



ABILENE MPO POLICY BOARD MEETING

City Council Chambers – Abilene City Hall | 555 Walnut St., Abilene, TX
Tuesday, October 15, 2024 at 1:30 p.m.

1. Call to Order.

Public comment on any item on the agenda.

2. Consideration and Take Action on the Minutes of the August 20, 2024 meeting.

3. Receive a Report, Hold a Discussion, and Take Action on the Election of Officers.

Background

The By-Laws require the Transportation Policy Board to 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.

Current Situation

Currently Councilman Price holds the term of Chairperson (expires 09-30-2024) and Judge Spurgin holds the term of Vice-Chairperson - elected for the unexpired term of Judge Bolls on February 21, 2023 (expires 09-30-2024).

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Election of a Chairperson and Vice-Chairperson for October 1, 2024 thru September 30, 2026.

4. Receive a Report, Hold a Discussion, and Take Action on the National Electric Vehicle Infrastructure (NEVI) Program.

Background

The TxDOT Texas Electric Vehicle (EV) Charging plan is a comprehensive framework to enable passenger EV travel across the state and spur economic development. The plan focuses on interstate routes then transitions to off interstate routes and urban areas. Initial planning for the network began with the passage of the Infrastructure Investment and Jobs Act (IIJA). In late 2021, TxDOT began internal discussions with planning and legislative staff to understand the law and potential impacts/opportunities. Early in 2022, existing EV charging stations and corridors from the US Department of Energy Alternative Fuel Data Center were published on the departments Statewide Planning Map.

Phase One is on building out the Electric Alternative Fuel Corridors to meet FHWA guidance. This will include rapid re-evaluation of the network to assess private sector development outside the National Electric Vehicle Infrastructure (NEVI) program. Approximately 56 new locations will be needed to satisfy the 50-mile maximum spacing requirements from FHWA.

Phase Two, after the Electric Alt Fuel Corridors are completed, the program will focus on rural counties, small urban areas, and MPOs. TxDOT will manage a competitive grant program to develop EV charging stations across the state. Each grant recipient will work to identify specific installation sites within TxDOT identified EV Study Areas and work with property owners, utilities, and municipalities to complete the installation. The grant recipient will be responsible for all state and federal requirements and working with TxDOT on environmental clearance. Language will be added to the contract to outline 5 years of operations and maintenance as needed per location. Language will also be added to handle situations where the owner/operator chooses not to continue station operation after the 5-year operation and maintenance assistance ends. This will ensure another operator can be located/contracted to keep the station open and accessible to the public.

Current Situation

Preliminary funding estimates for the Abilene MPO is \$1,000,000 for construction and \$200,000 for operations and maintenance. TxDOT is asking for the MPOs to either select small study areas or use the whole MPO Planning Area Boundary as the study area. Another consideration is the type of station – either Level II or DC fast charging.

U.S. DEPARTMENT OF ENERGY

Energy Efficiency & Renewable Energy

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Alternative Fuels Data Center

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Alternative Fueling Station Locator

Find alternative fueling stations in the United States and Canada. By default, this tool displays only available, publicly accessible stations. You can use the advanced filters to expand your search. For U.S. stations, see [data by state](#). For Canadian stations in French, see [Natural Resources Canada](#).

Public Stations

Advanced Filters

Fuel Corridors

88,775 results in

U.S. and Canada

Enter location

Q

All Fuels

Map a Route

Legend

- Biodiesel
- CNG
- Electric
- Ethanol
- Hydrogen
- LNG
- Propane
- Renewable Diesel

