



ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: February 15, 2022
FINAL APPROVED BY THE MPO POLICY BOARD: April 19, 2022
ADMINISTRATIVE AMENDMENT 1: November 2, 2022

Abilene Metropolitan Planning Organization
209 South Danville Drive, Suite B-212, Abilene, Texas 79605
(P) 325-437-9999 (F) 325-676-6398 www.abilenempo.org

This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning/Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613).

Disclaimer

This report was prepared in cooperation with the Texas Department of Transportation, the U.S. Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. It was funded in part through grant(s) from the Federal Highway Administration, the Federal Transit Administration, and the U.S. Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Table of Contents

INTRODUCTION	4
METROPOLITAN PLANNING AREA	4
HISTORY AND PERFORMANCE MEASURES	6
PUBLIC PARTICIPATION PROCESS	9
FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP	9
ADMINISTRATIVE AMENDMENTS TO THE TIP	10
PROJECT SELECTION PROCESS.....	10
AIR QUALITY	10
AMERICANS WITH DISABILITIES ACT (ADA).....	10
TOTAL PROJECT COSTS.....	11
PROGRESS FROM PREVIOUS YEAR.....	11
GLOSSARY OF TERMS	11
FUNDED HIGHWAY PROJECTS	13
HIGHWAY FINANCIAL SUMMARY	17
FUNDED HIGHWAY PROJECTS MAP	18
GROUPED PROJECTS CSJs (HIGHWAY).....	19
FUNDED TRANSIT PROJECTS	23
TRANSIT FINANCIAL SUMMARY.....	28
APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA	29
APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS	30
APPENDIX C: ACRONYMS	31
APPENDIX D: PERFORMANCE MEASURES	
PROJECT-BASED PLANNING AND PROGRAMMING (PBPP).....	32

INTRODUCTION

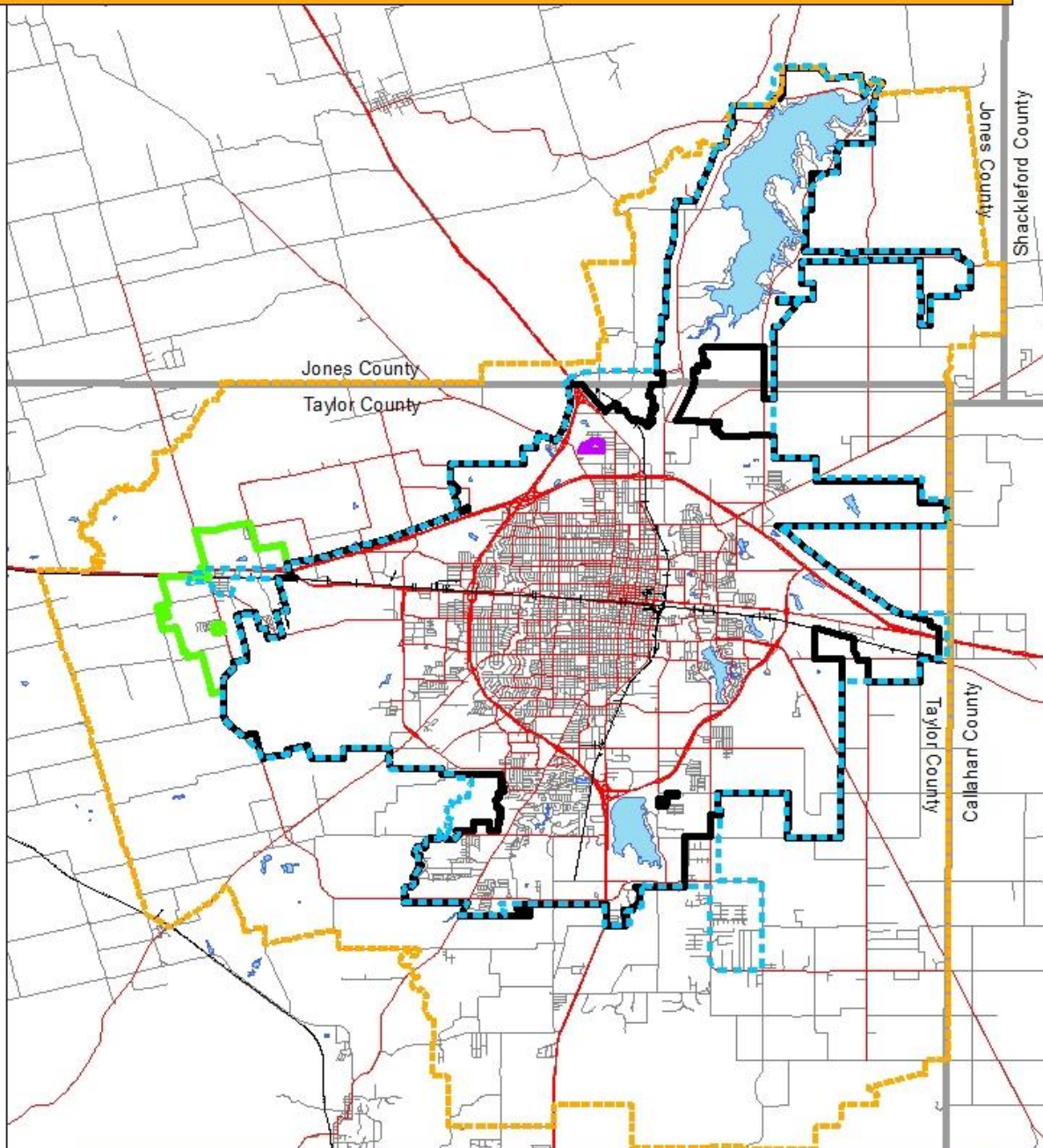
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §326 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the Abilene Metropolitan Planning Area that are proposed for funding including transportation enhancements, Federal Lands Highway program projects, safety projects included in the State's Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities. It contains a prioritized list of surface transportation improvement projects that are expected to begin in the current Federal Fiscal Year (FFY) plus the next three (3) FFY program years. These projects are planned to develop, improve, and maintain an integrated transportation system for the Abilene Metropolitan Area. The program is intended to efficiently use resources to improve the mobility of people and goods within and through the urbanized area and minimize transportation related fuel consumption and air pollution.

