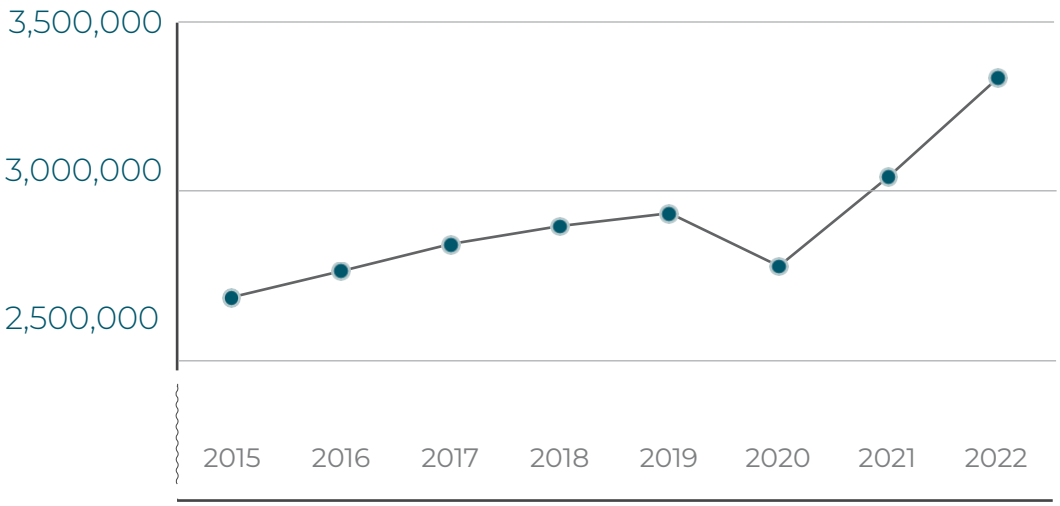


Figure 2.4. Abilene MPO Daily Vehicle Miles Traveled, Source: TxDOT Roadway Inventory

One congestion monitoring metric is the Travel Time Index (TTI). The TTI compares the travel time between two points on a road during peak periods compared to off-peak periods. If it takes 50% longer to travel between two points during a peak period than during an off-peak period, that road segment would have a TTI of 1.5. The TTI metric provides an easy-to-understand way to communicate where congestion occurs in actual travel time percent increases. It is important to note that extremely short segments can have exaggerated TTIs and other anomalies can yield high TTIs.

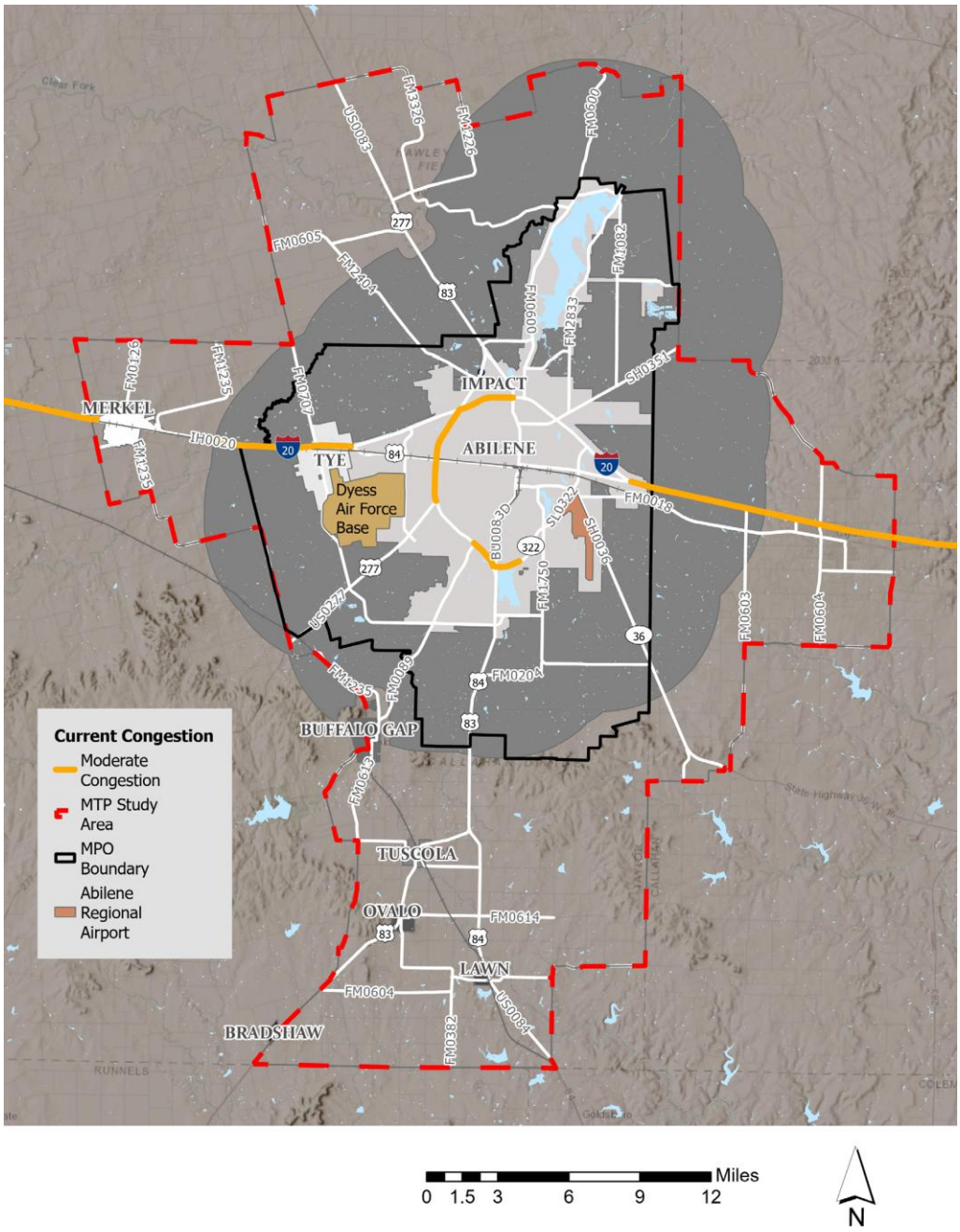


Figure 2.5. Current (2019) Congestion, Source: TxDOT

The TxDOT's projected future congestion map is based on the Car-Space Method of congestion calculation. The method uses the distance between cars to estimate congestion levels, with adjustments made dependent on projected population growth.

Without improvements, moderate congestion in 2039 is projected to expand along the entirety of IH 20 through the City of Abilene, with more severe congestion between the interchanges with US 277 and Business US Route (BU) 83-D. US 83/84 also sees an increase in moderate congestion levels between US 277 and FM 89 and a segment of more severe congestion between IH 20 and north of State Loop (SL) 322. It is also projected that a segment of SL 322 will experience moderate congestion, as will a segment of FM 707 south of the city.

These projections are not definite, as they are dependent on population growth, mobility patterns, and roadway capacity. Targeting these roadways for congestion reduction projects may prevent these 2039 projections from occurring.

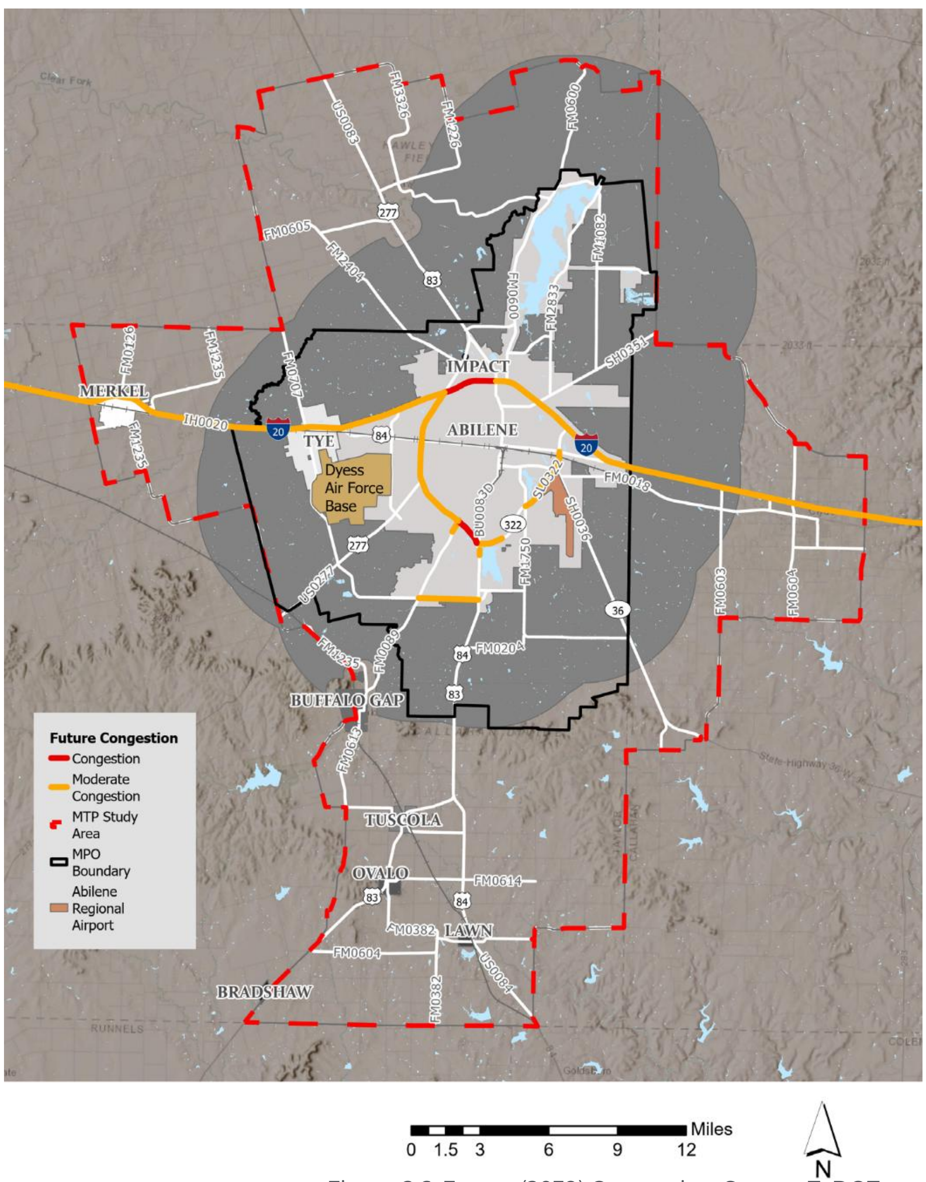


Figure 2.6. Future (2039) Congestion, Source: TxDOT

Crash Rates and Severity

Understanding crash rate and severity is integral for understanding areas that might require significant safety improvements. The crash rate is calculated based on the number of crashes in a county divided by the traffic volume in the area. If crash rates are increasing, it may be due to a variety of issues, such as aging infrastructure or issues with visibility at intersections.

Because the crash rate is based on the number of cars on the road, population increases might cause the crash rate to decrease even if the total number of crashes stays generally the same across several years. It is expected that without any significant infrastructure changes, the crash rate will generally stay the same. Ideally, as infrastructure improves, the crash rate should decrease each year.

Both Jones and Callahan Counties have crash rates lower than the state average, however, Taylor County's crash rate is higher than that of the State of Texas. In Taylor County, the moving 3-year crash rate has decreased over the past 7 years. However, in Jones County, the rate has been increasing since 2020. Taylor County experiences significantly more crashes than Jones County (on average more than 20 times more crashes per year), so the decrease in crash rate in Taylor County is a significant number of crashes. Callahan had a slight increase in crashes between 2016 and 2019, but the crash rate has decreased since 2019. Reports of more recent crash data indicate that the regional crash rate in Callahan County is increasing. This data is not yet reflected in the TxDOT Roadway Inventory.

Despite the decreased crash rate in the state, it is important to try and lower the crash rate each year to protect resident safety. We can do this by recognizing and addressing issues in locations with high crash rates.

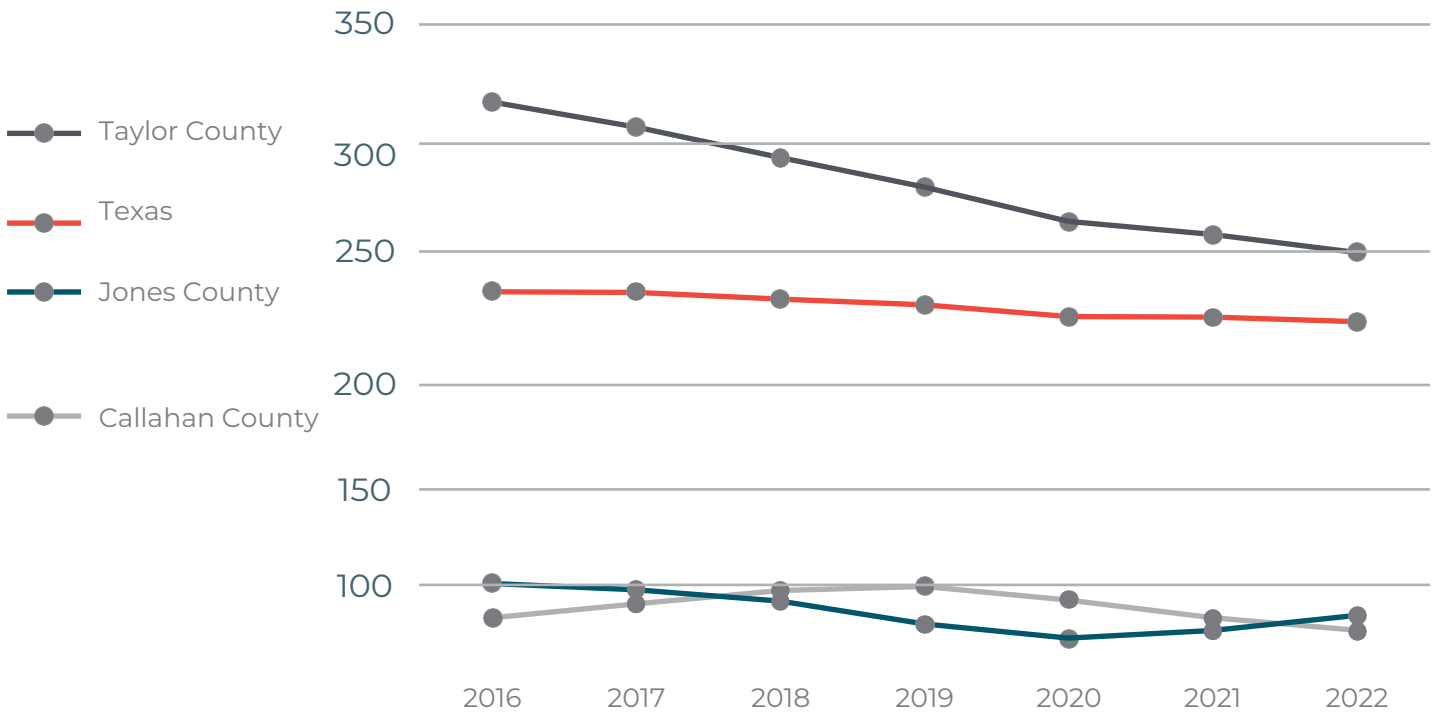


Figure 2.7. Regional Crash Rate Comparison, Source: TxDOT Roadway Inventory, TxDOT CRIS

Cost of Crashes

Vehicle crashes have a high cost, aside from the value of human life. Crashes can cause delays in traffic, lost work hours, vehicle repair costs, and costs for emergency and medical services. The American Association of Highway and Transportation Officials (AASHTO) 2018 Highway Safety Manual used data on both tangible and intangible crash consequences to develop the below valuations of different crash types, as shown in Figure 2.8. While these estimates do not fully represent the true cost of human life, they may be used as an estimate of how harmful crashes are both socially and economically.

Crash Hot Spots

Understanding where crashes happen most frequently is integral for addressing locations for improvement. Most crashes occur at intersections, where multiple traffic directions interact. Crashes most frequently occur within the Abilene municipal boundary, particularly major roadway intersections. The information described below represents non-pedestrian crashes with all motor vehicle types.

Crash severity	Cost Per Injury	2018-2023 Abilene Metropolitan Statistical Area Crashes	Total Cost
Fatality	$11,295,400	182	$2,055,762,800
Debilitating Injury	$655,000	652	$427,060,000
Non-Debilitating Injury	$198,500	3,264	$647,904,000
Possible Injury	$125,600	3,939	$494,738,400
Non-Injury	$11,900	14,946	$177,857,400
Total	-	22,983	$3,803,322,600

Figure 2.8. Cost of Crashes 2018-2023, Source: AASHTO 2018 HSM, TxDOT CRIS

The Five (5) Intersections within the MTP Study Area that had the most frequent crashes between 2019 and 2023 are listed below, alongside crash number*.

- Buffalo Gap Road and US 83/84 (425 crashes)
- Southwest Drive and US 83/84 (321 crashes)
- US 277 and US 83/84 (290 crashes)
- Sayles Boulevard and BI 20 (134 crashes)
- Barrow Street and South 14th Street (109 crashes)

*Crash number is the minimum number of crashes reported at the site of the intersection and may be higher than the amount above. Crashes at an intersection may be reported before or beyond the intersection it occurred at or may not have been reported with a specific longitude or latitude.

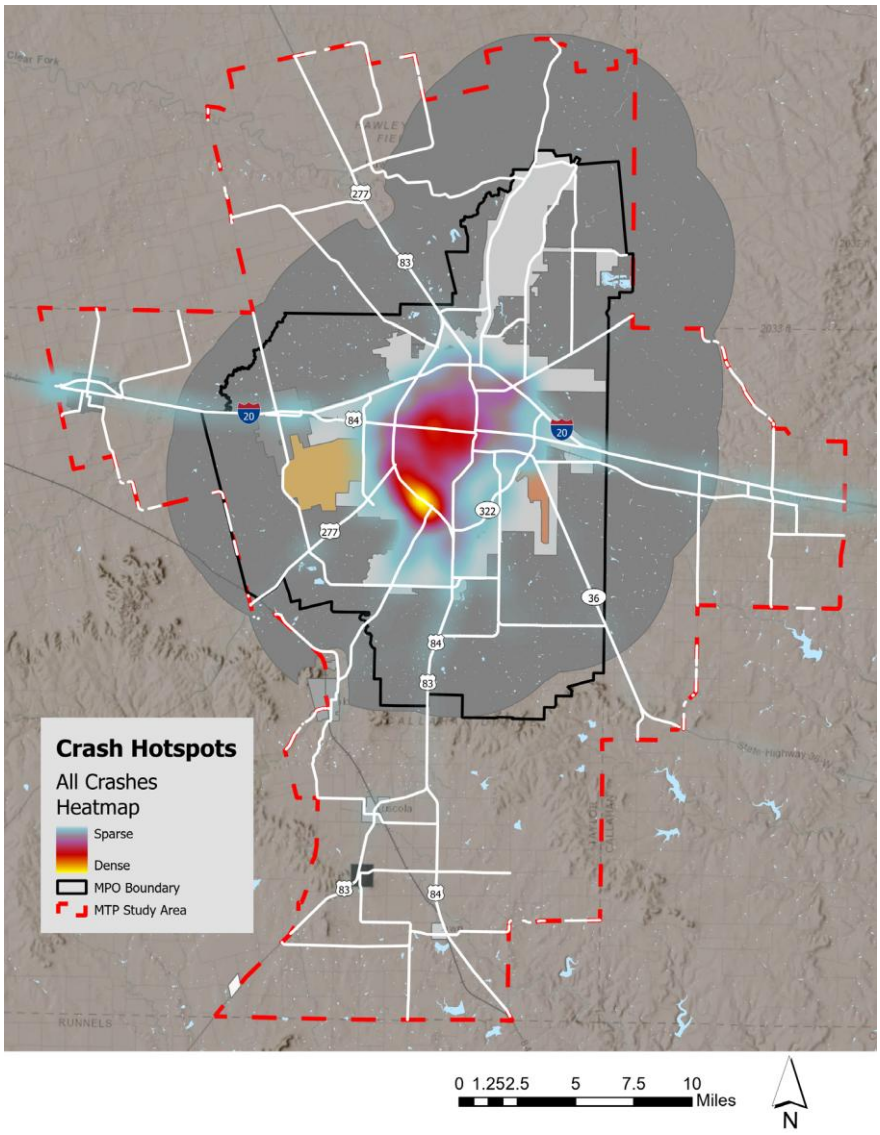


Figure 2.9. Crash Location Heatmap (2019-2023), Source: TxDOT CRIS

Fatal Crashes

Fatal crashes have the greatest impact on society. Reducing and preventing the loss of human life is the highest priority when analyzing and improving our transportation systems. Between 2019 and 2023 there were 101 fatal crashes within the MTP Study Area.

Serious Injury Crashes

Serious injury crashes involve the incapacitation of one or more people. These crashes are also incredibly important to prevent, as they can have major effects on involved parties and people close to them. Between 2019 and 2023, there were 435 crashes within the MTP Study Area that resulted in a suspected serious injury.

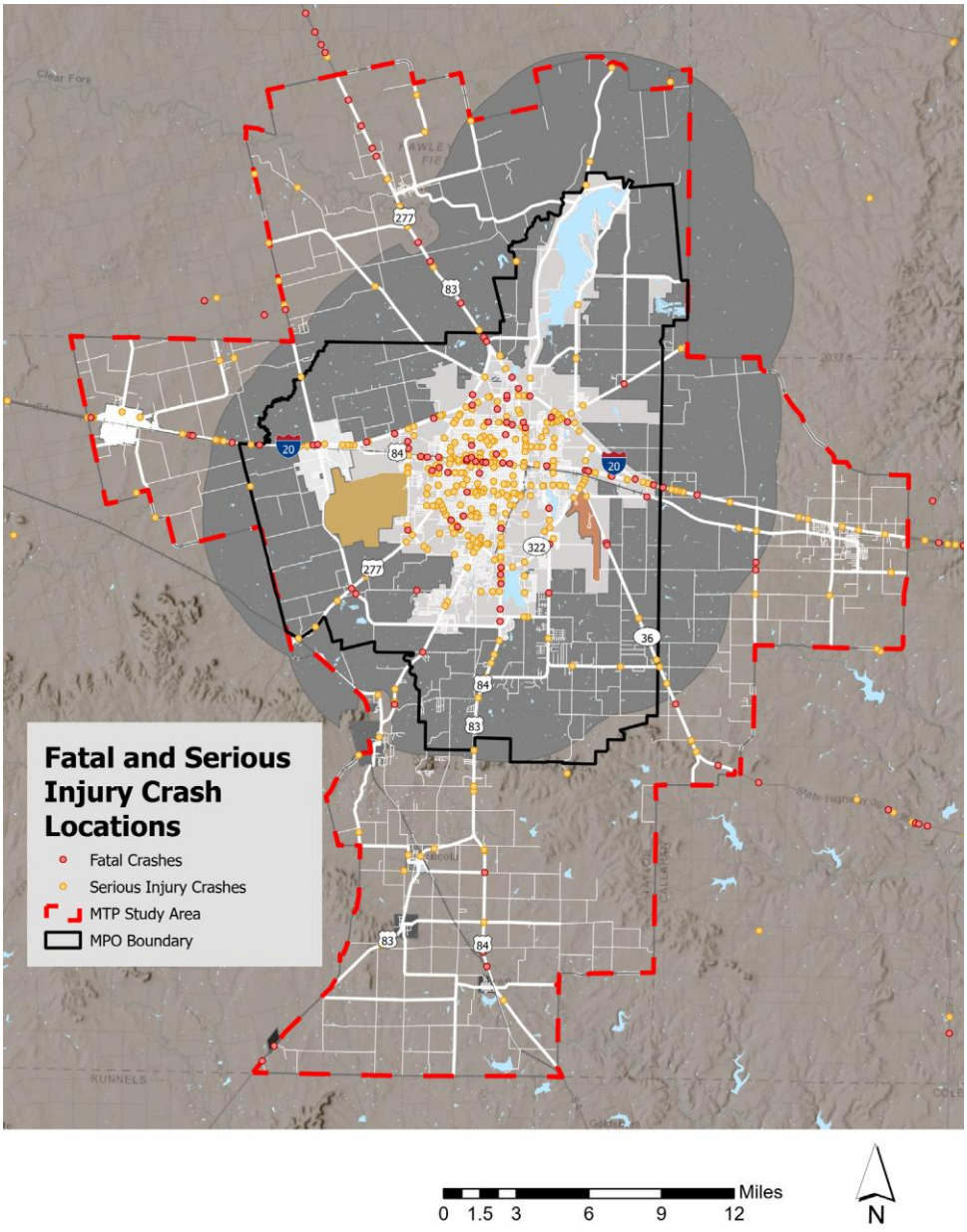


Figure 2.10. Fatal and Serious Injury Crash Locations (2019-2023), Source: TxDOT CRIS

Bicycle and Pedestrian Crashes

Bicycle and pedestrian crashes often are more traumatic than vehicular crashes, as there is less protection for those walking or cycling. Bicycle and pedestrian crashes can result in serious injury or death. Because of this, cyclists and pedestrians require further consideration when studying transportation patterns.

Within the MTP Study Area, there were 52 bicycle crashes and 133 pedestrian crashes between 2019 and 2023. The majority of these crashes occurred within Abilene's city limits, likely due to the density of residents and connectivity between urban roadways. These attributes make cycling or walking to a nearby location more feasible with higher perceived safety. One of the Abilene MPO's priorities is addressing the number of crashes for pedestrians and cyclists to eliminate serious injuries or deaths.

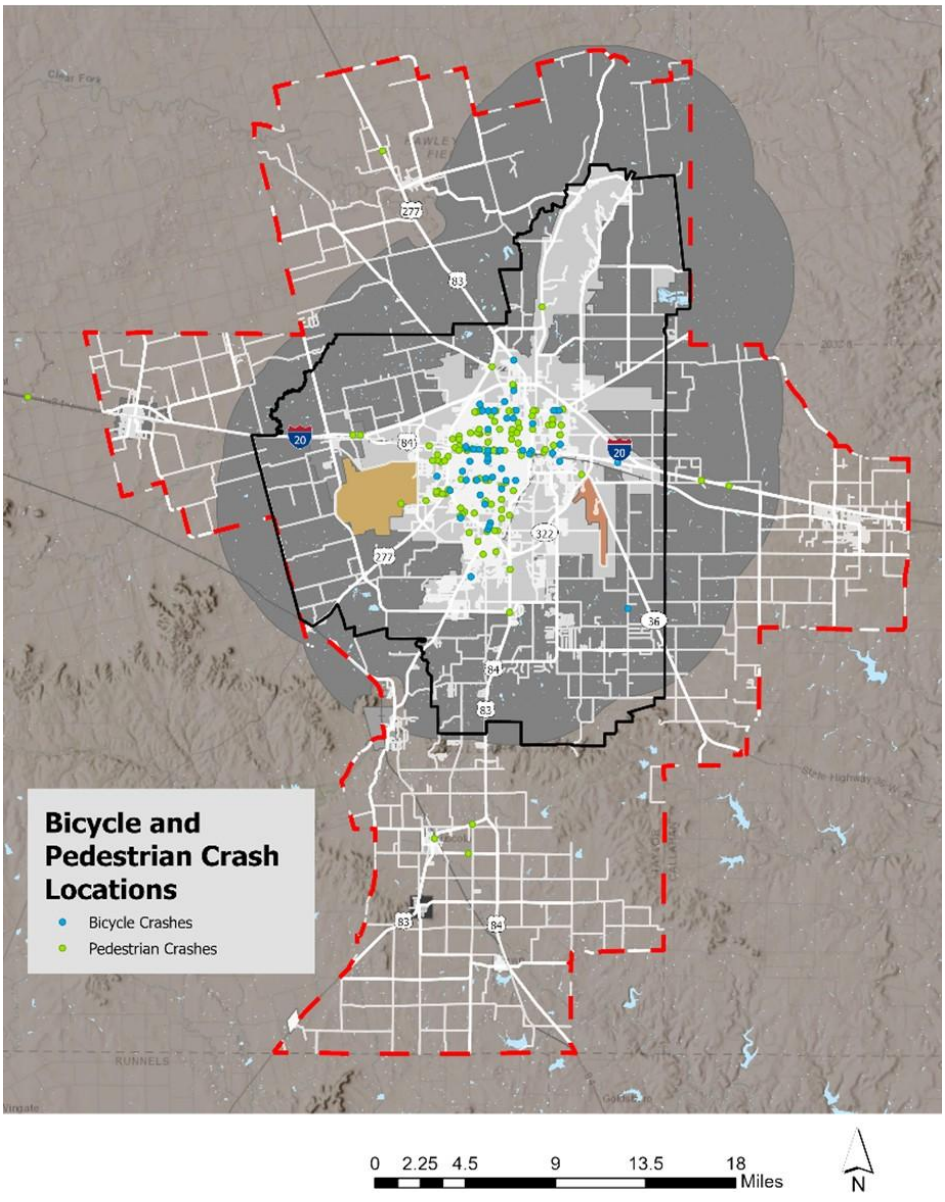


Figure 2.11. Bicycle and Pedestrian Crash Locations (2019-2023), Source: TxDOT CRIS

Public Transportation

The City of Abilene's CityLink public transit system provides multiple options, including fixed-route buses, Americans with Disabilities Act (ADA) paratransit van services, charter services, evening curb-to-curb pickups and drop-offs, on-call services (in South Abilene), and on-demand public rideshare services in Northwest Abilene's ZipZone. Fixed route, On-Call, and ZipZone services are only offered on weekdays. There is no CityLink service on Sundays and US holidays. On Saturdays, 6 weekend-only routes are offered.

ADA paratransit services are offered on weekdays and Saturdays only. They operate within two regions, the ADA Service area and the Extended Service Area, at $2 per trip and $3 per trip, respectively. Advanced booking must occur either three days in advance if booking online, or 24 hours in advance of scheduling via phone. Evening curb-to-curb pickups and drop-offs must also be scheduled ahead of time according to the same timelines as paratransit. Those seeking either ADA or evening services must apply and be approved for these services before booking.

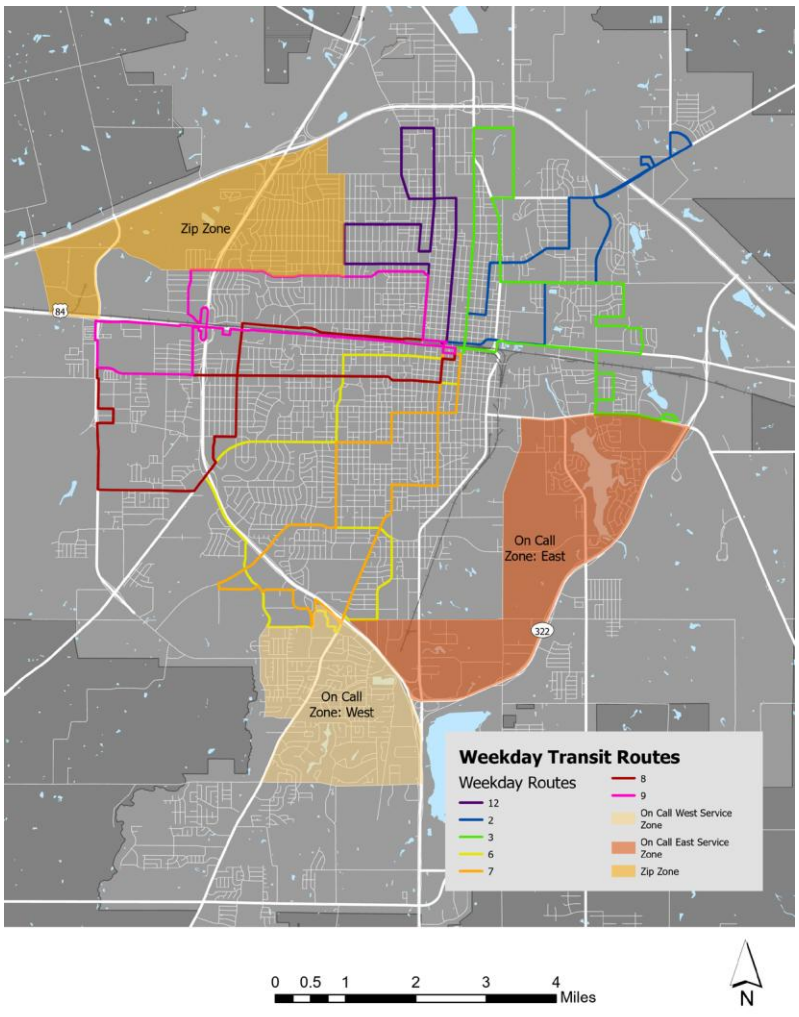


Figure 2.12. CityLink Weekday Transit Routes, Source: CityLink

CityLink's On-Call service must be within the applicable On-Call Zones and scheduled at least 2 hours in advance. It is offered 6:00 am-6:00 pm Monday-Friday. ZipZone service can requested on-demand via the ZipZone app or over the phone. Both On-Call and ZipZone services connect riders to fixed-route bus systems, providing a seamless connection from one's origination point to the nearest bus stop.

One issue that CityLink faces, as do numerous other small and medium-sized metropolitan area transit providers, is sufficient space for bus stop pull-outs. Resulting challenges include buses stopping traffic in the right-hand lane and occasionally having stops on private property. The right-hand lane issues include speed differentials between the stopped buses and through traffic. These speed differentials can result in rear-end crashes, travel delays for through traffic, sudden lane changes, and frustrated drivers. Bus stop coordination during existing road improvement and future road construction planning phases can help reduce those challenges.

Other challenges include adequate bus stop amenities, including benches and shelters. Passenger amenities encourage "choice riders" to choose transit over other modes, including driving their own individual vehicles. "Choice riders" are those who readily have choices on which modes to use for various trips.

A transit issue that potentially impacts tourism is that there are currently no scheduled transit routes to and from Abilene Regional Airport. Arriving and departing passengers depend on other modes to get to and from the airport, including taxis, rideshare companies, someone dropping them off or picking them up, or rental cars.

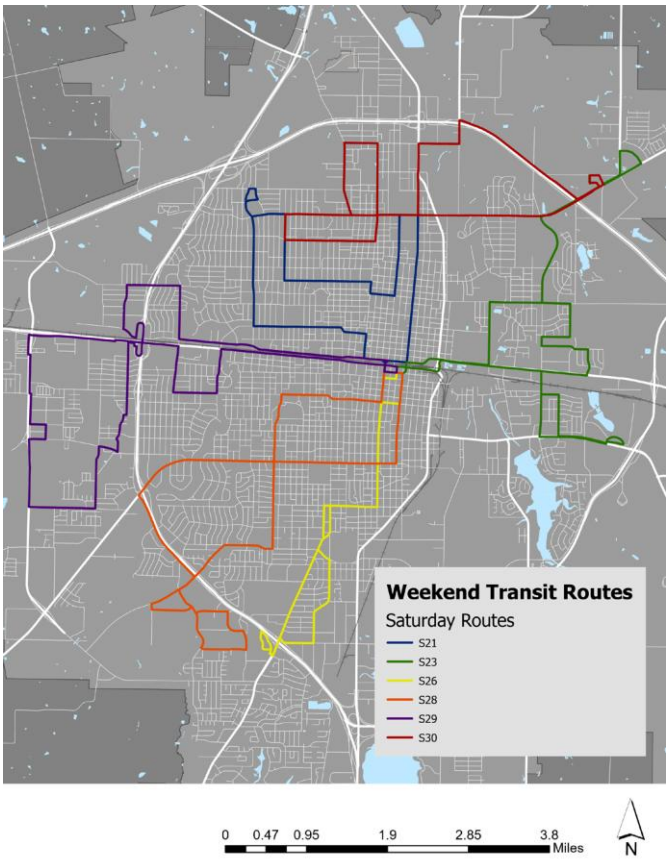


Figure 2.13. CityLink Weekend Transit Routes, Source: CityLink

Travel Demand Model

The Travel Demand Model (TDM) is one tool to help determine a single transportation improvements or multiple improvements' impacts on the transportation system. A TDM begins with a base year traffic count, employment, and socioeconomic information. Figure 2.14. displays a population map of the Abilene MTP Study Area; population is one of the factors considered in the TDM.

The base year, the calendar year in which the traffic counts were performed, represents the overall metropolitan area situation in that year. Modelers forecast traffic counts, employment data, and socioeconomic data to at least one interim year and a forecast year. Modelers then input changes to the transportation system, such as operational, added capacity, and transit, to the model and perform "model runs." The model runs yield projected traffic volumes (on existing, improved, and new location roads) to determine anticipated impacts on the road network. The anticipated impacts help planners identify potential transportation improvement benefits. Planners use TDM model run results to help prioritize projects.

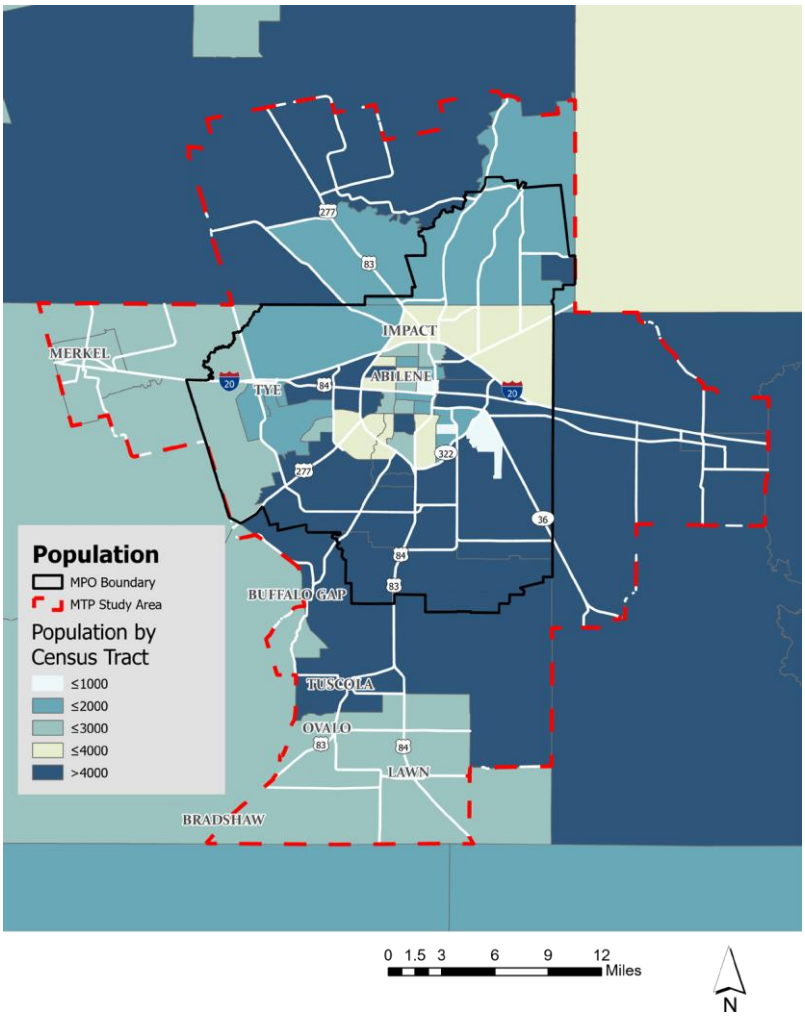


Figure 2.14. Population Map by Census Tract, Source: U.S. Census American Community Survey (2017-2021)

Roadway Network

The City of Abilene's Thoroughfare Plan, displayed in Figure 2.15., designates roadways by functional classifications, the surrounding land uses, and area types and determines the future roadway network. Roadways in the Thoroughfare Plan are classified as expressways, arterials, and collectors. Expressways can handle the largest capacity of vehicles with traffic movement as a priority, and collectors carry the least traffic volumes. Collector roads connect local/neighborhood streets to higher-capacity roadways.

The Thoroughfare Plan acts as a guide for future roadway network additions and reflects existing roadways. Future road locations are general in nature because right-of-way purchases, environmental studies, and road design have not been performed. These general road locations provide a network concept of what the region might look like in the future, including connectivity. One notable feature is connectivity across county and city boundaries, which will ultimately require their consultation and cooperation, facilitated by the MPO.

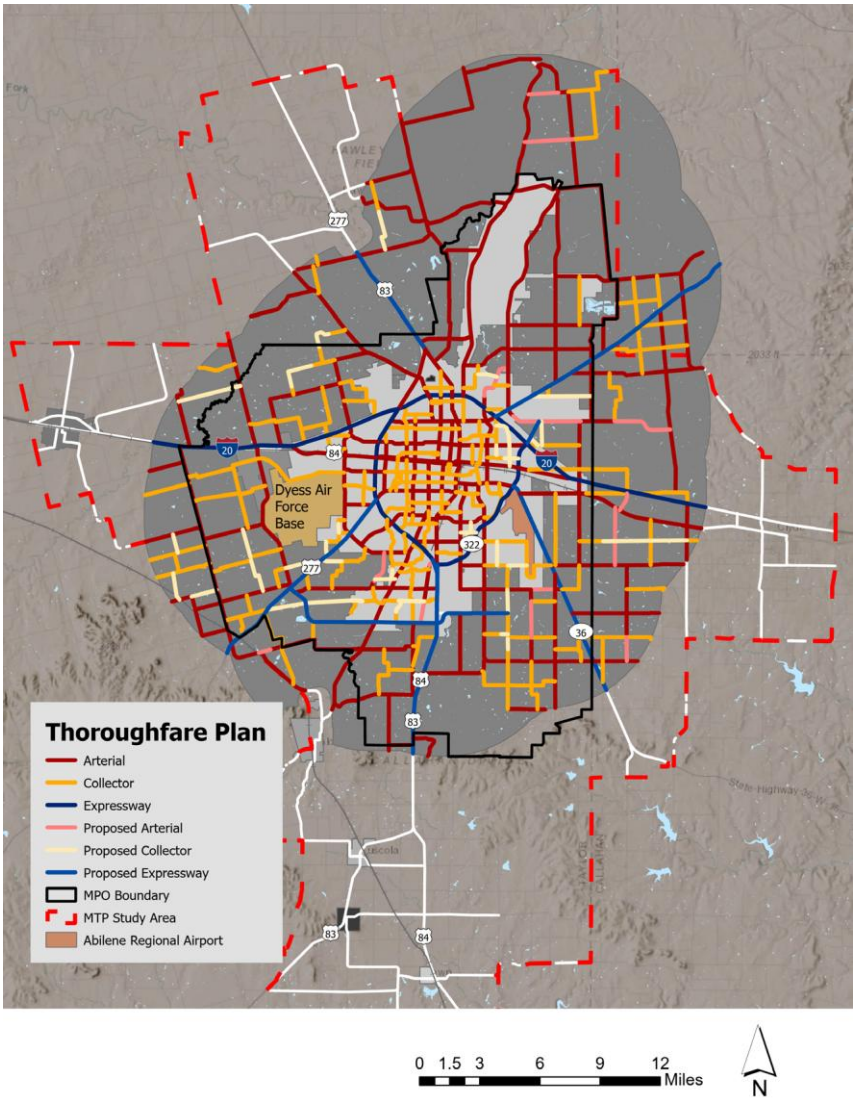


Figure 2.15. Thoroughfare Plan, Source: City of Abilene

Pavement & Bridge Condition

Pavement and bridge quality are important elements of the MPO's mobility conditions assessment. Roads and bridges in poor condition impact the greater mobility of the region. While specific pothole repair is not a major long-range focus, replacement of low-quality bridges and general roadway and intersection improvements are part of the MPO's planning efforts.

Pavement Condition

Pavement condition data is currently only available for TxDOT roadways. Within Abilene, pavement quality has declined since 2017, with a higher proportion of poor-quality pavement, especially along roadways in the denser areas of the city.

Improving pavement condition enhances overall transportation network connectivity, making travel easier, especially within central Abilene where pavement tends to have lower quality. Pavement condition also indicates roadway usage, as increased vehicle volumes (especially increased volume of heavier trucks) can cause a roadway to deteriorate more quickly. Currently, Abilene residents can report potholes on city streets using the city's SeeClickFix online reporting software, where non-emergency requests can be reported for repair.

Bridge Condition

Recognizing bridge conditions is important, as bridges require regular preventative maintenance to ensure bridge-crossing safety. Bridges undergo regular use, which puts stress on elements such as the deck, superstructure, and substructure. TxDOT assesses and grades each of these elements for every bridge in the state and factors them into an overall bridge condition ranking.

Bridge quality rankings are based on these TxDOT grading scales, which classify overall bridge health. An A rating indicates a "good" bridge, while a B or C indicates "fair" quality. D or F quality indicates poor quality. Bridge quality in Abilene is fair to good, with no F-quality bridges in the MPO study area, and only one D-quality bridge on CR 172 south of Lawn, as shown in Figure 2.17.

Federal performance measures for bridge condition use bridge deck areas on the National Highway System and not numbers of bridges on all roads. Therefore, particularly in smaller metropolitan areas with a relatively low number of bridges and a smaller total bridge deck area, one extremely large bridge in any condition can have the same statistical impact as multiple smaller bridges. Likewise, the reconstruction of one or more freeway segments can have a significant impact on overall metropolitan area bridge condition. In the Abilene metropolitan area, an IH 20 reconstruction project could have a significant positive impact on the MPO's bridge condition.

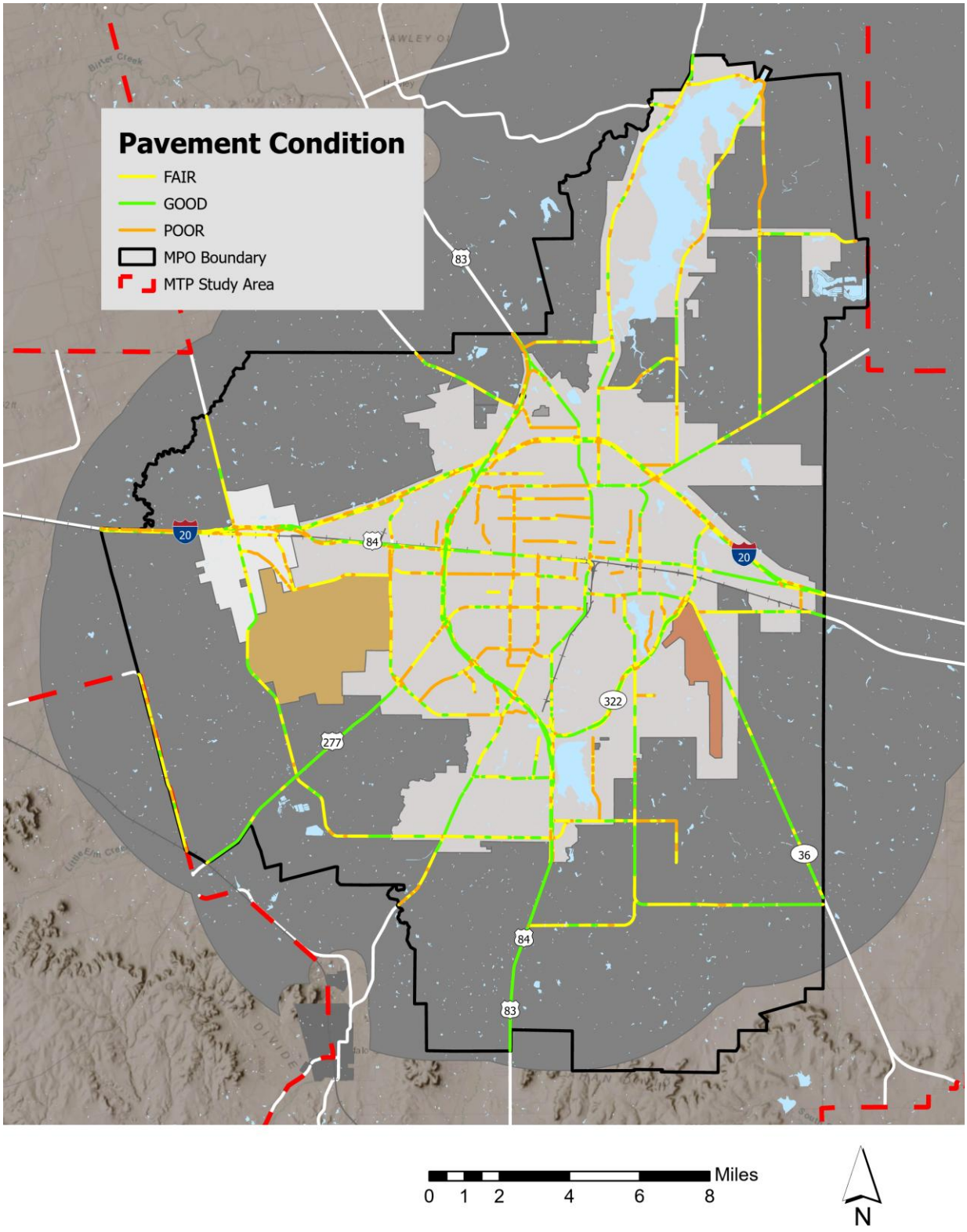


Figure 2.16. Pavement Condition, Source: TxDOT

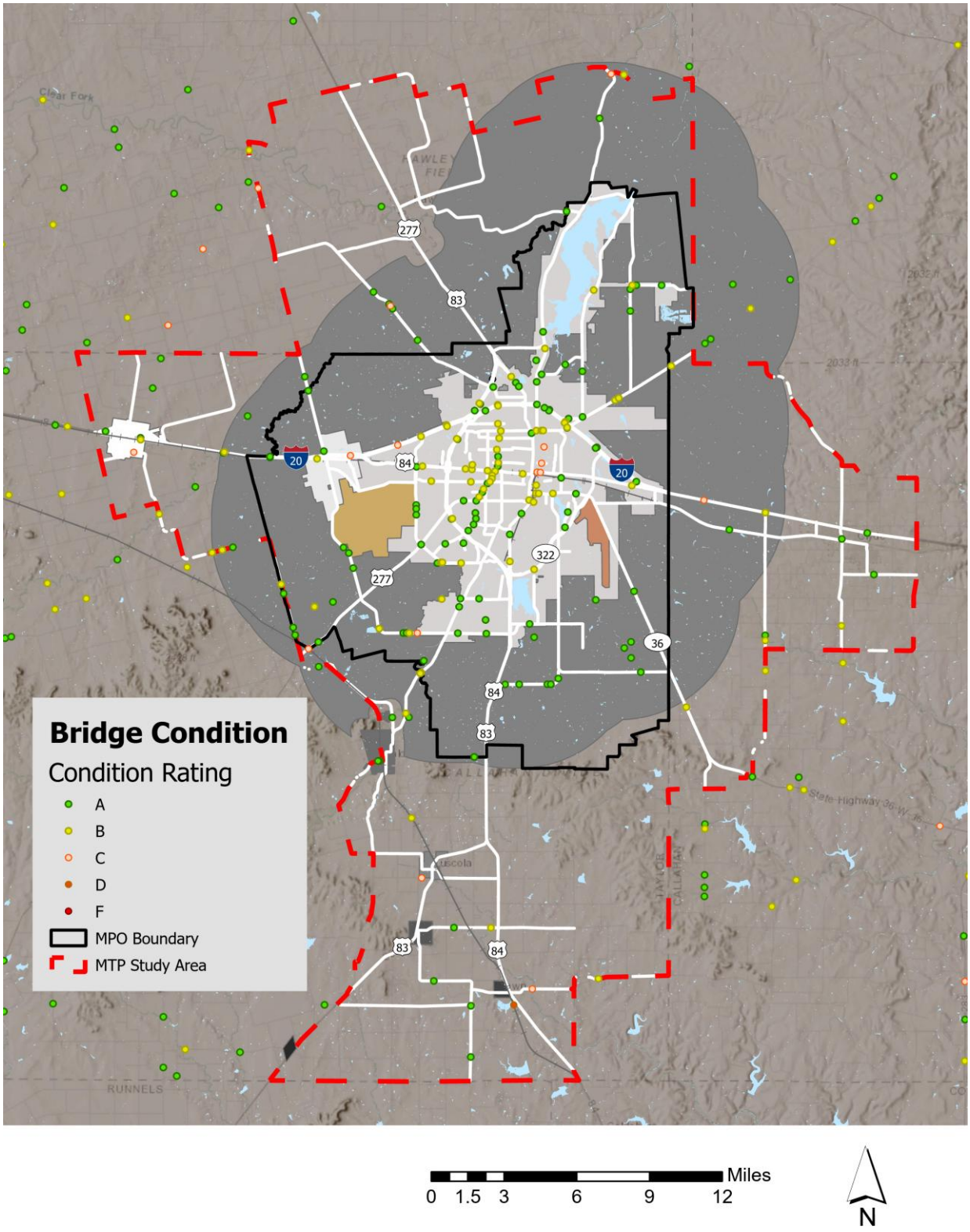


Figure 2.17. Bridge Condition, Source: TxDOT

Freight

Freight transportation continues to play a vital role in the Abilene metropolitan area. IH 20 is the major east-west thoroughfare in the area, with cross-state and cross-country freight moving into, out of, and through the metropolitan area. Other major highways traverse the Abilene area, including:

- US 277 connects Del Rio and Eagle Pass, along the Mexico border, to the south and IH 44 in Wichita Falls to the north
- US 83 connects Brownsville (at the southern tip of Texas) at the Mexico border to the south and the northern tip of the Texas Panhandle and points beyond
- US 84 connects IH 45 and IH 35 to the east and Lubbock to the northwest, where it connects with the "Ports to Plains" corridor
- SH 36 connects with IH 35 and IH 10 to the east and south before terminating at Freeport (on the Gulf of Mexico coast) in the Houston metropolitan area and terminates in Abilene
- SH 351 runs between Abilene and US 180, just west of Albany, where traffic connects with US 283
- SL 322 connects US 83/84 on the south edge of Abilene with IH 20 on the east edge

The connections listed above are important because they demonstrate how freight traffic moves from and to multiple directions, connecting with other major highways, metropolitan areas, and international ports of entry. Some of this freight originates or is destined for the Abilene area, while the greatest percentage of it passes through. Regardless of the origins and destinations, large volumes of trucks use the Abilene metropolitan area highways. The Abilene MPO and member entities need to monitor these and other roads that carry freight vehicles for characteristics that impede truck traffic. Such characteristics include turning radii at major intersections, vertical clearance at grade separations, and railroad crossings. Three highways form somewhat of a loop around Abilene:

- IH 20 on the north
- SL 322 on the east/southeast
- US 83 on the west/southwest

These roads are controlled access and help keep truck through-traffic off arterials and other streets in the area. In lieu of a City of Abilene truck route ordinance, these routes minimize trucks unnecessarily using other roads.

There are some notable highway segments and interchanges that have older ramp configurations that can lead to crashes and congestion. Truck crashes occur on ramps with extremely tight turning radii, such as on IH 20 at BU 83/Pine Street (as shown in Figure 2.18.). Additionally, short auxiliary lanes can result in significant speed differentials on freeway main lanes as trucks accelerate or decelerate amongst faster moving vehicles.

Figure 2.18. Ramps with tight turning radii along IH 20, Image credit: 2022 Pictometry City of Abiliene GIS Department, accessed September 26, 2024.

Other metropolitan area roads carry freight going to delivery destinations and construction sites.

Major freight origins and destinations include Bridgestone Bandag, Cargill, and Dyess Air Force Base. There are multiple industrial parks in the area, including Windstar Industrial Center which is home to the regional Coca Cola distribution center. Five Points Business Park is located west of US 83, south of IH 20, and north of BI 20. Five Points is home to Broadwind Heavy Fabrications, among other tenants. Great Lakes Cheese Company is located in an industrial park near SH 36. Industrial parks are located in various parts of the metropolitan area, spreading freight traffic among multiple roads.

Union Pacific Railroad (UP) traverses the Abilene metropolitan area between the Dallas-Fort Worth area (and points north, south, and southeast) and the west coast. The UP line has a few sidings and spurs to serve customers in the area, with no significant intermodal transfer operations. The UP Railroad connects 23 states, utilizing 32,693 route miles and has seven border crossings.

Southern Switching Company (SSC) is a shortline railroad that operates an 8.5-mile, north-south line within the Abilene city limits since 1997. SSC aids in getting local freight to and from the UP line through a connection just east of where the UP line crosses Treadaway Blvd. SSC acquired 680 acres of land in Big Spring (approximately 110 miles to the west) that will be developed into an industrial park with UP.

Burlington Northern Santa Fe (BNSF) Railway runs along the southern edge of the planning area boundary, through the town of View. The BNSF network includes 32,500 route miles in 28 states and three Canadian provinces.

Abilene Regional Airport is in the southeast part of the metropolitan area. It has a few daily scheduled commercial flights and very limited air cargo operations. There are significant truck movements to and from a freight area on the airport grounds and additional similar development is planned for the future.