iPhone App

Android App

Developer APIs

Embed Tool

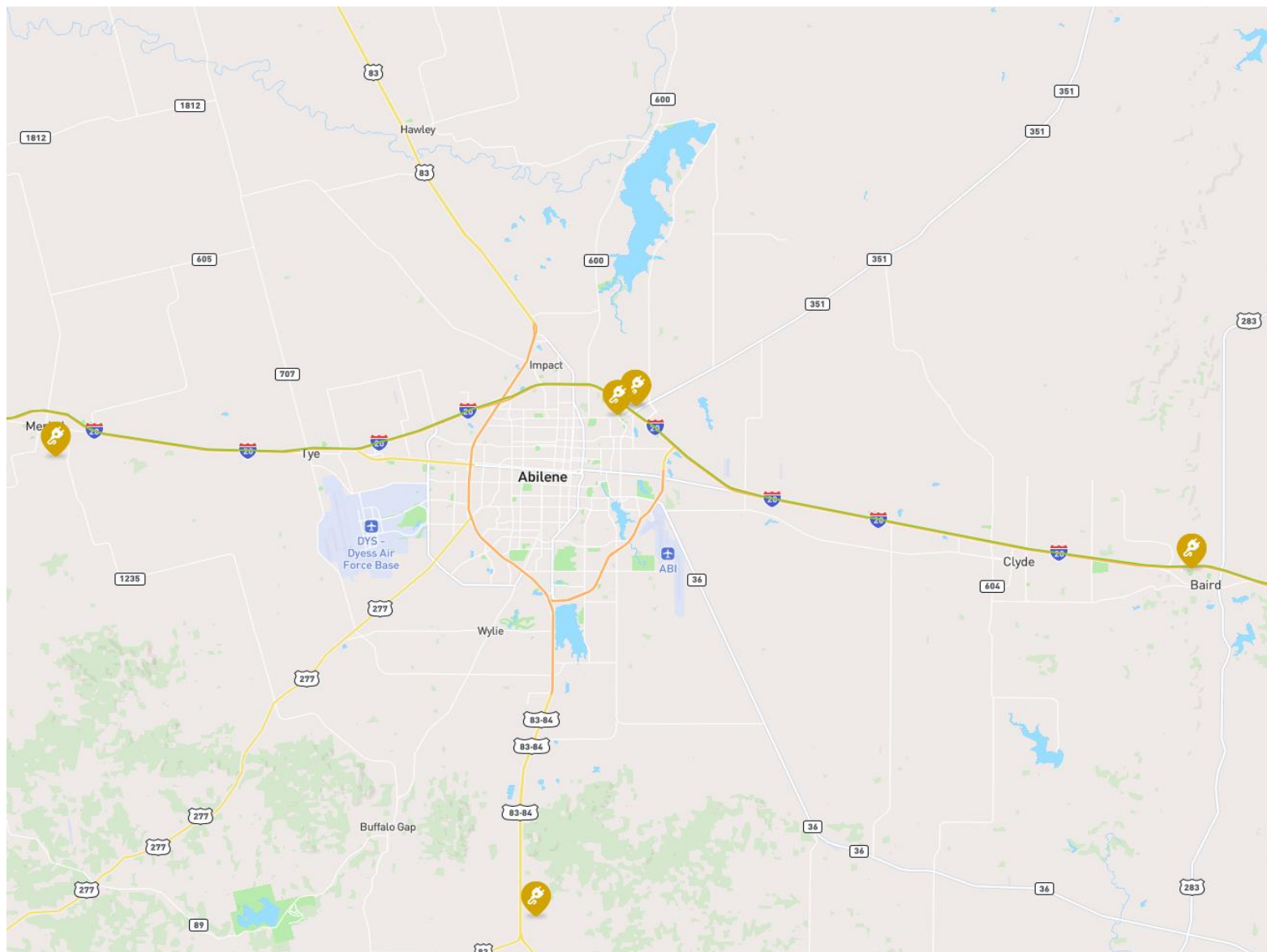
Submit New Station

About the Data

Alternative Fuels Data Center:
<https://afdc.energy.gov/stations#/find/nearest>

Statewide Planning Map:
https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html?overlays=Alt_Fuels_Electric,Disadvantaged_Census_Tracts,Metropolitan_Planning_Organizations&map=lightgray&location=32.44163088,-99.73567822,10

NEVI INTERACTIVE MAP ON THE TEXAS ELECTRIC VEHICLE CHARGING PLAN HOMEPAGE



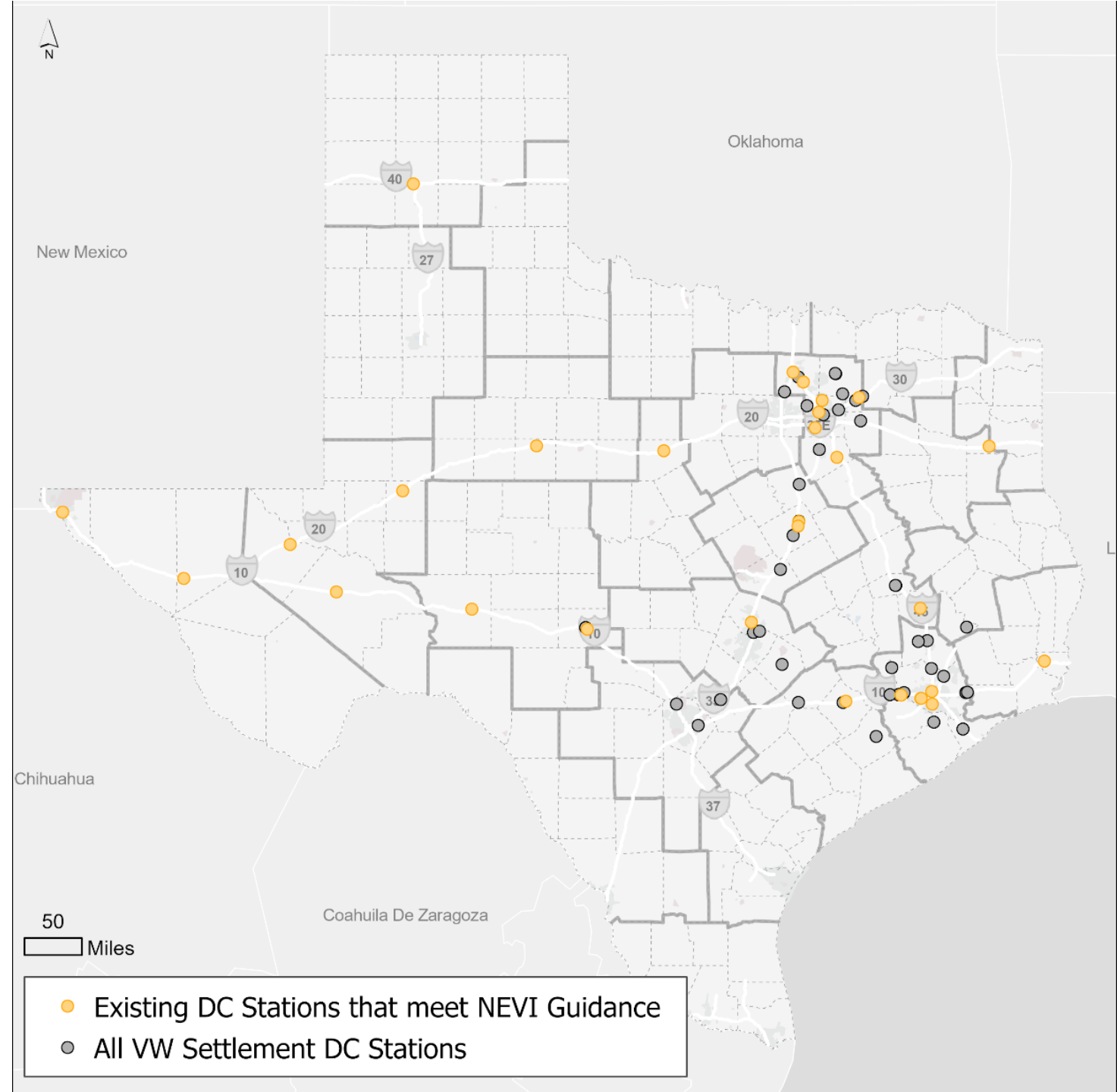
Texas Electric Vehicle Charging Plan:

<https://engagetxdot.mysocialpinpoint.com/texas-electric-vehicle-ev-charging-plan-landing-page#/>

NEVI BACKGROUND:

