

AGENDA OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION POLICY BOARD

1:30 p.m., Tuesday, April 16, 2024
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, City of Abilene (MPO Chairperson)

Judge Dale Spurgin, Jones County (MPO Vice-Chairperson)

Mr. Glenn Allbritton, TxDOT District Engineer

Judge Phil Crowley, Taylor County

Mayor Weldon Hurt, City of Abilene

1. Call to Order.
Public comment on any item on the agenda.
2. Consideration and Take Action on the minutes of the February 20, 2024 meeting.
3. Receive a Report, Hold a Discussion, and Take Action on the Metropolitan Planning Area Boundary Expansion.
4. Receive a Report, Hold a Discussion, and Take Action on the MPO By-Laws.
5. Receive a Report, Hold a Discussion and Take Action on projects for the Carbon Reduction Program.
6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).
7. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FYs 2025-2028 Transportation Improvement Program (TIP).
8. Receive a Report, Hold a Discussion, and Take Action on Authorizing a Professional Services Contract with Huitt-Zollars, Inc for the FYs 2025-2050 Metropolitan Transportation Plan (MTP).
9. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)
10. Discussion and review of reports:
 - Financial Status
 - Operation Report
 - Tasks
 - Training Sessions
 - Meetings
 - Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – FY 2023 Annual Listing of Obligated Projects (ALOP)
 - Safety Plan
 - 2023 Annual Average Daily Traffic (AADT) Counts Review
 - Travel Demand Model Presentation

- Ride of Silence
- Ride to Work

11. Opportunity for members of the Public to make comments on MPO issues.
12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.
13. Adjournment.

EXECUTIVE SESSION

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

CERTIFICATION

I hereby certify that the above notice of the meeting was posted on the bulletin boards of _____ on the _____ day of _____, 2024 at _____ (a.m./p.m.)

NOTICE

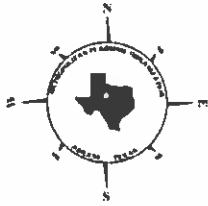
In compliance with the Americans with Disabilities Act, the Abilene MPO will provide reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.

Other than members, ex-officio members, and non-voting review/advisory members of the Transportation Policy Board or Technical Advisory Committee, each person who wishes to address the Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairman. The Chairman may exercise discretion in allowing or not allowing additional time to any speaker. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

1. Call to Order.

Public comment on any item on the agenda.

2. Consideration and Take Action on the minutes of the February 20, 2024 meeting.



**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION
TRANSPORTATION POLICY BOARD
February 20, 2024**

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, February 20, 2024, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene, Texas.

Voting Members Present

Mr. Glenn Allbritton, P.E., TxDOT Abilene District Engineer
Judge Phil Crowley, Taylor County (out @ 2:45pm, in @ 2:57pm)
Mayor Weldon Hurt, City of Abilene
Councilmember Shane Price, City of Abilene (*Policy Board Chairman*)
Judge Dale Spurgin, Jones County (*Policy Board Vice-Chairman*)

Voting Members Absent

None

Staff of Member Agencies in Attendance:

Mr. Scott Chandler, P.E., City of Abilene, Assistant Director of Public Works/City Engineer
Mr. Billy Dezern, TxDOT, Advanced Planning Manager/GIS Coordinator
Ms. Nellie Doneva, City of Abilene, Videographer
Mr. Jeff Duebner, City of Abilene, Assistant Public Works Director
Mr. Michael Haithcock, TxDOT, P.E., Transportation Planning & Development Director
Mr. Max Johnson, City of Abilene, Director of Public Works
Ms. Kelley Messer, City of Abilene, First Assistant City Attorney
Ms. Lauren Stevens, City of Abilene, General Manager CityLink
Mr. Bryce Turentine, P.E., TxDOT Abilene Area Engineer

MPO Staff in Attendance:

Ms. Rita Ryan, Abilene MPO, Office Assistant III
Ms. E'Lisa Smetana, Abilene MPO, Executive Director

Others in Attendance:

Ms. Genny Abercrombie, Tuscola
Ms. Tammie Coffman, Clyde
Mr. James Condry
Mr. Cody Ellis, Tye
Mr. Matt Genova, AECOM
Mr. Derrick Sowell, Buffalo Gap
Ms. Mackenzie Swanzy, Buffalo Gap
Mr. Brian Weaver, Merkel

1. Call to Order.

Chairman Price called the meeting to order at 1:30 p.m. He announced that public comments would be taken on any item on the agenda.

2. Consideration and Take Action on the minutes of the December 19, 2023 meeting.

Judge Spurgin made a *motion* to *approve* the minutes of the December 19, 2023 meeting as printed, with a *second* by Judge Crowley. *Motion Carried (5-0)*.

3. Receive a Report, Hold a Discussion, and Take Action on the Metropolitan Planning Area Boundary Expansion.

Ms. Smetana said a copy of the MPO Boundary that the MPO has been reviewing is included in the packet. She provided a brief background noting the Abilene Metropolitan Planning Organization (MPO) currently utilizes a Metropolitan Planning Area (MPA) boundary that was last revised in 2006. She spoke of the steps taken to get us here before introducing Mr. Matt Genova from AECOM and relinquishing the floor to him.

Mr. Genova introduced himself and thanked the Policy Board for allowing him to share his presentation. Mr. Genova noted that AECOM began work with the boundary in September 2023. He stated we need to ensure the boundary reflects regional population change/growth; keeps pace with changing travel patterns and volumes; better supports regional planning goals; promotes enhanced coordination between local jurisdictions through the MPO process and provides a strong foundation for long-term planning in the Metropolitan Transportation Plan (MTP).

Mr. Genova discussed the current boundary developed in 2006; then re-evaluated due to the 2010 Census; the fact that no changes were made at the time; and the Texas A&M Transportation Institute (TTI) boundary revision process of 2022. Mr. Genova discussed key takeaways from the Boundary Expansion Committee Meeting. He then spoke on what the next steps were after today's Policy Board Meeting: 1) revise boundary based on Policy Board feedback; 2) continue engagement with local stakeholders; 3) seek TAC endorsement of newly revised boundary at their March meeting; seek Policy Board endorsement of revised boundary at their April meeting; 4) compile summary of process and feedback into technical memo; and submit memo, boundary map, support letters, and other materials to Governor's office for approval. Mr. Genova then suggested possible topics to get the conversation going before ending his presentation.

Chairman Price requested Mr. Genova display the Draft Boundary endorsed by the TAC. Chairman Price asked Ms. Smetana: Is there a balance of how far we should expand, does that impact the Category 2 Funding based on population? Ms. Smetana explained: the way it works is formula based, and lane miles do figure into it, so there is a potential that the funding may increase. Chairman Price addressed the Policy Board stating this is our opportunity to give feedback to Ms. Smetana and AECOM. Chairman Price then addressed the inclusion of Anson. He asked Judge Spurgin for his thoughts and opinions about including Anson in the expansion of the MPO Boundary. Judge Spurgin referred to the slide showing traffic volume. He said this better illustrates his view point on how far north we go. The increased amount of traffic coming through Anson because of US 83 and US 277 as they split are feeding into Anson. Judge Spurgin noted US 180 runs east and west through Anson and a portion of that traffic turns south, down US 83/277. He referred to the Annual Average Daily Traffic exhibit, with Anson (#7) showing a 23.6% growth; and Hawley (#9) a 13.9% growth and noted there is significantly more traffic north of Hawley based on the percent increase. He said we may wish to include Anson because it is a regional snapshot of traffic feeding into the MPO area and he does not have any issues with the inclusion of Anson.

Mr. Albritton requested more detailed information on how far out from the current boundary can the boundary be extended? Mr. Genova said the maximum area the boundary can expand to is what the Census concluded to be the metropolitan statistical area (Taylor County, Jones County and Callahan County). Mr. Genova then addressed the federal requirements that are required for inclusion. He noted one of the items is to think about growth in the region and try to gather as much data as possible to allow anticipation of growth within the next 20 years and revise the boundary to reflect that growth. Mr. Albritton asked Mr. Genova, based on his experience, what is his opinion once the Policy Board approves a final version of the expansion and it is submitted, is it normally accepted as presented? Mr. Genova explained that in the past both TxDOT and the Governor's Office have come back and asked questions and made comments on a boundary and it then becomes a collaborate process to have the concerns or questions resolved. Mr. Genova stated as long as we show clear justification for why the boundary is being expanded to the extent it is; show a clear process which involves local stakeholders

who are in support of the changes; then that is typically the level of detail required by the Governor's Office for approval. Mr. Albritton asked about Category 2 funding, and if we looked at any preliminary numbers showing how those numbers would modify funding with the newly proposed boundary. Mr. Genova said no we have not yet run that analysis but we could look into that between now and the next meeting. Judge Spurgin noted funding would be dependent on funds allotted and if all of the MPOs are expanding with the set amount of funds for Texas, we may end up with the same amount of dollars. Ms. Smetana explained that every time the Census numbers are released MPO transportation areas are evaluated, some MPOs turn into large MPOs and new MPOs are created. She noted when you add larger MPOs and new MPOs the total funding has the ability to shrink.

Judge Crowley asked: 1) Are there any disadvantages to the areas that are coming in to the MPO and are there any disadvantages for the current MPO areas if new areas are brought in? 2) Would we need to amend the Bylaws due to new areas representation? Mr. Genova stated that if Callahan County is included as a new jurisdiction within the Abilene MPO then seats would need to be added on both the Technical Advisory Committee and on the Policy Board for representation. Mr. Genova addressed Judge Crowley's first question: the existing MPO region funding might not increase that much based on the fluctuation of numbers around the state and other MPOs expansion. He said a possible disadvantage is by expanding the boundary it increases the area where funding could be spent; that could potentially increase the demand for projects funded through the Transportation Improvement Program (TIP). Mr. Genova noted another potential challenge for the new communities is active participation due to geographical distance to attend meetings while the upside is the eligibility for Category 2 Funding thereby allowing MPO studies within their region and expanding planning resources.

Chairman Price requested clarification: 1) if there was a set timeframe for a discussion, vote or direction pertaining to amending the Bylaws. 2) Are we finalizing the expansion process prior to amending the Bylaws or 3) Will the Bylaws be amended after the boundary expansion is approved by the Governor? Ms. Smetana stated: we would like to have an approved boundary prior to amending the Bylaws to ensure representation for all of the new areas. She explained the plan is to visit with each of the communities that may be affected by the expansion and find out their thoughts and opinions. Ms. Smetana stated many of the surrounding communities are represented in our audience today and they may wish to share their opinions on the potential boundary expansion. Chairman Price said their attendance is appreciated and he will hold an Open Discussion to allow them to share their thoughts and opinions before the closing this agenda item.

Chairman Price noted that currently we have the County Judges representing their counties on the Policy Board and the County Commissioners representing on the TAC. He said he believes not only the counties but the cities should have representation on the TAC. Chairman Price stated at a minimum we would want to do the same for the Callahan Judge, the Callahan County Commissioner, and all other cities or communities that are brought in. He said he realizes this is something that will have to be decided after the Governor gives his final approval but his recommendation is that we have equal representation at the table available to all. Chairman Price opened a Public Forum after welcoming and thanking the representatives from the surrounding communities. He stated public comment is allowed at any time and anyone that wishes to come up and speak to please come forward one at a time, state their name and their community for the record.

Mr. James Condry, a citizen of Abilene Texas and former City of Abilene employee shared a few observations: 1) there was no material presented in regards to the impact on water. Growth in an area large enough to be urbanized requires some form of water infrastructure. Expanding facilities takes time, infrastructure expansion takes time and a limitation of the current water supply could impact those areas. 2) The Census Bureau lowered the definition of an urban area to 5,000 and there is a density issue. 3) He feels the proposed boundary map may be stretching too far on the southern end of the Taylor County line. Mr. Condry shared his thoughts on where he believes the boundary should be adjusted to. He then said Anson should not be included, due to the distance and the non-urbanized areas

between Hawley and Anson.

Mr. Brian Weaver, City Manager of Merkel asked a clarifying question: Is someone already representing Merkel or is that something that would come in after Merkel's inclusion in the MPO is approved? Chairman Price stated that yes Merkel is currently represented by the Taylor County Judge Crowley and by the Taylor County Commissioner Williams.

Mr. Cody Ellis, Executive Director of the Tye Economic and Industrial Development Corporations shared a few of his observations and comments. Mr. Ellis stated a question that might be asked is are there any advantages to being in this MPO? Mr. Ellis stated he has been in the City of Tye for a long time as a staff member and stated he did not know this organization existed until last week when a colleague from another city that is being considered brought it to his attention. Mr. Ellis stated he has not seen any outreach from this organization at all. He doesn't feel there would be any disadvantages to being included but he has not seen any advantages to being included.

Ms. Tammy Coffman, Clyde City Council Member noted the map layering of traffic distribution but wondered if any consideration was given to the traffic that comes into our area as a result of healthcare and education. She identified Abilene as a hub for both. Ms. Coffman discussed the Census numbers on population and employment increases but that does not address that we have an aging population. This drives up the healthcare and education numbers and subsequently the transportation into healthcare and education hubs. She believes these fields should be added to our maps. Ms. Coffman stated our education community is not shrinking, it's growing and our healthcare industry is bursting at the seams. This is not going away as our population is aging.

Ms. Genny Abercrombie, City Administrator for Tuscola stated she appreciate the invitation to join the MPO. She stated as a city she believes Tuscola is looking forward to having a role and a voice. She stated Tuscola has experienced a lot of growth and school expansion which creates safety issues. Ms. Abercrombie noted Tuscola works very well with the Taylor County Commissioner and they are looking forward to being a part of the MPO.

Chairman Price noted seeing no further comments he is closing the public comments. Chairman Price then addressed Ms. Smetana requesting clarification that the MPO is not asking for anything but feedback and direction and not an official vote so is there anything the board needs to answer today? Ms. Smetana replied that this was just a discussion item for staff to get feedback. Ms. Smetana stated the Policy Board may see a slightly modified boundary at their next meeting.

Mr. Allbritton asked if the City of Tye was represented on the TAC. Ms. Smetana stated yes they are. Ms. Smetana noted that the City of Tye was very much a part of the TAC when Mayor Moore was with us but since her passing we have not had a representative. Ms. Smetana said that she did reach out to the Tye City Secretary and she will be appearing before the Tye City Council at one of their meetings and the same thing with Jones County to get that membership back active. Judge Spurgin asked if we have ever had anyone from the City of Impact on the TAC. Ms. Smetana said we did back in 2011, the Mayor of Impact attended a couple of meetings.

Judge Spurgin said the last project with the City of Tye was Military Drive, in relation to Dyess Air Force Base. He stated there was a lot of involvement with the City of Tye with that years ago. Judge Spurgin stated we want participating entities to be aware of what we are doing and get their input as it is in their backyard. Judge Spurgin spoke on the aspect of the disadvantages related to if we expand and the potential for more projects and the competition for limited dollars. He stated that projects must be approved by the Technical Advisory Committee and approved by the Abilene Metropolitan Planning Organization Policy Board so the projects still have to go through a process.

Chairman Price spoke to the board and referred to the presentation and to Mr. Condry's concern with regard to the Callahan Divide Hills area currently on the proposed boundary. Do we want to move

forward with what is drawn on the map or ask that area that is not going to urbanize be removed? He stated he has a similar question with Lawn. Is that too far south for right now as we will be looking at these boundaries in the Census every ten years? His question was do we include Lawn or do we stop at Tuscola? Judge Crowley stated he can definitely understand removing the mountainous area at this point unless someone has an idea that differs from his. He stated he would like to keep that southern boundary where it is because he believes south Taylor County is going to keep growing. Mayor Hurt said it would be pretty simple to take that mountainous area out; but he has no issue with leaving Lawn in the proposed boundary due to the continuous growth that is occurring.

Discussion Item Only - No Action taken.

4. Receive a Report, Hold a Discussion and Take Action on an amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP).

Ms. Smetana provided a brief history of the Unified Planning Work Program (UPWP) and then discussed the proposed Amendment to the FY 2024-2024 UPWP. She said an amendment is required to incorporate changes for transit operations and special studies. Ms. Smetana noted in the packet that changes could be identified in red and yellow. Ms. Smetana discussed each of the changes and updates. She ended her presentation by providing a Recap of Changes to the document: cover page, table of contents, Task 4.1 MTP funding summary (added \$123,000 to MTP for 2024 (\$92,000 from 2023 moved forward plus \$31,000), Task 5.4 Safety Action Plan (Moved \$44,000 to 2024 from 2025 and added 29,500 to 2025), Task 5.5 Microtransit Services Study (added new subtask and funding summary added \$200,000), Budget Summary (updated above amounts and estimated TPF and carryover), Technical Advisory Committee Membership, and Appendix G - UPWP Amendment Summary. Ms. Smetana stated she would be happy to answer any questions. Chairman Price said with no questions asked, he would ask for a motion to approve.

Judge Crowley left the meeting at 2:45pm.

Mayor Hurt made a *motion* to approve the amendment to the FYs 2024-2025 Unified Planning Work Program (UPWP), with a *second* by Judge Spurgin. *Motion carried (4-0).*

5. Receive a Report, Hold a Discussion and Take Action on the FY 2023 Annual Performance and Expenditure Report (APER).

Ms. Smetana stated the Annual Performance and Expenditure Report (APER) is due by December 15th every year. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The report is due to Federal Highway Administration (FHWA) and the Federal Transportation Authority (FTA) by December 31st to ensure compliance. The report was given to TxDOT on December 15th and we received comments from FHWA and FTA on January 25, 2024. The comments were address on January 29, 2024; final acceptance was obtained from FHWA/FTA on January 30, 2024. Ms. Smetana explained this is our year-end report which ties into our Uniformed Planning Work Program (UPWP). She noted there are five tasks: Task 1 – Administration and Management, Task 2 – Data Development and Maintenance, Task 3 – Short Range Planning, Task 4 – Metropolitan Transportation Plan (MPO), and Task 5 – Special Studies. Ms. Smetana then went through each of the tasks and shared the accomplishments of the MPO. She discussed the amounts budgeted, amounts expended, the balance and the percentage for each task. She noted that on the expended amount if it is 25% over or under a justification was required. Ms. Smetana discussed Task 2 - Data Development and Maintenance percentage of 17.90% due to the unfilled MPO GIS position and Task 4 - Metropolitan Transportation Plan percentage of 7.72% as a result of the planned kickoff being delayed from 2023 until 2024. Ms. Smetana said Federal Highways requested further information on the percentages and expenditure amounts and staff provided that information. The FHWA and FTA sent their approval/acknowledgement on January 30th. Chairman Price requested clarification that they were not approving the report but acknowledging it. Ms. Smetana stated it has to be acknowledged and approved by FHWA and FTA prior to public display; once this occurs it is presented to the Policy Board for acknowledgement. Mr. Albritton requested the status of the MTP. Ms. Smetana said prior to presenting

it we will be sending out Request for Qualifications (RFQ) for a consultant, meeting with TAC for their input on the selection of a consultant and then presenting it to the Policy Board at our April 16th meeting. With no further questions, Chairman Price said he would take a motion to acknowledge the FY 2023 Annual Performance and Expenditure Report (APER).

Judge Crowley returned to the meeting at 2:57 pm.

Mr. Albritton made a *motion* to acknowledge the FY 2023 Annual Performance and Expenditure Report (APER) with a *second* by Judge Spurgin. *Motion carried (5-0).*

6. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

TxDOT – Mr. Turentine presented updates and plans on projects, noting most projects have changed site location on the list since his previous presentation. He provided highlights and updates on the Planned Projects: 1) FM 2833, Overlay from Jones County to SH 351 previously programed in 2027 has been moved up to 2024; 5) new, SL 322, is part of the Carbon Reduction Plan to install ITS at various locations around town including SL 322; 6) new, US 277, Rehab/Preventive Maintenance on South End of BNSF Bridge, update: previously programmed in 2026 has moved up to 2024, has bid with construction to start soon; 7) FM 3034, MPO Funds, Widen road /add shoulders from US 83 to near PR 343; 15) SL 322, Median Barrier –Cable and Concrete from Lytle Creek to US 83, update: has moved from 2024 to 2025; 18) IH 20, MPO Funds, Widen road add lanes and shoulders from Judge Ely Blvd. to SH 351, no changes; The following are all new projects: 22) BU 83D Intersection Improvement at Treadaway and Pine Street; 23) FM 89, a Turn Lane Project, Widen Road add Lanes and Shoulders, south of town towards Buffalo Gap; 24) SL 322, Intersection Improvement at SH 36 Intersection and Access Road Project; 25) FM 707, Widen Road add Lanes and Shoulders, East of US 83 to FM 1750; 28) SL 322, Preventive Maintenance, Overlay, I-20 to US 83; 29) FM 707, Preventive Maintenance, Overlay, Tye. Mr. Turentine explained the order is now in line with the date they let.

Mr. Turentine discussed updates to the current construction. He shared that the project listing order had also been changed since his last presentation to the Policy Board. Mr. Turentine noted that there are multiple site locations grouped together as part of the same project; he began his update: Site #1 and #4 are the same project, 1) IH 20 - Overlay from West of Old Anson Road to Callahan County Line; and 4) IH 20 - Overlay from Near Wells Lane to .75 miles East of Hayter Road; should reach completion at the end of April/early May. 2) ES 7th Street - Bridge Replacement at Cedar Creek is progressing well. 3) IH 20 - Preventative Maintenance from Nolan County Line to near Wells Lane new overlay. Sites #5 and #13 are MPO projects Buffalo Gap Road are the same project: 5) FM 89 - Rehabilitation of Existing Road near Bettes Lane to Rebecca Lane in Abilene; and 13) FM 89 - Widen Non-Freeway from Rebecca Lane to just North of US 83; the project is progressing, they are getting close to beginning able to shift the traffic north of Rebecca Lane and open some of that up while paving is being done south of Rebecca Lane. Sites #6, #9 and #11 are all one project: 6) US 83 - Safety Improvement Project, cable/concrete barrier from FM 707 to .25 miles North of FM 3034; 9) SL 322 - Safety Improvement Project from N 10th Street to Lytle Creek; and 11) US 83 - Safety Improvement Project from Bus. 83 Interchange to 1300' North of Amber Ave.; the project is under construct but the contractor is still working north of Anson. 7) FM 1082 - New Location Non-Freeway from West of Cheyenne Creek Road to East of Dam, new bridge and road with MPO funds is progressing well and should begin construction of some of the bridge elements soon. 8) IH 20 – Overlay, Preventative Maintenance from Nolan County Line to near Wells Lane, will be starting soon; 12) BI 20-R - Safety Improvement Project from Leggett Drive to Ross Avenue is complete, they are closing out paperwork. Sites #14 and #15 are both Flashing Chevron Projects: 14) N 10th Street -Flashing Chevrons from Shelton Street to Kirkwood Street for the curve; and 15) N 10th Street -Flashing Chevrons from Shelton Street to Kirkwood Street for the curve, installation is complete and they are working on some device issues; 16) BI 20-R - Safety Improvement Projects (Railroad) from Pioneer Drive to T&P Lane is a delay start. Mr. Turentine ended his updates and asked if there were any questions. Chairman Price asked if Buffalo Gap Road was still anticipating a fall completion? Mr. Turentine stated yes we are.

City of Abilene – Public Works – Mr. Chandler began his updates with Projects under Construction: *Project #1*) Honey Bee Re-alignment is underway again after a delay due to water line relocation; *Projects #2 and #3* are being worked by the same Contractor: *#2*) Maple (Carriage Hills to Loop 322) is currently being worked; and *#3*) Five Points Roadway Improvements (Fulwiler Rd and Marigold St) is on hold. *Projects #4, #5, #6 and #10* are approaching completion: *#4*) EN 10th Improvements, (Judge Ely to 322 Loop); *Project #5*) Pine St. @ N 10th St. Intersection; and *Project #6*) S 27th Improvements (South Danville to Barrow St); and *#10*) N 14th St. @ Westwood Drive Intersection, Concrete intersection; *Project #7*) South 14th St Walkability Project (Sidewalks/Pedestrian Bridges), is a Transportation Alternatives Set-Aside (TASA) project. has begun, they are working from Barrow Street to the West, the Water Department is scheduled to shortly begin a project to the left side of our project but our contractor does have bridge work scheduled that will slow down the installation of sidewalks thereby giving the Water Department time to complete their project. *Project #8*) Work Zone S13 Street Maintenance is about to begin; *Project #9*) The Festival District located between the hotel and Convention Center, is progressing; *Project #10*) South Willis St. @ South 7th St. Intersection, a Street Maintenance Project is a signal rehab and a concrete intersection project, there are some utility relocations and tree removal occurring to prep for the widening, project is delayed due to signal equipment delivery (possibly 16 to 18 weeks); *Projects #11 and #12* will be presented to the City Council on Thursday, February 22nd, 2024: *#11*) S 27th Signal Improvements (Treadaway to Catclaw), a hybrid project due to the multiple previously completed improvements, this is an effort to coordinate all of the signals along that corridor and to install a turn arrow where needed. *Project #12*) Work Zone S5 (Canterbury Trails), if approved by the City Council these two projects will move forward to contract and construction. *Project #13*) Cypress Street Reconstruction, a Tax Increment Reinvestment Zone Project (TIRZ), is not actively being managed as a street construction project.

Mr. Chandler then provided an update on Projects Under Design: *Project #1*) Maple (Loop 322 to ES 11th) is holding at 90% designed, they are working out some design issues with AEP's line to the east of the corridor, currently there has been discussions of shifting pole locations. *Project #2*) Antilley @ Memorial Traffic Signal; and *Project #3*) Work Zone S23 (Fairways); both will be advertised to bid starting February 25th, 2024. *Projects #4, #5, #6, #7, #8, and #9*, are all ongoing projects that will be progressing on into the summer at various levels of design, they will be staged to bid in the fall: *Project #4*) Work Zone N6B (Pasadena Heights); *Project #5*) Work Zone S10A (West of Rose Park); *Project #6*) N. 18th St. Grape to Mockingbird (Includes N. 18th & Kirkwood intersection); *Project #7*) South 7th St. (Danville to Pioneer); *Project #8*) Corsicana Ave. (S. 7th to Benbrook); and *Project #9*) Andy Street Culvert. Mr. Chandler finished his updates and asked if there was any questions.

Chairman Price requested clarification on the statement that the Cypress Street Project is not being actively managed by the city, please explain what that means. Mr. Chandler stated it is kind of its own funding source and currently there is a question of property owner at risk. He said he does not believe that agreement has been approved by the City Council yet. Mr. Chandler stated the City will most definitely be involved with the project once it gets into construction but the City has not actively bid it out of their department. The project is a little bit of a hybrid project.

CityLink – No updates at this time.

7. Discussion and review of reports:

Ms. Smetana discussed the following reports, noting the full report is available in the packets.

Financial Status –Ms. Smetana discussed the Fiscal Year 2023 report noting the ending balance was \$351,472.60 and for Fiscal Year 2024 we have received one work order in the amount of \$69,591.60. We have submitted two billing: for October 2023 - \$12,653.70 and November 2023 - \$17,864.15 and in addition we have the December 2023 for \$21,283.31 which will be submitted to TxDOT shortly. She summarized the authorization of \$69,591.60 minus those three expenditures \$51,801.16 leaves a remaining balance of \$17,790.44. She said we have been in discussions with TXDOT for the non-receipt of the carryover funds of \$351,472.60 and the non-receipt of the rest of

our 2024 authorizations for our PL-112 dollars. She stated that TxDOT said we would be getting our authorizations within the next couple of weeks.