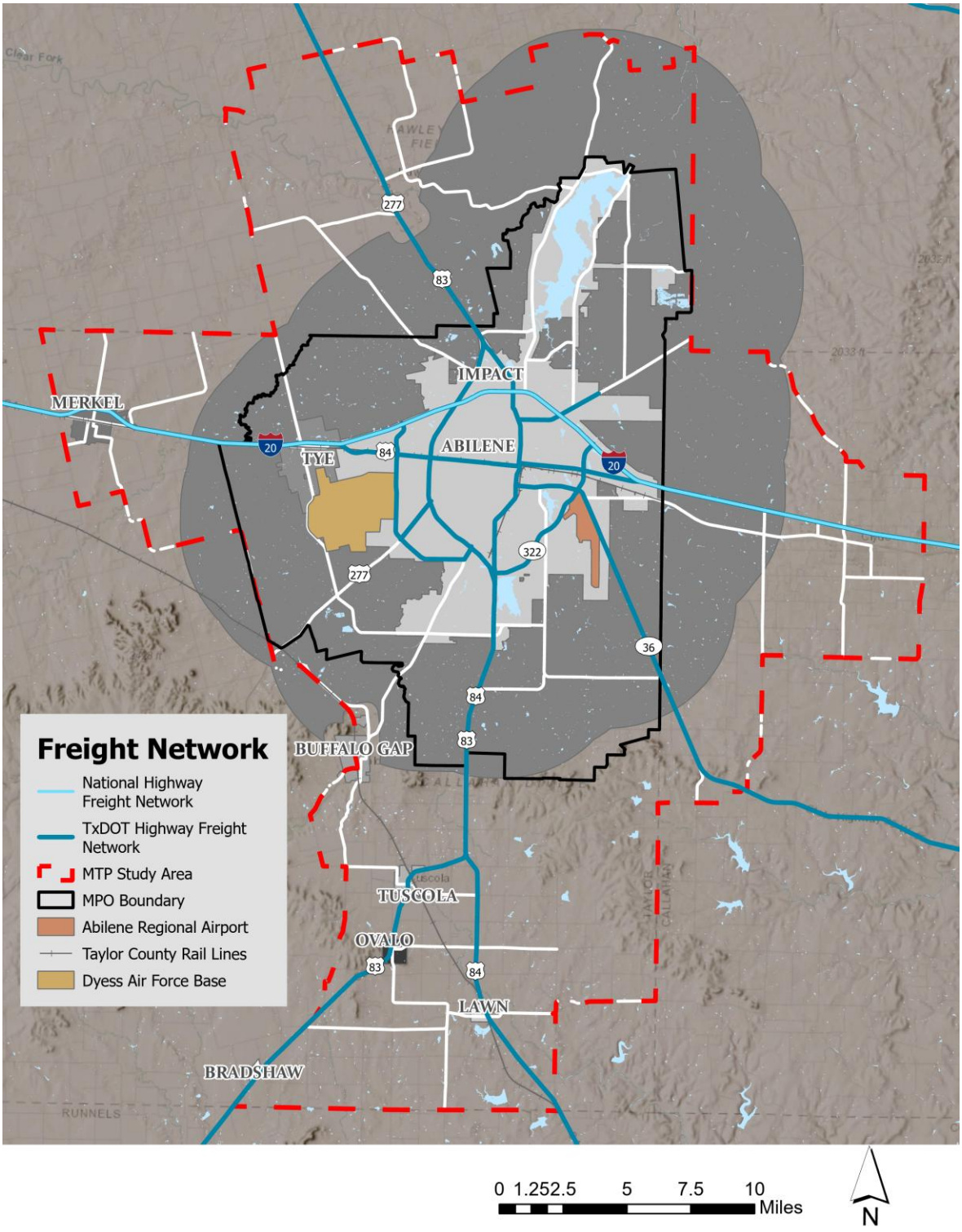


Figure 2.19. Freight Network, Source: TxDOT, USDOT

Bicycle and Pedestrian Facilities

Bicycling and walking (bike/pedestrian) are options for alternative transportation in the Abilene area. Many younger school students bicycle or walk to school, as do some students at the five colleges/ universities in the area. Climate and minimal sense of safety contribute to bike/pedestrian limitations. Exercise and recreation are significant reasons for bicycling in the metropolitan area. In Abilene neighborhoods with no or low-automobile ownership, bike/pedestrian become more vital transportation modes.

Public input for this MTP emphasized needed bicycle paths and sidewalks for the future. This emphasis includes areas that are already developed, as well as roads that are carrying greater traffic volumes than in previous years.

As with roads, preservation of existing facilities is important to consider, possibly even more so. Motorists can often maneuver to miss potholes, but when a sidewalk has major cracks or becomes uneven, some mobility-limited pedestrians and people using wheelchairs cannot move through such hazards easily or at all. Other potential sidewalk hazards include wide driveways, parking lots, or street intersections with no clearly defined continuity for pedestrians and other sidewalk users (as shown in Figure 2.20. and Figure 2.21.).

Figure 2.20. Sidewalk interrupted at wide driveways. Image credit: 2022 Pictometry City of Abilene GIS Department, accessed September 26, 2024.

Figure 2.21. Sidewalks separated from automobile lanes. Image credit: 2022 Pictometry City of Abilene GIS Department, accessed September 26, 2024.

Public input also provided insight into increasing needs for bike/pedestrian improvements on roads in the southern parts of Taylor County. Construction along with growing vehicular traffic are making bicycling more hazardous along major roads, including many State Farm to Market and other highways.

There are multiple opportunities to improve bicycle and pedestrian movements in the Abilene metropolitan area. Recommended bike/pedestrian improvements include:

- Bike lanes that are painted/marked on the same roadbed – typically on lower speed roads with more frequent intersections
- Bike lanes on the same roadbed that are physically separated, through pylons or concrete barriers – typically on higher speed roads
- Sidewalks adjacent to back of curb or with very limited separation – typically on lower speed, neighborhood streets
- Sidewalks and shared paths that are wider and separated further from the street
- Sidewalks that provide paths to schools – particularly elementary and middle schools

These facility types should be considered for the appropriate road types when acquiring right-of-way for and designing new or expanded roads. Another factor to consider is overall bike/pedestrian system continuity. This continuity can be within and/or between neighborhoods, points of interest, parks, and other origins/destinations.

Transit first and last-mile connections are additional bike/pedestrian considerations. These connections make transit a more viable option for users, especially those with limited vehicle availability.

Stakeholders who participated in the Delphi Group and the public meetings stated that many bicycle accommodations are needed on roads in the southern part of the study area. Major roads include:

- FM 89
- FM 707
- FM 1750
- Bell Plains Rd
- Carriage Hills Rd

Numerous other roads throughout the metropolitan area need improved bike/pedestrian accommodations as well.

In 2015, the City of Abilene partnered with the MPO on compiling a Bicycle Plan, demonstrating the local collaborative planning efforts. The City of Abilene integrated the Bicycle Plan into its Comprehensive Plan. The Bicycle Plan discussed, in detail, goals for cycling in the region, types of bicycle amenities, and the types of cyclists who might benefit from bicycle facility projects. The bicycle plan also contained a Bicycle Master Plan map, which included current, funded, and proposed bicycle routes, lanes, and paths. Bicycle Plan implementation has been successful, due in large part to the MPO winning numerous grants to improve bike/pedestrian facilities. An updated version of this map, which includes bicycle improvements since 2022, is included in Figure 2.22.

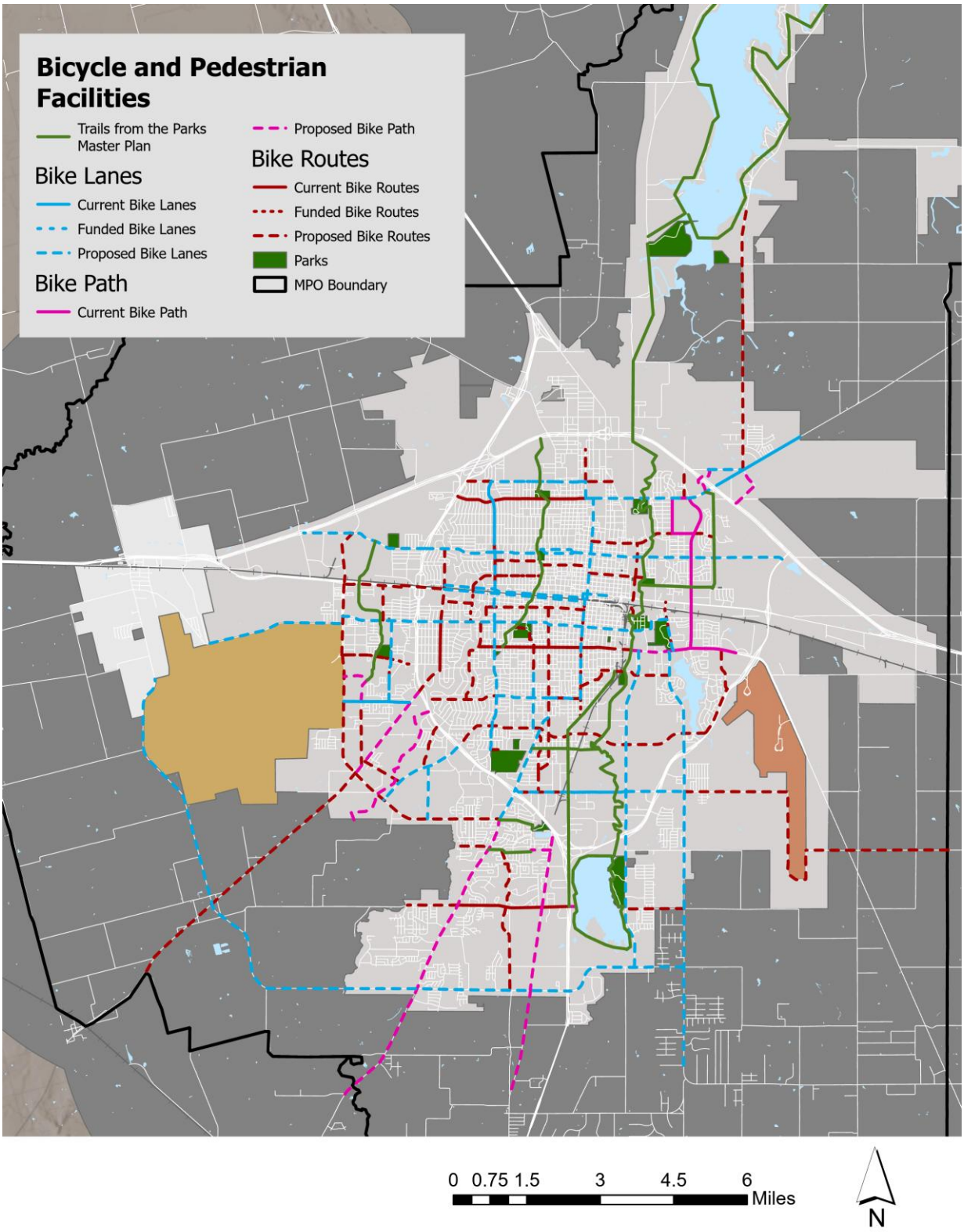


Figure 2.22. Bicycle and Trails Network, Source: City of Abilene, Abilene MPO

The Abilene MPO developed a sidewalk layer for the geographic information system (GIS) between 2017 and 2022. This existing sidewalk layer demonstrates that these pedestrian amenities are primarily located within central Abilene, with lower sidewalk density outside of Abilene's urban core. Future planning efforts may benefit from an updated sidewalk layer, which the MPO is currently working on.

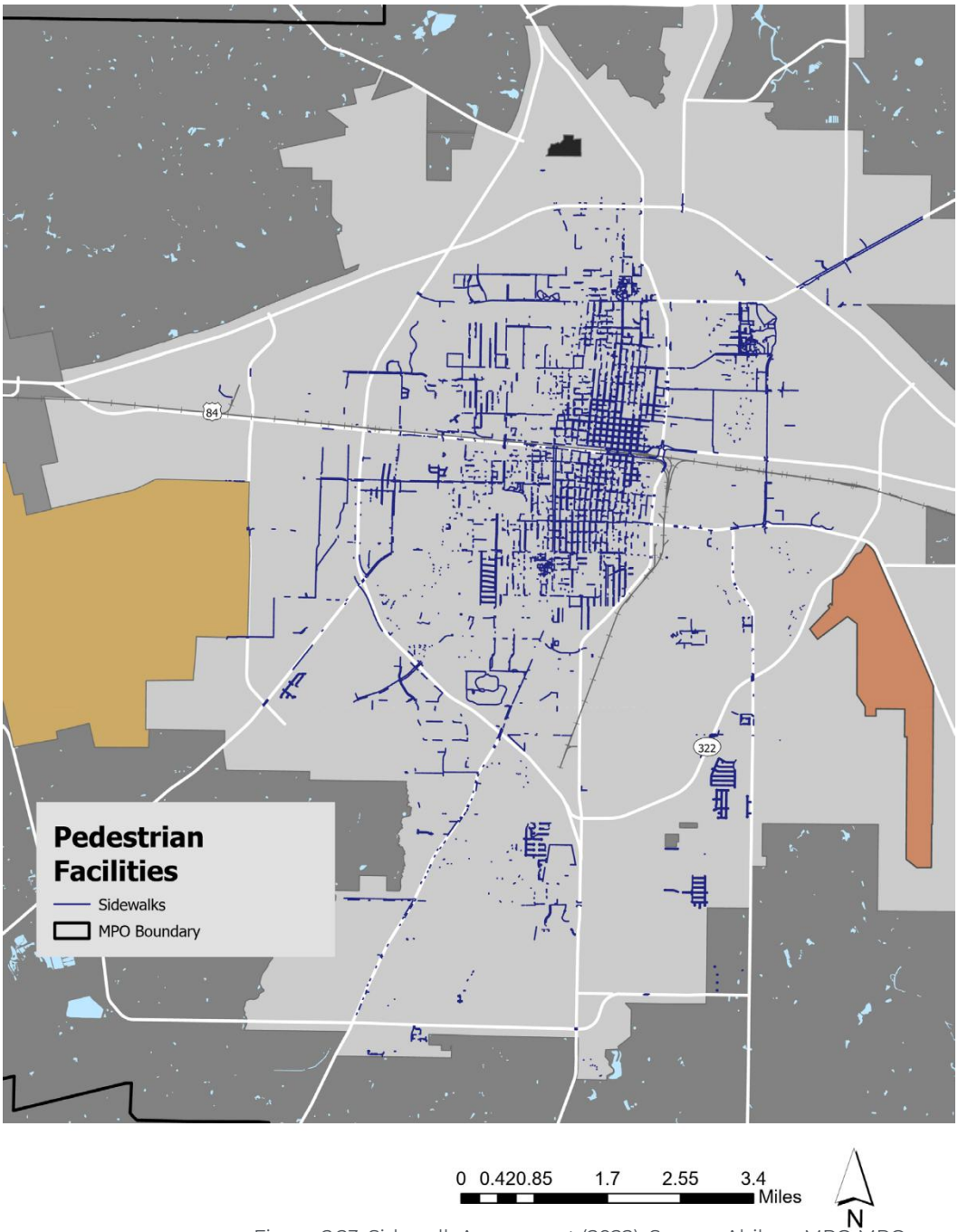


Figure 2.23. Sidewalk Assessment (2022), Source: Abilene MPO MPO

Environment and Resiliency

Resiliency

Transportation resiliency has many definitions, a common one being something like “the ability for the transportation system to mitigate for, respond to, and recover from interruptions.” Transportation system interruptions range from crashes to natural disasters, to human-caused incidents. The following subsections briefly describe key resilience strategies, but a transportation resilience plan would provide necessary local details.

100-Year Floodplain and Low-Water Crossings

Within the MTP Study Area, there are 82 low-water crossings, 65 of which fall within the MPO boundary. While typically these low-water crossings are safe and open for use, water may rise over the roadway during floods, causing dangerous conditions. Drivers are advised to avoid these crossings during flood events.

The 100-year floodplain is the area with a 1% chance of flooding each year. This level of flooding is rare, but not impossible, and preparing for these circumstances ensures residents have safe means of evacuation in the case of a flood emergency.

Currently, there is no data available on 100-year floodplain conditions in Callahan County, however low-water crossings in the county are identified. The 100-year flood plain for Jones and Taylor Counties is displayed alongside all regional low-water crossings in Figure 2.24. This information is used in the study of and preparation for extreme weather events as discussed in the following section.

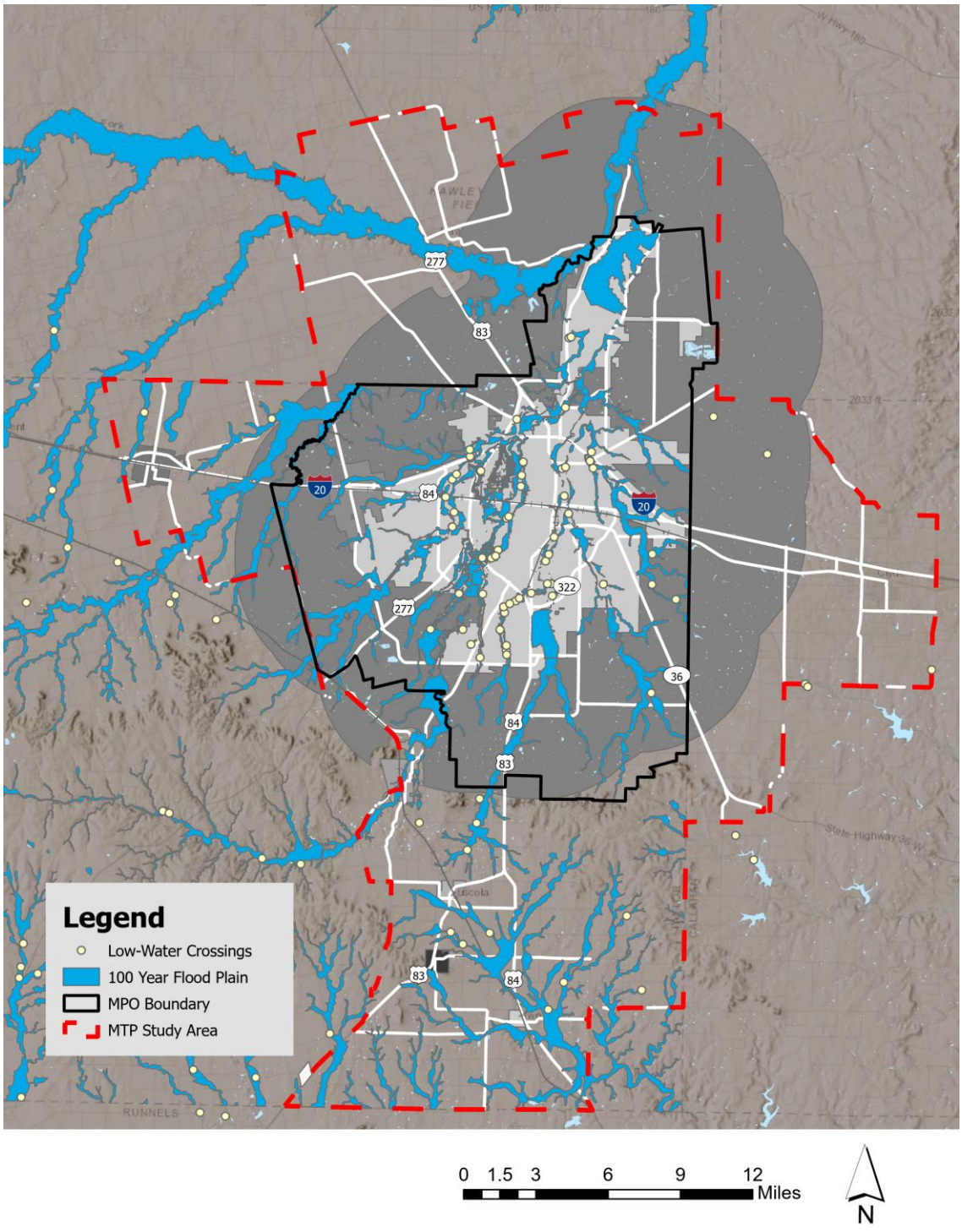


Figure 2.24. 100 Year Flood Plain and Low-Water Crossings,
Source: FEMA, TNRIS

Mitigation

One way to mitigate transportation system interruptions is providing parallel facilities, which provide alternate routes for the impacted roads. Some existing roads may be suitable to serve as alternate routes in cases, while others may not be suitable due to cross-sections, adjacent land uses, and geometric issues.

Some incidents can be expected due to historical events that tend to recur. Most recurring incidents are weather or crash related. An issue facing some of the smaller towns in the area is trains blocking multiple at-grade crossings when stopped or moving extremely slowly. The City of Tye has fire stations on both sides of the UP Railroad, which addresses potential gaps in emergency response capabilities. This strategy is an example of providing infrastructure and services to minimize risk of transportation disruption impacts on emergency services.

In the Abilene area, weather events that typically impact the transportation system are ice, flashfloods, and droughts. Ice will likely impact most or all the roadway network and can basically shut down the entire metropolitan area. Flashfloods will typically impact specific roads, often ones that have been impacted historically. Droughts often affect roads over greater time durations, slowly causing deterioration due to soils drying out.

Low-lying roads and intersections, including some that are used for drainage purposes, repeatedly disrupt traffic in heavy rainfall events (as shown in Figures 2.25 and 2.26). Entities deploying warning and detour signs as flashfloods occur helps minimize the risk of vehicles becoming stranded and the need for high water rescues and recoveries.

Figure 2.25. Flashflood incident near Industrial @ Treadaway, Image credit: KTXS (March 7, 2024) – accessed on July 24, 2024

Figure 2.26. Automobile submerged on Pine Street underpass. Image credit: Abilene Reporter-News (September 30, 2021) – accessed on July 25, 2024

Some of the Abilene area roads with segments that frequently flood are:

- Treadaway Blvd.
- Underpasses beneath the South 1st St. and/or UP Railroad bridges
- Pine St.
- Catclaw Dr.

Planning

Historical data from the past 25 years, accessed from the National Weather Service, indicates that months with heaviest rainfall are typically May, June, and October. October has the highest frequency of total rainfall greater than seven inches, occurring four times over the 25-year period. There is no obvious pattern of high rainfall, either by month or year, making it difficult to predict when specifically extreme rainfall will occur. MPO member entities can coordinate on sharing vital information with the public on road closures, through various media and on site with portable message signs. The MPO has used carbon reduction funds to purchase intelligent transportation system (ITS) equipment. This overall effort may ensure that additional signs are available during weather emergencies.

Dyess Air Force Base (Dyess) has specific resilience concerns, most of which appear to be addressed through the Department of Defense (DOD). One example is a statement made by a Dyess representative at the Delphi Group workshop that the Strategic Highway Network (STRAHNET) has connecting road requirements.

For many years there have been planned concepts addressing a potential extension of SL 322 from its current terminus at IH 20 on the east side of Abilene, northward and westward to intersect IH 20 on the west side of Abilene. That extension would provide a parallel route to IH 20 that could be used as an alternate route when IH 20 is blocked. Transportation projects such as that SL 322 extension could earn points for resilience in a project scoring process.

Delphi Group subject matter experts (SMEs) mentioned that US 277 can have serious problems when there is a crash because there are no easily accessible alternate routes for traffic caught behind an incident. US 277 heading northwest out of Abilene has some alternate route options, including FM 707, FM 605, and FM 2404. These roads could be eligible for scoring process points for resiliency when they are improved or reconstructed. US 277 heading southwest from Abilene also has some alternate routes, however those routes are not as close as the northwest segment. Rerouting traffic to US 83 would be a viable option when an incident has occurred on southwest US 277. Alternate route notices would need to be provided along the Winters Freeway (US 83/84/277) and SL 322 prior to their interchanges with US 277 (heading southwest from Abilene) and US 83 (heading south from Abilene).

Recovery

Incident management is a key element in transportation system recovery after a disruption, including communications among police, fire, ambulance, and wrecker services. Historically, wrecker services typically provide the best estimates on how long it will take to clear a crash incident. Variables include number of trucks involved, damage types (and ability to move damaged vehicles), freight types, other agencies that need to be consulted, and agency coordination for lane closures and other related activities. Fire departments have discovered that dealing with electric vehicle fires can be quite challenging, due to the heat and duration battery fires cause.

IH 20 carries high volumes of truck traffic through

the metropolitan area, as do other controlled access highways. When crashes involving at least one truck occur, coordination among responders and communications to the motoring public help keep traffic moving. Bridge strikes and other crashes involving bridge columns, pavement, striping, and signage can result in long-term lane or full highway closures. Figure 2.27. shows a crashed truck blocking an entire roadbed in Abilene.

Figure 2.27. Truck crash blocking highway. Image credit: BigCountryHomepage.com (May 9, 2022) – accessed on July 25, 2024

Providing the best information to responders is key for crash incident management, especially crashes involving trucks, so that appropriate equipment can be dispatched to the scene as soon as possible.

03. Public Involvement Process

03. PUBLIC INVOLVEMENT PROCESS

Delphi Group Workshop

On June 25, 2024, the Abilene MPO, assisted by Huitt-Zollars, Inc., conducted a Delphi Group workshop to gain public input from subject matter experts (SMEs). This group included approximately 40 SMEs from a wide variety of entities, companies, and interests. During the two-hour workshop, the participants shared a great amount of insight into how the Abilene metropolitan area will likely grow in the future and where related transportation improvements will be needed. The group also discussed current transportation challenges and potential solutions. This working session yielded numerous ideas that help feed into the vision, goals, and objectives for the Abilene metropolitan area. It is important to keep in mind that this chapter is limited to summarizing the SME input from the Delphi Group workshop. Additional information on these and other issues is provided in appropriate chapters.

One overarching topic was the need for more traffic analysis being required for rezoning and other land use approvals.

This chapter sorts and summarizes the SMEs' comments and observations into topical groupings. Due to the nature and crossover of the issues, some topics may be repeated among sections of this chapter.

The most prominent issues included:

- Bicycle/pedestrian/sidewalks/bike paths
- FM Highways in the southern area need a combination of additional thru-lanes and turning lanes
- Growth in the southern part of the metropolitan area
- Growth in the northeast part of the metropolitan area

Bicycle/ Pedestrian/ Sidewalks/ Bike Paths

The group brought up bicyclists and pedestrian (bike/pedestrian) safety more than any other issue. It was also a ubiquitous issue, existing to some degree in almost every part of the study area. Numerous roads have bike/pedestrian safety and convenience issues. Multiple roads, including several Farm to Market highways, that were once serving sparsely or undeveloped rural areas now have much higher traffic volumes and are not as conducive to bike/ pedestrian traffic.

The SMEs expressed needs and desires for a connected bike/pedestrian trail system among various destinations throughout the Abilene metropolitan area. People walk and bike for numerous reasons, including school, college, exercise, and recreation. SMEs suggested using abandoned railroad rights-of-way and major electric line easements/properties for future bike/

pedestrian facilities. One person stated that some people own horses, even in the Abilene city limits, and that equestrian trails should be considered. Another SME suggested that a bicycle motocross (BMX) facility be built at some point.

There was also discussion of bike/pedestrian/transit node benefits, suggesting further that such nodes could make these transportation modes more convenient and attractive.

Southern Area Growth

The SMEs confirmed that the Abilene metropolitan area is experiencing two types of growth – migration from other areas and people moving within the area, typically from Abilene proper to communities in the southern part of the area. Most of the recent development has been in communities such as Wylie, Potosi, Buffalo Gap, and Tuscola. Development varies from extremely small lots to multiple acre lots.

Figure 3.1. Buffalo Gap small lot residential development.

The growth in the southern part of the area brings about numerous challenges, including:

Safety

- Roads need to be widened to at least include turn-lanes
- Roads need to be widened with additional through-lanes
- Bike/pedestrian movements need to be appropriately accommodated
- Around schools
- Between schools and neighborhoods
- Within neighborhoods
- Along major roads, including FM highways
- Interchanges need to be built at certain intersections
- Vehicular and bike/pedestrian traffic need to be considered and addressed around existing and proposed schools

Congestion

- Recent and current residential developments are producing large amounts of additional traffic
- Proposed developments will produce future congestion
- Would help to have projects that keep up with additional traffic

Figure 3.2. Truck on road adjacent to elementary school.

Roads frequently mentioned:

- FM 707
- FM 89
- FM 1750
- US 83/84
- Bell Plains Rd
- Carriage Hills Rd
- The US 83/84 "Y" intersection where the two routes merge/diverge

These roads all currently need, or will need, turn lanes, acceleration and deceleration lanes, and through lanes to provide safer driving experiences.

Figure 3.3. Older residential area in Buffalo Gap.

Northeast and North Area Growth

Abilene Christian University (ACU) enrollment is growing at approximately 5% annually, according to some of the SMEs. This growth is causing new multi-family and single-family residential development in the northeast part of Abilene. At least one SME stated that ACU has funded adjacent residential development. One of the larger developments in this area is Allen Ridge, which includes residential and other land uses. The next phase will be a 14,000 square foot commercial building.

The Yellow House development is under construction between East North 10th Street, IH 20, and SL 322, and existing development on the west. A gas station/convenience store is proposed for the eastern most point and SMEs shared thoughts that it will cause traffic problems in adjacent streets. The new Taylor Elementary School, located on East North 10th Street, generates bicycle, pedestrian, and vehicular traffic for students, faculty, and staff. There is also growth along the SH 351 corridor northeast of IH 20. This growth consists of residential, commercial, and industrial developments.

Lake Fort Phantom-Hill is north of Abilene in Jones County. The Abilene Park Board recently sponsored the creation of the "Lake Fort Phantom-Hill Master Plan." That plan details future development opportunities for the lake and surrounding land as the City sells adjacent land. The Water Crest Ranch development is being built between Lake Fort Phantom-Hill and IH 20.

Figure 3.4. Yellow House Development location.

Northwest Area Growth

The Lancium project is progressing north of IH 20, west of US 277, and south of Old Anson Road. It will be a "clean energy" provider sitting on about 1,000 acres.

Smaller Communities

Abilene proper is surrounded by numerous smaller towns and unincorporated communities. While these communities have their individual economies to varying degrees, they all have an interdependency with Abilene. These interdependencies include employment, housing, medical care, shopping, and recreation. One SME stated that some of the smallest communities maintain very rural characteristics, including people walking down the middle of a street with motorists stopping to talk with them. There are desires from the small town/ community representatives to be able to maintain such characteristics.

Communities to the north include Hawley, Anson, and Albany. There were no representatives from these towns and no issues specifically relative to them were brought up.

Eula, Clyde, and Baird lie east of Abilene. SMEs mentioned commuting traffic from this general area into Abilene.

Southern communities are experiencing the greatest amount of growth and include Wylie, Potosi, Buffalo Gap, Lawn, and Tuscola. One SME mentioned that approximately 2,000 acres in the Potosi area could be developed relatively soon, due to a family restriction on sales ending soon.

It appears that many residents here commute between this area and Abilene.

Towns to the west include Tye and Merkel. Tye has been in the Abilene MPO metropolitan area boundary for decades, while Merkel was included in the MTP study area (pending the Governor's MAP expansion approval) for the first time. Both towns are directly on IH 20 and the Union Pacific Railroad mainline. The primary issue mentioned for both towns was the Union Pacific Railroad mainline going through town and at times blocking at-grade railroad crossings. Those blockages can be short-term by moving trains or longer-term by stopped trains. Accordingly, the City of Tye has a fire station on each side of the railroad to adequately respond to emergency calls. Merkel has four at-grade crossings that can all be blocked simultaneously by typical trains that extend one mile or more. The Merkel Fire Department at times must drive five miles out of the way to respond when all four crossings are blocked.

At least one SME mentioned that Dyess Air Force Base (AFB) regularly has service members who depend on walking and/or bicycling for transportation to and from the base. He also shared that many permanent staff commute between Dyess and Merkel, as well as between Dyess and Clyde.

Interstate 20

According to TxDOT staff, future IH 20 improvements include:

- $1 Billion overall project
- Widening to six lanes
- Higher bridges for greater vertical clearance
- Cable barriers in medians
- All aspects to be upgraded
- Reconfigure ramps
- Add trails along frontage roads – switching at times between north and south sides
- Judge Ely Blvd.
    - IH 20 bridges over Judge Ely and turnarounds
    - Pedestrian access under IH 20
- Part of the corridor in the next 10 years or so
- West to Tye
    - In next 15 years or so
    - Environmental review being undertaken now

Special Generators

Work group members talked briefly about a few special traffic generators and the impacts on and needs for adjacent roads.

Hospitals

- Hendrick north campus
    - Roads providing access :
        - IH 20
        - Pine
        - Hickory
        - Ambler
- Hendrick south campus
    - Several access issues
    - Next to main highway (US 83/84)
        - East entrance from frontage road
    - May need a traffic light at Antilley @ Memorial
    - Signals too close to each other
        - Frequent crashes
    - City of Abilene projects coming soon to this area

Big box retail

- Sam's Club (southside)
    - Difficult to navigate
        - Locals know how
    - Maybe connect Windmill to Antilley

Figure 3.5. Hendrick Medical Center South Campus access from frontage road.

Tourism

SMEs discussed various tourism types in the Abilene metropolitan area. The five institutions of higher education attract visitors for sporting events, graduations, and other activities. Downtown Abilene is undergoing revitalization that has included a new hotel located next to the convention center, as well as several new bars and restaurants. There has also been residential development and there are museums in the area.

The Taylor County Expo Center attracts 500,000 people per year for a wide range of activities, including rodeos and other events. The Abilene Zoo, located across the street from the Taylor County Expo Center, is undergoing a facelift and will expand in the near future.

Hendrick Medical Center has three campuses and attracts patients from significant distances for treatment and specialized doctors.

Sporting events, including youth athletic tournaments, college sports, and high school regular season and playoff games bring thousands of visitors each year. Abilene's two major football fields, Shotwell Stadium and Elmer Gray Stadium (located on the ACU campus) host numerous high school football playoff games every year. This is due to Abilene's central location relative to a wide variety of cities and towns. The Abilene Youth Sports Association is building a complex that includes outdoor playing fields. The City of Clyde also has a youth sports complex. The Cedar Creek path provides for waterside walking and bicycling between SH 36/East South 11th Street to Stevenson Park. There is an ultimate concept to have this trail extend from Kirby Lake on the south to Fort Phantom-Hill Lake on the north.

Figure 3.6. Taylor County Expo Center.

Resiliency

Resiliency was not a major conversation topic, but SMEs shared important observations. One point made is that when US 277 is blocked by a wreck, there is no way to get around it. Likewise, the SH 351 corridor does not have good connectivity. In some cases traffic must go up to Lake Fort Phantom-Hill to get around a crash. A Dyess AFB representative mentioned that the Strategic Highway Network (STRAHNET) emergency response has requirements for roads providing ingress and egress to military bases. Flooding causes some temporary issues on streets in Abilene that are designed to provide drainage in heavy rain events. One project concept that could provide for transportation system resilience in the future is extending SL 322 from its current termination at IH 20 east around to IH 20 somewhere on the west side of the metropolitan area. This loop extension would provide an alternative route to IH 20.

Other Issues

The group discussed additional issues, including:

- Topography inhibits development in some areas that are most hilly (in south area)
- Western Taylor County could boom after South Taylor County gets more built out
- Outer loop from Merkel to Clyde (north of IH 20)
- Commuter rail – possibly along IH 20 corridor
- Electric vehicles
    - No superchargers currently in the area
    - New charging stations are proposed, including at least one fast charge
    - (Tye rep) – there is a new one at the Flying J
    - One (level 2) may be at or coming to the Holiday Inn on IH 20
- Transit – identify nodes

Public Meeting 1

Also on June 25, the Abilene MPO, assisted by Huitt-Zollars, Inc., hosted a meeting open to the general public. Meeting participants provided input through written comments, placing color- coded topical dots on maps, and prioritizing transportation issues and challenges. As in the Delphi Group workshop conducted earlier in the same day, bike/pedestrian issues were a common theme. Bike/pedestrian needs included safer paths and trails to separate higher-volume high speed traffic from bike/pedestrian movements.

Other topics discussed at the public meeting included access to transit and how it could best serve the community. The transit discussion brought up micro-mobility systems used in other metropolitan areas in lieu of or to support typical scheduled transit services.

Figure 3.7. MPO Director, consultant, and citizen reviewing map.

Public meeting participants also confirmed that there is significant growth in the southern part of the metropolitan area. Many comments about the need for widened roads and turn lanes emphasized what was discussed at the Delphi Group workshop earlier in the day.

The public meeting discussions also confirmed that most of the population growth and migration is to the southern part of the metropolitan area. Participants stated that this growth is straining the roads in smaller communities and what were once rural areas.

Figure 3.8. Citizen prioritizing issues.

Survey

Surveys were collected between June 7 and August 5, 2024. Surveys were distributed both online via QR code and through physical copies. Surveys were available in both English and Spanish. In total, there were 35 survey responses. The survey itself gauged public opinion on a variety of topics, including travel patterns, transportation system quality, improvement priorities, and preferred funding methods.

The majority (85.71%) of survey responders' primary mode of travel is driving alone or with members of their household. Additionally, the majority (65%) of responders own a motor vehicle for which they are the primary driver. Of those who drive, the majority (48.57%) spend approximately 30 minutes to 1 hour driving each day.

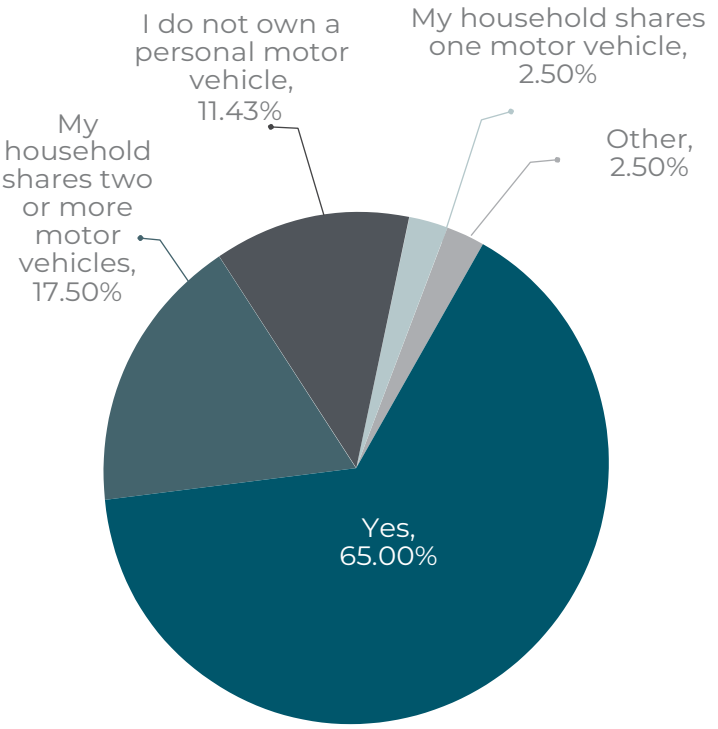


Figure 3.10. "Do you own a personal vehicle for which you are the primary driver?" Survey Results

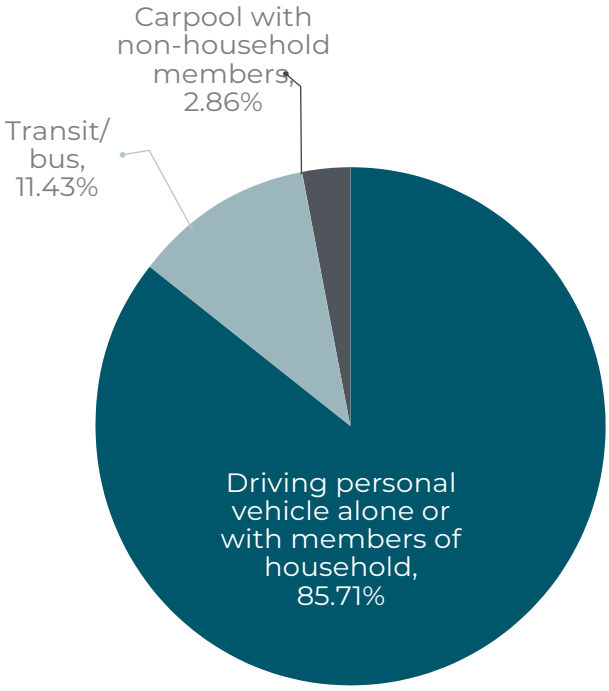


Figure 3.9. "What is your primary mode of travel?" Survey Results

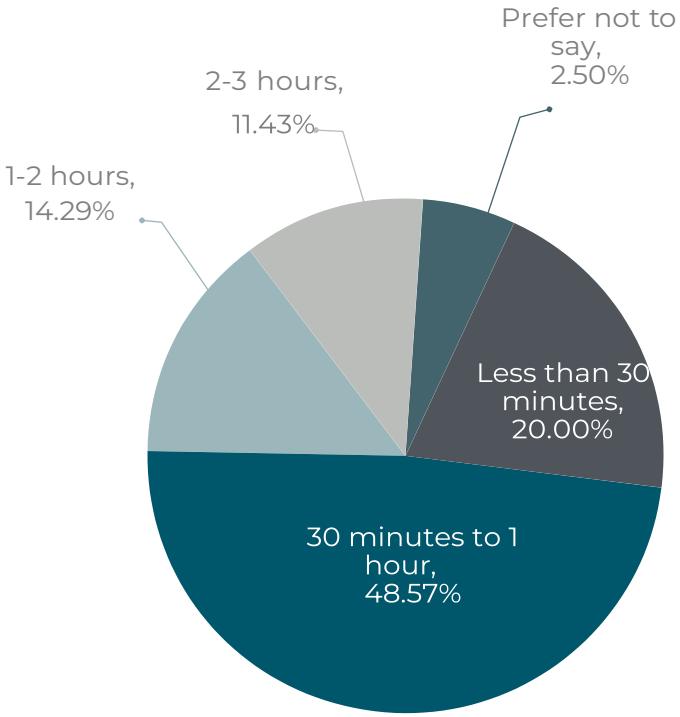


Figure 3.11. "Approximately how much time do you spend driving each day?" Survey Results

The lower average daily driving time aligns with the perceived difficulty responders have on getting places they want to go. Most (42.47%) of the survey responders found it easy to get the places they want to go, with the second most popular response for this question tied between the opinions that getting where they want to go is “very easy” or “neither difficult nor easy” at 21.21% each.

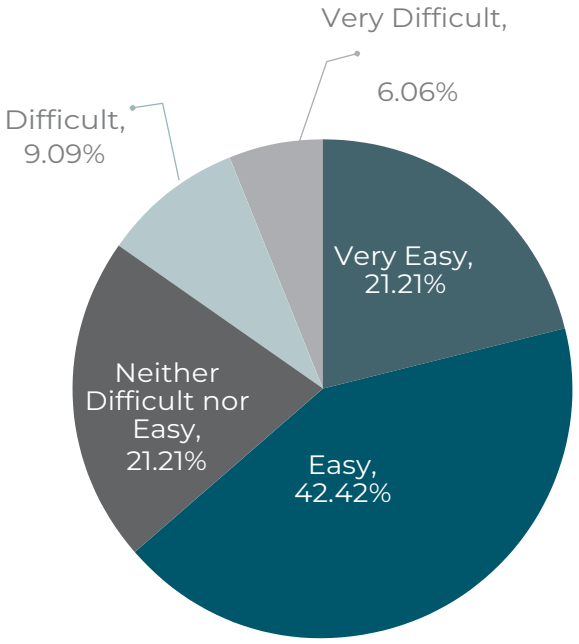


Figure 3.12. “From where you live, how difficult/easy is it for you to get to the places you want to go (school, work, shopping)?” Survey Results

When ranking system quality, responders were generally split, finding the road/highway system poor, good, or fair. Most did not find the system excellent, and the majority (39.39%) found the road/highways system to be fair.

Regarding the transit/bus system in the area, the majority of responders described the bus system as poor or good (31.25% each). Only 15.63% noted the system was good, and none found it excellent.

Responders as a whole had a more negative view of the pedestrian and bicycle systems. This may be due to the fact that the majority of responders drive as their main form of transportation. Those who drive to the majority of locations may do so because other forms of alternative transportation are deemed either unsafe or of poorer quality. Ranking the quality of the sidewalk/pedestrian system in the Abilene area, over 50% of responders found the system poor (52.94%). The second most popular opinion was that the pedestrian system is fair (38.24%) and only 2.94% or responders found it good. Similarly, bicycle systems were rated as generally poor (58.82%) with an additional 23.53%. of responders finding it only to be fair. Like the pedestrian system, nobody found the bicycle system in Abilene to be excellent.

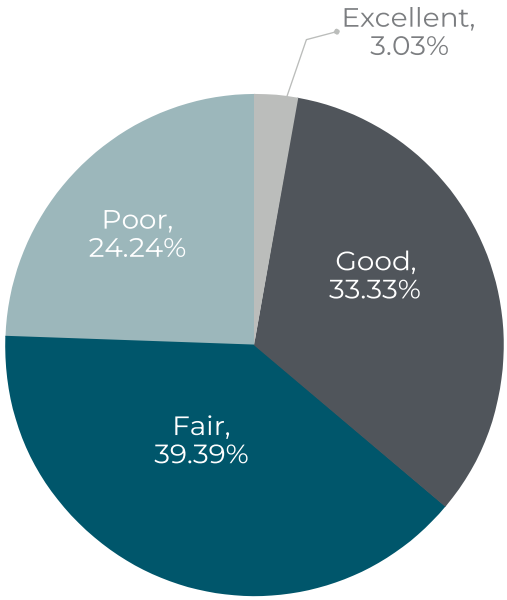


Figure 3.13. "How would you describe the quality of the current road/highway system in the Abilene Area?" Survey Results

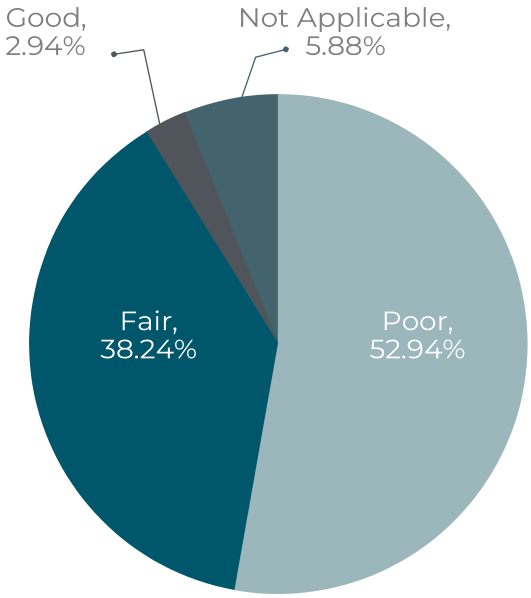


Figure 3.15. "How would you describe the quality of the current sidewalk/pedestrian system in the Abilene Area?" Survey Results

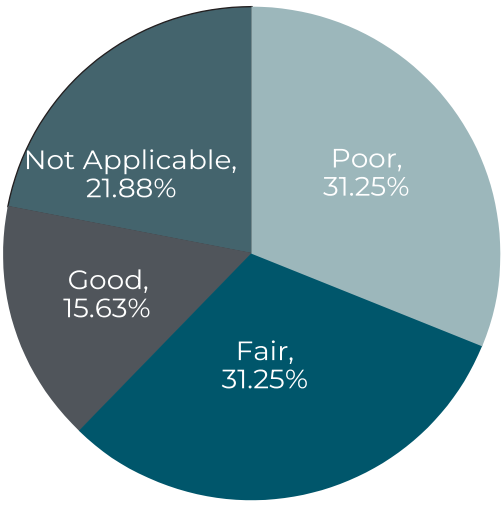


Figure 3.14. "How would you describe the quality of the current transit/bus system in the Abilene Area?" Survey Results

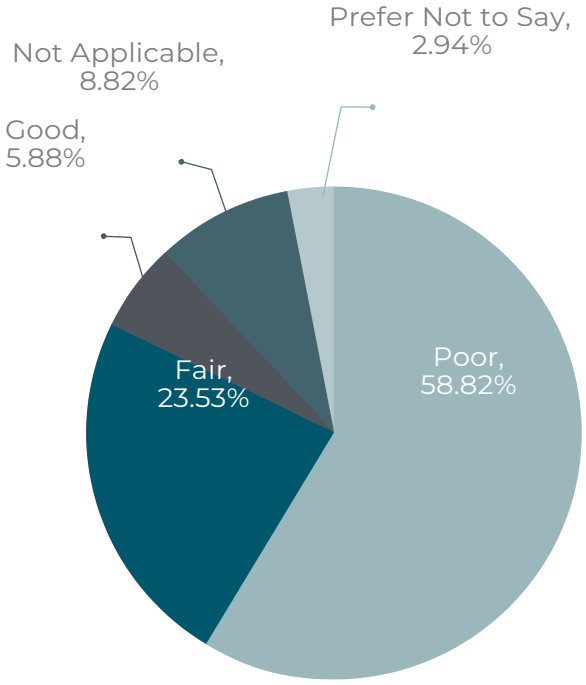


Figure 3.16. "How would you describe the quality of the bicycle system in the Abilene Area?" Survey Results

The next survey question asked responders to rank the importance of improvements the MPO could consider when prioritizing transportation investments and projects.

Options included: Maintenance of existing roadways, Pedestrian Safety- Adding or improving sidewalks, crossings, ramps, etc., Vehicle Safety- reducing accidents, Flooding/ Drainage, Public Transportation, Economic Development, Environmental Preservation, Tourism, and Freight Systems.

The improvements given the greatest number of top-three rankings were:

1. Maintenance of existing roadways
2. Pedestrian Safety- Adding or improving sidewalks, crossings, ramps, etc.
3. Vehicle Safety- reducing accidents

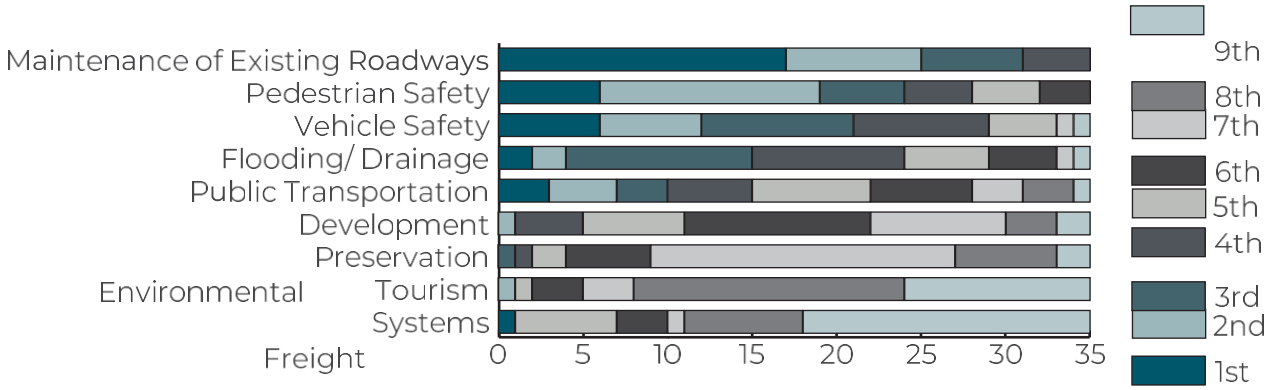


Figure 3.17. "Rank the improvements the MPO could consider when prioritizing transportation investments and projects" Survey Results

When asked what responders would do if they had to be without their vehicle for a month, the majority indicated that they would rent a vehicle (37.14%). The second and third most popular options were riding with someone else/carpooling (20%) and using public transit (17.14%).

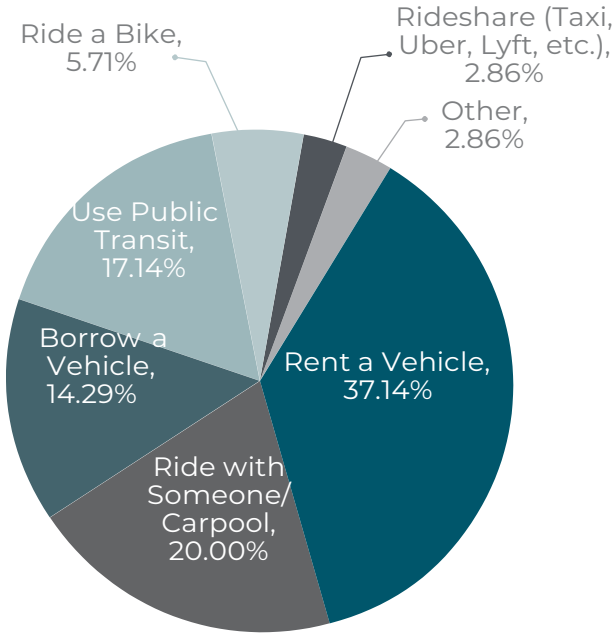


Figure 3.18. "If you had to be without your vehicle for a month, what would you do?" Survey Results

Surveyed individuals were also asked what transportation modes they have used in the past 3 months, and what modes they believe will be most important to them in the next 25 years. Driving a personal vehicle was the most popular mode both currently and within 25 years. Transit systems, bicycling and telecommuting were all ranked to be more valuable in the next 25 years than they are used currently. Autonomous vehicles were also found to be more important in the next 25 years than they are used currently, but were still selected less than walking, telecommuting, cycling, taking transit, or driving one's personal vehicle.

Interestingly, walking and carpooling with non-household members was found to be less important to responders in 25 years than it was used in the last 3 months, with carpooling with non-household members being the second most used form of transportation in the past 3 months, but also estimated by respondents to be to the 7th most important mode in the next 25 years.

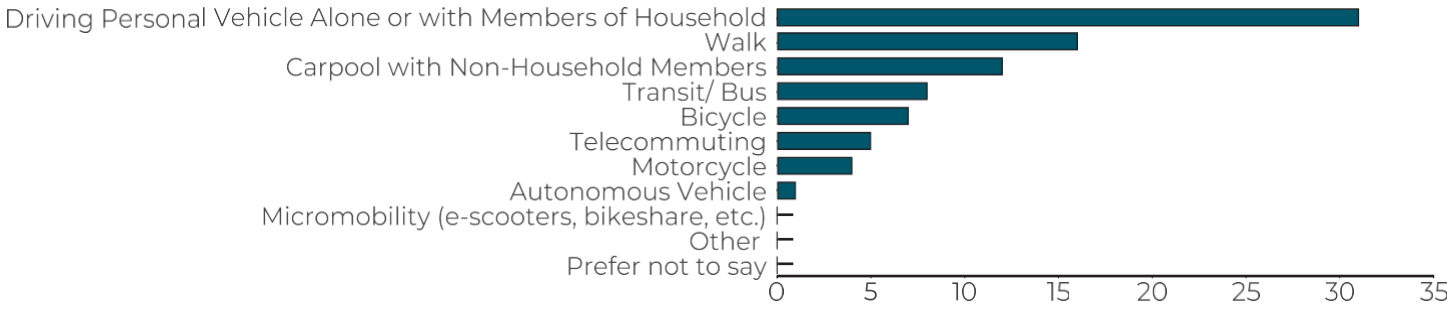


Figure 3.19. "In the last 3 months, which modes of transportation have you used (check all that apply)?" Survey Results

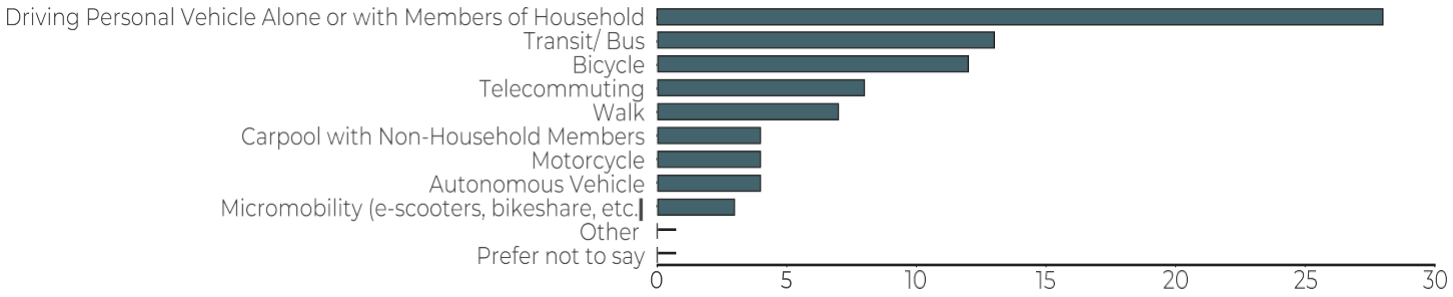


Figure 3.20. "In 25 years, what methods of transportation do you believe will be most important to you?(check all that apply)?" Survey Results

The survey also asked responders to select which financing methods they would find most acceptable to fund roadway construction.

The top three most selected methods were:

1. Motor vehicle registration fees
2. General obligation bonds
3. Gasoline taxes

Surprisingly, "none" was not one of the most-selected answers, indicating that survey responders recognize that roadway projects do require additional financing and that, if necessary, they would find it acceptable to fund these projects through other sources.

Lastly, responders were asked about their top three general issues. With high US Dollar inflation rates currently, it is not a surprise that the economy and jobs were the number one priority of responders. Transportation was the second most popular issue to responders, which makes sense as those interested in transportation are more likely to complete a transportation survey. The third most popular priority of survey responders was healthcare.

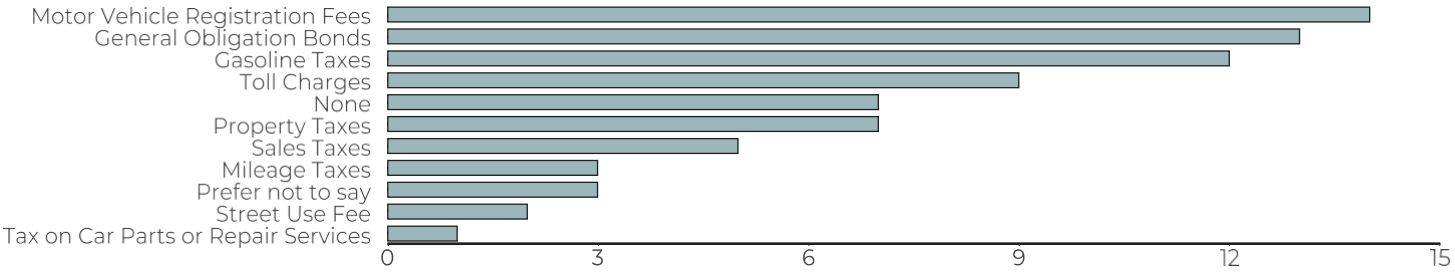


Figure 3.21. "If additional funds were needed to finance a new roadway construction, which of these financing methods would you find most acceptable?" Survey Results

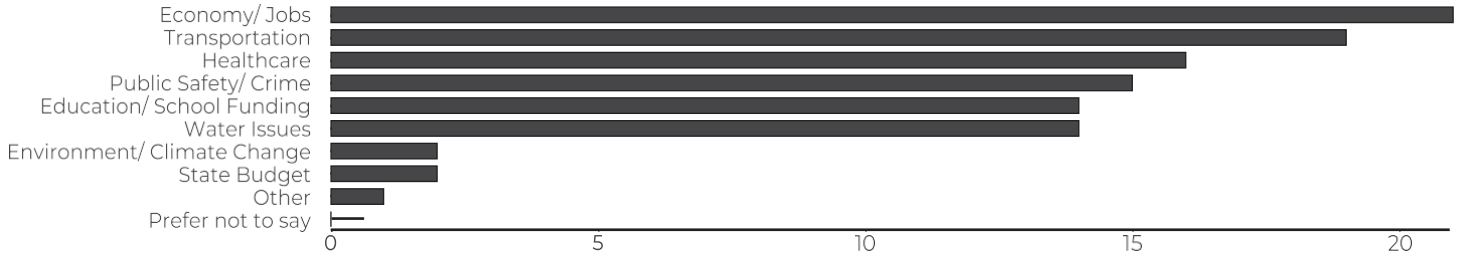


Figure 3.22. "Select up to three of the following general issues in order of importance to you." Survey Results

Demographic data was collected at the end of the survey. More specific data on survey-taker demographics and additional survey data can be found in the appendix.