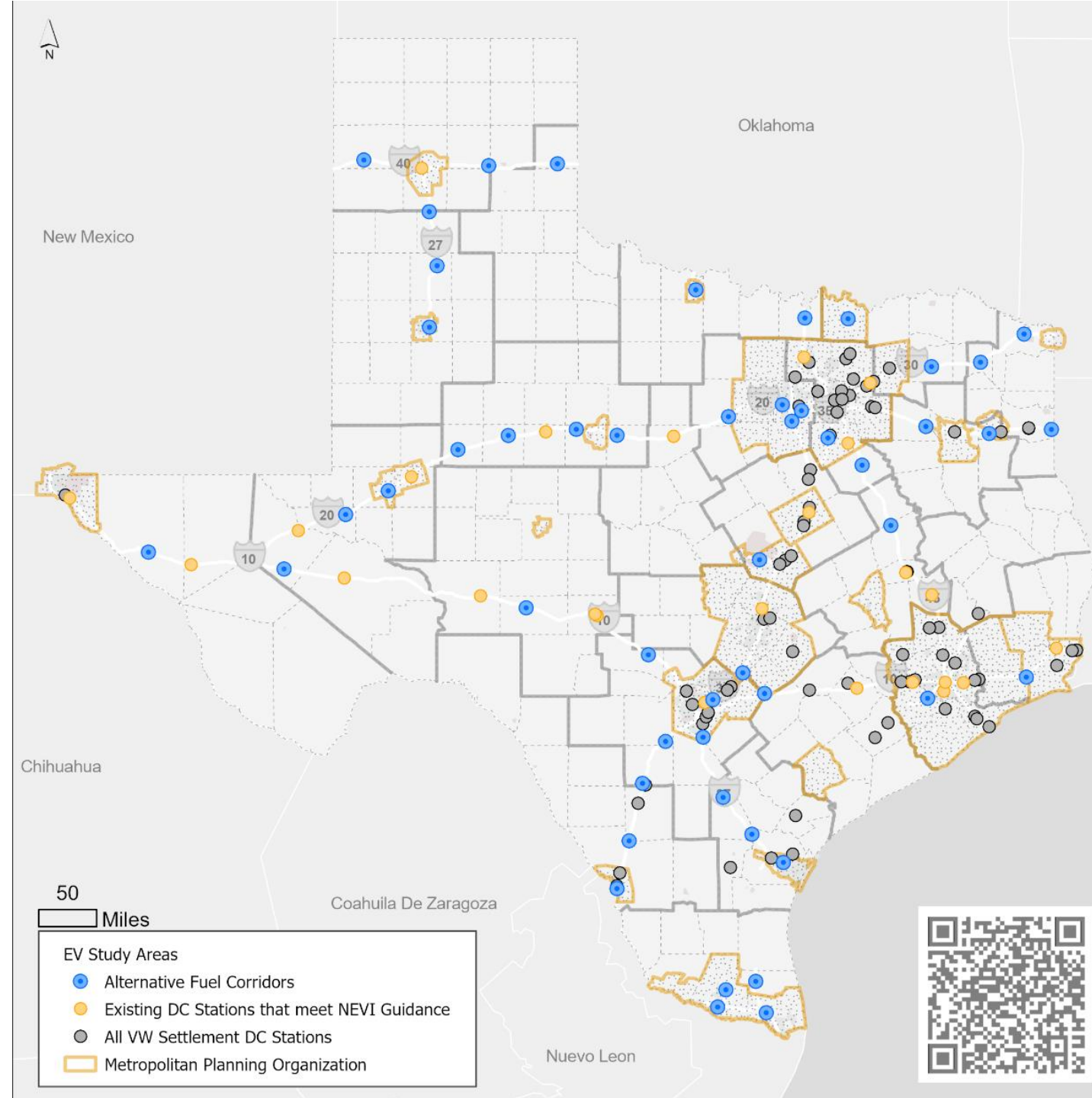
In 2021, the Infrastructure Investment and Jobs Act (IIJA) established the National Electric Vehicle Infrastructure Program (“NEVI”). NEVI is a formula program for States to strategically deploy electric vehicle (EV) charging infrastructure.

- \$2.5B Competitive Grants managed by FHWA (all alternative fuels)
- \$5B Formula Program for states to develop EV charging along the Electric Alternative Fuel Corridors