Operation Report – Ms. Smetana discussed a few of the many items contained in the report and she noted the full report was available for review in the packet.

Director’s Report

- **MPO Staffing** – Ms. Smetana discussed that the Transportation Planner position has been open since June 10, 2022. She said that with the amendment to the Unified Planning Work Program that was done in December 2023, we have the funds to use towards either the City of Abilene or a consulting firm to help with mapping in the interim but we are still working with the City through this process.
- **Year-end Report – FY 2023 Annual Listing of Obligated Projects (ALOP)** – She noted that every year the Annual Listing of Obligated Projects (ALOP) is due by December 31 to FHWA and FTA to ensure compliance and TxDOT requests that the report be given to them by December 15 to allow time for their review. We should be getting the information from the City on the ALOP information pertaining to transit in the next few days. We have not received the information on the highway portion of the ALOP from TxDOT. Once we get that from the City and TxDOT this report can be submitted.
- **MPO Safety Plan** – She said that in early 2023, it was disseminated that a new requirement for MPOs is to develop a Safety Action Plan. Currently there is funding for 23 MPO’s at \$50,000 (\$1.2 million) out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The MPOs are working with TxDOT and the Texas A & M Transportation Institute to get a plan in place. On January 18, 2024, we were notified by TxDOT that the MPO Safety Planning contract was executed and that kickoff meetings would be soon to follow.
- **FYs 2025-2028 Transportation Improvement Program (TIP)** – Ms. Smetana said that the new Transportation Improvement Program (TIP) for FYs 2025-2028 is due on June 18, 2024. Staff is currently working on compiling this data and will begin conducting public outreach. This will be presented at the April 16, 2024 Policy Board meeting.
- **FYs 2025-2050 Metropolitan Transportation Plan (MTP)** – She stated that 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 Request for Qualifications for a consulting firm will go out in early 2024 and it will be presented at the April 16th Policy Board and April 25th City Council meetings.

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

No comments received.

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

Ms. Smetana shared that the April 16, 2024 Policy Board Meeting may run long due to the number of items on the Agenda.

10. Adjournment.

With no further business, Chairman Price adjourned the meeting at 3:13 p.m.

3. **Receive a Report, Hold a Discussion, and Take Action on the Metropolitan Planning Area Boundary Expansion.**

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

3. Receive a Report, Hold a Discussion, and Take Action on the Metropolitan Planning Area Boundary Expansion.

Background

The Abilene Metropolitan Planning Organization (MPO) currently utilizes a Metropolitan Planning Area (MPA) boundary that was last revised in 2006, as shown in Exhibit 1 below in orange. This existing boundary encompasses the entirety of the Abilene Urbanized Area (UZA), as designated by the US Census Bureau through the 2020 Census, which is the minimum area required to be included within the MPA under federal planning guidelines. Federal guidelines also stipulate that the MPA boundary should be revisited after each Census in order to encompass all areas expected to urbanize over the 20-year period covered by the MPO's Metropolitan Transportation Plan (MTP). Federal guidelines further note that "MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas" and that "adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies." The MPA boundary must also encompass the MPO's entire travel demand model (TDM) area, which is used for modeling travel behavior in the MPO's MTP. The MPO's current TDM boundary extends beyond the current MPA boundary, as shown in green in Exhibit 1 below.

Given the above, the Abilene MPO is undertaking a process to revise its MPA boundary for two key reasons:

1. To reflect the growth in the region since the current boundary was established in 2006.
2. To align with anticipated growth in the region over the next 20 years and ensure the MPO is positioned to effectively plan for this growth.

In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). TTI facilitated the creation of an advisory committee (Boundary Expansion Committee, or Committee) for the project and hosted Committee meetings in February and March 2022. These meetings allowed the Committee to review information on how the region has changed since 2006, provide their insights on where future growth may occur, and discuss a range of potential boundary options. This process resulted in the creation of two draft boundary options. Neither of these boundary options were advanced to completion.

In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. Further research was done to understand the changes in the region since 2006 and to engage MPO staff and the Committee in getting additional feedback on a potential new boundary. During this time, AECOM has held a series of biweekly coordination meetings with MPO staff to discuss research findings and priorities for the new boundary. A Committee meeting was held on December 12, 2023, to discuss findings to date and an initial draft boundary, which was then refined based on Committee feedback and then shared with the Committee at a second meeting on January 12, 2024. At this meeting, the Committee provided additional comments on the draft boundary and arrived at consensus on an agreed-upon draft to be shared with the TAC.

On January 30, 2024, the draft boundary was presented to the TAC for discussion and approval. After reviewing the draft boundary, the TAC voted to endorse the draft boundary as presented. This boundary was then presented to the MPO's Policy Board on February 20, 2024, at which time a discussion was held amongst board members about the benefits and drawbacks of changing the MPA boundary and the appropriate extents of any potential expansion.

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

Based on feedback from the Policy Board members and additional engagement with local and county stakeholders, the draft MPA boundary was further revised to expand the boundary slightly in the southeastern corner of the region to include more area along State Highway 36 and to reduce the proposed expansion area north of the existing boundary. The draft MPA boundary map reflecting these changes is shown in Exhibit 1 below. This revised boundary was presented to the TAC for discussion and approval on March 26, 2024, and the TAC voted to endorse the draft boundary as presented.

Current Situation

The recommended MPA boundary as endorsed by the TAC is shown in red in Exhibit 1 below. This boundary expands the existing boundary to include growth areas surrounding the existing MPA and was drafted using the following guiding principles and goals:

1. Include areas of the region that have experienced growth in population, employment, and vehicular traffic since 2006 and that are anticipated to continue to experience growth over the 20-year planning horizon.
2. Include all portions of the existing TDM area that are currently outside of the MPA boundary.
3. Include all federal-aid eligible roadways that carry traffic into, out of, and through the existing MPA and its surrounding areas.
4. Where possible, clarify and simplify the existing boundary line by using clear landmarks or features, such as major roads, county lines, and railroad tracks.
5. Avoid expanding the boundary in ways that incorporate significant land area that is not anticipated to experience much growth over the 20-year planning horizon.
6. Incorporate feedback from a range of stakeholders, including the MPO's Policy Board, TAC, and local and county officials.

The draft boundary includes several municipalities that are not currently located within the existing MPA boundary. These include Hawley in Jones County and Buffalo Gap, Tuscola, Lawn, and Merkel in Taylor County. Jones and Taylor County are currently represented by a County Judge on the Policy Board and a County Commissioner on the Technical Advisory Committee. In regards to the additional municipalities in Taylor and Jones County, we are proposing that we add representation to the Technical Advisory Committee to include those municipalities. The draft boundary also incorporates portions of Callahan County for the first time, including the municipality of Clyde. Because Callahan County is not currently represented on the MPO's TAC and Policy Board, adding the county into the MPA boundary would require an additional seat on these bodies for a Callahan County representative. In addition, we are proposing for the municipality of Clyde that we add representation to the Technical Advisory Committee.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 26, 2024 meeting recommended approval of the revised draft boundary as presented.

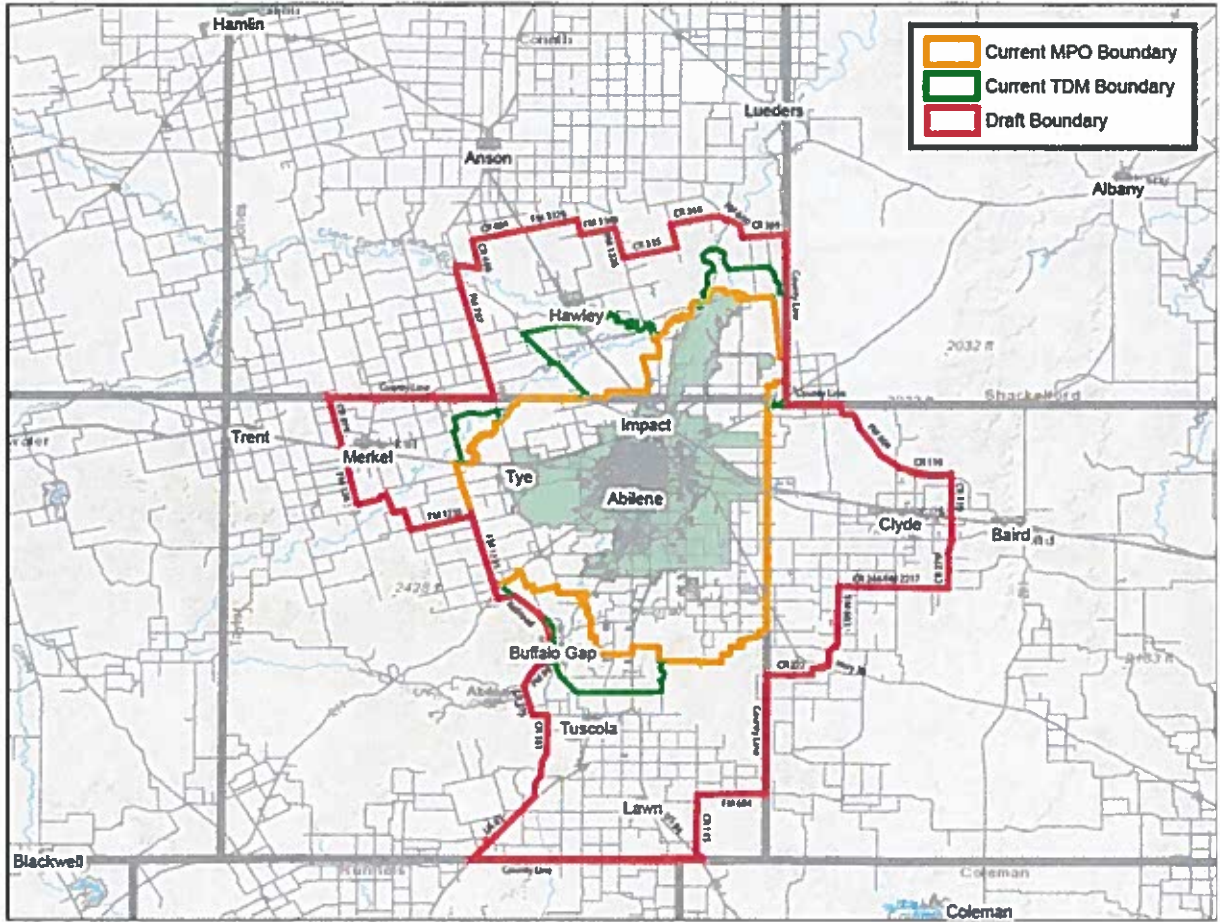
Action Requested

1. Approve (by resolution) the draft MPA boundary as presented in Exhibit 1 below.

Once endorsement is granted by the Policy Board, the draft MPA boundary will be submitted to the Texas Governor's Office for final approval. After approval by the Governor's Office, the boundary will formally take effect, allowing the MPO to utilize this boundary for planning and TDM purposes in the forthcoming Abilene MPO MTP.

**Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information**

Exhibit 1: Current and Proposed Metropolitan Planning Area Boundaries





ABILENE

Metropolitan Planning Organization

RESOLUTION NO. R-2024-01

A RESOLUTION OF THE POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION, AFFIRMING EXPANSION OF THE METROPOLITAN PLANNING AREA BOUNDARY.

WHEREAS, the Abilene Metropolitan Planning Organization is designated as the Metropolitan Planning Organization (MPO) for the Abilene Urbanized Area by the Governor of Texas; and

WHEREAS, the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor; and

WHEREAS, the Metropolitan Planning Area Boundary (MAB), at a minimum, shall encompass the entire existing urbanized area (as defined by the Bureau of the Census), plus the contiguous area expected to become urbanized within a 20-year forecast period for the Metropolitan Transportation Plan; and

WHEREAS, the Abilene Policy Board, comprised primarily of local elected officials, is the regional transportation policy body and continues to be the regional forum for cooperative decisions on transportation; and

WHEREAS, the Abilene Policy Board affirmed the expansion of the Metropolitan Planning Area Boundary as shown on the attached map.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS, hereby ratifies the expansion of the Abilene Metropolitan Planning Area Boundary to include the area delineated by the attached map.

PASSED, APPROVED and ADOPTED ON THIS ____ day of _____, 2024.

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

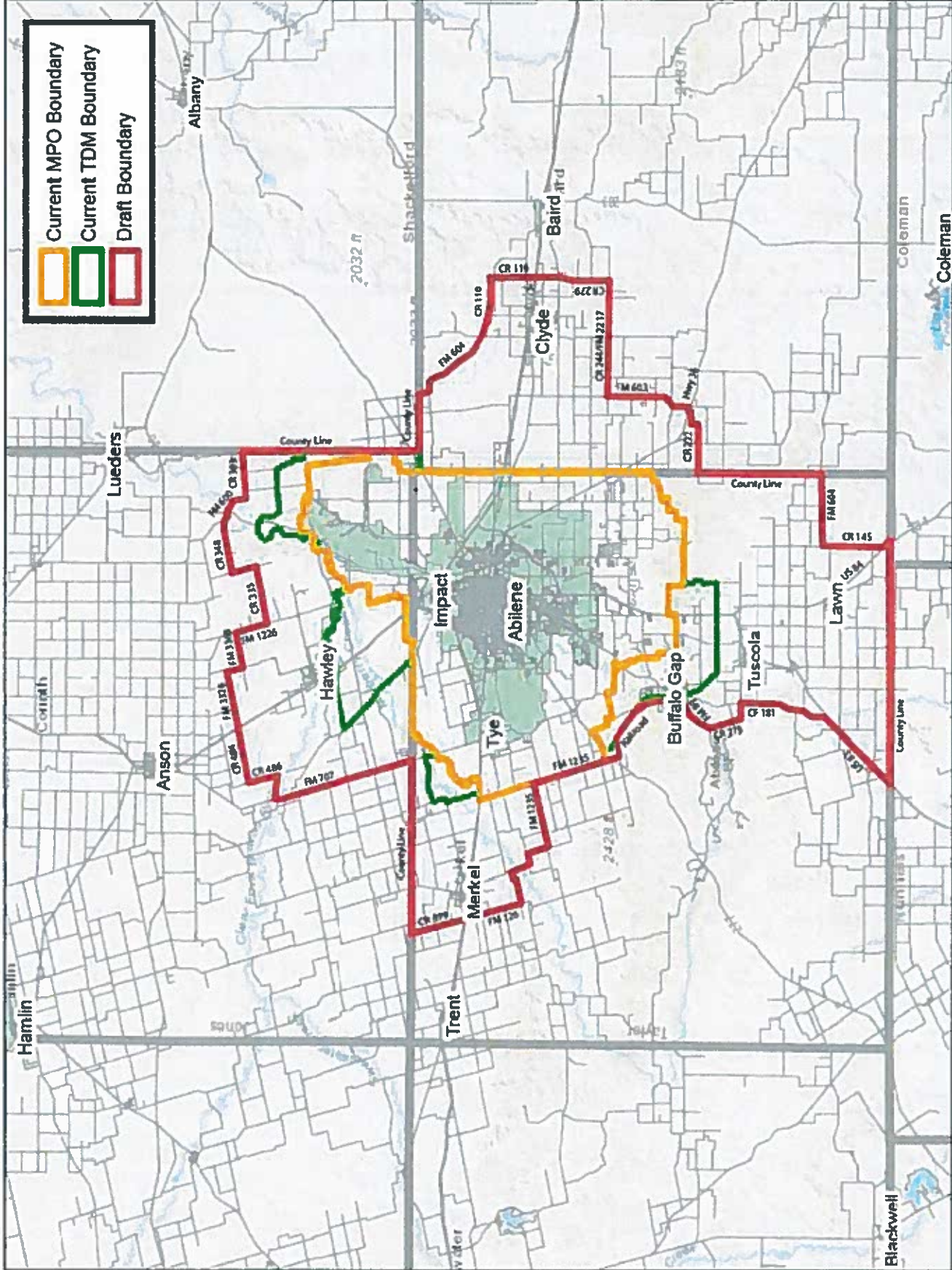
Councilman Shane Price, MPO Chair

Attest:

Approved:

E'Lisa Smetana
MPO Executive Director

Stanley E. Smith
City Attorney, City of Abilene



Current MPO Boundary

Current TDM Boundary

Draft Boundary

Coleman

Blackwell

Hamlin

Lueders

Anson

Albany

Trent

Hawley

Merkel

Impact

Abilene

Tye

Buffalo Gap

Tuscola

Clyde

Baird

Shackelford

County Line

County Line

County Line

County Line

4. Receive a Report, Hold a Discussion, and Take Action on the MPO By-Laws.

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

4. Receive a Report, Hold a Discussion, and Take Action on the MPO By-Laws.

Background

The purpose of the by-laws is to inform the public of the MPO's business, operations, structure, procedures, internal processes, and other related transportation matters. With the proposed changes to the MPO Planning Area Boundary, this potentially entails a change to the Policy Board and Technical Advisory Committee membership.

The draft boundary includes several municipalities that are not currently located within the existing MPA boundary. These include Hawley in Jones County and Buffalo Gap, Tuscola, Lawn, and Merkel in Taylor County. Jones and Taylor County are currently represented by a County Judge on the Policy Board and a County Commissioner on the Technical Advisory Committee. In regards to the additional municipalities in Taylor and Jones County, we are proposing that we add representation to the Technical Advisory Committee to include those municipalities. The draft boundary also incorporates portions of Callahan County for the first time, including the municipality of Clyde. Because Callahan County is not currently represented on the MPO's TAC and Policy Board, adding the county into the MPA boundary would require an additional seat on these bodies for a Callahan County representative. In addition, we are proposing for the municipality of Clyde that we add representation to the Technical Advisory Committee.

Current Situation

The proposed changes to the By-Laws are the addition of the Callahan County Judge to the Policy Board. On the non-voting members of the PB, we removed State Senate District 24 and added State Senator District 10 and US Representative District 25.

The proposed changes to the Technical Advisory Committee are adding in a Callahan County Commissioner, City of Buffalo Gap Mayor or designee, City of Clyde Mayor or designee, City of Hawley Mayor or designee, City of Lawn Mayor or designee, City of Merkel Mayor or designee, and City of Tuscola Mayor or designee. There is the potential to remove the City of Tye Public Works Director or designee to ensure all surrounding municipalities are equal.

In addition, the TxDOT Director of Maintenance or designee was added since that position was split from the TxDOT Director of Operations.

Section 7.05 Quorum numbers were changed.

Section 7.07 Meetings was added to allow a virtual option.

The By-Laws are being presented as a draft version. The Governor of the State of Texas has to approve the MPO Planning Area Boundary changes and then the By-Laws will be presented back to Policy Board for final action. This agenda item is just to show the changes proposed and get an approval/acknowledgement on the draft to send in with the packet to the Governor.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any suggestions/changes.
2. Approval of the DRAFT amendment to the MPO By-Laws.

**BYLAWS OF THE ABILENE
METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY BOARD**



Abilene Metropolitan Planning Organization Policy Board

Adopted: **April 16, 2024 (Pending Board Approval)**

Effective: **April 16, 2024 (Pending Board Approval)**

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DRAFT

ARTICLE ONE

INTRODUCTION

Late in 1964 a study of transportation in the Abilene urban area was begun, with respect to existing facilities, existing deficiencies, and future needs. This study was initiated as a result of the passage by Congress of the Federal-Aid Highway Act of 1962, which provided for a "continuing, comprehensive transportation planning process carried on cooperatively by States and local communities" for each urban area of more than fifty thousand population. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two volume report: Abilene Urban Transportation Plan, Volume 1, 1965 Origin-Destination Survey, published in 1966; and Abilene Urban Transportation Plan, Volume 2, 1965-1985 Transportation Plan, published in 1968.

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

On July 2, 1974, the Governor of Texas designated the City of Abilene to be 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 continues to act as the forum for cooperative transportation planning decision making and the provider of overall transportation policy guidance to the MPO.

ARTICLE TWO

PURPOSE OF THE TRANSPORTATION POLICY BOARD

Section 2.01 Board Functions

Functions of this Board will include the following:

- A. Provide general policy guidance for the transportation planning process.
- B. Review and approve the Transportation Improvement Program and the Unified Planning Work Program for the Abilene Metropolitan Area annually and revise as necessary.
- C. Take appropriate action on the recommendations of the Planning Coordinators or their staff, including those relative to certification and recertification action for the planning activities.
- D. Meet as necessary to perform its function as the forum for cooperative transportation decision making in the Abilene Metropolitan Area.
- E. Hold a public meeting to discuss the status of the planning process at least once a year.
- F. Designate such technical committees or task forces as found necessary to carry out the planning process.

ARTICLE THREE

STRUCTURE OF THE TRANSPORTATION POLICY BOARD

Section 3.01 Organization

The operations of the Abilene Metropolitan Transportation Planning Program shall be directed by the Transportation Policy Board. The Transportation Policy Board shall consist of the following members.

Voting members:

- Callahan County Judge
- City of Abilene Mayor
- City of Abilene Council Member
- Jones County Judge
- Taylor County Judge
- TxDOT Abilene District Engineer

Non-voting members:

- State Representative District 71
- State Senator District 10
- State Senator District 28
- US Representative District 19
- US Representative District 25

The City of Abilene Council Member position shall be occupied by the Council Member designated by action of the City Council. All other positions on the Transportation Policy Board shall be occupied by the individuals who hold the positions.

Section 3.02 No Compensation

Members shall serve on the Transportation Policy Board without special compensation from any agency, person, or governmental entity for serving on this Board. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 3.03 Officers

The Transportation Policy Board shall elect a Chairperson and a Vice-Chairperson from the voting members. The Vice-Chairperson shall assume the duties of the Chair in the absence of the Chairperson. The chairperson shall be an elected official. The officers may be elected (a) by the individual person or (b) by the membership position. The officers shall be elected for a term of two (2) federal fiscal years and may be re-elected.

ARTICLE FOUR

STAFF

Section 4.01 Planning Coordinators

Because of the joint responsibility of the MPO and Texas Department of Transportation to carry out transportation planning, the Abilene Metropolitan Transportation Planning Program uses two planning coordinators. One coordinator directs the Texas Department of Transportation's planning staff in its day-to-day activities and one directs the MPO planning staff. The MPO coordinator and the TxDOT coordinator work closely to see that the planning process is accomplished in a comprehensive and efficient manner.

The coordinator for TxDOT is the transportation planner. This coordinator's responsibilities are as follows:

- A. Maintain current records of expenditures by the State and the Federal Highway Administration for surface transportation facilities within the Study Area.
- B. Ensure the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the State.

The coordinator for the MPO is the MPO Executive Director. This coordinator's responsibilities are as follows:

- A. Annually or biannually supervise the preparation of the Unified Planning Work Program.
- B. Oversee the development of a metropolitan transportation plan that will complement the Statewide Multimodal Transportation Plan required by state and federal law.

- C. Arrange for meetings of the Transportation Policy Board when appropriate, but at least once a year.
- D. Maintain a file of annual summaries of all study elements involved in the continuing planning process and prepare an annual progress report to reflect general development and plan implementation within the area.
- E. Direct MPO transportation planning staff in the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the MPO.
- F. Maintain liaison and act in an advisory capacity to the Transportation Policy Board.
- G. Coordinate and maintain liaison between the Cities, the Counties, and the State.
- H. Through coordination with State and local officials, develop and annually update the Transportation Improvement Program.
- I. Recommend to the Transportation Policy Board special studies, revision of the Transportation Plan, or renegotiation of the urban transportation planning contract when considered appropriate.
- J. Arrange for meetings between the MPO staff and the TxDOT staff, as necessary.

In certain areas of the planning process the duties of the coordinators overlap to such an extent that one coordinator cannot be singularly responsible. Such areas of joint responsibility are as follows:

- A. Ensure an active effort to involve the public in the planning process.
- B. Make available to participating agencies all projected traffic and other data relative to the Study Area.
- C. Arrange for additional or modified traffic assignments and assist in the procurement of additional data for zonal traffic forecasts
- D. Effect studies and procedures to ensure the planning process is in compliance with Title VI of the Civil Rights Act of 1964.
- E. Assure that special efforts are made in the planning stage so that older persons and persons with disabilities can effectively utilize public transportation facilities and services.
- F. Ensure that all planning efforts include all considerations mandated by applicable law.

Section 4.02 MPO Staff

The MPO staff shall be employees of the fiscal agent. The work of the staff shall be directed by the Transportation Policy Board.

ARTICLE FIVE

RULES OF PROCEDURE

The Transportation Policy Board shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

ARTICLE SIX
PUBLIC MEETINGS

Section 6.01 Open Meetings

All meetings of the Transportation Policy Board shall be open to the public. The Abilene MPO Executive Director shall call together the Transportation Policy Board as necessary to conduct official business. Regular meetings shall be scheduled at least once a year. Additional meetings may be held upon the call of the chairperson or upon petition of a simple majority of the Transportation Policy Board. All meetings of the Transportation Policy Board shall be in compliance with the requirements of the Texas Open Meetings Act and the Texas Open Records Act.

Section 6.02 Notice

Notice of any meeting of the Transportation Policy Board, whether a regular or a special meeting, shall be given to the members at least three (3) days in advance of the meeting by written notice delivered personally, sent by mail, or electronically transmitted to each member of the Board. Such notice shall contain the time, date, place, and the agenda to be considered.

Section 6.03 Quorum

For purposes of convening a meeting, a quorum shall consist of three (3) voting members of the Transportation Policy Board. Except as otherwise stated, decisions shall only require a simple majority of the voting members present. If a quorum cannot be obtained, the chair may adjourn the meeting or invite discussion of the items to be transacted at the meeting; however, no action shall be taken on such items.

Section 6.04 Agenda

The Abilene MPO Executive Director is hereby assigned the responsibility for preparing the agenda for the Transportation Policy Board. However, any member of the Transportation Policy Board may have an item placed on the agenda by notifying the Abilene MPO Executive Director.

Section 6.05 Briefing Session

The Chairperson may wish to hold briefing sessions prior to regular or special meetings. In such cases, the Chairperson shall so notify the members of the Board. Briefing sessions shall be public meetings, but no formal vote shall be taken on any matter under discussion.

Section 6.06 Discussion of Agenda

Other than members of the Transportation Policy Board, and members of the Technical Advisory Committee, each person who wishes to address the Board regarding an item on the agenda shall

be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairperson. The Chairperson may exercise discretion in allowing or not allowing additional time to any speaker.

The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairperson may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

Where the number of people who wish to address the Transportation Policy Board is too great for the time available during the scheduled hearing, the Board may hear so much of the information as time permits and continue the hearing on that matter to a later date.

Section 6.07 Records

The Transportation Policy Board shall keep minutes of its proceedings, showing the vote upon each question. Such minutes shall be a public record, filed with the Texas Department of Transportation Planning Coordinator.