While the number of survey submissions was quite low at 35, there was additional input submitted through an online StoryMap, where members of the public could draw and submit project ideas through an online mapping website. There were 24 projects submitted through the StoryMap. These projects were ranked and considered alongside other projects as outlined in Chapter 8: Project Prioritization.

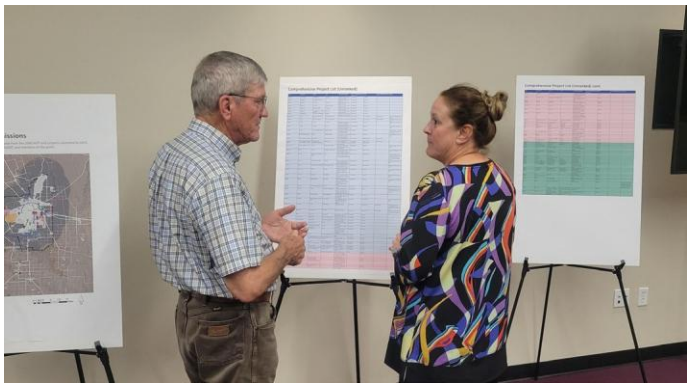


Figure 3.23. Citizen discussing project list with MPO Director.

Public Meeting 2

On October 10, 2024, the Abilene MPO staff and consultants hosted the second public meeting. They conducted Public Meeting #2 at the Abilene Public Library-South Branch, located in the Mall of Abilene on the southwest side of town. Public participants provided significant information about needs for accommodating bicyclists on existing and future roads.

Following is a summary of conversations with members of the public:

- Project listings need to be double-checked
- Bicycle interests - spoke with a bicycling advocate, who leads a smaller, newer bicycling club and provided numerous informative and helpful comments:
  - There are multiple bicycle clubs in Abilene, including clubs/teams at two universities
  - Chip seal paving decreases comfort and potentially safety for bicyclists
  - Bicycle lanes and shoulders that serve bicyclists should be clearly delineated with visible striping
  - Maple St was one specific example provided
  - The southern metropolitan area roads need to have shoulders or bicycle lanes
  - Southern Switching Company rail crossing @ N. 7th St. is very rough (there are other rough crossings as well)
  - Streetsweepers often sweep/clean lanes, but not shoulders or bicycle lanes, which fill up with debris, including from the sweepers

- Grade separations for bicyclists (and pedestrians) would be very helpful over major roads
- Cyclists prefer rides that are continuous routes of at least 5-7 miles; riding the same ~2-mile path repeatedly is not enjoyable
- Connecting Fort Phantom Hill Lake to Kirby Lake with a continuous, minimally interrupted by street crossings, path would be a great bicycling asset for the Abilene metropolitan area
- This path could also ultimately connect with other parks and destinations
- Cedar Creek Trail continues to get busier and more crowded with bicyclists
- There is an increase in bicycle traffic in various parts of town
    - Downtown
    - S. 1st St
    - N. 1st St
- There is an increase in number of people who use bicycles for commuting – often out of necessity
- Increasing potential safety concerns with increasing traffic volumes on roads cyclists use
- Some people bicycle alone; often there are groups of 2-15 riders
- Left-turns are particularly challenging and sometimes hazardous
    - Riders must transfer from right-hand
    -Cyclists try to begin this maneuver 500' prior to the intersection, but it varies according to traffic
    - MTP project East S. 27th St. from Maple St. to FM 1750 gets a lot of bicycle traffic
    - MTP project Industrial Blvd. from Loop 322 to FM 1750 needs bicycle lanes
- On maps:
    - Possibly use dots instead of dashes for proposed MPO boundary
    - Consider colors that contrast better with backgrounds

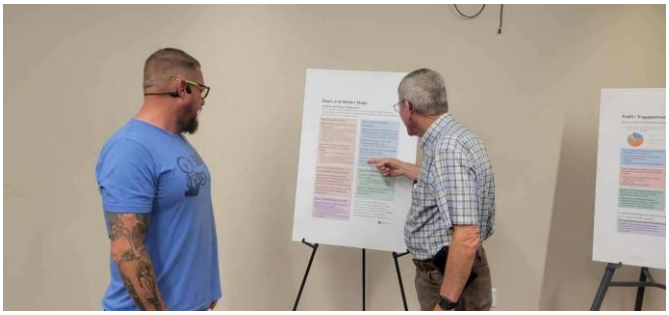


Figure 3.24. Meeting 2 attendees discussing MTP goals.

04. Goals and Action Steps

04. GOALS AND ACTION STEPS

These goals were developed in conjunction with the Abilene MPO TAC and Policy Board, aligning with the MPO's vision statement:

To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene Metropolitan Area.

Introduction

Within each of its past 25-year MTPs, the Abilene MPO has committed to a set of goals that are based upon the MPO's performance measures and vision. These goals align with federal, state and local legislation and priorities and are used as guiding tools to study, analyze, and improve the metropolitan area's mobility. Each of these goals are factored into the project ranking and selection process, with scoring based on how closely a given project aligns with the MTP goals.

The goals listed in this section are extensions of and expand upon those outlined within the 2045 MTP.

Improve Safety

Decrease fatal and serious injury crashes

- Identify fatal and serious injury crash hot spots
- Identify root causes and contributing factors for fatal and serious injury crashes
- Determine crash hot spots that may be addressed through planning and design efforts
- Determine which crash hot spots have more behavioral causes

Decrease bicyclist and pedestrian fatalities and serious injuries

- Install and improve sidewalks at and around schools
- Install and improve sidewalks that provide transit connectivity to origins and destinations
- Improve disability access to and movement along sidewalks

Improve System Reliability

Identify road segments and intersections where travel delays occur

- Use data and tools to name which road segments and intersections cause the highest travel delays

Provide necessary vehicular capacity on major roads

- Add travel lanes where necessary

Decrease travel time indexes along major roads

- Improve movement at signalized intersections

Improve operational movements on major roads

- Add turning lanes where necessary
- Increase turning lane storage where necessary

Provide Economic Development Infrastructure

Incorporate economic development related transportation system improvements into the planning and programming processes

Maintain roads to preserve existing industrial and commercial development

Improve Public Health

Provide opportunities for exercise and recreation

- Provide and improve dedicated (separate facilities from roads, such as trails and paths) bicycle and pedestrian facilities
- Connect trails and paths with appropriate origins and destinations

Protect the Environment

Identify critical animal habitat areas

- Ensure that implementing agencies include appropriate environmental reviews in project development

Identify transportation modes that will reduce vehicle dependency

Performance Targets

All three highway related performance measures (PMs) are met by one or more of the programmed projects. PM 1 – safety – is the most commonly addressed by projects as the Abilene MPO emphasizes reducing fatal and serious injury crashes. The MPO identifies road segments and intersections with high fatal and serious injury crash frequencies and programs projects to address these issues. PM 2 – pavement and bridge structures – address road maintenance needs to maintain pavement conditions; TxDOT inspects and rates bridges on a statewide basis. TxDOT programs statewide bridge rehabilitation and replacement according to those in greatest need. PM 3 – system performance measures – addresses congestion and mobility for Interstate and National Highway System (NHS) roads. Projects are developed to improve travel times and provide a more reliable system with better travel time predictability.

MPOs are required to provide performance targets to ensure that mobility improvements are in fact positively affecting the established performance measures. TxDOT developed standards and targets for statewide performance measures. The Abilene MPO has supported targets established by the State.

The MPO Policy Board adopted Performance Measure 1 on December 19, 2023, Performance Measure 2 on May 1, 2023, and Performance Measure 3 on June 20, 2023.

Safety Performance Measures (PM 1)

- Number of traffic fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

	Number of Fatalities (FARS/CRIS/ARF DATA) Ref HSIP (C1	Rate of Fatalities (FARS/CRIS/ARF DATA) Ref HSIP (C-3)	Number of Serious Injuries (FARS/ CRIS/ARF DATA) Ref HSIP (C-2)	Serious Injury Rate (CRIS DATA) Ref HSIP (C-4)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA) Ref HSIP (C-5)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2024	3,046	1.14	18,242	6.77	2,360
2024 Target Expressed as 5-Year Average	3,567	1.36	18,096	6.64	2,371
2024 Targets	3,046	1.14	17,062	6.39	2,357

Figure 4.1. Safety Performance Measures

Pavement And Bridge Condition Performance Measures (PM 2)

- Percentage of Interstate System pavement in good condition
- Percentage of Interstate System pavement in poor condition
- Percentage of Non-Interstate National Highway System pavement in good condition
- Percentage of Non-Interstate National Highway System pavement in poor condition
- Percentage of Bridge Deck on the Nation Highway System in good condition
- Percentage of Bridge Deck on the National Highway System in poor condition

System Performance Measures (PM 3)

- Percentage of person-miles traveled on the Interstate system rated "reliable"
- Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable"
- Percentage of truck travel time on the Interstate system rated as "reliable"

Performance Measure	Statewide Baseline (2023)	2 Year Target	4 Year Target
Pavement on Interstate Highway			
1) % in "Good" condition	64.5%	63.9%	63.6%
2) % in "Poor" condition	.1%	.2%	.2%
Pavement on Non-Interstate National Highway			
1) % in "Good" condition	51.7%	45.5%	46.0%
2) % in "Poor" condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
1) % in "Good" condition	49.2%	48.5%	47.6%
2) % in "Poor" condition	1.1%	1.5%	1.5%

Figure 4.2. Pavement and Bridge Condition Performance Measures

Performance Measure	Statewide Baseline (2023)	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Interstate Highway System Level of Travel Time Reliability	84.6%	70.0%	70.0%
2) Non-Interstate Level of Travel Time Reliability	90.3%	70.0%	70.0%
3) Truck Travel Time Reliability Index	1.39	1.55	1.55

Figure 4.3. System Performance Measures

Transit Asset Management Plan

The Abilene MPO was also required to adopt a Transit Asset Management Plan and transit performance targets. The targets were adopted by the MPO on October 17, 2023.

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

Figure 4.4. Transit Asset Management Plan Performance Targets and Measures

Public Transportation Agency Safety Plan

A Public Transportation Agency Safety Plan (PTASP) is a federally required document that outlines a transit agency's Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion. CityLink's most recent Public Transportation Safety Plan was adopted on June 25, 2020.

The MPO Policy Board acknowledged the plan at their June 15, 2021 meeting, and on October 17, 2023, the Policy Board acknowledged an Addendum to the Transit Public Transportation Agency Safety Plan that demonstrated compliance with public safety committee meeting requirement.

Performance Measure Monitoring

Now that the MPO has adopted performance measures for the region it will be important to monitor the results. Annual monitoring may be difficult due to lack of resources; however, it is recommended that every 5 years, coinciding with the MTP update, that data for each performance measure be collected and analyzed. This initiative will strive to ensure that the performance measure targets are achieved. Each project has been ranked in Figure 4.5. based on projected performance measure relationships to targets.

Project	From	To	Work Description	CSJ	Local ID	Impact PM1 Safety	Impact PM2 Pavement and Bridge Condition	Impact PM3 System Performance and Freight Movement	Goals Addressed
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Widen existing US 83 freeway to six-lanes and reconstruct ramps	TBD	S0083-B3-CA	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
US 83 (Winters Frwy)	North of N 10th St	IH 20	Widen existing US 83 freeway to six-lanes and reconstruct ramps	TBD	S0083-E7-CA	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
US 83 (Winters Frwy) N Frontage Rd	FM 89 (Buffalo Gap Rd)	Near Industrial Blvd	Intersection Improvements	0034-01-143	S0083-F12-RM	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
BU 83	at Pine St	-	Intersection Improvements	0033-08-045	S0083-F9-RM	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
FM 89 (Buffalo Gap Rd)	FM 707	Elm Creek	Widen roadway with center turn lane and right turn lanes at major side streets	0699-01-067	S0089-F10-OI	X	X	X	Primary Goal Addressed: Improve Safety
IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and replace overpass structures	0006-06-081	S020-E24-CA	X	X	X	Primary Goal Addressed: Improve Safety
IH 20	FM 600 (W Lake Rd)	SH 351	Add two main lanes for a six lane freeway and construct overpass structures	0006-06-109	S020-E25-CA	X			Primary Goal Addressed: Improve System Reliability
IH 20	Near Catclaw Creek	FM 600 (W Lake Road)	Add two main lanes for a six lane freeway and replace overpass structures	0006-06-105	S020-E26-CA			X	Primary Goal Addressed: Improve System Reliability
IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and replace overpass structures	0006-05-090	S020-E27-CA	X	X	X	Primary Goal Addressed: Improve System Reliability
SL 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	TBD	S0322-B1 (C2)-CA		X		Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety

Figure 4.5. Funded On-System Projects Performance Measure Monitoring

Project	From	To	Work Description	CSJ	Local ID	Impact PM1 Safety	Impact PM2 Pavement and Bridge Condition	Impact PM3 System Performance and Freight Movement	Goals Addressed
SL 322	IH 20 EB	IH 20 WB	Direct Connect Ramps from Loop 322 to I-20 EB and WB	0006-06-118	S0322-F11-RM	X			Primary Goal Addressed: Improve Safety
SL 322	North of SH 36 (BI 20)	FM 1750 (Oldham Ln)	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment	2398-01-062	S0322-F8-OI	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Public Health
FM 707 (Beltway South)	FM 89 (Buffalo Gap Rd)	US 83	Widen to 4 lanes with center turn lane and add sidewalks	0663-01-024	S0707-F1-CA	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Public Health
FM 707 (Beltway South)	US 83	FM 1750 (Oldham Ln)	Widen to 4 lanes with center turn lane, sidewalks, and intersection improvements at FM 1750	0663-02-011	S0707-F2-CA	X		X	Primary Goal Addressed: Improve System Reliability
BI 20 (E Hwy 80)	SL 322	Elmdale Rd	Rehabilitate , Add Shoulders, & Turn Lanes	TBD	SB120-C1-RM		X	X	Primary Goal Addressed: Improve System Reliability
FM 1750 (Oldham Ln)	Industrial Blvd	CR 111 (Colony Hill Rd)	Add center turn lane and right turn lanes	1655-01-036	S1750-C1-CA	X	X	X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Provide Economic Development Infrastructure
US 83	at US 83/84 "Y" Interchange	-	Construct new grade separated interchange with 4 main lanes and frontage roads	0034-01-130	S0083-G1-CA			X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
US 83	US 84	CR 160	Construct five lane Section	0034-02-044	S0083-G65-CA	X		X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety
SL 322	at Maple St	-	Bridge replacement and widening	2398-01-063	S0322-G2-BR	X		X	Primary Goal Addressed: Improve System Reliability; Secondary Goal Addressed: Improve Safety

Figure 4.5. Funded On-System Projects Performance Measure Monitoring (cont.)

Current City Plans and Other Related Plans Goals and Objectives

This MTP is consistent with other local plans as detailed in this section. Projects will accommodate growth and dynamic multimodal transportation needs.

Connect Abilene 2040 Comprehensive Plan

The *Connect Abilene 2020 Comprehensive Plan* was adopted on April 13, 2023, as an update to the previous 2004 Abilene Comprehensive Plan. Connect Abilene 2040 defines the character of the community and provides policies to enhance quality-of-life and economic well-being. The guiding principles and the goals of the plan are:

Growth: Abilene will develop in a way that attracts new residents of all ages, incomes and stages of their careers. This development will support all stages of life and enhance quality of life for all Abilineans. Growth will provide a variety of development types to create a community where people have choices where they live, work, and play.

Goal G-1: Abilene will encourage cohesive neighborhoods, that contribute to community building, promote and strengthen social connection, and provide for long-term stability as residents live, work, and play.
Goal G-2: Abilene will welcome development that is fiscally responsible and community centered.
Goal G-3: Abilene will promote redevelopment and reinvestment in the aging areas of Abilene.
Goal G-4: Abilene will promote walkability, encourage multi-use density and integrate social opportunities to align with residents' basic needs through forward thinking development patterns.

Welcoming: Abilene will be a community that is welcoming and inviting for not only its current and returning residents, but new residents and visitors. The City will make everyone feel safe and at home and will meet the daily needs of its residents.

Goal W-1: Abilene will target providing its residents with quality, healthy, safe, affordable, and diverse housing options for residents of all ages and abilities.
Goal W-2: Abilene's residential areas will be well-maintained and revitalized to enhance the community.
Goal W-3: Abilene will embrace a diverse, accessible, engaged, and united community.
Goal W-4: Abilene will create a community-wide network of social spaces through the design and distribution of interconnected parks, public grounds, and public rights-of-way.

Prosperous: Abilene will have a diverse and vibrant economy. There will be a variety of job opportunities for people of all employment levels and the region will attract and retain talent. Abilene will continue to be a prosperous location for new and existing businesses.

Goal P-1: Abilene will incorporate smart city initiatives for city services which enhance the resident's quality of life and enhance options for healthy living.
Goal P-2: Abilene's Districts and Activity Centers will be desirable places to open a business, live, work and play by using placemaking efforts to create vibrant, walkable places that encourage economic growth and investment.

Goal P-3: Abilene will foster a transportation network that safely and efficiently accommodates all transportation modes to enable economic growth, regional competitiveness, and is supportive of adjacent land uses.
Goal P-4: Abilene's economic development strategy will be focused on the retention, expansion, creation, and relocation of jobs and targeted businesses which encourage residents to live, work, play, and invest in Abilene.

Supportive: Abilene will be a community focused on maintaining and improving the quality of life for its residents. The City will be supportive of its residents and continue to provide the services needed to facilitate day to day life.

Goal S-1: Downtown Abilene will support innovation while retaining its traditional character and design; will support historic preservation to increase understanding and appreciation of Abilene's history; and protect the value of properties downtown.
Goal S-2: Public services will be expanded to meet the needs of current and future residents to ensure safety and reliability of services and infrastructure.
Goal S-3: Abilene will retain the identity of existing neighborhoods by intentionally directing redevelopment, limiting displacement, and cultivating community-driven placemaking that elevates the importance, quality and design of places.
Goal S-4: City facilities will be accessible to all and will be integral to creating a complete community.

Healthy: Abilene will provide its residents with healthy options, including easy access to health care and healthy foods, and to active transportation facilities where it is easy for people to walk, bike, and play. There will be an abundance of services, recreational amenities, and a safe natural environment to allow its citizens to live healthy and active lifestyles.

Goal H-1: Abilene will incorporate public health and safety enhancements into infrastructure system investments and policies to enhance the health, safety, and welfare of all residents.
Goal H-2: Abilene will cultivate relationships and partnerships with community organizations which help improve community health and activity and provide access to healthcare opportunities.
Goal H-3: Downtown will be a catalyst for healthy living initiatives that focus on enhancing community wellbeing and connectivity.
Goal H-4: Abilene will boast an abundance of recreational amenities and safe natural environments that allow citizens to live healthy and active lifestyles.

Resilience: The City will be fiscally resilient, no matter how uncertain the times may be. It will continue to provide high quality services to its residents and be fiscally transparent. Abilene will be a healthy and resilient community with sustainable systems and infrastructure that can absorb, adapt, and grow from stresses and shocks.

Goal R-1: Abilene will study the floodplains, creeks, and lakes along corridors within districts to enhance open space and recreational opportunities for residents, while increasing the community's ability to recover from flooding and severe weather events.
Goal R-2: Downtown will provide a positive return on investment and will be used as a development model for community leaders.
Goal R-3: Abilene will encourage environmental sustainability and conservation in the design of buildings, developments, and infrastructure.

Education: Abilene will continue to focus on Education as a pillar for the community. It will continue to invest in educational opportunities for residents through school and community initiatives.

Goal E-1: Promote safe and convenient access to schools for all modes of transportation.
Goal E-2: Abilene will continue to promote arts and culture downtown.
Goal E-3: Abilene will support increased access to internet infrastructure throughout the City.

2015 City of Abilene Bicycle Plan

The *City of Abilene Bicycle Plan* was completed in 2015. The goals and objectives of this plan include:

Goal 1: Develop a well-connected bicycle network that links a variety of destinations together into a cohesive transportation system. (Engineering/ Design)

Objectives:
1.1 Develop a safe bicycle environment that connects neighborhoods with commercial, employment areas, and community facilities.
1.2 Identify priority origins and destinations and increase access to these locations through bicycle improvements on connecting streets.
1.3 Update the Land Development Code and City design standards to ensure new roads include bicycle facilities.
1.4 Ensure that routine maintenance schedule and standards for sweeping, surface repair, litter removal, repainting of striping, signage and signal actuation devices for bicycle facilities is included in the City's general street maintenance schedule.
1.5 Adopt a complete streets policy to ensure that the entire right-of-way is planned, designed, constructed, and maintained to provide safe access for all users.
1.6 Update the Land Development Code and street design standards to ensure that new roads accommodate bicyclists by default and that not providing bicycle accommodations on new roads should be the exception. In general, new major arterials should be designed to accommodate either shared-use paths within the right-of-way, or bike lanes. Minor arterials should generally be designed with bike lanes. Collector streets should generally be designed with bike lanes or, in some cases, as bike routes.
1.7 Apply for Federal, State, and private grants for bicycle projects.
1.8 Dedicate 5% of annual Capital Improvement Projects (CIP) funds for bicycle improvements.
1.9 Ensure that adequate funds are included in annual operating budgets to ensure adequate long-term maintenance of bike lane striping, paths, intersection markings, etc.
1.10 Prioritize road maintenance, both repairs and general maintenance activities, such as street sweeping, along designated bicycle facilities.
1.11 Develop standards for bicycle route signage and wayfinding based on national standards.

Goal 2: Educate users of all transportation modes about bicycle safety, rights, and responsibilities. (Education/Enforcement)

Objectives:
2.1 Initiate, develop, and implement educational outreach programs, including training programs, websites, public service announcements, etc, for bicyclists, pedestrians, and motorists to learn about

safe bicycling and driving practices.
2.2 Identify partners to provide bicycle education, enforcement, and encouragement programs.
2.3 Encourage local law enforcement agencies to recognize the vulnerabilities of cyclists and pursue enforcement strategies to help address safety concerns.
2.4 Consider implementing the "Idaho stop" or "rolling stop" which allows bicyclists to treat a stop sign as a yield by adopting a local policy, if possible, and/or advocating for state law changes, if necessary.

Goal 3: Enhance the livability of the Abilene area by improving transportation and recreation alternatives and establishing Abilene as a bicycling destination. (Encouragement)

Objectives:
3.1 Partner with other local and regional organizations to support existing and new programs that promote bicycling and active lifestyles, including bicycling events, such as races, fun rides, ciclovias, and other opportunities to both encourage cycling and to educate the public.
3.2 Increase incentives for biking to work or other destinations and provide amenities such as priority bike parking locations at local businesses. Update the Land Development Code to require bicycle parking for appropriate schools, businesses, and institutions.
3.3 Ensure that coordination among various facility types and among partner agencies (City, County, State, and neighboring cities) occurs to promote a continuous network.
3.4 Evaluate the effectiveness of the plan every three years.

Goal 4: Reduce the number and severity of vehicle-bicycle conflicts and crashes. (Education/ Evaluation)

Objectives:
4.1 Prepare public awareness campaigns and work with local entities to ensure both automobile drivers and cyclists are aware of the laws, regulations, and safety precautions necessary to ensure safe travel for all.
4.2 Secure data tracking of vehicle-bicycle crashes to evaluate locations for possible improvements and to gauge the success of efforts over time.

05. Environmental Justice and Land Use

05. ENVIRONMENTAL JUSTICE AND LAND USE

The transportation system and improvements to it affect all the citizens in the metropolitan area. Some populations may be impacted more positively or negatively than others. To ensure that all citizens have equitable access to the transportation planning and programming processes, as well as to the transportation system, federal agencies require MPOs to follow related regulations. It is important to keep in mind that equitable is not the same as equal. For some citizens, accessing the transportation system means having safe and well-maintained sidewalks that connect to the transit system near origins and destinations. For other citizens, it means safe and efficient roads on which to drive an automobile.

Title VI of the Civil Rights Act of 1964 (Title VI) states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." According to the U.S. Department of Transportation, "Environmental Justice (EJ) means the treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment . . ." These treatments include protecting all people from disproportional impacts of transportation projects – before, during, and after construction.

Putting Title VI and EJ into action, the Abilene MPO reaches out to minority, low income, Limited English Proficiency, and low automobile ownership areas. This outreach provides opportunities to participate in the transportation planning and programming processes through public meetings and document review. Project analysis, prioritization, and selection aim to provide vulnerable populations with meaningful access to the transportation system while minimizing the risks of negative impacts.

Planning and Programming Process Inclusion

The MPO needs input from all transportation system users. This universal input means that all transportation modes, including their interconnections, are considered. More information on the public involvement and inclusion process for the development of the MTP is included in Chapter 3: Public Involvement Process.

Limited English Proficiency

After English, the second most frequently spoken language in the Abilene MTP study area is Spanish.

Recognizing what parts of Abilene have the highest density of individuals speaking English as a second language is important for inclusion purposes, with surveys distributed in both English and Spanish. This inclusion process also ensures that transportation improvements serve the Abilene region's population effectively and equitably.

Vulnerable Population Areas Identification

The MTP development team used the Screening Tool for Equity Analysis of Projects (STEAP) and NEPAssist tools, as well as other information sources like the Census American Community Survey, to identify the highest vulnerable population concentrations in the MTP Study Area.

With these tools, the populations and population percentage of the below races are identified within census block group regions:

- White alone
- Black or African American
- American Indian and Alaska Native
- Asian alone
- Native Hawaiian and Other Pacific Islander alone
- Some other race alone
- Two or more races

It was also important to determine populations for Hispanic or Latino communities. Because Hispanic or Latino is an ethnicity, individuals identifying as Hispanic or Latino are also identified by racial identity in addition to their ethnicity.

Data on poverty level and disability is drawn from the US Census ACS 2022 5-Year Estimate within the population of those aged 20 to 64 years for whom poverty status is determined. Although this measures poverty and disability within the general working population, disability increases among the elderly population, and the proportion of disabled individuals within the EJ study zones may be higher than reported below.

Data on vehicle availability is based on the number of households in the area of study, with low vehicle availability including households with at most one vehicle. While one vehicle may not indicate low vehicle availability in a household of one person, most households in the Abilene region consist of more than one person. In Taylor County, 26.2% of households are one individual living alone. Automobile availability may be slightly higher than reported below due to these instances of one-person one-vehicle households.

Environmental Justice Study Zones

Study zones for environmental Justice analysis were defined within Abilene's "urban core" based on minority population densities. These study zones are mapped below in Figure 5.1., with more demographic information from the US Census ACS Block Group Data in the following table, Figure 5.2.

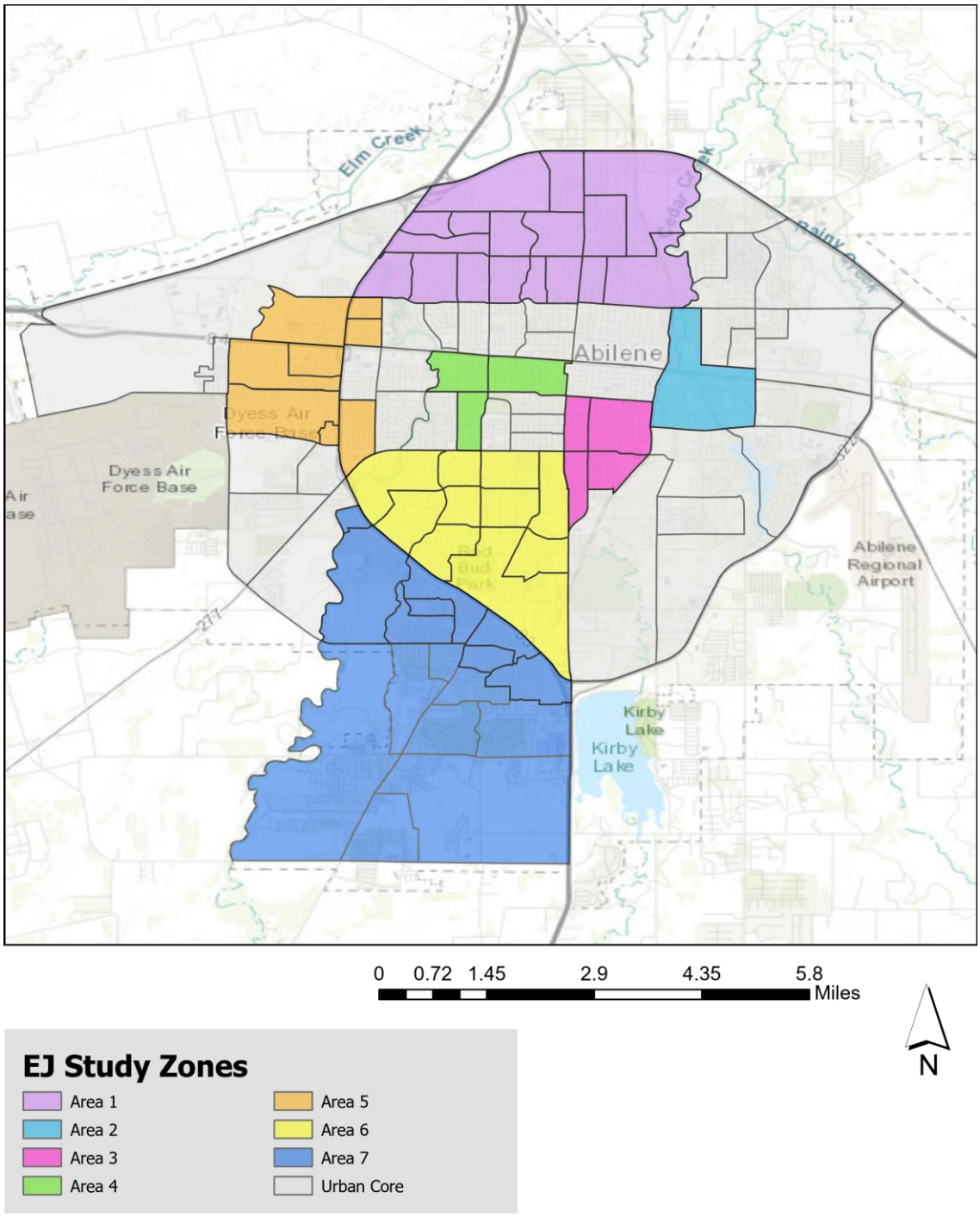


Figure 5.1. Urban Core Environmental Justice Study Zones

Region	Population	White	Black / African American	Hispanic	Below Poverty Level	Limited English Proficiency	Low Automobile Availability	Disabilities
Area 1	19,971	37.6%	7.8%	51.8%	16.9%	3.5%	42.5%	17.0%
Area 2	663	7.7%	39.4%	30.6%	47.5%	3.5%	48.9%	11.0%
Area 3	3,375	38.5%	11.1%	48.5%	28.0%	3.0%	48.3%	21.2%
Areas 2 & 3	4,038	33.5%	15.8%	45.6%	30.8%	2.6%	48.4%	19.7%
Area 4	2,891	40.6%	4.0%	53.6%	10.1%	7.1%	48.3%	19.7%
Area 5	6,924	37.1%	19.7%	38.1%	11.6%	8.2%	47.8%	8.6%
Area 6	13,861	65.4%	6.7%	21.1%	12.5%	1.3%	40.8%	10.4%
Area 7	21,225	75.1%	5.8%	19.5%	8.4%	0.5%	44.4%	7.7%
Urban Core	92,858	55.2%	9.1%	30.0%	16.6%	2.7%	44.0%	13.8%

Figure 5.2. Urban Core Environmental Justice Study Zones Demographic Data, Source: US Census 2022 ACS

The urban cores of towns outside of Abilene were also studied in comparison. These developed area boundaries did not align with census block group data, therefore estimates of population and demographic makeup were collected with the NEPAssist Tool. NEPAssist calculates weighted estimates based on Census Block Group data. These areas are mapped in Figures 5.3-5.5. and demographic data is provided in Figure 5.6.

Figure 5.3. Clyde EJ Study Zone

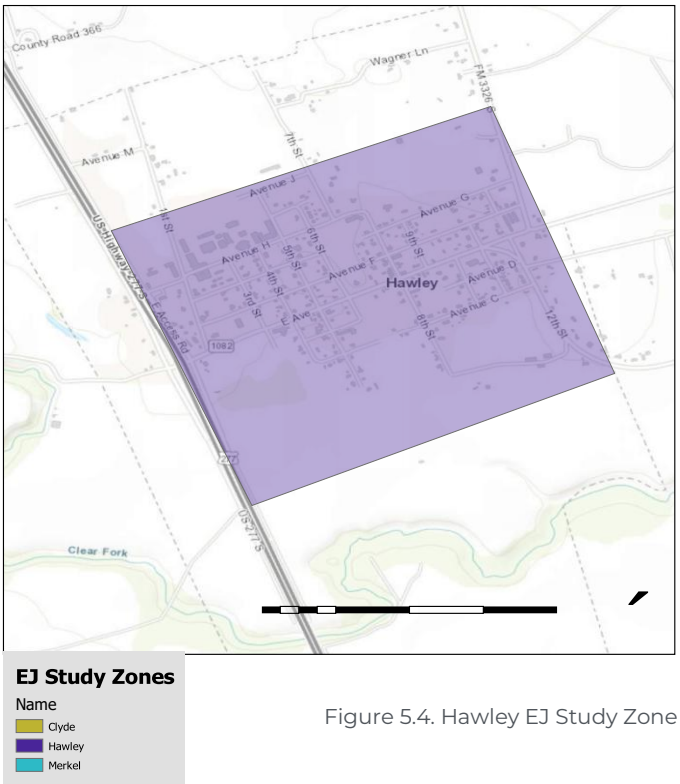


Figure 5.4. Hawley EJ Study Zone

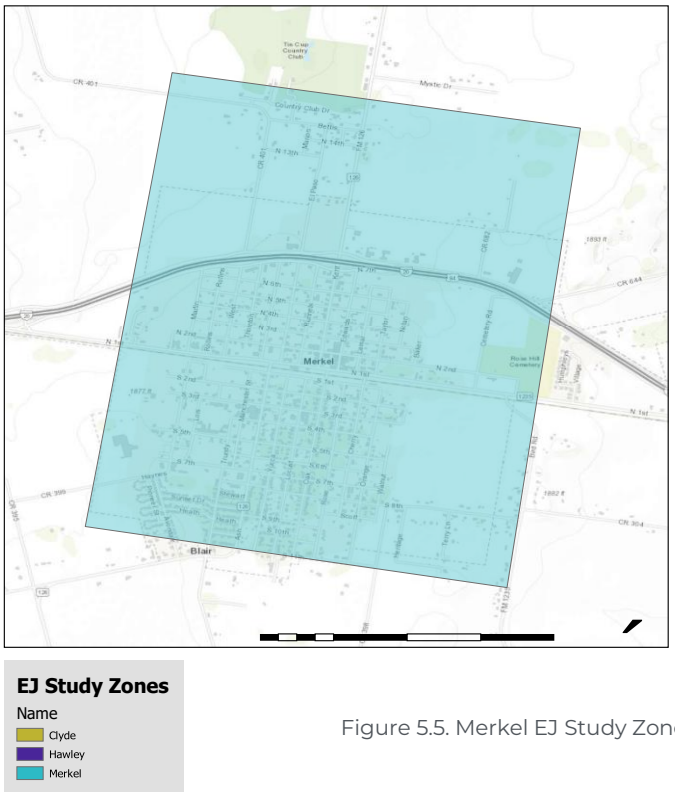


Figure 5.5. Merkel EJ Study Zone

Region	Population	White	Black / African American	Hispanic	Below Poverty Level*	Limited English Proficiency	Low Automobile Availability*	Disabilities*
Clyde	5,050	83%	1%	17%	9.2%	1%	36.2%	17.6%
Hawley	342	91%	1%	8%	8.3%	0%	37.6%	16%
Merkel	2,562	84%	2%	22%	9.7%	0%	34.9%	18.2%

Figure 5.6. Rural Environmental Justice Zones Demographic Data Source: STEAP, US Census 2020 5-Year Estimate

*Percentage data based on place Census ACS 2020 5-Year Estimate data for the city/town limits as STEAP and NEPA data were unreliable for these regions within larger census block groups

Environmental Justice Study Observations

Within the entirety of the urban core study zone, the proportion of households with low automobile access (one or fewer personal motor vehicles) is 44.0%. When studying each of the zones in isolation, this number ranged from 40.8% to 48.9%. Residents within these regions are served by CityLink, which may indicate that CityLink is meeting transportation needs within its service area.

Area 2 had the highest percentage of residents currently living below the poverty level, at 47.5%. This area also had the greatest proportion of Black/ African American residents and the smallest total population of any of the studied areas. Areas 3 and 4 have the largest proportion on Hispanic/ Latino residents, at 48.5% and 53.6%, respectively. Areas 4 and 5 had the highest proportions of individuals with Limited English Proficiency. Area 7 was the largest geographic area and expanded outside of the urban core area of study, expanding southwest to the Wylie area. The Wylie area is in a separate school district and lies partly inside, but mostly outside the Abilene city limits. This region has the highest proportion of white residents out of all the studied areas within/adjacent to the urban core.

By recognizing the higher levels of poverty and low vehicle ownership within the urban core region, especially surrounding zones 2 and 3, the MPO can ensure proper recognition, consideration, and collaborative communication is given to projects that might improve transportation within and around these areas.

Historically on a national level, those living below the poverty line have in some cases faced greater environmental burdens and have not been

recipients of most transportation improvements. It is of the utmost importance that planning efforts work collaboratively with community members and representatives to ensure that any decisions affecting these regions are given just consideration and meet the needs of current residents. During the MTP update process, the Abilene MPO staff and the consultants worked together to identify and contact several community organization representatives. While there was no response from these groups, public and Delphi meetings were held at times and in locations accessible by residents throughout the metropolitan area, including Abilene's urban core.

Land Use

Zoning and land use are key determinants of the types of transportation that will best serve an area. For example, bus routes often best serve the population by connecting individuals in residential areas to commercial areas. These connections provide transportation for employment, shopping, entertainment, and other needs. History has found that it is not in the best interest of community members for a highway to divide the center of a residential neighborhood. Balancing land use to meet the needs of the current and future Abilene population, employment, and other needed destinations, transportation planning relates to current and planned zoning of the region. Figure 5.7. displays the plan for future land use in the City of Abilene, as outlined within the City's "Connect Abilene Comprehensive Plan" as adopted April 13, 2023.

Abilene's Comprehensive Plan segments the city into areas defined by their intended zoning and use, separating downtown, dynamic, established, rural, and urban living from planned hubs of industry, innovation, and other commercial and industrial uses. Various defined land use areas, such as the established Historic Abilene, are linked by corridors that offer transportation connectivity and green space. These regions align with highways as dividing lines between intended uses, especially within and around Abilene's urban center, bounded by IH 20, US 83/84, and Loop 322.

Future land use planning is a key element of the Travel Demand Model, which predicts future transportation patterns from a variety of sources including estimated growth, traffic trip distribution, mode use, and land use. Modelers input appropriate future transportation improvements and facilities into the Travel Demand Model to determine how to continue to meet the public's transportation needs.

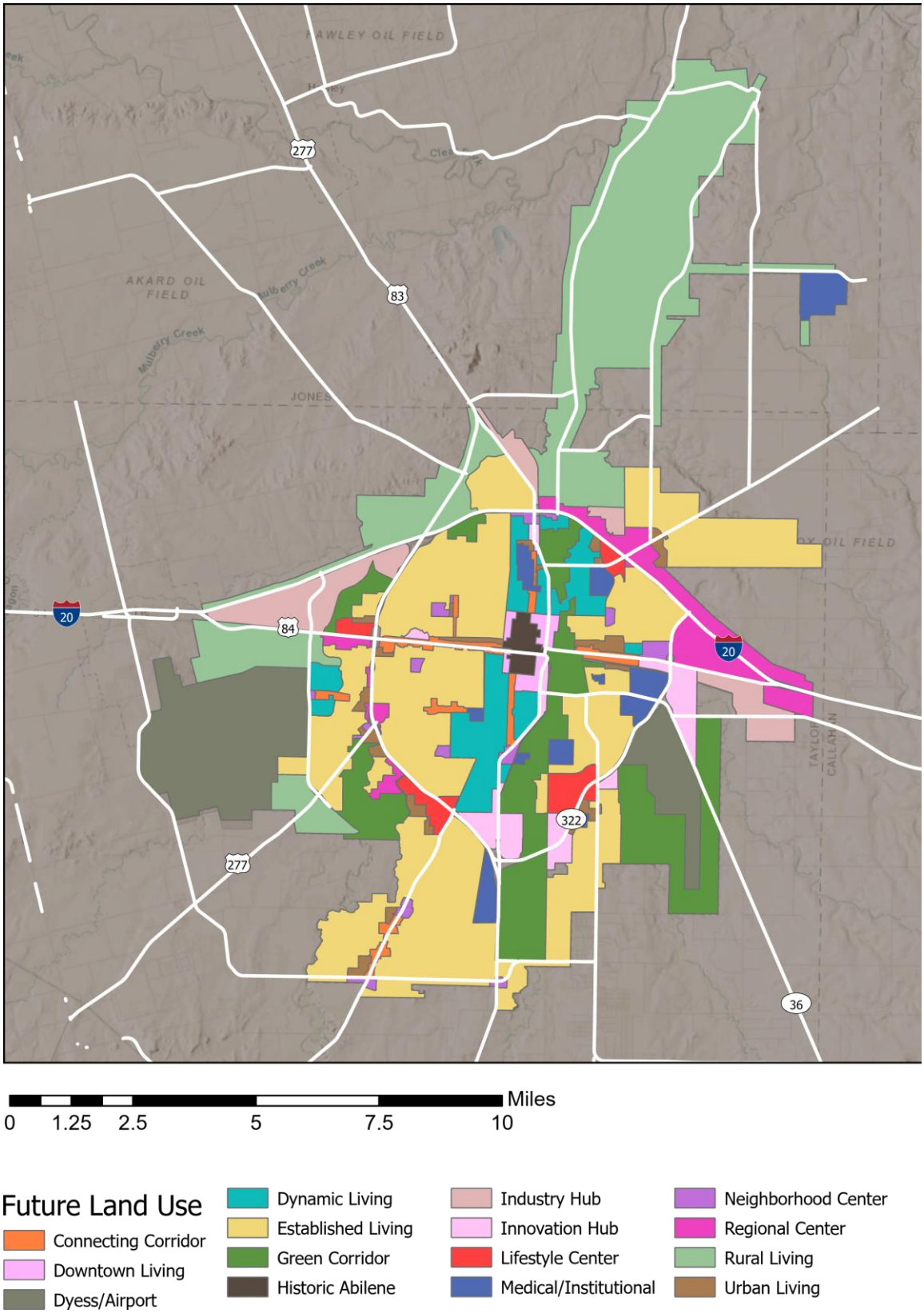


Figure 5.7. Abilene Future Land Use Map, Source: City of Abilene Comprehensive Plan

06. Complete Streets Assessment

06. COMPLETE STREETS ASSESSMENT

Complete streets are roadways designed or redesigned to balance transportation modes in a way that prioritizes safety and usability for all. Roadways selected for complete street redesign are sometimes high-speed roadways that do not currently offer safe bicycle, public transportation, or pedestrian amenities. Complete street adjustments may include traffic calming measures, widening or installation of sidewalks, crosswalks and bicycle lanes, or a priority bus lane. Complete streets encourage multimodal road use that is accessible and safe for all, regardless of age or ability.

Complete Streets Concept

Complete street reconfigurations do not always include the same roadway engineering and design treatments. A complete street reconfiguration must balance facility upgrades and roadway design to meet the unique needs of the corridor. Some thoroughfares may benefit from additional pedestrian facilities, while other roadways may be adjusted to include bicycle amenities. Other roadways might benefit from a reduction in lane number, the inclusion of a center turn lane, or the addition of dedicated transit right-of-way. There is no one-size-fits-all complete streets approach and many complete streets feature more than one treatment.

Conditions that are addressed by complete street reconfigurations:

- Provide Safe Routes for Alternative Forms of Transportation
- Reduce Crashes & Severity For All Modes of Transportation
- Improve Connectivity
- Smooth Traffic Flow
- Economic Development
- Encourage Equity

Provide Safe Routes for Alternative Forms of Transportation

For Abilene residents who prefer to walk or bicycle through the city, or who do not have access to a vehicle, complete streets improve bicycle and pedestrian connectivity through addition of roadway features including sidewalks, bicycle lanes, safe and more frequent crosswalks, median refuge islands, curb extensions, updated signage and wayfinding, and increased access points to walk/bikeways.

Cycling and pedestrian improvements serve current cyclists and pedestrians but also those who are more cautious about alternative transportation modes. Many avoid walking or cycling due to safety concerns. Removing barriers to alternative transportation options encourages healthier and lower-cost transportation options for individuals and families.

For residents who utilize public transportation, a complete street may include a dedicated bus lane and/or priority signal that allows faster travel between destinations. It might also feature improved bus stops that are better integrated into the street with higher curbs and level boarding for riders. These features improve access to public transit and the quality of service through improved on-time operations.

Smooth Traffic Flow

By providing safe pathways for pedestrians and cyclists, cars are better able to travel continuously without slowdowns from mixed-mode traffic or tight passing lanes. In the case of bus lanes, cars can avoid frequent stops behind public transportation vehicles. Separating and creating space for alternative transportation methods, motor vehicle traffic can run smoothly with fewer stops. Increased signage and awareness of signaled intersections ensures that traffic speeds are consistent and predictable. The addition of central turning lanes also reduces unpredictable left turns. The complete streets approach reduces motor vehicles' need for constant lane switching, making travel between destinations more straightforward.

Reduce Crashes & Severity For All Modes of Transportation

Complete streets prioritize safety for all individuals on the road. With designs that encourage a continued and predictable traffic speed, road users are less likely to experience severe or high- speed crashes. Improved turning lane and signal infrastructure reduce unexpected vehicle turns. Separating bicycle and pedestrian amenities from the roadway also reduces potential crashes that occur when there are multiple modes of transportation sharing one lane. The majority of crashes occur at intersections. Through the use of clear signage, lanes, and signaling, the number of crashes at intersections can be reduced.

Economic Development

Complete streets encourage economic vitality through a roadway approach that integrates local businesses into the greater transportation system. With easier pedestrian and bicycle access, businesses that rely on foot traffic will possibly see more patrons. Complete streets can revitalize business districts by integrating transportation systems that encourage investment in the area and increase tourism.

Slower speed roadways along business-lined streets gives passengers the chance to recognize and support specific businesses. Safer crossings encourage pedestrians to easily explore the various businesses along the street, instead of having to get back into their car and drive to their next predetermined destination.

Encourage Equity

Complete streets aim to improve transportation for all individuals, regardless of their transportation mode. Motor vehicle crash fatalities disproportionately affect those of lower socio-economic status, as do air pollution and transportation connectivity issues. Complete streets planning approaches roadway redesign with a people-first collaborative approach and considers the safety and needs of the community before redesigning any roadway features. Complete streets are developed through dialogue with members of the community, improving transportation in the region and avoiding changes that could put overburdened households at greater risk. Complete streets also fill connectivity gaps (which disproportionately affect marginalized communities) by providing safer options for those walking, cycling, or taking the bus.

Improve Connectivity

Complete streets increase connectivity for cyclists and pedestrians who can travel along a roadway instead of having to navigate through streets that may not be safe for shared use. By investing in roadways that are accessible by bicycle, foot, or public transportation, businesses like grocery and hardware stores, cafes, and other retailers can be accessed by anyone, regardless of vehicle ownership or primary transportation mode. By integrating connected streets into a larger multimodal transportation network, barriers to connectivity are reduced or eliminated for users of all modes of transportation.

Complete Streets Recommendations

Roadways for complete street consideration were determined through analysis of bicycle and pedestrian crash locations, with special consideration given to locations that resulted in injury or fatality. These crash hotspot locations were then compared to bicycle facilities that are planned, but not yet funded, from the Abilene Bicycle Plan. Complete street redesign might be coordinated with bicycle facility installation along these roadways to concurrently improve pedestrian access and crossings.

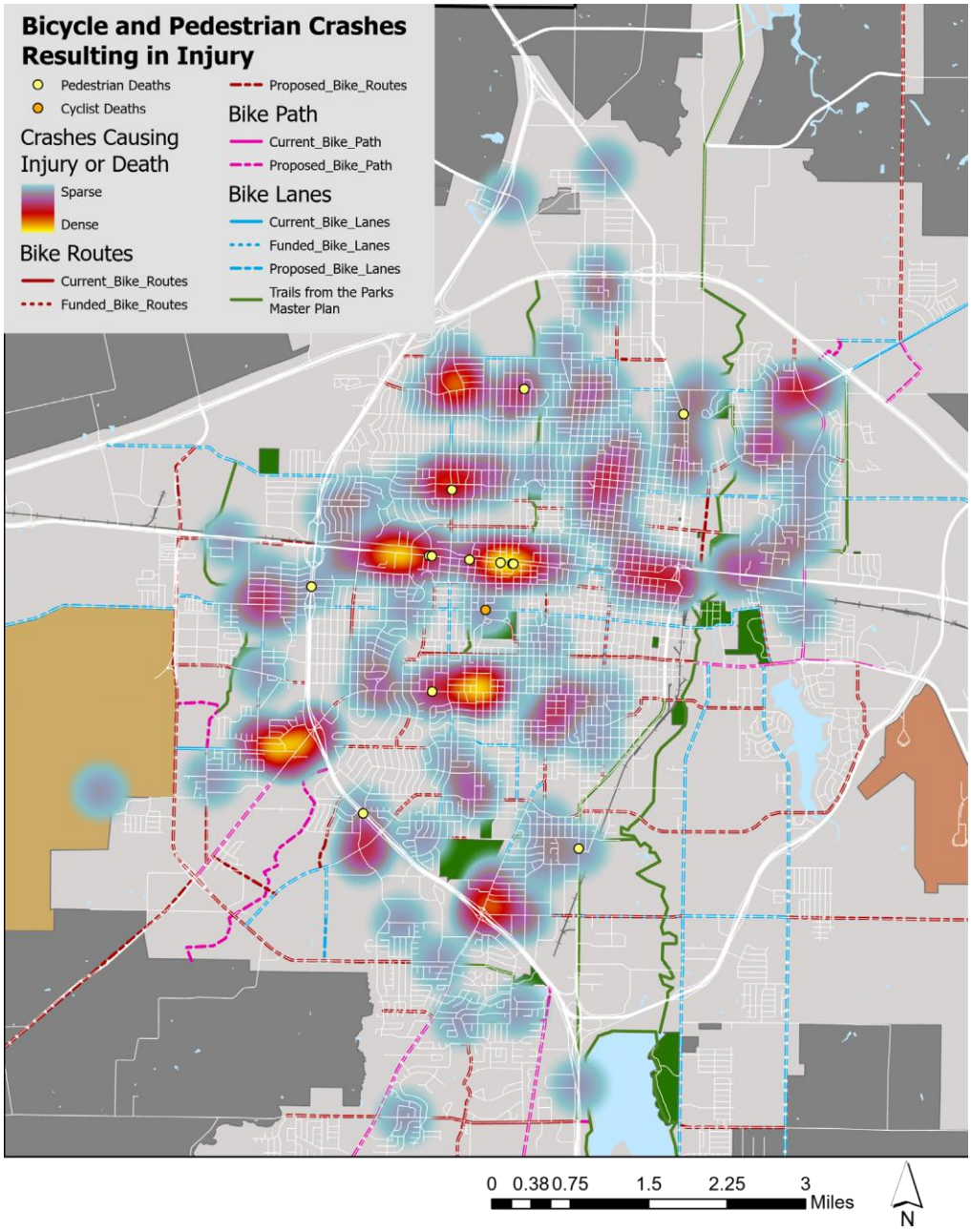


Figure 6.1. Bicycle and Pedestrian Crashes Resulting in Injury, Source: TxDOT CRIS

The locations below are listed as recommended areas for future study, and any discussed facility changes are not prescriptive. This list is non-exhaustive and there may be additional roadways that might benefit from a complete street evaluation and update. Additional details provided in Appendix A-50.

- North 1st and South 1st Streets
- Park-Adjacent Improvements (South 7 St & Ambler Ave)
- BU 83 (Treadaway Blvd)
- North Willis Street
- Texas Avenue & US 277
- US 83/84
- FM 89 (Buffalo Gap Road)
- South 14 Street

Funding Complete Streets

There are multiple sources of funding for complete streets projects, on both the federal and state levels. The outlined programs below are not all of the available funding sources for projects containing complete streets improvements, but rather introduce some possible opportunities for further consideration. More information can be found at: Complete Streets | FHWA (dot.gov)

IIJA/ BIL

The 2021 Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL), authorized $350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026), some of which are specified for use only on projects containing bicycle, pedestrian and/ or transit improvements in addition to roadway improvements for motor vehicles. A majority of this $350 billion is given to the states for project funding, however there are also competitive grant programs that have received IIJA funding which will be awarded to selected projects accordingly.

Federal Transit Administration (FTA) Grants

There are a variety of FTA competitive and formula grant programs that designate funding for roadway improvements. These grants target projects that meet specific criteria, and applications must reflect this. An in-depth list of available FTA grants can be found at: Grant Programs | FTA (dot.gov).

Transportation Alternatives Funding

Discussed in further detail in Chapter 8, Transportation Alternatives (TA) funding is a subsection of IIJA funding that is distributed to each state to support projects that are for alternative forms of transportation, including walking, cycling, and transit. TA projects are submitted to TxDOT every 2 years, and the state ultimately selects which submitted projects receive funding. Projects funded with Transportation Alternatives monies are up to 80% state funded, with a 20% local match provided by the city/town where the project is located.

Surface Transportation Block Grant (STBG)

One available FTA grant is the Surface Transportation Block Grant, which, as stated by FTA, "provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals." This grant is distributed by the state department of transportation and is an apportioned or formula-based program.

Transit Oriented Development

One element of complete street planning is the integration of economic development into transportation systems. As discussed, accessibility of businesses to those driving, walking, cycling, or taking public transit is a key element of a complete street. For investment into significant mixed-use development alongside transit routes, transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) Loans are available. Each of these loan programs has eligibility requirements. There are also competitive grants for funding transit- oriented development projects and in 2024 a $10.5 million pilot program for a transit-oriented development planning grant was announced, with a focus on affordable housing.

Bridge Replacement and Rehabilitation Program & Bridge Investment Program

Both of these formula grant programs specifically target highway bridge improvements within US states. While bridge replacement may not directly align with complete streets improvements, there are opportunities to improve safety and connectivity for pedestrians and cyclists by implementing safety measures on and below bridges, for example the addition of sidewalks or a shared hike and bike path along a bridge. Both of these programs also emphasize use of funds for projects that improve equity and increase connectivity for underserved populations.

Congestion Mitigation and Air Quality Improvement (CMAQ) & Carbon Reduction Programs

Both of these programs target reduction of motor vehicle congestion and vehicle emissions that reduce air quality and increase carbon entering the atmosphere. The CMAQ program specifically supports efforts to meet requirements outlined by the Clean Air Act. The Carbon Reduction Program supports efforts to increase transportation efficiency in ways that reduce transportation-based carbon dioxide emissions. These projects fund a variety of projects, including both transportation alternative infrastructure and facilities for alternative fuel vehicles. There are several other grants aimed at ensuring environmental quality in the transportation sector, more information can be found at: Environment - FHWA (dot.gov).

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a Federal-aid program that funds projects that reduce traffic fatalities and serious injuries on all public roads. This is a performance-based data driven program. According to USDOT: "The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP), In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads." Due to the safe system-based approach of the HSIP, funding could be coordinated with improvements to alternative transportation infrastructure that protect health and safety of individuals using alternative modes of travel.

Safe Streets for All (SS4A) Grant Program

The Safe Streets for All Grant Program is a discretionary program that provides funding to prevent roadway deaths and serious injuries. Most of this funding so far has gone to projects that specifically target reducing pedestrian and cyclist deaths. This grant program can be applied for by political subdivisions of a State, MPOs and Tribal Governments. There are two types of grants awarded for safety projects: Planning and Demonstration Grants and Implementation Grants. The first type funds the development of an Action Plan to reduce fatalities and serious injuries. The second funds the implementation of this plan.