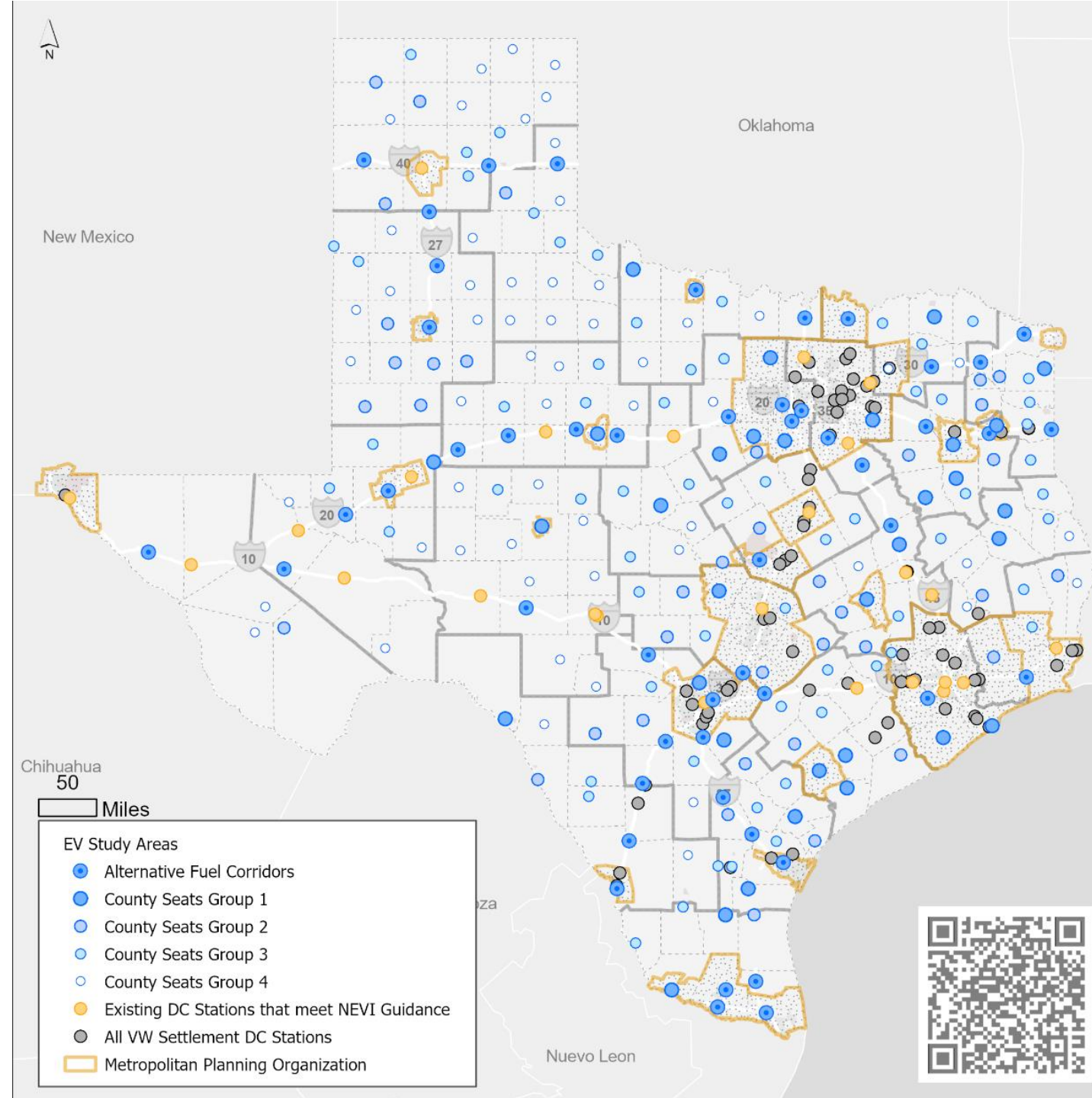
PHASE 1 – ALT FUEL CORRIDORS

- Federal - \$408M over 5 years (funds available until spent)
- Private - \$102M
- Network will support 1 Million + Electric Vehicles
- Alternative Fuel Corridors first
- 244 DC Fast Charger ports every 50 miles along Interstate Highways
- Plan was approved by FHWA on September 27, 2022



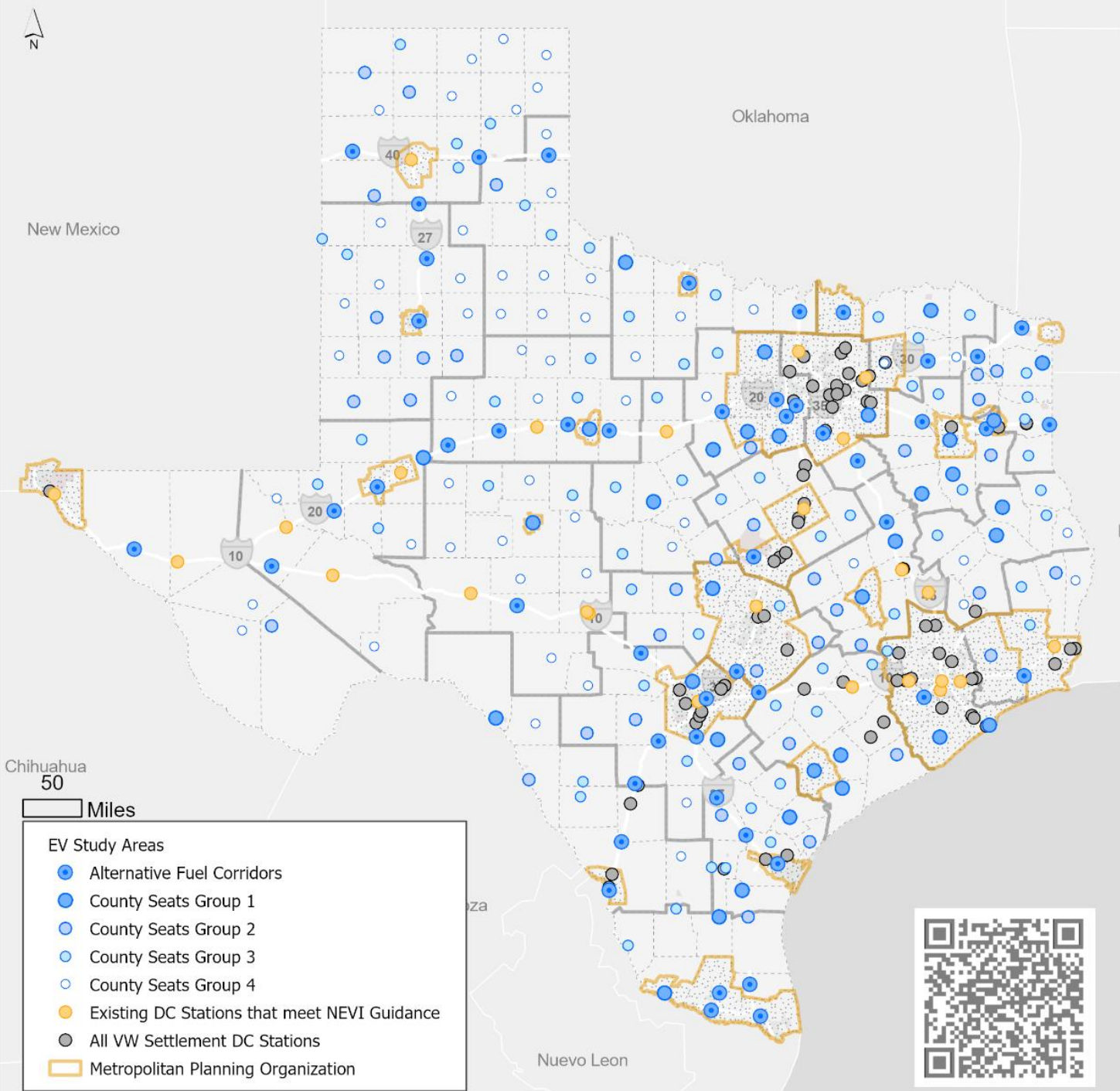
PHASE 2 – COUNTY SEATS

- 1,014 DC Fast Charger ports at or near County Seats
- DC and Level II chargers inside MPOs and urban areas
- Phased rollout (higher VMT locations first)
- All major travel routes covered
- TxDOT will manage a competitive grant program on the MPOs behalf