ARTICLE SEVEN

TECHNICAL ADVISORY COMMITTEE

Section 7.01 Responsibilities

The Technical Advisory Committee shall review and make recommendations to the Transportation Policy Board on all technical matters and on any other issues assigned to it by the Board.

Section 7.02 Organization

The Technical Advisory Committee shall consist of the following positions. The individual fulfilling the duties and responsibilities of the member position shall serve as the Committee member. For those member positions that are not a specific job position, the respective organizations shall appoint an individual to serve as the committee member and shall notify the MPO Executive Director in writing of the appointment.

Voting members

- Abilene Chamber of Commerce representative
- Abilene Transit System General Manager or designee
- Callahan County Commissioner or designee
- City of Abilene City Engineer or designee
- City of Abilene Planning and Development Services Director or designee

- City of Abilene Public Works Director or designee
- City of Abilene Traffic Engineer or designee
- City of Abilene Transportation Director or designee
- City of Buffalo Gap Mayor or designee
- City of Clyde Mayor or designee
- City of Hawley Mayor or designee
- City of Impact Mayor or designee
- City of Lawn Mayor or designee
- City of Merkel Mayor or designee
- City of Tuscola Mayor or designee
- City of Tye Mayor or designee
- City of Tye Public Works Director or designee
- Dyess Air Force Base Civil Engineer or designee
- Jones County Commissioner or designee
- MPO Executive Director
- Taylor County Commissioner or designee
- TxDOT Abilene Area Engineer or designee
- TxDOT Director of Maintenance or designee
- TxDOT Director of Operations or designee
- TxDOT Director of Transportation Planning and Development or designee
- West Central Texas Council of Governments representative

Non-voting members

- FHWA Planning Representative
- FTA Review Office
- Texas Commission on Environmental Quality Regional Director
- TxDOT PTN Coordinator
- TxDOT TP & P MPO Coordinator

Section 7.03 No Compensation

Members shall serve on the Technical Advisory Committee without special compensation from any agency, person, or governmental entity for serving on this Committee. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 7.04 Officers

The Transportation Policy Board shall appoint the chairperson of the Technical Advisory Committee. The chairperson shall only vote in the case of a tie. The Committee may elect

additional officers as necessary for the conduct of its activities, and said officers shall be elected for a term of one (1) federal fiscal year and may be re-elected.

Section 7.05 Quorum

Eight voting members, with at least one from the City of Abilene, one from TxDOT and two from other agencies, shall constitute a quorum of the Technical Advisory Committee.

Section 7.06 Rules of Procedure

The Technical Advisory Committee shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

Section 7.07 Meetings

The Technical Advisory Committee shall meet as necessary in order for the committee to perform its functions. Meetings may be called by either the MPO Director or any five members as a group may call a meeting by written request to the MPO Director. The Technical Advisory Committee may meet in-person or virtually.

ARTICLE EIGHT

AMENDMENTS TO BYLAWS

Changes in the Bylaws of the Transportation Policy Board shall require a two-thirds (2/3) vote of the voting members of the Transportation Policy Board.

ARTICLE NINE

PARAGRAPH HEADINGS AND TABLE OF CONTENTS

The table of contents and paragraph headings contained herein are for convenience in reference to these Bylaws and are not intended to define or to limit the scope of any provision herein.

ARTICLE TEN

RULES OF CONDUCT AND ETHICS

The members and staff of the Abilene Metropolitan Planning Organization Transportation Policy Board and the members of the Technical Advisory Committee shall abide by the requirements of Section 472.034 of the Transportation Code of the State of Texas as it may be amended or recodified from time to time. These requirements are in addition to, and not in replacement of,

any ethical requirements that may be incumbent on any member or employee of the Board as a representative or employee of a constituent entity of the Board.

AMENDED, APPROVED, AND ADOPTED by the Abilene Metropolitan Planning Organization Transportation Policy Board this ___ day of _____, 2024.

ATTEST: _____
Chairperson

This document was previously amended by the Metropolitan Policy Board on the following dates:

- May 29, 1991
- August 16, 1993
- August 7, 1998
- July 28, 2009
- September 20, 2011
- March 20, 2012
- April 19, 2016
- October 18, 2016
- October 17, 2017
- October 22, 2019

5. **Receive a Report, Hold a Discussion and Take Action on projects for the Carbon Reduction Program.**

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

5. Receive a Report, Hold a Discussion and Take Action on projects for the Carbon Reduction Program.

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

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

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

Current Situation

The proposed draft amount of funding available for Abilene MPO is \$422,228 (2025), \$430,672 (2026), \$434,081 (2027), and \$433,942 (2028) for a total of \$1,720,923. Total for all 10 years of the Unified Transportation Program (UTP) is estimated at \$4,324,575. The Carbon Reduction Program (CRP) funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (23 U.S.C. 118 (b)). Thus, CRP funds are available for obligation for up to 4 years.

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

Abilene TxDOT District was asked in February of 2024 to have Carbon Reduction Projects to program by May of 2024. This item is to ensure that the funds are programmed within our Transportation Improvement Program (TIP).

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 26, 2024 meeting recommended approval of the projects for the Carbon Reduction Program as presented.

Action Requested

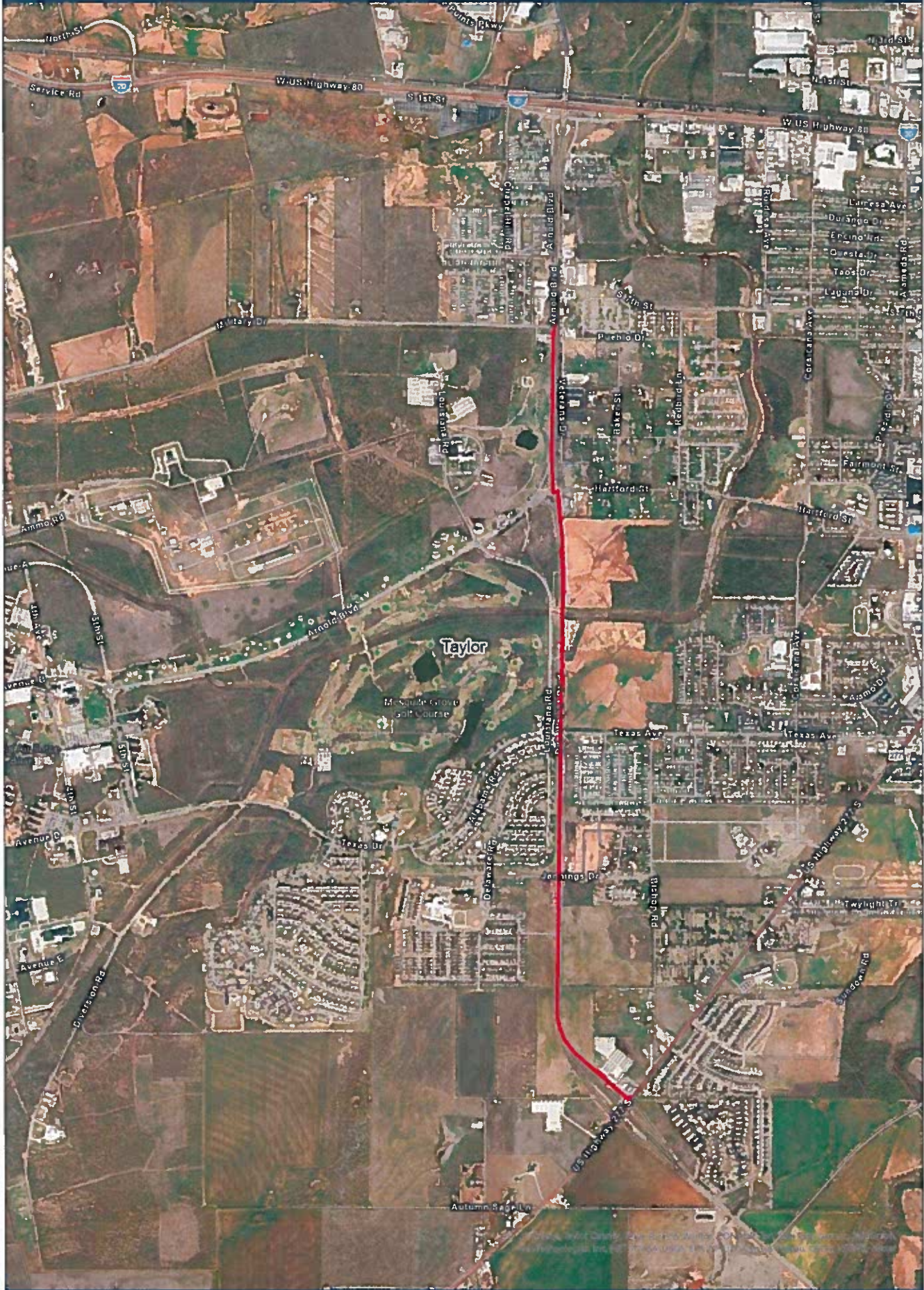
1. Any suggestions or changes.
2. Approval of the projects for the Carbon Reduction Program.

Programming Levels and Expected Dates

2025 UTP by Category

Category	Expected 4-Year Programming Level	Funding Approval Process	Deadline to have Projects Programmed
1	100% of Years 1-4	Districts allowed to begin programming projects with approved funding lines now; projects can be scheduled once Cat Analysis released in late March	April 30, 2024
2, 4, and 12	Districts to prioritize use of Categories 2 and 4 in Construct Authority; Statewide level determined through 2025 UTP project call	TPP will review funding requests in March 2024; TPP will receive preliminary concurrence to finalize project listing in May 2024; Funding lines will be changed to "Approved" in August 2024 after Commission adoption of the 2025 UTP	May 2024
5, 7, and 9 TMA	100% of Years 1-4	Districts to coordinate with MPOs to program approved funding on projects in TxDOTCONNECT	May 2024
6	125% of Years 1-4	BRG will review pending funding lines for FY 2025-FY 2028 in March 2024; BRG will review and move projects to "In Progress" and will coordinate with FIN to change funding lines to "Approved"	March 2024
8	115% of Years 1-4	TRF will review pending funding lines for FY 2024-FY 2027 in March 2024; TRF will review and move projects to "In Progress" and will coordinate with FIN to change funding lines to "Approved"	March 2024
9	100% of Year 1-4	Projects received Commission approval in October 2023. Projects with approved funding can be programmed starting in November 2023	February 2024
10 Carbon Reduction	100% of Years 1-4	Districts to coordinate with MPOs to program approved funding on projects in TxDOTCONNECT	May 2024
10 ADA Pedestrian (Curb Ramp)	100% of Years 1-4	DES and Districts will coordinate lettings based off ADA Transition Plan and information in TCAP	May 2024
10 Green Ribbbon	100% of Years 1-2	Districts allowed to begin programming projects with approved funding lines now; projects can be scheduled once Cat Analysis released in November 2023	May 2024
11 District Discretionary	90% of Years 1-2	Districts allowed to begin programming projects with approved funding lines now; projects can be scheduled once Cat Analysis released in late March	April 30, 2024
11 Energy Sector	115% of Years 1-4; Districts are allowed to frontload programming to Years 1-2	Districts allowed to begin programming projects with approved funding lines now; projects can be scheduled once Cat Analysis released in late March	April 30, 2024
11 Safety	115% of Years 1-4	Districts allowed to begin programming projects with approved funding lines now; projects can be scheduled once Cat Analysis released in late March	April 30, 2024

NOTE: The above levels and dates relate specifically to the programming of funds. More information regarding scheduling and letting thresholds will be provided by the Financial Management Division.



CARBON REDUCTION PROJECT PROPOSAL FOR FUNDING
Shared Use Path on Dub Wright (FM 3438) from US 277 to IH 20 (Broken into phases)



BIPARTISAN INFRASTRUCTURE LAW



Home | Overview | Funding | Assistance / Local Support | Fact Sheets | Guidance

FACT SHEETS

Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Statutory Citations

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to

certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - efforts to reduce the environmental and community impacts of freight movement;
 - a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
 - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
 - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm



TxDOT

Carbon Reduction Program

Office Hours I-Programming

Enhancing Quality of Life for All Texans

FEBRUARY 15, 2024

Federal Guide

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

65%

\$416.65M
urban areas
based on
population

\$224.35M
for any
location
statewide*

35%

* In accordance with ILJA, 50% of the
statewide portion ("35%") may be flexed to
other federal programs. This was done for
FY 22-24 and will be done for FY 25-26.

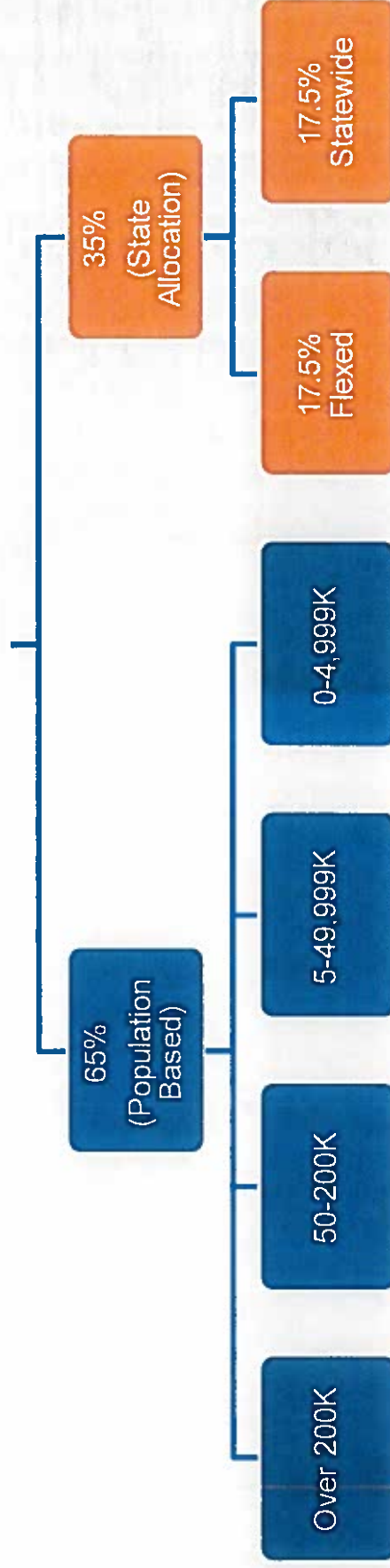
CRP funds are available
for obligation for a
period of 3 years after
the last day of the fiscal
year for which the funds
are authorized (23
U.S.C. 118(b)).

Thus, CRP funds are
available for obligation
for up to 4 years.

*Any amounts so apportioned or
allocated that remain unobligated
at the end of that period shall lapse.*

CRP Funding Allocations

CRP Formula Funding



TxDOT Carbon Reduction Strategy (CRS) Categories

Travel Demand Management (TDM)

Reduce congestion to improve the operational efficiency of the transportation system



Alternative Fuels

Support alternative fuel and electric vehicle adoption



Transit

Support the use of transit



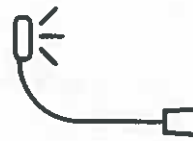
Advanced Technologies

Employ advanced technologies to improve traffic flow and operations



Construction & Maintenance

Construct and maintain infrastructure using carbon reducing practices, materials, and technologies



Active Transportation

Support access, availability, and safety of bicycling and walking



Freight Movement

Reduce the environmental and community impacts of freight movement



CRS Strategies

Categories of Strategies	Objective	Strategies
Advanced Technologies	Employ advanced technologies to improve traffic flow and operations.	<ul style="list-style-type: none">» Intelligent Transportation System (ITS) traffic control device installation and upgrades» Traffic signal improvements and upgrades, including signal optimization» Traffic Management Center (TMC) upgrades and integration» Rail crossing traffic management system installation and upgrades» Real-time information and communication system installation and upgrades» Vehicle to Infrastructure (V2I) communications technology installation and upgrades» Dynamic freight routing system upgrades» Dynamic parking availability signs and systems installation and upgrades

CRS Strategies

Categories of Strategies	Objective	Strategies
Travel Demand Management	Reduce congestion to improve the operational efficiency of the transportation system.	<ul style="list-style-type: none">» Increasing vehicle occupancy rates» Implementation of congestion pricing» Shifting demand to nonpeak hours» Shifting demand to other transportation modes» Roundabout installation and improvements» Intersection/Interchange improvements

CRS Strategies

Categories of Strategies	Objective	Strategies
Active Transportation	Support access, availability, and safety of bicycling and walking.	<ul style="list-style-type: none">» Americans with Disabilities Act (ADA) improvements» Micromobility, bikeshare, and electric bike projects» Motor vehicle-pedestrian and bicyclist separation projects» Projects improving safety for vulnerable road users» Projects to increase visibility e.g. street lighting» Projects to match vehicle speeds to the built area» Signal upgrades» Planning, design, and construction of:<ul style="list-style-type: none">» Shared use path improvements» Bike lane improvements» Bicycle and pedestrian bridge improvements.

CRS Strategies

Categories of Strategies	Objective	Strategies
Transit	Support the use of transit.	<ul style="list-style-type: none">» ADA improvements» Bus Rapid Transit (BRT) system establishment, expansion, or preservation» Dedicated bus lane improvements» Maintenance and operations facility improvements» Park-and-ride facility establishment, expansion, or preservation» Transit station improvements» Transit vehicle and equipment purchases and upgrades» Urban rail system establishment, expansion, or preservation

CRS Strategies

Categories of Strategies	Objective	Strategies
Construction and Maintenance	Construct and maintain infrastructure using carbon reducing practices, equipment, materials, and technologies.	<ul style="list-style-type: none">» Biologic carbon sequestration practices in highway right-of-way ROW» Cost-beneficial maintenance practices» Energy efficient streetlight and traffic control device conversions» Installing or upgrading flyovers accessing ports» Installing renewable energy generation facilities in highway ROW solar arrays and wind turbines» Last mile investments» Promote the use of carbon reducing construction equipment and materials» Rail-Highway grade separation improvements» Signage improvements to ports

CRS Strategies

Categories of Strategies	Objective	Strategies
Alternative Fuels	Support alternative fuel and electric vehicle adoption.	<ul style="list-style-type: none">» Designated truck parking area electrification system installation and upgrades» Electric and alternate fuel vehicle infrastructure installation and upgrades» Implementation of engine and vehicle replacement and retrofit programs, including diesel engine retrofit projects» Purchase or lease of zero-emission construction equipment and vehicles

CRS Strategies

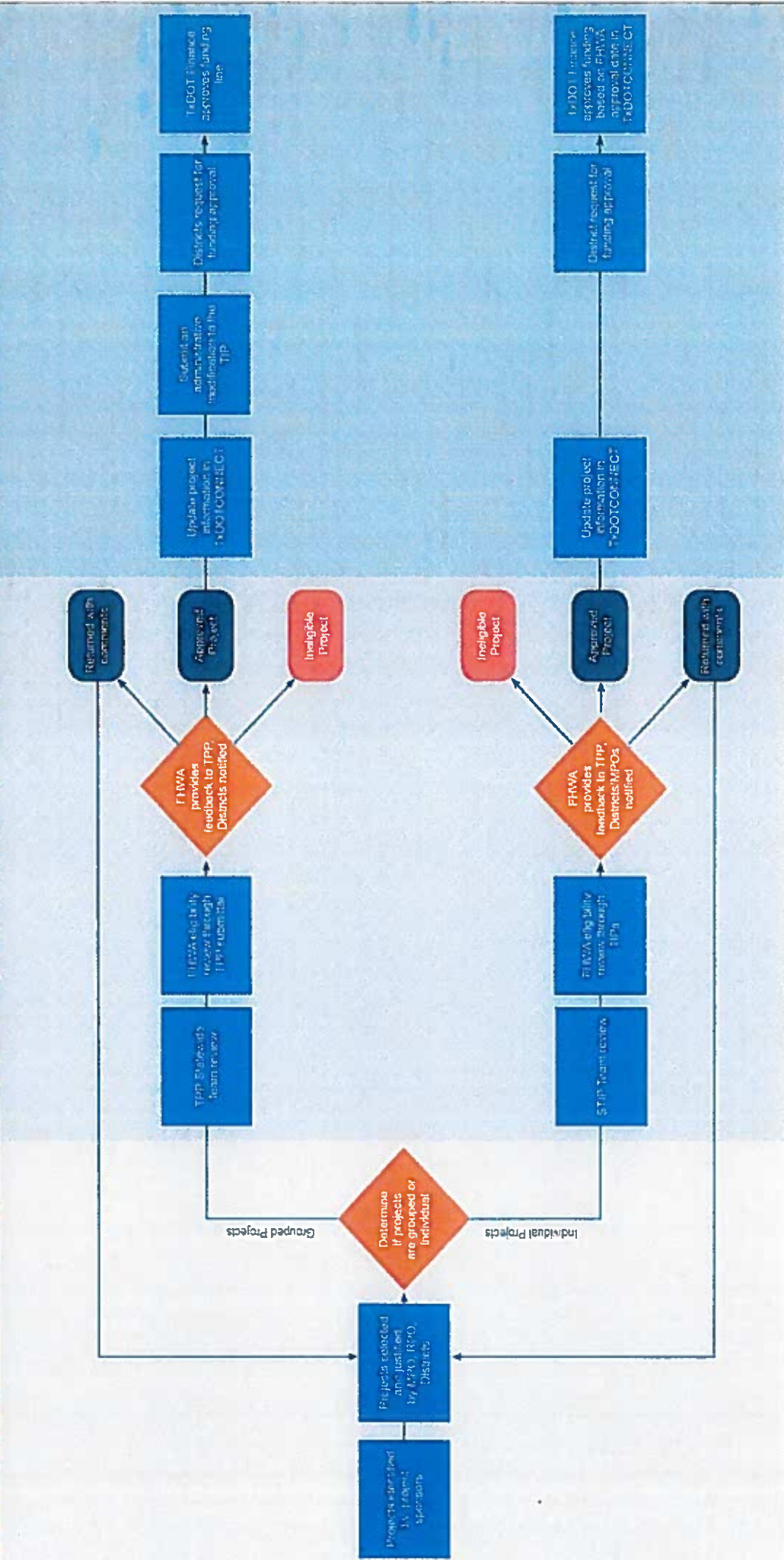
Categories of Strategies	Objective	Strategies
Freight Movement	Reduce the environmental and community impacts of freight movement.	<ul style="list-style-type: none">» Construction of multimodal or intermodal facilities» Dedicated truck parking projects» Projects to reduce the environmental and community impacts of freight movement, including locomotive upgrade programs» Strategies that reduce CO2 emissions at ports, including port electrification projects» Support and collaborate on mode shift to rail

Project Selection

Eligibility Review

Post-Eligibility Determination

Project Identification	Local Project Selection	Project Submission	TPP / STP Team Project Review	FHWA Submission	FHWA Concurrence	Award Notification	Update TxDOTCONNECT	TIP Update	Request Funds	Update Account Balance
------------------------	-------------------------	--------------------	-------------------------------	-----------------	------------------	--------------------	---------------------	------------	---------------	------------------------



Programming Instruction Highlights

- Funds in Urbanized Areas are available by both MPOs and Districts. MPOs shall work with Districts to incorporate a District's priorities when programming
- TPP only reviews grouped or groupable projects and communicates FHWA concurrence
- Projects can be submitted for review before being programmed - NO CSJ needed, but will need estimate letting time with year and month.
- Project letting dates should be at least six months (180 days) after the TPP submission date
- Only add CRP funds to projects in TxDOTCONNECT after receiving FHWA approval (more instructions will be provided at the next Office Hour)
- Only projects programmed with federal funding can swap funding before letting date (other restrictions may apply)

TPP Project Submission Highlights

- CRP projects must follow the current FHWA grouping allowance
- When inquiring about projects, send CSJ number and FHWA review status (submitted or approved)
- Project submission
 - All projects must be submitted by Districts
 - Use file name "District Three Letter_Carbon Reduction_Fiscal Year"
 - Example " AUS_Carbon Reduction_FY24" or "AUS_Carbon Reduction_FY24-26"

Project Submission Schedule

- TPP will submit up to 40 projects on the last business day of every other month to FHWA.
- Next submission date **February 29th**
- Projects need to be submitted 14 days before the submission date, all projects submitted after the 14-day window will be added to next submission

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

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

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

Background

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

The FY 2023-2026 draft was presented to the Policy Board at the February 15, 2022 meeting. A Public Notice was published in the March 9, 2022 Abilene Reporter-News announcing that the draft FYs 2023-2026 Transportation Improvement Program (TIP) was available for public review through March 20, 2022 until 5:00 pm. The TIP was approved at the April 19, 2022 Policy Board meeting. On November 2, 2022, the TIP was administratively amended. At the February 21, 2023 PB meeting, the TIP was amended due to changes in project scope, funding, and total project cost information. At the October 17, 2023 meeting, updates were made to numerous items. The TIP was administratively amended on February 1, 2024.

Current Situation

This is amendment five to the document. The transit worksheets needed to be updated with project cost and funding information. The document was submitted for public review from April 5, 2024 to 8:00 a.m. on April 15, 2024. A public hearing at this meeting will be held.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 26, 2024 meeting recommended approval of the amendment to the FYs 2023-2026 Transportation Improvement Program (TIP) as presented.