Past and Upcoming Complete Street Projects

A recipient of Transportation Alternatives Set-Aside Program in 2023, the Old Anson Road Walkability Project stretches along Old Anson Road from W. Stamford Street to Ambler Avenue. Initially submitted for TA Set-Aside funding in 2021, this project aims to add one mile of five-foot-wide sidewalks, ADA ramps, and new bus shelters along the west side of the road. Total cost is $2,445,397, with $1,957,043 TA funding awarded.

Awarded 2021 TA funding, a 14th Street Walkability Project, along a roadway that has been a site of several crashes as discussed below, will complete construction within the next year. This project includes the creation and extension of sidewalks along South 14th Street from Barrow Street to Pioneer Drive, as well as new ADA curb ramps, and a pedestrian bridge over Catclaw Creek. Total project cost is $2,186,407, $1,749,126 of this is from TA funding.

In 2019, a TA Safe Routes to Schools project to improve sidewalks along South 11th Street from S. Treadaway to FM 1750 (Oldham Lane) was submitted for TA funding. While it did not receive designated TA funding, it was instead picked up by TxDOT, who funded the project through the Statewide Curb Ramp and Pedestrian Improvement Program. This project is projected for a 2025 let.

The City of Abilene has completed the first phase of the Cypress Street project. This project traverses N. 1st Street to N. 5th Street, connecting the Abilene Convention and Visitors Center with the DoubleTree Hotel and Conference Center.

Improvements include:

- Four-way stop signs replacing traffic signals that encourage traffic calming and easier pedestrian crossing – along with raised crosswalks
- Converting the roadway from two-lane, one-way to two-lane, two-way vehicular traffic
- Widening sidewalks from 10-11 feet width to 20 feet
- Changing angle parking to parallel parking with opportunities for additional parking at other sites including the newly-constructed DoubleTree Hotel
- Landscaping installation that includes trees, bushes, plants, planters, and an irrigation system
- Catenary LED lighting, criss-crossing over the street that is color- changing with intensity-changing and flashing capabilities and a sound system that can coordinate with lighting

The Cypress Street project was funded through Tax Increment Reinvestment Zone #2 (TIRZ #2). Tax increment funding is a local funding strategy discussed further in Chapter 8.

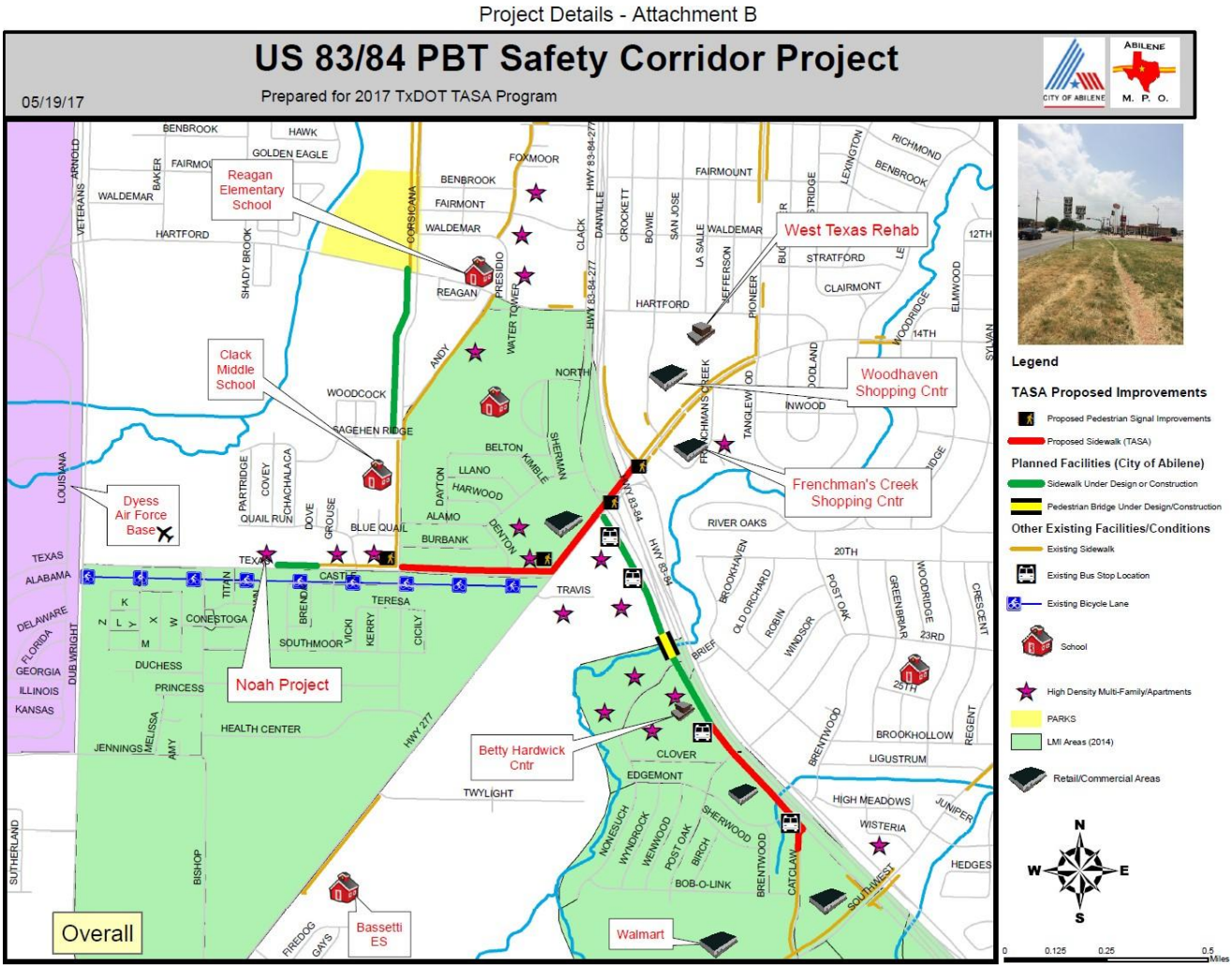


Figure 6.2. US 83/84 Safety Corridor Project Details

Receiving TA Set-Aside funding in 2017, the Abilene US 83/84 Bicycle/Pedestrian Improvements Project created sidewalks, ADA ramps, signal enhancements, and safe bus stop access along US 83/84 from SH 277 to Catclaw Drive and on US 277 from Texas Avenue to Corsicana Ave.

Several projects have been submitted for TA funding but were not accepted, including a School Zone Flasher Upgrade submitted in 2019. A US 277 Bicycle/Pedestrian Safety Project was submitted but not approved in 2015 but was later partially covered in 2017's US 83/84 Bicycle/Pedestrian Improvements Project.

Recommendations

1. Abilene MPO develop a formalized complete streets policy

2. Roadways within the Abilene MPO boundary that are selected for any transportation improvement undergo a complete streets evaluation before moving forward in design

3. Public involvement for all road improvements include stakeholders from affordable housing organizations, cycling organizations, and individuals who both represent and ride CityLink public transportation

4. Public involvement be continuous and collaborative, with several stakeholder meetings throughout the planning process that can provide input on complete streets improvements

07. Project Prioritization

07. PROJECT PRIORITIZATION

One of the main goals of the Metropolitan Transportation Plan is the creation of a final list of Funded MTP selected projects, or projects to be prioritized over the next 25 years. This list is developed through a process of submission, ranking, and selection.

Project Submission

Projects to be considered within the 2050 MTP come from three (3) main sources. The first source is the 2045 MTP, where both funded and illustrative projects that were not addressed by 2024 are reconsidered for inclusion in the current MTP, which covers projects planned from 2025-2050. These projects are revisited and reconsidered for current plan inclusion, given the current state of Abilene MPO roadways and the regional transportation network.

The second source for projects is from cities and counties within the Abilene MPO. Project request forms were shared with city, county, and community leaders within Abilene MPO.

The third and final source for project submissions is the public. Public project submissions for the 2050 MTP were collected in a variety of ways including public events, email correspondence, and an online map platform.

Considered projects are displayed in Figure 7.1. and are further detailed in Chapter 8: Financial Plan and Project List.

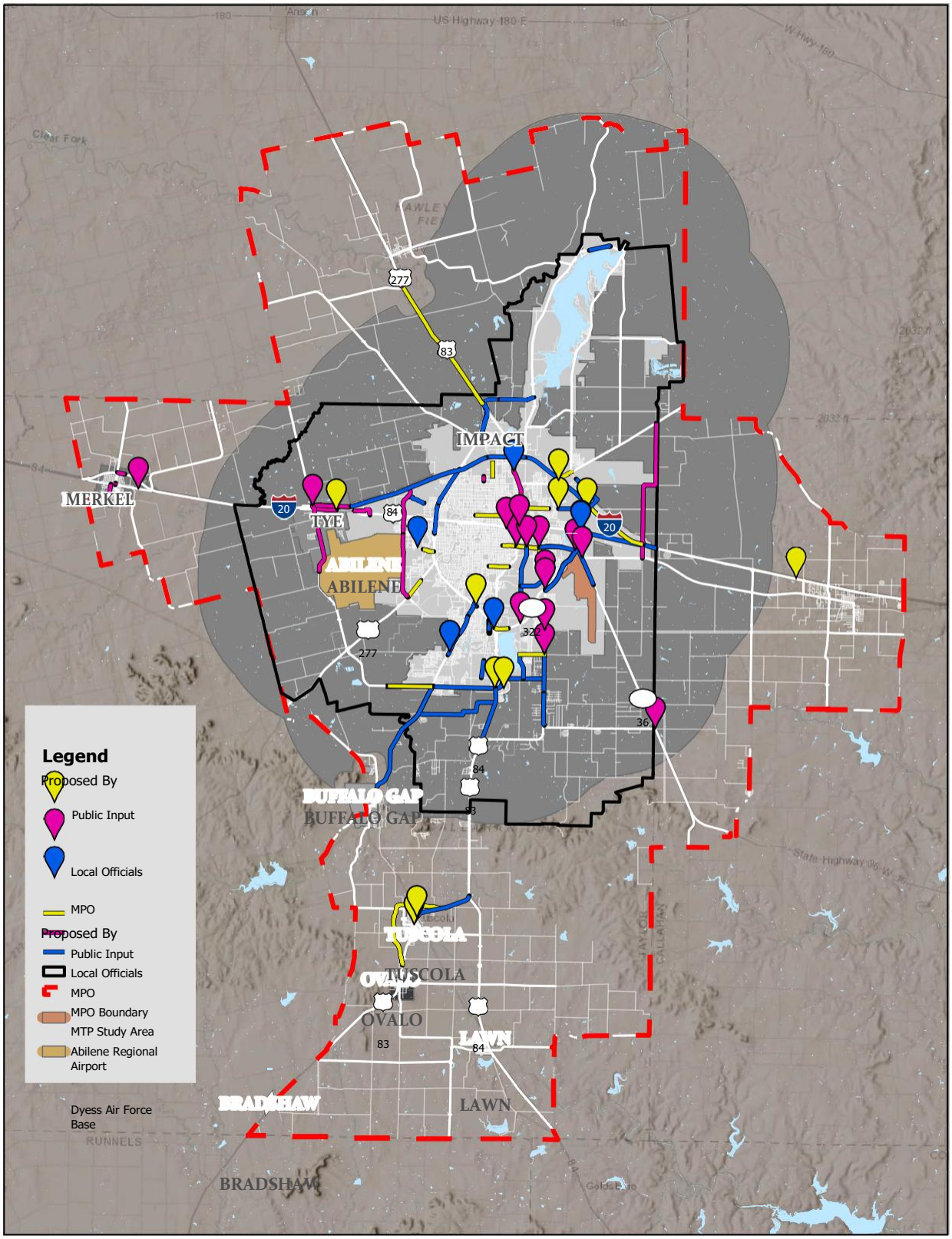


Figure 7.1. Considered Projects Map

Decision Lens Project Ranking

Following project submission, projects were analyzed based on the availability of data provided in the submission form. Projects submitted with specific roadway information for consideration were then ranked utilizing the TxDOT Decision Lens software.

Decision Lens is a tool that combines MPO and TxDOT data to rank proposed roadway improvements, aligning weighted ranking criteria to the goals and performance measures as detailed in Chapter 4. The online tool pulls data from a variety of TxDOT-managed sources based on the project's assigned Control-Section-Job (CSJ) number. This data is then used to rank projects within the job scope. Projects without an official CSJ number were manually assigned a temporary identification number based on the projects' anticipated location. Projects with both an assigned CSJ and temporary CSJ can be evaluated side-by-side in Decision Lens based on available roadway data.

After all the necessary project data and ranking criteria was entered into the tool, a ranked project list was generated. The ranked project list was then considered as one of several evaluation tools for project selection.

The weighting criteria for Decision Lens ranking is displayed in Figure 7.2.

PROJECT SCORING CHART

CRITERIA	CRITERION %	SUB-CR		% OF TOTAL
SAFETY	31.42%	Crash Count 25%	Estimated Impact on Fatal and Serious Injury Crashes 50%	3.928%
			Estimated Impact on Total Crashes 50%	3.928%
		Crash Rate 25%	Estimated Impact on Fatal and Serious Injury Crash Rate 50%	3.928%
			Estimated Impact on Total Crash Rate 50%	3.928%
		Societal Cost Savings 25%		7.855%
		Safety Importance 25%	Safety Project Classification Y/N 50%	3.928%
			Evacuation Route Y/N 50%	3.928%
PRESERVATION	20.85%	Bridge Condition 50%	Reduction in Structurally Deficient Deck Area 50%	5.213%
			Deck Area Receiving Preventive Maintenance 50%	5.213%
		Pavement Condition 50%	Reduction in Poor Lane Miles (by Ride Score) 25%	2.606%
			Lane Mile Receiving Preventive Maintenance (by Ride Score) 25%	2.606%
			Reduction in Poor Lane Miles (by Distress Score) 25%	2.606%
			Lane Miles Receiving Preventive Maintenance (by Distress Score) 25%	2.606%
CONGESTION	19.21%	Congestion Reduction 100%	Benefit Congestion Index - Auto 50%	9.605%
			Benefit Congestion Index - Truck 50%	9.605%
CONNECTIVITY	13.49%	Enhanced Connectivity 100%	Congestion/Connectivity Related Y/N 25%	3.373%
			Trunk System Route Y/N 25%	3.373%
			Intermodal Connector Y/N 25%	3.373%
			Lane Miles of New Connectivity 25%	3.373%
ECONOMIC	9.82%	Economic Importance 50%	National Highway System (NHS) Route Y/N 33.33%	1.637%
			National Highway Freight Network (NHFN) Y/N 33.33%	1.637%
			Energy Sector Route Y/N 33.33%	1.637%
		System Usage 50%	Base ADT 50%	2.455%
			Base ADTT 50%	2.455%
ENVIRONMENT	5.21%	Environmental Related Program Y/N 50%		2.605%
		Environmental Mitigation Cost 50%		2.605%

Figure 7.2.Decision Lens Ranking Criteria

Project Selection

The ranked project list from Decision Lens is brought before the MPO's Technical Advisory Committee (TAC) for further consideration. Based on expressed transportation needs and priorities within this meeting, projects from the ranked list are isolated to create the final MTP selected project list. Both the ranked list and selected project list are shared with the public during a public event for further feedback and input. Once there is a consensus on which projects should be included in the selected project list, the list is included within the draft of the Metropolitan Transportation Plan for MPO Policy Board Approval.

During a November 19, 2024 TAC meeting, TAC members discussed and ranked funded and illustrative projects. The funded projects discussion included several elements:

- Projects that TxDOT is currently developing
- Projects that already have been or soon will be let
- Projects that must be sequenced in specific orders for efficiency and viability
- Overall project costs and economies of scale

The TAC used the Decision Lens rankings as one tool for consideration when ranking the projects. Decision Lens contains varying amounts of data for each project, often depending on road segment length and if the project relates to a specific intersection. The smaller the project length is, the less data that is typically available for any given criteria.

TxDOT has been mainly developing projects that were included in the 2045 MTP, dedicating significant resources to these projects. TxDOT Abilene District (TxDOT-ABL) staff explained these processes and ultimate timings for some of the larger projects. They also explained how some projects have scopes that tie into each other to make them ultimately operate best. One example is the "Y Intersection" where US 83 and US 84 merge/diverge, northeast of Tuscola. The TxDOT-ABL explained that for the new intersection to operate properly, US 83 needs to have a five-lane cross-section approaching from the west.

The IH 20 widening project, which contains three segmented projects, is very important to many TAC members. It will require funding beyond that which is directly available to the MPO and will necessitate purchasing many properties for right-of-way (ROW).

One project on the Illustrative Project list will be let for construction in fiscal year 2026, using Highway Safety Improvement Program (HSIP) funds and could be removed from the ranking considerations. TxDOT applied for and received the HSIP funds, which are not part of the funds allocated to the MPO by statewide formula.

Figures 7.3 and 7.4 display the project rankings as calculated in Decision Lens and as decided by the TAC following the November 19th Meeting.

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking	CSJ
FM 1750 (Oldham Ln)	Industrial Blvd	CR 111 (Colony Hill Rd)	Abilene/ Taylor County	Add center turn lane and right turn lanes	$3,400,607	$-	2026	S1750-C1-CA	Planned let July 1, 2026	$5,984,820	0.05978	15 (Tied)	1	1655-01-036
US 83	at US 83/84 "Y" Interchange	-	Taylor County	Construct new grade separated interchange with 4 main lanes and frontage roads	$43,681,662	$-	2025	S0083-G1-CA	Planned let Oct 8, 2025	$45,059,867	0.15471	7	2A	0034-01-130
US 83	US 84	CR 160	Taylor County	Construct five lane Section	$46,478,846	$-	2025	S0083-G65-CA	Projected let Oct 8, 2025	$49,736,599	0.05978	15 (Tied)	2B	0034-02-044
IH 20	FM 600 (W Lake Rd)	SH 351	Abilene	Add two main lanes for a six lane freeway and construct overpass structures	$104,765,617	$20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	$126,985,951	0.27743	4	3	0006-06-109
FM 89 (Buffalo Gap Rd)	FM 707	Elm Creek	Taylor County	Widen roadway with center turn lane and right turn lanes at major side streets	$5,400,000	$5,400,000	2026	S0089-F10-OI	Planned let Jan 1, 2026	$5,660,412	0.17319	6	4	0699-01-067
SL 322	at Maple St	-	Abilene	Bridge replacement and widening	$6,000,000	$-	2026	S0322-G2-BR	Planned let Sept 1, 2026	$6,605,347	0.05978	15 (Tied)	5	2398-01-063
SL 322	North of SH 36 (BI 20)	FM 1750 (Oldham Ln)	Abilene	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment	$10,800,000	$10,800,000	2027	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023. Planned let May 1, 2027	$11,311,364	0.05978	15 (Tied)	6	2398-01-062
FM 707 (Beltway South)	FM 89 (Buffalo Gap Rd)	US 83	Abilene	Widen to 4 lanes with center turn lane and add sidewalks	$14,493,440	$14,493,439	2028	S0707-F1-CA	Planned let June 1, 2028	$21,762,114	0.11350	9	7	0663-01-024
BU 83	at Pine St	-	Abilene	Intersection Improvements	$5,600,000	$5,600,000	2027	S0083-F9-RM	Planned let May 1, 2027	$5,855,682	0.05978	15 (Tied)	8	0033-08-045
IH 20	SH 351	Callahan County Line	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$268,159,747	$-	2029	S020-E24-CA	Environmental Review (planned let May 1, 2029) combined S020-E28-CA	$270,119,747	0.34770	2	9	0006-06-081
FM 707 (Beltway South)	US 83	FM 1750 (Oldham Ln)	Abilene/ Taylor County	Widen to 4 lanes with center turn lane, sidewalks, and intersection improvements at FM 1750	$10,800,000	$10,800,000	2030	S0707-F2-CA	Planned let Jan 1 , 2030	$11,320,822	0.08591	13	10	0663-02-011

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 7.3. Decision Lens and TAC Ranked Funded Project List

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking	CSJ
IH 20	Abilene West City Limits	Near Catclaw Creek	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$400,000,000	$-	2036	S020-E27-CA	Environmental Review (planned let April 1, 2036)	$673,754,383	0.40856	1	11	0006-05-090
IH 20	Near Catclaw Creek	FM 600 (W Lake Road)	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$274,263,862	$-	2029	S020-E26-CA	Environmental Review (planned let May 1, 2029)	$287,348,862	0.31119	3	12	0006-06-105
US 83 (Winters Frwy) N Frontage Rd	FM 89 (Buffalo Gap Rd)	Near Industrial Blvd	Abilene	Intersection Improvements	$5,600,000	$-	2027	S0083-F12-RM	Planned let November 1, 2027	$5,600,000	0.06423	14	13	0034-01-143
SL 322	IH 20	SH 351	Abilene	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	$75,000,000	$-	2036	S0322-B1 (C2)-CA	Long Range Plan	$125,528,931	0.11171	10	14	TBD
SL 322	IH 20 EB	IH 20 WB	Abilene	Direct Connect Ramps from Loop 322 to I-20 EB and WB	$33,600,000	$-	2034	S0322-F11-RM	Plannd let March 1, 2034	$33,600,000	0.14717	8	15	0006-06-118
BI 20 (E Hwy 80)	SL 322	Elmdale Rd	Abilene	Rehabilitate , Add Shoulders, & Turn Lanes	$5,200,000	$5,200,000	2036	SB120-C1-RM	Long Range Plan	$8,949,770	0.18615	5	16	TBD
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$250,000,000	$-	2036	S0083-B3-CA	Long Range Plan	$412,265,796	0.09810	11	17	TBD
US 83 (Winters Frwy)	North of N 10th St	IH 20	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$250,000,000	$-	2036	S0083-E7-CA	Long Range Plan	$408,263,216	0.09334	12	18	TBD

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 7.3. Decision Lens and TAC Ranked Funded Project List (cont.)

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking
US 83 (northbound)	On ramp from SL 322	North of FM 89 (Buffalo Gap) exit	Abilene	Add an additional lane from the SL 322 on ramp to the existing three lane section	TBD	$-	Future	S0083-G6-CA	Long Range Plan	TBD	0.10888	5	1
FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Abilene	Reconstruction of 4 lanes with center turn lane, drainage and sidewalks	TBD	$-	Future	S0089-C2-CA	Long Range Plan	TBD	0.11565	4	2
SH 36	1.2 Miles South of FM 18	FM 1750 (Oldham Ln)	Abilene/ Taylor County	Widen to 4 Lanes	$27,900,000	$-	Future	S0036-1-CA	Long Range Plan	TBD	0.23078	1	3
FM 707 (Beltway South)	FM 89	West of Randy Ave	Abilene	Widen to four lanes plus a two-way left turn lane	TBD	$-	Future	S0707-G5-CA	Long Range Plan	TBD	0.19756	3	4
Antilley Rd Intersection	at FM 89 (Buffalo Gap Rd)	-	Abilene	Raise profile/Intersection Improvements	TBD	$-	Future	S0089-E21-RM	Long Range Plan	TBD	0.05978	7 (Tied)	5
FM 1750 (Oldham Ln)	CR 111 (Colony Hill Rd)	FM 204 (Clark Rd)	Taylor County	Widen to 4 Lanes	$6,500,000	$-	Future	S1750-E5-CA	Long Range Plan	TBD	0.10653	6	6
US 83	North of FM 3034 interchange	North of FM 605	Jones County	Reconstruct existing roadway to a four-lane freeway with frontage roads, construct overpass structure	TBD	$-	Future	S0083-G9-CA	Long Range Plan	TBD	0.22133	2	7
US 83 Frontage Rds	FM 2404 (Old Anson Rd)	FM 3034	Abilene	Change frontage road operations	$12,000,000	$-	Future	S0083-C1-OI	Long Range Plan	TBD	0.05978	7 (Tied)	8
FM 89 (Buffalo Gap Rd)	Elm Creek	Buffalo Gap City Limits	Taylor County	Add Left Turn Lanes	TBD	$-	Future	S0089-G3-OI	Long Range Plan	TBD	0.05978	7 (Tied)	9
SL 322 Frontage Rds	FM 1750 (Oldham Ln)	North of SH 36	Abilene	Operational Improvements, construct Frontage roads, possible ramp realignment, and contruct bridge over Lytle Creek	$100,000,000	$-	Future	S322-E28-OI	Long Range Plan	TBD	0.05978	7 (Tied)	10
US 83	0.6 miles South of FM 707 (Beltway South)	FM 204 (Clark Rd)	Taylor County	Add frontage roads	$13,600,000	$-	Future	S0083-F3-CA	Long Range Plan	TBD	0.05978	7 (Tied)	11
IH 20	at Exit 299	-	Callahan County	Move exit #299 1/4 mile westward	TBD	$-	Future	S0021-G4-OI	Long Range Plan	TBD	0.05978	7 (Tied)	12
IH 20	SL 322	Elmdale Rd	Abilene	Construct a grade separation about 1.3 miles east of SL 322	TBD	$-	Future	S0020-G7-BR	Long Range Plan	TBD	0.05978	7 (Tied)	13
US 83	North of Tuscola (near CR 131)	South of Tuscola (near CR 134)	Taylor County	Construct new roadway on the north and west sides of Tuscola as a US 83 reliever route with a grade separation at the BNSF railroad	TBD	$-	Future	S0083-G8-CA/ BR	Long Range Plan	TBD	0.05978	7 (Tied)	14

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 7.4. Decision Lens and TAC Ranked Illustrative Project List

08. Financial Plan and Project Lists

08. FINANCIAL PLAN AND PROJECT LIST

The MTP is a fiscally constrained document, and there are far more projects submitted than funding currently available to the MPO. The projects that do not currently have secured funding are listed separately from those with designated funding, in an illustrative list as opposed to the funded list. There are additional sources of funding that particular projects may qualify for, and projects currently listed as illustrative may be funded through these alternative means. The list below outlines several options for financing transportation projects included in this plan.

TxDOT Unified Transportation Program (UTP)

TxDOT's UTP is a 10-year comprehensive plan that outlines the development process of transportation projects statewide. The UTP helps determine and identify how funding is distributed to projects. It is split into 12 related categories to include a wide array of different types of transportation projects. Categories 2, 3, 4, parts of 10, and 12 are project-specific, while categories 1, 5, 6, 7, 8, 9, parts of 10, and 11 are allocation-based. Figure 8.1. below shows how funding is distributed to the different categories over the next 10 years across the state as specified in the 2025 UTP.

FUNDING CATEGORY	2025 UTP FUNDING AUTHORIZATIONS
1. Preventative Maintenance and Rehabilitation	$18,667,880,000
2. Metropolitan and Urban Area Corridor Projects	$11,487,980,409
3. Non-Traditionally Funded Transportation Projects	$6,604,813,383
4. Statewide Connectivity Corridor Projects	$20,066,864,154
5. Congestion Mitigation and Air Quality Improvement	$2,322,790,000
6. Structures Replacement and Rehabilitation (Bridge)	$4,681,612,746
7. Metropolitan Mobility and Rehabilitation	$6,041,345,275
8. Safety	$3,747,421,009
9. Transportation Alternatives Set-Aside Program	$1,769,509,408
10. Supplemental Transportation Programs	$2,611,692,752
11. District Discretionary	$6,146,047,030
12. Strategic Priority	$20,025,958,943
Total	$104,173,915,109

Figure 8.1. 2025 Unified Transportation Program Funding Authorizations by Category

Currently, the UTP is directly responsible for funding a variety of transportation projects across the state. Available TxDOT UTP funding between 2025-2034 totals about 104 billion USD. This funding is split between the 12 categories described in Figure 8.1. and is then distributed across the state. Within the 2025 UTP, the Abilene area will receive $798,311,602 of project funding as detailed in Figure 8.2.

	IH 20	IH 20	IH 20	IH 20	US 83	US 83	US 83	SL 322	SL 322	BU 83D	FM 707	FM 707	FM 89	Total
	0006-06-081	0006-06-105	0006-06-109	0006-06-118	0034-01-130	0034-02-044	0034-01-143	2398-01-062	2398-01-063	0033-08-045	0663-01-024	0663-02-011	0699-01-067	
1. Preventative Maintenance and Rehabilitation	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
2. Metropolitan and Urban Area Corridor Projects	$-	$-	$20,000,000	$33,600,000	$-		$5,600,000	$10,800,000	$-	$5,600,000	$14,493,440	$10,800,000	$5,400,000	$106,293,440
3. Non-Traditionally Funded Transportation Projects	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
4. Statewide Connectivity Corridor Projects	$14,050,000	$39,463,861	$-	$-	$42,001,599	$44,691,199	$-	$-	$6,000,000	$-	$-	$-	$-	$146,206,659
5. Congestion Mitigation and Air Quality Improvement	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
6. Structures Replacement and Rehabilitation (Bridge)	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
7. Metropolitan Mobility and Rehabilitation	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
8. Safety	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
9. Transportation Alternatives Set-Aside Program	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
10. Supplemental Transportation Programs	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
11. District Discretionary	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
12. Strategic Priority	$200,959,748	$184,800,000	84,765,616	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$470,525,364
Remaining Funding TBD	53,150,000	$22,136,139	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$75,286,139
Total	$268,159,748	$246,400,000	$104,765,616	$33,600,000	$42,001,599	$44,691,199	$5,600,000	$10,800,000	$6,000,000	$5,600,000	$14,493,440	$10,800,000	$5,400,000	$798,311,602

Figure 8.2. 2025 Unified Transportation Program Abilene Highway Projects

Category 2U Funding

The majority of funding distributed to the MPO for mobility improvements comes from TxDOT's Category 2U, which is specified in the UTP. 13% of Category 2 (Metropolitan and Urban Area Corridor Projects) funding is allocated to non-Transportation Management Area (TMA) MPOs, or MPOs with a population less than 200,000. According to the 2025 UTP, the Abilene MPO is expected to receive approximately $102,208,000 of Category 2 funding between 2025-2034.

For Non-TMA MPOs, the below distribution formula applies:

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

District/MPO/Division	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
ABL - Abilene MPO	$18,206,111	$13,877,498	$11,877,196	$10,928,210	$8,517,686	$6,612,203	$7,650,614	$6,448,571	$6,680,456	$11,409,458	$102,208,002
AMA - Amarillo MPO	$18,576,739	$14,160,007	$12,118,985	$11,150,679	$8,691,083	$6,746,810	$7,806,360	$6,579,847	$6,816,453	$11,641,724	$104,288,688
ATL - Texarkana MPO	$7,690,407	$5,861,966	$5,017,023	$4,616,163	$3,597,939	$2,793,048	$3,231,680	$2,723,928	$2,821,878	$4,819,446	$43,173,477
AUS - CAMPO MPO	$187,908,404	$143,232,040	$122,586,587	$112,791,934	$87,912,499	$68,245,689	$78,963,301	$66,556,807	$68,950,140	$117,758,978	$1,054,906,379
BMT - SETRPC MPO	$51,463,524	$39,227,759	$33,573,473	$30,890,957	$24,077,087	$18,690,828	$21,626,120	$18,228,284	$18,883,760	$32,251,309	$288,913,101
BRY - Bryan/College Station MPO	$17,583,262	$13,402,734	$11,470,865	$10,554,345	$8,226,287	$6,385,993	$7,388,879	$6,227,958	$6,451,911	$11,019,129	$98,711,363
CRP - Corpus Christi MPO	$23,636,520	$18,016,794	$15,419,855	$14,187,810	$11,058,290	$8,584,451	$9,932,593	$8,372,011	$8,673,063	$14,812,602	$132,693,989
DAL/FTW/PAR - NCTCOG MPO	$614,215,450	$468,181,998	$400,698,287	$368,682,545	$287,359,236	$223,074,410	$258,107,026	$217,553,969	$225,377,048	$384,918,302	$3,448,168,272
ELP - El Paso MPO	$58,540,369	$44,622,041	$38,190,224	$35,138,830	$27,387,972	$21,261,038	$24,599,968	$20,734,890	$21,480,501	$36,686,247	$328,642,081
HOU/BMT - HGAC MPO	$504,878,386	$384,840,484	$329,369,612	$303,053,022	$236,206,150	$183,364,727	$212,161,154	$178,826,984	$185,257,470	$316,398,637	$2,834,356,624
LBB - Lubbock MPO	$17,614,232	$13,426,341	$11,491,070	$10,572,935	$8,240,776	$6,397,241	$7,401,893	$6,238,928	$6,463,275	$11,038,537	$98,885,228
LRD - Laredo Webb County MPO	$17,902,480	$13,646,056	$11,679,115	$10,745,955	$8,375,633	$6,501,929	$7,523,021	$6,341,025	$6,569,044	$11,219,177	$100,503,435
LRD - Eagle Pass MPO	$4,947,501	$3,771,203	$3,227,621	$2,969,734	$2,314,676	$1,796,863	$2,079,050	$1,752,396	$1,815,410	$3,100,514	$27,774,969
ODA - Permian Basin MPO	$39,807,721	$30,343,193	$25,969,528	$23,894,566	$18,623,947	$14,457,604	$16,728,092	$14,099,821	$14,606,840	$24,946,817	$223,478,128
PAR - Grayson County MPO	$21,862,733	$16,664,735	$14,262,682	$13,123,095	$10,228,427	$7,940,237	$9,187,208	$7,743,739	$8,022,198	$13,701,000	$122,736,054
PHR - Rio Grande Valley MPO	$92,731,705	$70,684,179	$60,495,768	$55,662,164	$43,384,307	$33,678,851	$38,967,930	$32,845,397	$34,026,493	$58,113,371	$520,590,166
SAT - AAMPO	$187,432,285	$142,869,122	$122,275,979	$112,506,144	$87,689,748	$68,072,769	$78,763,225	$66,388,166	$68,775,436	$117,460,603	$1,052,233,478
SJT - San Angelo MPO	$7,883,695	$6,009,299	$5,143,119	$4,732,185	$3,688,368	$2,863,247	$3,312,905	$2,792,390	$2,892,803	$4,940,577	$44,258,588
TYL - Longview MPO	$18,076,232	$13,778,498	$11,792,467	$10,850,250	$8,456,922	$6,565,033	$7,596,036	$6,402,568	$6,632,799	$11,328,065	$101,478,870
TYL - Tyler MPO	$31,298,796	$23,857,317	$20,418,526	$18,787,088	$14,643,067	$11,367,282	$13,152,452	$11,085,975	$11,484,619	$19,614,419	$175,709,541
WAC - Killeen-Temple MPO	$39,288,498	$29,947,419	$25,630,801	$23,582,903	$18,381,030	$14,269,030	$16,509,903	$13,915,913	$14,416,319	$24,621,429	$220,563,242
WAC - Waco MPO	$41,422,988	$31,574,421	$27,023,287	$24,864,129	$19,379,646	$15,044,246	$17,406,863	$14,671,945	$15,199,537	$25,959,077	$232,546,139
WFS - Wichita Falls MPO	$9,841,125	$7,501,338	$6,420,095	$5,907,131	$4,604,147	$3,574,158	$4,135,460	$3,485,708	$3,611,052	$6,167,264	$55,247,477
YKM - Victoria MPO	$13,522,255	$10,307,257	$8,821,570	$8,116,727	$6,326,355	$4,911,093	$5,682,353	$4,789,557	$4,961,786	$8,474,165	$75,913,118
TOTAL	$2,046,331,416	$1,559,803,698	$1,334,973,734	$1,228,309,502	$957,371,279	$743,198,780	$859,914,083	$724,806,777	$750,870,291	$1,282,400,849	$11,487,980,409

Figure 8.3. 2025 UTP Category 2 Funding Allocation

Funding projects with the various TxDOT categories is a dynamic process that includes leveraging and balancing funds allocated to the MPO, allocated to the TxDOT-ABL, and available to the Texas Transportation Commission (TTC) for statewide connectivity and strategic priorities. For the most expensive projects, multiple funding sources may be used and the amounts from each source may change over time until the projects are let for construction. There are not enough formula-allocated funds available to the MPO and TxDOT-ABL to pay for the most expensive projects, so the TTC funding authorizations make it possible to build those projects. Those funds are made known to the MPO and TxDOT-ABL each year during the UTP development process and are finalized when the TTC adopts the UTP.

Bicycle and Pedestrian Funding

According to the STIP, funding has been set aside to finance various kinds of transportation projects. The US Department of Transportation distributes funds for Transportation Alternatives (TA) projects to each state Department of Transportation, which then funds individual projects. TA funds are derived from IIJA funding, which has nearly doubled the TA set-aside funding from the FAST Act. Transportation Alternative projects are exclusively pedestrian and bicyclist infrastructure improvements.

Every other year, TxDOT puts out a call for TA projects. Local governments, school districts, nonprofits, small MPOs, and similar entities can submit proposals for TA projects. Projects selected will receive up to 80% of the funding from TxDOT; the sponsoring agency must match the remaining required funding. More alternative transportation funding opportunities are outlined in Chapter 6: Complete Streets Assessment.

FAST Act and State Transportation Improvement Program

The Fixing America's Surface Transportation (FAST) Act is a federally funded program aimed at improving and maintaining US transportation infrastructure. This act was reauthorized and expanded upon by the Infrastructure Investment and Jobs Act. Central to the FAST Act is the requirement for states to establish a State Transportation Improvement Program (STIP) where FAST Act funding can be effectively distributed. The state-run STIP coordinates on a statewide, countywide, and local level to acquire federal funding for a variety of transportation-related projects.

Transit Funding

The Federal Transit Administration Urbanized Area Formula Grants (Section 5307) provides federal funding to projects in urban areas with 50,000 or more residents. Funding is distributed to local planning organizations. Figure 8.4 details STIP funding from federal sections 5339 and 5307 in the Abilene region, as well as state and other funding amounts. According to data published by Texas A&M University, in 2023 the CityLink brought in a total of $5,983,352 with expenditures matching their revenue.

Project	Year	Type	Description	Federal		State	Other Funds	Total	Annual Total
				Section 5339	Section 5307				
1	2025	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies.	-	$1,572,528	$370,988	$786,264	$2,729,780	$4,398,195
2	2025	Planning	Activities and wages for employees conducting planning.	-	$65,000	-	$13,000	$78,000	
3	2025	Capital	Small capital equipment purchases, shop equipment, maintenance parts, signs, farebox and fare box supplies, preventive maintenance.	-	$338,352	-	$67,670	$406,022	
4	2025	Capital	ADA Paratransit expenses allowable under Capital.	-	$220,153	-	$44,030	$264,183	
5	2025	Capital	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement.	-	$435,000	-	-	$435,000	
6	2025	Capital	Bus facility rehab/improvement, restrooms, bus shelters.	$185,308	-	-	-	$185,308	
7	2025	Capital	Software and cashing system.	$32,897	-	-	-	$32,897	
8	2025	Capital	Bus facility construction/rehab, breakroom, restrooms, bus/ equipment replacement.	$267,005	-	-	-	$267,005	
9	2026	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies.	-	$1,572,528	$370,988	$786,264	$2,729,780	$3,744,990
10	2026	Planning	Activities and wages for employees conducting planning.	-	$65,000	-	$13,000	$78,000	
11	2026	Capital	Small capital equipment purchases, shop equipment, maintenance parts, signs, farebox and farebox supplies, preventive maintenance.	-	$338,352	-	$67,670	$406,022	
12	2026	Capital	ADA Paratransit expenses allowable under Capital.	-	$220,153	-	$44,030	$264,183	
13	2026	Capital	Bus facility construction/rehab, breakroom, restrooms, bus/ equipment replacement.	$267,005	-	-	-	$267,005	
14	2027	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies.	-	$1,572,528	$370,988	$786,264	$2,729,780	$3,744,990
15	2027	Planning	Activities and wages for employees conducting planning.	-	$65,000	-	$13,000	$78,000	
16	2027	Capital	Small capital equipment purchases, shop equipment, maintenance parts, signs, farebox and fare box supplies, preventive maintenance.	-	$338,352	-	$67,670	$406,022	
17	2027	Capital	ADA Paratransit expenses allowable under Capital.	-	$220,153	-	$44,030	$264,183	
18	2027	Capital	Bus facility construction/rehab, breakroom, restrooms, bus/ equipment replacement.	$267,005	-	-	-	$267,005	
19	2028	Operating	Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies.	-	$1,572,528	$370,988	$786,264	$2,729,780	$3,744,990
20	2028	Planning	Activities and wages for employees conducting planning.	-	$65,000	-	$13,000	$78,000	
21	2028	Capital	Small capital equipment purchases, shop equipment, maintenance parts, signs, farebox and fare box supplies, preventive maintenance.	-	$338,352	-	$67,670	$406,022	
22	2028	Capital	ADA Paratransit expenses allowable under Capital.	-	$220,153	-	$44,030	$264,183	
23	2028	Capital	Bus facility construction/rehab, breakroom, restrooms, bus/ equipment replacement.	$267,005	-	-	-	$267,005	

Figure 8. 4. STIP Transit Abilene Region 2025-28

		FY 2025			FY 2026			FY 2027		
Transit Program		Federal	State/ Other	Total	Federal	State/ Other	Total	Federal	State/ Other	Total
1	Sec. 5307 - Urbanized Formula >200K	-	-	$0	-	-	$0	-	-	$0
2	Sec. 5307 - Urbanized Formula <200K	$2,631,033	$1,281,952	$3,912,985	$2,196,033	$1,281,952	$3,477,985	$2,196,033	$1,281,952	$3,477,985
3	Sec. 5309 - Discretionary	-	-	$0	-	-	$0	-	-	$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	-	-	$0	-	-	$0	-	-	$0
5	Sec. 5311 - Nonurbanized Formula	-	-	$0	-	-	$0	-	-	$0
6	Sec. 5316 - JARC >200K	-	-	$0	-	-	$0	-	-	$0
7	Sec. 5316 - JARC <200K	-	-	$0	-	-	$0	-	-	$0
8	Sec. 5316 - JARC Nonurbanized	-	-	$0	-	-	$0	-	-	$0
9	Sec. 5317 - New Freedom >200K	-	-	$0	-	-	$0	-	-	$0
10	Sec. 5317 - New Freedom <200K	-	-	$0	-	-	$0	-	-	$0
11	Sec. 5317 - New Freedom Nonurbanized	-	-	$0	-	-	$0	-	-	$0
12	Other FTA 5339	$485,210	$0	$485,210	$267,005	$0	$267,005	$267,005	$0	$267,005
13	Regionally Significant or Other	-	-	$0	-	-	$0	-	-	$0
Total Funds		$3,116,243	$1,281,952	$4,398,195	$2,463,038	$1,281,952	$3,744,990	$2,463,038	$1,281,952	$3,744,990
Requested				$97,042			$53,401			$53,401
Awarded				$0			$0			$0

		2028			FY 2025-2028 Total		
Transit Program		Federal	State/ Other	Total	Federal	State/ Other	Total
1	Sec. 5307 - Urbanized Formula >200K	-	-	$0	-	-	$0
2	Sec. 5307 - Urbanized Formula <200K	$2,196,033	$1,281,952	$3,477,985	$9,219,132	$5,127,808	$14,346,940
3	Sec. 5309 - Discretionary	-	-	$0	-	-	$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	-	-	$0	-	-	$0
5	Sec. 5311 - Nonurbanized Formula	-	-	$0	-	-	$0
6	Sec. 5316 - JARC >200K	-	-	$0	-	-	$0
7	Sec. 5316 - JARC <200K	-	-	$0	-	-	$0
8	Sec. 5316 - JARC Nonurbanized	-	-	$0	-	-	$0
9	Sec. 5317 - New Freedom >200K	-	-	$0	-	-	$0
10	Sec. 5317 - New Freedom <200K	-	-	$0	-	-	$0
11	Sec. 5317 - New Freedom Nonurbanized	-	-	$0	-	-	$0
12	Other FTA 5339	$267,005	$0	$267,005	$1,286,225	$0	$1,286,225
13	Regionally Significant or Other	-	-	$0	-	-	$0
Total Funds		$2,463,038	$1,281,952	$3,744,990	$10,505,357	$5,127,808	$15,633,165
Requested				$53,401			$257,245
Awarded				$0			$0

Figure 8.5. TIP Transit Financial Summary with YOE Matrix

	Federal Section 5307	State/ Other	Total
2026-2030	$10,505,357	$5,127,808	$15,633,165
2031-2035	$12,154,101	$5,497,475	$17,651,576
2036-2040	$13,093,614	$5,766,923	$18,860,537
2041-2045	$13,872,532	$6,141,494	$20,014,027
2046-2050	$14,722,436	$6,336,011	$21,058,447
Total	$64,348,040	$28,869,712	$93,217,752

Figure 8.6. Funding Projections by Source for Fiscal Years 2025-2050

Fiscal Years	Expenses	Est. Cost	Federal (FTA) Funds	State Funds from TxDOT	Other Funds
2026-2030	Operations	$10,919,120	$6,290,112	$1,483,952	$3,145,056
	Planning	$312,000	$260,000	$0	$52000
	Capital	$4,402,045	$3,955,245	$0	$446800
	1-5 - Passenger Busses	$2,175,000	$1,740,000	$435,000	$0
	6 - Paratransit Vans	$900,000	$720,000	$180,000	$0
	Multimodal	$39,000,000	$19,500,000	$19500000	$0
	Subtotal	$57,708,165	$32,465,357	$21,598,952	$3,643,856
	Projected Available Funding	-	$10,505,357	$5,127,808	$0
	Surplus/Shortfall	-	$21,960,000	$16,471,144	$3,643,856
	Surplus/Shortfall	-	$7,389,114	$1,112,964	$2,732,892
2031-2035	Operations	$11,246,694	$6,478,815	$1,528,471	$3,239,408
	Planning	$321,360	$267,800	$0	$53,560
	Capital	$4,534,106	$4,073,902	$0	$460,204
	1-5 - Passenger Busses	$2,240,250	$1,792,200	$448,050	$0
	6 - Paratransit Vans	$927,000	$741,600	$185,400	$0
	Subtotal	$19,269,410	$13,354,318	$2,161,921	$3,753,172
	Projected Available Funding	-	$12,154,101	$5,497,475	$0
	Surplus/Shortfall	-	$1,200,217	-$3,335,554	$3,753,172
2036-2040	Operations	$11,584,094	$6,673,180	$1,574,325	$3,336,590
	Planning	$331,001	$275,834	$0	$55,167
	Capital	$4,670,130	$4,196,119	$0	$474,010
	1-5 - Passenger Busses	$2,307,458	$1,845,966	$461,492	$0
	6 - Paratransit Vans	$954,810	$763,848	$190,962	$0
	Subtotal	$19,847,492	$13,754,947	$2,226,778	$3,865,767
	Projected Available Funding	-	$13,093,614	$18,860,537	$0
	Surplus/Shortfall	-	$661,333	-$16,633,759	$3,865,767
2041-2045	Operations	$11,931,617	$6,873,375	$1,621,554	$3,436,688
	Planning	$340,931	$284,109	$0	$56,822
	Capital	$4,810,233	$4,322,003	$0	$488,230
	1-5 - Passenger Busses	$2,376,681	$1,901,345	$475,336	$0
	6 - Paratransit Vans	$983,454	$786,763	$196,691	$0
	Subtotal	$20,442,917	$14,167,596	$2,293,582	$3,981,740
	Projected Available Funding	-	$13,872,532	$6,141,494	$0
	Surplus/Shortfall	-	$35,334,348	$9,107,103	$4,526,792
2046-2050	Operations	$12,289,566	$7,079,576	$1,670,201	$3,539,788
	Planning	$351,159	$292,632	$0	$58,526
	Capital	$4,954,540	$4,451,663	$0	$502,877
	1-5 - Passenger Busses	$2,447,982	$1,958,385	$489,596	$0
	6 - Paratransit Vans	$1,012,958	$810,366	$202,592	$0
	Subtotal	$21,056,205	$14,592,624	$2,362,389	$4,101,192
	Projected Available Funding	-	$14,722,436	$6,336,011	$0
	Surplus/Shortfall	-	$36,828,106	$9,390,588	$4,662,596

Figure 8.7 Planned Projects and Projected Expenditures Fiscal Year 2026-2050

Projected Funding

This MTP contains a fiscally constrained list of funded projects. Upon approval, the MPO Policy Board will program these projects using several TxDOT funding categories, which are comprised of various federal and state sources.

The MTP also contains a list of illustrative projects that have partial, or no funds assigned to them. These projects are priorities for member entities and the public and are likely to be fully funded in the future. Some of the most expensive projects will depend on strategic funding allocated by the Texas Transportation Commission (TTC).

The 12 funding categories as defined by TxDOT are:

1. Preventive Maintenance and Rehabilitation
2. Metropolitan and Urban Corridor Projects
3. Non-Traditionally Funded Transportation Projects
4. Statewide Connectivity Corridor Projects – Rural
   Statewide Connectivity Corridor Projects – Urban
5. Congestion Mitigation and Air Quality Improvement (CMAQ)
6. Structures Replacement and Rehabilitation (Bridge)
7. Metropolitan Mobility and Rehabilitation
8. Safety Projects
9. Transportation Alternatives
10. Supplemental Transportation Projects
    Carbon Reduction
11. District Discretionary
    Safety
    Energy Sector
12. Strategic Priority

Category 5 funds are for air quality improvement in air quality non-attainment and maintenance areas, Abilene MPO is not one of these areas.

Category 7 funds are allocated to transportation management areas (MPOs with an urban area over 200,000 population). Abilene MPO is not one of these areas.

Category 11 funds are used throughout the TxDOT Abilene District. When the District deems it beneficial and effective, some of these funds may be assigned to projects inside the MPO boundary. According to TxDOT's 2025 UTP, the Abilene MPO is allocated an average of approximately $10,000,000 of Category 2 funds per year. It is important to realize that multiple years of Category 2 allocations can be used in any given year on one or more projects. Programming the Category 2 funds is a balancing and leveraging process to make the most efficient use of those funds, along with other funds available to the TxDOT Abilene District and those strategically allocated by the TTC. The Abilene MPO Policy Board programs the Category 2 funds, working with TxDOT and member entities. Some of the least expensive projects are programmed entirely with Category 2 funds.

There are no guarantees on other funding category amounts that may be applied to projects within the MPO boundary. Therefore, it is not feasible to predict and exact amount of funds available for projects inside the MPO boundary. However, there are historical trends – for the Abilene MPO and statewide – of the TTC assigning Category 4 and Category 12 funds to projects that have statewide corridor significance.

Projects on roads that are not part of the State-maintained system are funded by a variety of local and private funds. Those projects are typically

only included in the MTP if they are deemed to be regionally significant. If local and/or private funds are applied to on-system road projects, those funds are included as Category 3.

Transit projects are funded by Federal Transit Administration (FTA) grants and appropriate local matching dollars. The transit projects and purchases included in this MTP are predicted to be funded by FTA grants based on historical trends for equipment replacement and other purchases. Equipment purchases are typically based on the need to maintain a vehicle fleet in a good state of condition.

Year of Expenditure (YOE) Costs

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

This MTP assumes an average 4% compound inflation for year of expenditure purposes for individually list projects starting at year 2030. The year of expenditure is treated as the year in which costs are tied down by letting regardless of payout over the life of the project. This factor was derived from a long-term historical analysis of net inflation effects.

The Abilene MPO notes that actual rates will vary within the time period from much higher inflationary rates to brief periods of declining costs. It is not feasible to predict actual inflation for a given future time period by any known financial analysis process.

Note: The YOE cost for each individual project in the project list table in this chapter is the standardized total project cost, based upon 2024 construction cost estimates, that is inflated at the standardized rate to the estimated year of expenditure. For individual construction projects that take multiple years to complete, the year of expenditure is considered to be the year that the cost is set through the contracting process, not necessarily the year that payments are actually made for construction progress.

Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law

Effective since October 2021, the Infrastructure Investment and Jobs Act (IIJA) provides funding for transportation projects throughout the nation. Expanding upon the FAST Act and using many of the same funding programs alongside several new ones, the IIJA overall increased Federal funding for transportation infrastructure.

The IIJA, along with the acts prior to it, generally distributes funds using two methods. The first is formula distribution, where a formula is used to

split funding to States and sometimes smaller entities such as urbanized areas to use for the purpose of that program. The other is competitive grants, where government entities can submit applications to fund specific projects; a division of the US DOT, depending on the grant, decides which of the applied projects to fund.

The IIJA is an investment in American infrastructure nationwide. Funding for this $1.2 trillion investment package will be allocated to states over the next decade to support a variety of infrastructure projects including, but not limited to the development and maintenance of road networks, bridges, public transportation systems, airports, and clean water facilities.

As of March 2024, $15 B of federal support is already funding 589 state projects. The largest portion of this funding is directly financing transportation maintenance and development projects.

Over the next five years, Texas is expected to receive $27.5 billion for roads and bridges, $3.4 billion funding public transit projects, $408 million to fund projects expanding electric vehicle charging stations, and other funding directed towards other transportation-related projects. Local Texas MPOs, along with other MPOs nationwide, will also be able to apply for federal grants to acquire further funding.

Taxes and Local Revenues

The State of Texas imposes a 6.25% sales tax on all retail sales, leases, and rentals of most goods, as well as taxable services. Individual entities such as cities, counties, special-purpose districts, or transit authorities within the state can add to this sales tax up to 1.5%, provided that local sales tax does not exceed 2%.

To change sales tax on the county level, the motion must go through a referendum vote and county commissioner approval. By law, tax revenues must first be used to replace lost property tax revenue resulting from the adoption of the sales and use tax and to reduce the county's debt. Excess revenues can fund general revenue uses, including transportation needs.

Currently, the City of Abilene has an additional 1% sales tax, 0.5% property tax relief, and a 0.5% sales tax from the Development Corporation of Abilene, totaling 2%. The City of Tye also has a 2% additional city tax. The sales tax in the rest of Taylor, Jones, and Callahan counties is currently based at 6.25%.

Tax Increment Funding is based within either a county or municipality's property tax and can be used on projects that might attract private investment. Future tax revenues from each unit in the designated reinvestment zone pay for the costs of improvements, which result in additional tax revenue or tax increment.

The State Highway Fund is partially funded with state motor fuel taxes, which are 20 cents per gallon.

Fees

Transportation Utility Fees

Transportation Utility Fees (TUF) are another potential funding source. These fees are charges imposed on property owners based on their overall usage of transportation infrastructure. These fees provide funding for the maintenance and improvement of local roads and the transportation systems of a particular area. Expanding transportation utility fees does not require Texas State legislative changes, however public stakeholder approval and understanding of these fees would be a vital element of successful implementation.

Street Maintenance Fees

The City of Abilene currently has street maintenance fees for both residences and businesses. These fees are used to fund transportation system maintenance and improvements within city limits.

Transportation Improvement Bonds

TxDOT bonds can be used as an alternate funding source for capital projects. A bill must be passed through voter referendum and legislative approval prior to bond authorization. Local and state entities including the MPO, localities, TxDOT and corridor associates identify and rank projects that will receive bond funding. The Texas Transportation Commission has the final vote on bond-funded projects.

Public-Private Partnerships (PPP)

There may be additional opportunities for funding through collaboration between private and public actors. These projects are typically contracted through a single private entity that takes on the financial responsibility and risk for the project. In return, the private partner can earn a financial return on risks assumed and the public sponsor has less control over procurement. This might also expedite the construction process and be more cost effective than other funding methods.

Aside from the formal PPP procurement process, there are also opportunities for private collaboration when constructing public projects through transit-oriented development, or projects that serve multiple functions through real estate development and transit opportunity.

Projects

A major element of the Metropolitan Transportation Plan is the update of the project list. This list is fiscally constrained and is complementary to projects listed within the Abilene MPO's TIP and 10 Year Plan. Aligning with the fiscally constrained nature of this list, projects are sorted into two lists, projects that already have or are expected to receive funding and "illustrative" projects, which at this time do not have a designated funding source.

Project ID

Project ID is a categorization tool utilized by the Abilene MPO for tracking purposes. The ID is assigned using a combination of location, project number, and project type information. The process with which ID is assigned is explained further below.

Example: AXXXX-B3-CA

A: System Code
XXXX: Location Code
-B3: Serial Number
-CA: Project-type Code

System Code

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

Location Codes

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

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

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

Serial Number

X indicates a lump sum project.
(#) indicates a project carried forward from the 1995-2015 MTP
B(#) indicates a project included for the first time in the 2000-2025 MTP
C(#)indicates a project included for the first time in the 2005-2030 MTP
D(#) indicates a project included for the first time in the 2010-2035 MTP
E(#) indicates a project included for the first time in the 2015-2040 MTP
F(#) indicates a project included for the first time in the 2020-2045 MTP
G(#) indicates a project included for the first time in the 2025-2050 MTP

Project-Type Code

BR – Bridge rehabilitation or replacement
CA- Mobility, Capacity Added
IM – Interstate Maintenance, Rehabilitation and Safety
MS - Miscellaneous
OI – Mobility, Operational Improvement
PM- Preventative and routine Maintenance
RM – Reconstruction, Repair, Maintain
BP – Bicycle, Pedestrian

Status

LR - Long-range status. The project is expected to begin in the period 2036-2050 unless changes in funding or development cause the project to move forward or drop out.
SR - Short-range status. This project is expected to begin in the period 2025-2035 unless changes in funding or development cause the project to be delayed or drop out.