PHASE 2 – MPOs

MPO Name	Allocation (Fed + Private)	5 YR Operations & Maintenance
Abilene MPO	\$1,000,000	\$200,000
Alamo Area MPO	\$18,672,318	\$4,668,079
Amarillo MPO	\$1,452,407	\$363,102
Bryan-CS MPO	\$1,200,824	\$300,206
CAMPO	\$18,342,083	\$4,585,521
Corpus Christi MPO	\$1,775,402	\$443,850
Eagle Pass MPO	\$1,000,000	\$200,000
El Paso MPO	\$5,941,734	\$1,485,434
Grayson County MPO	\$1,224,867	\$306,217
HGAC	\$50,000,000	\$10,000,000
Killeen-Temple MPO	\$2,324,076	\$581,019
Laredo/Webb MPO	\$1,063,244	\$265,811
Longview MPO	\$1,000,000	\$200,000
Lubbock MPO	\$1,486,663	\$371,666
NCTCOG	\$60,000,000	\$12,000,000
Permian Basin MPO	\$1,915,692	\$478,923
Rio Grande Valley MPO	\$6,325,223	\$1,588,056
San Angelo MPO	\$1,000,000	\$200,000
South-East Texas RPC	\$2,502,701	\$625,675
Texarkana MPO	\$1,000,000	\$200,000
Tyler MPO	\$1,453,176	\$363,294
Victoria MPO	\$1,000,000	\$200,000
Waco MPO	\$1,846,634	\$461,658
Wichita Falls MPO	\$1,000,000	\$200,000



PHASE 2 – MPOs (continued)

At minimum, MPOs are required to add NEVI projects to their TIPs

Program Options

Power levels

- Direct Current Fast Charge - 150 kW or greater (recommended)
- Level II - 6 kW or greater
- Medium and Heavy-Duty – 350 kW or greater (at least 1 for large metros)


Study Areas

- Establish study areas (grant proposals must be inside the study areas)
- At large (let the private sector propose locations within your MPO boundary)

EV charging stations


Charging guide

How to charge




Level 1:

- Standardized connector.
- At home using a normal wall outlet; cable included with car.
- Slow charge rate; 3-5 miles per hour.
- Useful for drivers traveling 40 miles or less daily; level 2 preferred if available.



Level 2:

- Standardized connector.
- At home using a dedicated charging station.
- Medium charge rate; 15-30 miles per hour.
- Useful for drivers traveling 100+ miles daily.



DC fast charging:

- Three connector types; CCS, CHAdeMO, Tesla.
- Just off the highway using dedicated high power stations.
- Fast charge rate; 150-400 miles per hour.
- Useful for long distance driving 300+ miles daily.

How to charge

When to charge

How full to charge

Where to charge

Additional information

On the Alternative Fuel Corridors

Stations within 1 mile of the corridors must have 4 DCFC ports rated at 150kW each before any Level II stations are allowed at that location.

Off the Alternative Fuel Corridors

- Stations more than 1 mile from the corridors can be Level II stations (at least 4 per site rated at 6 kW or greater per port).
- Stations more than 1 mile from the corridors can be DCFC stations (at least 4 per site but the power can be less than 150kW per port).

The industry switched to the NACS connector, and this change is accounted for in the Texas EV Plan. Level II installations require J1772 connectors per federal rule. We feel installations with solely J1772 connectors are risky.

PHASE 2 – MPOs (continued)

NEVI Phase 2 – Typical Timeline	NEVI FUNDING
Following Transportation Commission Phase 2 authorization	Preliminary funding estimates for the Abilene MPO
<ul style="list-style-type: none">• Open program for applications - 6 weeks• Scoring and selection - 4 weeks• Publish results - 2 weeks• Environmental clearance – 4 weeks• Add projects to TIP – variable• Sign agreements with recipients – 3 weeks• FPAA – 1 week• Project length 6 – 12 months<ul style="list-style-type: none">• Actual construction 2 - 4 weeks	<ul style="list-style-type: none">• Construction: \$1,000,000• Operations and Maintenance: \$200,000 <p>Typical charging station costs per port</p> <ul style="list-style-type: none">• DCFC: \$150K• Level II: \$7.5K <p>Category: 10</p> <p>Work Program: NEVI</p>

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 24, 2024 meeting recommended approval to the Policy Board of the whole MPO Planning Area as the study area and the station type of DC fast charging.

Action Requested

1. Approval of the study area being the MPO Planning Area Boundary and the DC fast charging stations.

5. Receive a Report, Hold a Discussion, and Take Action on the Goals and Objectives 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. The Policy Board at their April 16, 2024 meeting approved Huitt-Zollars, Inc. as the consultant. There have been numerous meetings and data sharing including two public meetings (June 25, October 10) and a Delphi Panel meeting (June 25). A presentation of the MTP status was given at the August 20, 2024 workshop.

Current Situation

The consultants are working on the goals and action steps of the MTP. Included in your packet is the previous MTP FYs 2020-2045 goals and action steps. These are tied into the FHWA performance measures. We are proposing to use these goals, update with any changes to the FHWA performance measures and any changes related to the Decision Lens performance based planning methods and use those moving forward into the new MTP.

**Draft Vision, Goals, Objectives, and Action Steps
Abilene 2050 MTP
September 2024**

The vision is the overall statement that guides transportation improvements.
Goals are general statements that help achieve a vision.
Objectives are measurable and help meet goals.
Action steps are implementable and help meet objectives.

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

Vision: Provide a safe and reliable transportation system for the movement of people and goods.

Goal: Improve Safety

- Objective: Decrease fatal and serious injury crashes
 - Action Step: Identify fatal and serious injury crash hot spots
 - Action Step: Identify root causes and contributing factors for fatal and serious injury crashes
 - Action Step: Determine crash hot spots that may be addressed through planning and design efforts
 - Action Step: Determine which crash hot spots have more behavioral causes
- Objective: Decrease bicyclist and pedestrian fatalities and serious injuries
 - Action Step: Install and improve sidewalks at and around schools
 - Action Step: Install and improve sidewalks that provide transit connectivity to origins and destinations
 - Action Step: Improve disability access to and movement along sidewalks

Goal: Improve System Reliability

- Objective: Identify road segments and intersections where travel delays occur
 - Action Step: Use data and tools to name which road segments and intersections cause the highest travel delays
- Objective: Decrease travel time indexes along major roads
 - Action Step: Improve movement at signalized intersections
- Objective: Provide necessary vehicular capacity on major roads
 - Action Step: Add travel lanes where necessary
- Objective: Improve operational movements on major roads
 - Action Step: Add turning lanes where necessary
 - Action Step: Increase turning lane storage where necessary

Goal: Provide Economic Development Infrastructure

- Objective: Incorporate economic development related transportation system improvements into the planning and programming processes
- Objective: Maintain roads to preserve existing industrial and commercial development

Goal: Protect the Environment

- Objective: Identify critical animal habitat areas
 - Action step: Ensure that implementing agencies include appropriate environmental reviews in project development
- Objective: Identify transportation modes that will reduce vehicle dependency

Goal: Improve Public Health

- Objective: Provide opportunities for exercise and recreation
 - Action step: provide and improve dedicated (separate facilities from roads, such as trails and paths) bicycle and pedestrian facilities
 - Action step: connect trails and paths with appropriate origins and destinations

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 24, 2024 meeting recommended approval of the previous goals, updated with any changes to the FHWA performance measures and any changes related to the Decision Lens performance based planning methods to be used for the FYs 2025-2050 MTP.