METROPOLITAN PLANNING AREA

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within a 20-year forecast period. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. The 2020 Census reported the population of Abilene was 125,182, for Taylor County 143,208, and for Jones County 19,663.

Abilene Urbanized Area and Metropolitan Planning Area



ABILENE

M. P. O.

2010 Smoothed Urbanized Area	County Lines
MPO Boundary	Railroads
Abilene City Limits	Major Streets
Impact City Limits	Streets
Tye City Limits	

**Texas Transportation Commission Approved
(Based on the 2010 Census Data)**

HISTORY AND PERFORMANCE MEASURES

Federally required long-range transportation planning began with the passage of the Federal Highway Transportation Act of 1962. This act created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. The legislation required urban areas of more than fifty thousand in population to create and implement transportation plans in order to receive federal highway funds. Late in 1964, a study of transportation in the Abilene urban area was begun with respect to existing facilities, existing deficiencies, and future needs. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two-volume report: the *Abilene Urban Transportation Plan, Origin-Destination Survey*, Volume 1, 1965 published in 1966; and the *Abilene Urban Transportation Plan: 1965-1985 Transportation Plan*, Volume 2, published in 1968.

For the purpose of keeping Abilene's transportation plan up to date, an agreement between the City of Abilene and the State of Texas was executed on January 23, 1969. This was superseded on March 30, 1973 by a revised agreement that included Taylor County as a party. This revised agreement provided the guidelines for the organization and functioning of the continuing phase of the Abilene Urban Transportation Study. It also assigned the primary responsibility for each of the basic study elements to the city, state or county.

On July 2, 1974, the Governor of Texas designated the City of Abilene as the Metropolitan Planning Organization (MPO), which, in cooperation with the State, would have overall transportation planning responsibilities for the urbanized area. The designation was repeatedly renewed until 1988 when the designation became continuous. A series of agreements between the State of Texas and the City of Abilene have assigned individual and joint responsibilities to the State and the City of Abilene in the conduct of transportation planning activities to fulfill the requirements of Federal and State law.

The 1973 agreement established a group structure to provide overall transportation policy guidance for the planning activities. Initially, the group structure contained two committees, a Policy Advisory Committee consisting of area legislators and elected officials of local governments, and a Steering Committee consisting of other elected officials and key transportation planning staff personnel. The group structure evolved in response to changes in legislation and contractual agreements, becoming a single Abilene Urban Transportation Planning Committee with both voting and non-voting members. The group adopted the name Abilene MPO Transportation Policy Board in 1993 and continued to act as the forum for cooperative transportation planning, decision-making, and to provide overall transportation policy guidance to the MPO. In 2010, the MPO underwent a management review and as a result a Technical Advisory Committee (TAC) was established. The TAC provides professional and technical support to the Policy Board.

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012 and reinforces the eight planning factors listed in SAFETEA-LU. MAP-21 is a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 creates a streamlined and performance based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. It is based on the principles of creating jobs, simplifying programs, supporting safety, promoting innovation, strengthening systems, and establishing a performance based federal program.

MAP-21 took effect on October 1, 2012 and originated a new set of performance measure requirements that transformed Federal highway programs and provided a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance based planning and programming. This performance based system will establish national performance goals to achieve the following: 1) Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; 2) Infrastructure condition—to maintain the highway infrastructure asset system in a state of good repair; 3) Congestion reduction—to achieve a significant reduction in congestion on the National Highway System (NHS); 4) System reliability—to improve the efficiency of the surface transportation system; 5) Freight movement and economic vitality—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development; 6) Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment; 7) Reduced project delivery delays—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was enacted—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, rail, research, technology, and statistics programs. The FAST Act improves mobility on the highways, creates jobs and supports economic growth, and accelerates project delivery and promotes innovation. The FAST Act took the 8 planning factors of SAFETEA-LU and added two additional ones:

9. Improve the transportation system's resiliency and reliability and reduce or mitigate storm-water impact of surface transportation.
10. Enhance travel and tourism.

In addition to these ten (10) planning factors, Moving Ahead for Progress in the 21st Century (MAP-21) which took effect on October 1, 2012 originated a new set of performance measure requirements. This performance based system established national performance goals to achieve the following:

1. Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;

2. Infrastructure condition—to maintain the highway infrastructure asset system in a state of good repair;
3. Congestion reduction—to achieve a significant reduction in congestion on the National Highway System (NHS);
4. System reliability—to improve the efficiency of the surface transportation system;
5. Freight movement and economic vitality—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. Reduced project delivery delays—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In addition to the national goals listed above performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan.