Funded Projects

Facility	Limits From	Limits To	City/County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	CSJ	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking	Map #
FM 1750 (Oldham Ln)	Industrial Blvd	CR 111 (Colony Hill Rd)	Abilene/Taylor County	Add center turn lane and right turn lanes	$3,400,607	$-	2026	S1750-C1-CA	1655-01-036	Planned let July 1, 2026	$5,984,820	0.05978	15 (Tied)	1	M42
US 83	at US 83/84 "Y" Interchange	-	Taylor County	Construct new grade separated interchange with 4 main lanes and frontage roads	$43,681,662	$-	2025	S0083-G1-CA	0034-01-130	Planned let Oct 8, 2025	$45,059,867	0.15471	7	2A	M46X
US 83	US 84	CR 160	Taylor County	Construct five lane Section	$46,478,846	$-	2025	S0083-G65-CA	0034-02-044	Projected let Oct 8, 2025	$49,736,599	0.05978	15 (Tied)	2B	M47
IH 20	FM 600 (W Lake Rd)	SH 351	Abilene	Add two main lanes for a six lane freeway and construct overpass structures	$104,765,617	$20,000,000	2026	S020-E25-CA	0006-06-109	Environmental Review (planned let June 1, 2026)	$126,985,951	0.27743	4	3	M19
FM 89 (Buffalo Gap Rd)	FM 707	Elm Creek	Taylor County	Widen roadway with center turn lane and right turn lanes at major side streets	$5,400,000	$5,400,000	2026	S0089-F10-OI	0699-01-067	Planned let Jan 1, 2026	$5,660,412	0.17319	6	4	M17
SL 322	at Maple St	-	Abilene	Bridge replacement and widening	$6,000,000	$-	2026	S0322-G2-BR	2398-01-063	Planned let Sept 1, 2026	$6,605,347	0.05978	15 (Tied)	5	O09X
SL 322	North of SH 36 (BI 20)	FM 1750 (Oldham Ln)	Abilene	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realignment	$10,800,000	$10,800,000	2027	S0322-F8-OI	2398-01-062	Moved from Illustrative List and updated description - Dec 19, 2023. Planned let May 1, 2027	$11,311,364	0.05978	15 (Tied)	6	M24
FM 707 (Beltway South)	FM 89 (Buffalo Gap Rd)	US 83	Abilene	Widen to 4 lanes with center turn lane and add sidewalks	$14,493,440	$14,493,439	2028	S0707-F1-CA	0663-01-024	Planned let June 1, 2028	$21,762,114	0.11350	9	7	M25
BU 83	at Pine St	-	Abilene	Intersection Improvements	$5,600,000	$5,600,000	2027	S0083-F9-RM	0033-08-045	Planned let May 1, 2027	$5,855,682	0.05978	15 (Tied)	8	M13X
IH 20	SH 351	Callahan County Line	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$268,159,747	$-	2029	S020-E24-CA	0006-06-081	Environmental Review (planned let May 1, 2029) combined S020-E28-CA	$270,119,747	0.34770	2	9	M18
FM 707 (Beltway South)	US 83	FM 1750 (Oldham Ln)	Abilene/Taylor County	Widen to 4 lanes with center turn lane, sidewalks, and intersection improvements at FM 1750	$10,800,000	$10,800,000	2030	S0707-F2-CA	0663-02-011	Planned let Jan 1, 2030	$11,320,822	0.08591	13	10	M26
IH 20	Abilene West City Limits	Near Catclaw Creek	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$400,000,000	$-	2036	S020-E27-CA	0006-05-090	Environmental Review (planned let April 1, 2036)	$673,754,383	0.40856	1	11	M21

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 8.8. Funded Projects List

Facility	Limits From	Limits To	City/County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	CSJ	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking	Map #
IH 20	Near Catclaw Creek	FM 600 (W Lake Road)	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$274,263,862	$-	2029	S020-E26-CA	0006-06-105	Environmental Review (planned let May 1, 2029)	$287,348,862	0.31119	3	12	M20
US 83 (Winters Frwy) N Frontage Rd	FM 89 (Buffalo Gap Rd)	Near Industrial Blvd	Abilene	Intersection Improvements	$5,600,000	$-	2027	S0083-F12-RM	0034-01-143	Planned let November 1, 2027	$5,600,000	0.06423	14	13	M12
SL 322	IH 20	SH 351	Abilene	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	$75,000,000	$-	2036	S0322-B1 (C2)-CA	TBD	Long Range Plan	$125,528,931	0.11171	10	14	M22
SL 322	IH 20 EB	IH 20 WB	Abilene	Direct Connect Ramps from Loop 322 to I-20 EB and WB	$33,600,000	$-	2034	S0322-F11-RM	0006-06-118	Plannd let March 1, 2034	$33,600,000	0.14717	8	15	M23X
BI 20 (E Hwy 80)	SL 322	Elmdale Rd	Abilene	Rehabilitate , Add Shoulders, & Turn Lanes	$5,200,000	$5,200,000	2036	SB120-C1-RM	TBD	Long Range Plan	$8,949,770	0.18615	5	16	M31
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$250,000,000	$-	2036	S0083-B3-CA	TBD	Long Range Plan	$412,265,796	0.09810	11	17	M10
US 83 (Winters Frwy)	North of N 10th St	IH 20	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$250,000,000	$-	2036	S0083-E7-CA	TBD	Long Range Plan	$408,263,216	0.09334	12	18	M11

Figure 8.8. Funded Projects List (cont.)

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

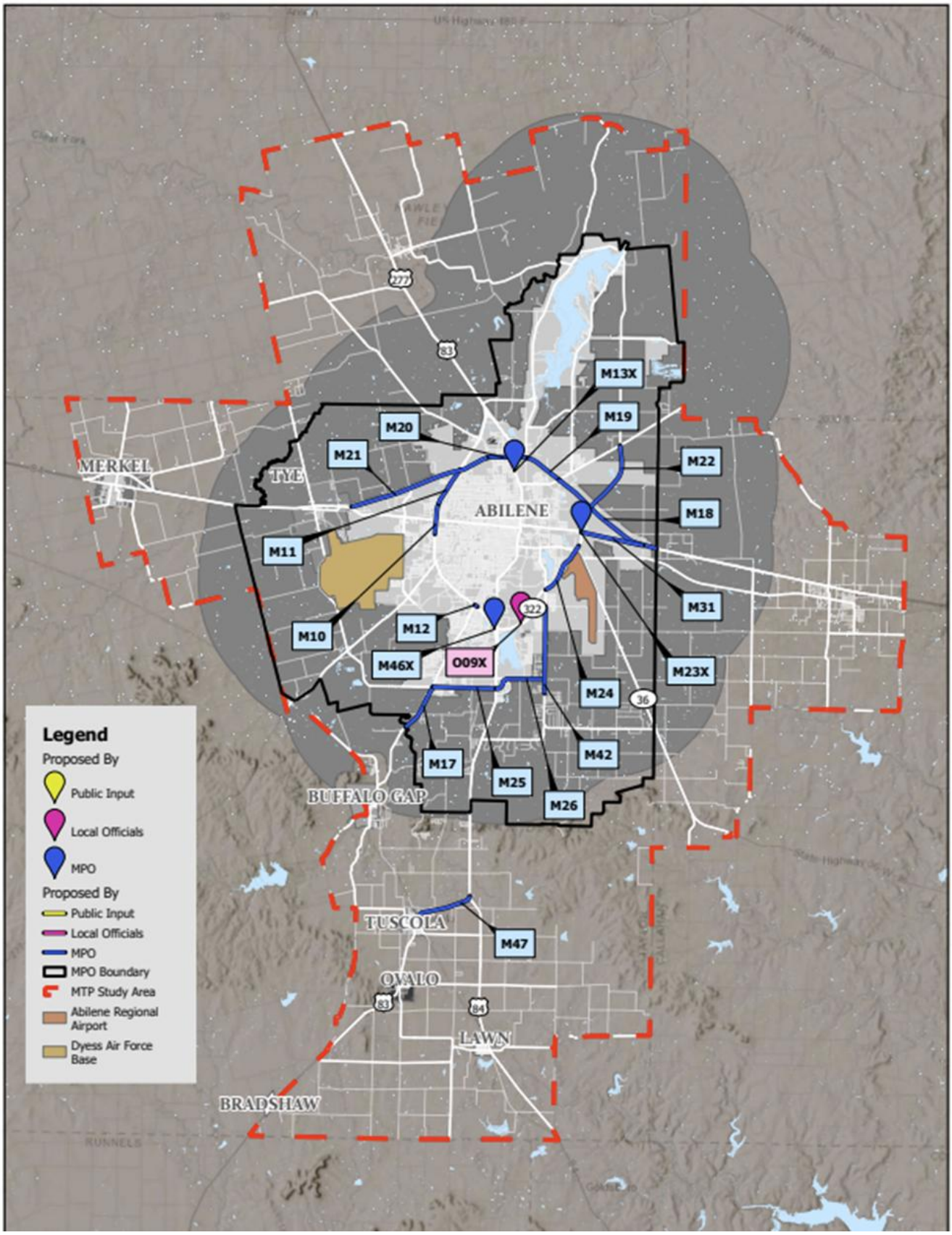


Figure 8.9. Funded Projects Map

Illustrative Projects

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (CAT 2U)	Year of Expense	Local ID	Status	Total Cost*	Decision Lens Score	Decision Lens Ranking	TAC Project Ranking	Map #
US 83 (northbound)	On ramp from SL 322	North of FM 89 (Buffalo Gap) exit	Abilene	Add an additional lane from the SL 322 on ramp to the existing three lane section	TBD	$-	Future	S0083-G6-CA	Long Range Plan	TBD	0.10888	5	1	P38
FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Abilene	Reconstruction of 4 lanes with center turn lane, drainage and sidewalks	TBD	$-	Future	S0089-C2-CA	Long Range Plan	TBD	0.11565	4	2	M41
SH 36	1.2 Miles South of FM 18	FM 1750 (Oldham Ln)	Abilene/ Taylor County	Widen to 4 Lanes	$27,900,000	$-	Future	S0036-1-CA	Long Range Plan	TBD	0.23078	1	3	M38
FM 707 (Beltway South)	FM 89	West of Randy Ave	Abilene	Widen to four lanes plus a two-way left turn lane	TBD	$-	Future	S0707-G5-CA	Long Range Plan	TBD	0.19756	3	4	P34
Antilley Rd Intersection	at FM 89 (Buffalo Gap Rd)	-	Abilene	Raise profile/Intersection Improvements	TBD	$-	Future	S0089-E21-RM	Long Range Plan	TBD	0.05978	7 (Tied)	5	M16X
FM 1750 (Oldham Ln)	CR 111 (Colony Hill Rd)	FM 204 (Clark Rd)	Taylor County	Widen to 4 Lanes	$6,500,000	$-	Future	S1750-E5-CA	Long Range Plan	TBD	0.10653	6	6	M43
US 83	North of FM 3034 interchange	North of FM 605	Jones County	Reconstruct existing roadway to a four-lane freeway with frontage roads, construct overpass structure	TBD	$-	Future	S0083-G9-CA	Long Range Plan	TBD	0.22133	2	7	P49
US 83 Frontage Rds	FM 2404 (Old Anson Rd)	FM 3034	Abilene	Change frontage road operations	$12,000,000	$-	Future	S0083-C1-OI	Long Range Plan	TBD	0.05978	7 (Tied)	8	M39
FM 89 (Buffalo Gap Rd)	Elm Creek	Buffalo Gap City Limits	Taylor County	Add Left Turn Lanes	TBD	$-	Future	S0089-G3-OI	Long Range Plan	TBD	0.05978	7 (Tied)	9	M45
SL 322 Frontage Rds	FM 1750 (Oldham Ln)	North of SH 36	Abilene	Operational Improvements, construct Frontage roads, possible ramp realignment, and construct bridge over Lytle Creek	$100,000,000	$-	Future	S322-E28-OI	Long Range Plan	TBD	0.05978	7 (Tied)	10	M44
US 83	0.6 miles South of FM 707 (Beltway South)	FM 204 (Clark Rd)	Taylor County	Add frontage roads	$13,600,000	$-	Future	S0083-F3-CA	Long Range Plan	TBD	0.05978	7 (Tied)	11	M40
IH 20	at Exit 299	-	Callahan County	Move exit #299 1/4 mile westward	TBD	$-	Future	S0021-G4-OI	Long Range Plan	TBD	0.05978	7 (Tied)	12	P28X
IH 20	SL 322	Elmdale Rd	Abilene	Construct a grade separation about 1.3 miles east of SL 322	TBD	$-	Future	S0020-G7-BR	Long Range Plan	TBD	0.05978	7 (Tied)	13	P46
US 83	North of Tuscola (near CR 131)	South of Tuscola (near CR 134)	Taylor County	Construct new roadway on the north and west sides of Tuscola as a US 83 reliever route with a grade separation at the BNSF railroad	TBD	$-	Future	S0083-G8-CA/ BR	Long Range Plan	TBD	0.05978	7 (Tied)	14	P47

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 8.10. Illustrative Projects List

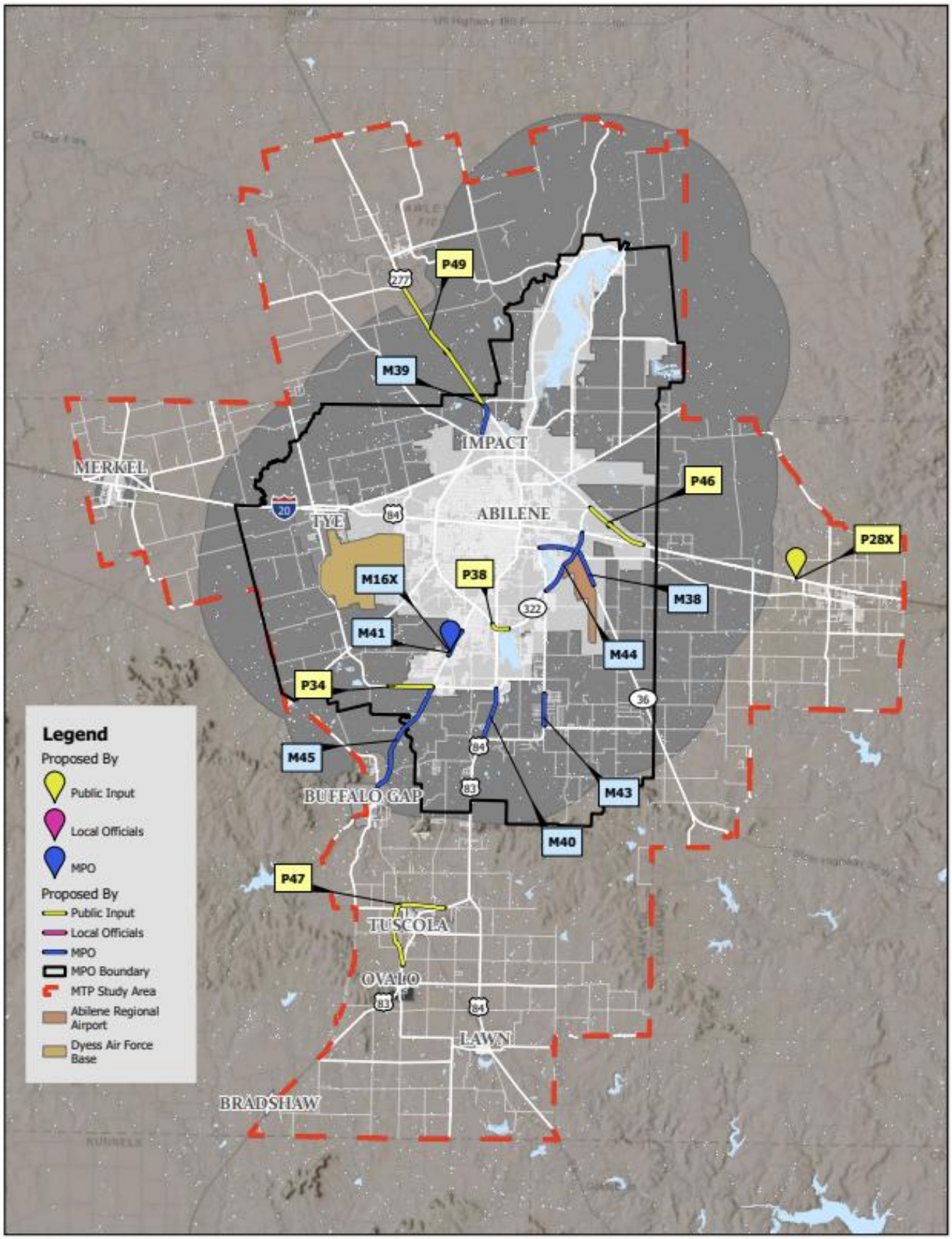


Figure 8.11. Illustrative Projects Map

Off-System Projects

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Map #
Hartford	at Little Elm Creek	-	Abilene	Bridge to Replace Low Crossing	$1,000,000	$-	Future	AHRT-1-BR	Local Project	$1,000,000	M02X
Maple St	SH 36 (S 11th St)	S 27th St	Abilene	Widen to 4 lanes and include turn lanes	$7,400,000	$-	2025	AMAPL-2-CA	Local Project	$7,400,000	M03
Maple St	S 27th St	SL 322	Abilene	Widen to 4 lanes and include turn lanes	$7,200,000	$-	Future	AMAPL-3-CA and AMAPL-4-CA	Local Project	$7,200,000	M04
Marigold St	FM 3438 (Arnold Blvd)	Wall St	Abilene	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	$1,500,000	$-	Future	AN010-D2-OI	Local Project	$1,500,000	M07
E S 27th St	Maple St	FM 1750 (Oldham Ln)	Abilene	Widen to 4 lanes with center turn lane	$4,700,000	$-	Future	AES27-2-CA	Local Project	TBD	M32
Industrial Blvd	SL 322	FM 1750 (Oldham Ln)	Abilene	Widen to 4 lanes with center turn lane	$2,300,000	$-	Future	AINDU-2-CA	Local Project	TBD	M33
Memorial Dr	Preston Trail	US 83	Abilene	Extend roadway	$1,300,000	$-	Future	AMEMO-F5-CA	Local Project	TBD	M34
Memorial Dr	0.4 miles north of Waldrop Dr	FM 707	Abilene	Extend roadway	$4,700,000	$-	Future	AMEMO-F6-CA	Local Project	TBD	M35
Butterfield Meadows Pkwy	0.25 mi east of US 277	Southwest Dr	Abilene	New roadway between Winters Fwy & Dub Wright Blvd	$4,500,000	$-	Future	AXXX-F4-CA	Local Project	TBD	M36
CR 164 (Iberis Rd) and CR 338 (Iberis Rd)	US 83	FM 89 (Buffalo Gap Rd)	Taylor County	Rehabilitate, add shoulders	$7,100,000	$-	Future	CIBER-E19-RM	Local Project	TBD	M37
Griffith Rd	Marathon Rd	IH 20 S Frontage Rd (E. Stamford Rd)	Abilene	Widen roadway; add shoulders; add turning lanes	TBD	$-	Future	AGRIF-G10-CA	Local Project	TBD	P18
New roadway	Griffith Rd	SH 351 (Ambler Ave), East of Rainy Creek	Abilene	Construct new roadway	TBD	$-	Future	AXXXX-G11-CA	Local Project	TBD	P23X
Saddle Creek Estates (multiple streets)		-	Abilene	Reconstruct roadway and add curb and gutter	TBD	$-	Future	AVARI-G12-PM	Local Project	TBD	P27X
Colony Hill Rd	Maple St	FM 1750 (Oldham Ln)	Abilene	Widen to four lanes plus a two-way left turn lane	TBD	$-	Future	ACOLO-G13-CA	Local Project	TBD	P37
Memorial Dr	FM 707	Iberis Rd	Abilene/ Taylor County	Construct new roadway; convert US 83 west frontage road south of FM 707 to one-way operation southbound	TBD	$-	Future	SVARI-G14-CA	Local Project	TBD	P42

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

Figure 8.12. Off-System Projects List

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Map #
Judge Ely Blvd	IH 20	FM 2833 (East Lake Rd)	Abilene	Reconstruct about 0.40 mile of existing roadway north from IH 20 then construct new roadway, with a bridge over Rainy Creek, to FM 2833	TBD	$-	Future	AJUDG-G15-RM/BR	Local Project	TBD	P44
East Lake Rd	Musgrave Blvd	Planned extension of SL 322	Abilene/ Taylor County	Construct new 4 lane roadway	TBD	$-	Future	AELAK-G16-CA	Local Project	TBD	P45
Market St	At BI 20 (North St) over UP railroad	-	Tye	Construct a grade separation of the UP railroad that connects with BI 20 to the north and Market St to the south	TBD	$-	Future	LMARK-G17-BR	Local Project	TBD	P48X

Figure 8.12. Off-System Projects List (cont.)

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

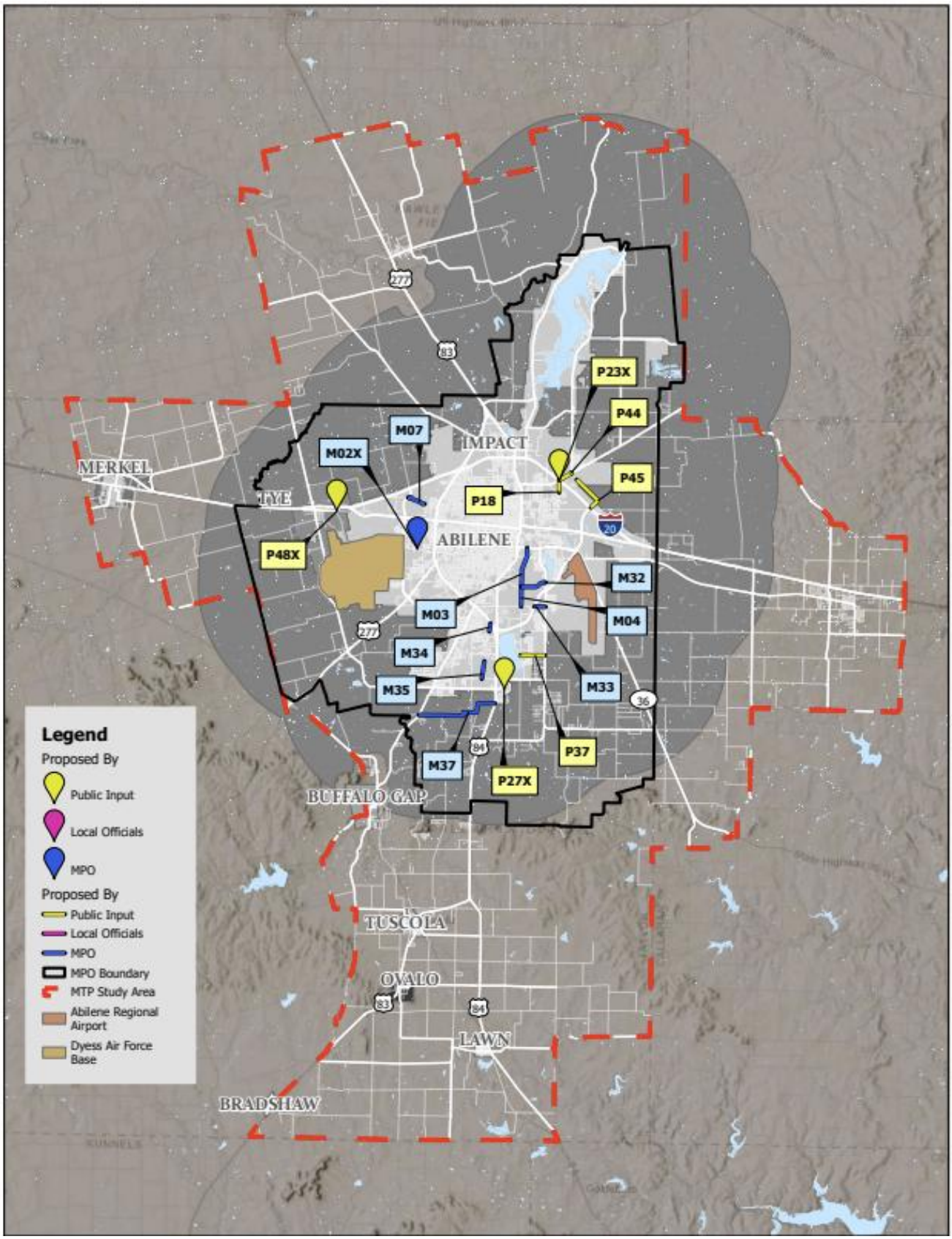


Figure 8.13. Off-System Projects Map

Other Projects

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Map #
FM 1750 (Oldham Ln)	at E S 27th St	-	Abilene	Upgrades to traffic and pedestrian infrastructure, including new signal	TBD	$-	TBD	S1750-G18-OI/BP	O01X
FM 1750 (Oldham Ln)	at Colony Hill Rd	-	Taylor County	Install traffic signal	TBD	$-	TBD	S1750-G19-OI	O02X
BU 83 (Treadaway Blvd)	at SH 36 (E S 11th St)	-	Abilene	Upgrade existing traffic signal	TBD	$-	TBD	SBU83-G20-OI	O03X
E S 11th St	at FM 1750 (Oldham Ln)	-	Abilene	Upgrade existing traffic signal	TBD	$-	TBD	SES11-G21-OI	O04X
E S 11th St	at Maple St	-	Abilene	Install traffic signal	TBD	$-	TBD	AES11-G22-OI	O05X
IH 20 Frontage Roads (North and South)	at FM 707	-	Tye	Convert both intersections from a 2-way stop to a 4-way stop	TBD	$-	TBD	S0020-G23-OI	O06X
FM 1750 (Oldham Ln)	at Hardison Ln	-	Abilene	Upgrades to traffic and pedestrian infrastructure, including new signal	TBD	$-	TBD	S1750-G24-OI	O07X
BI 20 (N 1st St)	at Humphreys Village Rd	-	Merkel	EB left-turn and WB right-turn lanes at Humphreys Village Road	TBD	$-	TBD	SBI20-G25-OI	O08X
SH 36	at FM 1750 (Oldham Ln)	-	Callahan County	Upgrades to traffic and pedestrian infrastructure, including new signal	TBD	$-	TBD	S0036-G26-OI/BP	O12X
SL 322 Frontage Roads (North and South)	SH 36	-	Abilene	Improvements to these intersections	TBD	$-	TBD	S0322-G27-OI	O13X
SSL 322 Frontage Roads (North and South)	FM 1750 (Oldham Ln)	-	Abilene	Upgrades to traffic and pedestrian infrastructure; replace flashing beacons with traffic signals	TBD	$-	TBD	S0322-G28-OI/BP	O14X
Old US-80 (Bankhead Hwy) South St	BI 20 S Frontage Rd	Market St	Tye	Roadway improvements	TBD	$-	TBD	ABANK-G29-RM	O15
IH 20 North Frontage Rd	FM 707	Spinks Rd	Tye	Add sidewalks	TBD	$-	TBD	I020N-G30-BP	O17
IH 20 South Frontage Rd	FM 707	Spinks Rd	Tye	Add sidewalks	TBD	$-	TBD	I020S-G31-BP	O18
BI 20 (North Street)	FM 707	Market St	Tye	Add sidewalks	TBD	$-	TBD	SBI20-G32-BP	O19
IH 20	West of Indian Creek	West of Bumpergate Rd	Tye	Rearrange all of the entrance and exit ramps within the city limits	TBD	$-	TBD	I0020-G33-OI	O20
BU 83 (Treadaway Blvd)	N 1st St	IH 20	Abilene	Intersection upgrades, including new traffic signal	TBD	$-	TBD	S0083-G34-OI	O21
FM 126 (Kent St)	BI 20 (N 1st St)	N 2nd St	Merkel	Add sidewalks	TBD	$-	TBD	S0126-G35-BP	O22

Figure 8.14. Other Projects List

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Map #
8th St	Near Jim Ned High School (830 Garza Ave, Tuscola, TX 79562)	-	Tuscola	Traffic study during school hours	TBD	$-	TBD	L0008-G36-MS	O23
IH 20 N Frontage Road	Kent St	0.3 miles east of Kent St	Merkel	Roadway repair	TBD	$-	TBD	I020N-G37-RM	O24
FM 126 (Ash St)	BI 20 (S 1st St)	S 11th St	Merkel	Storm water runoff/drainage improvements	TBD	$-	TBD	S0126-G38-PM	O25
SH 36	at FM 18	-	Abilene	Add turn lanes (NB left & SB right) and install traffic signals	TBD	$-	TBD	S0036-G39-OI	O26X
FM 707	CR 324 (Heinz Rd)	IH 20	Tye	Add sidewalks	TBD	$-	TBD	S0707-G40-BP	O27
CityLink (1189 S 2nd Street, Abilene, TX 79602)	-	-	Abilene	New multimodal facility	TBD	$-	TBD	A0S02-G41-MS	O28X
Elmdale Road	FM 18	SH 351	Abilene/ Taylor County	Roadway repair	TBD	$-	TBD	AELMD-G42-RM	O41
Westmoreland St	Vogel Ave	Sandefer St	Abilene	Add sidewalks	TBD	$-	TBD	AWEST-G43-BP	O42
Various	Various	Various	Tuscola	Add weight limit signs in residential areas	TBD	$-	TBD	LVARI-G44-PM	O43
FM 3438 (Dub Wright Blvd/ Arnold Blvd)	US 277	Military Dr	Abilene	Multi-use path	TBD	$-	TBD	S3438-G45-BP	O44
FM 3438 (Arnold Blvd)	IH 20	Military Dr	Abilene	Multi-use path	TBD	$-	TBD	S3438-G46-BP	O45
BU 83 (Treadaway Blvd)	N 1st St	S 1st St	Abilene	Intersection upgrades, including new traffic signals	TBD	$-	TBD	SBU83-G47-OI	O46X
N 6th St	Mockingbird Ln	Cedar St	Abilene	Add sidewalks	TBD	$-	TBD	A0N06-G48-BP	P01
Old Anson Rd	IH 20 (W Stamford St)	Ambler Ave	Abilene	Construct pedestrian infrastructure	TBD	$-	TBD	AOLDA-G49-BP	P02
Griffith Rd	E N 10th St	Marathon Rd	Abilene	Pedestrian improvements and Install traffic signal at intersection of Griffith Rd and E N 10th st	TBD	$-	TBD	AGRIF-G50-OI	P04X
SL 322	at E N 10th St	-	Abilene	Improve access/add traffic signals	TBD	$-	TBD	S0322-G51-OI	P05X
US 83 (Garza Ave)	at FM 613 (Graham St)	-	Tuscola	Install traffic signal	TBD	$-	TBD	S0083-G52-OI	P07X
US 83/84 Frontage Road (Danville Dr)	at Industrial Blvd	-	Abilene	Potential intersection modifications; study first?	TBD	$-	TBD	S0083-G53-OI	P08X
BI 20 (E Hwy 80)	at SL 322	-	Abilene	Interchange improvements	TBD	$-	TBD	SBI20-G54-OI	P09X

Figure 8.14. Other Projects List (cont.)

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Map #
FM 707 (Beltway South)	at US 83/84 Frontage Road	-	Abilene	Add right turn lane	TBD	$-	TBD	S0707-G55-OI	P11X
S 20th St	Sayles Blvd	BU 83 (Treadaway Blvd)	Abilene	Add sidewalks	TBD	$-	TBD	A0S20-G56-BP	P12
SH 36 (E S 11th St)	BU 83 (Treadaway Blvd)	Expo Dr	Abilene	Add sidewalks	TBD	$-	TBD	S0036-G57-BP	P13
Hartford St	Corsicana Ave	US 83 Frontage Rd (Clack St)	Abilene	Add sidewalks	TBD	$-	TBD	AHART-G58-BP	P14
US 277	FM 3438 (Dub Wright Blvd)	Twilight Trl	Abilene	Add sidewalks	TBD	$-	TBD	S0277-G59-BP	P15
FM 1750 (Oldham Lane)	E S 27th St	E S 11th St	Abilene	Add sidewalks	TBD	$-	TBD	S1750-G60-BP	P17
E N 10th	BU 83 (Treadaway Blvd)	Judge Ely Blvd	Abilene	Add protected bike lanes or add off-road bike/ pedestrian trail	TBD	$-	TBD	AEN10-G61-BP	P19
E S 11th St	BU 83 (Treadaway Blvd)	Judge Ely Blvd	Abilene	Add protected bike lanes or add off-road bike/ pedestrian trail	TBD	$-	TBD	AES11-G62-BP	P21
Near downtown	Various	Various	Abilene	Bike/pedestrian facilities study	TBD	$-	TBD	AVARI-G63-BP	P25
US 83	near Jim Ned HS	-	Tuscola	Reduce congestion, add overpass	TBD	$-	TBD	S0083-G64-CA/BR	P26X

Figure 8.14. Other Projects List (cont.)

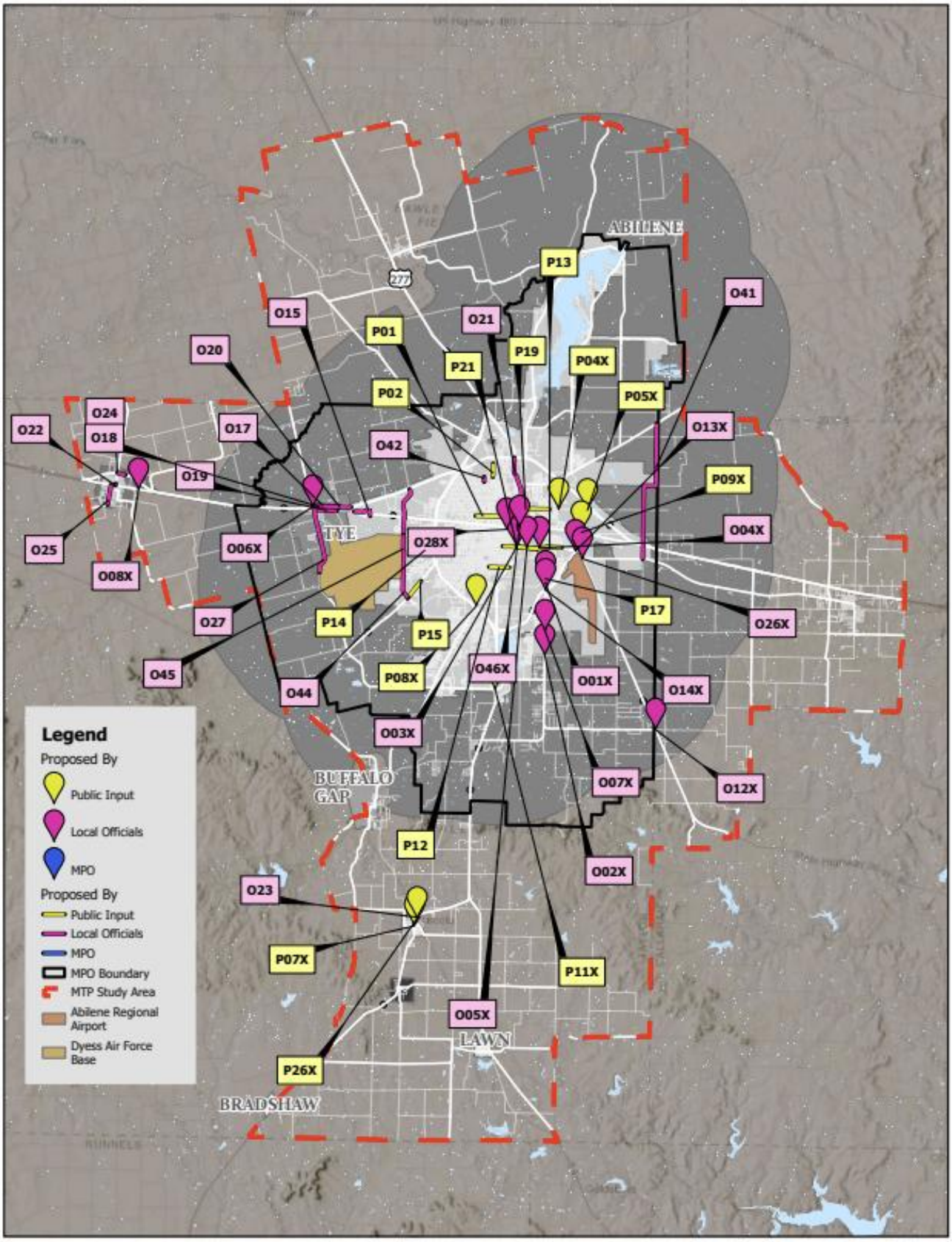


Figure 8.15. Other Projects Map

Current & Complete Projects

Facility	Limits From	Limits To	City/ County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	Map #	CSJ
US 83	1.0 mile north of FM 3034	Taylor County Line	Jones & Taylor Counties	Construct New Overpass	$22,525,000	$-	2024	S0083-B2-OI	Currently under construction	$28,166,089	M08	0033-05-089
US 83	Jones County Line	Near W. Summit Rd	Abilene	Construct New Overpass	$5,078,000	$-	2024	S0083-B2-OI	Currently under construction	$6,165,837	M09	0033-06-121
FM 1082	West of Cheyenne Creek Road	East of Dam	Abilene	New Roadway north of FM 1082 (Relocate FM 1082 at Ft. Phantom Dam)	$8,078,457	$3,000,000	2023	S1082-F7-CA	Currently under construction	$10,647,703	M28	0972-03-021
FM 3034	US 83	Near PR 343	Jones County	Rehab and Widen	$3,735,000	$3,735,000	2024	S3034-E22-RM	Currently under construction	$4,312,634	M29	3068-01-012
FM 3034	Near PR 343	FM 600	Jones County	Rehab and Widen	$3,100,000	$3,100,000	2024	S3034-E22-RM	Currently under construction	$3,733,591	M30	3068-01-015
Maple St	CR 111-1 (Colony Hill Rd)	FM 707	Abilene	Widen to 4 lanes and include turn lanes	$4,800,000	$-	2020-2029	AMAPL-5-CA	Local Project	$4,800,000	M06	N/A
E N 10th St	Griffith Rd	SL 322	Abilene	Widen to 4 lanes and include turn lanes	$5,400,000	$-	2020-2029	AEN10-1-CA	Complete	$5,400,000	M01	N/A
FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Abilene	Access Management/ Intersection Improvements	$12,775,001	$12,775,000	2021	S0089-3-CA	Currently under construction	$17,319,993	M48	0699-01-052
FM 89 (Buffalo Gap Rd)	Near Bettes Ln	Rebecca Ln	Abilene	Access Management	$10,970,001	$10,970,000	2021	S0089-C1-CA	Currently under construction	$12,447,992	M49	0699-01-051

Figure 8.16. Current and Complete Projects Lists

* Total Cost includes construction cost, preliminary engineering, right-of-way purchase, and inflation (4%) for projects starting at or later than 2030 based on YOE data

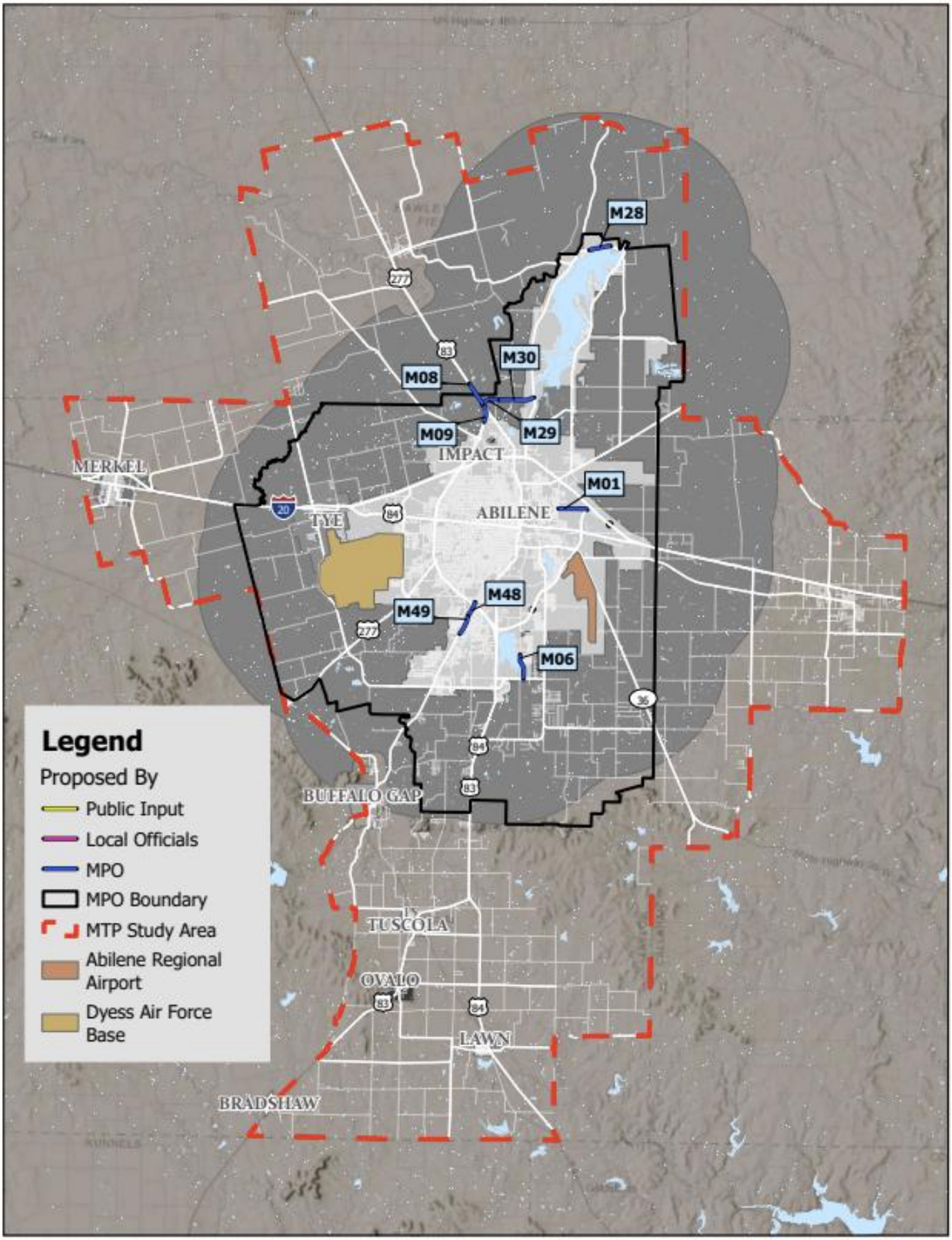


Figure 8.17. Current and Complete Projects Map

Recommended Project Studies

Several proposed projects do not currently have enough detail to classify within either the funded or illustrative lists. However, further study may be conducted on these projects so they can be more clearly defined within the next MTP update.

- **School-Related Traffic Study in Tuscola**
  - A greater study of traffic surrounding Jim Ned High School (830 Garza Ave) in Tuscola.

- **Bicycle/Pedestrian Facilities Study in Abilene**
  - Reevaluation and update of designated bike routes, including consideration of a “downtown loop” route for cyclists and pedestrians
  - Consideration of protected bicycle lanes and multimodal shared use paths in non-residential areas

Grouped Projects

Revised February 23, 2021

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training, etc.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition, and protective buying.
5000-00-952	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement, seal coats, overlays, etc. Modernization of highways with auxiliary lanes or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Construction or replacement of guard rails, median barriers, highway signs, and more. Includes Federal Hazard Elimination Program and Federal Railroad Signal Safety Program projects not resulting in added capacity.
5000-00-956	Landscaping	Typical right-of-way landscape development, erosion control, and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Installation of ramp metering control devices, variable message signs, traffic monitoring equipment, and projects in Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Bicycle and pedestrian lanes, paths, and facilities, including sidewalks, shared-use paths, curb extensions, etc. Includes Safe Routes to School non-infrastructure activities.

Figure 8.18. Grouped Projects

Grouped Projects (cont.)

Proposed CSJ	Grouped Project Category	Definition
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Includes construction/improvement of small passenger shelters, rail storage/maintenance facilities, transit operating assistance, preventative maintenance, and purchase of vehicles for minor fleet expansions.
5000-00-919	Recreational Trails Program	Off-highway vehicle trails, equestrian, water/paddling trails, related facilities, and related safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

Figure 8.18. Grouped Projects (cont.)

Appendix

APPENDIX

Outreach Materials (Flyer and Email)	A-3
Outreach Materials (Social Media)	A-4
Public Meeting 1 Materials	A-4
Public Survey (Print Copies)	A-10
Public Survey (Online Results)	A-24
Public Storymap	A-30
Public Meeting 2 Materials	A-34
Call for Projects	A-39
Complete Streets Roadways	A-50
MTP Public Comments	A-53
Presentation to Policy Board on December 17, 2024	A-72

Outreach Materials (Flyer and Email)

Share Your Vision for Transportation in the Abilene Region!

2050 Abilene Metropolitan Transportation Plan

Provide Feedback via Survey: https://vhoij75h9cu.typeform.com/to/IEl52at4

Submit Project Ideas via Interactive Map: https://arcg.is/0PKWSX

Attend the Public Meeting:
June 25th 4:00pm - 7:00pm
West Central Texas Council of Governments
3702 Loop 322, Abilene, TX

Website: https://abilenempo.org/
Facebook: http://www.facebook.com/AbileneMPO
X: https://x.com/abilenempo

Scan to Take the Survey

Stay in Touch
E'Lisa Smetana, MPO Executive Director
elisa.smetana@abilenempo.org
(325) 437-9999

ABILENE
METROPOLITAN PLANNING ORGANIZATION

From: Smetana, E'Lisa <elisa.smetana@abilenetx.gov>
Sent: Thursday, June 13, 2024 2:54 PM
To: E'Lisa Smetana <elisa.smetana@abilenetx.gov>
Subject: PUBLIC MEETING on the Abilene MPO Metropolitan Transportation Plan and nomination of projects

We need your help in ensuring that we are planning for the future. Please consider either filling out the survey or if you have a transportation project - put it on the map.

Forward this email, as you deem appropriate.

PUBLIC MEETING
ON THE METROPOLITAN TRANSPORTATION PLAN (MTP)

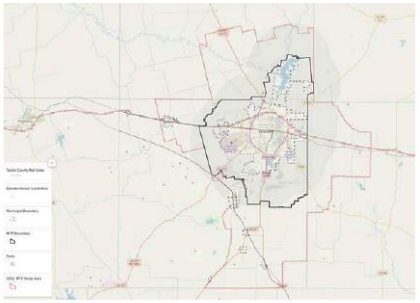
The Abilene Metropolitan Planning Organization (MPO) currently coordinates transportation planning in Taylor and Jones Counties. We are in the process of working on a boundary expansion (shown in red on the map below). The MPO is soliciting projects for inclusion in the FY 2025-2050 Metropolitan Transportation Plan (MTP). The MTP is a list of long-range roadway, transit, bicycle, and pedestrian projects to be funded with Federal, State, and local funds for the next twenty-five years.

A public meeting will be held on June 25 from 4 p.m. to 7 p.m. at the West Central Texas Council of Governments located at 3702 Loop 322, Abilene, TX.

An **online map** and **surveys** are being utilized to help us plan and program future transportation improvements within our region and connections to other cities. To participate go to https://www.abilenempo.org/publicparticipation.html and click on the survey or map link. We also have project forms that can be used to nominate transportation projects. The forms and links are also available at the MPO offices.

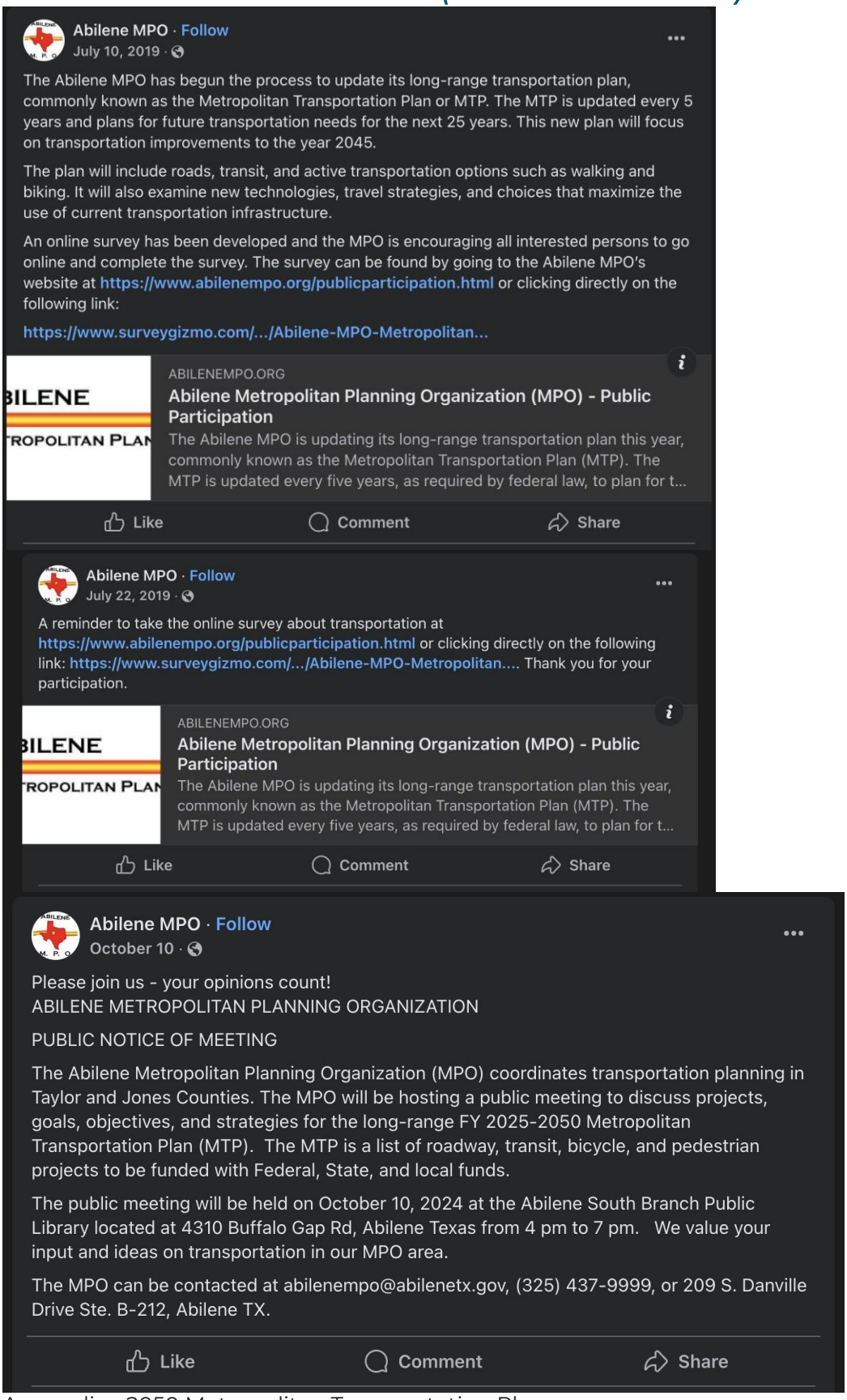
Project Nomination Forms and surveys will be accepted through July 19, 2024 by 5:00 pm. The MPO can be contacted at abilenempo@abilenetx.gov, (325) 437-9999, or 209 South Danville, Suite B-212, Abilene, Texas 79605. We value your input and ideas on transportation needs in our MPO area.

The map below displays the Metropolitan Planning Organization (MPO) boundary (in black), the region currently served by the MPO. The expanded MTP study area, which extends beyond the MPO Boundaries, is indicated in red. Even if you do not live or travel within the current MPO boundary, please still consider submitting feedback on transportation conditions in the region.



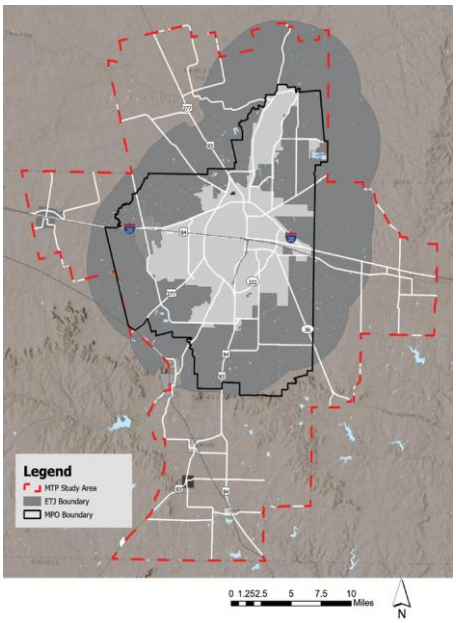
E'Lisa Smetana
Executive Director
Abilene Metropolitan Planning Org. (MPO)
209 South Danville, Suite B-212
Office: 325.437.9999
elisa.smetana@abilenetx.gov
www.abilenempo.org

Outreach Materials (Social Media)

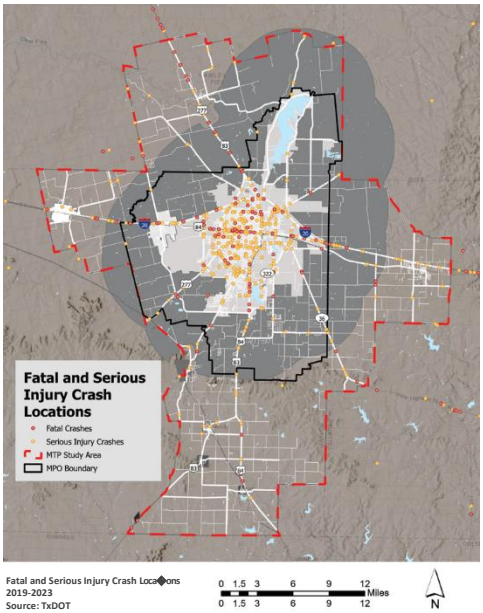


Public Meeting 1 Materials

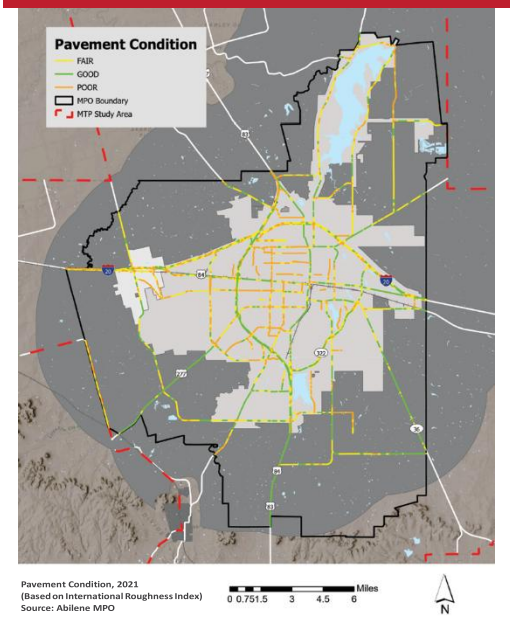
Abilene MPO Boundary and MTP Study Region



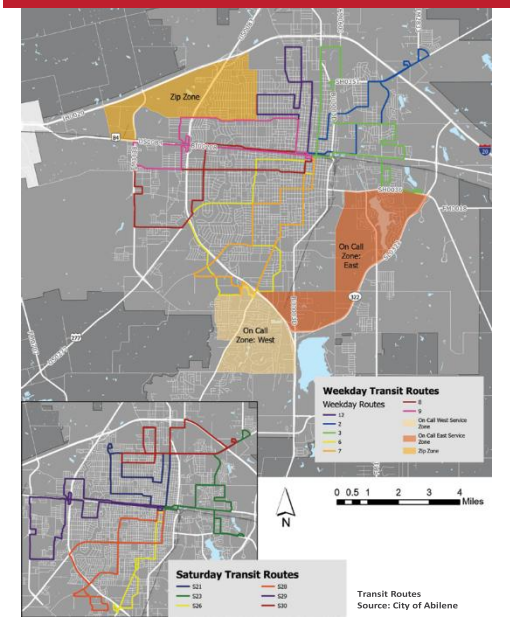
Traffic Safety



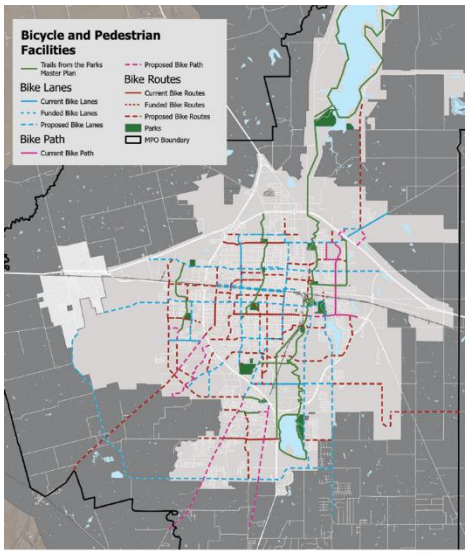
Roadway Condition



Transit Routes

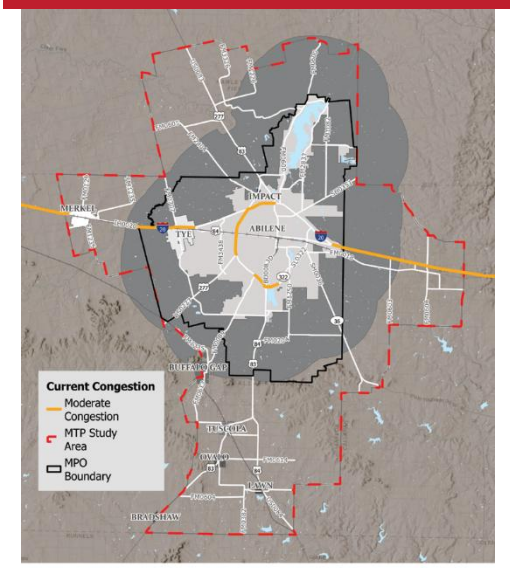


Bicycle and Pedestrian Facilities



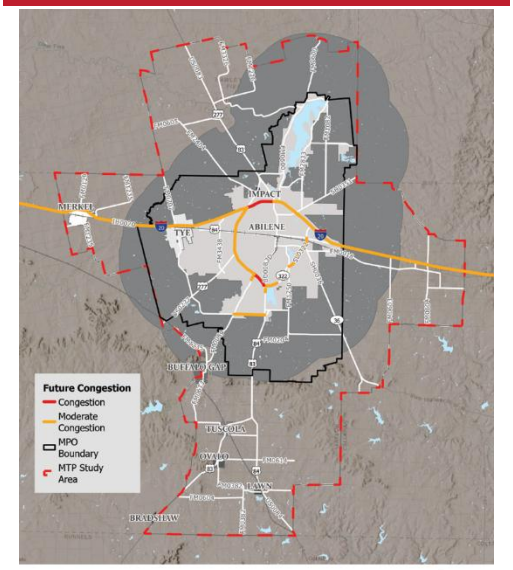
Bicycle and Trail Plan
Source: City of Abilene, Abilene MPO

Current Congestion



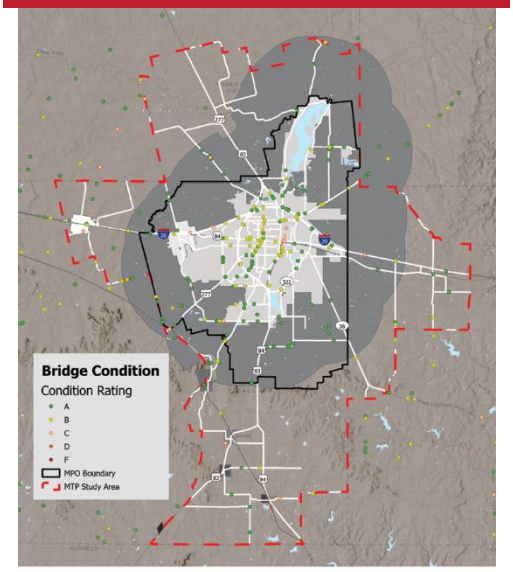
Current Congestion Levels, 2019
Source: TxDOT

Projected Congestion



Future Congestion Levels, 2039
Source: TxDOT

Bridge Condition



Bridge Condition Rating
Source: Abilene MPO

Transportation Challenges

Use a numbered dot to note location and leave a comment in the corresponding color section

Roadway

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

Intersection

1.
2.
3.
4.
5.