Action Requested

1. Any changes/recommendations.
2. Approval of the stated goals and objectives.

6. Receive a Report, Hold a Discussion, and Take Action on Special Studies for the Metropolitan Planning Area.

Background

In the current FYs 2024-2025 Unified Planning Work Program (UPWP) there are numerous work tasks and special studies proposed. There are complete streets (active transportation), resiliency plan (resiliency to natural disasters), and a safety action plan. This document was last amended on February 20, 2024. It is valid through September 30, 2025. With the potential expansion of the MPO Area Boundary, it is a good opportunity to look at other needs within our area.

Current Situation

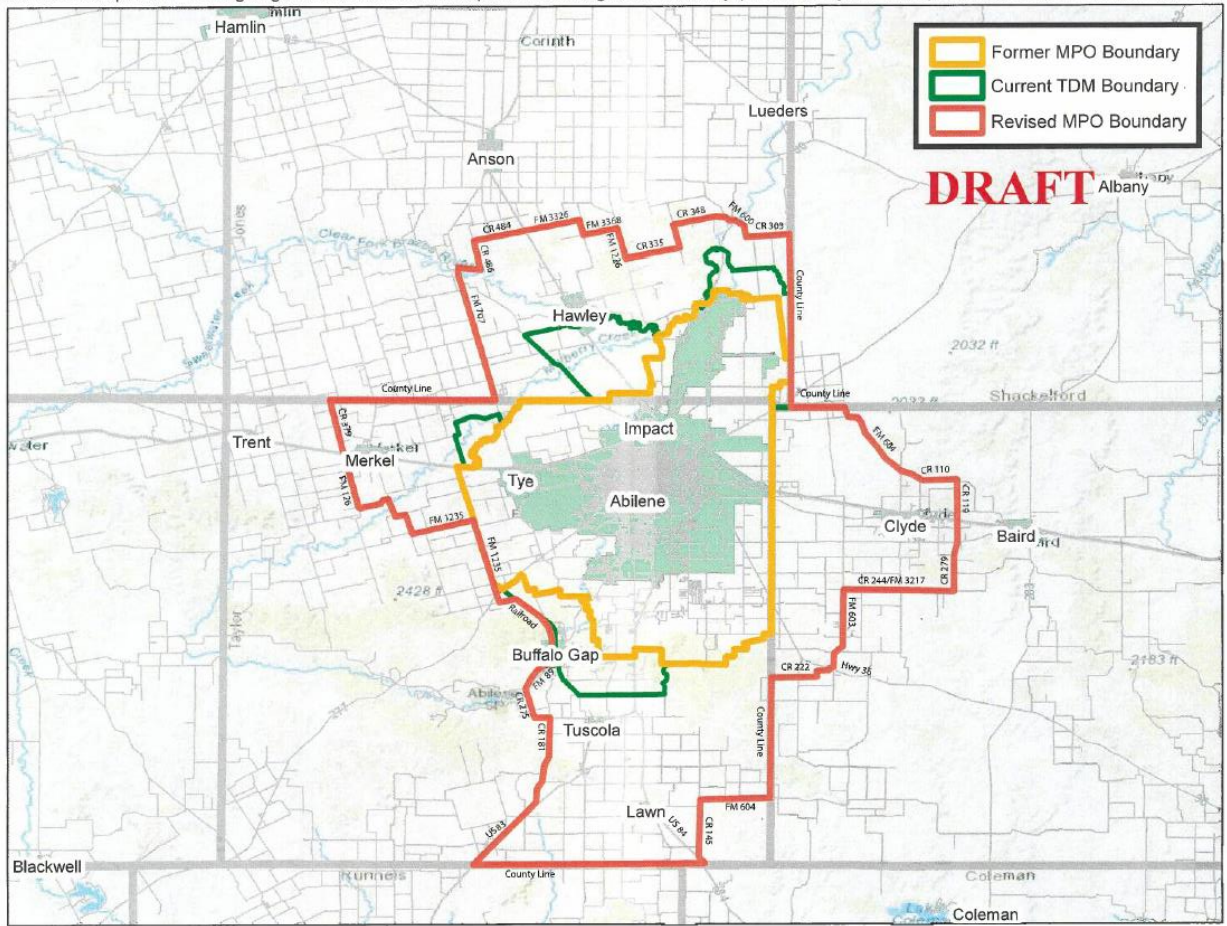
We are looking at recommendations of other ideas for special studies that may need to be included within the work program such as freight planning, corridor planning (example FM 89 towards Tuscola), etc.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their September 24, 2024 meeting recommended some suggestions for potential studies. This will be discussed in more detail at the meeting.

DRAFT PROPOSED NEW MPO PLANNING AREA BOUNDARY

Abilene Metropolitan Planning Organization Revised Metropolitan Planning Area Boundary (Endorsed by the Transportation Policy Board April 16, 2024)



FY 2024 & 2025 Unified Planning Work Program (UPWP)

Subtask 4.3 Complete Streets:

Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities. This may include a complete streets holistic approach in planning efforts and it could provide safe and accessible transportation options to our community. Ensure at a minimum that 2.5% of PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as described in Section 11206(b) of the Infrastructure Investment and Jobs Act.

- Staff will compile and share data and information on active transportation.
- Evaluate active transportation system to understand system performance needs to identify regional activities.
- Hold public outreach sessions to share information and encourage active transportation.
- Work with other interested parties to advance and improve the program.
- Look for innovative ways to optimize funding for active transportation projects.
- Support and align statewide and regional active transportation strategies and actions.