Once federal rules have been adopted, state departments of transportation (DOT) then set state-wide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State. The Abilene MPO has taken action on the following:

(PM1) Safety

(PM2) Infrastructure Condition

(TAM) Transit Assets

(PM3) System Reliability

A narrative describing adopted performance measures, the use of performance measures in project selection, and the anticipated contribution of planned projects to the attainment of local and state-wide goals/targets selected is contained in **Appendix D**. MPOs, transit agencies and the Texas Department of Transportation (TxDOT) have been diligently working cooperatively to establish practices, support systems, and relationships necessary for the successful implementation of Project-Based Planning and Programming (PBPP). As this new paradigm for transportation planning evolves, the Abilene MPO will continue to adjust their planning efforts to reflect the PBPP. As new and updated data becomes available, new practices develop, and greater understanding emerges on adopted measures, the Abilene MPO will use them in a collaborative manner to support national, state and local goals. The MPO will incorporate the use of performance measures in the development, evaluation and selection of projects so as to prioritize needs, align resources and optimize system performance.

The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver generational investments in our roads and bridges, promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation. The BIL also presents the Federal Highway Administration (FHWA) with a unique opportunity: to exercise our stewardship and oversight responsibilities and evolve the century-old relationship with the State departments of transportation and other stakeholders in a way that takes advantage of the tools Congress has provided and prioritizes investments that align with the underlying policies evident throughout the BIL to help our states and communities Build a Better America.

PUBLIC PARTICIPATION PROCESS

The Abilene MPO has a Public Participation Plan (PPP, formerly known as the Public Involvement Policy, or PIP) which was updated on April 17, 2018 to incorporate requirements of the FAST ACT. This is the MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. The Plan's intent is to provide guidance for a proactive and comprehensive process to reach out to the community and encourage input from citizens, advisory committees, private transportation providers, employers, agencies, and other interested parties.

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the March 9, 2022 Abilene Reporter-News announcing that the draft FYs 2023-2026 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the April 19, 2022 Policy Board meeting. The notice also stated that signed, written comments would be received through March 20, 2022 until 5:00 pm. No Comments.

The MPO supports early and continuous public involvement, open public meetings, open access to the transportation planning and decision-making process, and effective involvement processes that are designed to be responsive to local conditions. Project request forms and planning documents are distributed at meetings and are available at our website. Comments and suggestions on any metropolitan transportation issue are solicited at every meeting of the Policy Board providing opportunity for public comments on the Transportation Improvement Program.

Additional information about the MPO's *Transportation Improvement Program* and the *Public Participation Plan* can be found on the MPO website. The site also contains downloadable copies of current plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, e-mail, phone call, visiting our office or contacting staff at any of our meetings, and to join our mail or e-mail lists for notification about upcoming meetings and events.

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

As a Federal Transit Administration Section 5307 recipient, the City of Abilene's transit system must follow a Public Participation Plan (PPP). The FTA allows the City of Abilene to rely on a locally adopted public participation plans for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with this requirement, it will be specifically

stated in the TIP and in legal notices that *"This public notice of public participation activities and time established for public review and comments on the TIP development process will satisfy the FTA's Program of Projects (POP) requirements"*.

ADMINISTRATIVE AMENDMENTS TO THE TIP

There may be instances during the scheduled cycle where administrative amendments are required. Not all TIP revisions require a formal amendment process. As a general rule, significant changes to the design concept, cost, scope and schedule of a project listing require a major amendment, whereas minor changes in fund sources, description, lead agency, funding years, etc. may be processed through administrative or minor change amendments. Revisions are submitted quarterly and major amendments must be approved by the Policy Board, the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Administrative amendments are approved through the Abilene MPO Policy Board.

PROJECT SELECTION PROCESS

Projects are selected for inclusion in the TIP by advancing projects from the Metropolitan Transportation Plan, or MTP. The MTP is the MPO's overall long-range plan and is federally required to be updated every five (5) years. Projects are selected cooperatively using a formal process in accordance with identified needs and available funding, taking into account the implementation priorities expressed by local public officials and citizens' groups as well as the priorities of the MPO, the needs and capabilities of TxDOT and established national transportation goals. The MPO's adopted Project Selection Process was approved at the December 18, 2018 meeting. This process was used in the evaluation of projects for inclusion in the latest MTP. Projects were emphasized which relieve existing system congestion, provide appropriate access to the transportation system, or ensure continuity of regional and national transportation systems through the metropolitan area. Candidate projects for rehabilitation, maintenance, and safety projects are selected for inclusion in the TIP by identifying needs. Projects are emphasized that preserve the existing system, improve the safety and operating efficiency of the transportation system, enhance system resiliency, minimize intermodal conflicts, accommodate environmental conditions, increase mobility and accessibility for people and freight and enhance travel and tourism. Projects are listed in the TIP according to priority and funding availability. Those projects with the highest priority are placed in the earliest year in which they may be implemented. Thus, the projects in the first year are the projects with the highest priority. Projects are normally advanced according to the original TIP, but the TIP may have interim revisions to add new projects that have gained funding or that have cleared planning or environmental review obstacles.

AIR QUALITY

The Abilene Metropolitan Area is in attainment with all National Ambient Air Quality Standards in all categories.

AMERICANS WITH DISABILITIES ACT (ADA)

All projects considered for funding, regardless of the source, will take into account provisions for meeting the needs of people with disabilities. The MPO will continue its efforts to identify and aid those with mobility

needs.