Transit

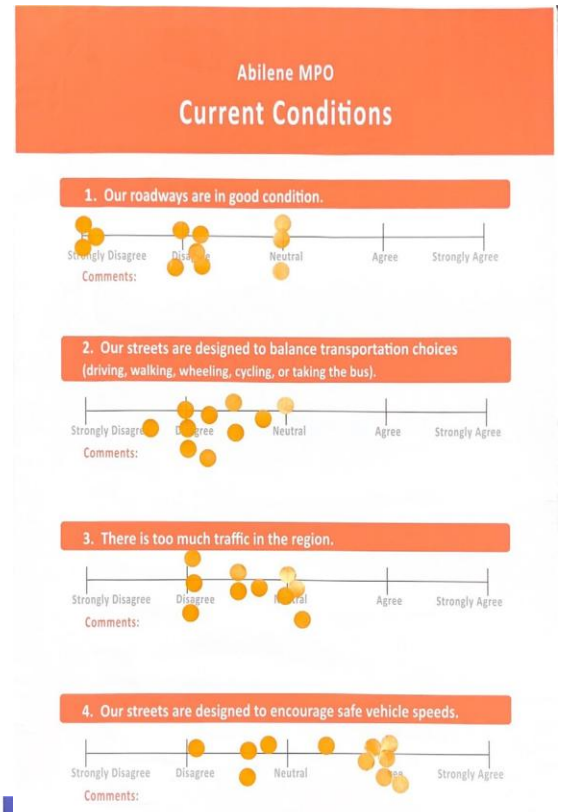
1.
2.
3.
4.
5.

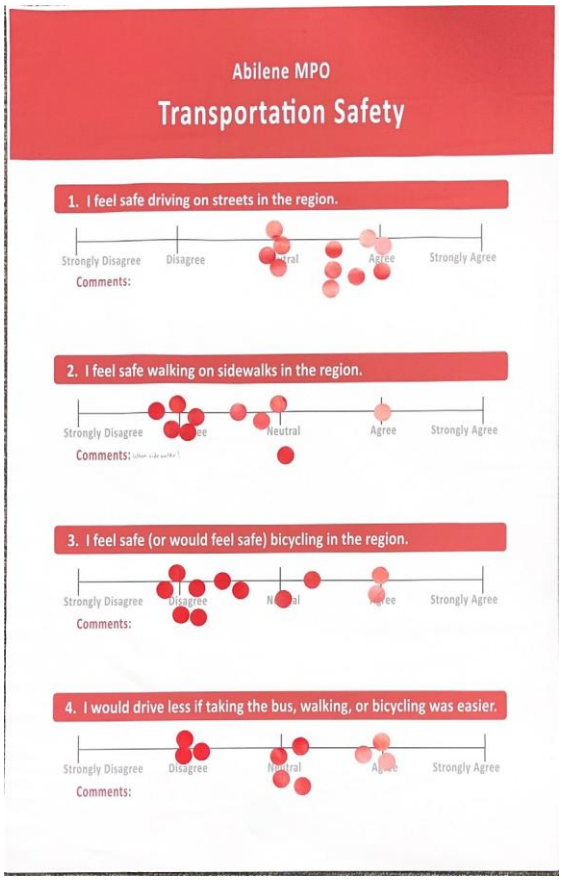
Bikeways

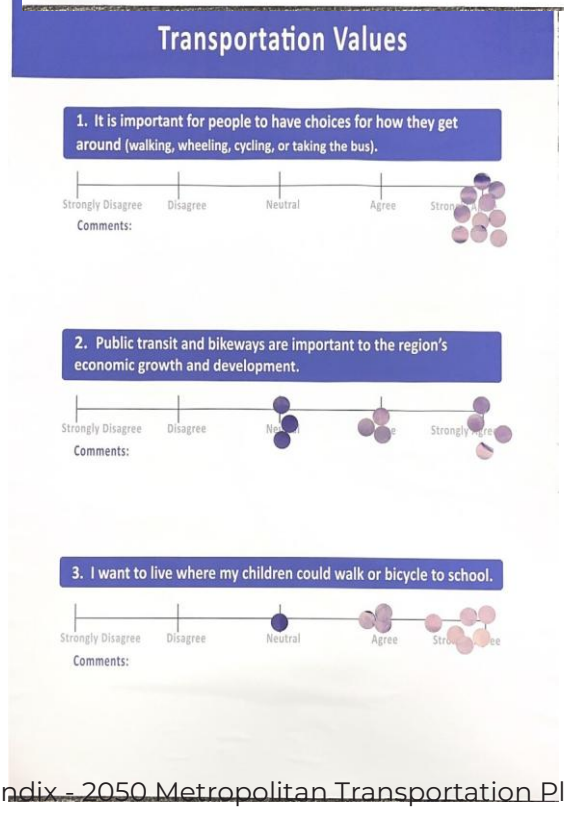
1.
2.
3.
4.
5.

Safety

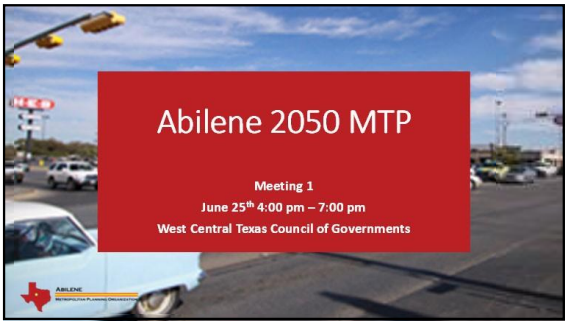
1.
2.
3.
4.
5.
6.
7.
8.
9.
10.


Abilene MPO
Current Conditions
1. Our roadways are in good condition.
Strongly Disagree
Neutral
Agree
Strongly Agree
Comments:
2. Our streets are designed to balance transportation choices (driving, walking, wheeling, cycling, or taking the bus).
Strongly Disagree
Neutral
Agree
Strongly Agree
Comments:
3. There is too much traffic in the region.
Strongly Disagree
Disagree
Agree
Strongly Agree
Comments:
4. Our streets are designed to encourage safe vehicle speeds.
Strongly Disagree
Disagree
Neutral
Strongly Agree
Comments:

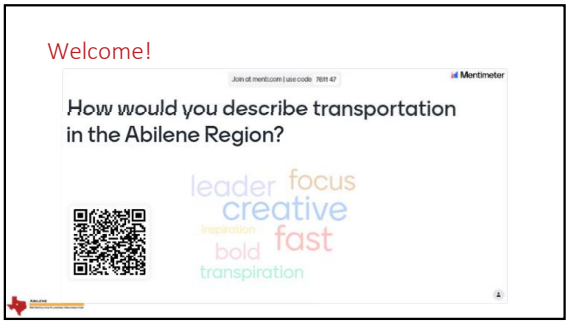

Abilene MPO
Transportation Safety
1. I feel safe driving on streets in the region.
Strongly Disagree
Disagree
Agree
Strongly Agree
Comments:
2. I feel safe walking on sidewalks in the region.
Strongly Disagree
Neutral
Agree
Strongly Agree
Comments:
3. I feel safe (or would feel safe) bicycling in the region.
Strongly Disagree
Disagree
Strongly Agree
Comments:
4. I would drive less if taking the bus, walking, or bicycling was easier.
Strongly Disagree
Disagree
Strongly Agree
Comments:


Transportation Values
1. It is important for people to have choices for how they get around (walking, wheeling, cycling, or taking the bus).
Strongly Disagree
Disagree
Neutral
Agree
Comments:
2. Public transit and bikeways are important to the region's economic growth and development.
Strongly Disagree
Disagree
Comments:
3. I want to live where my children could walk or bicycle to school.
Strongly Disagree
Disagree
Neutral
Agree
Comments:

11/13/2024



1



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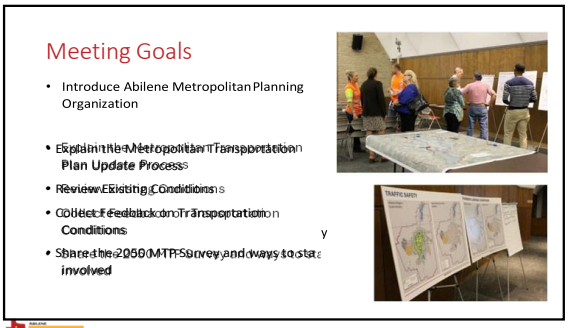
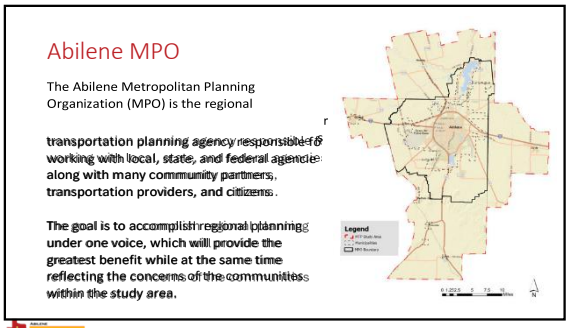


3



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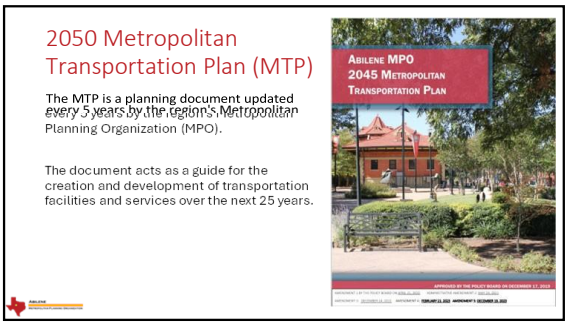

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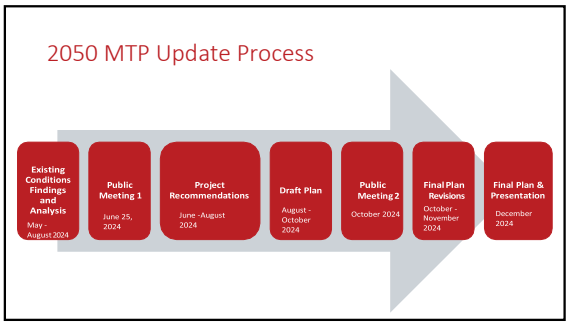


6

Why Is My Input Important?

One element of the MTP Update is project selection, where infrastructure projects are considered for future investment. We want to hear your ideas for transportation infrastructure projects in the region, as well as your thoughts on how things might be improved.

Infrastructure project ideas may include: intersection improvements, bridges and overpasses, lane restructuring, bicycle and pedestrian paths and sidewalks, safety improvements, etc.

7

Existing Conditions Maps

Review the displayed existing conditions maps, is there anything that surprises or concerns you?

Displayed Maps Include:

- MPO Boundary and MTP Study Region
- Traffic Safety
- Roadway Condition
- Bridge Condition
- Transit Routes
- Bicycle and Pedestrian Facilities
- Current Congestion
- Projected Congestion

8

Survey

Share your thoughts and contribute to the MTP by completing the 2050 MTP Survey at the below link, QR code, or printed survey station

Survey Link:
https://vhoij75h9cu.typeform.com/to/lEl52at4

Scan QR to Take the Survey

9

Interactive Maps

Submit project ideas or locations of concern via the online interactive map or printed map station.

Online Map: https://arcg.is/0PKWSX

Challenges Map Station:

- Place colorful dots on areas of concern
- Write your concern to the right of the map in the corresponding section

10

Conditions, Safety, Values, and Comments

- Use colorful dots to share your position
- Use sticky notes to leave comments
- Use sticky notes to leave comments

11

Stay Involved!

Complete and Share the Survey

Attend Public Meeting 2 in October
(details forthcoming)

Reach Out With Questions or Comments

E'Lisa Smetana, MPO Executive Director
elisa.smetana@abilenempo.org
(325) 437-9999

Scan QR to Take the Survey

12

Public Survey (Print Copies)

Abilene MPO Metropolitan Transportation Plan 2050

Thank you for providing feedback on transportation for the Abilene 2050 Metropolitan Transportation Plan. Your input as a rider, driver, and/or community member is extremely important to us.

---

1. Where do you live (zip code)?
   _____
   - ☐ Prefer not to say

2. Where do you work (zip code)?
   _____
   - ☐ Prefer not to say

3. What is your primary mode of travel?
   - ☐ Driving Personal Vehicle Alone or with Members of Household
   - ☐ Carpool with Non-Household Members
   - ☐ Motorcycle
   - ☐ Transit/ Bus
   - ☐ Bicycle
   - ☐ Walk
   - ☐ Other: _____
   - ☐ Prefer not to say

4. Do you own a personal motor vehicle for which you are the primary driver (check all that apply)?
   - ☐ Yes
   - ☐ My household shares 1 motor vehicle.
   - ☐ My household shares 2 or more motor vehicles.
   - ☐ I do not own a personal motor vehicle.
   - ☐ Other: _____
   - ☐ Prefer not to say

5. Approximately how much time do you spend driving every day?
   - ☐ Less than 30 minutes
   - ☐ 30 minutes to 1 hour
   - ☐ 1-2 hours
   - ☐ 2-3 hours
   - ☐ Over three hours
   - ☐ Prefer not to say

6. From where you live, how difficult/easy is it for you to get to the places you want to go (school, work, shopping)?
   - ☐ Very Difficult
   - ☐ Difficult
   - ☐ Neither Difficult nor Easy
   - ☐ Easy
   - ☐ Very Easy
   - ☐ Prefer not to say

7. How would you describe the quality of the current road/highway system in the Abilene area?
   - ☐ Poor
   - ☐ Fair
   - ☐ Good
   - ☐ Excellent
   - ☐ Not Applicable
   - ☐ Prefer not to say

8. How would you describe the quality of the current transit/bus system in the Abilene area?
   - ☐ Poor
   - ☐ Fair
   - ☐ Good
   - ☐ Excellent
   - ☐ Not Applicable
   - ☐ Prefer not to say

9. How would you describe the quality of the sidewalk/pedestrian system in the Abilene area?
   - ☐ Poor
   - ☐ Fair
   - ☐ Good
   - ☐ Excellent
   - ☐ Not Applicable
   - ☐ Prefer not to say

10. How would you describe the quality of the bicycle system in the Abilene area?
    - ☐ Poor
    - ☐ Fair
    - ☐ Good
    - ☐ Excellent
    - ☐ Not Applicable
    - ☐ Prefer not to say

11. Rank the improvements the MPO could consider when prioritizing transportation investments and projects (please rank the 9 elements from 1-9 with 1 as the most important and 9 as the least important):
    - _ Maintenance of Existing Roadways
    - _ Pedestrian Safety- Adding or improving sidewalks, crossings, ramps, etc.
    - _ Vehicle Safety- reducing accidents
    - _ Flooding/ Drainage
    - _ Public Transportation
    - _ Economic Development
    - _ Environmental Preservation
    - _ Tourism
    - _ Freight Systems
    - ☐ Prefer not to say

12. If you had to be without your vehicle for a month, what would you do?
- ☐ Use Public Transit
- ☐ Walk
- ☐ Ride a Bike
- ☐ Ride with Someone/ Carpool
- ☐ Borrow a Vehicle
- ☐ Rent a Vehicle
- ☐ Stay at Home
- ☐ Rideshare (Taxi, Uber, Lyft, etc.)
- ☐ Other: _____
- ☐ Prefer not to say

13. What priority level would you give to these goals in the long-range transportation plan?
- _ Maintaining Existing Roadways
- _ Improving the Pedestrian System (sidewalks, crosswalks, signals, etc.)
- _ Improving Safety
- _ Improving the Bicycle System (bike lanes, paths, signage, etc.)
- _ Improving the Public Transit System
- _ Improving Traffic Congestion
- _ Improving the Traffic Signal System
- _ Building New Roads
- _ Improving Regional Connections Through Improved Intercity Modes (air travel or bus service)
- ☐ Prefer not to say

14. In the last 3 months, which modes of transportation have you used (check all that apply)?
- ☐ Driving Personal Vehicle Alone or with Members of Household
- ☐ Carpool with Non-Household Members
- ☐ Motorcycle
- ☐ Driving Personal Vehicle Alone or with Members of Household
- ☐ Carpool with Non-Household Members
- ☐ Motorcycle
- ☐ Transit/ Bus
- ☐ Bicycle
- ☐ Walk
- ☐ Autonomous Vehicle
- ☐ Micromobility (e-scooters, bikeshare, etc.)
- ☐ Telecommuting
- ☐ Other: _____
- ☐ Prefer not to say

15. In 25 years, what method of transportation do you believe will be most important to you? (choose up to three)
    - ☐ Driving Personal Vehicle Alone or with Members of Household
    - ☐ Carpool with Non-Household Members
    - ☐ Motorcycle
    - ☐ Transit/ Bus
    - ☐ Bicycle
    - ☐ Walk
    - ☐ Autonomous Vehicle
    - ☐ Micromobility (e-scooters, bikeshare, etc.)
    - ☐ Telecommuting
    - ☐ Other: _____
    - ☐ Prefer not to say

16. If additional funds were needed to finance a new roadway construction, which of these financing methods would you find most acceptable? Select up to 3 most supported methods.
    - ☐ Toll Charges
    - ☐ Gasoline Taxes
    - ☐ Motor Vehicle Registration Fees
    - ☐ Sales Taxes
    - ☐ Tax on Car Parts or Repair Services
    - ☐ Property Taxes
    - ☐ Mileage Taxes (based on the amount of miles traveled over a given period of time)
    - ☐ Street Use Fee
    - ☐ General Obligation Bonds
    - ☐ None
    - ☐ Prefer not to say

17. Rank the following general issues in order of importance to you. Select up to 3 most supported methods.
    - ☐ Education/ School Funding
    - ☐ Transportation
    - ☐ Healthcare
    - ☐ Economy/ Jobs
    - ☐ State Budget
    - ☐ Water Issues
    - ☐ Public Safety/ Crime
    - ☐ Environment/ Climate Change
    - ☐ Other: _____
    - ☐ Prefer not to say

18. Please provide any additional comments about the future of transportation and your ideas of how to help create a transportation system that can best serve the area.

    _____

    _____

    _____

19. What is your age?
    - ☐ Under 18
    - ☐ 18-24
    - ☐ 25-34
    - ☐ 35-44
    - ☐ 45-54
    - ☐ 55-64
    - ☐ 65+
    - ☐ Prefer not to say

20. To which gender identity do you most identify?
    - ☐ Male
    - ☐ Female
    - ☐ Prefer not to say

21. What is your race or ethnicity (check all that apply)?
    - ☐ White
    - ☐ Black or African American
    - ☐ Hispanic or Latino
    - ☐ Asian or Asian American
    - ☐ American Indian or Alaska Native
    - ☐ Native Hawaiian or other Pacific Islander
    - ☐ Other (please specify below)
      _____
    - ☐ Prefer not to say

22. What is your marital status?
    - ☐ Single
    - ☐ Married
    - ☐ Widowed
    - ☐ Divorced
    - ☐ Domestic Partnership
    - ☐ Prefer not to say

23. Did you ever serve on active duty in the U.S. Armed Forces, Military Reserves, or National Guard?
    - ☐ Yes
    - ☐ No
    - ☐ Prefer not to say

24. What is your employment status? (check all that apply)
    - ☐ Retired
    - ☐ Working full time
    - ☐ Working part time
    - ☐ Other: _____
    - ☐ Prefer not to say

25. What is your household's yearly gross income?
    - ☐ Under 15,000
    - ☐ 15,000 – 24,999
    - ☐ 25,000 – 34,999
    - ☐ 35,000 – 49,999
    - ☐ 50,000 – 74,999
    - ☐ 75,000 – 99,999
    - ☐ 100,000 – 149,999
    - ☐ 150,000 – 199,999
    - ☐ 200,000 and over
    - ☐ Prefer not to say

26. What is the highest degree or level of school you have completed? (If you're currently enrolled in school, please indicate the highest degree you have received)
    - ☐ Less than a High School Diploma
    - ☐ High School Degree or Equivalent (e.g. GED)
    - ☐ Some College, No Degree
    - ☐ Associate Degree (e.g. AA, AS)
    - ☐ Bachelor's Degree (e.g. BA, BS)
    - ☐ Master's Degree (e.g. MA, MS, MEd)
    - ☐ Professional Degree (e.g. MD, DDS, DVM)
    - ☐ Doctorate (e.g. PhD, EdD)
    - ☐ Prefer not to say

27. How many people are in your household? (Include yourself, your spouse, and any dependents who may be claimed on tax returns)

    _____

28. How many people in your household are licensed drivers? (Include yourself, your spouse, and any dependents who may be claimed on tax returns)

    _____

29. Thank you for your participation. Please provide your email below if you would like to be sent more information about the Abilene Metropolitan Planning Organization's 2050 Metropolitan Transportation Plan update.

    Email: _____

Abilene MPO Metropolitan Transportation Plan 2050

Gracias por brindar comentarios sobre el transporte para el Plan de Transporte Metropolitano de Abilene 2050. Su opinión como pasajero, conductor y/o miembro de la comunidad es extremadamente importante para nosotros.

---

1. ¿Dónde vives (código postal)?
   _____
   ☐ Prefiero no decir

2. ¿Dónde trabaja (código postal)?
   _____
   ☐ Prefiero no decir

3. ¿Cuál es su principal modo de viajar?
   ☐ Conducir un vehículo personal solo o con miembros del hogar
   ☐ Compartir viaje con personas que no son miembros del hogar
   ☐ Motocicleta
   ☐ Tránsito/Autobús
   ☐ Bicicleta
   ☐ Caminar
   ☐ Otro: _____
   ☐ Prefiero no decir

4. ¿Es propietario de un vehículo motorizado personal del cual es el conductor principal (marque todo lo que corresponda)?
   ☐ Sí
   ☐ Mi hogar comparte 1 vehículo motorizado.
   ☐ Mi hogar comparte 2 o más vehículos motorizados.
   ☐ No soy propietario de un vehículo motorizado personal.
   ☐ Otro: _____
   ☐ Prefiero no decir

5. ¿Aproximadamente cuánto tiempo pasas conduciendo cada día?
   ☐ Menos de 30 minutos
   ☐ 30 minutos a 1 hora
   ☐ 1-2 horas
   ☐ 2-3 horas
   ☐ Más de tres horas
   ☐ Prefiero no decir

6. Desde donde vive, ¿qué tan difícil/fácil le resulta llegar a los lugares a los que desea ir (escuela, trabajo, compras)?
   - ☐ Muy Difícil
   - ☐ Difícil
   - ☐ Ni Difícil ni Fácil
   - ☐ Fácil
   - ☐ Muy Fácil
   - ☐ Prefiero no decir

7. ¿Cómo describiría la calidad del sistema actual de caminos y autopistas en el área de Abilene?
   - ☐ Pobre
   - ☐ Feria
   - ☐ Bueno
   - ☐ Excelente
   - ☐ No aplicable
   - ☐ Prefiero no decir

8. ¿Cómo describiría la calidad del sistema actual de tránsito/autobús en el área de Abilene?
   - ☐ Pobre
   - ☐ Feria
   - ☐ Bueno
   - ☐ Excelente
   - ☐ No aplicable
   - ☐ Prefiero no decir

9. ¿Cómo describiría la calidad del sistema de aceras/peatones en el área de Abilene?
   - ☐ Pobre
   - ☐ Feria
   - ☐ Bueno
   - ☐ Excelente
   - ☐ No aplicable
   - ☐ Prefiero no decir

10. ¿Cómo describiría la calidad del sistema de bicicletas en el área de Abilene?
    - ☐ Pobre
    - ☐ Feria
    - ☐ Bueno
    - ☐ Excelente
    - ☐ No aplicable
    - ☐ Prefiero no decir

11. Clasifique las mejoras que la MPO podría considerar al priorizar inversiones y proyectos de transporte (califique los 9 elementos del 1 al 9, siendo 1 el más importante y 9 el menos importante):
    _ Mantenimiento de Carreteras Existentes
    _ Seguridad de los peatones: agregar o mejorar aceras, cruces, rampas, etc.
    _ Seguridad del vehículo: reducción de accidentes
    _ Inundaciones/Drenaje
    _ Transporte público
    _ Desarrollo economico
    _ Preservación del medio ambiente
    _ Turismo
    _ Sistemas de carga
    _ Prefiero no decirlo

12. Si tuvieras que estar sin tu vehículo durante un mes, ¿qué harías?
    ☐ Utilice el transporte público
    ☐ Caminar
    ☐ Andar en bicicleta
    ☐ Viajar con alguien/Compartir viaje
    ☐ Pedir prestado un vehículo
    ☐ Alquilar un vehículo
    ☐ Quédese en casa
    ☐ Viaje compartido (Taxi, Uber, Lyft, etc.)
    ☐ Otro: _____
    ☐ Prefiero no decir

13. ¿Qué nivel de prioridad le daría a estas metas en el plan de transporte a largo plazo?
    _ Mantenimiento de las carreteras existentes
    _ Mejoramiento del Sistema Peatonal (aceras, pasos de peatones, señales, etc.)
    _ Mejorando la seguridad
    _ Mejora del Sistema Ciclístico (carriles bici, caminos, señalización, etc.)
    _ Mejoramiento del sistema de transporte público
    _ Mejorar la congestión del tráfico
    _ Mejora del sistema de señales de tráfico
    _ Construcción de nuevas carreteras
    _ Mejora de las conexiones regionales mediante modos interurbanos mejorados (viajes aéreos o servicio de autobús)
    _ Prefiero no decirlo

14. En los últimos 3 meses, ¿qué medios de transporte ha utilizado (marque todos los que correspondan)?
    - ☐ Conducir un vehículo personal solo o con miembros del hogar
    - ☐ Compartir viaje con personas que no son miembros del hogar
    - ☐ Motocicleta
    - ☐ Tránsito/Autobús
    - ☐ Bicicleta
    - ☐ Caminar
    - ☐ Vehículo autónomo
    - ☐ Micromovilidad (e-scooters, bicicletas compartidas, etc.)
    - ☐ Teletrabajo
    - ☐ Otro: _____
    - ☐ Prefiero no decir

15. Dentro de 25 años, ¿qué método de transporte crees que será más importante para ti? (elige hasta tres)
    - ☐ Conducir un vehículo personal solo o con miembros del hogar
    - ☐ Compartir viaje con personas que no son miembros del hogar
    - ☐ Motocicleta
    - ☐ Tránsito/Autobús
    - ☐ Bicicleta
    - ☐ Caminar
    - ☐ Vehículo autónomo
    - ☐ Micromovilidad (e-scooters, bicicletas compartidas, etc.)
    - ☐ Teletrabajo
    - ☐ Otro: _____
    - ☐ Prefiero no decir

16. Si se necesitaran fondos adicionales para financiar la construcción de una nueva carretera, ¿cuál de estos métodos de financiación le parecería más aceptable? Seleccione hasta 3 métodos más admitidos.
    - ☐ Cargos de peaje
    - ☐ Impuestos a la gasolina
    - ☐ Tarifas de registro de vehículos motorizados
    - ☐ Impuestos sobre las ventas
    - ☐ Impuesto sobre repuestos o servicios de reparación de automóviles
    - ☐ Impuestos sobre la propiedad
    - ☐ Impuestos sobre las millas (basados en la cantidad de millas recorridas durante un período de tiempo determinado)
    - ☐ Tarifa de uso de la calle
    - ☐ Bonos de Obligación General
    - ☐ Ninguno
    - ☐ Prefiero no decir

17. Clasifique las siguientes cuestiones generales en orden de importancia para usted. Seleccione hasta 3 métodos más admitidos.
    - ☐ Educación/Financiamiento escolar
    - ☐ Transporte
    - ☐ Atención sanitaria
    - ☐ Economía/ Empleo
    - ☐ Presupuesto del Estado
    - ☐ Problemas del agua
    - ☐ Seguridad Pública/Crimen
    - ☐ Medio Ambiente/Cambio Climático
    - ☐ Otro: _____
    - ☐ Prefiero no decir

18. Proporcione cualquier comentario adicional sobre el futuro del transporte y sus ideas sobre cómo ayudar a crear un sistema de transporte que pueda servir mejor al área.

    _____

    _____

    _____

19. ¿Cuál es tu edad?
    - ☐ Menores de 18 años
    - ☐ 18-24
    - ☐ 25-34
    - ☐ 35-44
    - ☐ 45-54
    - ☐ 55-64
    - ☐ 65+
    - ☐ Prefiero no decir

20. ¿Con qué identidad de género te identificas más?
    - ☐ Masculino
    - ☐ Mujer
    - ☐ Prefiero no decir

21. ¿Cuál es su raza u origen étnico (marque todo lo que corresponda)?
    - ☐ Blanco
    - ☐ Negro o afroamericano
    - ☐ Hispano o Latino
    - ☐ Asiático o asiático americano
    - ☐ Indio americano o nativo de Alaska
    - ☐ Nativo de Hawái u otra isla del Pacífico
    - ☐ Otro (especifique a continuación)

      _____
    - ☐ Prefiero no decir

22. ¿Cuál es tu estado civil?
    - ☐ Soltero
    - ☐ Casado
    - ☐ Viudo
    - ☐ Divorciado
    - ☐ Sociedad de hecho
    - ☐ Prefiero no decir

23. ¿Alguna vez sirvió en servicio activo en las Fuerzas Armadas, Reservas Militares o Guardia Nacional de los EE. UU.?
    - ☐ Sí
    - ☐ No
    - ☐ Prefiero no decir

24. ¿Cuál es su situación laboral? (marque todo lo que corresponda)
    - ☐ Jubilado
    - ☐ Trabajar a tiempo completo
    - ☐ Trabajar a tiempo parcial
    - ☐ Otro: _____
    - ☐ Prefiero no decir

25. ¿Cuál es el ingreso bruto anual de su hogar?
    - ☐ Menos de 15.000
    - ☐ 15.000 – 24.999
    - ☐ 25.000 – 34.999
    - ☐ 35.000 – 49.999
    - ☐ 50.000 – 74.999
    - ☐ 75.000 – 99.999
    - ☐ 100.000 – 149.999
    - ☐ 150.000 – 199.999
    - ☐ 200.000 y más
    - ☐ Prefiero no decir

26. ¿Cuál es el grado o nivel escolar más alto que ha completado? (Si actualmente está matriculado en la escuela, indique el título más alto que haya recibido)
    - ☐ Menos que un diploma de escuela secundaria
    - ☐ Título de escuela secundaria o equivalente (por ejemplo, GED)
    - ☐ Algo de universidad, sin título
    - ☐ Título asociado (por ejemplo, AA, AS)
    - ☐ Licenciatura (por ejemplo, BA, BS)
    - ☐ Maestría (por ejemplo, MA, MS, MEd)
    - ☐ Título profesional (por ejemplo, MD, DDS, DVM)
    - ☐ Doctorado (por ejemplo, PhD, EdD)
    - ☐ Prefiero no decir

27. ¿Cuántas personas hay en su hogar? (Inclúyase a usted mismo, a su cónyuge y a cualquier dependiente que pueda ser reclamado en las declaraciones de impuestos)

    _____

28. ¿Cuántas personas en su hogar son conductores con licencia? (Inclúyase a usted mismo, a su cónyuge y a cualquier dependiente que pueda ser reclamado en las declaraciones de impuestos)

_____

29. Gracias por tu participación. Proporcione su correo electrónico a continuación si desea recibir más información sobre la actualización del Plan de Transporte Metropolitano 2050 de la Organización de Planificación Metropolitana de Abilene.

Correo electrónico: _____

Public Survey (Online Results)

Abilene MPO Metropolitan Transportation Plan 2050

33 responses

Would you like to complete this survey in English or Spanish?
33 out of 33 answered

English	33 resp.	100%
Spanish	0 resp.	0%

What is your primary mode of travel?
33 out of 33 answered

Driving Personal Vehicle Alone or with Members of Household	30 resp.	90.9%
Transit/ Bus	2 resp.	6.1%
Carpool with Non-Household Members	1 resp.	3%
Bicycle	0 resp.	0%
Motorcycle	0 resp.	0%
Prefer not to say	0 resp.	0%
Walk	0 resp.	0%
Other	0 resp.	0%

Do you own a personal motor vehicle for which you are the primary driver (check all that apply)?
31 out of 33 answered

Yes	26 resp.	83.9%
My household shares 2 or more motor vehicles.	7 resp.	22.6%
I do not own a personal motor vehicle.	3 resp.	9.7%
My household shares 1 motor vehicle.	1 resp.	3.2%
Prefer not to say	0 resp.	0%
Other	1 resp.	3.2%

Approximately how much time do you spend driving every day?
33 out of 33 answered

30 minutes to 1 hour	17 resp.	51.5%
1-2 hours	5 resp.	15.2%
Less than 30 minutes	5 resp.	15.2%
2-3 hours	4 resp.	12.1%
Prefer not to say	2 resp.	6.1%
Over three hours	0 resp.	0%

From where you live, how di◆icult/easy is it for you to get to the places you want to go (school, work, shopping)?
31 out of 33 answered

Easy	14 resp.	45.2%
Very Easy	7 resp.	22.6%
Neither Di◆icult nor Easy	6 resp.	19.4%
Di◆icult	3 resp.	9.7%
Very Di◆icult	1 resp.	3.2%
Prefer not to say	0 resp.	0%

How would you describe the quality of the current road/highway system in the Abilene area?

31 out of 33 answered

Fair	13 resp.	41.9%
Good	10 resp.	32.3%
Poor	7 resp.	22.6%
Excellent	1 resp.	3.2%
Not Applicable	0 resp.	0%
Prefer not to say	0 resp.	0%

How would you describe the quality of the current transit/bus system in the Abilene area?

30 out of 33 answered

Poor	10 resp.	33.3%
Fair	8 resp.	26.7%
Not Applicable	7 resp.	23.3%
Prefer not to say	0 resp.	0%

How would you describe the quality of the bicycle system in the Abilene area?

32 out of 33 answered

Poor	19 resp.	59.4%
Fair	8 resp.	25%
Good	2 resp.	6.2%
Not Applicable	2 resp.	6.2%
Prefer not to say	1 resp.	3.1%
Excellent	0 resp.	0%

Rank the improvements the MPO could consider when prioritizing transportation investments and projects (please rank the 9 elements from 1-9 with 1 as the most important and 9 as the least important):

33 out of 33 answered

Good	5 resp.	16.7%
Excellent	0 resp.	0%
Prefer not to say	0 resp.	0%

How would you describe the quality of the sidewalk/pedestrian system in the Abilene area?

32 out of 33 answered

Poor	16 resp.	50%
Fair	13 resp.	40.6%
Not Applicable	2 resp.	6.2%
Good	1 resp.	3.1%
Excellent	0 resp.	0%

Maintenance of Existing Roadways

1	2	3	4	5	6	7	8	9
51.5% (17)	21.2% (7)	18.2% (6)	9.1% (3)	0% (0)	0% (0)	0% (0)	0% (0)	0% (0)

Pedestrian Safety- Adding or improving sidewalks, crossings, ramps, etc.

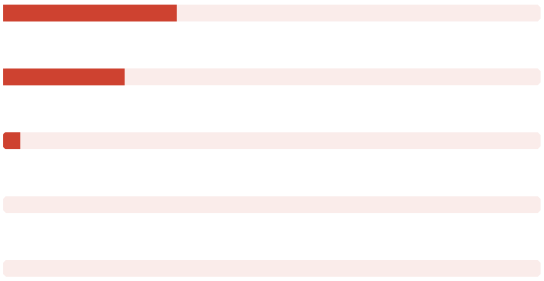
1	2	3	4	5	6	7	8	9
18.2% (6)	39.4% (13)	12.1% (4)	12.1% (4)	12.1% (4)	6.1% (2)	0% (0)	0% (0)	0% (0)

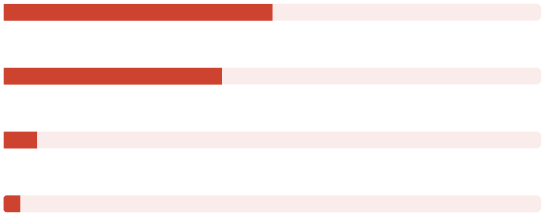
Vehicle Safe ty- reducing accidents

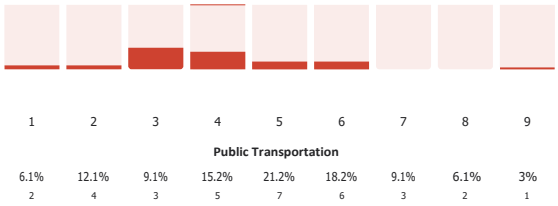
1	2	3	4	5	6	7	8	9
18.2% (6)	18.2% (6)	27.3% (9)	21.2% (7)	9.1% (3)	0% (0)	3% (1)	0% (0)	3% (1)

Flooding/ Drainage

1	2	3	4	5	6	7	8	9
6.1% (2)	6.1% (2)	33.3% (11)	27.3% (9)	12.1% (4)	12.1% (4)	0% (0)	0% (0)	3% (1)

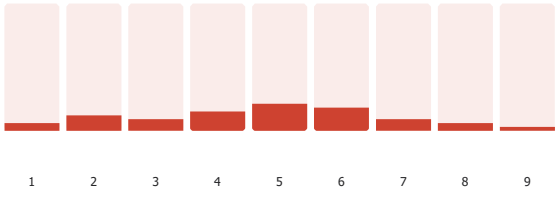






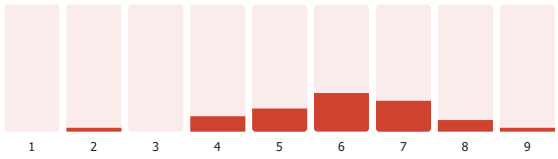
Public Transportation

1	2	3	4	5	6	7	8	9
6.1% (2)	12.1% (4)	9.1% (3)	15.2% (5)	21.2% (7)	18.2% (6)	9.1% (3)	6.1% (2)	3% (1)

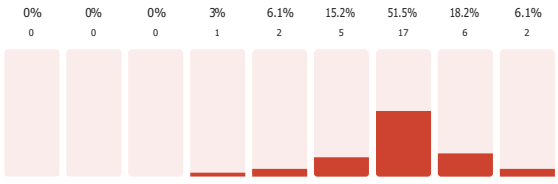


Economic Development

1	2	3	4	5	6	7	8	9
0% (0)	3% (1)	0% (0)	12.1% (4)	18.2% (6)	30.3% (10)	24.2% (8)	9.1% (3)	3% (1)



Environmental Preservation



Tourism

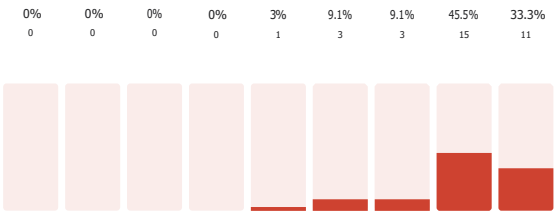
1	2	3	4	5	6	7	8	9
0% (0)	0% (0)	0% (0)	3% (1)	6.1% (2)	15.2% (5)	51.5% (17)	18.2% (6)	6.1% (2)

What priority level would you give to these goals in the long-range transportation plan?

30 out of 33 answered

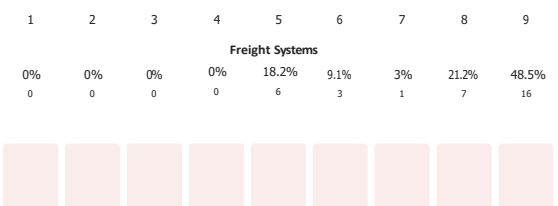
Maintaining Existing Roadways

1	2	3	4	5	6	7	8	9
56.7%	10%	16.7%	6.7%	6.7%	3.3%	0%	0%	0%

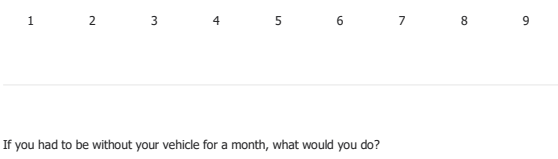


Freight Systems

1	2	3	4	5	6	7	8	9
0% (0)	0% (0)	0% (0)	0% (0)	3% (1)	9.1% (3)	9.1% (3)	45.5% (15)	33.3% (11)

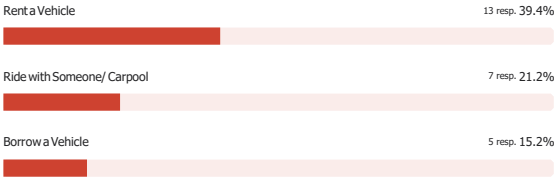


1	2	3	4	5	6	7	8	9
0% (0)	0% (0)	0% (0)	0% (0)	18.2% (6)	9.1% (3)	3% (1)	21.2% (7)	48.5% (16)



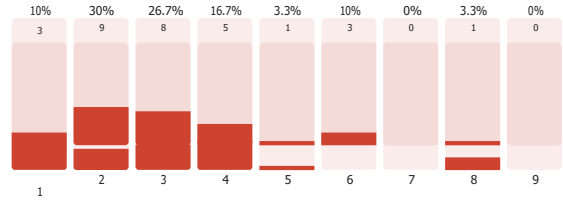
If you had to be without your vehicle for a month, what would you do?

33 out of 33 answered



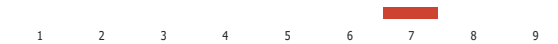
Improving the Pedestrian System (sidewalks, crosswalks, signals, etc.)

1	2	3	4	5	6	7	8	9
10% (3)	30% (9)	26.7% (8)	16.7% (5)	3.3% (1)	10% (3)	0% (0)	3.3% (1)	0% (0)



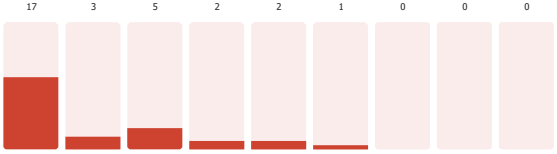
Improving Safety

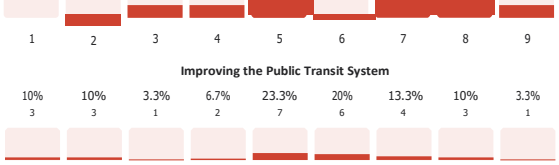
1	2	3	4	5	6	7	8	9
20% (6)	16.7% (5)	20% (6)	23.3% (7)	3.3% (1)	0% (0)	6.7% (2)	10% (3)	0% (0)

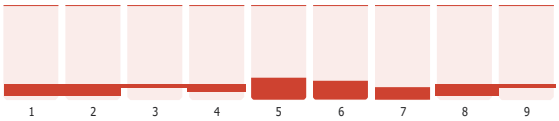


Improving the Bicycle System (bike lanes, paths, signage, etc.)

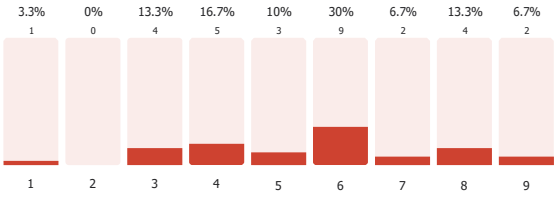
1	2	3	4	5	6	7	8	9
0% (0)	6.7% (2)	10% (3)	10% (3)	23.3% (7)	3.3% (1)	16.7% (5)	20% (6)	10% (3)


17
3
5
2
2
1
0
0
0

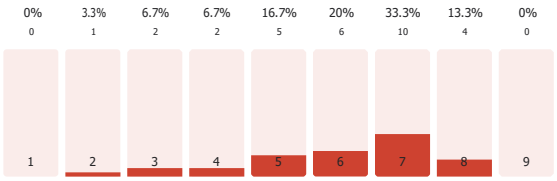

1
2
3
4
5
6
7
8
9
Improving the Public Transit System
10%
3
10%
3
3.3%
1
6.7%
2
23.3%
7
20%
6
13.3%
4
10%
3
3.3%
1



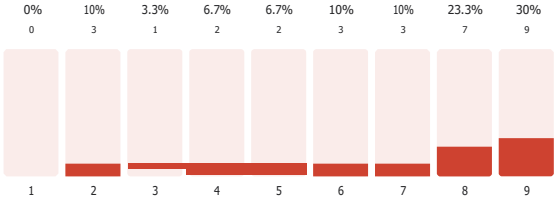
Improving Tra ic Congestion

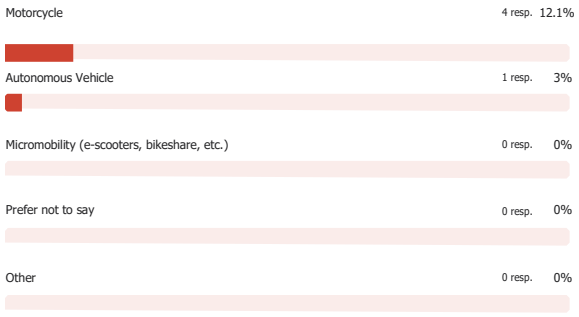


Improving the Tra ic Signal System



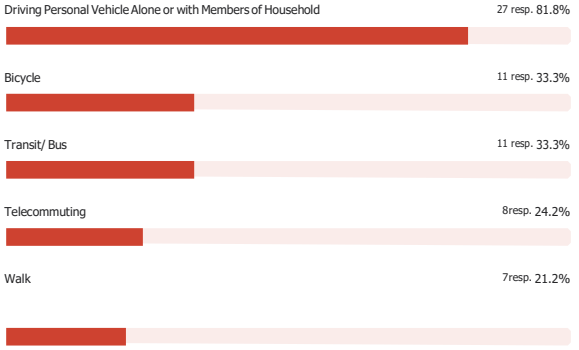
Building New Roads



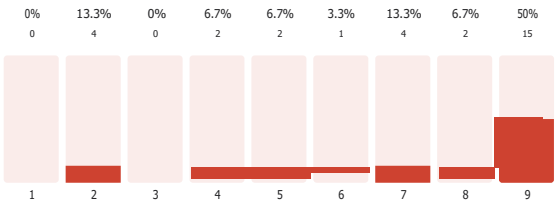


In 25 years, what methods of transportation do you believe will be most important to you?

33 out of 33 answered

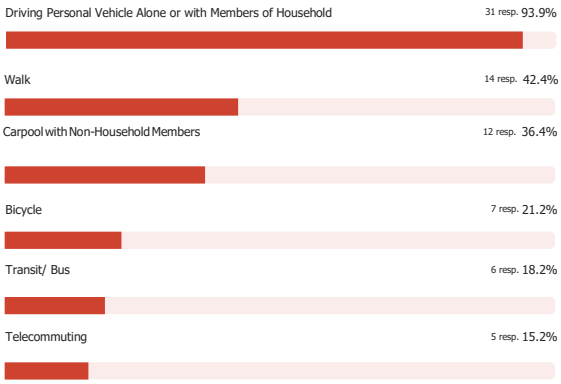


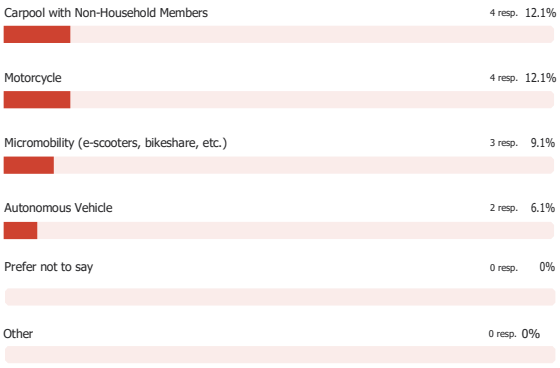
Improving Regional Connections Through Improved Intercity Modes (air travel or bus service)



In the last 3 months, which modes of transportation have you used (check all that apply)?

33 out of 33 answered





If additional funds were needed to finance a new roadway construction, which of these financing methods would you find most acceptable?

33 out of 33 answered

Motor Vehicle Registration Fees	14 resp. 42.4%
General Obligation Bonds	13 resp. 39.4%
Gasoline Taxes	12 resp. 36.4%
Toll Charges	8resp. 24.2%
None	6resp. 18.2%
Property Taxes	6resp. 18.2%
Sales Taxes	5resp. 15.2%
Mileage Taxes (based on the amount of miles traveled over a given period of time)	3 resp. 9.1%
Prefer notto say	3 resp. 9.1%
Street Use Fee	2 resp. 6.1%
Tax on Car Parts or Repair Services	1 resp. 3%

Select up to three of the following general issues in order of importance to you.

33 out of 33 answered

Economy/ Jobs	20 resp. 60.6%
Transportation	17 resp. 51.5%
Education/ School Funding	14 resp. 42.4%
Healthcare	14 resp. 42.4%
Public Safety/ Crime	14 resp. 42.4%
Water Issues	14 resp. 42.4%
Environment/ Climate Change	2 resp. 6.1%
State Budget	2 resp. 6.1%
Prefer notto say	0 resp. 0%
Other	1 resp. 3%

What is your age?

33 out of 33 answered

55-64	15 resp. 45.5%
65+	7resp. 21.2%
35-44	4resp. 12.1%
45-54	4resp. 12.1%
25-34	3 resp. 9.1%
18-24	0 resp. 0%
Prefer notto say	0 resp. 0%
Under 18	0 resp. 0%

To which gender identity do you most identify?

33 out of 33 answered

Male	18 resp. 54.5%
Female	15 resp. 45.5%
Prefer notto say	0 resp. 0%

What is your race or ethnicity (check all that apply)?

31 out of 33 answered

White	30 resp. 96.8%
American Indian or Alaska Native	1 resp. 3.2%
Black or African American	1 resp. 3.2%
Asian or Asian American	0 resp. 0%
Hispanic or Latino	0 resp. 0%
Native Hawaiian or other Pacific Islander	0 resp. 0%
Other	0 resp. 0%

Prefer not to say 0 resp. 0%

What is your marital status?

33 out of 33 answered

Married 22 resp. 66.7%

Single 5 resp. 15.2%

Widowed 4 resp. 12.1%

Divorced 1 resp. 3%

Prefer not to say 1 resp. 3%

Domestic Partnership 0 resp. 0%

Did you ever serve on active duty in the U.S. Armed Forces, Military Reserves, or National Guard?

33 out of 33 answered

No 31 resp. 93.9%

What is the highest degree or level of school you have completed?

32 out of 33 answered

Yes 2 resp. 6.1%

Prefer not to say 0 resp. 0%

What is your employment status? (check all that apply)

32 out of 33 answered

Working full time 24 resp. 75%

Retired 3 resp. 9.4%

Working part time 3 resp. 9.4%

Other 1 resp. 3.1%

Prefer not to say 1 resp. 3.1%

What is your household's yearly gross income?

33 out of 33 answered

75,000–99,999 8resp. 24.2%

200,000 and over 5resp. 15.2%

Prefer not to say 5resp. 15.2%

150,000–199,999 4resp. 12.1%

50,000–74,999 4resp. 12.1%

100,000–149,999 3 resp. 9.1%

15,000–24,999 1 resp. 3%

25,000–34,999 1 resp. 3%

35,000–49,999 1 resp. 3%

Under 15,000 1 resp. 3%

Bachelor's Degree (e.g. BA, BS) 13 resp. 40.6%

Master's Degree (e.g. MA, MS, MEd) 6resp. 18.8%

Associate Degree (e.g. AA, AS) 5resp. 15.6%

Some College, No Degree 5resp. 15.6%

Doctorate (e.g. PhD, EdD) 1 resp. 3.1%

High School Degree or Equivalent (e.g. GED) 1 resp. 3.1%

Prefer not to say 1 resp. 3.1%

Less than a High School Diploma 0 resp. 0%

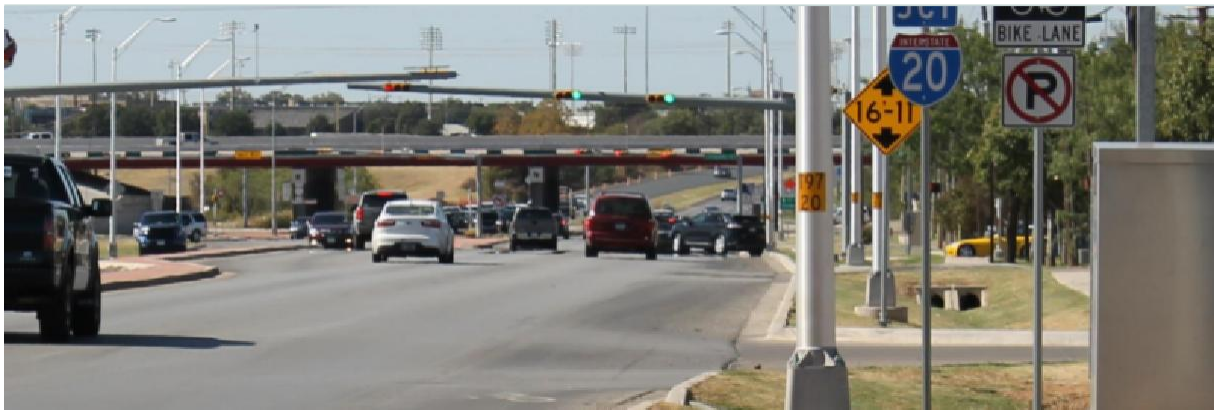
Professional Degree (e.g. MD, DDS, DVM) 0 resp. 0%

¿Cuál es su principal modo de transporte?

0 out of 33 answered

Online Storymap

Abilene MPO Metropolitan Transportation Plan 2050 Update



Abilene MPO Metropolitan Transportation Plan 2050 Update

Map for Public Comment

Huitt-Zollars
June 13, 2024

What is the Abilene Metropolitan Transportation Plan (MTP)?

The MTP is a planning document updated every 5 years by the region's Metropolitan Planning Organization (MPO). The document acts as a guide for the creation and development of transportation facilities and services over the next 25 years.

Why is my input important for MTP development?

One element of the MTP Update is project selection, where infrastructure projects are considered for future investment. We want to hear your ideas for transportation infrastructure projects in the region, as well as your thoughts on how things might be improved.

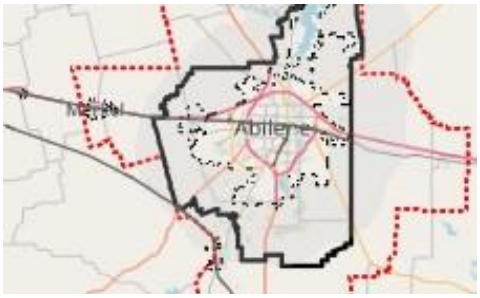
Infrastructure project ideas may include: intersection improvements, bridges and overpasses, lane restructuring, bicycle and pedestrian paths and sidewalks, safety improvements, etc.

By submitting what projects you would like to see in the interactive map below, we can better identify and meet transportation needs in the region.

Smaller and more immediate issues, such as potholes, are not considered within the 2050 MTP and should be reported through the City of Abilene's SeeClickFix Program.

MPO Boundary

The graph to the right displays the Metropolitan Planning Organization (MPO) boundary, the region currently served by the MPO and discussed within the MTP.



Abilene MPO Boundary Map

The expanded MTP study area, which extends beyond MPO Boundaries, is indicated in red on the adjacent map. Even if you do not live or travel within the current MPO boundary, please still consider submitting feedback on transportation conditions in the region.

Submit a Project

Confused on how to submit map locations?
Watch this short video demonstrating how!