Subtask 5.2 Resiliency Plan

The MPO, in cooperation with TxDOT, FHWA, and local planning partners along with the possibility of a consultant will develop a plan to make the local transportation network resilient to natural disasters with an emphasis on network redundancy during extreme weather events.

Subtask 5.4 Safety Action Plan

MPO staff will work with TTI to document the types of data and information the MPO uses for safety planning activities; how the MPO works with partner agencies and stakeholders to communicate safety-related information to decision makers and the public; and current and planned initiatives, projects, strategies, and counter measures to address transportation safety in the Metropolitan Planning Area.

September 24, 2024 meeting Technical Advisory Committee (TAC) recommended some suggestions for potential special studies:

Corridor Planning:

- FM 89 going towards Buffalo Gap
- Loop 322 extension from I20 to SH 351 to US 83
- Oldham Lane from East South 11th Street to FM 707

Freight Planning:

- Treadaway Blvd Corridor
- East Highway 80 Corridor

General Planning:

- Consolidate Title VI & Americans with Disabilities Act - ADA & Participation Plans (Airport (driven by FAA), City of Abilene (under development-HR), CityLink (driven by FTA), MPO (driven by FHWA), and other entities

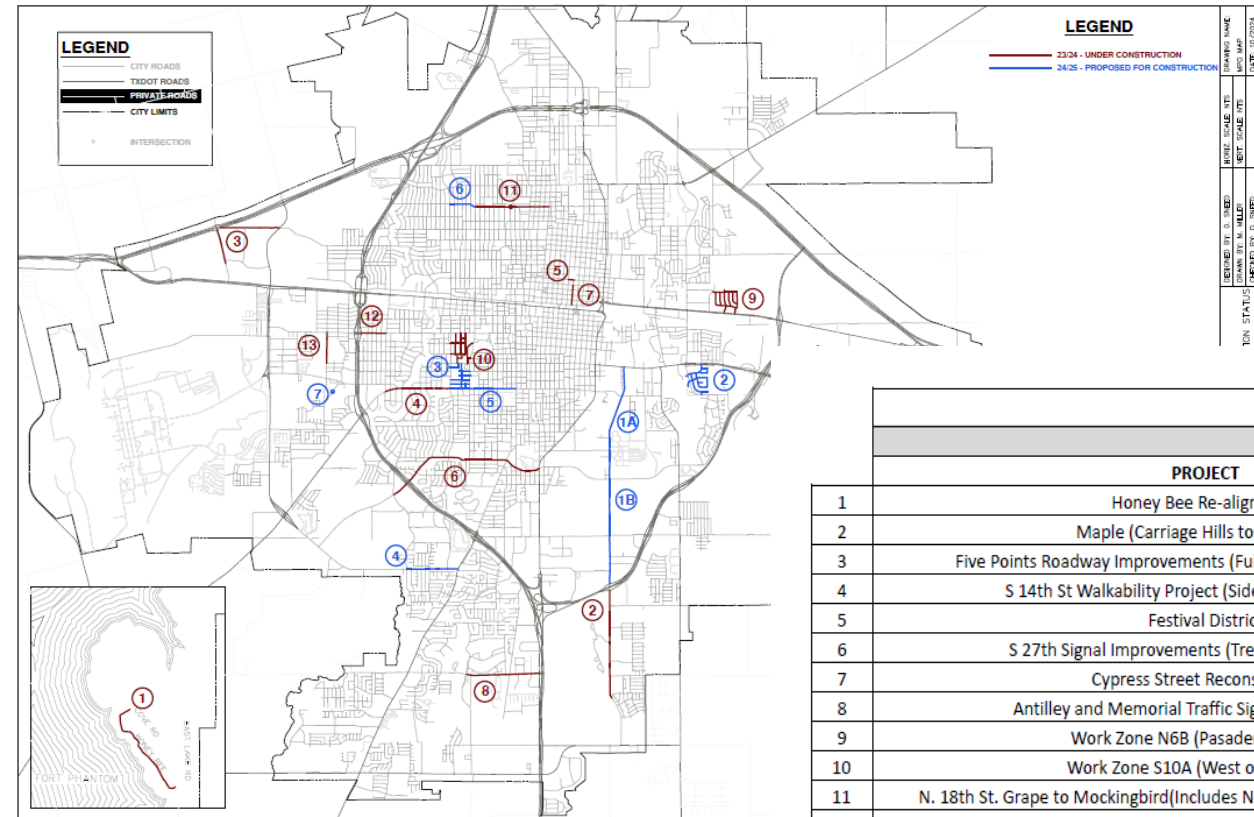
Action Requested

1. Any suggestions/request for additional special studies to be added to the UPWP.

7. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)

City of Abilene



City of Abilene Proposed Project for 2024/2025

PUBLIC WORKS PROJECTS UNDER CONSTRUCTION

	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE
1	Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	93%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45
2	Maple (Carriage Hills to Loop 322)	2021 Bond	79%	Epic Construction	\$ 6,837,216.50
3	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	93%	Epic Construction	\$ 3,678,849.00
4	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	82%	Bontke Brothers Construction Co., Inc.	\$ 1,369,000.00
5	Festival District	CO/GO Funds	83%	The Crowe Group	\$ 1,871,720.00
6	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	5%	Willis Electric Company	\$ 738,128.40
7	Cypress Street Reconstruction	TIRZ	45%	Tienert	\$ 9,548,653.00
8	Antilley and Memorial Traffic Signal Improvements	Street Maintenance Fee	9%	Willis Electric Company	\$ 513,885.00
9	Work Zone N6B (Pasadena Heights)	Street Maintenance Fee	84%	Bontke Brothers Construction Co., Inc.	\$ 1,332,976.10
10	Work Zone S10A (West of Rose Park)	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$ 1,430,101.20
11	N. 18th St. Grape to Mockingbird(Includes N. 18th & Kirkwood intersection)	Street Maintenance Fee	0%	J.H. Stain & Sons	\$ 1,214,164.20
12	S. 7th St. (Danville to Pioneer)	Street Maintenance Fee	0%	J.H. Stain & Sons	\$ 1,127,022.66
13	Corsicana Ave. (S. 7th to Benbrook)	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$ 489,007.50
GRAND TOTAL					\$ 32,099,546.01