TOTAL PROJECT COSTS

Unless otherwise specified, costs involving capital facilities, such as roadways, transit terminals, and transit maintenance facilities are calculated by adding the estimated construction cost to the standard 10% of construction cost for preliminary engineering expenses and 15% of construction cost for right-of-way or other real estate. These estimates are based on averages and actual costs for individual projects may vary significantly.

PROGRESS FROM PREVIOUS YEAR

Roadway, transit, bicycle, pedestrian, and other projects annually let to contract can be found on the MPO's website at <http://www.abilenempo.org/documents.html>. This will continue to be updated periodically on the website. To request a copy please contact the MPO staff by telephone at 325-437-9999, by fax at 325-676-6398, by mail or in person at 209 South Danville, Suite B-212, Abilene, Texas 79605, or by email at abilenempo@abilenetx.com.

GLOSSARY OF TERMS

TXDOT UNIFIED TRANSPORTATION PROGRAM (UTP) FUNDING CATEGORIES

TXDOT FUNDING SOURCES BY UTP CATEGORY

12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE AND LOCAL FUNDS
1. Preventive Maintenance and Rehabilitation	Yes	Yes	No
2. Metro and Urban Area Corridors	Yes	Yes	No
3. Non-Traditionally Funded Projects	No	Yes	Yes
4. Statewide Connectivity Corridors	Yes	Yes	No
5. Congestion Mitigation and Air Quality*	Yes	No	No
6. Structures Replacement (Bridges)	Yes	Yes	No
7. Metropolitan Mobility and Rehabilitation*	Yes	No	No
8. Safety	Yes	Yes	No
9. Transportation Alternatives*	Yes	No	No
10. Supplemental Transportation Projects	Yes	Yes	No
11. District Discretionary	Yes	Yes	No
12. Strategic Priority	Yes	Yes	No

Source: TxDOT, 2022 Unified Transportation Program, pg. 27

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

SECTION	DESCRIPTION
5307	Urbanized Area Formula Grants
5339	Grants for Buses and Bus Facilities Formula Program

PROJECT LISTINGS

	DESCRIPTION
CSJ	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP)
PROJ ID	Project Identification - Code assigned by the MPO for local tracking/identification used to relate projects to the Metropolitan Transportation Plan.

PROJECT PHASES

E	PRELIMINARY ENGINEERING
ROW	RIGHT OF WAY ACQUISITION
C	CONSTRUCTION
SWDA	STATEWIDE DESIGN AUTHORITY

FUNDED HIGHWAY PROJECTS

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2023								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	0972-03-021	FM 1082	Construction	Abilene	TxDOT/MPO/CoA	\$ 7,000,000.00	
LIMITS FROM:	West of Cheyenne Creek Road					REVISION DATE:	07/2022	
LIMITS TO:	East of Dam					MPO PROJ. NUM:	S1082-F7-CA	
PROJECT:	FM 1082 Relocate Dam Road					FUNDING CAT(S):	2U, 11, 3	
DESCRIPTION:	RELOCATE FM 1082 AT FT PHANTOM DAM							
REMARKS:	Estimated let date 01/2023				PROJECT HISTORY:	Project Created in Amendment #5, Funding adjusted in FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 362,482.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,400,000.00	\$ 600,000.00			\$ 3,000,000.00
CONST COST:	\$ 7,000,000.00		CAT 11:	\$ 800,000.00	\$ 200,000.00			\$ 1,000,000.00
CONST ENG:	\$ 483,063.28		CAT 3:				\$ 3,000,000.00	\$ 3,000,000.00
CONTINGENCIES:	\$ 397,600.00							
INDIRECT COSTS:	\$ 214,530.40							
BOND FINANCING			TOTAL:	\$ 3,200,000.00	\$ 800,000.00	\$ -	\$ 3,000,000.00	\$ 7,000,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 8,457,676.08							

Abilene Metropolitan Planning Organization								
FY 2023-2026 Transportation Improvement Program								
Highway Projects FY 2023								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 2,600,000.00	
LIMITS FROM:	US 83					REVISION DATE:	07/2022	
LIMITS TO:	FM 600					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	Farm to Market 3034					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab and widen (add shoulders)							
REMARKS:	Estimated let date 08/2023				PROJECT HISTORY:	Revised 07/2020 total project cost, TIP FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Controlling Project ID 0033-05-089 Funding adjusted in FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 127,522.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
CONST COST:	\$ 2,600,000.00							
CONST ENG:	\$ 122,838.00							
CONTINGENCIES:	\$ 102,500.00							
INDIRECT COSTS:	\$ 75,472.00							
BOND FINANCING	\$ -		TOTAL:	\$ 2,080,000.00	\$ 520,000.00	\$ -	\$ -	\$ 2,600,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 3,028,332.00							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 13,520,000.00	
LIMITS FROM:	1.8 miles north of FM 3034					REVISION DATE:	07/2022	
LIMITS TO:	Summit Road					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 08/2023				PROJECT HISTORY:	Revised 07/2020 total project cost, TIP FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Funding adjusted in FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 687,450.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 4:	\$ 10,816,000.00	\$ 2,704,000.00	-	-	\$ 13,520,000.00
CONST COST:	\$ 13,520,000.00							
CONST ENG:	\$ 816,522.72							
CONTINGENCIES:	\$ 1,029,600.00		\$ 13,520,000.00					
INDIRECT COSTS:	\$ 406,858.40							
BOND FINANCING	-			TOTAL:	\$ 10,816,000.00	\$ 2,704,000.00	-	-
PT CHG ORD:	-							
TOTAL PROJECT COST:	\$ 16,460,431.52							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Taylor	0663-01-024	FM 707	Construction		MPO/TxDOT	\$ 7,840,000.00	
LIMITS FROM:	FM 89					REVISION DATE:	07/2022	
LIMITS TO:	US 83					MPO PROJ. NUM:	S0707-F1-CA	
PROJECT:	FM 707 FM 89 TO US 83					FUNDING CAT(S):	2U	
DESCRIPTION:	REHAB AND WIDEN ROADWAY							
REMARKS:	Estimated let date 08/2025				PROJECT HISTORY:	Added into FY 2023-2026 TIP		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 364,574.70			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 6,904,100.00	COST OF APPROVED PHASES	CAT 2U:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -	\$ 7,840,000.00
CONST COST:	\$ 7,840,000.00							
CONST ENG:	\$ 441,953.82							
CONTINGENCIES:	\$ 440,300.00		\$ 7,840,000.00					
INDIRECT COSTS:	\$ 215,768.70							
BOND FINANCING	\$ -		TOTAL:	\$ 6,272,000.00	\$ 1,568,000.00	\$ -	\$ -	\$ 7,840,000.00
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 16,206,697.22							