Action Requested

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

Changes to Document – FYs 2023-2026 TIP

- Cover Page
- Table of Contents
- Transit Project Pages (FY 2023, 2024, 2025) no changes to FY 2026 (*Amendment Date and Action tells what changed on each project*)
- Transit Financial Summary
- History of the TIP and TIP Amendments
- Performance Measure (PM 1) – Safety

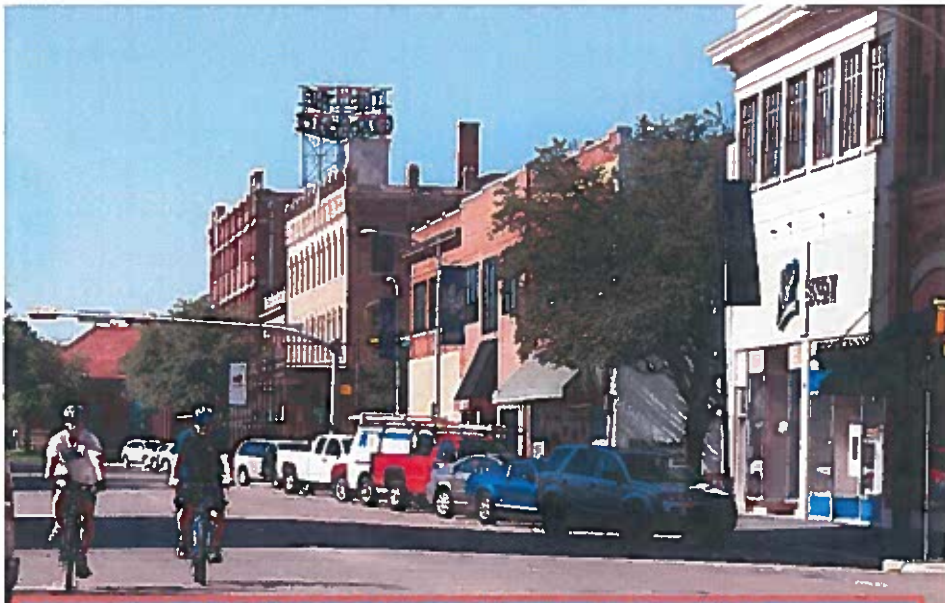


ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: February 15, 2022
 FINAL APPROVED BY THE MPO POLICY BOARD: April 19, 2022
 ADMINISTRATIVE AMENDMENT 1: November 2, 2022
 AMENDMENT 2: FEBRUARY 21, 2023
 AMENDMENT 3: OCTOBER 13, 2023
 ADMINISTRATIVE AMENDMENT 4: FEBRUARY 1, 2024
 AMENDMENT 5: APRIL 16, 2024 (PENDING APPROVAL)

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**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) TX-2023-004	Federal (FTA) Funds	\$ 798,666.00
		State Funds from TxDOT	\$ 228,117.00
		Other Funds	\$ 965,009.03
Apportionment Year	2021	Fiscal Year Cost	\$ 1,991,792.03
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 1,991,792.03
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O2-2023) TX-2024-00x	Federal (FTA) Funds	\$ 832,315.00
		State Funds from TxDOT	\$ 195,628.00
		Other Funds	\$ 1,047,755.54
Apportionment Year	2022	Fiscal Year Cost	\$ 2,075,698.54
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,075,698.54
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 ARP
MPO Project Information (reference number, etc)	Operations (TR-O3-2023) TX-2023-032	Federal (FTA) Funds	\$ 71,813.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2021	Fiscal Year Cost	\$ 71,813.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 71,813.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
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) - TX-2023-004	Federal (FTA) Funds	\$ 12,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 3,000.00
Apportionment Year	2021	Fiscal Year Cost	\$ 15,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 15,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
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) - TX-2023-004	Federal (FTA) Funds	\$ 203,591.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 56,577.98
Apportionment Year	2021	Fiscal Year Cost	\$ 260,168.98
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 260,168.98
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C5-2023) - TX-2024-00x	Federal (FTA) Funds	\$ 650,717.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 195,919.76
Apportionment Year	2022	Fiscal Year Cost	\$ 846,636.76
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 846,636.76
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
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) - TX 2022-018-00	Federal (FTA) Funds	\$ 21,900.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 5,475.00
Apportionment Year	2020	Fiscal Year Cost	\$ 27,375.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 27,375.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C4-2023) - TX 2023-004-00	Federal (FTA) Funds	\$ 154,100.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 38,525.00
Apportionment Year	2021	Fiscal Year Cost	\$ 192,625.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 192,625.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C6-2023) - TX-2020-0154-01	Federal (FTA) Funds	\$ 66,237.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2020	Fiscal Year Cost	\$ 66,237.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, bus equipment, repair bus lanes	Total Project Cost	\$ 66,237.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
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) - TX- 2020-013	Federal (FTA) Funds	\$ 87,642.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 87,642.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 87,642.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 17,528.40
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C7-2023) - TX-2021-124	Federal (FTA) Funds	\$ 914,409.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2018	Fiscal Year Cost	\$ 914,409.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, voice annunciator system, bus/equipment replacement.	Total Project Cost	\$ 914,409.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 182,881.80
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		

**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-O2-2024)	Federal (FTA) Funds	\$ 514,939.00
		State Funds from TxDOT	\$ 102,865.00
		Other Funds	\$ 521,691.00
Apportionment Year	2022	Fiscal Year Cost	\$ 1,139,495.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 1,139,495.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
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	\$ 1,389,869.00
		State Funds from TxDOT	\$ 308,597.00
		Other Funds	\$ 1,410,126.00
Apportionment Year	2023	Fiscal Year Cost	\$ 3,108,592.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 3,108,592.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
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	\$ 12,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 3,000.00
Apportionment Year	2022	Fiscal Year Cost	\$ 15,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 15,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C4-2024)	Federal (FTA) Funds	\$ 183,385.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 45,847.00
Apportionment Year	2022	Fiscal Year Cost	\$ 229,232.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 229,232.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
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	\$ 722,213.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 180,552.00
Apportionment Year	2023	Fiscal Year Cost	\$ 902,765.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 902,765.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

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	\$ 220,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,000.00
Apportionment Year	2024	Fiscal Year Cost	\$ 264,000.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,000.00
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C5-2024)	Federal (FTA) Funds	\$ 435,000.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2020	Fiscal Year Cost	\$ 435,000.00
Project Phase			
Brief Project Description	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement	Total Project Cost	\$ 435,000.00
		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
Amendment Date & Action	May 2024 Added		
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	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase			
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	Total Project Cost	\$ 185,308.00
		TDCs Requested	\$ 37,061.60
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2024)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase			
Brief Project Description	Software and cashing system	Total Project Cost	\$ 32,897.00
		TDCs Requested	\$ 6,579.40
		TDCs Awarded (Date & Amount)	\$ -
Sec 5309 ID Number	N/A		
Amendment Date & Action	May 2024 Added		

**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	2024	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2023	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2024	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2024	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C4-2025)	Federal (FTA) Funds	\$ 435,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2020	Fiscal Year Cost	\$ 435,000.00
Project Phase		Total Project Cost	\$ 435,000.00
Brief Project Description	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement	TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		

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	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase		Total Project Cost	\$ 185,308.00
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	TDCs Requested	\$ 37,061.60
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C5-2025)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase		Total Project Cost	\$ 32,897.00
Brief Project Description	Software and cashing system	TDCs Requested	\$ 6,579.40
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2021	Fiscal Year Cost	\$ 267,005.00
Project Phase		Total Project Cost	\$ 267,005.00
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		

**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
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

**Transit Financial Summary
Abilene Metropolitan Planning Organization
FYs 2023 - 2026 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2023			FY 2024			FY 2025		
	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	\$2,811,339	\$2,736,007	\$5,547,346	\$3,477,406	\$2,616,678	\$6,094,084	\$2,631,033	\$1,281,952	\$3,912,985
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	\$1,002,051	\$0	\$1,002,051	\$218,205	\$0	\$218,205	\$485,210	\$0	\$485,210
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$3,813,390	\$2,736,007	\$6,549,397	\$3,695,611	\$2,616,678	\$6,312,289	\$3,116,243	\$1,281,952	\$4,398,195
Transportation Development Credits									
Requested			\$2,004,410			\$43,641			\$97,042
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2026			FY 2023-2026 Total		
	Federal	State/Other	Total	Federal	State/Other	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	\$11,115,811	\$7,916,589	\$19,032,400
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA 5339	\$267,005	\$0	\$267,005	\$1,972,471	\$0	\$1,972,471
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds	\$2,463,038	\$1,281,952	\$3,744,990	\$13,088,282	\$7,916,589	\$21,004,871
Transportation Development Credits						
Requested			\$53,401			\$394,494
Awarded			\$0			\$0

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

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

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

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

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

AMENDMENT 3: The Policy Board approved the Amendment on October 17, 2023. Changes were to the let dates and funding on CSJs#3068-01-012, #3068-01-015, #0033-05-089, #0033-06-121, and #0006-06-109. CSJ #0663-01-024 for FY 2025 was removed with a new estimated let date of 03/28. Appendix D - PM 2, PM 3, PM 4, and the Public Transportation Agency Safety Plan (PTASP) were updated. The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the October 2, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the October 17, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 5:00 pm on October 12, 2023. No comments were received.

ADMINISTRATIVE AMENDMENT 4: Updated the PM 3 data per FHWA on February 1, 2024.

AMENDMENT 5: The Policy Board approved the amendment on April 16, 2024 (Pending Approval). The changes included updates to the Transit forms, Performance Measure 1, contents page, and history page.

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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 ~~December 19, 2023~~ February 21, 2023.



R-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

2023 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)
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

PROOF OF PUBLICATION

E'Lisa Smetana
City Of Abilene
Abilene Mpo
209 S Danville DR # B 212
Abilene TX 79605-1464

STATE OF WISCONSIN, COUNTY OF BROWN

The Abilene Reporter-News, a newspaper published in the city of Abilene, Taylor and Jones County, generally circulated in Brown, Callahan, Coleman, Comanche, Eastland, Erath, Fisher, Haskell, Jones, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephans, Stonewall, Taylor counties, Texas, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

04/05/2024

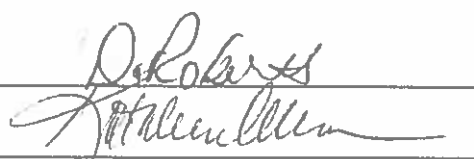
and that the fees charged are legal.
Sworn to and subscribed before on 04/05/2024

ABILENE METROPOLITAN PLANNING ORGANIZATION
PUBLIC NOTICE

The Abilene Metropolitan Planning Organization (MPO) coordinates transportation planning within the MPO Boundary Planning Area in Taylor and Jones Counties. The MPO is soliciting public input on the FYs 2025 - 2028 Transportation Improvement Program (TIP) and on an amendment to the FYs 2023-2026 TIP. The TIP consists of roadway and transit projects to be funded with Federal, State, and Local funds over a four-year period. NOTE: "This public notice of public participation activities and time established for public review of and comments on the TIP development process will satisfy the FTA's Program of Projects requirements".

Documents will be posted to the public participation tab at www.abilenempo.org. Written comments will be accepted thru 8 a.m. on April 15 and can be emailed to abilenempo@abilenetx.gov. An MPO Policy Board meeting will be held on April 16, 2024 at 1:30 pm, more information can be found on the Meetings page of the MPO website. You are welcome to comment on this document at that meeting. Special communication or accommodation needs can be requested by contacting the MPO at (325) 437-9999 at least 48 hours in advance of the meeting. We value your input and ideas on transportation.

Legal Clerk



Notary, State of WI, County of Brown

1-2-25

My commission expires

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KATHLEEN ALLEN
Notary Public
State of Wisconsin

FULL DOCUMENT

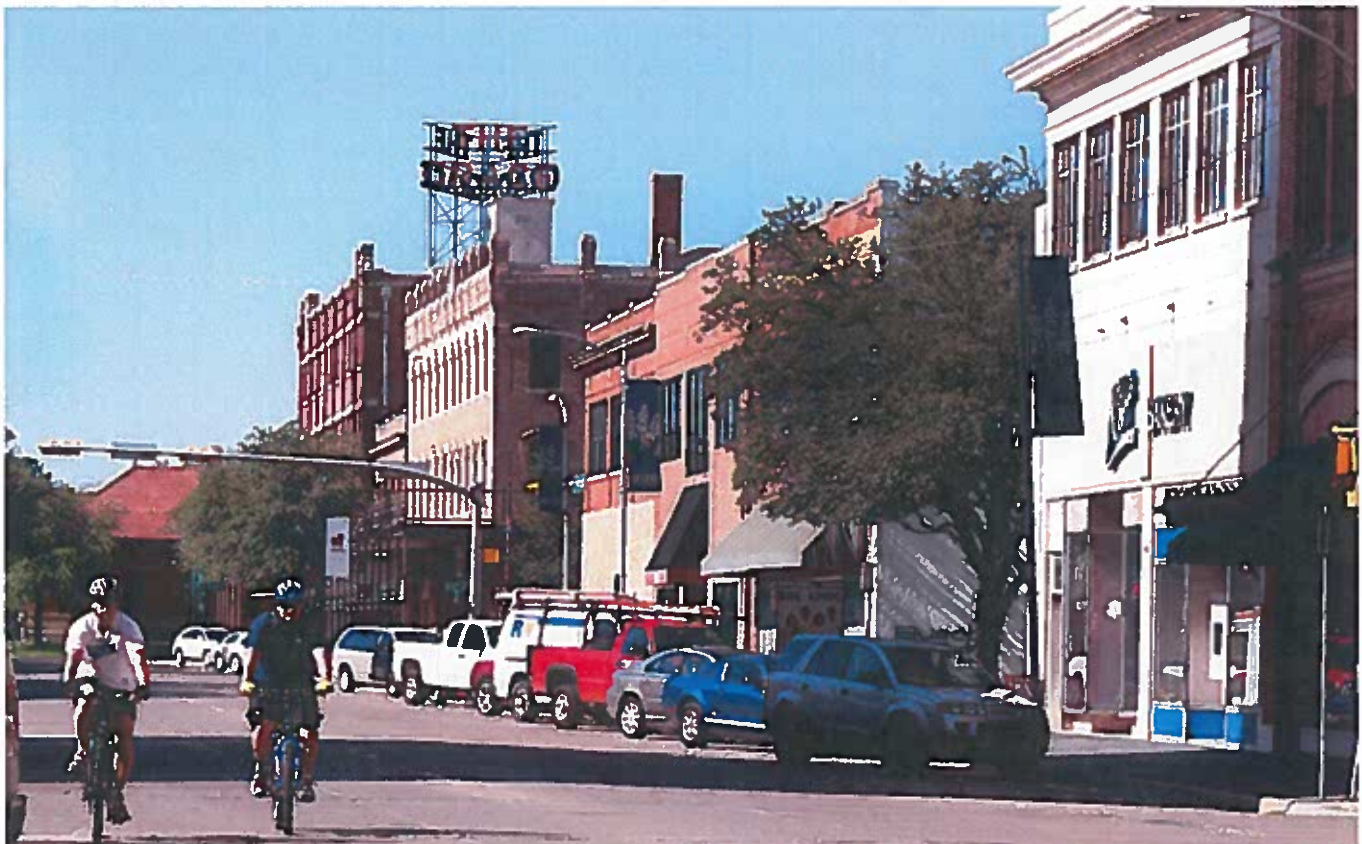


ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023-2026



DRAFT APPROVED BY THE MPO POLICY BOARD: February 15, 2022

FINAL APPROVED BY THE MPO POLICY BOARD: April 19, 2022

ADMINISTRATIVE AMENDMENT 1: November 2, 2022

AMENDMENT 2: FEBRUARY 21, 2023

AMENDMENT 3: OCTOBER 17, 2023

ADMINISTRATIVE AMENDMENT 4: FEBRUARY 1, 2024

AMENDMENT 5: APRIL 16, 2024 (PENDING APPROVAL)

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.

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INTRODUCTION

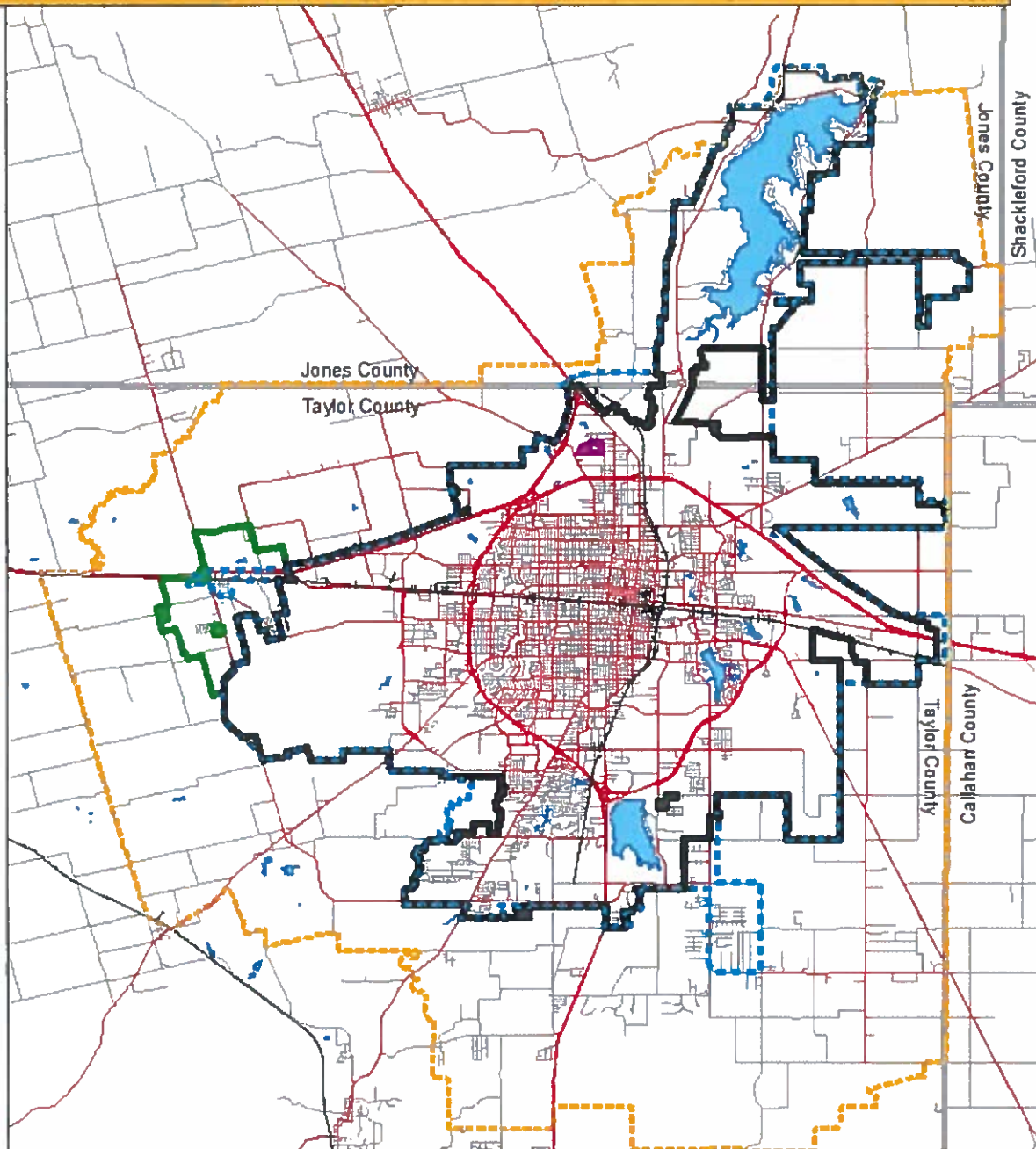
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time period. The TIP is mandated by the metropolitan planning 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
Tye City Limits	Streets

**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	YOECOST	
Abilene	Jones	0972-03-021	FM 1082	Construction	Abilene	TxDOT/MPO/CoA	\$ 7,000,000.00	
LIMITS FROM:	West of Cheyenne Creek Road					REVISION DATE:	02/23	
LIMITS TO:	East of Dam					MPO PROJ. NUM:	SI082-F7-CA	
PROJECT:	FM 1082 Relocate Dam Road Jones Co.					FUNDING CAT(S):	2U, 11, 3	
DESCRIPTION:	RELOCATE FM 1082 AT FT PHANTOM DAM							
REMARKS:	Estimated let date 08/2023				PROJECT HISTORY:	Project Created in Amendment #5, Funding adjusted in FY 2023-2026 TIP, TPC & Let date chgd 02/23		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SIARE					
PRELIMINARY ENG:	\$ 362,482.40	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 1,723,700.00		CAT 2U:	\$ 2,400,000.00	\$ 600,000.00			\$ 3,000,000.00
CONST COST:	\$ 7,000,000.00		CAT 11:	\$ 800,000.00	\$ 200,000.00			\$ 1,000,000.00
CONST ENG:	\$ 483,063.28		CAT 3:				\$ 3,000,000.00	\$ 3,000,000.00
CONTINGENCIES:	\$ 397,600.00							
INDIRECT COSTS:	\$ 214,530.40							
BOND FINANCING				TOTAL:	\$ 3,200,000.00	\$ 800,000.00	\$ -	\$ 3,000,000.00
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 10,181,376.08							

**Abilene Metropolitan Planning Organization
 FY 2023-2026 Transportation Improvement Program
 Highway Projects FY 2024**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	3068-01-012	FM 3034	Construction	Abilene	MPO	\$ 3,735,000.00	
LIMITS FROM:	US 83					REVISION DATE:	11/2023	
LIMITS TO:	Near PR 343					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 US 83 to FM 600					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab and widen (add shoulders)							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089					PROJECT HISTORY:	Revised 07/2024 total project cost, FY FYs 2019-2022, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amend #3) Controlling Project ID0033-05-089 Funding adjusted in FY 2023-2026 TIP, 02/23 moved to 2024 & Let Date chg, split projects 3068-01-012 & 3068-01-015 CHG 10/23 LET DATE/FUNDING	
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 127,522.50	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00
CONST COST:	\$ 3,735,000.00							
CONST ENG:	\$ 183,806.29							
CONTINGENCIES:	\$ 153,373.91		\$ 3,735,000.00					
INDIRECT COSTS:	\$ 112,931.83							
BOND FINANCING	\$ -							
PT CHG ORD:								
TOTAL PROJECT COST:	\$ 4,312,634.53		TOTAL:	\$ 2,988,000.00	\$ 747,000.00	\$ -	\$ -	\$ 3,735,000.00

**Abilene Metropolitan Planning Organization
 FY 2023-2026 Transportation Improvement Program
 Highway Projects FY 2024**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Abilene	Jones	3068-01-015	FM 3034	Construction	Abilene	MPO	\$ 3,100,000.00	
LIMITS FROM:	Near PR 343					REVISION DATE:	11/2023	
LIMITS TO:	FM 600					MPO PROJ. NUM:	S3034-E22-RM	
PROJECT:	FM 3034 Jones County					FUNDING CAT(S):	2U	
DESCRIPTION:	Rehab Road							
REMARKS:	Estimated let date 07/2024, Ctrl CSJ #0033-05-089					PROJECT HISTORY:	Added 02/23 revision split CSJ #3068-01-012 (US 83 to FM600), CHG 10/23 LET DATE/FUNDING	
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 178,531.50	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 2U:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00
CONST COST:	\$ 3,100,000.00							
CONST ENG:	\$ 130,737.03							
CONTINGENCIES:	\$ 130,247.81		\$ 3,100,000.00					
INDIRECT COSTS:	\$ 63,827.84							
BOND FINANCING	\$ -							
PT CHG ORD:	\$ 130,247.81							
TOTAL PROJECT COST:	\$ 3,733,591.99		TOTAL:	\$ 2,480,000.00	\$ 620,000.00	\$ -	\$ -	\$ 3,100,000.00

**Abilene Metropolitan Planning Organization
 FY 2023-2026 Transportation Improvement Program
 Highway Projects FY 2024**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Jones	0033-05-089	US 83	Construction	Abilene	TxDOT	\$ 22,525,000.00	
LIMITS FROM:	1.0 miles north of FM 3034					REVISION DATE:	11/2023	
LIMITS TO:	Taylor County Line					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024					PROJECT HISTORY:	Revised 07/2024 total project cost, TIP FYs 2019-2023, chg FY from 2021 to 2022 amend #1, (Moved from 2022 to 2023 Amendment #3) Funding adjusted in FY 2023-2026 TIP, Moved to 2024, 02/23 split 2 projects (0033-06-121); CHG 10/23 LET DATE/FUNDING	
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 528,808.00	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ 1,418,503.00		CAT 4:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -	\$ 22,525,000.00
CONST COST:	\$ 22,525,000.00							
CONST ENG:	\$ 1,321,903.60							
CONTINGENCIES:	\$ 1,713,194.15		\$ 22,525,000.00					
INDIRECT COSTS:	\$ 658,680.49							
BOND FINANCING	\$ -			TOTAL:	\$ 18,020,000.00	\$ 4,505,000.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 28,166,089.24							

**Abilene Metropolitan Planning Organization
 FY 2023-2026 Transportation Improvement Program
 Highway Projects FY 2024**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
Abilene	Taylor	0033-06-121	US 83	Construction	Abilene	TxDOT	\$ 5,078,000.00	
LIMITS FROM:	Jones County Line					REVISION DATE:	11/2023	
LIMITS TO:	Near W. Summit Rd.					MPO PROJ. NUM:	S0083-B2-01	
PROJECT:	US 83 and FM 3034 Overpass Landfill Road					FUNDING CAT(S):	4	
DESCRIPTION:	Construct new overpass (2 Lanes each direction)							
REMARKS:	Estimated let date 07/2024					PROJECT HISTORY:	Added 02/23 revision, split CSJ 0033-05-089 into 2 projects, CHG 10/23 LET DATE/FUNDING	
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 158,642.40	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ 131,500.00		CAT 4:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -	\$ 5,078,000.00
CONST COST:	\$ 5,078,000.00							
CONST ENG:	\$ 289,099.65							
CONTINGENCIES:	\$ 364,542.21		\$ 5,078,000.00					
INDIRECT COSTS:	\$ 144,053.09							
BOND FINANCING	\$ -			TOTAL:	\$ 4,062,400.00	\$ 1,015,600.00	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 6,165,837.35							

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST		
Abilene						MPO/T&DOT			
LIMITS FROM:						REVISION DATE:			
LIMITS TO:						MPO PROJ. NUM:			
PROJECT:						FUNDING CAT(S):			
DESCRIPTION:									
REMARKS:									
P7:						PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:				FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		COST OF APPROVED PHASES	CAT 2U:			\$	- \$	-	
CONST COST:			CAT 1:			\$	- \$	- \$	
CONST ENG:									
CONTINGENCIES:									
INDIRECT COSTS:									
BOND FINANCING			TOTAL:	\$	- \$	- \$	- \$	- \$	
PT CHG ORD:									
TOTAL PROJECT COST:									

FORM INTENTIONALLY LEFT BLANK - NO PROJECTS FOR 2025

Highway Projects FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOEC COST		
Abilene	Taylor	0006-06-109	IH 20	Construction	Abilene	TxDOT/MPO	\$ 104,765,616.00		
LIMITS FROM:	Judge Ely Blvd					REVISION DATE:	11/2023		
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA		
PROJECT:	IH 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U		
DESCRIPTION:	Add two main lanes for a six lane freeway and construct overpass structures								
REMARKS:	Estimated let date 06/2026					PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP) - (updated description, let date, and MTP 02/23); CHG 10/23 LET DATE/FUNDING		
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE						
PRELIMINARY ENG:	\$ 3,123,750.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 12:	\$ 67,812,492.80	\$ 16,953,123.20	\$ -	\$ -	\$ 84,765,616.00	
CONST COST:	\$ 104,765,617.08		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ 20,000,000.00	
CONST ENG:	\$ 6,060,399.93								
CONTINGENCIES:	\$ 6,062,825.06		\$ 104,765,616.00						
INDIRECT COSTS:	\$ 2,988,972.76								
BOND FINANCING	\$ -			TOTAL:	\$ 83,812,492.80	\$ 20,953,123.20	\$ -	\$ -	\$ 104,765,616.00
PT CHG ORD:	\$ -								
TOTAL PROJECT COST:	\$ 123,001,564.83								