PUBLIC WORKS PROJECTS IN DESIGN – PROPOSED FOR CONSTRUCTION IN CY 2025

	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE
1A	Maple (S. 27th to ES 11th)	2021 Bond	95% Designed	2025	\$ 7,000,000.00
1B	Maple (Loop 322 to S. 27th)	2021 Bond	95% Designed	TBD	\$ 6,800,000.00
2	S7 (Lytle Estates)	Street Maintenance Fee	100% Designed	2025	\$ 2,040,000.00
3	S10B (C.W. Gill Park)	Street Maintenance Fee	30% Designed	2025	\$ 1,315,000.00
4	Rebecca Ln. Phase I (Catclaw Dr. to Buffalo Gap Rd.)	Street Maintenance Fee	30% Designed	2025	\$ 2,050,000.00
5	S. 14th St. Phase II (Willis to Sayles)	Street Maintenance Fee	30% Designed	2025	\$ 2,685,000.00
6	N. 18th St. (Willis to Mockingbird)	Street Maintenance Fee	30% Designed	2025	\$ 895,000.00
7	Andy Street Culvert	Street Maintenance Fee	50% Designed	TBD	\$ 150,000.00
GRAND TOTAL					\$ 22,935,000.00

CityLink Transit

(October 15, 2024 MPO meeting)

- Feasibility Study for the Multimodal Facility has been completed.
- Parking lot project is on hold pending. A set of signed and sealed drawings and a bid packet with estimated quantities are required.
- Employee restroom repairs and remodel project:
 1. Repairing the underground plumbing - completed
 2. Repairs/remodeling the 3 restrooms - next steps
- Shop exhaust fans:
 1. Parts have been ordered
 2. Waiting for installation to be scheduled vendor
- Concrete project for the transfer lanes:
 1. Completed Oct 3, 2024

8. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - MPO Planning Area Boundary Update

Financial Status

Fiscal year 2024					
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
04/23/2024	Work Order #2	FTA 5303/PL-112	\$220,802.33		\$223,737.13
07/25/2024	February 2024	Billing #5		\$13,868.05	\$209,869.08
07/25/2024	March 2024	Billing #6		\$15,864.80	\$194,004.28
07/26/2024	April 2024	Billing #7		\$16,065.82	\$177,938.46
07/29/2024	May 2024	Billing #8		\$17,524.60	\$160,413.86
08/13/2024	June 2024	Billing #9		\$31,587.08	\$128,826.78
09/16/2024	July 2024	Billing #10		\$41,717.57	\$87,109.21
09/25/2024	August 2024	Billing #11		\$45,097.95	\$42,011.26
TOTALS			\$290,393.93	\$248,382.67	\$42,011.26
updated as of 10/09/2024					

Operation Report

FULL DOCUMENT IS INCLUDED IN YOUR PACKET.

From **August 13, 2024 through October 7, 2024**, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

General MPO -

- Coordinated and conducted interviews for the Transportation Planner position. Updated prospective candidate listing and other required documents.
- Worked on updating printer/copier for the MPO included numerous meetings, research, and product/contracts review.
- Compiled information, prepared documents, and participated in an all-day FHWA, FTA, and TxDOT 2024 Enhanced Planning Review Audit (August 21, 2024)

Maps -

- Working with consultants (Resource Data, Inc.) on mapping needs and updated Scope of Work for 2025 year.
- Created/Updated/Compiled Data on the following maps: compiled map files for GIS.
- Transportation Improvement Program (TIP) FYs 2025-2028 Project map (Resource Data, Inc.)
- Traffic Count Data 2021-2022 updated online map and disclaimer (Resource Data, Inc.).
- Provided mapping information for the Metropolitan Transportation Plan to the consultants (Huitt-Zollars) for sidewalks, bicycle, parks planning, MPO

boundary, bus routes, etc.

- Reviewed Project map (Huitt-Zollars) for MTP public meeting.

Reports-

- FYs 2025-2050 Metropolitan Transportation Plan (MTP) including: updating the timeline, project review, chapters reviewed, preparation for 2nd public meeting on October 10, 2024, maps reviewed, and biweekly meetings. Working with TxDOT and consultants to get access to needed software programs.

MPO Boundary Expansion

- Numerous emails to TxDOT checking on the progress of this request along with emails to surrounding inclusion areas to let them know the status.

Budget -

- Closed out FY 2024 budget information, updated forms, documents, files, etc. for the FY 2025 budget starting October 1, 2024.

Collaboration -

- Working with COA IT Department and GIS to get access to consultants for working with maps.
- Working with TxDOT and consultants to secure access to Decision Lens Software and TxDOT Performance Metrics: Data Integration System (PMDIS) Data for the MTP update.

Director's Report

Abilene MPO Director's Report Policy Board Meeting, 2024

Work Tasks

- **MPO Staffing:**

The Transportation Planner position has been open since June 10, 2022. The selection panel has conducted numerous interviews. We are still working through the process.

- **MPO Planning Area Boundary Update**

The Abilene Metropolitan Planning Organization (MPO) currently utilizes a Metropolitan Planning Area (MPA) boundary that was last revised in 2006. In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. There were numerous committee meetings and presentations to both the Technical Advisory Committee and the Policy Board. We gave presentations to all the affected entities (Callahan County, City of Anson, City of Buffalo Gap, City of Clyde, City of Hawley, City of Lawn, City of Merkel, and City of Tuscola). The Policy Board took action to approve the changes at their April 16, 2024 meeting. On June 25, 2024, the technical memo and revised boundary information was submitted to TxDOT. We were notified on October 3, 2024 that TxDOT has submitted the boundary expansion request to the Governor's Office and they are in the process of reviewing the submittal and providing the final sign-off.

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

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

11. Receive a Report, Hold a Discussion, and Take Action on the Annual Evaluation of the Executive Director.

EXECUTIVE SESSION

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

Background

Excerpt from the City of Abilene's Employee Policy Manual Reissued: October 1, 2024

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

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

Current Situation

Annual evaluation of the Executive Director to be held in Executive Session.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any action deemed appropriate.

12. Adjournment.

**Our next meeting is:
December 17, 2024
Thank you for all you do
for transportation!**