Abilene Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program
Highway Projects FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$	67,199,999.00
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	07/2022	
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA	
PROJECT:	IH 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U	
DESCRIPTION:	Add two main lanes for a six lane freeway and replace overpass structures							
REMARKS:	Estimated let date 08/2026				PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP)		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 3,123,750.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		COST OF APPROVED PHASES	CAT 12:	\$ 37,759,999.20	\$ 9,439,999.80	-	-	\$ 47,199,999.00
CONST COST:	\$ 67,199,999.00		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	-	-	\$ 20,000,000.00
CONST ENG:	\$ 3,748,500.00							
CONTINGENCIES:	\$ 3,750,000.00		\$ 67,199,999.00					
INDIRECT COSTS:	\$ 1,848,750.00							
BOND FINANCING			TOTAL:	\$ 53,759,999.20	\$ 13,439,999.80	-	-	\$ 67,199,999.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 79,670,999.00							

HIGHWAY FINANCIAL SUMMARY

ABILENE MPO

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Funding by Category

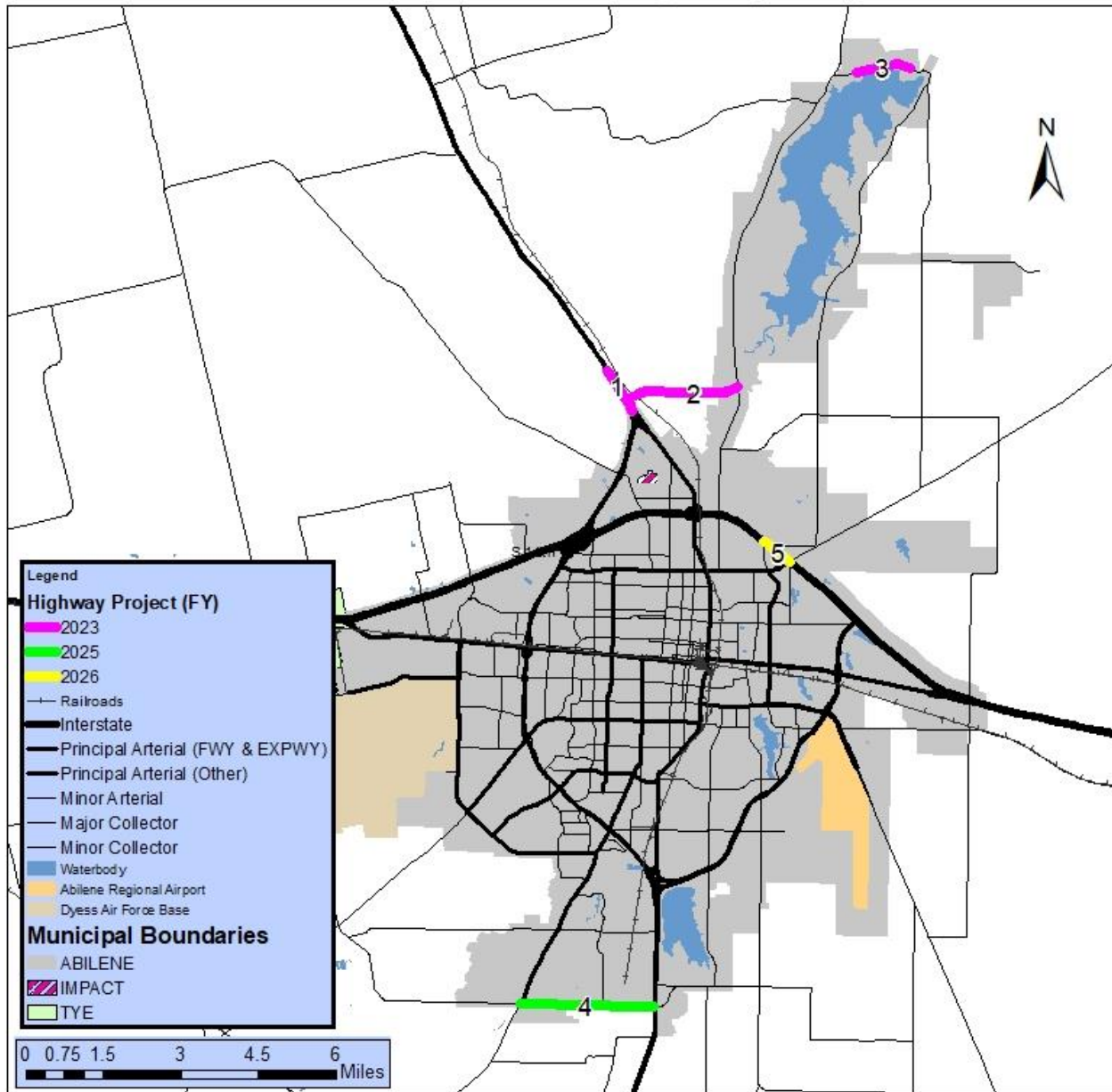
Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$5,600,000	\$5,600,000	\$0	\$0	\$7,840,000	\$7,840,000	\$20,000,000	\$20,000,000	\$33,440,000	\$33,440,000
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$13,520,000	\$13,520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,520,000	\$13,520,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$47,199,999	\$47,199,999	\$47,199,999	\$47,199,999
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$23,120,000	\$23,120,000	\$0	\$0	\$7,840,000	\$7,840,000	\$67,199,999	\$67,199,999	\$98,159,999	\$98,159,999