HIGHWAY FINANCIAL SUMMARY

Abilene MPO

FY 2023 - 2026 Transportation Improvement Program

NOVEMBER 2023 QUARTERLY REVISION

Funding by Category

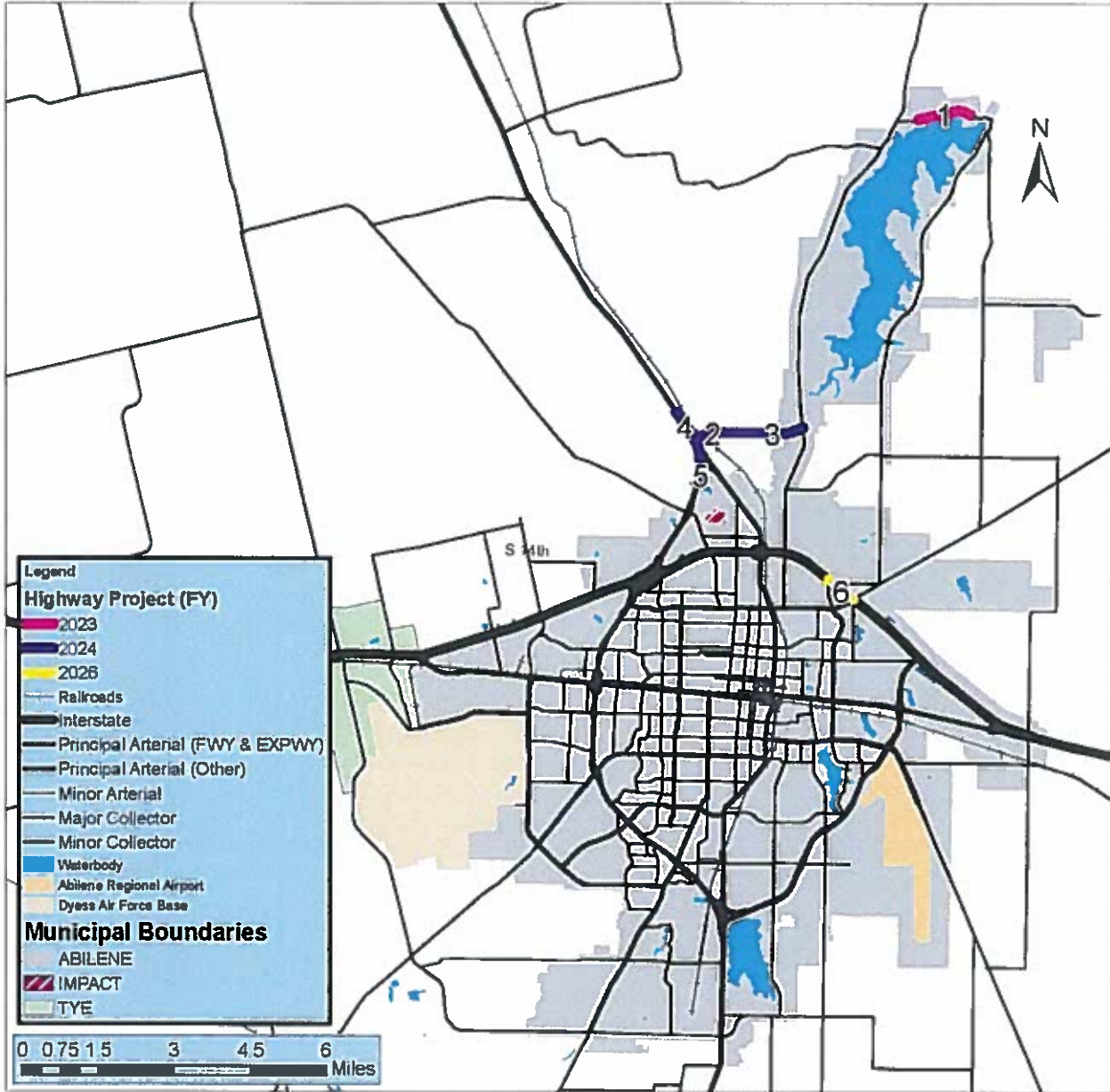
Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$3,000,000	\$3,000,000	\$6,835,000	\$6,835,000	\$0	\$0	\$20,000,000	\$20,000,000	\$29,835,000	\$29,835,000
3	Non-Traditionally Funded Transportation Project	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
308	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$27,603,000	\$27,603,000	\$0	\$0	\$0	\$0	\$27,603,000	\$27,603,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10(CB)	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$84,765,616	\$84,765,616	\$84,765,616	\$84,765,616
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$7,000,000	\$7,000,000	\$34,438,000	\$34,438,000	\$0	\$0	\$104,765,616	\$104,765,616	\$146,203,616	\$146,203,616

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$3,200,000	\$27,550,400	\$0	\$83,812,493	\$114,562,893
State	\$800,000	\$6,887,600	\$0	\$20,953,123	\$28,640,723
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$3,000,000	\$0	\$0	\$0	\$3,000,000
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$7,000,000	\$34,438,000	\$0	\$104,765,616	\$146,203,616

FUNDED HIGHWAY PROJECTS MAP

FYs 2023-2026 TIP Highway Projects



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



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	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].
5000-00-957		
5000-00-958		
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) TX-2023-004	Federal (FTA) Funds	\$ 798,666.00
		State Funds from TxDOT	\$ 228,117.00
		Other Funds	\$ 965,009.03
Apportionment Year	2021	Fiscal Year Cost	\$ 1,991,792.03
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 1,991,792.03
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations (TR-O2-2023) TX-2024-00x	Federal (FTA) Funds	\$ 832,315.00
		State Funds from TxDOT	\$ 195,628.00
		Other Funds	\$ 1,047,755.54
Apportionment Year	2022	Fiscal Year Cost	\$ 2,075,698.54
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,075,698.54
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 ARP
MPO Project Information (reference number, etc)	Operations (TR-O3-2023) TX-2023-032	Federal (FTA) Funds	\$ 71,813.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2021	Fiscal Year Cost	\$ 71,813.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 71,813.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Added		
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) - TX-2023-004	Federal (FTA) Funds	\$ 12,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 3,000.00
Apportionment Year	2021	Fiscal Year Cost	\$ 15,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 15,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
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) - TX-2023-004	Federal (FTA) Funds	\$ 203,591.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 56,577.98
Apportionment Year	2021	Fiscal Year Cost	\$ 260,168.98
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 260,168.98
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C5-2023) - TX-2024-00x	Federal (FTA) Funds	\$ 650,717.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 195,919.76
Apportionment Year	2022	Fiscal Year Cost	\$ 846,636.76
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 846,636.76
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
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) - TX 2022-018-00	Federal (FTA) Funds	\$ 21,900.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 5,475.00
Apportionment Year	2020	Fiscal Year Cost	\$ 27,375.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 27,375.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C4-2023) - TX 2023-004-00	Federal (FTA) Funds	\$ 154,100.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 38,525.00
Apportionment Year	2021	Fiscal Year Cost	\$ 192,625.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 192,625.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C6-2023) - TX-2020-0154-01	Federal (FTA) Funds	\$ 66,237.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2020	Fiscal Year Cost	\$ 66,237.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, bus equipment, repair bus lanes	Total Project Cost	\$ 66,237.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
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) - TX- 2020-013	Federal (FTA) Funds	\$ 87,642.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 87,642.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 87,642.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 17,528.40
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C7-2023) - TX-2021-124	Federal (FTA) Funds	\$ 914,409.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2018	Fiscal Year Cost	\$ 914,409.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, voice annunciator system, bus/equipment replacement.	Total Project Cost	\$ 914,409.00
		TDCs Requested	\$ 182,881.80
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		

**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-O2-2024)	Federal (FTA) Funds	\$ 514,939.00
		State Funds from TxDOT	\$ 102,865.00
		Other Funds	\$ 521,691.00
Apportionment Year	2022	Fiscal Year Cost	\$ 1,139,495.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 1,139,495.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added (Date & Amount)		
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	\$ 1,389,869.00
		State Funds from TxDOT	\$ 308,597.00
		Other Funds	\$ 1,410,126.00
Apportionment Year	2023	Fiscal Year Cost	\$ 3,108,592.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 3,108,592.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed (Date & Amount)		
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	\$ 12,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 3,000.00
Apportionment Year	2022	Fiscal Year Cost	\$ 15,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 15,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed (Date & Amount)		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C4-2024)	Federal (FTA) Funds	\$ 183,385.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 45,847.00
Apportionment Year	2022	Fiscal Year Cost	\$ 229,232.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 229,232.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added (Date & Amount)		
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	\$ 722,213.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 180,552.00
Apportionment Year	2023	Fiscal Year Cost	\$ 902,765.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies, preventive maintenance	Total Project Cost	\$ 902,765.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed (Date & Amount)		

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	\$ 220,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,000.00
Apportionment Year	2024	Fiscal Year Cost	\$ 264,000.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C5-2024)	Federal (FTA) Funds	\$ 435,000.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2020	Fiscal Year Cost	\$ 435,000.00
Project Phase			
Brief Project Description	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement	Total Project Cost	\$ 435,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		
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	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase			
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	Total Project Cost	\$ 185,308.00
		TDCs Requested	\$ 37,061.60
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2024)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase			
Brief Project Description	Software and cashing system	Total Project Cost	\$ 32,897.00
		TDCs Requested	\$ 6,579.40
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Added		

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	2024	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2023	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2024	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
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	2024	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action	May 2024 Apportionment year changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C4-2025)	Federal (FTA) Funds	\$ 435,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2020	Fiscal Year Cost	\$ 435,000.00
Project Phase		Total Project Cost	\$ 435,000.00
Brief Project Description	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement	TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		

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	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase		Total Project Cost	\$ 185,308.00
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	TDCs Requested	\$ 37,061.60
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C5-2025)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase		Total Project Cost	\$ 32,897.00
Brief Project Description	Software and cashing system	TDCs Requested	\$ 6,579.40
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2021	Fiscal Year Cost	\$ 267,005.00
Project Phase		Total Project Cost	\$ 267,005.00
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	
Amendment Date & Action	May 2024 Added		

**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
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

**Transit Financial Summary
Abilene Metropolitan Planning Organization
FYs 2023 - 2026 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2023			FY 2024			FY 2025		
	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	\$2,811,339	\$2,736,007	\$5,547,346	\$3,477,406	\$2,616,678	\$6,094,084	\$2,631,033	\$1,281,952	\$3,912,985
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	\$1,002,051	\$0	\$1,002,051	\$218,205	\$0	\$218,205	\$485,210	\$0	\$485,210
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$3,813,390	\$2,736,007	\$6,549,397	\$3,695,611	\$2,616,678	\$6,312,289	\$3,116,243	\$1,281,952	\$4,398,195
Transportation Development Credits									
Requested			\$200,110			\$43,641			\$97,042
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2026			FY 2023-2026 Total		
	Federal	State/Other	Total	Federal	State/Other	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	\$11,115,811	\$7,916,589	\$19,032,400
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA 5339	\$267,005	\$0	\$267,005	\$1,972,471	\$0	\$1,972,471
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds	\$2,463,038	\$1,281,952	\$3,744,990	\$13,088,282	\$7,916,589	\$21,004,871
Transportation Development Credits						
Requested			\$53,401			\$394,494
Awarded			\$0			\$0

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

Abilene Metropolitan Planning Organization
Policy Board Chairperson

Mr. Thomas G. Allbritton, P.E.
District Engineer

Councilman Shane Price
Policy Board Chairperson

Date

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.

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

AMENDMENT 3: The Policy Board approved the Amendment on October 17, 2023. Changes were to the let dates and funding on CSJs#3068-01-012, #3068-01-015, #0033-05-089, #0033-06-121, and #0006-06-109. CSJ #0663-01-024 for FY 2025 was removed with a new estimated let date of 03/28. Appendix D - PM 2, PM 3, PM 4, and the Public Transportation Agency Safety Plan (PTASP) were updated. The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the October 2, 2023 Abilene Reporter-News announcing that the amendment would be available for review and comment at the October 17, 2023 1:30 pm Policy Board meeting. The notice also stated that signed, written comments would be received through 5:00 pm on October 12, 2023. No comments were received.

ADMINISTRATIVE AMENDMENT 4: Updated the PM 3 data per FHWA on February 1, 2024.

AMENDMENT 5: The Policy Board approved the amendment on April 16, 2024 (Pending Approval). The changes included updates to the Transit forms, Performance Measure 1, contents page, and history page.

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 December 19, 2023.



R-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

2023 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)
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

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.
- 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 February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge condition. On May 1, 2023, the Abilene MPO adopted the State established measures for infrastructure condition.



R-2023-02

ATTACHMENT A

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

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

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



R-2023-03

ATTACHMENT A

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

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

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.
- 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. CityLink prepared an updated TAM Plan as of August 9, 2023. The Policy Board approved a resolution in support on October 17, 2023.

Performance Targets & Measures

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

PROJECTS:

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

Public Transportation Agency Safety Plan

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

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

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

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

7. **Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FYs 2025-2028 Transportation Improvement Program (TIP).**

**Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information**

7. **Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FYs 2025-2028 Transportation Improvement Program (TIP).**

Background

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

Current Situation

The FY 2025-2028 TIP is due by June 18, 2024 into the Electronic Statewide Transportation Improvement Program (eSTIP) portal. The document was submitted for public review from April 5, 2024 to 8:00 a.m. on April 15, 2024. A public hearing at this meeting will be held.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 26, 2024 meeting recommended approval of the FYs 2025-2028 Transportation Improvement Program (TIP) as presented.

Action Requested

1. Any suggestions or changes to the document.
2. Approval of the FYs 2025-2028 Transportation Improvement Program (TIP).



ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2025-2028



APPROVED BY THE MPO POLICY BOARD: **April 16, 2024 (PENDING BOARD APPROVAL)**

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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.

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INTRODUCTION

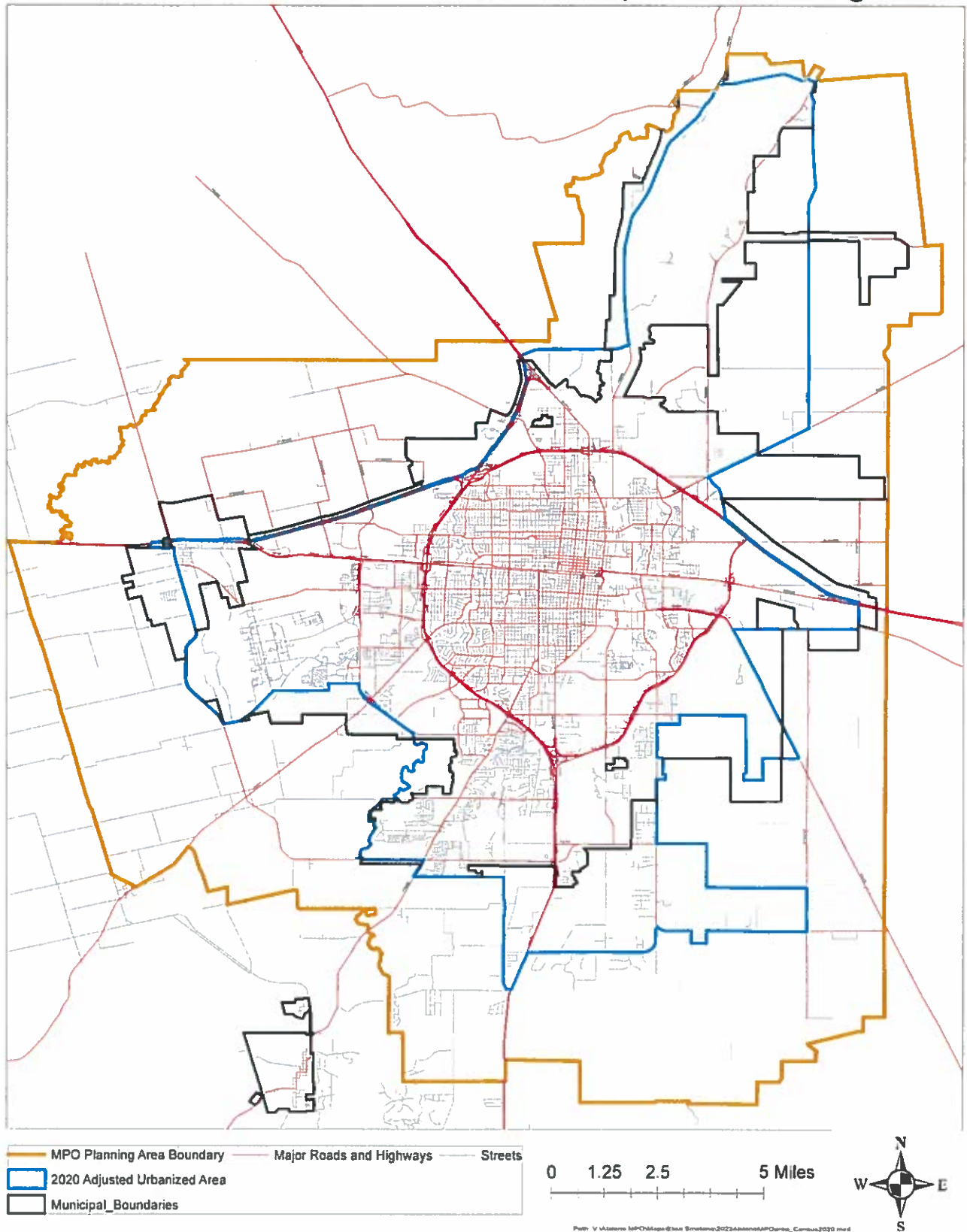
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time. The TIP is mandated by the metropolitan planning requirements 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 2020 Urbanized Area and Metropolitan Planning Area



**Texas Transportation Commission Approved
(Based on the 2020 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 April 5, 2024 Abilene Reporter-News announcing that the draft FYs 2025-2028 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the April 16, 2024 Policy Board meeting. The notice also stated that signed, written comments would be received through April 15, 2024 at 8:00 a.m. comments were received.

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.abilenemppo.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 abilenemppo@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 2025-2028 Transportation Improvement Program									
Highway Projects FY 2025									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST		
ABILENE	TAYLOR				ABILENE	MPO/TxDOT			
LIMITS FROM:						REVISION DATE:			
LIMITS TO:						MPO PROJ. NUM:			
PROJECT:						FUNDING CAT(S):			
DESCRIPTION:									
REMARKS:					PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY'S SHARE					
PRELIMINARY ENG:				FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:									
CONST COST:		COST OF APPROVED PHASES	CAT 2U:			\$	-	\$	-
CONST ENG:			CAT 1:			\$	-	\$	-
CONTINGENCIES:									
INDIRECT COSTS:									
BOND FINANCING			TOTAL:	\$	-	\$	-	\$	-
PT CHG ORD:									
TOTAL PROJECT COST:									

FORM INTENTIONALLY LEFT BLANK - NO PROJECTS FOR 2025

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2026**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
ABILENE	TAYLOR	0006-06-109	IH 20	CONSTRUCTION	ABILENE	TxDOT/MPO	\$ 104,765,616.00	
LIMITS FROM:	FM 600					REVISION DATE:	11/2023	
LIMITS TO:	SH 351					MPO PROJ. NUM:	S020-E25-CA	
PROJECT:	IH 20 SIX LANES NEAR JUDGE ELY TO SH 351					FUNDING CAT(S):	12, 2U	
DESCRIPTION:	ADD TWO MAIN LANES FOR A SIX LANE FREEWAY AND CONSTRUCT OVERPASS STRUCTURES							
REMARKS:	ESTIMATED LET DATE 06/2026			PROJECT HISTORY:	Added into FY 2023-2026 TIP (Partial Project from MTP) - (updated description, let date, and MTP 02/23); CHG 10/23			
P7:					LET DATE/FUNDING			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SIARE					
PRELIMINARY ENG:	\$ 5,050,334.00	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 17,170,000.00		CAT 12:	\$ 67,812,492.80	\$ 16,953,123.20	\$ -	\$ -	\$ 84,765,616.00
CONST COST:	\$ 104,765,617.08		CAT 2U:	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ 20,000,000.00
CONST ENG:	\$ 6,060,399.93							
CONTINGENCIES:	\$ 6,062,825.06		\$ 104,765,616.00					
INDIRECT COSTS:	\$ 2,988,972.76							
BOND FINANCING	\$ -			TOTAL:	\$ 83,812,492.80	\$ 20,953,123.20	\$ -	\$ -
PT CHG ORD:	\$ -							
TOTAL PROJECT COST:	\$ 142,098,148.83							

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2027**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOEC COST		
ABILENE	TAYLOR	0699-01-067	FM 89	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,400,000.00		
LIMITS FROM:	ELM CREEK (SOUTH MPO LIMITS)					REVISION DATE:			
LIMITS TO:	FM 707					MPO PROJ. NUM: S0089-F10-01			
PROJECT:	FM 89 ADD TURN LANES ELM CRK TO FM 707					FUNDING CAT(S): 2U			
DESCRIPTION:	WIDEN ROAD - ADD TURN LANES ELM CRK TO FM 707								
REMARKS:	ESTIMATED LET DATE 01-2027					PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 260,410.50	COST OF APPROVED PHASES			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 4,320,000.00	\$ 1,080,000.00	\$ -	\$ -	\$ 5,400,000.00	
CONST COST:	\$ 5,400,000.00								
CONST ENG:	\$ 315,681.30								
CONTINGENCIES:	\$ 314,500.00		\$ 5,400,000.00						
INDIRECT COSTS:	\$ 154,120.50								
BOND FINANCING	\$ -			TOTAL:	\$ 4,320,000.00	\$ 1,080,000.00	\$ -	\$ -	\$ 5,400,000.00
PT CHG ORD:	\$ 314,500.00								
TOTAL PROJECT COST:	\$ 6,759,212.30								

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2027**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOEC COST		
ABILENE	TAYLOR	0033-08-045	BU 83 D	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,599,999.00		
LIMITS FROM:	AT					REVISION DATE:			
LIMITS TO:	PINE STREET					MPO PROJ. NUM: S0083-F9-RM			
PROJECT:	BU 83D AT PINE ST INTERSECTION UPGRADE					FUNDING CAT(S): 2U			
DESCRIPTION:	INTERSECTION IMPROVEMENT								
REMARKS:	ESTIMATED LET DATE 02/2027					PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 255,682.00	COST OF APPROVED PHASES			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 2U:	\$ 4,479,999.20	\$ 1,119,999.80	\$ -	\$ -	\$ 5,599,999.00	
CONST COST:	\$ 5,600,000.00								
CONST ENG:	\$ 421,614.40								
CONTINGENCIES:	\$ -		\$ 5,599,999.00						
INDIRECT COSTS:	\$ 151,322.00								
BOND FINANCING	\$ -			TOTAL:	\$ 4,479,999.20	\$ 1,119,999.80	\$ -	\$ -	\$ 5,599,999.00
PT CHG ORD:	\$ 218,000.00								
TOTAL PROJECT COST:	\$ 6,646,618.40								

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2027**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
ABILENE	TAYLOR	0663-02-011	FM 707	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 10,800,000.00	
LIMITS FROM:	US 83					REVISION DATE:		
LIMITS TO:	FM 1750					MPO PROJ. NUM:	S0707-F2-CA	
PROJECT:	FM 707 WIDEN US 83 TO FM 1750					FUNDING CAT(S):	2U	
DESCRIPTION:	WIDEN TO 5 LANE SECTION							
REMARKS:	ESTIMATED LET DATE 06/2027					PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 520,821.00	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 2U:	\$ 8,640,000.00	\$ 2,160,000.00	\$ -	\$ -	\$ 10,800,000.00
CONST COST:	\$ 10,800,000.00							
CONST ENG:	\$ 631,362.60							
CONTINGENCIES:	\$ -		\$ 10,800,000.00					
INDIRECT COSTS:	\$ 308,241.00							
BOND FINANCING	\$ -							
PT CHG ORD:	\$ 629,000.00							
TOTAL PROJECT COST:	\$ 12,889,424.60		TOTAL:	\$ 8,640,000.00	\$ 2,160,000.00	\$ -	\$ -	\$ 10,800,000.00

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2027**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
ABILENE	TAYLOR	2398-01-062	SL 322	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 10,799,999.00	
LIMITS FROM:	BI 20					REVISION DATE:		
LIMITS TO:	FM 1750					MPO PROJ. NUM:	S0322-F8-01	
PROJECT:	SL 322 AND SH 36 INTERSECTION IMPROVEMENTS					FUNDING CAT(S):	2U	
DESCRIPTION:	SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT							
REMARKS:	ESTIMATED LET DATE 04/2027					PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/S HARE					
PRELIMINARY ENG:	\$ 511,364.00	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 2U:	\$ 8,639,999.20	\$ 2,159,999.80	\$ -	\$ -	\$ 10,799,999.00
CONST COST:	\$ 10,799,999.00							
CONST ENG:	\$ 843,228.80							
CONTINGENCIES:	\$ -		\$ 10,799,999.00					
INDIRECT COSTS:	\$ 302,644.00							
BOND FINANCING	\$ -							
PT CHG ORD:	\$ 436,000.00							
TOTAL PROJECT COST:	\$ 12,893,235.80		TOTAL:	\$ 8,639,999.20	\$ 2,159,999.80	\$ -	\$ -	\$ 10,799,999.00

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2027**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST		
ABILENE	TAYLOR	2398-01-063	SL 322	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 13,439,999.00		
LIMITS FROM:	AT					REVISION DATE:			
LIMITS TO:	MAPLE ST					MPO PROJ. NUM:	1 BD		
PROJECT:	SL 322 AND MAPLE ST BRIDGE REPLACEMENT					FUNDING CAT(S):	4		
DESCRIPTION:	BRIDGE REPLACEMENT								
REMARKS:	ESTIMATED LET DATE 10/26				PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SIARE						
PRELIMINARY ENG:	\$ 605,346.00			FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 4:	\$ 10,751,999.20	\$ 2,687,999.80	\$ -	\$ -	\$ 13,439,999.00	
CONST COST:	\$ 13,439,999.00								
CONST ENG:	\$ 1,167,453.00								
CONTINGENCIES:	\$ -		\$ 13,439,999.00						
INDIRECT COSTS:	\$ 358,266.00								
BOND FINANCING	\$ -			TOTAL:	\$ 10,751,999.20	\$ 2,687,999.80	\$ -	\$ -	\$ 13,439,999.00
PT CHG ORD:	\$ 354,000.00								
TOTAL PROJECT COST:	\$ 15,925,064.00								

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2028**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST		
ABILENE	TAYLOR	0034-01-143	US 83	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,600,000.00		
LIMITS FROM:	NEAR INDUSTRIAL BL					REVISION DATE:			
LIMITS TO:	FM 89					MPO PROJ. NUM:	S0083-F12-RM		
PROJECT:	US 83 FR INDUSTRIAL TO FM 89					FUNDING CAT(S):	2U		
DESCRIPTION:	RECONSTRUCT INTERSECTION								
REMARKS:	ESTIMATED LET DATE 01/2028					PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 255,682.00	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL		
ROW PURCHASE:	\$ -		CAT 2U:	\$ 4,480,000.00	\$ 1,120,000.00	\$ -	\$ -	\$ 5,600,000.00	
CONST COST:	\$ 5,600,000.00								
CONST ENG:	\$ 421,614.40								
CONTINGENCIES:	\$ -		\$ 5,600,000.00						
INDIRECT COSTS:	\$ 151,322.00								
BOND FINANCING	\$ -			TOTAL:	\$ 4,480,000.00	\$ 1,120,000.00	\$ -	\$ -	\$ 5,600,000.00
PT CHG ORD:	\$ 218,000.00								
TOTAL PROJECT COST:	\$ 6,646,618.40								