Use the interactive map below to submit your project ideas

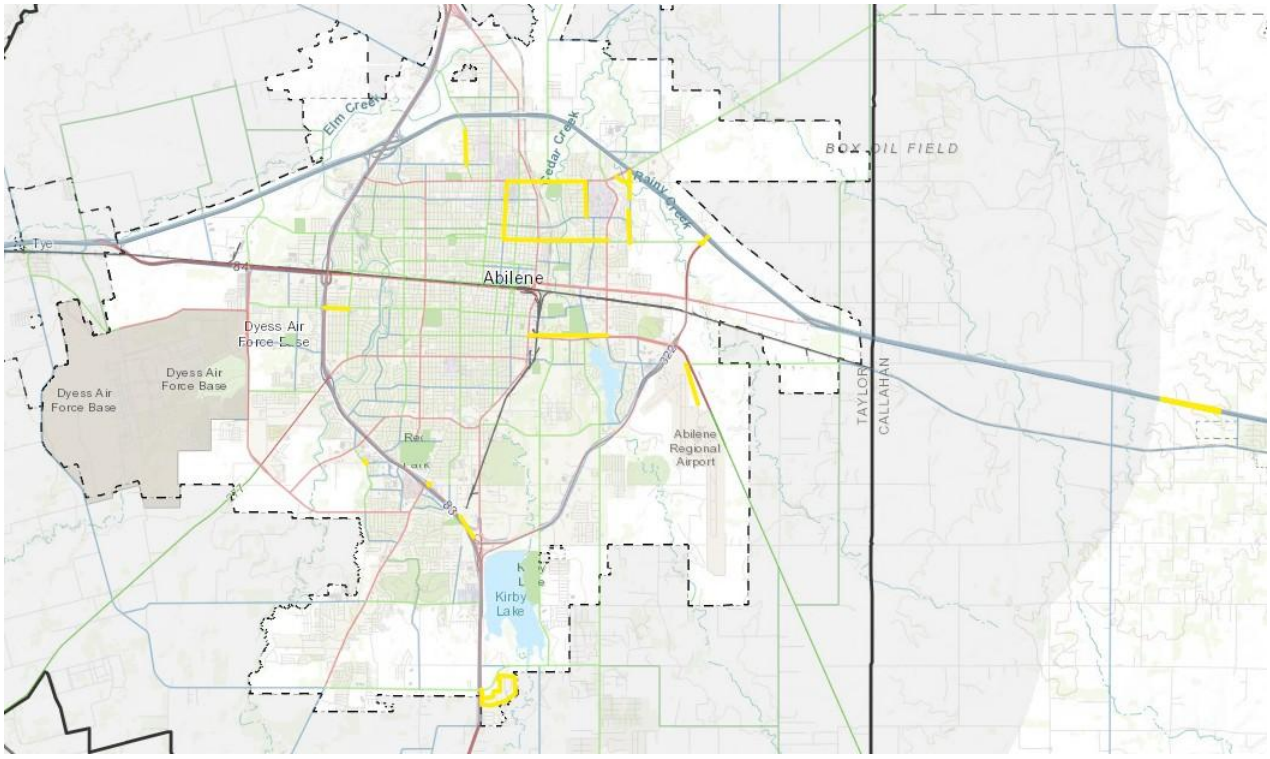
Abilene 2050 MTP Update Interactive Map

This survey is currently closed. Thanks!

Abilene 2050 MTP Interactive Map

Identified Locations

The below map displays locations identified by other survey participants



Thank you for providing feedback!

Consider completing the MTP Update Survey linked below to provide more input on transportation conditions in the area!

Survey

By clicking the below button, you will be redirected to the public survey for the Abilene MPO 2050 MTP update.

Public Survey

Public Meeting 2 Materials

Goals and Action Steps

Abilene MPO Vision Statement:

To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene Metropolitan Area.

Goal: Improve Safety

Objective: Decrease fatal and serious injury crashes

- Identify fatal and serious injury crash hot spots
- Identify root causes and contributing factors for fatal and serious injury crashes
- Determine crash hot spots that may be addressed through planning and design efforts
- Determine which crash hot spots have more behavioral causes

Objective: Decrease bicyclist and pedestrian fatalities and serious injuries

- Install and improve sidewalks at and around schools
- Install and improve sidewalks that provide transit connectivity to origins and destinations
- Improve disability access to and movement along sidewalks

Goal: Improve System Reliability

Objective: Identify road segments and intersections where travel delays occur

- Use data and tools to name which road segments and intersections cause the highest travel delays

Objective: Decrease travel time indexes along major roads

- Improve movement at signalized intersections

Objective: Provide necessary vehicular capacity on major roads

- Add travel lanes where necessary

Objective: Improve operational movements on major roads

- Add turning lanes where necessary
- Increase turning lane storage where necessary

Goal: Provide Economic Development Infrastructure

Objective: Incorporate economic development related transportation system improvements into the planning and programming processes

Objective: Maintain roads to preserve existing industrial and commercial development

Goal: Protect the Environment

Objective: Identify critical animal habitat areas

- Ensure that implementing agencies include appropriate environmental reviews in project development

Objective: Identify transportation modes that will reduce vehicle dependency

Goal: Improve Public Health

Objective: Provide opportunities for exercise and recreation

- Provide and improve dedicated (separate facilities from roads, such as trails and paths) bicycle and pedestrian facilities
- Connect trails and paths with appropriate origins and destinations

These vision, goals, objectives, and action steps are provided to generate discussion and may be modified to provide realistic direction for the Abilene Metropolitan Area transportation planning and programming processes.

Comprehensive Project List (Unranked)

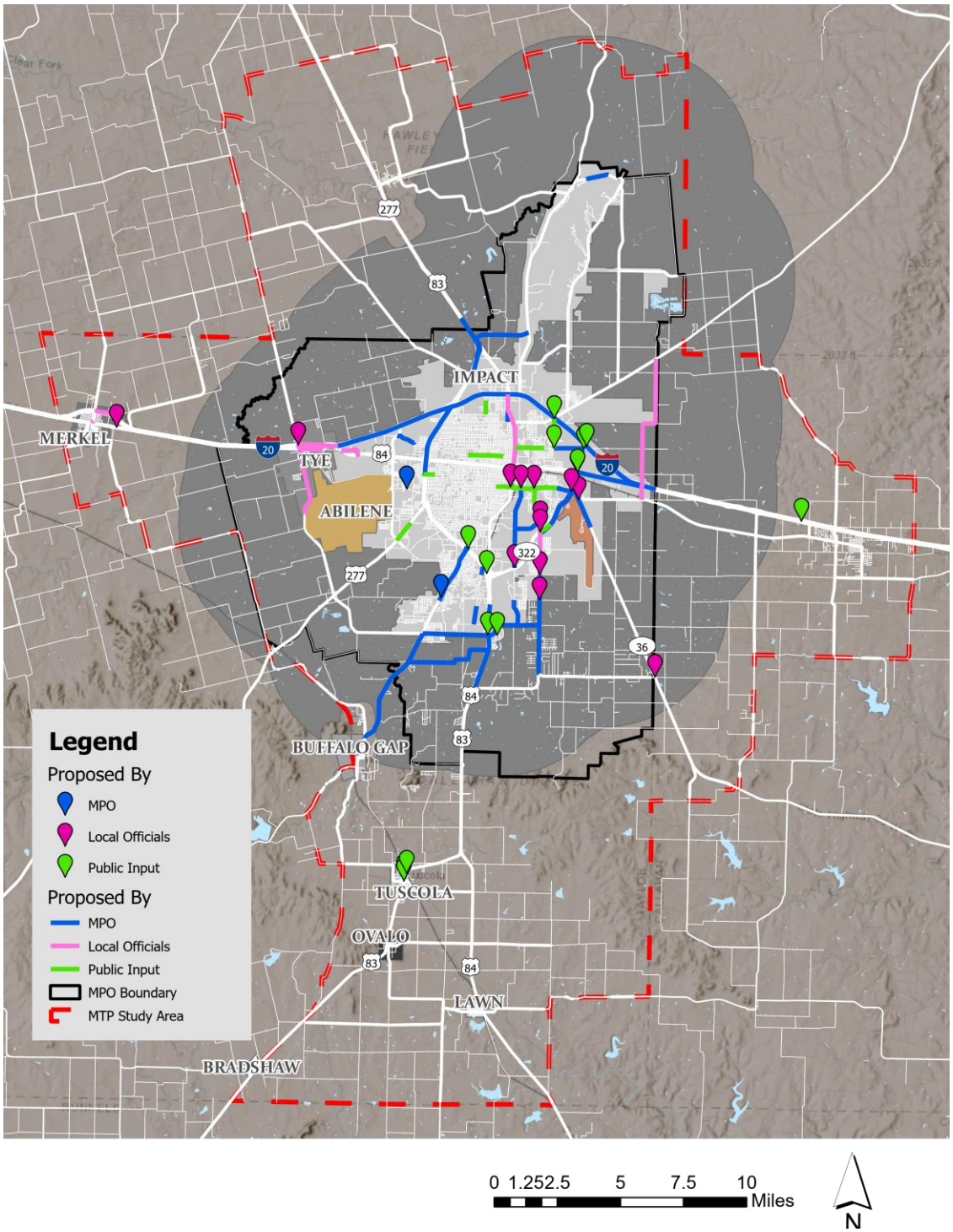
City	Location	From	To	Work Description	Est. Construction Cost (if known)	CSJ	Controlling Project ID	Misc.
Abilene	E N 10th St	Griffith Rd	Loop 322	Widen to 4 lanes and in- clude turn lanes	$5,400,000	2398-01		
Abilene	Hartford	at Little Elm Creek		Bridge to Replace Low Crossing	$1,000,000	2270-01		
Abilene	Maple St	S 11th St	S 27th St	Widen to 4 lanes and in- clude turn lanes	$7,400,000	0181-01		
Abilene	Maple St	S 27th St	Industrial Blvd	Widen to 4 lanes and in- clude turn lanes	$3,600,000	0033-08		
Abilene	Maple St	Industrial Blvd	Loop 322	Widen to 4 lanes and in- clude turn lanes	$3,600,000	2398-01		
Abilene	Maple St	County Rd 111-1 (Colony Hill Rd)	FM 707	Widen to 4 lanes and in- clude turn lanes	$4,800,000	0663-02		
Abilene	Marigold St	FM 3438 (Arnold Blvd)	Wall St	Rehabilitate, Add Bridge, Shoulders and Turn Lanes	$1,500,000	2270-01		
Abilene ETJ	US 83	1.0 miles north of FM 3034	Taylor County Line	Construct New Overpass	$22,525,000	0033-05-089	0033-05-089	Amended funding Dec 19, 2023
Abilene	US 83	Jones County Line	Near W. Summit Rd	Construct New Overpass	$5,078,000	0033-06-121	0033-05-089	Amended in MTP Dec 19, 2023
Abilene	US 83	S 7th St	N 10th St	Widening existing US 83 freeway to six-lanes and reconstructing ramps	$250,000,000	0033-06		Amended in MTP Dec 19, 2023
Abilene	US 83	N 10th St	IH 20	Widening existing US 83 freeway to six-lanes and reconstructing ramps	$250,000,000	0033-06		Amended in MTP Dec 19, 2023
Abilene	US 83	FM 89 (Buffalo Gap Rd)	Industrial Blvd	Intersection Improvments with addition of Bike Lanes and Sidewalks	$5,000,000	0034-01		Added to MTP - Dec 19, 2023 (check location US 83/US 84)
Abilene	BU 83 and Pine Street	IH 20	Ambler Avenue	Intersection Improvement with addition of Bike Lanes and Sidewalks	$5,000,000	0033-08		Added to MTP - Dec 19, 2023
Abilene	FM 89 (Buffalo Gap Rd)	Rebecca Ln	Just North of US 83	Access Management/In- tersection Improvements	$12,775,001	0699-01-052	0699-01-052	
Abilene	FM 89 (Buffalo Gap Rd)	Near Bettes Ln	Rebecca Ln	Access Management	$10,970,001	0699-01-051	0699-01-052	
Abilene	FM 89 (Buffalo Gap Rd)	Antilley Rd Intersection		Lower Profile/Intersection Improvements	$2,000,000	0699-01-063		
Abilene ETJ	FM 89 (Buffalo Gap Rd)	FM 707	South MPO Limits	Three-Lane Road with Right-Turn Lanes at ma- jor sidestreets	$5,000,000	0699-01		Added to MTP - Dec 19, 2023
Abilene	IH 20	SH 351	Callahan County Line	Add two main lanes for a six lane freeway and re- place overpass structures	$268,159,748	0006-06-081		Amended funding Dec 19, 2023
Abilene	IH 20	FM 600 (Near Judge Ely Blvd.)	SH 351	Add two main lanes for a six lane freeway and con- struct overpass structures	$104,765,617	0006-06-109		Amended in MTP Dec 19, 2023 (check from FM 600/ Judge Ely Blvd on TIP - Nov 2023 amend- ment)
Abilene	IH 20	Near Catclaw Creek	FM 600	Add two main lanes for a six lane freeway and re- place overpass structures	$206,936,139	0006-06-105		Amended in MTP Dec 19, 2023
Abilene	IH 20	Abilene West City Limits	Near Catclaw Creek	Add two main lanes for a six lane freeway and re- place overpass structures	$224,000,000	0006-05-090		Amended in MTP Dec 19, 2023
Abilene	SL 322	IH 20	SH 351	Construct New 2 Lane Highway of Future 4 Lanes with Access Con- trol	$75,000,000	0006-06		Amended in MTP Dec 19, 2023
Abilene	SL 322	IH 20 EB	IH 20 WB	Direct Connect Ramps from Loop 322 to I-20 EB and WB	$120,000,000	2398-01		Added to MTP - Dec 19, 2023
Abilene	SL 322	North of SH 36	FM 1750	Traffic Improvements on SH 36, Possible Texas Turnaround at Loop 322, Possible ramp realign- ment	$10,000,000	2398-01		Amended in MTP Dec 19, 2023
Abilene	FM 707	FM 89 (Buffalo Gap Rd)	US 83	Rehab and widen Road- way	$14,493,440	0663-01-024		Amended in MTP Dec 19, 2023
Abilene	FM 707	US 83	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane, side- walks, and intersection improvements at FM 1750	$10,000,000	0663-02		Amended in MTP Dec 19, 2023 (check from US 83/ US 84)
Abilene	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	0034-01-127		
Abilene	FM 1082	West of Cheyenne Creek Road	East of Dam	New Roadway north of FM 1082 (Relocate FM 1082 at Ft. Phantom Dam)	$8,078,457	0972-03-021		Amended in MTP Dec 19, 2023
Abilene ETJ	FM 3034	US 83	Near PR 343	Rehab and Widen	$3,735,000	3068-01-012	0033-05-089	split project 3068-01-012 and 3068-01-015 - Amended in MTP Dec 19, 2023
Abilene ETJ	FM 3034	Near PR 343	FM 600	Rehab and Widen	$3,100,000	3068-01-015	0033-05-089	Amended in MTP Dec 19, 2023 (chg map from 5 to 32)
Abilene	BI 20	Loop 322	Elmdale Rd	Rehabilitate , Add Shoul- ders, & Turn Lanes	$5,200,000	0006-18		
Abilene	E S 27th St	Maple St	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	$4,700,000	1655-01		
Abilene	Industrial Blvd	Loop 322	FM 1750 (Oldham Ln)	Widen to 4 Lanes with Center Turn Lane	$2,300,000	1655-01		
Abilene	Memorial Dr	Preston Trail	US 83	Extend roadway (Public Comment)	$1,300,000	0034-01		
Abilene	Memorial Dr	0.4 miles north of Wal- drop Dr	FM 707	Extend roadway (Public Comment)	$4,700,000	0034-01		
Abilene	New Roadway	Southwest Dr	US 277	New roadway between Winters Fwy & Dub Wright Blvd (Public Comment)	$4,500,000	0407-06		
Abilene ETJ	Iberis (CR 164 & CR 338)	US 83	FM 89 (Buffalo Gap Rd)	Rehabilitate, Add Shoul- ders	$7,100,000	0699-01		
Abilene	SH 36	1.2 Miles South of FM 18	FM 1750 (Oldham Ln)	Widen to 4 Lanes	$27,900,000	0181-01		updated Dec 19, 2023
Abilene	US 83	FM 2404 (Old Anson Rd)	FM 3034	Change Frontage Road Operations	$12,000,000	0033-06		
Abilene ETJ	US 83	FM 707	FM 204 (Clark Rd)	Add Frontage Roads	$13,600,000	0034-01		
Abilene	FM 89 (Buffalo Gap Rd)	South of Chimney Rock Rd	South of Antilley Rd	Widen to 6 Lanes with Access Control	$5,000,000	0699-01		
Abilene	FM 1750 (Oldham Ln)	Industrial Blvd	0.5 Miles South of FM 707	Widen to 4 Lanes	$15,800,000	1655-01		
Abilene ETJ	FM 1750 (Oldham Ln)	0.5 Miles South of FM 707	FM 204 (Clark Rd)	Widen to 4 Lanes	$6,500,000	1655-01		
Abilene	SL 322	FM 1750 (Oldham Ln)	Business I-20	Operational Improve- ments	$18,000,000	2398-01		
Abilene ETJ	FM 89 (Buffalo Gap Rd)	FM 707	Buffalo Gap Town Limits	Add Left Turn Lanes	TBD	0699-01		
Abilene	FM 1750	at E South 27th St		Evaluation and upgrades to all traffic and pedestri- an infrastructure		1655-01		
Abilene ETJ	FM 1750	at Colony Hill Rd		Traffic signal upgrades		1655-01		
Abilene	BU 83	at E South 11th St		Traffic signal upgrades		0181-01		
Abilene	FM 1750 (Oldham Ln)	at SH 36 (E South 11th St)		Evaluation and upgrades to all traffic and pedestri- an infrastructure		1655-01		
Abilene	Maple Street	at E South 11th St		Traffic signal upgrades		0181-01		
Tye	IH 20	at FM 707		Convert from 2-way stop to a 4-way stop		0677-02		

Comprehensive Project List (Unranked) cont.

City	Location	From	To	Work Description	Est. Construction Cost (if known)	CSJ	Controlling Project ID	Misc.
Abilene	FM 1750	at Hardison Ln		Evaluation and upgrades to all traffic and pedestri- an infrastructure		1655-01		
Merkel	BI 20 (N 1st St)	at Humphreys Village Rd		Add turning lane for resi- dents of Humphreys Vil- lage		0006-17		
Abilene	SL 322	at Maple St		Bridge improvements		2398-01		
Abilene	FM 18	at SH 36		Intersection upgrades incl new traffic signals		0006-10		
Abilene ETJ	FM 1750	at SH 36		Evaluation and upgrades to all traffic and pedestri- an infrastructure		1655-02		
Abilene	SL 322	at SH 36		Improvements to this in- tersection and surround- ing access roads		2398-01		
Abilene	FM 1750	at SL 322		Evaluation and upgrades to all traffic and pedestri- an infrastructure; upgrade flashing beacons to opera- tional traffic signals		1655-01		
Abilene	Bankhead Hwy (Old US-80)	BI 20 (near South St)*	Bus IH 20 Near Steffens St*	Roadway repair		0006-18		
Abilene	FM 1750 (Oldham Ln)	E South 27th St	Hardison Lane	Traffic signal upgrades		1655-01		
Tye	IH 20	FM 707	Spinks Rd	Add sidewalks		0006-05		
Tye	IH 20	FM 707	Spinks Rd	Add sidewalks		0006-05		
Tye	North Street	FM 707	Market St	Add sidewalks		0006-19		
Tye	IH 20	IH 20 at Tye City Limit (West)	IH 20 at Tye City Limit (East)	Rearrage all of the entrace and exit ramps within the city limits		0006-05		
Abilene	BU 83 (Treadaway Blvd)	N 1st St	IH 20	Intersection upgrades incl upgraded traffic signals		0033-08		
Merkel	Kent St	N 1st St	N 2nd St	New sidewalks		0733-03		
Merkel	FM 126	S 1st St	*TBD	Storm water runoff/drain- age improvements		0733-03		
Tye	FM 707	Tye City Limit (South)	IH 20	Add sidewalks		0677-01		
Merkel	IH 20 WB Frontage	CR 644	FM 126	Roadway repairs		0006-04		
Abilene ETJ	Elmdale Road	FM 18	SH 351	Roadway repair		2398-01		
Abilene	N 6th St	Abilene High School	Abilene Civic Center	Add sidewalks		0006-18		
Abilene	Old Anson Rd	Anson Ave	Vogel St	Add sidewalks		0006-06		
Tuscola	US 83 (Garza Ave)	at 8th St		Reduce congestion		0034-02		
Abilene	FM 613 (Griffith Rd)	at E North 10th St		Add traffic signals		0011-01		
Abilene	SL 322	at E North 10th St		Improve access/add traffic signals		2398-01		
Tuscola	US 83 (Garza Ave)	at Graham St		Add traffic signals		0699-03		
Abilene	Danville Dr	at Industrial Blvd				0699-01		
Abilene	BI 20	at SL 322		Interchange improve- ments		0006-18		
Abilene	US 83	at SL 322		Add additional lane		0034-01		
Abilene	FM 707	at US 83/84 Access Rd		Add right turn lane		0663-01		
Abilene	S 11th St	Butternut St	Expo Dr	Add sidewalks		0181-01		
Abilene	US 277	Dub Wright Blvd	Twilight Trl	Add sidewalks		0407-06		
Abilene	FM 613 (Griffith Rd)	E North 10th St	Marathon Rd	Add sidewalks		0011-01		
Abilene	FM 1750 (Oldham Ln)	E South 27th St	E South 11th St	Add sidewalks		1655-01		
Abilene	FM 613 (Griffith Rd)	Marathon Rd	Stamford Rd	Widen roadway; add shoulders; add turning lanes		0011-01		
Abilene	E North 10th	N Treadaway Blvd	Judge Ely Blvd	Add protected bike lanes		0033-08		
Abilene	S 7th Street	Pioneer Dr	Winters Freeway	Roadway repair		0033-06		
Abilene	S 11th St	S Treadaway Blvd	Judge Ely Blvd	Add protected bike lanes or add off-road bike/pe- destrian trail		0181-01		
Abilene	IH 20	at SL 322		New interchange		2398-01		
Abilene	Near Griffith & IH 20 & 351			Add new roadway/con- nection		0011-01		
Tuscola	US 83	near Jim Ned HS		Reduce congestion, add overpass		0034-02		
Clyde	IH 20	at Exit 299 (Clyde, TX)		Move exit ramp		0006-07		Move exit #299 1/4 mile westward to help with congestion along IH 20 S Access Croad to Hays Road intersection
Abilene	Loop 322	North end of existing frontage road northeast of FM 1750	south end of the existing frontage road north of the creek	Construct bridge over Lytle Creek		2398-01		
Abilene	Loop 322	north end of existing frontage road northeast of FM 1750	south end of the existing frontage road north of the creek	Construct Frontage Road		2398-01		

Project Submissions

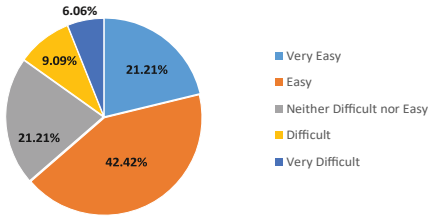
Mapped projects include those from the 2045 MTP and projects submitted by MPO member cities & counties, TxDOT, and members of the public.



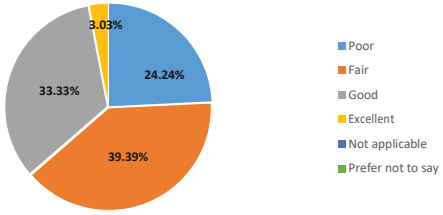
Public Engagement

Surveys were collected between June 7, 2024 and August 5, 2024.

From where you live, how difficult/easy is it for you to get to the places you want to go (school, work, shopping)?



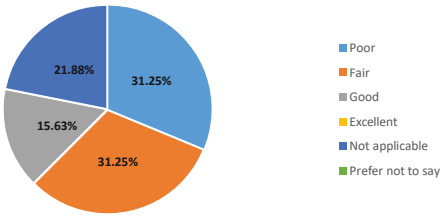
How would you describe the quality of the current road/highway system in the Abilene area?



Survey responders shared their current most used modes of transportation:

1. Driving Personal Vehicle Alone or with Members of Household
2. Walking
3. Carpooling with Non-Household Members

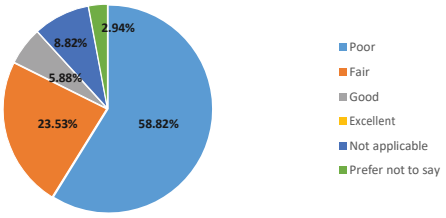
How would you describe the quality of the current transit/bus system in the Abilene area?



Survey responders ranked their anticipated most important modes of transportation in 25 years:

1. Driving Personal Vehicle Alone or with Members of Household
2. Transit / Bus
3. Aviation and Taxi / Rideshare

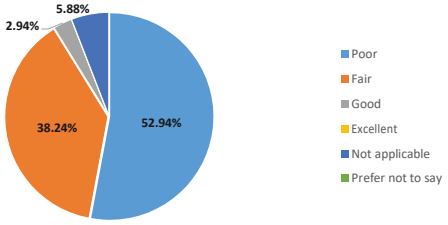
How would you describe the quality of the bicycle system in the Abilene area?



Survey responders ranked improvements the MPO could consider when prioritizing transportation improvements:

1. Maintenance of Existing Roadways
2. Pedestrian Safety- Adding or Improving Sidewalks, Crossings, Ramps, etc.
3. Vehicle Safety- Reducing Accidents

How would you describe the quality of the sidewalk/pedestrian system in the Abilene area?



A Delphi Meeting was held on June 25, 2024 to gather input from local subject matter experts.

The most prominent issues discussed included:

- Bicycle/pedestrian/sidewalks/bike paths
- FM Highways in the southern area need a combination of additional thru-lanes and turning lanes
- Growth in the southern part of the metropolitan area
- Growth in the northeast part of the metropolitan area

Call for Projects

For Staff Use Only Reference _____

Attachment A

ABILENE MPO PROJECT SUBMISSION FORM

Project Sponsor	
Contact Person	
Address	
City/Zip	
Phone Number	
Fax Number	
E-Mail	

PROJECT INFORMATION

Project Description			
Street Name			
Location From			
Location To			
Project Description			
Length in Miles			
Existing Total Lanes			
Future Total Lanes			
24-hour Traffic Volume			
Year of Traffic Count			
Project Cost			
Estimated Total Cost			
Local Share			
Local Source			
State/Federal Share			
Project Readiness			
Project Status - Phase	Environmental	Preliminary Engineering	Right-of-Way
Some Work Done (check)			
Percent Completed			
Project contribution to the Metropolitan Transportation Plan goals (use additional sheets as necessary).			

- The TAC (Technical Advisory Committee) is an official advisory group which makes recommendations on all technical and other matters assigned by the Policy Board. TAC membership consists of representatives from agencies and organizations with unique interest or expertise in transportation matters.

ABILENE MPO

July 8, 2024

The Honorable Judge Nicki Harle
Callahan County
100 W. 4th Street, Baird, TX 79504

RE: Proposed Transportation Projects for the 2050 Metropolitan Transportation Program (MTP)

Dear Judge Harle:

The Abilene Metropolitan Planning Organization (MPO) has the responsibility of developing the 2050 Metropolitan Transportation Plan (MTP). The 2050 MTP is a comprehensive planning document that includes roadway, transit, bicycle, and pedestrian projects to be funded with Federal, State, and local funds for the next twenty years.

The MPO would appreciate your assistance in determining viable transportation projects. Please provide a list of proposed transportation projects you wish to be considered for the 2050 MTP as well as any other sources of funding identified in the development process. Our MPO funding is limited for use only on TxDOT facilities. However, if you have a regionally significant project or sidewalks/alternative transportation needs, also include those, as there may be different funding sources (such as grants) we can look at.

For ease of itemizing and prioritizing projects, please submit your project requests on our project nomination forms. Project information should include as much data as you have on the project including:

- Highway number;
- Project limits, length, and location map;
- Description of proposed work;
- Estimated construction cost;
- Utility clearance status;
- Floodplain impacts;
- Engineering plan status and whether the county will provide the engineering or not;
- Right-of-way status and a commitment that all right-of-way will be obtained by the county; and
- Availability of local funds (i.e. 50% local match, 10% local match, etc.).

Abilene Metropolitan Planning Organization
209 South Danville, Suite B-212, Abilene, Texas 79605
Phone (325) 437 - 9999 | Fax (325) 676 - 6398
Website: www.abilenempo.org

If the project will include pedestrian and/or bicycle facilities, please include the following information:

- State if the pedestrian and/or bicycle facilities provide access to schools, parks, a large employer, multifamily or mixed-use residential, or shopping;
- Population within one-half (1/2) mile of the facility; and
- State if the facility will accommodate just pedestrians, bicyclist, or both.

The projects will be ranked by using the MPO Project Selection Process. A copy of that is attached. Within the ranking process, support from the public is a part of the scoring so if your project has local support that will add to its points. If your citizens are interested in a particular project, I would encourage them to list the project either in the online map or survey links listed below. By doing so, there is an opportunity to leverage the Public Support criteria in the project scoring. You can nominate as many projects as you would like, but please do not submit projects that the county is not interested in undertaking within the next twenty years. All submitted projects will be ranked and substitutions will not be permitted.

An online map and surveys are being utilized to help us plan and program future transportation improvements within our region and connections to other cities. To participate - click on the survey or map link below.

MTP SURVEY: https://vhoij75h9cu.typeform.com/to/IEl52at4

MTP INTERACTIVE MAP: https://arcg.is/0PKWSX

Please forward your list of proposed transportation projects (Sponsor Project Request Form) to us **by July 19, 2024 at 5:00 pm.** If you need a little longer in compiling the projects, just let me know. You may submit proposed projects by email to abilenempo@abilenetx.gov.

If you would like further information, you may contact me by email at elisa.smetana@abilenetx.gov or call me at (325) 676-6492.

Sincerely,

E'Lisa Smetana
Executive Director, Abilene Metropolitan Planning Organization

Attachments: MPO Project Selection Process
Sponsor Project Request Form

Abilene Metropolitan Planning Organization
209 South Danville, Suite B-212, Abilene, Texas 79605
Phone (325) 437 - 9999 | Fax (325) 676 - 6398
Website: www.abilenempo.org

ABILENE METROPOLITAN PLANNING ORGANIZATION

PROJECT SELECTION PROCESS

The Abilene Metropolitan Planning Organization Policy Board

Draft (Submitted) December 18, 2018

Final (Approved) December 18, 2018

ABILENE MPO PROJECT SELECTION PROCESS

In Accordance with 23 USC Sec. 134 and 49 USC sec 5303 & 5304, the metropolitan planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and nonmotorized users;
3) Increase the security of the transportation system for motorized and nonmotorized users;
4) Increase the accessibility and mobility of people and for freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Metropolitan planning organizations, in cooperation with the State and public transportation operators, develop short-range Transportation Improvement Programs (TIP) and long-range Metropolitan Transportation Plans (MTP) through a performance- driven, outcome-based approach to planning for the metropolitan area.

The TIP is a four-year program of highway and transit projects proposed for funding by federal, state, and local resources within the Abilene metropolitan planning area. The TIP is prepared by the MPO in cooperation with TxDOT and the transit operator (CityLink) according to regulations issued by the United States Department of Transportation.

The MTP is a long-range plan addressing at least a twenty-year planning horizon. The plan includes both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least every five years in attainment areas to conform its validity and consistency with current and forecasted transportation and land use conditions and trends.

The TIP and the MTP must be financially constrained, which means that those projects selected for inclusion in the planning horizon must indicate resources from public and private sources that are reasonably expected to be made available to carry out the plans. The MTP financial plan may include additional projects that would be included if reasonable additional resources beyond those identified in the financial plan were available.

Because of limited resources, a process is needed to evaluate and score potential projects for the TIP and the MTP. The Project Selection Process will consist of three steps:

1. Project Submission/Nomination
2. Technical Review, Evaluation and Recommendation
3. Final Project Selection and Scheduling

Project Submission/Nomination

A call for projects will be distributed within the MPO area. Those wishing to submit projects will present a completed Project Selection Form to the MPO. *(Attachments A & B)*

Technical Review, Evaluation and Recommendation

Formal review and evaluation of nominated projects will be conducted by the MPO Technical Advisory Committee (TAC) and the MPO Staff. The first step will be to determine if a nominated project has adequate information and specificity to be scored for possible inclusion in the financially constrained component of the TIP and the MTP. To be eligible:

1. Proposed projects must be consistent with the MPO's long-range goals.
2. Proposed projects must have an identified funding source with adequate funding to meet estimated costs. (Note 1)
3. Proposed projects must have a project implementation timeline and other details necessary to complete the Project Selection Process. (Note 1)

NOTE 1
Projects not meeting these requirements may be included in the MTP under an unconstrained needs component. This will show those projects that could be included in the adopted MTP if additional funding becomes available.

Information on all nominated projects will be documented for potential future consideration. As the MTP planning horizon is revised or when new information is available on projected funding levels, a reevaluation of MTP projects will be necessary. Projects listed in the TIP must be consistent with the MTP.

Projects complying with the previous requirements will be evaluated either through 1) compiling assessments from individual members, 2) by assigning said duty to a subcommittee, 3) by vote of the group as a body or 4) by other methods deemed appropriate by the TAC. Project assessment will be based on achieving cooperatively developed State, MPO, and transit system strategic goals and targets through the use of performance-based measures and local expertise in compliance with applicable State and Federal standards.

Strategic Goals and Performance Measures
When available and/or determined to be appropriate or effective, all or any of the data identified, may be used in assessing nominated projects.

Goal 1. Promote Safety (up to 25 total points)

Key Question: To what extent does the project promote safety or address a perceived safety concern?

Measures (as available)

- Number of Fatalities & Serious Injuries.
- Number of Non-Vehicular Fatalities & Serious Injuries.
- Rate of Fatalities and Serious Injuries.
- Reduction in risk for fatalities or serious injuries
- Impediments to safe pedestrian or bicycle activity
- Other Accident/Safety Concerns

Goal 2. Optimize System Performance & Promote Economic Development (up to 20 points)

Key Question: To what extent does the project efficiently and effectively address a problem, meet a need, or capitalize on an opportunity that maximizes value to the traveling public?

Measures (as available)

- Traffic Volume
- System Capacity
- Congestion
- Travel time reliability
- Connectivity
- Scope of Benefit
- Affected Businesses and/or Development Potential
- Project promotes travel and tourism
- Other identifiable measure or opportunity

Goal 3. Preserve Assets and Ensure Reliability (up to 25 total points)

Key Question: To what extent does the project address measurable deficiencies, preserve regionally important assets, reduce catastrophic or operational risks, provide effective alternative routes or improve system durability?

Measures (as available)

- Improved Pavement Condition
- Improved Bridge Condition
- Enhanced Connectivity
- Other system features, risks or concerns addressed
- Stormwater or natural disaster risks or opportunities

Goal 4. Provide an efficient, effective, and safe transportation system promoting development and sustainability (up to 20 points)

Key Question: To what extent does the project further partnerships which serve the current and future needs of the business user, freight provider and the traveling public?

Measures (as available)

- Development Trends (Location and Intensity)
- Project identified on MTP, or local Transportation Plan
- Project supports identified Special Generators
- Project has demonstrated support from the public.
- Unique Transportation Factors, Challenges or Opportunities

Goal 5. Protect the Environment and Promote Environmental Justice (up to 10 points)

Key Question: To what extent will the project protect or benefit at-risk human and non-human populations?

Measures

- Wetlands, habitat & protected species
- Historical Sites, Archeological Sites, Parks
- Project will result in emission reductions
- Worthy environmental, ecological or green energy, outcomes
- Project will benefit low to moderate income areas
- Project supports mode choice (Transit, Bicycle, Pedestrian)
- Project has demonstrated support from the public
- Other potentially relevant measures or indicators

Final Project Selection and Scheduling

Once all projects have been scored and any adjustments deemed appropriate have been made a listing of projects will be established. A formal recommendation will then be forwarded to the Policy Board by vote of the Technical Advisory Committee, authorized subcommittee or by use of other means which may have been established.

The MPO Policy Board will review the recommendation received and provide appropriate opportunity for participation and comment by all interested parties. The Policy Board will make any adjustments deemed necessary and adopt those projects for inclusion into the MTP. For projects to be in the TIP, they must first be in the MTP. This process of project selection and moving a project forward to the TIP is a cooperative effort among municipal, county, state and federal officials, the Technical Advisory Committee, the MPO, the TxDOT Abilene District, and the Abilene MPO Policy Board.

For Staff Use Only
Reference _____

Attachment A

ABILENE MPO PROJECT SUBMISSION FORM

Project Sponsor	
Contact Person	
Address	
City/Zip	
Phone Number	
Fax Number	
E-Mail	

PROJECT INFORMATION

Project Description			
Street Name			
Location From			
Location To			
Project Description			
Length in Miles			
Existing Total Lanes			
Future Total Lanes			
24-hour Traffic Volume			
Year of Traffic Count			
Project Cost			
Estimated Total Cost			
Local Share			
Local Source			
State/Federal Share			
Project Readiness			
Project Status - Phase	Environmental	Preliminary Engineering	Right-of-Way
Some Work Done (check)			
Percent Completed			
Project contribution to the Metropolitan Transportation Plan goals (use additional sheets as necessary).			

- The TAC (Technical Advisory Committee) is an official advisory group which makes recommendations on all technical and other matters assigned by the Policy Board. TAC membership consists of representatives from agencies and organizations with unique interest or expertise in transportation matters.

For Staff Use Only
Reference _____

Attachment B

ABILENE MPO PROJECT SUBMISSION FORM
General Public Request
Please submit one sheet per project

Contact Person	
Address	
City/Zip	
Phone Number	
Fax Number	
E-Mail	

PROJECT INFORMATION

Project Description	
Description of Project (circle all that apply)	Highways/Streets Public Transit Train/Rail Crossing Parking Facilities Sidewalks/Pedestrian Lanes Bicycle Paths or Lanes Congestion Issues Other Transportation Problems (please list): _____
Location of Project	
Comments (Suggested subjects) Describe the project. Why is it needed? How will it improve the transportation system? How will it address a problem? Who or what will benefit from the project? Is the project needed now or in the future?	
Other Supporters (name and contact info) Please list agencies, companies, individuals, organizations, or groups in support of the project	

For Staff Use Only
Reference _____

Attachment C

PROJECT SCORING SHEET
(TO BE USED BY TECHNICAL ADVISORY COMMITTEE)

Please submit one sheet per project

Name	
Organization Represented	

PROJECT INFORMATION

Project Name **(to be filled out by staff)**		
Project Location		
Project Type **(to be filled out by staff)**		
Scoring Category	Notes	Score
Goal 1 Promote Safety (0-25 points)		
Goal 2 Optimize System Performance & Promote Economic Development (0-20 points)		
Goal 3 Preserve Assets and Ensure reliability (0-25 points)		
Goal 4 Provide efficient, effective, and safe transportation system promoting development and sustainability (0-20 points)		
Goal 5 Protect Environment & Ensure Environmental Justice (0-10 points)		

Complete Streets Roadways

North 1st and South 1st Streets

Both North 1st and South 1st Streets are major arterial thoroughfares running through Abilene's urban core. An active freight railway divides the two streets with a wide median. These roadways are located within a one-mile vicinity of Abilene High School which is approximately a 3-minute bicycle ride or 7-minute walk for students.

Along North 1st Street, bike lanes are proposed between Pioneer Drive and Hickory Street. From 2019 to 2023 there have been four bicycle and pedestrian crashes causing injury (two cyclist and two pedestrian crashes) along this street segment. Along South 1st street, bike lanes are planned between Pioneer Drive and Butternut Street. Between 2019 and 2023, there has been one crash causing cyclist injury and ten crashes resulting in pedestrian injuries between Pioneer Drive and Butternut Street. Six of these pedestrian injuries resulted in death.

Complete street improvements that would benefit pedestrian and bicycle safety and connectivity on North 1st and South 1st streets may include improvements to intersection crossings, traffic calming measures that slow vehicle speeds and improve visibility of vulnerable road users, implementation of protected bicycle lanes on both or either roadway, or the installation of a shared use path or wide sidewalks with a safety buffer to separate vulnerable road users from high speed vehicles. Union Pacific Railroad owns the majority of the median right-of-way and South 1st St is TxDOT right-of-way. Any future adjustments regarding the median or South 1st St will require collaboration and support from UPRR and TxDOT. There is adequate road width along both North and South 1st to consider reconfiguring the roadways to include safe infrastructure for pedestrians and bicyclists.

Park-Adjacent Improvements (South 7th St & Ambler Ave)

The only cyclist death in the urban core of Abilene between 2019 and 2023 occurred at the intersection of South 7th Street and Barrow Street/S. Mockingbird Lane, adjacent to Oscar Rose Park. There is currently a planned, unfunded, bike lane along South 7th Street. Further consideration and study of complete streets updates to South 7th Street may be warranted, particularly the addition of bicycle lanes, improved crossings, and sidewalks that allow easier and safer pedestrian and cyclist access to Oscar Rose Park.

A similar study for pedestrian and cyclist improvements may also be warranted on Ambler Avenue adjacent to Arthur Sears Park, where a pedestrian crash resulted in a fatal injury in 2021.

BU 83 (Treadaway Boulevard)

There have been two pedestrian deaths along the Treadaway Boulevard between 2019 and 2023, one between South 34th Street and S 32nd Street, and the other between North 18th and 19th Streets. Treadaway Boulevard is an arterial roadway with high-speed traffic and no consistent sidewalks. The Boulevard may also be considered for complete street design elements, particularly sidewalks, as there are bus stops and businesses along the boulevard that Abilene residents may wish to access on foot.

North Willis Street

There has been one pedestrian fatality on North Willis Street between North 10th Street and State Street. There are sidewalks along segments of Willis Street, but not for its entirety, and bike lanes are proposed for this roadway. Extension of continuous sidewalks or paths may be paired with improved crossings and the proposed bicycle lanes to better protect pedestrian safety.

Texas Avenue & US 277

Texas Avenue, particularly the segment between Corsicana Avenue and US 277 has had four (4) crashes where pedestrians were injured since 2019, with another occurring at the intersection of Texas Avenue and 277. In 2015, the “US 277 Pedestrian & Bicycle Safety Project” which proposed a bicycle lane on Texas Avenue and a shared use path along US 277 was approved by the Abilene City Council and submitted to TxDOT as a Transportation Alternatives Program project. While the project was not awarded TA funding in 2015, a portion of roadway improvements were awarded TA funding in 2017, adding pedestrian improvements from Texas Avenue to Corsicana Ave.

US 83/84

There are two documented pedestrian deaths along US 83/84 since 2019. Oftentimes, pedestrian crashes that occur along the highway are the result of vehicle owners getting hit when standing outside of their car, due to a breakdown or other reason. While a complete streets approach along the highway may not be applicable, these deaths highlight the need for improved safety measures for drivers experiencing breakdowns along the highway.

FM 89 (Buffalo Gap Road)

Buffalo Gap Road, or FM 89, is another bicycle and pedestrian crash hotspot. Between 2019 and 2023 there were five (5) crashes that resulted in pedestrian or cyclist injury. This roadway has been proposed for bicycle lanes between Rebecca Lane and Sayles Boulevard. Buffalo Gap Road has been under construction since 2022 and has received updates including drainage improvements, congestion alleviation, access management, and pedestrian improvements. A pedestrian and bicycle shared use path was originally planned for the project; however, the constructed pedestrian improvements instead include new sidewalks and ramps without any dedicated bicycle infrastructure. Construction is expected to be completed in Fall of 2024.

South 14th Street

There have also been six (6) crashes involving one (1) pedestrian death on South 14th Street between Albany Street and Glenwood Drive. South 14th Street is currently undergoing a redesign. This redesign, titled the “South 14th Walkability Project," will update the roadway with improved pedestrian facilities. Improvements include the creation and extension of sidewalks, new curb ramps, and a pedestrian bridge over Catclaw Creek. The project is slated to complete construction in 2024.

Non-Urban Core Crashes

There were two crashes outside of Abilene’s urban core that resulted in death since 2019, one involved a pedestrian and the other a cyclist. The bicycle crash occurred along East Highway 80 (I-20 Business) near Bandera Park Drive. With several roadside businesses along the highway, this roadway may incorporate a safe bicycle facility to allow adequate space to pass cyclists on the road. The suburban pedestrian death occurred along Interstate Highway 20 west of Tye.

MTP Public Comments

Comment 1:
The draft 2050 Metropolitan Transportation Plan, page 97 states that only projects with CSJ numbers can be ranked, but Figure 7.3. TAC Ranked Funded Project List includes several projects that do not have CSJ numbers listed. Should they be removed from the table?

Comment 2:
I have spoken to the MPO about the large amount of traffic that occurs on that access road (Loop 322 access road just south of the Taylor County Expo Center) and the high rate of speed travelers use on that road. I have heard that there is a plan being suggested to look at Loop 322 and the access roads stretching from I-20 to Oldham Lane to look at traffic flow. That will be helpful. I realize that nothing will move quick enough for us as homeowners on this access road so I think all we can do is wait for this study and plan of action.

What I would like to address is the chip-seal being used. It was installed on Loop 322 in 2023 or 2024. The change in road noise that is given off by drivers on this surface is enormous. It was previously asphalt but the chip seal makes the sound go into hoses and many streets away from the highway. It is not the driver's fault... the road surface generates the noise. I realize chip-seal is bound to be easier to install and cheaper but please consider if there are any homes nearby before installing it.

Comment 3:
First, my sincere thanks to the MPO Staff, Policy Board, and Technical Advisory Committee for their creative and hard work in developing the Abilene MPO 2050 Update to the Metropolitan Transportation Plan. It's a document that holds exciting potential for the transportation future of the Greater Abilene area.
My comments below are intended to be constructive and helpful - and never critical. They will focus almost entirely on transportation issues as they impact bicyclists and pedestrians.

<u>Complete Streets and Alternative Transportation</u>

I was encouraged to see a section in the plan regarding proposed new facilities for bicyclists and pedestrians. These new proposals expand on the recommendations made in the City's 2015 Bike Plan. It was even more encouraging to see the MPO's commitment to the Complete Streets concept and a recognition of the need for alternative forms of transportation, including bikes and walking. These changes in the way we think about urban transportation can be transformational and positive.

With a high priority, I hope you will follow through on the proposed policy recommendations for Abilene MPO to develop a formalized Complete Streets policy and for ALL roadway projects (new or improvements) to first undergo a Complete Streets evaluation before moving forward in design (page 93). I would also like to

see attention given to traffic calming techniques and lower speed limits on roads that are shared with cyclists and pedestrians, have a high incidence of speeding, or generate numerous traffic accidents. Adopting a Complete Streets approach and implementing traffic calming measures can transform the face of travel in Abilene.

The Rationale for Prioritizing Bicyclist and Pedestrian Facilities: Designing a City's transportation needs for all ages and all abilities

Thank you for the discussion on bicyclist and pedestrian facilities, beginning on page 31. For too long in America's past, transportation planning has revolved almost exclusively around the needs of motorists. It's great to see that more consideration is now being given to alternative forms of transportation and mass transit. I wish this section of the Update could receive greater prominence. In my opinion, it doesn't reflect the high priority that this topic deserves in transportation planning and funding for Abilene during the next 25 years. Although with the MPO's leadership progress is being made, it is no secret that Abilene is lagging behind many comparable-size cities when it comes to making our city more bicycle and pedestrian-friendly. With proper attention and adequate funding, the implementation of this 2050 update
by the MPO can help bring Abilene closer to this goal.

Further, I would recommend that the rationale for promoting more and better bicycle and pedestrian facilities be described in greater detail at the beginning of this section. This rationale should explain the many benefits of cycling and walking, not only to the participants but to the community as a whole. Bicycles, especially, provide a valuable alternative means of transportation to those who cannot afford to own or maintain a motor vehicle (the statistics in Figure 5.2 document that in some sections of Abilene, nearly half of the residents have "low automobile availability"). As a result, the equity argument is a compelling one. Without access to a working car, some low-income residents either lose their jobs or are forced to walk or cycle on dangerous roads to reach their employers, putting them at greater risk of injury or death.

Cycling and walking also improve public health and contribute to a cleaner environment. In this respect, everyone in the community wins when more people can walk and bike to places of work, education, shopping, etc. - or just for recreation and fitness. As noted in this draft of the Update, "last mile" connections for cyclists and pedestrians to transit stops are a win-win, benefiting passengers and the transit system. These last-mile connections, coordinated with the City's transit system, can result in fewer cars on the roadways, reducing congestion and pollution. Going forward, we will need not only more "last
mile" sidewalks, bike lanes, and multi-modal trails connecting with transit stops; consideration will also need to be given to ensuring that safe and adequate parking or storage is available for bicycles at transit stops and high-density destinations such as downtown.

Making the building of more and better bicyclist and pedestrian infrastructure a higher priority is also important because we value our children and grandchildren. School children (and their parents) will benefit

when more bicyclist and pedestrian facilities allow students safe access to their schools. Studies confirm that children are happier and perform better when they walk or bike to school. An added benefit is that by encouraging more children to walk or cycle to school, you will reduce motor vehicle congestion on roads around schools. I would like to see this 2050 plan include the goal that every school student in the MPO's urban school districts should have the ability to safely bike or walk to school on sidewalks or trails that are separated from roadways.

Abilene is proud to be a college town. Whether by choice or necessity, college-age students are often some of the first to adopt a cycling lifestyle when given safe, attractive, and connected bike infrastructure. Making Abilene more bike-friendly deserves a higher priority in transportation planning and spending for many reasons, but one of them is that it improves our image as a college town, helping to attract more college students and better serving their transportation needs. Improving the mobility of college students would be good for the City's business community. Imagine a future where students at ACU, Hardin-Simmons, and Texas Tech can safely ride their bikes from their campuses to downtown or other nearby shopping venues, restaurants, theaters, and cultural attractions.

On the other end of the age spectrum, Abilene is also a retirement town. Our city, and our country, are aging. Building more and better bicyclist and pedestrian infrastructure will benefit the elderly and those with health challenges. In cities such as Abilene, senior adults who can no longer safely drive a motor vehicle are often trapped in their own homes, unable to safely run nearby errands, visit friends, or get fresh air and exercise. The same is true of people with mobility issues that confine them to wheelchairs and motorized scooters. Properly designed and maintained bicyclist and pedestrian facilities can help both seniors and those with health challenges experience a safer, fuller, more independent lifestyle.

The benefits of a well-designed and smartly executed network of attractive and safe bicyclist and pedestrian facilities can go much further. Such a network can spark economic development, especially for residential housing and small businesses. It can help local employers and grow the tax base by attracting young professionals, retirees, and others who move (or remain) in cities that provide the appealing, healthy lifestyle they seek. Numerous case studies from other cities document these results. I have personally witnessed such economic growth and vitality occurring as I have cycled on multi-modal trails in cities from Florida to Montana. Transforming a city into one that is bike-friendly should be viewed as a wise investment, not an expenditure.

Sidewalks vs. Multi-Modal Trails

One concern I see in the draft wording of the MPO's Update for 2050 is what may be an over-reliance on sidewalks as the best solution for most of the City's bicycling infrastructure needs. Very few new multi-modal trails are included in this plan, while sidewalks dominate. Sidewalks may be a fine solution for pedestrians and can serve as short-length connectors for cyclists, but they are no substitute for multi-modal trails. Sidewalks

have numerous disadvantages for bicyclists: (1) They are usually immediately adjacent to or very near to the roadway, separated by only a curb; (2) Sidewalks are too narrow to allow for the safe passing of two bikes or a bike and one or more pedestrians; (3) the aesthetics that make for pleasant riding are usually absent; (4) driveway curb cuts are often numerous, presently a constant danger to cyclists; and (5) sidewalks are notoriously poorly maintained and cleaned in most cities.

For these reasons, I would encourage the MPO to look at its list of sidewalk projects and see how many of them could be re-imagined as wider multi-modal trails.

Abilene needs more multi-modal trails that are designed for transportation purposes, not just recreational trails. Often, the same trail can serve both functions. The Cedar Creek Greenway Trail, for instance, could serve as the hub, providing north/south navigation through town, with spoke trails (and/or protected bike lanes; see below) providing east/west transportation corridors for cyclists. Speaking of the Cedar Creek Greenway Trail, why is the completion of this trail not included in the MPO's 2050 plan? It's a puzzle to me why, after all these years, only two miles have been completed on this trail, with no announced schedule for its completion. Does the MPO coordinate planning and funding on projects like this with the City's Parks & Recreation Department?

Protected Bike Lanes

Assuming the goal of bike lanes is to encourage more and safer cycling, the experience of other cities is that traditional bike lanes, blocked off from speeding nearby motorists by only a stripe of white paint, are not effective. Only the most hardy of riders will take the risk on a regular basis of riding a bike in this type of bike lane. At the same time, it is not always possible or affordable in a higher-density urban area to build 10-to- 14-foot-wide landscaped trails. A good compromise that better fits the urban environment while providing a safe corridor for cyclists is the protected bike lane. These bike lanes are physically separated from motor vehicles by a variety of materials, including curbing and landscaping. Bollards are sometimes used but are considered inferior since they provide no real safety barrier for cyclists and are easily destroyed. I would like to see a much greater focus in this MPO update on the use of protected bike lanes in Abilene, especially in higher-density districts such as downtown, major shopping venues, universities, and hospital campuses.

There is adequate width on some of Abilene's roads to redesign these roads as "Complete Streets" including protected bike lanes. Abilene is blessed with many wide thoroughfares. Putting some of these streets on a "road diet" with narrower (or fewer) lanes, lower speed limits, protected bike lanes, and sidewalks would benefit all of the public. Motor vehicle accidents and deaths on these roadways will be reduced.

When considering bike lanes, I hope that the first preference in the future will always be for protected bike lanes vs. traditional striped bike lanes, unless there is a compelling reason why they cannot be adapted to a specific section of road.

By the way, in those applications where the MPO deems a traditional (non-protected) bike lane to be suitable, please consider additional measures to protect cyclists. One common practice is to paint bike lanes green so they can be better recognized by motorists. Additional paint or striping may be needed in intersections as well. The City Council also needs to consider a new law to prohibit the parking of vehicles in bike lanes. What good is a bike lane when cars are regularly parked in it? This is an ongoing problem I've encountered on Willis Street, for instance.

Photos of protected bike lanes in other cities are attached.

Pedestrian Crossings

Abilene is a dangerous place for pedestrians, and that is nowhere more true than when trying to cross an intersection. In the Update's proposed plans for bicyclist and pedestrian facilities, I believe more attention needs to be given to better marking intersections for pedestrian crossings. Very few of the intersections with traffic lights in Abilene have painted crosswalks; raised crosswalks or flashing warning lights are nearly non-existent. To give an example, the new sidewalk project on the north side of South 14th Street is a nice step forward for pedestrians. But what if a pedestrian wishes to cross the street, such as going from Hobby Lobby to Mardel's, or from HEB to Walgreens? These are very dangerous crossings, with no clearly marked crosswalks or other aids.

Bike Routes

Thank you for making mention in the Update about the need for further study regarding the City's existing network of signed bike routes. In my opinion, simply posting these signs makes matters worse for cyclists, not better. The current network of signed bike routes might actually lead to more bike accidents and injuries. The signs offer a false sense of safety along roads that are usually not suitable for regular bike traffic. I look forward to seeing the MPO's future research on this topic.

The Downtown Loop/Northeast Abilene Greenway

Since we're talking a 25-year planning horizon with this update, I hope more will be included on the potential for a series of multi-modal trails and protected bike lanes that could be a boost to Downtown Abilene and bring urban renewal and economic growth to blighted areas near downtown between North 1st Street and Ambler Avenue. A visionary transportation plan can be a tool for spurring economic development. My vision for a Downtown Loop or Northeast Abilene Greenway would connect downtown businesses and the Convention Center with Texas Tech, Hardin-Simmons University, and the Hendrick North campus. Further, a "phase 2" of this plan would connect Abilene Christian University with the Downtown Loop. With proper planning and incentives, this urban district along the new trail, especially between downtown and Hendrick

North, could blossom into one of the most desirable residential neighborhoods in town, leading to more and better restaurants, stores, and professional services. In the future, imagine doctors and medical staff at Hendrick North being able to commute by bike to their jobs within five to ten minutes from their new townhomes or apartments. After work, they can cycle to restaurants or pubs downtown, or enjoy a play or cultural event.

A project of this magnitude will take coordination and support among the MPO, City and County governments, the Chamber of Commerce, and the private sector. While the transportation component is vital, the true success of the Downtown Loop/Northeast Abilene Greenway project would be in the improved lifestyle and economic growth it creates. It could be one of the most transformational projects in Abilene's history. Because of its consequential importance and cost, I highly recommend the MPO and City engage a talented and experienced team of bike/ped consultants and urban renovation consultants. For a glimpse at what another mid-size Texas college town is doing to revitalize its downtown district and encourage more biking and walking, please see the PDF from Denton, Texas that is attached.

Conclusion

Thank you for giving citizens like me the opportunity to comment on the MPO's draft copy of its 2050 Transportation Plan Update. I look forward to seeing the final document. I appreciate the expertise and dedication you bring to this task. You are truly making a difference in the region's future.

Comment 4:
Here are some things that need to be looked at.

Treadaway Boulevard- Needs more lanes for the amount of heavy truck traffic that uses it. Between N. & S. 1st need to be completely rebuilt.

Texas Avenue- Needs the middle turn lane back for the traffic that goes down it from the base.

Bishop Road- Needs to be rebuilt and widened from Texas Avenue to U.S. 277, really most of the streets in this area are in poor shape. Also this area is getting built up in duplexes.

U.S. Hwy 277- Needs to be widened to four lanes south like it is north.

F.M. Hwy 707- Need to be made wider because all trucks go to Tye for fuel because no truck stops in Abilene. From south of Anson thru Tye around U.S. Hwys 83-84.

U.S. Hwy 83- Widen from the south of town to Ballinger.

U.S. Hwy 277- A nice large rest stop needs to be built in the wide R.O.W. where U.S. 277 & St. 70 joins.

F.M. Hwy 3438- Extend from I.H. 20 around to U.S. Hwy 277 North

F.M. Hwy 89- In Buffalo Gap this road makes a bad twist turns that trucks get caught up in. Where F.M. 89 comes south needs to keep going down by the Reunion Gounds and F.M. 89 from the west needs to go straight and meet in the vacant land like an elbow or curve together.