Funding Participation Source

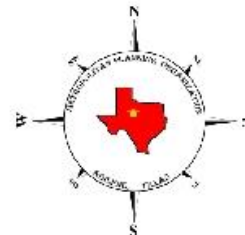
Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$16,096,000	\$0	\$6,272,000	\$53,759,999	\$76,127,999
State	\$4,024,000	\$0	\$1,568,000	\$13,440,000	\$19,032,000
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$3,000,000	\$0	\$0	\$0	\$3,000,000
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB Grant	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - CRISI	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Transit	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$23,120,000	\$0	\$7,840,000	\$67,199,999	\$98,159,999

FUNDED HIGHWAY PROJECTS MAP

FYs 2023-2026 TIP Highway Projects



1. FY 2023 US 83 - FROM .67 miles N of FM 3034 TO 28 Miles S of FM 3034
2. FY 2023 FM 3034 FROM US 83 TO FM 600
3. FY 2023 FM 1082 Relocation - FROM West of Cheyenne Creek Road TO East of Dam
4. FY 2025 FM 707 - FROM FM 89 TO US 83
5. FY 2026 IH 20 Six lanes FROM near Judge Ely TO SH 351



GROUPED PROJECTS CSJs (HIGHWAY)

All state and federal funds used for roadway purposes in the Abilene Metropolitan Area are in categories of funds that are constrained on a statewide basis. The Abilene MPO adopts the use of statewide groupings of non-capacity projects in the listed categories for all qualifying projects except those that are specifically listed on an individual basis in the document.

Grouped Projects include a Transportation Alternatives Set-Aside (TA) Program Project called the South 14th Street Walkability Project that extends from Pioneer St. to Barrow St. The Federal Funds awarded are \$1,749,126 and a local match of \$437,281 for a total of \$2,186,407.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
 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; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
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 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
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	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
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	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and 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.

FUNDED TRANSIT PROJECTS

NOTE: On February 29, 2012, TxDOT issued a Memorandum to all MPOs with less than 200,000 population NOT to include any projects in the respective TIPs that contain FTA funding from Section 5310 (Elderly and Individuals with Disabilities), Section 5316 (Jobs Access and Reverse Commute, or JARC), and Section 5317 (New Freedom) grants. TxDOT is the recipient of these funds and will program and administer these funds for projects they will include in their State Transportation Improvement Program (STIP). This allows TxDOT to program the projects on a broader, more regional basis.

FY 2023 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2023)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2023	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2023)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2023	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2023)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2023	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2023)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2023	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2023)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2023	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

**FY 2024 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2024)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2024	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2024)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2024	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2024)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2024	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2024)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2024	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2024)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2024	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

**FY 2025 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2025)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2025	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations—Operating expenses for full transit modes—fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2025)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2025	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning—Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2025)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2025	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2025)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2025	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2025	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

**FY 2026 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O1-2026)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2026	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2026	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2026	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2026	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2026	Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary Abilene MPO

FYs 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars										
Transit Program		2023			2024			2025		
		Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$2,196,033	\$1,281,952	\$3,477,985	\$2,196,033	\$1,281,952	\$3,477,985
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities < 200K	\$267,005	\$0	\$267,005	\$267,005	\$0	\$267,005	\$267,005	\$0	\$267,005
6	Sec. 5310 - Seniors & People w/Disabilities < 200K			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	(incl FHWA transfers)			\$0			\$0			\$0
11	Regionally Significant or Other	\$0	\$0	\$0			\$0			\$0
Total Funds		\$2,463,038	\$1,281,952	\$3,744,990	\$2,463,038	\$1,281,952	\$3,744,990	\$2,463,038	\$1,281,952	\$3,744,990
Transportation Development Credits										
	Requested, not yet awarded*			\$ 53,401			\$ 53,401			\$ 53,401
	Awarded			\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars										
Transit Program		2026			Total					
		Federal	State/Local	Total	Federal	State/Local	Total			
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$8,784,132	\$5,127,808	\$13,911,940			
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0			
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0			
5	Sec. 5339 - Bus & Bus Facilities < 200K	\$267,005		\$267,005	\$1,068,020	\$0	\$1,068,020			
6	Sec. 5310 - Seniors&People w/Disabilities < 200K			\$0	\$0	\$0	\$0			
7	Sec. 5316 - JARC > 200K			\$0	\$0	\$0	\$0			
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
9	Other FTA			\$0	\$0	\$0	\$0			
10	(incl FHWA transfers)			\$0	\$0	\$0	\$0			
11	Regionally Significant or Other			\$0	\$0	\$0	\$0			
Total Funds		\$2,463,038	\$1,281,952	\$3,744,990	\$9,852,152	\$5,127,808	\$14,979,960			
Transportation Development Credits										
	Requested, not yet awarded*			\$53,401			\$213,604			
	Awarded			\$0			\$0			

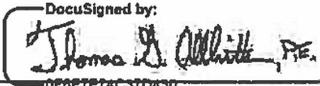
*If requested TDCs are awarded, other state/local funds will be reduced by awarded amount.

**METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION
SELF-CERTIFICATION**

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Abilene District
Texas Department of Transportation


DocuSigned by:


Thomas G. Allbritton, P.E.
District Engineer

8/2/2022

Date

Abilene Metropolitan Planning Organization
Policy Board Chairperson



Councilman Shane Price
Policy Board Chairperson

11 AUG 2022

Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

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

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

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

APPENDIX C: ACRONYMS

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
BU	Business
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCL	Local
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
PROJ ID	Project Identification Number
PDP	Project Development Program
PROP 12	Proposition 12 (The first special bond issue for transportation projects)
PROP 14	Proposition 14 (The second special bond issue for transportation projects)
ROW	Right of way
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Act – A Legacy for Users
STP	Surface Transportation Program
TEA-21	Transportation Equity Act for the Twenty-First Century
TDC	Transportation Development Credits
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UAB	Urban Area Boundary
YOE	Year of Expenditure

APPENDIX D: PERFORMANCE MEASURES

PROJECT-BASED PLANNING AND PROGRAMMING (PBPP)

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

- Safety (PM1)
- Congestion reduction
- Environmental sustainability
- Freight movement and economic vitality (PM3)
- Infrastructure condition (PM2)
- System reliability (PM3)
- Reduced project delivery delays

In addition to the national goals listed above, performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan.

Once federal rules have been adopted, state departments of transportation (DOT) then set state-wide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State. The Abilene MPO has taken initial action on the following:

- | | |
|----------------------|--------------------------------|
| (PM1) Safety | (PM2) Infrastructure Condition |
| (TAM) Transit Assets | (PM3) System Reliability |

Recipients of federal highway and transit funds such as State DOTs and MPOs must now track various performance measures, set data-driven targets for these, identify links in investment strategies, projects, or programs to targets or contributions toward the achievement of desired state-wide outcomes, and finally recipients must develop Transit Asset Management plans for specified transit resources. MPOs, transit agencies and the Texas Department of Transportation (TxDOT) have been diligently working cooperatively to establish practices, support systems, and relationships necessary for the successful implementation of PBPP. As this new paradigm for transportation planning emerges and we gain valuable experience in the strengths and limitations of various elements, adjustments are likely to be required.

Transportation Improvement Program Project Analysis to Performance Measures

When working to select and program projects, the Abilene MPO incorporates a variety of elements into the selection process including elements directly related to factors addressed in adopted performance measures. Although the achievement of specific performance outcomes through formalized scoring or evaluation tools tied to those outcomes have not historically been utilized, the Abilene MPO has nonetheless considered information on safety, accidents, injuries, fatalities, congestion, connectivity, system reliability, operational efficiency and the costs and benefits to the local economy and to various populations as these relate to proposed projects.

The MPO has a formal project selection process which has been specifically designed to ensure relevant data and features associated with required performance measures are incorporated into the consideration of potential project options. Agencies, organizations or citizens can forward project suggestions which are then evaluated. Projects which are determined to be adequately described and sufficiently detailed are evaluated based on their potential to satisfy five goal areas. Insufficiently developed project suggestions are documented for potential future action. Goal areas are directly tied to relevant performance measures and national/state goals.

Upon adoption of the FAST Act, a direct correlation between performance measures and project selection as reflected in the TIPs needed to occur. This TIP was reviewed and an analysis developed that shows how projects are helping to achieve the performance measures.

Safety (PM 1)

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. The Texas Department of Transportation (TxDOT) has established targets for five (5) Safety Performance measures expressed as a five year average.

- 1) Number of Fatalities. (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- 2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT). (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- 3) Number of Serious Injuries. (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- 4) Rate of Serious Injuries per 100 million VMT. (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious injuries. (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Abilene MPO elected to adopt the TxDOT targets. Listed below is the Safety (PM-1) adopted by the Policy Board on February 15, 2022.



ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2022

2022 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2018	3,648	1.29	14,975	5.31	2,104
2019	3,615	1.25	15,855	5.50	2,291
2020	3,896	1.33	14,656	5.00	2,238
2021 Target	3,384	1.24	18,835	6.51	2,560
2022 Target	3,272	1.23	19,065	6.47	2,642
2022 Target as a 5 year Average:	3,563	1.27	16,677	5.76	2,367

PROJECTS:

- Relocation of FM 1082 – re-open currently closed lanes of traffic.
- New overpass on US 83 at FM 3034 – reduce the number of conflict points.
- Rehab/widening of FM 3034 - reduce the number of conflict points.
- Rehab/widening FM 707 FM 89 to US 83 – reduce the number of conflict points.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points.