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2028**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST		
ABILENE	TAYLOR	0663-01-024	FM 707	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 14,493,439.00		
LIMITS FROM:	FM 89 (BUFFALO GAP ROAD)					REVISION DATE:			
LIMITS TO:	US 83					MPO PROJ. NUM:	S0707-F1-CA		
PROJECT:	FM 707 FM89 TO US 83					FUNDING CAT(S):	2		
DESCRIPTION:	REHAB AND WIDEN ROADWAY								
REMARKS:	ESTIMATED LET DATE 03/2028					PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 673,972.11	COST OF APPROVED PHASES	FEDERAL	STATE	LOCAL	LC	TOTAL		
ROW PURCHASE:	\$ 6,904,100.00		CAT 2U:	\$ 11,594,751.20	\$ 2,898,687.80	\$ -	\$ -	\$ 14,493,439.00	
CONST COST:	\$ 14,493,439.00								
CONST ENG:	\$ 817,019.26								
CONTINGENCIES:	\$ -		\$ 14,493,439.00						
INDIRECT COSTS:	\$ 398,881.45								
BOND FINANCING	\$ -			TOTAL:	\$ 11,594,751.20	\$ 2,898,687.80	\$ -	\$ -	\$ 14,493,439.00
PT CHG ORD:	\$ 813,961.92								
TOTAL PROJECT COST:	\$ 24,101,373.74								

**Abilene Metropolitan Planning Organization
 FY 2025-2028 Transportation Improvement Program
 Highway Projects FY 2028**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST		
ABILENE	TAYLOR	0006-06-081	IH 20	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 215,009,747.52		
LIMITS FROM:	SH 351					REVISION DATE:			
LIMITS TO:	CALLAHAN COUNTY LINE					MPO PROJ. NUM:	S020-E24-CA		
PROJECT:	I11 20 SIX LANES SH 351 TO EAST CL					FUNDING CAT(S):	4, 12		
DESCRIPTION:	ADD TWO MAIN LANES FOR A SIX LANE FREEWAY AND REPLACE OVERPASS STRUCTURES								
REMARKS:	ESTIMATED LET DATE 05/2028				PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 12,465,238.26	COST OF APPROVED PHASES		FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -		CAT 4:	\$ 11,240,000.00	\$ 2,810,000.00	\$ -	\$ -	\$ 14,050,000.00	
CONST COST:	\$ 268,159,747.52		CAT 12:	\$ 160,767,798.02	\$ 40,191,949.50	\$ -	\$ -	\$ 200,959,747.52	
CONST ENG:	\$ 14,958,285.92								
CONTINGENCIES:	\$ -		\$ 215,009,747.52						
INDIRECT COSTS:	\$ 7,377,385.91								
BOND FINANCING	\$ -			TOTAL:	\$ 172,007,798.02	\$ 43,001,949.50	\$ -	\$ -	\$ 215,009,747.52
PT CHG ORD:	\$ 14,964,271.63								
TOTAL PROJECT COST:	\$ 317,924,929.24								

HIGHWAY FINANCIAL SUMMARY

Abilene MPO

FY 2025 - 2028 Transportation Improvement Program

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan & Urban Area Corridor Projects	\$0	\$0	\$20,000,000	\$20,000,000	\$32,599,998	\$32,599,998	\$20,093,439	\$20,093,439	\$72,693,437	\$72,693,437
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3 DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$11,439,999	\$11,439,999	\$14,050,000	\$14,050,000	\$27,489,999	\$27,489,999
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
8 R	Rail-Highway Crossing Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CRN	Carbon Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 FB	Ferry Boat Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 SCP	Seaport Connectivity Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ITS	Information Technology Systems (ITS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 LLA	Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 TPW	Texas Parks and Wildlife Department	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 GR	Green Ribbon Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ADA	ADA Pedestrian Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 LIA	Landscape Incentive Award	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RR	Railroad Grade Crossing and Relicensing Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RSMP	Railroad Signal Maintenance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 BSIF	Border State Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 EN	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 (Safety)	Safety (District Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 CO/CO	Cost Overruns / Change Orders	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 SP	Strategic Priority	\$0	\$0	\$84,765,616	\$84,765,616	\$0	\$0	\$200,959,748	\$200,959,748	\$285,725,364	\$285,725,364
12 TCL	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1W PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1W ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$104,765,616	\$104,765,616	\$46,039,997	\$46,039,997	\$235,103,187	\$235,103,187	\$385,908,800	\$385,908,800

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$0	\$83,812,493	\$36,831,988	\$188,082,549	\$308,727,040
State	\$0	\$20,953,123	\$9,207,999	\$47,020,637	\$77,181,760
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Enter "Other" Project Type (if highlighted)					
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$104,765,616	\$46,039,997	\$235,103,187	\$385,908,800

FUNDED HIGHWAY PROJECTS MAP

To be updated at a later date.

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	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
5000-00-957		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].
5000-00-958		
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/IHMS 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 "SLIPER 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 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	2024	Fiscal Year Cost	*\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed	(Date & Amount)	
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	2023	Fiscal Year Cost	*\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed	(Date & Amount)	
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	2024	Fiscal Year Cost	*\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed	(Date & Amount)	
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	2024	Fiscal Year Cost	*\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ -
		TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year changed	(Date & Amount)	
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307 CARES
MPO Project Information (reference number, etc)	Capital (TR-C4-2024)	Federal (FTA) Funds	\$ 435,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2020	Fiscal Year Cost	\$ 435,000.00
Project Phase		Total Project Cost	\$ 435,000.00
Brief Project Description	Bus facility rehab/improvement, restrooms, fan system, electrical lines, parking improvement	TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		

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	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase		Total Project Cost	\$ 185,308.00
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	TDCs Requested	\$ 37,061.60
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C5-2024)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase			
Brief Project Description	Software and cashing system	Total Project Cost	\$ 32,897.00
		TDCs Requested	\$ 6,579.40
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year		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	\$ -
Amendment Date & Action	May 2024 Added		

**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	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
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	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
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	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
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	2025	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		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

**FY 2027 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	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
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	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
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	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
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	2025	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		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

**FY 2028 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	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
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	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
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	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
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	2025	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		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
Sec 5309 ID Number	N/A	TDCs Requested	\$ 53,401.00
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary Abilene Metropolitan Planning Organization FYs 2025 - 2028 Transportation Improvement Program

All Figures in Year of Expenditure (VOE) Dollars

Transit Program	FY 2025			FY 2026			FY 2027		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K		\$0	\$0		\$0	\$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
Transportation Development Credits Requested			\$97,042			\$97,042			\$97,042
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (VOE) Dollars

Transit Programs	FY 2028			FY 2023-2026 Total		
	Federal	State/Other	Total	Federal	State/Other	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	\$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
Transportation Development Credits Requested			\$97,042			\$97,042
Transportation Development Credits Awarded			\$0			\$0

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

Abilene Metropolitan Planning Organization
Policy Board Chairperson

Mr. Thomas G. Allbritton, P.E.
District Engineer

Councilman Shane Price
Policy Board Chairperson

Date

Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's FYs 2025-2028 TIP on April 16, 2024 **(PENDING BOARD APPROVAL)**.

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 December 19, 2023.



R-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

2023 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)
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

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- FM 89 Add Turn Lanes from Elm Creek to FM 707
- BU 83D at Pine St Intersection Upgrade
- FM 707 Widen to 5 Lane Section from US 83 to FM 1750
- SL 322 and SH 36 Intersection Improvements
- SL 322 at Maple St Bridge Replacement
- US 83 near Industrial Blvd to FM 89 Intersection Reconstruction
- FM 707 from FM 89 to US 83 Rehab and Widen Roadway
- IH 20 SH 351 to Callahan County Line for a six lane freeway

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 February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge condition. On May 1, 2023, the Abilene MPO adopted the State established measures for infrastructure condition.



R-2023-02

ATTACHMENT A

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

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

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- SL 322 at Maple St Bridge Replacement
- IH 20 SH 351 to Callahan County Line for a six lane freeway

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



ATTACHMENT A

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

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

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- FM 89 Add Turn Lanes from Elm Creek to FM 707
- FM 707 Widen to 5 Lane Section from US 83 to FM 1750
- FM 707 from FM 89 to US 83 Rehab and Widen Roadway
- IH 20 SH 351 to Callahan County Line for a six lane freeway

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. CityLink prepared an updated TAM Plan as of August 9, 2023. The Policy Board approved a resolution in support on October 17, 2023.

Performance Targets & Measures

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

PROJECTS:

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

Public Transportation Agency Safety Plan

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

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

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

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

APPENDIX E: LISTING OF GROUPED PROJECTS

GROUPED PROJECTS - FYs 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CSI	Fiscal Year	ROADWAY	FROM	TO	PROJECT CLASS	ESTIMATE LET DATE	ESTIMATE	LET TYPE D	PROJ STG	PROJECT ID	PROJ STAT	MPO	DISTRICT	COUNTY
0006-05-129	2025 IH 20	SOUTH FRONTAGE RD NEAR N WILLIS	NEAR CATCLAW CREEK	NEAR CATCLAW CREEK	Overlay	02/06/2025	\$ 700,000	Statewide Let	PE	A00195425	Active	Abilene	Abilene	Taylor
0006-06-117	2025 IH 20	NEAR CATCLAW CREEK	GRAPE STREET	GRAPE STREET	Overlay	02/06/2025	\$ 600,000	Statewide Let	PE	A00195426	Active	Abilene	Abilene	Taylor
0011-01-040	2025 SH 351	ABILENE CITY LIMITS	CALLAHAN CO LINE	CALLAHAN CO LINE	Overlay	12/03/2024	\$ 2,250,000	Statewide Let	PE	A00139487	Active	Abilene	Abilene	Taylor
0033-06-120	2025 US 83	1300 FT N OF AMBLER	N 10TH ST	N 10TH ST	Safety Improvement Projects	04/03/2025	\$ 701,339	Statewide Let	PS&E	A00184285	Active	Abilene	Abilene	Taylor
0033-06-126	2025 US 83	NEAR N WILLIS	AMBLER AVENUE	AMBLER AVENUE	Rehabilitation of Existing Road	02/06/2025	\$ 700,000	Statewide Let	PE	A00195424	Active	Abilene	Abilene	Taylor
0034-01-140	2025 US 83	SL 322	SOUTH END OF FRONTAGE RDS	SOUTH END OF FRONTAGE RDS	Seal Coat	12/03/2024	\$ 419,228	Statewide Let	PE	A00139472	Active	Abilene	Abilene	Taylor
0181-01-067	2025 SH 36	BU 83D	FM 1750	FM 1750	Pedestrian, Sidewalks & Curb Ramps	07/01/2025	\$ 890,837	Statewide Let	PS&E	A00183298	Active	Abilene	Abilene	Taylor
0407-06-049	2025 US 277	US 83	FM 3438	FM 3438	Overlay	04/03/2025	\$ 2,500,000	Statewide Let	PE	A00195451	Active	Abilene	Abilene	Taylor
0663-03-031	2025 FM 1235	CR 306	US 277	US 277	Widen Non-Freeway	04/03/2025	\$ 4,610,000	Statewide Let	PS&E	A00140690	Active	Abilene	Abilene	Taylor
0908-33-112	2025 OH Anson Rd	W STAMFORD ST	AMBLER BLVD	AMBLER BLVD	Pedestrian, Sidewalks & Curb Ramps	08/01/2025	\$ 1,765,043	Local Agency Let	PE	A00197981	Active	Abilene	Abilene	Taylor
1655-01-036	2025 FM 1750	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	1200' SOUTH OF COLONY HILL RD	Safety Improvement Projects	06/04/2025	\$ 2,511,614	Statewide Let	PE	A00184296	Active	Abilene	Abilene	Taylor
2032-02-016	2025 FM 600	US 180	FM 1082	FM 1082	Seal Coat	12/03/2024	\$ 463,986	Statewide Let	PE	A00054777	Active	Abilene	Abilene	Jones
TBD	2025 FM 3438	MILITARY DRIVE	US 277	US 277	Pedestrian, Sidewalks & Curb Ramps	TBD	\$ 1,720,923	Statewide Let	PS&E	TBD	Active	Abilene	Abilene	Taylor
0033-06-129	2026 US 83	US 83 SB	@ BU 84 UPRR	@ BU 84 UPRR	Bridge Maintenance	01/01/2026	\$ 100,000	Statewide Let	PE	A00207724	Active	Abilene	Abilene	Taylor
0033-06-130	2026 US 83	US 83 NB	@ BU 84 UPRR	@ BU 84 UPRR	Bridge Maintenance	01/01/2026	\$ 100,000	Statewide Let	PE	A00207725	Active	Abilene	Abilene	Taylor
0181-01-069	2026 SH 36	CR 123	CALLAHAN COUNTY	CALLAHAN COUNTY	Super-2 Highway	03/01/2026	\$ 4,100,000	Statewide Let	PE	A00194968	Active	Abilene	Abilene	Taylor
0975-02-023	2026 FM 1082	FM 1226	FM 600	FM 600	Safety Improvement Projects	08/01/2026	\$ 4,395,620	Statewide Let	PE	A00177149	Active	Abilene	Abilene	Jones
2270-01-027	2026 FM 3438	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	NEAR 5 POINTS PARKWAY	Safety Improvement Projects	09/04/2025	\$ 454,715	Statewide Let	PE	A00193344	Active	Abilene	Abilene	Taylor
0006-05-123	2027 IH 20	IH 20 EAST OF CR 287	CATCLAW CREEK	CATCLAW CREEK	Seal Coat	12/01/2026	\$ 615,714	Statewide Let	PE	A00135524	Active	Abilene	Abilene	Taylor
0006-06-116	2027 IH 20	0.76 MILES EAST OF CR 287	BU 83	BU 83	Seal Coat	12/01/2026	\$ 404,000	Statewide Let	PE	A00195207	Active	Abilene	Abilene	Taylor
0033-06-127	2027 US 83	Cr 120	BU 20	BU 20	Seal Coat	12/01/2026	\$ 930,000	Statewide Let	PE	A00200627	Active	Abilene	Abilene	Taylor
0407-06-046	2027 US 277	FM 3438	SOUTH END OF BNSF BRIDGE	SOUTH END OF BNSF BRIDGE	Overlay	11/01/2026	\$ 4,000,000	Statewide Let	PE	A00139502	Active	Abilene	Abilene	Taylor
0677-01-024	2027 FM 707	HINES RD	US 277	US 277	Seal Coat	12/01/2026	\$ 271,073	Statewide Let	PE	A00135546	Active	Abilene	Abilene	Taylor
0677-02-017	2027 FM 707	JONES CO LINE	BU 20-Q	BU 20-Q	Seal Coat	12/01/2026	\$ 120,071	Statewide Let	PE	A00135317	Active	Abilene	Abilene	Taylor
2859-01-011	2027 FM 2833	FM 1082	Taylor Co Line	Taylor Co Line	Seal Coat	12/01/2026	\$ 428,430	Statewide Let	PS&E	A00135190	Active	Abilene	Abilene	Jones
0033-05-094	2028 US 83	0.185 MILES NORTH OF US 180	FM 1082	FM 1082	Seal Coat	12/01/2027	\$ 2,452,243	Statewide Let	PS&E	A00135661	Active	Abilene	Abilene	Jones
0677-01-025	2028 FM 707	BU 20Q	HINES RD	HINES RD	Overlay	03/01/2028	\$ 1,250,000	Statewide Let	PE	A00206925	Active	Abilene	Abilene	Taylor
2398-01-064	2028 SL 322	IH 20	US 83	US 83	Overlay	10/01/2027	\$ 5,000,000	Statewide Let	PE	A00206930	Active	Abilene	Abilene	Taylor

- 8. Receive a Report, Hold a Discussion, and Take Action on Authorizing a Professional Services Contract with Huitt-Zollars, Inc for the FYs 2025-2050 Metropolitan Transportation Plan (MTP).**

**Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information**

8. **Receive a Report, Hold a Discussion, and Take Action on Authorizing a Professional Services Contract with Huitt-Zollars, Inc for the FYs 2025-2050 Metropolitan Transportation Plan (MTP).**

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. As part of this process, we will be updating the prioritized project list. This will include public participation, public meetings, and the input of the Technical Advisory Committee and the Policy Board.

Current Situation

The Request for Proposals for a consulting firm to complete the report was advertised in the Abilene Reporter News on March 10 and 17. The RFP closed on March 26 at 2:00 p.m. The consultant who met the qualifications is Huitt-Zollars, Inc.

This will be presented at the April 25th City Council meetings since the City is the fiscal agent.

Recommendation from the Technical Advisory Committee (TAC)

No action taken. Discussion only.

Action Requested

1. Authorizing a Professional Services Contract with Huitt-Zollars, Inc. for the FYs 2025-2050 Metropolitan Transportation Plan (MTP).



RESOLUTION NO. R-2024-02

A RESOLUTION OF THE POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION, AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES CONTRACT WITH HUITT-ZOLLARS, INC FOR THE METROPOLITAN TRANSPORTATION PLAN (MTP) FYS 2025-2050.

WHEREAS, the Policy Board of the Abilene Metropolitan Planning Organization (MPO) is responsible for coordinated, comprehensive and continuing transportation planning in the Abilene MPO area; and

WHEREAS, the City of Abilene is the fiscal agent for the MPO and as such it provides support and review of various administrative functions in this role; and

WHEREAS, the objective of this effort is to provide necessary support for the establishment of a comprehensive long-range transportation plan for the identified study area; and

WHEREAS, the MTP is required by federal legislation, is used for the evaluation of projects, and is used for the determination of appropriate investments to facilitate transportation needs; and

WHEREAS, the Abilene MPO has sought proposals from qualified providers for professional services and technical tasks for the development of the Abilene 2025 to 2050 Metropolitan Transportation Plan (MTP); and

WHEREAS, the funding for the professional service contract is awarded through the MPO Policy Board authorization.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE, TEXAS:

That the City Manager acting as the chief executive officer of the MPO's fiscal agent is hereby authorized to execute a contract for services with Huitt-Zollars, Inc. in the amount of \$150,000 for the provision of services related to the development of a 2025-2050 Metropolitan Transportation Plan.

PASSED, APPROVED and ADOPTED ON THIS _____ day of _____, 2024.

**ABILENE METROPOLITAN PLANNING ORGANIZATION
By:**

Councilman Shane Price, MPO Chair

Attest:

Approved:

E'Lisa Smetana
MPO Executive Director

Stanley E. Smith
City Attorney, City of Abilene



PROFESSIONAL SERVICES CONTRACT (Not Architect or Engineer)

This Contract, dated the 25th day of April, 2024, is between the City of Abilene, a home rule municipal corporation of the State of Texas (“City”), which is the fiscal agent of and is designated the Metropolitan Planning Organization (“MPO”) of the Abilene urbanized area, and Huitt-Zollars, Inc. (“Professional”).

The City is engaged in procuring a consultant to assist in the development of the MPO’s FYs 2025-2050 Metropolitan Transportation Plan (MTP) and desires to engage the services of Professional, as an independent contractor and not as an employee, to assist in the project and to render his or her services on the terms and conditions provided in this Contract.

The Professional is a[n] qualified Consulting Firm properly licensed/certified to practice in the State of Texas. Professional desires to render professional services as further described in Attachment A to the City on the terms and conditions provided in this Contract.

The Professional must perform services with the professional skill and care ordinarily provided by competent professionals practicing in the same or similar locality and under the same or similar circumstances and professional license, and as expeditiously as is prudent considering the ordinary professional skill and care of a competent professional.

THEREFORE, the City engages the services of the Professional. In consideration of the mutual promises contained in this Contract, the parties agree as follows:

I. TERM

In consideration of the compensation stated in Paragraph II and further described in Attachment B., the Professional must provide all services as described in Attachment A, which is incorporated by reference for all purposes. The Professional must complete all services by [Click or tap here to enter text.](#)

II. PAYMENT

For the services to be rendered under this Contract, the Professional will be entitled to a fee as described in Attachment B, which is incorporated by reference for all purposes.

III. ASSIGNMENT

The Professional may not assign, in whole or in part, any rights, duties, obligations, or interest arising from this Contract without the City's prior written consent. In the event of an assignment by the Professional to which the City has consented, the assignee or assignee's legal representative must agree in writing with the City to personally assume, perform, and be bound by all the provisions of this Contract. All of the terms and provisions of this Contract are binding on Professional's successors and assigns and may be enforced by the City against such successors and assigns.

IV. STATUS OF PROFESSIONAL

The Professional is an Independent Contractor. Professional and Professional's employees are not the agents, servants, or employees of the City.

V. AMENDMENT OR MODIFICATION

This Contract, including attachments, constitutes the entire agreement of the parties. Any statements, promises, or agreements made by either party or its agent, which are not contained in this Contract are of no effect. This Contract may not be amended or modified except by both parties' written consent. This Contract supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Contract.

VI. OWNERSHIP OF DOCUMENTS AND MATERIALS

Ownership of Documents and Materials is according to Attachment C.

VII. NONDISCLOSURE

The Professional may not show to any person or entity any documents, reports, plans, programs, reports, drawings, or any other materials which Professional prepares or acquires in performing this Contract, including any duplicate copies kept by Professional. The Professional may not disclose to any person or entity any information regarding the City's activities. The City may, however, specifically authorize a limited disclosure at its discretion.

VIII. INDEMNITY

A. Definitions

For the purpose of this section the following definitions apply:

"City" shall mean all officers, agents, and employees of the City of Abilene.

“Claims” shall mean all claims, liens, suits, demands, accusations, allegations, assertions, complaints, petitions, proceedings, and causes of action of every kind and description brought for damages.

“Damages” shall mean each and every injury, wound, hurt, harm, fee, damage, cost, expense, outlay, expenditure, or loss of any and every nature, including but not limited to:

- (i) injury or damage to any property or right;
- (ii) injury, damage, or death to any person or entity;
- (iii) attorneys fees, witness fees, expert witness fees and expenses; and
- (iv) all other costs and expenses of litigation.

“Premise Defects” shall mean any defect, real or alleged, which now exists or which may hereafter arise upon the premises.

“Professional” includes the corporation, company, partnership, or other entity, its owners, officers, and/or partners, and their agents, successors, and assigns.

“Professional’s employees” shall mean any employees, officers, agents, subcontractors, licensees and invitees of Professional.

“Proven” shall mean that a court of competent jurisdiction has entered a final unappealable judgment on a claim adjudging an entity or person liable for a monetary judgment.

“Sole negligence” shall mean negligence of a party that is unmixed with the fault of any other person or entity.

B. Indemnity

The Professional must indemnify, hold harmless, and defend the City from and against liability for any claims arising out of the Professional's work and activities conducted in connection with this Contract.

The Professional is an independent contractor and is not, with respect to its acts or omissions, an agent or employee of the City.

Professional must at all times exercise reasonable precautions on behalf of, and be solely responsible for, the safety of Professional’s employees while in the vicinity where the work is being done. The City is not liable or responsible for the negligence or intentional acts or omissions of the Professional or Professional’s employees.

The City assumes no responsibility or liability for damages which are directly or indirectly attributable to premise defects. Responsibility for all such defects is expressly assumed by the Professional.

The City and Professional must provide the other prompt and timely notice of any covered event which in any way affects or might affect the Professional or City. The City has the right to compromise and defend the same to the extent of its own interests.

BOTH CITY AND PROFESSIONAL EXPRESSLY INTEND THIS CONTRACT'S INDEMNITY PROVISION TO REQUIRE PROFESSIONAL TO INDEMNIFY AND PROTECT THE CITY AND MPO FROM THE CONSEQUENCES OF THE CITY'S OWN NEGLIGENCE WHILE CITY IS PARTICIPATING IN THIS CONTRACT, WHERE THAT NEGLIGENCE IS A CONCURRING CAUSE OF THE DAMAGES. THIS CONTRACT'S INDEMNITY PROVISION DOES NOT APPLY TO ANY CLAIM WHERE DAMAGE IS PROVEN TO RESULT FROM THE SOLE NEGLIGENCE OF THE CITY.

IX. INSURANCE

A. GENERAL REQUIREMENTS

The Professional agrees to maintain the type and amounts of insurance required in this Contract throughout the term of the Contract. The Professional is solely responsible for providing the required certificates of insurance. The City may terminate this Contract if the Professional fails to timely comply with the insurance requirements.

The required insurance must be issued by a company or companies of sound and adequate financial responsibility and authorized to do business in the State of Texas. All policies are subject to examination and approval by the City for their adequacy as to content, form of protection, and providing company.

The required insurance naming the City as additional insured must be primary insurance and not contributing with any other insurance available to City, under any third party liability policy.

Before the City executes the notice to proceed with any work under this Contract, the Professional must provide the City Secretary with either an original certificate of insurance or a certified copy of the insurance policy evidencing the required insurance. Thereafter, the Professional must furnish new certificates or copies of the policy before the expiration date.

Texas Labor Code Section 406.096 requires a city to ensure that contractors carry workers' compensation for each employee when the city is a party to any "building or construction contract." The Code enumerates that "building and construction" includes:

(A) erecting or preparing to erect a structure, including a building, bridge, roadway, public utility facility, or related appurtenance;

(B) remodeling, extending, repairing, or demolishing a structure; or

(C) otherwise improving real property or an appurtenance to real property through similar activities.

B. ADDITIONAL REQUIREMENTS

The required liability insurances and their certificates must:

1. Name the City as an additional insured with respect to operations for which this Contract is made.

2. Provide for thirty (30) days advance written notice of cancellation or material change.

C. TYPES AND AMOUNTS OF INSURANCE

The types of insurance required in this Contract are those indicated by initials. If no initials appear on any of items 1 through 6, items 1 through 4 shall be required.

<u>Type</u>	<u>Amount</u>
___ 1. Workers' Compensation Employer's Liability	Statutory \$100,000 per occurrence
___ 2. Commercial (Public) Liability including, but not limited to: • Premises/Operations • Independent Contractors • Products/Completed Operations • Contractual Liability (insuring above indemnity) and where the exposures exist • Explosion Collapse and Underground	\$500,000 combined single limit for bodily injury and property damage (per occurrence)
___ 3. Business Automobile Liability to include coverage for: • Owned/Leased Autos • Non-Owned Autos • Hired Cars	\$500,000 combined single limit for bodily injury and property damage (per occurrence)

X 4. Professional Liability

\$500,000 combined single limit
(per occurrence)

 5. See Addendum for Special
Coverages and/or revisions

 6. No Insurance Required

X. VENUE, CHOICE OF LAW, AND INTERPRETATION

Venue for any cause of action arising under this Contract is Taylor County, Texas. This Contract is governed by the laws of the State of Texas both as to interpretation and performance. This Contract shall, in any dispute over its meaning or application, be interpreted fairly and reasonably, and not more strongly for or against either party.

XI. TERMINATION

This Contract may be terminated at any time upon thirty (30) days written notice by City to Professional. In the event of termination, Professional will be compensated for work satisfactorily performed before the termination date. For any funding beyond the current fiscal year, the City reserves the right to immediately terminate this Contract by giving written notice, without liability to the City, in the event that funding for this Contract is discontinued or is no longer available. The City's fiscal year runs from October 1st to September 30th.

If, through any cause, the Professional fails to fulfill his obligations under this Contract, or if the Professional violates any of the agreements of this Contract, the City has the right to terminate the Contract by giving five (5) days written notice to the Professional. The Professional will be compensated for work satisfactorily performed before the termination date.

The Professional, however, is not relieved of liability to the City for damages sustained by the City because of any breach of contract by Professional. The City may withhold any payments to Professional for the purpose of setoff until the exact amount of damages due the City from the Professional is determined and paid.