I hope that you can make sense from what I have written, give me time and I might think of more. Abilene needs to give more time to keep existing businesses here and fill all these vacant buildings, and also work in working in the older parts of town instead of promoting Wylie always. Think about building in the inner city with lower cost housing instead of high dollar one for high taxes.

Comment 5:
Given the public comment deadline of midnight Saturday, December 14, 2024 and the need for the MPO Policy Board to approve the 2050 MTP at its meeting on Tuesday, December 17, 2024, there will not be sufficient time to consider and incorporate appropriate revisions to the draft MTP. Consideration should be given to doing an amendment within few months after adoption. If there are no significant changes to the funded project list, this might be able to be done as an administrative amendment.

The following comments are related to the official draft of the 2025-2050 Metropolitan Transportation Plan (MTP) that was made available to the public on November 23, 2024. These do not address all the issues in the document.

Corrections
The following are some typos and other errors to correct.

1. In several places the reference to a figure in the text is incorrect. The following are some examples. All textural references to figures should be checked for correctness
    a. On p 11, the text references Figure 4 when the actual figure is probably Figure 2.3.
    b. On p 12, the text references Figure 2.3 when the actual figure is Figure 2.4.
    c. On p 13, the text references Figure 2.3 when the actual figure is Figure 2.5.
    d. On p 16, the text references Figure 9 when the actual figure is Figure 2.8.
    e. On p 22, the text references Figure 15 when the actual figure is Figure 2.14.
    f. On p 23, the text references Figure 16 when the actual figure is Figure 2.15.
    g. On p 26, the text references Figure 18 when the actual figure is Figure 2.17.
    h. On p 31, the text references Figure 2.19 when the actual figure is Figure 2.20.
    i. On p 32, the text references Figure 2.21 when the actual figure is Figure 2.22.
    j. On p 35, the text references Figure 2.23 when the actual figure is Figure 2.24.

k. On p 39, the text references Figure 2.26 when the actual figure is Figure 2.27.

l. On p 81, the text references Figure 5.6 when the actual figure is Figure 5.7.

2. In several places, e.g., p 63, 65, etc. dates are written incorrectly. On p 65 in Transit Asset Management Plan section and in the Public Transportation Agency Safety Plan section, correct October 17th, 2023 to October 17, 2023. All dates in the document should be checked for correctness.
3. In Figure 2.1 on p 9, the pie chart has six segments that are labeled and have their percentage shown. However, the sum of the six percentages displayed is only 99.0%, not 100% as one would expect [7.0% + 78.4 %+ 11.1% + 0.3% + 1.7% + 0.5% = 99%]. Make the necessary correction(s) to the figure and in the text discussing the figure.
4. On p 10 in the 3rd paragraph of the Commuting Characteristics section, it states that only 5.0% of commuter travel is via non-personal motor vehicle means. However, the sum of personal transportation (0.3%), walked (1.7%), and taxicab, etc. (0.5%) is only 2.5%, not 5% as stated. Make the necessary correction(s).
5. 5. In Figure 2.7 on p 15, all but one of the lines representing crash rates are incorrectly labeled based upon the information in the text. If the text is correct, then the black line is Taylor County, the red line is Texas (not Jones County), the blue line is Jones County (not Callahan County), and the gray line is Callahan County (not Texas). If the labels in the figure are correct, then the text Is not correct and must be revised.
6. On p 28

    a. In the last bullet of the of the 1st paragraph, it states incorrectly that SL 322 connects with IH 20 on the west edge Abilene. Correct this to state that it connects with IH 20 on the east edge.

    b. In the last paragraph, US 83/Pine Street is incorrect. Correct this to BU 83/Pine Street (US 83 is the Winters Freeway).
7. On p 44 in the 2nd paragraph of the Northeast and North Area Growth section, change “proposed to be located” to “under construction” in reference to the Yellow House development.
8. The street name “Treadaway” is incorrectly spelled as “Treadway” in several locations, such as the following.

    a. On p 88 in the list of streets in the first paragraph.

    b. On p A-50 in the title of the section and twice in the text of the section.
9. Correct the following incorrect street name designation. Correct “North and South 1st Streets” to “North 1st and South 1st Streets”. The names as written imply the north and south ends of the same street. However, these are two streets that parallel each other with N 1st the first street north of the railroad and S 1st the first street south of the railroad. This incorrect street name designation is in the following locations: on p 88 in the list of streets in the first paragraph, and on p A-49 in the title of the section and twice in the text of the section.
10. The MTP Study Area is defined on p 6 and depicted in Figure 1.1 on p 7. In several locations this area is incorrectly referred to as the MPT Study Region. Correct “MTP Study Region” to “MTP Study Area” to be consistent with the defined term.

    a. On p 19 in the 2nd paragraph.

    b. On p 22 in the 1st paragraph.
11. In Figure 2.13 on p 21, the use of “Weekend” in the title implies Saturday and Sunday. Since CityLink only provides weekend fixed route service on Saturday, replace “Weekend” with “Saturday”.

12. On p 64 the section titles have the performance measures designation as (Pm#). Correct this to (PM#)
13. On p 64 the text for PM2 refers to Interstate System pavement in “good or better” condition, but the associated table (Figure 4.2) refers to “good” condition. For the non-interstate system, both the text and table refer to only “good” condition. Correct the appropriate items so that the text and table are consistent.
14. On p 64 the text for PM3 refers to the percentage of truck travel time that is reliable, but the associated table refers to a truck travel time reliability index. The values in that row of the table are not percentages, therefore they are assumed to be an index number. Correct the appropriate items so that the text and table are consistent or add an explanation as to why they are different and how to determine one from the other.
15. On p 71 in the 1st paragraph of the 2015 City of Abilene Bicycle Plan subsection, it states that following includes “goals, objectives and strategies“ of the plan. However, the following material only includes goals and objectives. Remove the word “strategies”.
16. On p 76 the text starts off by referring to study “sections”, yet elsewhere in the following text the reference is to study “zones”. Change “sections” to “zones”.
17. On p 91 in the 4th bullet of the Cypress St improvements, correct “otyher” to “other”.
18. On p 92 in the 1st paragraph, correct “Catclaw Road” to “Catclaw Drive”.
19. In the Status element on p 115, correct the time frames to correspond with the 2050 MTP. Long Range is 2036-2050 and Short Range is 2025-2035.
20. In Figure 8.9 on p 118, Project M22 is shown incorrectly. Correct this to show the extension of SL 322 northeast from IH 20 then curving north to intersect SH 351 at FM 1082. Note: The incorrect depiction of Project M22 on Figure 8.9 is the correct depiction of Project 45 which was not shown on Figure 8.13.

Structural Elements

1. The mish-mash of formatting in the document is very off putting. Most of the text is formatted as two columns but some is formatted as full page (pp 60, 84, 87, 88, 93, 130, etc.). Most has section or other unit titles followed by text that goes down the left column then down the right column, but some have the section title spread across the page with text in the left column then the right column. Some sections have boxes around them. Some leave a large portion of the left column empty then fill the right column. There is also a lot of blank space due to this formatting. This needs to be cleaned up and made more presentable.
2. All of the graphics in the report are labeled as a Figure. However, any graphic that uses a row and column structure to organize information is a table and any other graphic, including any illustration or image other than a table, is a figure. All of the tables in the report should be labeled as a Table instead of as a Figure. This will require the insertion of a List of Tables following the List of Figures.
3. The text of the figure titles (and table titles) is too light. The titles should be darker, not lighter than the general document text. Bold text should be used for the figure titles (and table titles).
4. The format of the figure titles (and table titles) should be consistent.
5. Some titles use a capital letter for all words except “a”, “an”, “the”, etc., and some use a capital letter only for the first word and proper names. The use of a capital letter for all words except “a”, “an”, “the”, etc.,

conveys the appearance of a title better than the other format. If a capital letter for all words except “a”, “an”, “the”, etc., is used, it would be appropriate to retain the question in quotation marks in Figure 3.9 through Figure 3.22 as currently shown.

6. Some titles are immediately below the figure, some are separated by various line spaces and one (Figure 7.3 on p 100) the title is an inch below the figure (table). Some tiles are right justified to the border, some are right justified to the figure and some are just out there.
7. Some of the cells in the tables are blank, which leads the reader to question whether there is no data for the cell or whether the author inadvertently forgot to enter data. All cells in the tables should have some entry so that the reader will know that information was not inadvertently left out. The following are some options for indicating that information was not inadvertently left out of a cell: NA (not applicable), xx, ---, -x-.
8. In the project tables, most of the Work Descriptions use a capital letter only for the first word and proper names; however, most of the words are capitalized in a few of the Work Descriptions. Correct these to be consistent with the ones use a capital letter only for the first word and proper names.
9. Most of the tables have a landscape orientation and these pages have a landscape orientation for the header (page number and chapter tittle). The header should have a portrait orientation to be consistent with all the other pages.
10. Many of the figures depict a map of the Abilene Study Area. Most of these maps are too small (~ 4“ x 5”) and therefore the information is difficult to discern. All figures with a map of the Abilene Study Area should be the size of the map in Figure 1.1 on p 7.
11. Several areas with geographical boundaries are referenced in the document. Most of these are defined either in the text and/or by depiction on a map in a referenced figure. These include: the MPO metropolitan area boundary (text on p 6 & Figure 1.1), MTP study Area (text on p 6 & Figure 1.1), Abilene Metropolitan Statistical Area (text on p 9), etc. There are also geographical areas referenced that do not have defined boundaries. These include: Abilene MPO region (text on p 9), Abilene region (text on p 10, p 11, p 12), the region (text on p 11, p 12), metropolitan area (text on p 11), etc. In some cases, the undefined terms are use in conjunction with more than one defined term, therefore it is not clear to what geographical area the undefined term is referencing. Whenever a defined geographical area is meant, always use the defined term for that area.
12. Reorganize Chapter 07 Project Prioritization and Chapter 08 Financial Plan and Project Lists.
    a. Move the material about project funding (pp 103-113) to a new Chapter 07 Project funding. Reorganize this material with the general discussion of all funding source first followed by the material about specific amounts of funding available for the projects.
    b. In a new Chapter 08 Project Selection, start with the material of current Chapter 07 (pp 95-101). Insert after the introduction the Project section (pp114-115). After the Project submission section (p 95) insert discussion about the soring of the projects into categories, i.e., those eligible for funding (on-system projects), projects to be locally funded (off-system projects), other projects, suggestions requiring study, etc.

Specific Revisions

1. In the Table of Contents, put “0.0” before Executive Summary to be consistent with how it is done on p 1 and make the line bold to be consistent with all other numbered elements in the Table of Contents.
2. In Figure 1.1 on p 7, address the following items. Since this appears to be the base map to display other data in subsequent figures, those other maps need to reflect these changes.
    a. Because parts of three counties are included in the study area, the county lines should be shown. Line forms to consider are dots or altering dots and dashes in black. The county names should be placed along the lines.
    b. Since SH 36 and SL 322 are labeled, SH 351 should also be labeled.
    c. Be consistent in the labeling of populated areas. Both Clyde and Hawley are incorporated areas and should be labeled like the other incorporated areas. Unincorporated areas should not be labeled (both Ovalo and Bradshaw are unincorporated). However, if the decision is made to keep the labels for Ovalo and Bradshaw, then the other unincorporated areas in the study area, i.e., View, Caps, Potosi, Hamby and Eula, should also be labeled.
    d. It appears that the municipal boundaries for Merkel, Tye, Buffalo Gap and Tuscola (Tye, Buffalo Gap and Tuscola in a light gray that is darker than the Abilene area but lighter than the Abilene ETJ and Merkel in a medium gray of similar shade as the Abilene ETJ). A different color should be used for these other cities so that it is more easily discerned. Whatever color/shade is used, it should be included in the legend. Also, the area for Clyde and Hawley should be shown.
    e. There is a dark colored square under Ovalo that should be removed or identified.
3. In the 2nd paragraph on p 19 reference is made to the Abilene MPO’s priorities. If there is a formal list of priorities, these should be included in the document.
4. Figure 2.14 on p 22 is of little or no value. Because census tract boundaries are not shown, the map gives a false impression of population. The dark blue area in Taylor County to the south and southeast of Abilene consists of several census tracts but appears to be a single census tract. Also, the less than 1000 and less than 4000 shadings are indistinguishable.
5. Figure 2.15 on p 23 depicts the City of Abilene Thoroughfare Plan. Since this plan only shows thoroughfares (existing & planned) within the city limits and in the ETJ, the map does not need to show area beyond the ETJ. In addition, enlarge the map to a fill page like Figure 2.16.
6. In the Pavement Condition section on p 24, the 1st sentence states that pavement condition data is only available on TXDOT roadways. However, Figure 2.16 on p 25 shows the pavement condition on some City of Abilene streets (mostly but not entirely arterial and collectors) and on two Taylor County roads (portions of CR 114 & CR 115). The 2nd sentence says that pavement quality in Abilene has declined. Resolve the conflicts in this information. If the pavement condition on city and county streets is to be depicted on the map in Figure 2.16, then this needs to be stated in the text along with source of the information. If only pavement condition data on TxDOT roadways is available, then remove the condition designations from city and county roads and state that the decline in quality is only on TxDOT roads.
7. In Figure 2.19 on p 30, address the following issues.
    a. The legend shows that the map depicts the National Highway Freight Network and the TxDOT

Highway Freight Network. Neither network is mentioned in the text. Both of these networks need to be described in the text.

b. The two shades of blue depicting the two networks are so close that it makes distinguishing between the two networks difficult. Use colors that clearly distinguish between the two.

c. Only the first 1.75 miles of SH 351 east of IH 20 is shown as part of the TxDot network. Logically it should either not extend east of IH 20 or should extend to the edge of the map.

8. In the 100-Year Floodplain and Low-water Crossings section on p 35 and following, the term low-water crossing is used. This term needs to be defined, specifically as to the parameters that determined the locations depicted on Figure 2.24.
9. On p 42 in the Southern Area Growth subsection, Wylie is referenced as a community. Wylie is not a community in the same sense as the other entities listed. Wylie is a school district, a significant part of which is within the City of Abilene. The Potosi community is within the Wylie school district. Delete Wylie as a community.
10. Figure 3.1 and Figure 3.3 both depict residential development in the city of Buffalo Gap but use different title formats. The title for Figure 3.3 is the better of the two, since it is clear that Buffalo Gap refers to the city not the road, where in Figure 3.1 it is not clear if it is the city or the road being reference. Change the Figure 3.1 title to use the same format as Figure 3.3.
11. In the last paragraph of the tourism subsection on p 47, make the following revisions.

    a. In the sentence about the Abilene Youth Sports Association, replace "…building a complex that includes…" to "… expanding its facilities to include…"

    b. In the sentence about the Cedar Creek Trail, put ES 11th Street in parenthesis and insert after that "…and EN 10th Street with connection to…"
12. In the Survey section on p 50 and following, the survey results are presented in percentages carried to two decimal places. This gives an impression of precision that is not warranted, based upon the fact that there were only 35 responses to the survey as stated on p 56. Since a single survey response is essentially 3 percentage points, the 3.03% "Excellent" quality in Figure 3.13 represents only a single response. The displayed percentages should be changed to whole numbers.
13. Insert a statement that there were 35 survey submissions at the end of the first paragraph in the Survey section on p 50. Although this number is on p 56, it needs to be before the discussion of the results of the survey to allow the reader to make a proper assessment of the results.
14. For Figure 3.9 through Figure 3.22, revise the figure title to place "Survey Results" before the question in quotation marks.
15. The four figures (3.13, 3.14, 3.15, 3.16) on p 52 show in pie charts the percentage of responses to survey questions about the quality of various elements of the transportation system. All but Figure 3.13 have the "Poor" response clockwise from the beginning at the 12 o'clock position then followed clockwise by the "Fair" response then the "Good" response. In contrast, Figure 3.13 is the reverse with the "Poor" response counterclockwise from the beginning at the 12 o'clock position then followed counterclockwise by the "Fair" response then the "Good" response. Change Figure 3.13 so that the responses are shown in the same pattern as used in the other three figures.

16. In Figure 3.17 on p 53, reverse the order of the legend, i.e., 1st on top and 9th on bottom, so that it is consistent with the way we read, i.e., left to right and top to bottom.
17. Figure 3.19 and Figure 3.20 on p 54, graph responses to questions about use of modes of transportation, i.e., 3.19 on past use and 3.20 on future use. In order to facilitate comparison, both figures should use the same horizontal scale and there should be light vertical lines at the number points.
18. In Figure 4.4 on p 65, address the following issues.
19. The last three rows are the same Asset Class (Bu-Bus). Because they have different targets, it is assumed that they represent different assets. Possibilities include the size of bus based on length, weight, passenger seats, etc. or the propulsion system of the bus such as gasoline, diesel, electric, etc. Provide information in the Asset Class column to distinguish between the three rows.
20. The 2023 Target column is blank for all of the rows. Either provide the targets for this column or eliminate the column.
21. The percentages in the remaining yearly target columns have no meaning to the reader because there is no explanation about what the percentages represent, e.g., 50% of Maintenance. Include in the text an explanation.
22. In Figure 4.5 on p 67, address the following issues.
23. In the Performance Measure Monitoring section on p 66, it states that each project in Figure 4.5 has been ranked based on projected performance measure relationships to targets. There is no apparent ranking evident in the table of Figure 4.5.
24. There are columns labeled PM1, PM2, & PM3 and for each project there is an X in one or more of the columns. Explain the meaning of the Xs in these columns. Explain how putting Xs in these performance measure cells resulted in a ranking of projects. For example, not all projects with Xs in all three PM columns are at the top of the table.
25. The primary and secondary goals mentioned in the Comments column do not always correspond to the Xs in the columns labeled PM1, PM2, & PM3. For example, the project at SL 322 and Maple St has primary goal of improve system reliability and secondary goal of improve safety but only the PM2 column (PM2 is about infrastructure condition) has an X. Explain the relationship between the information in the PM columns and the Comments column.
26. Since the Comments column only has information about goals addressed, change the column heading to “Goals Addressed”.
27. In figure 5.1 on p 76, address the following issues.

    a. The figure title refers to EJ Study Zones. The legend states that the designated portions on the map are EJ Study Zones. However, these are individually identified as “Areas”. Change the term “Area” to “Zone”.

    b. Zone 7 extends well south of the area that is generally considered the urban core. Explain why this zone goes beyond the urban core.

    c. In the Environmental Justice Study zones section on p 76 and following, the urban cores of three towns (Clyde, Hawley and Merkel) within the study area outside of Abilene were studied. No reason is given about why these towns were chosen over other towns in the study area. Clyde

and Merkel are the two largest towns in the study area based on 2020 census population. But Tye and Tuscola are larger than Hawley and Buffalo Gap is the same size as Hawley. Either provide a cogent explanation of why the three towns were selected or include the other towns in the study.

28. In Figures 5.3, 5.4, and 5.5 on p 78, address the following issues.
    a. The background maps are way to light to be able to discern the portion of the cities that are designated as the EJ Study Zone. Make the map features dark enough to be useful.
    b. The legend (EJ Study Zone with color blocks associated with a city), which is the same for each figure, is unnecessary since each figure shows only one city and the city is identified in the figure title. The legend is also poorly placed relative to each figure. Delete the legend from these figures.
29. On p 80, delete the Metropolitan Area boundary section title and its text. This is a repeat of a portion of the text on this subject on p 6 and does not fit in the Environmental Justice chapter.
30. The Land Use section on p 81 and following does not fit with the rest of the chapter. Move the Land Use section to the Mobility Conditions chapter, since land use impacts mobility.
31. On p 97 in the 2nd paragraph it states that only projects with an active CSJ can be ranked using TxDOT's Decision Lens. However, in the associated table (Figure 7.3 on p 100) there are four projects (all at the bottom of the table) without a CSJ that have a Decision Lens ranking. Two projects (near the top) have a CSJ but do not have a Decision Lens ranking. These discrepancies to the statement need to be explained or the statement needs to be changed.
32. Figure 7.3 on p 100, address the following issues.
    a. In MPO funding column one cell is empty and another has $-, while the rest either have a value or TBD. If those two cells do not have MPO funding they should be noted as $0. If all available MPO Funding for the time period has been allocated then TBD (to be determined) is incorrect and these cells should also have $0.
    b. The BI-20 from SL 322 to Elmdale Rd project has $5,2000,000 in the MPO Funding column but Long Range Plan in the Status column. It appears that one of these is incorrect since it is not reasonable to allocate those specific funds to a project that is in the Long Range Plan, i.e., 10 or more years in the future.
    c. The Bu 83 at Pine St project has 2029 in the Year of Expense column and Planned let Feb 2029 in the Status column. At least one of these is incorrect.
    d. For the IH 20 with TAC Project Ranking of 11, remove the excess space between the lines of text in the Status column.
    e. For the SL 322 with TAC Project Ranking of 6, remove the excess space between the lines of text in the Limits To column and remove "Removed from Illustrative List and updated description Dec 19, 2023" from the Status column.
33. In the Projects section on p 114, replace "…complementary to projects listed within…" with "…the source of projects selected for…"
34. In Figure 8.10 on p 119 address the following items.
    a. In the MPO Funding column, if the project is eligible for MPO funding put "TBD" in the cell and if it

is not eligible for MPO funding, put")" in the cell.

b. For the Antilley Rd at FM 89 project: in the Year of Expense column change "2030-2045" to "Future"; in the Status column delete "Long Range Plan"; move the "$2,200,000" from the Total Cost column to the Construction Cost column.

c. For the US 83 from north of FM 3034 interchange to north of FM 605 project, delete the extra space in the row.

35. In Figure 8.11 on p 120 is shown as a linear project, but it is a point project (an interchange). It is located about the middle of the indicated linear project.
36. In Figure 8.13 on p 123 address the following items.

    a. Projects M36, P42 and P45 are not shown. Show these missing projects. Project M36 is located under the label block for M34 (which will need to be moved). Project P42 is the extension of Project M35 south to Project M37. Project P42 is how Project M22 is shown incorrectly in figure 8.9 on p 118.

    b. In the two Memorial Dr projects that have a terminus at FM 707, add "(Beltway South)" after FM 707.

    c. The City of Abilene has shared with MPO that the Maple St from S 27th to SL 322 project is to be bid in 2025.

    d. Fill in all the blank cells.
37. In Figure 8.14 on pp 124-126 address the following items.

    a. The landscape orientation results in the table being on three pages. The width of the table is such that the table should fit on the page in a portrait orientation. Change the table to a portrait orientation. If the table is too wide, then reduce the width of the Work Description column to make it fit.

    b. This is a very large table with a total of 44 projects. It has 18 projects that are primarily bicycle/pedestrian improvements, 14 projects that are primarily intersection and/or signal improvements, and 12 projects of a miscellaneous nature. Organize the projects in the table so that they are grouped into the above three categories and give the categories a title creating subsets within the table. Alternatively, create three separate tables.
38. Figure 8.15 on p 127 is very cluttered. Split this into multiple maps to reduce the number of projects per map. With the reorganization of the Figure 8.14 table as noted above, this would be three maps: bicycle/pedestrian improvements, intersection and/or signal improvements, and miscellaneous projects.
39. In Figure 8.16 on p 128 address the following items.

    a. Reorganize the order of projects. Start with TxDOT projects in the order of the Year of Expense with the oldest year first.

    b. In the Status column, for the City's Maple St project add "Complete", and for the City's EN 10 St project add "Local Project".

    c. For the two FM 89 projects, include the Map #. These are M48 and M49.

    d. In the Misc column the text "Amended in MTP Dec 19, 2023" is not useful information for this table and should be deleted.

    e. The City of Abilene currently has a project under construct that should be included in the table.

This project is on Maple St from CR 111-1 (Colony Hill Rd) to SL 322 to widen to 4 lanes.

Chapter Comments

Executive Summary

Since the chapters are listed in the Table of Contents only a few pages ahead of the Executive Summary, the list of chapter titles is not needed at the end of the Executive Summary. [It comes across as filler.]

Chapter 01. Introduction

On p 19, there is a mention that the Abilene MPO has priorities. However, the document does not address these priorities. These priorities, which supposedly guide the selection of projects, should as a minimum be listed, but preferably also discussed in the Introduction chapter.

Chapter 02. Mobility Conditions

Most of the introductory text is about the Travel Demand Model. This material, which begins with "One beneficial tool..." about midway through the first paragraph and continues to the Commuting Characteristics section title, should be combined with the Travel Demand Model section (p 22 and following). This section should also address the current status of the MPO's travel demand model. This revised Travel Demand Model

section should be at the beginning (after the introductory text) or at the end, not in the middle of the chapter. An alternative location would be in Chapter 07 Project Prioritization.

In the Commuting Characteristics section, combine the last sentence of the 2nd paragraph with the first sentence of the 3rd paragraph to create a separate paragraph that is addressing the worked from home group.

The Commuting Characteristics section is very muddled. Part of it is due to the use of multiple terms to describe a geographical area and part is that the numbers in the text don't match with numbers in figure 2.3.

The Vehicle Miles Traveled section leaves the rear with lots of questions, such as: who calculated the DVMT, is it only for TxDOT roads and if so, does it include all on-system roads, If it includes off-system roads what roads are included, etc.

In the Areas of Congestion section, a variety of measures of congestion are mentioned. Each of these should include information about the types of facilities or circumstances for which they are best suited. The method used to determine the areas of congestion in Figure 2.5 and Figure 2.6 should be stated. Since the terms are vague, explain the difference between "congestion", "moderate congestion" and "more severe congestion".

Chapter 03. Public Involvement Process

Revise the Tourism subsection. In the first paragraph begin the 2nd sentence with "It was noted that..."and then create a separate paragraph with the last two sentences about downtown. In the second paragraph change "across the street" to "across SH 36". Since patients coming to Hendrick Medical Center is not tourism, move this paragraph to the Special Generators subsection with the rest of the information about Hendrick Medical Center. From the last paragraph, create a separate paragraph with the last two sentences about the

Clear Creek Trail.
In the Survey section on p 50 and following there are several about the responses being “most popular” or some variation thereof. The responses are an assessment of popularity. Change “most popular” to something like “most frequently selected”, “most responses”, “the highest percentage”, etc.

Chapter 04. Goals and Action Steps
Move the material above the Introduction section to the end of the one sentence 2nd paragraph in standard format. If the vision statement is to highlighted, use bold or italics.
For the Goals and Action Steps, use a standard format similar to the Goals and Objectives in the 2015 City of Abilene Bicycle Plan subsection on pp71-72.
In the Current City Plans...and Objectives section on pp 69-72 two plans are addressed.
•The Connect Abilene 2040 Comprehensive Plan text appears to be a copy from the Plan due to its structure. It comes across as filler, since most of the material does not have a direct connection to developing a list of transportation projects. This material should be moved to the Appendix, if included at all. Within this subsection include a brief summary of the Plan and how the MTP interfaces with it.
•In the 2015 City of Abilene Bicycle Plan subsection, the text is simply a listing of the goals and objectives except for the two introductory sentences. A lot of this information is not applicable to the MTP, since this is a City of Abilene plan and therefore deals with city action, e.g., modifying city codes, adopting city policy, dedicating funding, etc. This material should be moved to the Appendix, if included at all. Within this section include a brief summary of the Plan and how the MTP interfaces with it.

Chapter 05. Environmental Justice and Land Use
Move the Land Use Section to Chapter 02 Mobility Conditions where it fits because land use impacts mobility. Then delete “and Land Use” from the Chapter 05 title.
In the Limited English Proficiency section provided the federal governments definition of LEP.
In the Vulnerable Population Areas Identification section, provide a description of the vulnerable populations relative to transportation, since which groups are considered vulnerable depends on the context, i.e., hunger, healthcare, etc.,
In the Environmental Justice Study Zones section, the text states that the study zones were defined based on minority population densities, but does not explain how. Include an explanation of how the zones were defined. This would include the type of geographical units that the zones are composed of, the threshold values of minority population and the reference point (urban core?) on which this was based, and any other factors that determined the selection. The initial reference is to population densities; however, population densities are not mentioned in the later data presentation and discussion, only populations. If population densities were the basis for the zones, then there should be a presentation of those densities.

Chapter 06. Complete Streets Assessment
The material in this chapter comes across as a report prepared to help an entity in its consideration of the applicability of the complete streets concept. This perception is enhanced by the presentation of

recommendations, i.e., Complete Streets Recommendations section and Policy Recommendations section. Since the MTP is the result of decisions made by the MPO, the inclusion of a document recommending action in the body of the document is not appropriate. This material should be moved to the Appendix. In this chapter provide a brief summary of the complete streets concept with a reference to the Appendix for more detail. It can be noted that the MPO or specific cities or counties in the study area have adopted or are considering complete streets policies.
It is interesting to note that roundabouts were not mentioned in the Reduce Crashes & Severity subsection.

Chapter 07. Project Prioritization
Move the Projects section (pp 114-115) to the beginning of Chapter 07. Combine 0he first paragraph of that section with the current opening paragraph of Chapter 07 and entitle it Introduction. Make Project ID a section title. Use the same format for System Code, Serial Number and Project-Type Code.. Reorder the System Code in the following order: Interstate, State, City of Abilene, Local, County, Metropolitan. Since Status is not part of the Project ID it needs to be introduced or relocated to a more appropriate Section.
Between the Project Submission section and the Project Ranking section include a section about sorting the projects into categories, e.g., on the State system, off the State system, bike/ped, etc., why that is necessary
Move the last paragraph in the left column of the Project Selection section, except for the first sentence, to the Project Ranking section.
The first paragraph of the Project Selection section is in the present tense where the rest is the past tense. Change the verbs to the past tense. The statements should reflect what occurred not what was intended to occur.

Chapter 08. Financial Plan and Project Lists
This chapter needs to be organized internally and within the MTP. The discussion of the funding needs to occur before the discussion of project prioritization/selection since funding is a key component in establishing priority.
Create a separate chapter about funding and place it before the chapter about project selection. In the funding chapter, start with presentation and discussion of all the potential funding sources without amounts available. Then present all the funding sources with the amounts that are available to the MPO to use to create the list of funded projects. In this create a separate unit on Federal Transit Administration funding and distinguish between planning funds, operating funds and project funds (the current discussion only mentions Section 5307 funds).
The Taxes and Local Revenues section needs to be revised. It should include bond funds. The discussion about Tax Increment Funding is inadequate. This needs to explain the increment aspect of the tax. The State Highway Fund is inadequate. This needs to note the other sources (at least in a general sense) that are used to fund it, how it used, and how it is distributed.
The remaining material in this chapter that is not about funding should be added to the material in the current Chapter 07 which will become Chapter 08.
Before the tables listing projects and figures mapping the project locations, insert a section with an explanation

of each category of projects with reference to appropriate tables and figures. Include explanation of key elements such as when, why and how the lists will be updated as well as how the funded projects will be the basis for the 10-year plan and the TIP.
Include an explanation of the Grouped Projects preceding the table. The Notes that follow the would be pulled up into this as bullet points.

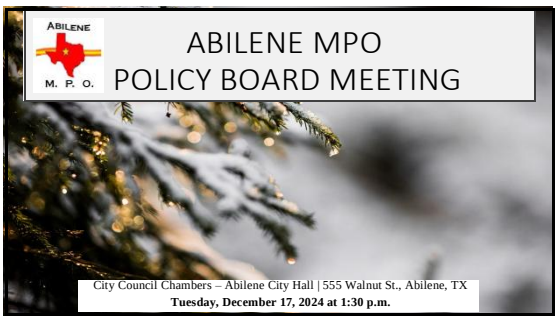
Comment 6:
I noticed in the packet that this MTP project's cost estimate changed significantly during the review process for the document:

CSJ: 0006-06-118, Work Description: Direct Connect Ramps from Loop 322 to I-20 EB and WB.
Prior Cost Estimate: $120M.
New Estimate: $33.6M.

Could you tell me how the change was produced during the MTP review, and what level of estimation certainty is built into the new estimate?

Presentation to Policy Board on December 17, 2024

12/18/2024



1

1. Call to Order.

Public comment on any item on the agenda.

2

2. Consideration and Take Action on the Minutes of the October 15, 2024 meeting.

3

3. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FYs 2025-2050 Metropolitan Transportation Plan (MTP). (Presentation by Huitt-Zollars, Inc.)

Background

The Metropolitan Transportation Plan (MTP) is due on December 17, 2024. It will cover years 2025 to 2050. The MTP is the long-range plan or "blueprint" and has a minimum twenty-year planning horizon with an update every five years. The MTP includes identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. The MTP is a financially constrained document but it also includes a list of additional projects that could be implemented as funding becomes available. Projects are selected based on the demand on the current system and input from the community. This document also incorporates a multimodal approach. The Policy Board at their April 16, 2024 meeting approved Huitt-Zollars, Inc. as the consultant. There have been numerous meetings and data sharing including two public meetings (June 25 and October 10) and a Delphi Panel meeting (June 25). A presentation of the MTP status was given at the August 20, 2024 workshop. At the November 19, 2024 Technical Advisory Committee (TAC) and the October 15, 2024 Policy Board (PB) meeting, the goals and action steps of the MTP were presented for input. The proposal was to use the goals and action steps from the previous FYs 2020-2045 MTP, tie those into any new FHWA performance measures, and make any changes related to the Decision Lens performance based planning methods. The end result from this process will then become the goals and actions steps for the new MTP.

Current Situation

The consultants, Huitt-Zollars, Inc., have compiled the MTP for public review. A notice was placed in the Abilene Reporter News on Sunday, November 24, 2024 for members of the public to review the document and make comments until midnight on December 14, 2024. Comments will also be accepted and a public hearing held at the December 17, 2024 PB meeting.

Comments were received from the public and forwarded to the Policy Board on December 16, 2024.

4

FYs 2025-2050 Metropolitan Transportation Plan (MTP) (continued)

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their November 19, 2024 meeting went through the project listings (Funded On-System, Illustrative On-System, Off-System Projects, and Other). The Funded On-System and the Illustrative On-System projects were ranked by the TAC. These same projects were also ranked using the Decision Lens Software.

The draft MTP full document was given to the TAC and a deadline for comments was established as December 4, 2024. No comments were received. The TAC did not take action on the full document at the meeting.

Action Requested

1. Any changes/recommendations.
2. Approval of the FYs 2025-2050 Metropolitan Transportation Plan (MTP).

5

FYs 2025-2050 Metropolitan Transportation Plan (MTP) (continued)

Huitt-Zollars, Inc. Presentation

6

12/18/2024

2050 MTP - Overview

- MPO staff provided excellent teamwork
- Followed the 3-C Process
  - Cooperative effort among all entities in MTP Study Area
  - Comprehensively addressed all modes
  - Continuous – met the adoption deadline
- Shorter timeline than typical
  - Completed in 6-7 months
  - Overcame some challenges

7

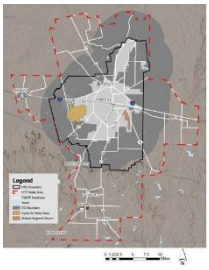
MTP 2050 – Overall Process

- Huitt-Zollars,Inc - contractor
- Reviewed previous MTP
- Public input
  - James Condry went above and beyond
  - Many individuals contributed comments, suggestions, review
- Multiple drafts with review and edits

8

MTP 2050 – Chapter 1 Introduction

- Followed and abided by Federal requirements
  - Infrastructure Investment and Jobs Act (IIJA)
  - Performance Measures
  - Planning Emphasis Areas
- MTP Study Area
  - Current Metropolitan Area Boundary (MAB) plus area in proposed MAB expansion request



9

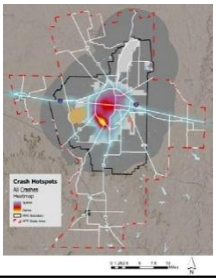
MTP 2050 – Chapter 2 Mobility Conditions

- Commuting characteristics
- Vehicle miles traveled (VMT)
  - Decrease during COVID, increasing since
- Current congestion (moderate – at certain times)
  - IH 20 segments
  - US 83 segments
  - Various
- Potential future congestion (if no improvements made)
  - IH 20
  - US 83
  - SL 322
  - FM 707 (South Beltway)

10

MTP 2050 – Chapter 2 Mobility Conditions

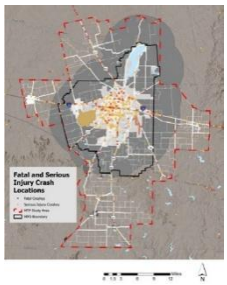
- Safety – vehicle crashes
  - Five intersections with highest crash frequency (2019-2023) – minimum number of crashes reported
    - Buffalo Gap Rd @ US 83/84 (425 crashes)
    - Southwest Dr @ US 83/84 (321 crashes)
    - US 277 @ US 83/84 (290 crashes)
    - Sayles Blvd @ BI 20 (134 crashes)
    - Barrow St @ S. 14th St (109 crashes)



11

MTP 2050 – Chapter 2 Mobility Conditions

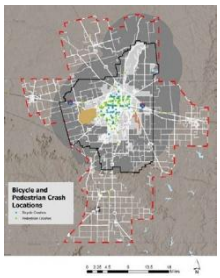
- Safety – Fatal and Serious Injury Crashes (2019-2023)
  - 101 Fatal crashes
  - 435 Suspected Serious Injury crashes
- Multiple projects have safety aspects
  - Intersection and interchange improvements



12

MTP 2050 – Chapter 2 Mobility Conditions

- Safety – Bicycle and Pedestrians
  - Increasing Bike/Pedestrian uses
  - Exercise/bike clubs
  - College/university related
  - Schools
  - Opportunities for improvements
    - Dedicated trails/paths
    - Bike lanes
      - Sharing traffic lanes
      - Barrier separated
      - Lane markings



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MTP 2050 – Chapter 3 Public Involvement Process

- Robust process
  - Delphi Group
- Policy Board & TAC combined workshop
  - August 20, 2024
  - Two public meetings
  - Additional input from private citizens
  - Advocates for bicycle and pedestrian modes
  - Identified vulnerable population concentrations
  - Reached out to vulnerable population representatives

14

MTP 2050 – Chapter 3 Public Involvement Process

- Delphi Panel - extremely insightful
  - Approximately 40 participants
  - Wide variety of entities and interests participated (including expanded MAB local officials)
  - Safety was emphasized
  - Bicycle/pedestrian – including people who have limited vehicle access
  - Railroad crossings blocked in small towns
  - Rural roads are carrying increasing volumes of urban type traffic
    - Need widening and turn lanes
  - Described growth areas

15

MTP 2050 – Chapter 3 Public Involvement Process

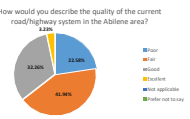
- Public Meeting 1
  - June 25
  - Limited public meeting attendance
    - Bicycle / pedestrian safety and access
      - Multiple areas and purposes
    - Transit issues discussed
    - Safety emphasized

16

MTP 2050 – Chapter 3 Public Involvement Process

- Survey
  - Multiple email notifications
  - CityLink buses and terminal
  - Social media
  - MPO website link

  June 7th, 2024 - August 5, 2024 – 33 Responses



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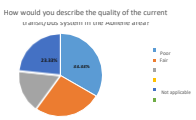
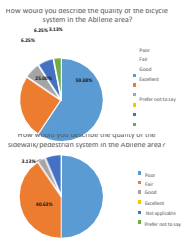
MTP 2050 – Chapter 3 Public Involvement Process

- Survey





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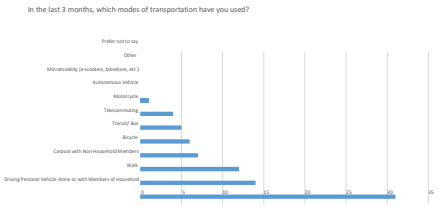
MTP 2050 – Chapter 3 Public Involvement Process

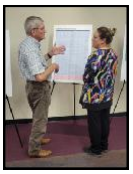
- Survey



19

MTP 2050 – Chapter 3 Public Involvement Process

- Public Meeting 2
  - October 10
  - South Library
  - Low turnout
  - Additional significant input
    - Bike/pedestrian in particular



20

MTP 2050 – Chapter 4 Goals and Action Steps

- Vision Statement

To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable Movement of people and goods in the Abilene Metropolitan Area.

21

MTP 2050 – Chapter 4 Goals and Action Steps

- Goals and Action Steps
  - Realize the Vision Statement
  - Meet Performance Measures
  - Improve Safety
    - Decrease fatal and serious injury crashes
    - Decrease bicyclist and pedestrian fatalities and serious injuries
  - Improve System Reliability
    - Identify road segments and intersections where travel delays occur
    - Provide necessary vehicular capacity on major roads
    - Decrease travel time indexes along major roads
    - Improve operational movements on major roads

22

MTP 2050 – Chapter 4 Goals and Action Steps

- Goals (continued)
  - Provide Economic Development Infrastructure
    - Incorporate economic development related transportation system improvements into the planning and programming processes
    - Maintain roads to preserve existing industrial and commercial development
  - Protect the Environment
    - Identify critical animal habitat areas
    - Identify transportation modes that will reduce vehicle dependency
  - Improve Public Health
    - Provide opportunities for exercise and recreation

23

MTP 2050 – Chapter 4 Goals and Action Steps

- Performance-Based Planning
  - Performance Targets and Measures
    - PM 1 – Safety
      - All roads in metropolitan area
    - PM 2 – Pavement and Bridge Conditions
      - Interstate pavement
      - Non-Interstate National Highway System (NHS) pavement
      - NHS bridge deck
    - PM 3 – System Performance and Reliability
      - Interstate person-miles reliability
      - Non-Interstate NHS person-miles reliability
      - Interstate truck travel time reliability
  - Feedback Loop – Figure 4.5 presents performance measures each project addresses

24

MTP 2050 – Chapter 4 Goals and Action Steps

- Coordination with other plans
  - Connect Abilene 2040 Comprehensive Plan
    - Guiding Principles
    - Goals
  - 2015 City of Abilene Bicycle Plan
    - Goals
    - Objectives
    - Strategies

Recognize Land Use and Transportation Relationships

Address Active Transportation Needs

25

MTP 2050 – Chapter 5 Environmental Justice and Land Use

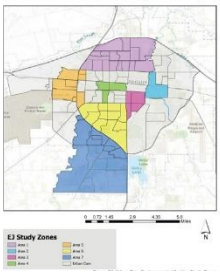
- Title VI (of the Civil Rights Act of 1964)
  - Prohibits discrimination based on race, color, religion, sex, and national origin
- Environmental Justice (EJ)
  - Equal treatment of people regardless of **income**, race, color, national origin, Tribal affiliation, or **disability**
- Limited English Proficiency (LEP)
  - Provide written and verbal translations when appropriate
- Low Automobile Availability
  - Higher dependencies on transit, walking, bicycling
- Vulnerable Populations
  - May include any or all of the situations listed above

Provide opportunities for all residents to participate in the transportation planning and programming processes and to have equitable access to the transportation system.

26

MTP 2050 – Chapter 5 Environmental Justice and Land Use

- Statistical Challenges and Mapping
  - Tools used
    - NEPAssist (EPA)
    - STEAP (FHWA)
  - Identifies areas with highest concentrations of vulnerable populations



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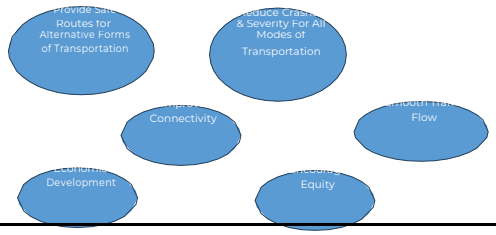
MTP 2050 – Chapter 6 Complete Streets Assessment

- General Concepts



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MTP 2050 – Chapter 6 Complete Streets Assessment

- Multiple Funding Opportunities
  - Federal Transit Administration (FTA)
  - Transportation Alternatives (TxDOT Category 9)
  - Surface Transportation Block Grant
  - Transit Oriented Development (TOD)
  - Highway Safety Improvement Program (HSIP)
  - Safe Streets for All (SS4A)
- Can be Developed in Phases or Parts

29

MTP 2050 – Chapter 6 Complete Streets Assessment

- Local Example – Cypress Street
  - N. 1st Street to N. 5th Street
  - Four-way stop signs replacing traffic signals
    - Encourage traffic calming and easier pedestrian crossings
  - Converting road from one-way to two-way traffic
  - Widening sidewalks
  - Changing angle parking to parallel
  - Landscaping, including irrigation
  - Catenary LED lighting
  - Funded through TIRZ #2

30

MTP 2050 – Chapter 6 Complete Streets Assessment

- Recommendations

1. Abilene MPO develop a formalized complete streets policy
2. Roadways within the Abilene MPO boundary that are selected for any transportation improvement undergo a complete streets evaluation before moving forward in design
3. Public involvement for all road improvements include stakeholders from affordable housing organizations, cycling organizations, and individuals who both represent and ride CityLink public transportation
4. Public involvement be continuous and collaborative, with several stakeholder meetings throughout the planning process that can provide input on complete streets improvements

31

MTP 2050 – Chapter 7 Project Prioritization

- Project Submission
  - Previous MTP
  - Technical Advisory Committee (TAC) members
  - MPO member entities
  - City and county officials
  - Stakeholders
  - Public

32

MTP 2050 – Chapter 7 Project Prioritization

- Decision Lens
  - One tool in overall process
  - On-system projects
  - Considers:
    - Safety
    - Preservation
    - Congestion
    - Connectivity
    - Economic
    - Environment

33

MTP 2050 – Chapter 7 Project Prioritization

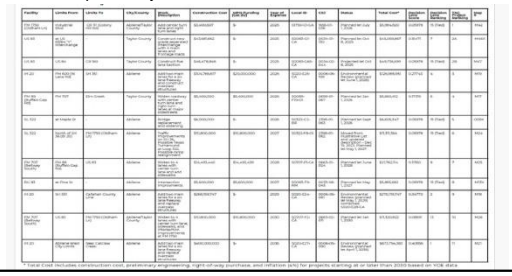
- TAC
  - November 19, 2024 meeting
  - Identify projects that TxDOT is currently developing
  - Identify projects that must be sequenced in certain orders
  - Consider overall project costs and economies of scale

Added "realism" to other tools

34

MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Funded On-System Projects



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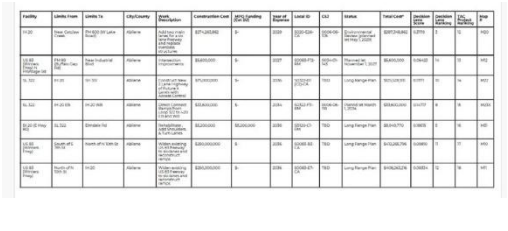
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Funded On-System Projects (continued)



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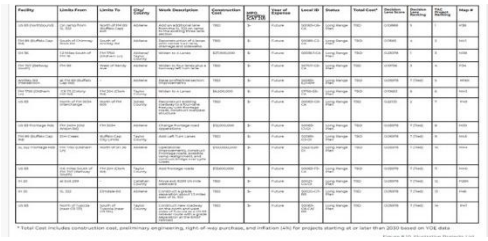
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Illustrative On-System Projects



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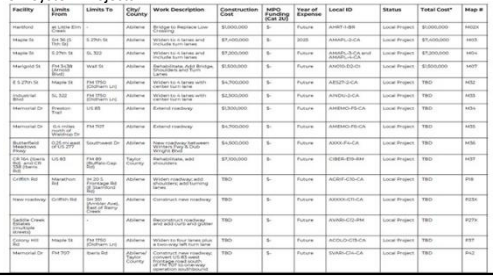
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Off-System Projects



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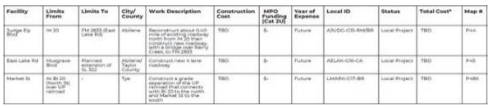
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Off-System Projects



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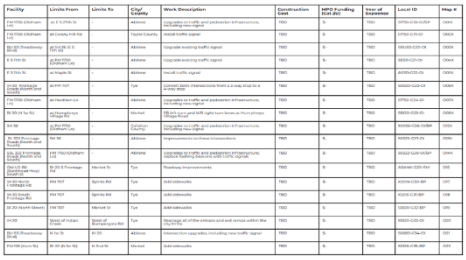
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Other Projects



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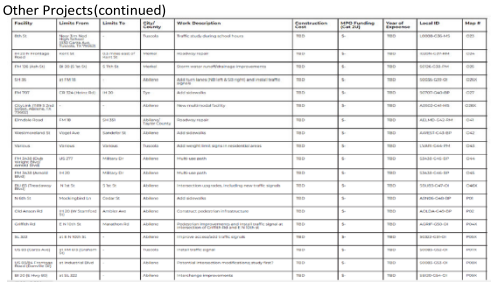
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Other Projects(continued)



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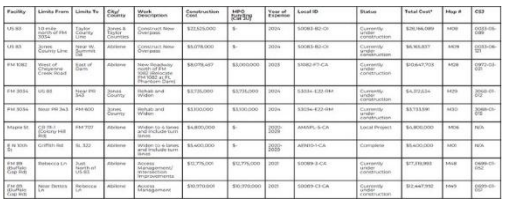
MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Other Projects (continued)

42

MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Current & Complete Projects



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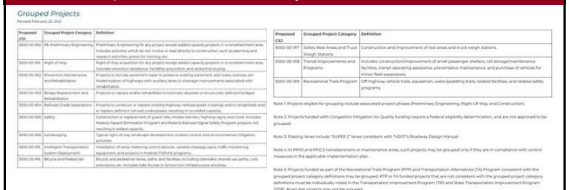
MTP 2050 – Chapter 8 Financial Plan and Project Lists



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MTP 2050 – Chapter 8 Financial Plan and Project Lists

- Fiscal Constraint – Funded Projects
  - Funding is available to pay for the "Funded Projects"
  - Inflation considered – compounded annually – increases in future years
  - Base funding is "Category 2U" – used on On-System roads
  - Texas Transportation Commission allocates "Category 12 – Strategic Priority" and "Category 4 – Statewide Connectivity" funds to complete funding for major projects
- Illustrative Projects
  - Partial or no funding programmed
  - May be moved to funded list when complete funding identified
- Other Projects
  - On and off-system, proposed by various people
- Current & Complete Projects
  - In previous MTP – in progress or completed
- Grouped Projects
  - Revised February 23, 2021 TxDOT Listing

45

MTP 2050 – Questions and Discussion

- Additional Q&A

46

4. Receive a Report, Hold a Discussion, and Take Action on the 2025 meeting dates.

Background
The Abilene MPO Policy Board meets normally meets on the third Tuesday at 1:30 p.m. Listed below are the dates for 2025.

Policy Board

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

- February 18 (Presidents Day 17th)
- April 15 (Good Friday 18th)
- June 17 (Emancipation Day 19th)
- August 19
- October 21
- December 16

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

Recommendation from the Technical Advisory Committee (TAC)
N/A.

Action Requested
1. Any changes to the meeting dates for the year 2025.

47

5. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

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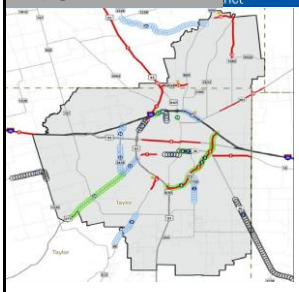
TxDOT

rict 2025-2027



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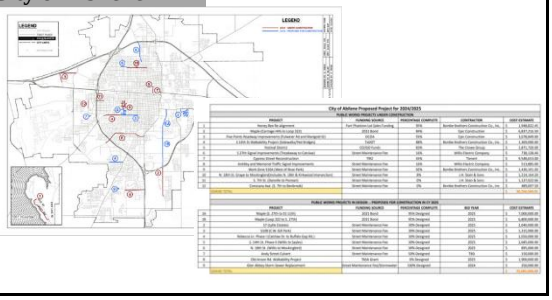
City of Abilene



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CityLink

CityLink Transit
(December 2024 MPO meeting)

- Employee restroom repairs and remodel project:
  We are still accepting bids
- Shop exhaust fans:
  Installation began November 25th
  Projected completion - December 31st

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6. Discussion and review of reports:

- Financial Status
- Operation Report
  - Tasks
  - Training Sessions
  - Meetings
- Director's Report
  - Work Tasks
    - MPO Staffing
    - MPO Planning Area Boundary Update
    - Year-end Reports – FY 2024 Annual Performance and Expenditure Report (APER), and FY 2023 and FY 2024 Annual Listing of Obligated Projects (ALOP)

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Financial Status

Fiscal year 2024

October 1 2023thru September 30, 2024

Date	Transaction	Additional Data Authorization Expenditure			Remaining Balance
10/25/2023	Work Order #1	FTA 5303/PL-112	$69,591.60		$69,591.60
1/23/2024	October 2023	Billing #1		$12,653.70	$56,937.90
1/23/2024	November 2023 Billing #2			$17,864.15	$39,073.75
2/16/2024	December 2023	Billing #3		$21,183.33	$17,750.42
3/22/2024	Januarx 2024	Billing #4		$14,855.64	$2,934.80
4/23/2024	Work Order #2	FTA 5303/PL-112 $220,802.33			$223,737.13
7/25/2024	February 2024	Billing #5		$13,868.05	$209,869.09
7/25/2024	March 2024	Billing #6		$15,864.80	$194,004.29
7/26/2024	April 2024	Billing #7		$16,965.82	$177,038.48
7/29/2024	May 2024	Billing #8		$17,524.60	$160,413.88
8/13/2024	June 2024	Billing #9		$31,587.08	$128,826.75
9/16/2024	July 2024	Billing #10		$41,717.57	$87,109.23
9/25/2024	August 2024	Billing #11		$45,097.95	$42,011.28
11/5/2024	September 2024 Billing #12			$79,097.37	($37,086.09)
12/6/2024	Work Order #3 Carryover FY 2023 $351,472.60				$314,386.45
TOTALS			$641,866.55	$327,480.04	$314,386.45

updated as of 12/09/24

Fiscal year 2025

October 1, 2024 thru September 30, 2025

Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
TOTALS				$0.00	$0.00

updated as of 12/09/24

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Operation Report

FULL DOCUMENT IS INCLUDED IN YOUR PACKET.

From **October 08, 2024 through December 10, 2024,** some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

General MPO -

- Coordinated and conducted interviews for the Transportation Planner position. Updated prospective candidate listing and other required documents. Maintained postings of the Transportation Planner job on the City, Texas MPOs, and Association of MPOs' websites. Offered the position to a candidate and it was accepted with a start date of November 4, 2024.

Maps -

- Working with consultants (Resource Data, Inc.) on mapping needs (Sidewalk Map, Transportation Improvement Program (TIP), Bicycle amenities) and coordinating on the FY 2025 Scope of Work tasks.
- Created/Updated/Compiled Data on the following maps: Provided mapping information for the Metropolitan Transportation Plan to the consultants (Huitt-Zollars, Inc.).

Reports -

- FYs 2025-2050 Metropolitan Transportation Plan (MTP) including: updating/researching project listing for 2020-2025 MTP; proofed the draft document numerous times; coordinated with TxDOT and consultants; hosted/coordinated a second public meeting; biweekly meetings with consultants; advertised in the Abilene Reporter News and solicited citizens comments on the document/projects; reviewed the goals and objectives with the TAC/PB; hosted/prepared documentation for a TAC Project Selection Committee meeting; posted public participation notices on social media accounts including Facebook and X and updated the MPO website with pertinent information.
- Started working on the FY 2024 Annual Performance and Expenditure Report (APER), including document format from TxDOT and coordination with City Finance/CityLink.

MPO Boundary -

- Checked in with TxDOT numerous times to confirm status of the boundary expansion (as of November 20, the Governor's legal team is reviewing the documents).

Budget -

- Closed out Fiscal Year (FY) 2024 (October 1, 2023 to September 30, 2024) budget; created, compiled, and created/updated/compiled the FY 2025 (October 1, 2024 to September 30, 2025) budget forms and compiled the accounting information needed to track bills, payments, etc.

Collaboration -

- TxDOT hosted an End the Streak Press Conference and the MPO along with other entities participated in the event on November 7th.
- Worked with TxDOT on the National Electric Vehicle Infrastructure (NEVI) program for the Abilene area.

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12/18/2024

Director's Report

Abilene MPO Director's Report
Policy Board Meeting December 17, 2024

Work Tasks

- **MPO Staffing**
  The Transportation Planner position became vacant on June 10, 2022. The selection panel has conducted numerous interviews over the two plus years. We offered the Transportation Planner position to Cory Harris who accepted and started with the MPO on November 4, 2024.
- **MPO Planning Area Boundary Update**
  The Abilene Metropolitan Planning Organization (MPO) currently utilizes a Metropolitan Planning Area (MPA) boundary that was last revised in 2006. In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. There were numerous committee meetings and presentations to both the Technical Advisory Committee and the Policy Board. We gave presentations to all the affected entities (Callahan County, City of Buffalo Gap, City of Clyde, City of Hawley, City of Lawn, City of Merkel, and City of Tuscola). The Policy Board took action to approve the changes at their April 16, 2024 meeting. On June 25, 2024, the technical memo and revised boundary information was submitted to TxDOT. We were notified on October 3, 2024 that TxDOT has submitted the boundary expansion request to the Governor's Office and they are in the process of reviewing the submittal and providing the final sign-off. On November 20, 2024, TxDOT informed us that the Governor's legal staff is reviewing and we should know something shortly on the approval.
- **Year-end Reports – FY 2024 Annual Performance and Expenditure Report (APER), and FY 2023 and FY 2024 Annual Listing of Obligated Projects (ALOP)**
  Every year the Annual Performance & Expenditure Report (APER) and the Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. Staff is working on the submittal of the APER by the deadline. On the ALOP, we are still waiting on TxDOT for the highway data for the FY 2023 report that was due on December 15, 2023 and the FY 2024 report that is due on December 15, 2024. Per an email from TxDOT dated November 13, 2024, they are finalizing the FY 2022 reports and should be sending the FY 2023 and FY 2024 data out soon.

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

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

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9. Adjournment.

Our next meeting is: February 18, 2024
Thank you for all you do for transportation!

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