Infrastructure Condition (PM2)

The Pavement and Bridge performance rule (PM2) establishes performance requirements to assess the condition of pavements and bridges designated on the National Highway System (NHS). Reporting and target setting are required for both Interstate Highways (IH) and Non-Interstate (Non-IH) National Highway System (NHS) designated facilities. The purpose of these performance measures and targets is to guide funding prioritization toward appropriate levels of maintenance in order to further the national goal of strategically and systematically maintaining the nation’s transportation system in a good condition.

Pavement Performance

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

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

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

Bridge Performance

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

- Deck
- Substructure
- Superstructure
- Culvert

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

On August 31, 2020, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge conditions. On March 5, 2021, the Abilene MPO adopted the State established measures for infrastructure condition.



R-2021-02

ATTACHMENT A

**TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets
October 1, 2020**

Performance Measure	Statewide Baseline	2 Year Condition/ Performance	2 Year Target	4 Year Target	4 Year Adjusted Target
Pavement on Interstate System					
1) % in "Good" condition	n/a	66.6%	n/a	66.4%	66.5%
2) % in "Poor" condition	n/a	0.1%	n/a	0.3%	0.2%
Pavement on Non-Interstate National Highway System					
3) % in "Good" condition	54.5%	55.2%	52.0%	52.3%	54.1%
4) % in "Poor" condition	14%	13.5%	14.3%	14.3%	14.2%
National Highway System Bridge Deck Condition					
5) % in " Good" condition	50.7%	50.7%	50.6%	50.4%	n/a
6) % in " Poor" condition	0.9%	1.3%	0.8%	0.8%	1.5%

PROJECTS:

- Relocation of FM 1082 – new roadway and addition of new overpass (bridge structure).
- New overpass on US 83 at FM 3034 – improvement to pavement and addition of new overpass (bridge structure).
- Rehab/widening of FM 3034 - improvement to pavement and addition of new overpass (bridge structure).
- Widening IH 20 to Six Lanes – improvement to pavement and replacement of overpass structures (bridge structure).

System Reliability, Freight Movement and Economic Vitality (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system. The current means of assessing performance for these aspects of the transportation system is through measures known as the level of travel time reliability (LOTTR or TTR) and Level of truck travel time reliability (LOTTTR or TTTR). Both of these measures are primarily calculated using the National Performance Management Research Dataset (NPMRDS).

Level of Travel Time Reliability (LOTTR or TTR)

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

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

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

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

On October 1, 2020, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM3) using TTR and TTTR.

On March 5, 2021, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.



ATTACHMENT A

**TxDOT Updated (PM3) System Performance Measure Targets
October 1, 2020**

Performance Measure	Statewide Baseline	2 Year Condition/ Performance	2 Year Target	4 Year Target	4 Year Adjusted Target
National Highway System Travel Time Reliability					
1) Interstate Highway System Level of Travel Time Reliability	79.5%	81.2%	61.2%	56.6%	70%
2) Non-Interstate Level of Travel Time Reliability	n/a	83%	n/a	55%	70%
3) Truck Travel Time Reliability	1.40	1.44	1.70	1.79	1.76

PROJECTS:

- New overpass on US 83 at FM 3034 – reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Rehab/widening of FM 3034 - reduce the number of conflict points and improve travel time with bridge structure versus stop sign intersection.
- Rehab/widening FM 707 FM 89 to US 83 – reduce the number of conflict points and improve travel time with new pavement.
- Widening IH 20 to Six Lanes from near Judge Ely to SH 351 – reduce number of conflict points and improve travel time with two additional lanes.

Transit Asset Management (TAM)

As part of the FAST act, qualifying transit agencies are required to establish performance-driven and outcome-based performance measures using Transit Asset Management (TAM) targets for facilities, rolling stock and equipment. Final Rules were published giving transit providers a requirement to set performance targets for a state of good repair by January 1, 2017 with their respective MPO’s having until June 30, 2017 to establish applicable targets. The CityLink system operated by the City of Abilene under management of First Transit is the only transit provider within the Abilene MPO Planning area subject to these federal standards.

CityLink currently has only one qualifying facility. This is a single site in in the central part of Abilene which serves as both a station for passengers and a maintenance shop for its vehicles. Unlike larger transit systems therefore CityLink will either be fully compliant or fully non-compliant with any targets set

depending on how this facility is rated in any given year. Should this facility fall below the standards, repair or replacement options to bring the CityLink system into compliance will be evaluated based on system resources and impacts.

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

On June 20, 2017, the Abilene MPO Policy Board in cooperation with CityLink approved a Transit Asset Management (TAM) Plan supporting and incorporating the CityLink standards. This was subsequently updated on December 15, 2020. As the tools and methods for evaluating and managing transit assets evolve modification and updates to standards, targets and plans will be made when appropriate.

Performance Targets & Measures

Asset Category	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
Equipment	Other Rubber Tire Vehicles	0%	0%	0%	100%	0%
Equipment	Non Revenue/Service Automobile	100%	0%	0%	0%	0%
Facilities	Maintenance	0%	0%	50%	50%	0%
Facilities	Passenger Facilities	0%	0%	100%	0%	0%
Revenue Vehicles	BU - Bus	0%	5%	5%	11%	11%
Revenue Vehicles	CU - Cutaway Bus	10%	20%	35%	0%	0%

PROJECTS:

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

Public Transportation Agency Safety Plan

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

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

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

The Abilene MPO Policy Board took action and acknowledged the Public Transportation Agency Safety Plan for CityLink on June 15, 2021.