XII. PROJECT REPRESENTATION

The City may appoint a Project Representative to assist in obtaining information from various City departments as requested by Professional and in coordinating, monitoring, and evaluating the project to its completion. The Project Representative has no control over the means, methods, techniques, or procedures employed by Professional. The City is interested only in the results obtained under this Contract; the manner and means of obtaining those results is solely under the Professional's control.

XIII. NOTICE

All notices must be in writing, hand-delivered or mailed by certified mail, to the other party at the address below. The name and address for notification may be changed by notice to the other party.

MPO/City – ATTN:
E’Lisa Smetana
209 South Danville, Suite B-212,
Abilene, Texas 79605
Office: (325) 437-9999
Email: elisa.smetana@abilenetx.gov

Professional – ATTN:
Huitt-Zollars, Inc.
1800 Teague Dr., Suite 100
Sherman, TX 75090

XIV. COMPLIANCE WITH LAWS, CHARTER, ORDINANCES

Professional, its agents, employees, and subcontractors must comply with all applicable federal and state laws, the charter and ordinances of the City of Abilene, and with all applicable rules and regulations promulgated by local, state, and national boards, bureaus, and agencies. Professional must obtain all necessary permits and licenses required in completing the work contracted for in this agreement. **Federally Required Contract Clauses** are listed within Attachment E and incorporated by reference for all purposes.

XV. NO INDEBTEDNESS

Professional agrees that no payments owed by him of any nature whatsoever to the City, including payment in advance for service charges or any sums of any character whatsoever, shall become delinquent or in arrears.

The City will not knowingly award contracts for goods or services to any bidder in arrears to the City for any debt, claim, demand, or account whatsoever, including taxes, penalty, and interest. Professional is responsible for ensuring that no indebtedness exists.

Section 130 of the City Charter authorizes the City to counterclaim and offset against any debt, claim, demand, or account owed by the City to any person, firm, or corporation in arrears to the City for any debt, claim, demand, or account of any nature whatsoever, including taxes, penalty, and interest.

XVI. EQUAL EMPLOYMENT OPPORTUNITY

It is the policy of the City to recruit, employ, and to provide compensation, promotion, and other conditions of employment without regard to race, color, religion, sex, age, national origin, or disability. The City affirms that employment decisions shall be made only on the basis of bona

vide occupational qualifications. The City shall continually review its employment practices and personnel procedures and take positive steps to assure that equality of employment opportunity in the City of Abilene, Texas, is a fact, as well as an ideal.

XVII. VERIFICATION OF EMPLOYMENT ELIGIBILITY

Professional must comply with the Immigration Reform and Control Act (IRCA) and may not knowingly obtain labor or services of an unauthorized alien. Professional, not the City, must verify eligibility for employment as required by IRCA.

XVIII. MINORITY AND WOMEN BUSINESS ENTERPRISES

The City hereby gives notice that Minority and Women Business Enterprises will be afforded equal opportunities to submit bids for this Contract and will not be discriminated against on the grounds of race, ethnicity, color, sex, religion, or national origin in awarding the contract. Technical assistance is available to Minority and Women Business Enterprises through the Texas Tech University Small Business Development Center, 749 Gateway St., #301, Building C, Abilene, Texas, 79602, 325-670-0300.

XIX. SALES TAX

The City qualifies as an exempt agency under the Texas Limited Sales, Excise and Use Tax Act (the "Tax Act"), and is not subject to any State or City sales taxes on materials incorporated into the project. Labor used in the performance of this Contract is also not subject to State or City sales taxes. The City will provide an exemption certificate to the Professional. The Professional must have a sales tax permit issued by the Comptroller of Public Accounts and shall issue a resale certificate complying with the Tax Act, as amended, when purchasing said materials. The Professional is responsible for any sales taxes applicable to equipment purchases, rentals, leases, consumable supplies which are not incorporated into the project, tangible personal property purchased for use in the performance of this Contract and not completely consumed, or other taxable services used to perform this Contract, or other taxes required by law in connection with this Contract.

XX. LEGAL CONSTRUCTION

In the event that any one or more of the provisions contained in this Contract is for any reason held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability will not affect any other provisions, and the Contract will be construed as if the invalid, illegal, or unenforceable provision had never been contained in it.

XXII. STATUTORY VERIFICATIONS

Verification Against Boycott of Israel Provision. In accordance with Chapter 2271 of the Texas Government Code, a Texas governmental entity may not enter into an agreement with a company for the provision of goods or services unless the agreement contains a written verification from the company that it: (1) does not boycott Israel; and (2) will not boycott Israel during the term of the agreement. The term “company” does not include a sole proprietorship. Chapter 2271 of the Texas Government Code only applies to an agreement that: (1) is between a governmental entity and a company with 10 or more full-time employees; and (2) has a value of \$100,000.00 or more that is paid wholly or partly from public funds of the governmental entity.

Verification Against Discrimination of Firearm or Ammunition Industries Provision. Pursuant to Texas Government Code Chapter 2274, unless otherwise exempt, if the company employs at least 10 full-time employees, and this agreement has a value of at least \$100,000 that is paid wholly or partly from public funds of the City, the company verifies that: (1) the company does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association; and (2) the company will not discriminate during the term of the Agreement against a firearm entity or firearm trade association. The term “company” does not include a sole proprietorship. This provision does not apply to a governmental entity that contracts with a sole-source provider, or does not receive any bids from a company that is able to provide the written verification required.

Verification Against Boycott of Energy Companies Provision. Pursuant to Texas Government Code Chapter 2276, unless otherwise exempt, if the company employs at least 10 full-time employees, and this Agreement has a value of at least \$100,000 that is paid wholly or partly from public funds of the City, the company represents that: (1) the company does not boycott energy companies; and (2) the company will not boycott energy companies during the term of this Agreement. The term “company” does not include a sole proprietorship. This provision does not apply to a governmental entity that determines the requirements are inconsistent with the governmental entity’s constitutional or statutory duties related to the issuance, incurrence, or management of debt obligations or the deposit, custody, management, borrowing, or investment of funds.

Prohibition on Contracts with Certain Companies Provision. In accordance with Section 2252.152 of the Texas Government Code, the company verifies that company is not on a list maintained by the State Comptroller’s office prepared and maintained pursuant to Section 2252.153 of the Texas Government Code.

Unless the Professional is not subject to a provision above, the signatory executing this Agreement on behalf of the Professional verifies that the Professional: (1) does not boycott Israel and will not boycott Israel during the term of this Agreement; (2) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association, and will not discriminate during the term of this Agreement against a firearm entity or firearm trade association; (3) does not boycott energy companies, and will not boycott energy companies during the term of this Agreement; and (4) is not on a list maintained by the State Comptroller’s office prepared and maintained pursuant to Section 2252.153 of the Texas Government Code.

XXII. SECTIONS AND OTHER HEADINGS

Section, paragraph, and other headings contained in this Contract are for reference purposes only and do not affect in any way the meaning or interpretation of this Contract.

XXIII. COUNTERPARTS

This Contract may be executed in two or more counterparts (including fax, email, or electronic PDF counterparts), each of which shall be deemed an original and all of which together shall constitute one instrument.

{Remainder of Page Intentionally Left Blank—Signature Page Follows}

IN WITNESS HEREOF, the parties hereto have executed this contract effective as of the date written above:

CITY OF ABILENE

By: _____

Title: City Manager

ATTEST:

City Secretary

APPROVED:

By: _____

City Attorney

Shane Price, Chairman
**ABILENE METROPOLITAN
PLANNING ORGANIZATION
POLICY BOARD**

PROFESSIONAL

By: _____

Title: _____

Address: _____

Phone Number: _____

Federal Tax ID#: _____

ATTEST: (if corporation)

Corporation's Secretary

Corporate Seal (if available)

ATTACHMENT A

Scope of Services

Scope of Work

The scope of services to be provided by the Consultant involves providing professional and technical support in the development of a Metropolitan Transportation Plan for the Abilene Area MPO. In general, the Plan is envisioned to consist of recommendations for a community-supported comprehensive network of multimodal transportation options to connect users to special generators and key destinations while considering key national, state, and regional goals and performance measures. The Abilene MPO Planning Area includes parts of Taylor and Jones Counties (Attachment C). The MPO is in the process of adjusting the Planning Area Boundary so this may potentially expand the area. The Travel Demand Model was updated in October 2023 so that should be available for use.

Task 1 - Project Administration

1.1 Review schedules, prepare bi-monthly reports, and coordinate meetings with subcontractors, consulting partners, the MPO staff, Technical Advisory Committee (TAC), Policy Board (PB) as needed to report on progress, invoicing, quality control, unmet needs and/or to obtain direction on potentially outstanding policy issues.

1.2 In coordination with MPO Staff will develop a project schedule and periodically update as needed. This schedule shall include tasks, milestones and deliverables.

Task 2 - Analysis

2.1 Assist in the review of current plans, programs, forecasts, travel and economic data. Assess current condition of all modes of travel. Obtain and evaluate information and data available for use in application of performance measurements related to potential project prioritization.

2.2 Assess current roadway system to determine expected system performance based on socio-economic and demographic projections over the course of the MTP time span.

2.3 Assist in a review of private and public transportation services identifying potential service gaps, needs and opportunities including those applicable for the maintenance of fleet state of good repair standards. Identify potential shortfalls and means of addressing first mile/last mile challenges or opportunities.

2.4 Assist in a review and evaluation of the area freight network specifically addressing potential projects or investments likely to improve or maintain system performance as it relates to mandated performance measures.

2.5 Assist in a review of the existing network and plans for active transportation and alternative transportation options. Identify best practices, potential projects and opportunities to enhance

existing system including innovative solutions.

2.6 Conduct an environmental justice assessment, and perform an analysis demonstrating job locations versus living quarters evaluating transportation affordability as a measure suitable for evaluating various transportation investment options. The consultant shall prepare maps, infographics and other visualization tools as needed to effectively demonstrate the impact of transportation affordability and the effects of various investment strategy scenarios.

2.7 Provide an environmental analysis identifying vulnerabilities, and opportunities applicable to the Abilene MPO Area and any additional mandates likely to be applicable within the MTP Plan term. Assist in identifying potential opportunities to improve system resilience.

2.8 Assist in the evaluation of current and potential future system performance and needs for the servicing of travel and tourism.

2.9 Evaluate current system readiness and challenges in terms of emerging technologies, transportation options and modes of travel.

Task 3 - Public Involvement

3.1 Conduct and document a public involvement process compliant with the MPO Public Participation Process including provisions for necessary coordination among Federal, State, Regional, County and local agencies, individual communities within the MPO Planning Area, and various transportation stakeholders. Special emphasize is to be made for the engagement of persons, groups or entities historically, traditionally or potentially likely to be underrepresented.

3.2 Two (2) public meetings will be conducted during plan development. The consultant shall manage these meetings, provide visual aids and documents, arrange for speakers, and any special accommodations which may be needed for members of the public to effectively participate. The MPO will schedule the venues.

3.3 A Delphi Panel may be necessary to determine transportation needs in the area. This would be made up of community leaders from numerous agencies, governmental entities, and private sector interests. The consultant shall manage this meeting, provide visual aids and documents, and incorporate the data from this panel into the final document.

Task 4 - Project/Investment Evaluation and Prioritization

4.1 Assist the MPO in developing a list of projects to be used in conjunction with public input and needs analysis to evaluate various transportation improvement scenarios. This task includes conducting a “call for projects.”

4.2 Provide staff and resources and data as needed to conduct a complete project ranking exercise with the MPO’s Technical Advisory Committee (TAC) utilizing the recently approved Abilene MPO Project Selection process to score all projects.

4.3 Using projected financial assessments of costs and revenues, prepare a fiscally constrained and realistic list of projects for construction. Projects or programs not reasonably forecast to have available funding by 2050 shall be grouped as Illustrative Projects.

Task 5 - Draft & Final Plan

5.1 The consultant will develop a draft plan for consideration by the public, stakeholders, and policy board and make revisions to the draft in consultation with the MPO staff. This plan will address all Federal requirements. All outreach will be compliant with the MPO's Public Participation Plan. The draft plan will be presented by the consultant to the Policy Board at the October 2024 meeting.

5.2 The consultant will prepare a final plan for consideration by the public, stakeholders, and policy board. The final plan will be presented by the consultant to the Policy Board at the December 2024 meeting.

Task 6 - Other Tasks

6.1 Proposers should ensure that the work described herein is included in their proposed work program, but other tasks may be included if the Proposers believes they are appropriate and justified. Such tasks may include incorporation of projections or analysis related to emerging technologies or various socioeconomic trends on the transportation systems. For the plan, it may be necessary to utilize ArcGIS, TransCad and Excel during the project. The GIS shapefiles will be part of the final product that will become part of the submission.

ATTACHMENT B
PAYMENT SCHEDULE
PARTIES TO INITIAL OPTION(S) SELECTED

OPTION 1

Compensation is based on actual hours of work/time devoted to providing the described professional services and will be paid at a rate of \$Click or tap here to enter text. per hour, or per the attached schedule, not to exceed \$Click or tap here to enter text..

Professional must submit monthly invoices to City accompanied by an explanation of charges, professional fees, and services. City will pay invoices according to its normal payment procedures.

OPTION 2

Payment is in a lump sum amount of \$150,000 upon completion of the work and written acceptance by the City.

No mechanic, contractor, subprofessionals, materialman, or other person can or will contract for or in any other manner have or acquire any lien upon any building or work covered by the contract or the land upon which the same is situated.

Before final acceptance of this project by the City, if required by the City, the Professional must execute and provide City with an Affidavit that all bills for labor, materials, and incidentals incurred by subprofessionals, materialmen, mechanics, and suppliers under this agreement have been paid in full, and that there are no claims pending of which Professional has been notified.

OPTION 3 X

Payment is a fixed fee amount of \$150,000 payable per attached schedule (as shown in Attachment F) billed per month with total contract cost not to exceed \$150,000 upon completion of the work and written acceptance by the City.

No mechanic, contractor, subcontractor, materialman, or other person can or will contract for or in any other manner have or acquire any lien upon any building or work covered by the contract or the land upon which the same is situated.

Before final acceptance of this project by the City, if required by the City, the Professional shall execute and provide City with an Affidavit that all bills for labor, materials, and incidentals incurred by subprofessionals, materialmen, mechanics, and suppliers under this agreement have been paid in full, and that there are no claims pending of which Professional has been notified.

ATTACHMENT C

OWNERSHIP OF DOCUMENTS AND MATERIALS

Parties to initial option chosen

(Option 1) X

All documents and materials prepared by Professional under the terms of this Contract are the MPO/City's property from the time of preparation, and Professional must deliver the documents and materials to the City or make them available for inspection whenever requested. Professional has the right to make duplicate copies of such documents or materials for its own file or for other such purposes as the City authorizes in writing.

(Option 2)

All documents and materials prepared by the Professional remain the property of the Professional; however, Professional must furnish MPO/City, at no additional cost, one set of reproducible mylars of the original drawings of the work and/or one copy of all documents prepared by the Professional pursuant to this Agreement.

ATTACHMENT D

STATE MANDATED WORKERS' COMPENSATION INSURANCE LANGUAGE

THIS ATTACHMENT IS ONLY APPLICABLE IF WORKERS' COMPENSATION COVERAGE IS PROVIDED

a. Definitions

Certificate of coverage ("certificate") - a copy of a certificate of insurance, a certificate of authority to self-insure issued by the commission, or a coverage agreement (TWCC-81, TWCC-82, TWCC-83, or TWCC-84), showing statutory workers' compensation insurance coverage for the person's or entity's employees providing services on a project, for the duration of the project.

Duration of the project - includes the time from the beginning of the work on the project until the Professional's work on the project has been completed and accepted by the City.

Persons providing services on the project ("subcontractors" in 406.096) - includes all persons or entities performing all or part of the services the Professional has undertaken to perform on the project, regardless of whether that person contracted directly with the Professional and regardless of whether that person has employees. This includes, without limitation, independent contractors, subprofessionals, leasing companies, motor carriers, owner-operators, employees of any such entity, or employees of any entity which furnishes persons to provide services on the project. "Services" include, without limitations, providing, hauling, or delivering equipment or materials, or providing labor, transportation, or other service(s) related to a project. "Services" does not include activities unrelated to the project, such as food/beverage vendors, office supply deliveries, and delivery of portable toilets.

b. The Professional shall provide coverage, based on proper reporting of classification codes and payroll amounts and filing of any coverage agreements, which meets the statutory requirements of Texas Labor Code, Section 401.011(44) for all employees of the Professional providing services on the project, for the duration of the project.

c. The Professional must provide a certificate of coverage to the City prior to being awarded the contract.

d. If the coverage period shown on the Professional's current certificate of coverage ends during the duration of the project, the Professional must, prior to the end of the coverage period, file a new certificate of coverage with the City showing that coverage has been extended.

e. Professional shall obtain from each person providing services on a project and provide to City:

(1) a certificate of coverage, prior to that person beginning work on the project, so the City will have on file certificates of coverage showing coverage for all persons providing services on the project; and

(2) no later than seven (7) days after receipt by the Professional, a new certificate of coverage showing extension of coverage, if the coverage period shown on the current certificate of coverage ends during the duration of the project.

f. The Professional shall retain all required certificates of coverage for the duration of the project and for one (1) year thereafter.

g. The Professional shall notify the City in writing by certified mail or personal delivery, within ten (10) days after the Professional knew or should have known, of any change that materially affects the provision of coverage of any person providing services on the project.

h. The Professional shall post on each project site a notice, in the text, form, and manner prescribed by the Texas Workers' Compensation Commission, informing all persons providing services on the project that they are required to be covered, and stating how a person may verify coverage and report lack of coverage.

i. The Professional shall contractually require each person with whom it contracts to provide services on a project to:

(1) provide coverage, based on proper reporting of classification codes and payroll amounts and filing of any coverage agreements, which meets the statutory requirements of Texas Labor Code, Section 401.011(44) for all of its employees providing services on the project, for the duration of the project;

(2) provide to the Professional, prior to that person beginning work on the project, a certificate of coverage showing that coverage is being provided for all employees of the person providing service on the project, for the duration of the project;

(3) provide the Professional, prior to the end of the coverage period, a new certificate of coverage showing extension of coverage, if the coverage period shown on the current certificate of coverage ends during the duration of the project;

(4) obtain from each other person with whom it contracts, and provide to the Professional:

(a) a certificate of coverage, prior to the other person beginning work on the project; and

(b) a new certificate of coverage showing extension of coverage, prior to the end of the coverage period, if the coverage period shown on the current certificate of coverage ends during the duration of the project;

(5) retain all required certificates of coverage on file for the duration of the project and for one (1) year thereafter;

(6) notify the City in writing by certified mail or personal delivery, within ten (10) days after the person knew or should have known, of any change that materially affects the provision of coverage of any person providing service on the project;

- (7) contractually require each person with whom it contracts, to perform as required by paragraphs (1) - (7), with the certificates of coverage to be provided to the person for whom they are providing services.
- j. By signing this Contract or providing or causing to be provided a certificate of coverage, the Professional is representing to the City that all employees of the Professional who will provide services on the project will be covered by workers' compensation coverage for the duration of the project, that the coverage will be based on proper reporting of classification codes and payroll amounts, and that all coverage agreements will be filed with the appropriate insurance carrier or, in the case of a self-insured, with the commission's Division of Self-Insurance Regulation. Providing false or misleading information may subject the Professional to administrative penalties, criminal penalties, civil penalties, or other civil actions.
- k. The Professional's failure to comply with any of these provisions is a breach of contract by the Professional which entitles the City to declare the Contract void if the Professional does not remedy the breach within ten (10) days after receipt of notice of breach from the City.

ATTACHMENT E - FEDERALLY REQUIRED CONTRACT CLAUSES

2 CFR Part 200 Subpart D - Procurement Standards

<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-D/subject-group-ECFR45ddd4419ad436d>

Appendix II to Part 200—Contract Provisions for Non-Federal Entity Contracts Under Federal Awards

<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200/appendix-Appendix%20II%20to%20Part%20200>

Best Practices Procurement & Lessons Learned Manual

<https://www.transit.dot.gov/funding/procurement/third-party-procurement/best-practices-procurement-manual>

A.1	ACCESS TO RECORDS AND REPORTS
A.2	BONDING REQUIREMENTS
A.3	BUS TESTING
A.4	BUY AMERICA REQUIREMENTS
A.5	CARGO PREFERENCE REQUIREMENTS
A.6	CHARTER SERVICE
A.7	CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT
A.8	CIVIL RIGHTS LAWS AND REGULATIONS
A.9	DISADVANTAGED BUSINESS ENTERPRISE (DBE)
A.10	EMPLOYEE PROTECTIONS
A.11	ENERGY CONSERVATION
A.12	FLY AMERICA
A.13	GOVERNMENT-WIDE DEBARMENT AND SUSPENSION
A.14	LOBBYING RESTRICTIONS
A.15	NO GOVERNMENT OBLIGATION TO THIRD PARTIES
A.16	PATENT RIGHTS AND RIGHTS IN DATA
A.17	PRE-AWARD AND POST-DELIVERY AUDITS OF ROLLING STOCK PURCHASES
A.18	PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS
A.19	PUBLIC TRANSPORTATION EMPLOYEE PROTECTIVE ARRANGEMENTS
A.20	RECYCLED PRODUCTS
A.21	SAFE OPERATION OF MOTOR VEHICLES
A.22	SCHOOL BUS OPERATIONS
A.23	SEISMIC SAFETY
A.24	SUBSTANCE ABUSE REQUIREMENTS
A.25	TERMINATION
A.26	VIOLATION AND BREACH OF CONTRACT

Disadvantaged Business Enterprise (DBE) Requirements

The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.

The undersigned hereby certifies that it will comply with the applicable federally required contract clauses listed above and properly execute said contracts if awarded the bid.

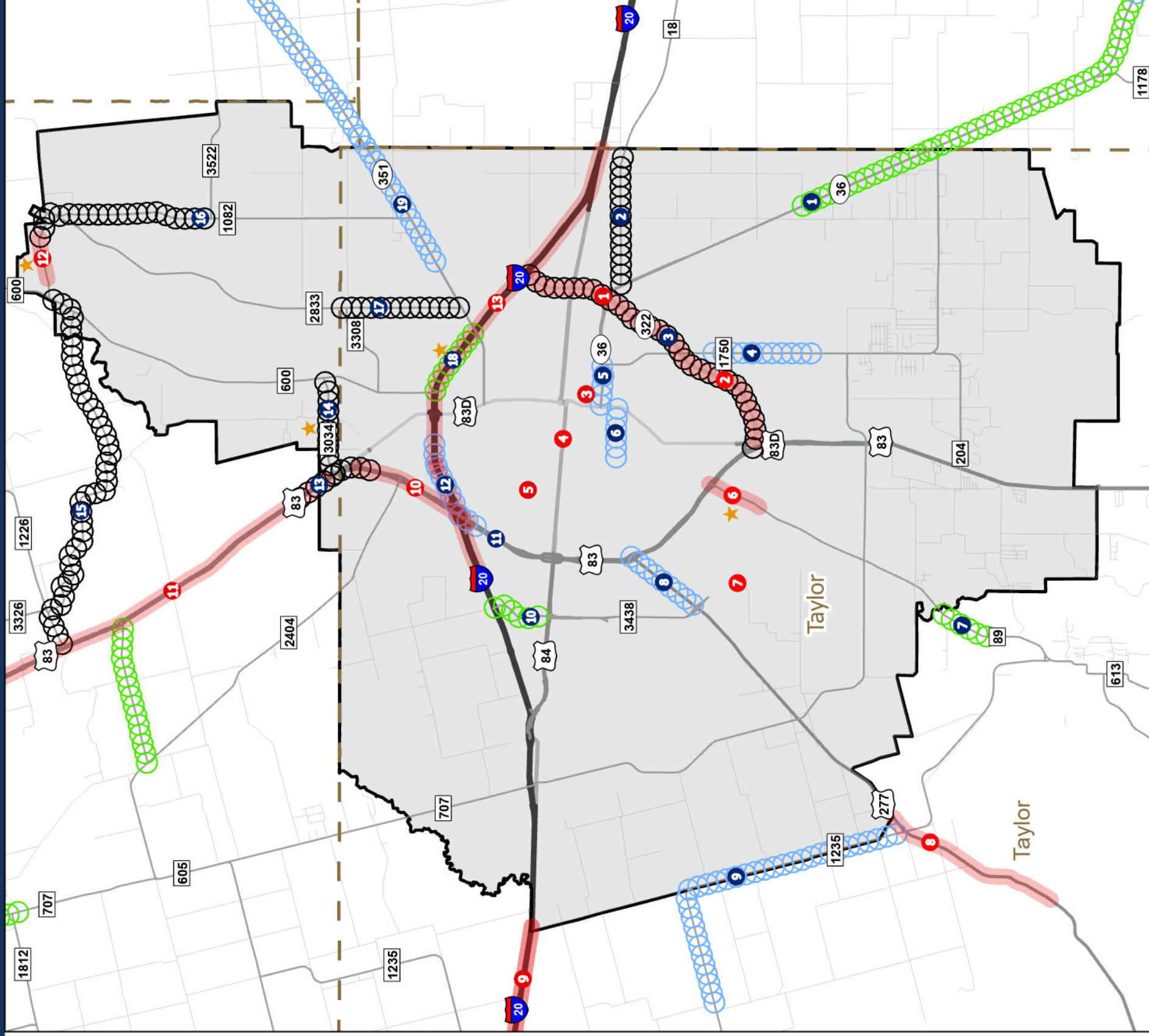
Company's name

Signature of Principal

Printed Name/Title

Date

9. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)



Legend

Pavement Projects

- FY 2024
- FY 2025
- FY 2026
- CURRENT CONSTRUCTION
- MPO Boundary
- ★ MPO Funds Included

2024-2026 PLANNED PROJECTS

SITE	CSJ	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	FYLET
1	018101069	SH 36	Super-2 Highway	CR 123	CALLAHAN COUNTY	2026
2	000610011	FM 18	Rehabilitate Existing Roadway	SH 36	CALLAHAN CO LINE	2024
3	090800130	SL 322	Install Intelligent Vehicle Highway System	VARIOUS	INSIDE ABILENE MPO BOUNDARY	2024
4	165501036	FM 1750	Intersection Improvements With Right And/Or Left T	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	2025
5	018101067	SH 36	Bicycle And Pedestrian Improvements	BU 83D	FM 1750	2025
6	090833104	14TH ST	Traffic Signal Improvements	Sayles Boulevard	BU 83D	2025
7	069901065	FM 89	Widen Road - Add Lanes And Shoulders	1.219 MILES SOUTH OF ELM CREEK	ELM CREEK	2026
8	040706049	US 277	Resurface Roadway	US 83	FM 3438	2025
9	066303031	FM 1235	Widen Road - Add Shoulders	CR 306	US 277	2025
10	227001027	FM 3438	Install Illumination	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	2026
11	003306120	US 83	Hazard Elimination & Safety	1300 FT N OF AMBLER	N 10TH ST	2025
12	006051129	IH 20	Preventive Maintenance	SOUTH FRONTAGE RD NEAR N WILLIS	NEAR CATCLAW CREEK	2025
13	003305089	US 83	Widen Road - Add Shoulders	1.0 MILES NORTH OF FM 3034	TAYLOR COUNTY LINE	2024
14	306801015	FM 3034	Widen Road - Add Shoulders	NEAR PR 343	FM 600	2024
15	097502023	FM 1082	Widen Road - Add Shoulders	FM 1226	FM 600	2026
16	097203023	FM 1082	Surfacing/Roadway Restoration	EAST OF DAM	FM 3522	2024
17	285902014	FM 2833	Rehabilitate Existing Roadway	JONES COUNTY	SH 351	2024
18	000606109	IH 20	WIDEN FREEWAY	FM 600	SH 351	2026
19	001101040	SH 351	Rehabilitate Existing Roadway	ABILENE CITY LIMITS	CALLAHAN CO LINE	2025

CURRENT CONSTRUCTION

SITE	CSJ	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	CONTRACTOR
1	239801056	SL 322	Hazard Elimination & Safety	N 10TH ST	LYTLE CREEK	ROADWAY SPECIALTIES, INC.
2	040706047	US 277	Preventive Maintenance	SOUTH END OF BNSF BRIDGE	3.7 MI SW OF FM 1235	FOUTSCO PAVING COMPANY, LLC
3	090833106	7 TH ST	Bridge Replacement	AT CEDAR CREEK		J. H. STRAIN & SONS, INC.
4	090800106	BI 20-R	SAFETY IMPROVEMENT PROJECTS(RAILROAD)	PIONEER DR	T&P LN	BONTKE BROTHERS CONSTRUCTION CO
5	090833102	N 10TH	FLASHING CHEVRONS	SHELTON ST	KIRKWOOD ST	MARCOMS MOWING SERVICE, LLC
6	069901052	FM 89	Widen Road - Add Lanes	NEAR BETTES LANE	JUST NORTH OF US 83	A. L. HELMCAMP, INC.
7	090833103	REBECCA	FLASHING CHEVRONS	PEPPERGRASS LN	MILLIRON RANCH RD	MARCOMS MOWING SERVICE, LLC
8	040706047	US 277	Preventive Maintenance	SOUTH END OF BNSF BRIDGE	3.7 MI SW OF FM 1235	FOUTSCO PAVING COMPANY, LLC
9	000604080	IH 20	Preventive Maintenance	NOLAN COUNTY LINE	NEAR WELLS LANE (WB)	FOUTSCO PAVING COMPANY, LLC
10	003306123	US 83	Hazard Elimination & Safety	BUS 83 INTERCHANGE	1300' NORTH OF AMBLER AVE	ROADWAY SPECIALTIES, INC.
11	003305096	US 83	Hazard Elimination & Safety	FM 707	0.25 MI NORTH OF FM 3034	ROADWAY SPECIALTIES, INC.
12	097203021	FM 1082	Construct New Road	WEST OF CHEYENNE CIRCLE	EAST OF DAM	GILVIN-TERRILL, LTD.
13	000606106	IH 20	Preventive Maintenance	.75 MI E OF HATER RD	CALLAHAN COUNTY LINE	NOBLES ROAD CONSTRUCTION, INC.

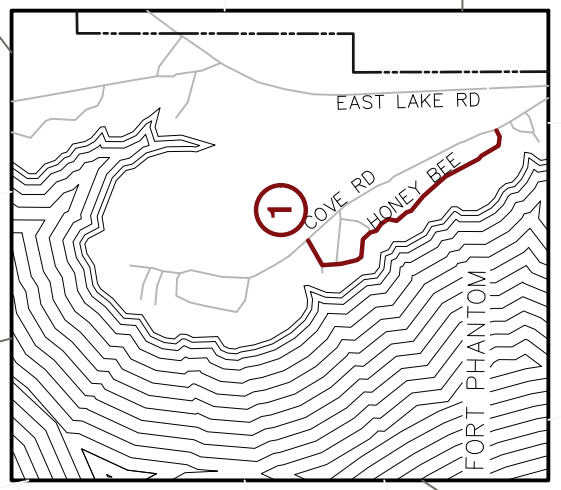
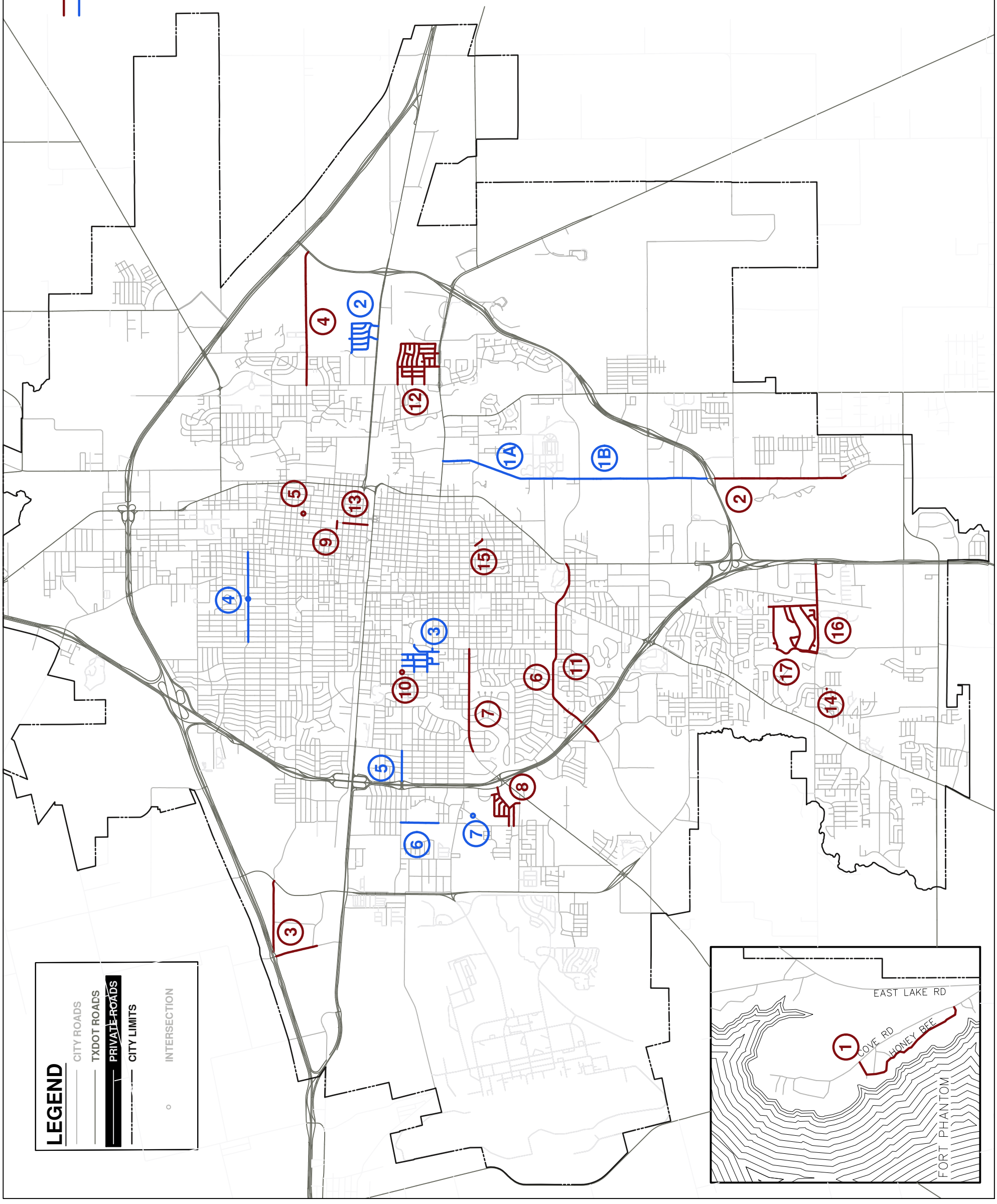
Revision:	
Date:	
SHEET 1	9

LEGEND

- 23/24 - UNDER CONSTRUCTION
- 23/24 - PROPOSED FOR CONSTRUCTION

LEGEND

- CITY ROADS
- TXDOT ROADS
- PRIVATE ROADS
- CITY LIMITS
- INTERSECTION



City of Abilene Proposed Project for CY 2024						
PUBLIC WORKS PROJECTS UNDER CONSTRUCTION						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE	
1	Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	60%	Bontke Brothers Construction Co., Inc.	\$	1,948,822.45
2	Maple (Carriage Hills to Loop 322)	2021 Bond	55%	Epic Construction	\$	6,837,216.50
3	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	82%	Epic Construction	\$	3,451,655.00
4	EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	99%	Bontke Brothers Construction Co., Inc.	\$	4,922,802.50
5	Pine St. @ N 10th St. Intersection	Street Maintenance Fee	99%	Bontke Brothers Construction Co., Inc.	\$	425,585.00
6	S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	99%	Bontke Brothers Construction Co., Inc.	\$	3,017,238.00
7	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	20%	Bontke Brothers Construction Co., Inc.	\$	1,369,000.00
8	Work Zone S13 (Baker Heights)	Street Maintenance Fee	90%	J.H. Strain & Sons	\$	1,318,167.79
9	Festival District	CO/GO Funds	65%	The Crowe Group	\$	1,871,720.00
10	S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$	720,308.05
11	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	0%	Willis Electric Company	\$	738,128.40
12	Work Zone S5 (Canterbury Trales)	Street Maintenance Fee	40%	Raydon Inc.	\$	4,370,641.84
13	Cypress Street Reconstruction	TIRZ	0%	Tienert		TBD
14	Pebble Beach Drainage Pipe Repair	Street Maintenance Fee/Stomwater	0%	Bontke Brothers Construction Co., Inc.	\$	112,723.00
15	Belmont Repair	Street Maintenance Fee	0%	COA Forces		TBD
16	Antilley and Memorial Traffic Signal Improvements	Street Maintenance Fee	0%	Willis Electric Company	\$	513,885.00
17	Work Zone S23 (Fairways)	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$	2,529,996.20
	GRAND TOTAL				\$	34,147,889.73
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY 2024						
	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE	
1A	Maple (S. 27th to ES 11th)	2021 Bond	90% Designed	2024	\$	7,000,000.00
1B	Maple (Loop 322 to S. 27th)	2021 Bond	90% Designed	2024	\$	6,800,000.00
2	Work Zone N6B (Pasadena Heights)	Street Maintenance Fee	99% Designed	2024	\$	1,300,000.00
3	Work Zone S10A (West of Rose Park)	STreet Maintenance Fee	30% Designed	2024	\$	1,330,000.00
4	N. 18th St. Grape to Mockingbird (Includes N. 18th & Kirkwood intersection)	STreet Maintenance Fee	90% Designed	2024	\$	930,000.00
5	S. 7th St. (Danville to Pioneer)	Street Maintenance Fee	20% Designed	2024	\$	780,000.00
6	Corsicana Ave. (S. 7th to Benbrook)	Street Maintenance Fee	0% Designed	2024	\$	290,000.00
7	Andy Street Culvert	Street Maintenance Fee	20% Designed	2024	\$	150,000.00
	GRAND TOTAL				\$	18,580,000.00

CityLink Transit
(April 16, 2024 PB Meeting)

No updates at this time.

10. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – FY 2023 Annual Listing of Obligated Projects (ALOP)
 - Safety Plan
 - 2023 Annual Average Daily Traffic (AADT) Counts Review
 - Travel Demand Model Presentation
 - Ride of Silence
 - Ride to Work

- **Financial Status**

October 1, 2023 thru 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
01/23/2024	October 2023	Billing #1		\$12,653.70	\$56,937.90
01/23/2024	November 2023	Billing #2		\$17,864.15	\$39,073.75
02/16/2024	December 2023	Billing #3		\$21,283.31	\$17,790.44
03/12/2024	January 2024	Billing #4		\$14,855.64	\$2,934.80
TOTALS			\$69,591.60	\$66,656.80	\$2,934.80

updated as of 04/11/24



ABILENE

Metropolitan Planning Organization
209 S Danville Dr., Suite B-212, Abilene, TX 79605

February 15, 2024

Mr. Phillip Tindall
Texas Department of Transportation
Transportation Planning and Programming
118 E. Riverside Drive
Austin, TX 78714

Mr. Tindall,

The Abilene MPO has reviewed the December 2023 billing in the amount of **\$21,283.31** that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

If you have any questions, please call me at (325) 676-6492 or email at elisa.smetana@abilenctx.gov. Thank you.

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

FHWA GRANT (Abilene Urban Transportation Study)
 CITY OF ABILENE
 CONTRACT 50-24XF0013

LIST OF EXPENDITURES FOR December 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - G41-MPO-01			
1	City of Abilene Payroll	December PR	9,067.53
1	Worker's Compensation	For month Dec 23	
1	Tech Fund Transfer	For month Dec 23	
1	CitiBank	GoDaddy.com domain renewal	107.48
1	Vexus Fiber (NTS)	Nov & Dec internet/phone/ fax svcs	836.95
1	Vexus Fiber (NTS)	Jan internet/phone/ fax svcs	420.58
1	City of Abilene Petty Cash	E'Lisa Smetana Nov Mileage	28.17
1	City of Abilene Petty Cash	Rita Ryan Nov Mileage	49.78
1	City of Abilene Petty Cash	Breakfast - TEMPO Austin	28.00
1	Titan Towers LP	Jan Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Dec	286.74
1	CitiBank	Amazon MKTP - wireless notebook	23.52
1	CitiBank	Amazon MKTP - Laptop bag	37.99
1	City of Abilene	paper	46.82
1	O'Kelley	Office Supplies	237.24
		Rental Car for TEMPO meeting in Austin	
1	Enterprise		110.76
1	CitiBank	Hotel - TEMPO meeting in Austin	184.00
		Hotel taxes- TEMPO meeting in Austin	
1	CitiBank		11.04
TOTAL TASK 1			12,484.60
2 - G41-MPO-02			
2	City of Abilene Payroll	December PR	5,429.92
2			
TOTAL TASK 2			5,429.92
3 - G41-MPO-03			
3	City of Abilene Payroll	December PR	654.83
3			
TOTAL TASK 3			654.83
4 - G41-MPO-04			
4	City of Abilene Payroll	December PR	2,713.96
4			
TOTAL TASK 4			2,713.96
GRAND TOTAL			21,283.31



**Regional Support Center Approval of Food and Beverages
Using Planning Grant Funds**

Form R490-100
07/101
Page 1 of 1

Prior approval of food and beverage purchases is required when using Planning Grant (PL) funding. Reimbursement is conditioned upon prior approval and submission of adequate support documentation. The Metropolitan Planning Organization (MPO) will follow its established procurement procedures for selecting a vendor/supplier. In accordance with federal regulations, PL funds will not be used to purchase alcoholic beverages. Also, beverage service provided to MPO visitors and vendor tips will not be reimbursed.

TxDOT Prior Approval:

Request Region approval for food/beverage purchases at least five (5) days prior to procurement.

Post Event Billing Information:

The MPO will include the following information on their monthly invoice:

1. Copy of the approval form signed by Region representative, and
2. Completed Post-Event Information below, and
3. Copy of the vendor receipt.

Complete the information below and fax or e-mail to your Region representative.

Date: 12/19/2022

Agency Name: Abilene MPO

Pre-Event

Event/Function and Purpose: Policy Board and Technical Advisory Committee Meetings

Date/Time of Event: January through December 2023 / usually at 1:30 p.m.

Location of Event: Abilene City Hall or location on agenda notices

Food/Beverages to be Provided: Snacks, Water, Coffee

(Snacks, Board Lunch, Coffee, etc.)

Estimated Cost: \$ 350.00

UPWP Task Number/Subtask: D 1.1

Estimated Attendees: 60-70 per year

Additional Information: 12 meetings or more if called

	Signature	Date
Requestor:		12/19/22
TxDOT Approval:		12/20/2022

Post Event (Include a completed/approved copy of this form and the vendor's invoice with your monthly PL billing)

Vendor/Supplier: Walmart

Amount Spent: "

Total Attendees: MPO Staff 2 Non-Staff 29

2023
138.08 05/01/23
59.79 10/20/23
103.49 12/29/23

Previously Spent: 197.87
Total Event Spent: 301.36
Total Event Remaining: 48.64



ABILENE

Metropolitan Planning Organization
209 S Danville Dr., Suite B-212, Abilene, TX 79605

March 7, 2024

Mr. Phillip Tindall
Texas Department of Transportation
Transportation Planning and Programming
118 E. Riverside Drive
Austin, TX 78714

Mr. Tindall,

The Abilene MPO has reviewed the January 2024 billing in the amount of \$ 14,855.64 that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

If you have any questions, please call me at (325) 676-6492 or email at elisa.smetana@abilenctx.gov. Thank you.

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

Comprehensive, Continuous, Cooperative Planning

FHWA GRANT (Abilene Urban Transportation Study)
 CITY OF ABILENE
 CONTRACT 50-24XF0013

LIST OF EXPENDITURES FOR January 24

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - G41-MPO-01			
1	City of Abilene Payroll	Jan Payroll	5,402.40
1	Worker's Compensation	For month Oct-Jan (\$55/mnth)	220.00
1	Tech Fund Transfer	For month December 23	457.00
1	Tech Fund Transfer	For month January 24	457.00
1	CitiBank	Walmart - Supplies	109.29
1	Craft Design	Name Plate - Rita Ryan	15.50
1	CitiBank	Walmart - Computer Battery Backup	99.00
1	Titan Towers LP	Feb Rent/Utilities	1,008.00
1	City of Abilene Petty Cash	E'Lisa Smetana Dec Mileage	24.24
1	City of Abilene Petty Cash	Rita Ryan Dec Mileage	15.72
1	Abilene Reporter News	MTP & 10 yr Plan Amendment Public Notice	<u>200.00</u>
TOTAL TASK 1			8,008.15
2 - G41-MPO-02			
2	City of Abilene Payroll	Jan Payroll	3,783.43
2			
TOTAL TASK 2			<u>3,783.43</u>
3 - G41-MPO-03			
3	City of Abilene Payroll	Jan Payroll	1,594.57
3			
TOTAL TASK 3			<u>1,594.57</u>
4 - G41-MPO-04			
4	City of Abilene Payroll	Jan Payroll	1,469.49
4			
TOTAL TASK 4			<u>1,469.49</u>
5 - G41-MPO-05			
5			
TOTAL TASK 4			<u>0.00</u>
GRAND TOTAL			<u><u>14,855.64</u></u>

- **Operation Report**
 - **Tasks**
 - **Training Sessions**
 - **Meetings**

ABILENE MPO – OPERATION REPORT

From February 10, 2024 through April 9, 2024, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

General MPO -

- Provided traffic counts and other data at citizen's requests.
- Prepared information, conducted meetings, and evaluated transportation needs brought to the attention of the MPO staff.
- Prepared presentations, agendas, packets, and minutes for the Policy Board (PB), and the Technical Advisory Committee (TAC). Updated MPO TAC and PB follow-up meeting action items listing.
- Updated MPO website with meeting notices, links, staff members, address, documents, and other pertinent information. This will be an on-going task to keep the website current.
- Provided numerous trainings on various MPO office procedures and processes.
- General Office Duties performed including notes and minutes for all meetings (composed and summarized); food request; filing, documenting, shredding; and ordered required office supplies.
- Updated numerous organizational forms/files/documents; created multiple new tracking worksheets for Policy Board/TAC; attendance sheets and sign-in sheets; website membership files; MPO members master file (PB, TAC); TAC Designee Assignment; MPO mailing list; and public participation.
- Maintained postings of the Transportation Planner job on the City, Texas MPOs, and Association of MPOs' websites.
- Composed Doodle Polls for numerous meetings, tracked, and followed up with emails and phone calls.
- Identified and contacted all MPO Boundary Revision surrounding areas, set up times and dates of their City Council Meetings, requested and confirmed availability on the Agendas. Updated calendars, composed resolution of support.
- Researched, composed, and published required Public Notices in the Abilene Reporter News and on the MPO Website.
- Researched, coordinated, composed and posted the public notices of possible quorum at meetings.
- Maintained the MPO mailing and contact members' lists.
- Updated TAC Sub-Committees; Sub-Committee Members and Information: MPO Proposed Boundary Expansion and MPO Project Selection Sub-Committee.
- Create and conduct Doodle Polls for TAC Sub-committee meetings availability, confirm dates, times, attendance and send invitations.
- Begin to research and compose MPO Insider Newsletter for publication in late April 2024.

Maps -

- Created/Updated/Compiled Data on the following maps: 2020 urbanized area/metropolitan planning area boundary.

Travel Demand Model -

- Working with TxDOT to find a time to present the final model to the MPO.

ABILENE MPO – OPERATION REPORT

Reports-

- Created and submitted an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).
- Created and submitted an amendment to the FYs 2024-2025 Unified Planning Work Program.
- Amended and responded to questions from FHWA on the Annual Performance and Expenditure Report (APER).
- Created, prepared, and submitted to ESTIP an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).
- Created, prepared, and researched the FYs 2025-2028 Transportation Improvement Program (TIP).
- FYs 2025-2050 Metropolitan Transportation Plan (MTP) including: Request for Proposals, information to purchasing for advertising, obtained the DBE information from TxDOT, prepared evaluation forms, organized evaluation committee dates, compiled evaluations, prepared contract, prepared resolution, and compiled data for City Council Meeting (agenda, resolution, and presentation).
- Prepared and posted 10-year plan along with updates to the other planning documents on the website.
- Prepared update to the MPO By-Laws.

MPO Boundary Expansion

- Bi-Weekly meetings with consultants – AECOM on boundary.
- Research and Create a contact list for all the City councils, County Judges - dates and times of meetings, City Secretaries/City Managers address and phone numbers and neighboring areas contained in our potential MPO area expansion - Confirm spot on all of the City Council Meetings, find and review their Agenda prior to meeting.
- Created a Resolution for Boundary Expansion for partner towns/cities/counties.
- Created a Resolution for Boundary Expansion for the MPO PB.
- Prepared city council agenda packets and presented to:
 - *Callahan County Commissioners Court (03/25/24) 9:30 a.m.*
 - *Anson City Council Meeting (03/25/24) 6:00 p.m.*
 - *Tuscola City Council (04/08/24) 6:30 p.m.*
 - *Clyde City Council Meeting (04/09/24) 6:00 p.m.*
 - *Hawley City Council Meeting – no presentation (time conflict) furnished all information to City Secretary for presentation (04/09/24) 7:00 p.m.*

Budget -

- Prepared TxDOT billings, financial status updates, and reviewed/reconciled budget information including purchasing cards, bills, and updated daily budget.
- Researched, updated Tyler P-Card Transactions
- Created Check Requests, Petty cash, Office Supplies for all incoming billings and tracked each of them.

Collaboration -

- Conducted subcommittee meetings and meetings with the consultants on the MPO Planning Area Boundary.
- Working with CityLink on updates to planning documents and plans.
- Coordinated with TxDOT and Public Representatives on the 2024 Bike Route Map.

ABILENE MPO – OPERATION REPORT

- Compiled and submitted TTI Operating Survey Information.
- Worked with TXDOT on grouped projects information.
- Began discussion and information on the Ride to Work and Ride of Silence Awareness events.
- Organized meeting with City of Abilene on 2023 TxDOT AADT Review.
- Provided information on the IH- 20 project.
- Coordinated with TxDOT and the Project Selection Committee on the Carbon Reduction Projects.

Attended training sessions on:

- *TEMPO Meeting – Austin (03/21-22/24)*
- *Safety Planning Meeting – Austin (03/21/24)*
- *TPP 2023 Traffic Monitoring Information Session (04/01/24)*
- *Code Red Tornado Drill (04/03/24)*

Some of the meetings attended by staff:

- *Abilene Metropolitan Planning Area (MPA) Boundary Expansion (02/14/24, 03/01/24, 03/13/24, 03/27/24)*
- *Transit Information Meeting (02/13/24)*
- *Regionally Coordinated Transportation Plan (RCTP) Meeting (02/14/24)*
- *Carbon Reduction Projects Meeting (02/20/24)*
- *Abilene MPO Policy Board Meeting (02/20/24)*
- *Old Anson Walkability Project Meeting (02/27/24)*
- *STIP Workshop Teams Meeting (03/05/24)*
- *Abilene Bike Route Map Meeting (03/08/24)*
- *MPO Project Selection Subcommittee Meeting (03/08/24)*
- *Bike/Pedestrian Planning Meeting (03/13/24)*
- *Drive Safe Coalition Meeting (03/19/24)*
- *City of Abilene GIS meeting (03/19/24)*
- *MPO Technical Advisory Meeting (03/26/24)*
- *Mid-West Texas Rural Transportation Council (MWTRTC) (04/04/24)*
- *MPO MTP Consultant Meeting (04/08/24)*
- *Abilene Carbon Reduction Projects Meeting (04/09/24)*

- **Director's Report**
 - **Work Tasks**
 - **MPO Staffing**
 - **Year-end Report – FY 2023 Annual Listing of Obligated Projects (ALOP)**
 - **Safety Plan**
 - **2023 Annual Average Daily Traffic (AADT) Counts Review**
 - **Travel Demand Model Presentation**
 - **Ride of Silence**
 - **Ride to Work**

Abilene MPO Director's Report

Policy Board Meeting April 16, 2024

Work Tasks

- **MPO Staffing:**
The Transportation Planner position has been open since June 10, 2022.
- **Year-end Report – FY 2023 Annual Listing of Obligated Projects (ALOP)**
Every year the Annual Listing of Obligated Projects (ALOP) is due by December 31 to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15 to allow time for their review. The ALOP information from TxDOT has not been received so that report has not been submitted.
- **Safety Plan**
In early 2023, it was disseminated that a new requirement for MPOs is to develop a Safety Action Plan. Currently there is funding for 23 MPO's at \$50,000 (\$1.2 million) out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The MPOs are working with TxDOT and the Texas A & M Transportation Institute to get a plan in place. On January 18, 2024, we were notified by TxDOT that the MPO Safety Planning contract was executed. The kickoff meeting was held in Austin on March 21, 2024 during the TEMPO Meeting. More information will be given to the MPOs in the next few months.
- **2023 Annual Average Daily Traffic Counts Review**
TxDOT TPP Traffic Section is having a preview of the 2023 annual average daily traffic (AADT) data. AADT is an input into various calculations that evaluate use of the statewide transportation system. The data that will be presented in this information session and review period will be used in Highway Performance Monitoring System data, UTP funding formulae, Texas Top 100 Most Congested Roadways analysis, Travel Demand Models, and various other data products and analyses. This year's review period is from Monday, April 1, 2024 to Friday April 12, 2024. We submitted comments on the 2023 AADT and we are working with TxDOT on some locations.
- **Travel Demand Model Presentation**
TxDOT delivered the Abilene 2050 Forecast Travel demand Model (TDM) on March 14, 2024. We are working with TxDOT to get the model presented at the joint Policy Board and Technical Advisory Committee workshop in August 2024.
- **Ride of Silence (May)**
This event is coming up in May usually the third Wednesday (May 15, 2024). We will be working with our partners on this event. We have a planning meeting scheduled for April 19th.
- **Ride to Work (June)**
This event is on Friday - June 21, 2024. We will be working with our partners on this event.

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

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

13. Adjournment.