



ABILENE MPO POLICY BOARD MEETING

City Council Chambers – Abilene City Hall | 555 Walnut St., Abilene, TX
Tuesday, February 18, 2025 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 December 17, 2024 meeting.

3. Receive a Report, Hold a Discussion, and Take Action on the FY 2025 Safety Performance Measure (PM 1).

Background

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 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. Once federal rules have been adopted, State Departments of Transportation then set statewide performance targets for each measure. According to federal guidance, MPOs may adopt and support the State's Highway Safety Improvement Program (HSIP) targets, develop their own targets, or use a combination of both. If an MPO develops their own targets, this must be done in coordination with TxDOT and TxDOT must agree with the methodology.

The State has set the 2025 Safety (PM1) targets in its HSIP. The targets in any given year are expressed as a 5-year average of past data and future projections. Targets are established for the following areas: Fatalities; Fatality Rate per 100 MVMT (Million Vehicle Miles Traveled); Serious Injuries; Serious Injury Rate per 100 MVMT; and Non-motorized fatalities and serious injuries.

Current Situation

The Safety (PM 1) performance measure is due annually 180 days after TxDOT adopts their targets. The deadline for the MPO to adopt the PM 1 targets is February 26, 2025.

Performance Measures

Casey Wells Wed, Dec 18, 2024 at 4:50 PM

Following is performance measure guidance for PM-1, PM-2, and PM-3. TxDOT’s Mid Performance Period (MPP) Progress Report was accepted by FHWA yesterday.

Attachment 1 includes the PM-1 Safety Targets for FY 2025, developed pursuant to the federal Highway Safety Improvement Program (HSIP).

Please note, TxDOT has kept the FY 2024 targets in place for FY 2025. However, based on information recently provided to TxDOT by FHWA regarding how the targets can be calculated, TxDOT’s Traffic Safety Division is working with FHWA to consider amending the targets. We will monitor that situation and provide updated guidance, as needed. The attached was shared last year and the information is still current.

MPOs are required to adopt PM-1 Safety Targets no later than 2/26/2025. According to federal guidance, MPOs may adopt and support the State’s HSIP targets, develop their own targets, or use a combination of both.

Attachment 2 includes the FHWA-approved Mid Performance Period (MPP) Progress Report. TxDOT made one change to PM-2 targets, increasing the Percentage of Pavements of the Non-Interstate NHS in Poor Condition 4-year target from 1.5% to 2.5%.

MPOs may adopt and support the State’s updated PM-2 target or develop their own in coordination with TxDOT. MPOs have until 3/30/2025 to adopt an updated PM-2 target.

Regarding PM-3, as a reminder, as part of the recently completed Mid Performance Period (MPP) Progress Report, TxDOT chose not to adjust emissions targets. As per federal rules, non-attainment MPOs had the opportunity to update their PM-3 targets, and some changes were made. There are no other PM-3 actions at this mid-point.

Please forward to your team as appropriate, and let us know if you would like any additional information or clarification.

Casey Wells Jan 8, 2025, 7:41 AM

I checked with our Traffic Safety Division. We are not anticipating any change from FHWA, so the targets we submitted in August will remain as-is. However we want to reiterate that the clarification we received from FHWA after August regarding the recommended methodology for target setting resulted in the green numbers in the table below. Even though we cannot change the 2025 targets submitted to FHWA (based on old methodology), the new methodology is what we will use for target setting going forward (2026 and beyond). MPOs are free to set their targets based on the “green” methodology, or based on the targets submitted to FHWA, or any of the others outlined in the bullet points below.

- Traffic Safety Division provided the following bullet points:
- According to FHWA the MPOs are free to follow TxDOT TRF’s targets or set their own targets, provided the targets are data driven, realistic and attainable.
 - Given the choices, they may consider using the below targets (last column), or what was originally published in the [2022-2027 Texas SHSP](#) (which preceded the Federal BIL)
 - Regarding the [Texas Triennial Highway Safety Plan](#), the use of identical targets each year was based on the anticipation that FHWA would adopt the NHTSA methodology of targets that demonstrate “constant or improved performance” (also based on the Federal BIL, and where this “same target each year” came from). FHWA has not yet adopted this, and no indication if or when it will happen. Therefore what we present now deviates from the TTHSP, but if MPOs want to follow what is in the TTHSP they are welcome to do so.
 - Lastly, MPOs may choose to follow what TxDOT TRF reported to FHWA in August, but be aware we have a pending request to modify those numbers to reflect the below table. We will follow up when we receive a response on this.

Performance Measures Targets	2015-2019 Average	2016-2020 Average	2017-2021 Average	2018-2022 Average	2019-2023 Average	CY 2025 Targets (from trendlines)
Total Number of Traffic Fatalities	3,677	3,739	3,872	4,008	4,133	4,358
Fatalities per 100 MVMT	1.34	1.36	1.40	1.43	1.46	1.56
Total Number of Serious Injuries	16,633	16,139	16,507	16,769	17,524	17,679
Serious Injuries per 100 MVMT	6.08	5.87	5.94	5.95	6.16	6.16
Total Number of Non-Motorized Fatalities and Serious Injuries	2,189	2,225	2,287	2,391	2,517	2,651

FY2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	3,567

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	18,096

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

FY2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	1.36

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	6.64

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

Target: Total number of non-motorized fatalities and serious injuries

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	2,371

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.



R-2025-01

A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES (PM 1) AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America’s Surface Transportation (FAST) Act require the implementation of Performance Measures in the transportation Planning process; and,

WHEREAS, The Texas Department of Transportation (TxDOT) has established targets for five (5) Safety Performance measures based on five-year rolling averages for:

- 1) Number of Fatalities,
- 2) Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT),
- 3) Number of Serious Injuries,
- 4) Rate of Serious Injuries per 100 Million VMT, and
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious injuries; and,

WHEREAS, TxDOT has established State-wide safety targets in the Strategic Highway Safety Plan (SHSP) for number of fatalities, rate of fatalities, and number of serious injuries.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS, hereby supports and adopts the five safety performance measures established by the Texas Department of Transportation as indicated in Attachment A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

PASSED, APPROVED and ADOPTED ON THIS 18th day of February, 2025

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilman Shane Price, MPO Chair

Attest:

Approved:

E’Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene



R-2025-01

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2025

2024 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
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
2025	3,046	1.14	18,242	6.77	2,360
2025 Target expressed as 5-Year Average:	3,567	1.36	17,062	6.39	2,357
2025 Targets from trendlines	4,358	1.56	17,679	6.16	2,651

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their January 28, 2025 meeting recommended approval to the Policy Board of the resolution for the FY 2025 Highway Safety Improvement Program Performance Measure (PM 1) as presented.

Action Requested

- 1. Any changes/recommendations.
- 2. Approval of the resolution for the FY 2025 Highway Safety Improvement Program Performance Measure (PM 1).

4. Receive a Report, Hold a Discussion, and Take Action on the FY 2024 Pavement and Bridge Performance Measures (PM 2).

Background

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. Following State Department of Transportation target setting, MPOs must set their own targets or agree with those set by the State DOT. Performance measures at the federal level are focused on the following national goals:

- Safety (PM 1)
- Infrastructure condition (PM 2)
- Congestion reduction (PM 3)
- System reliability (PM 3)
- Freight movement and economic vitality (PM 3)
- Environmental sustainability
- 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 Department of Transportation then set statewide 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 Infrastructure Condition - Pavement and Bridge (PM 2) 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.

Current Situation

FHWA-approved TxDOT's Mid Performance Period (MPP) Progress Report. TxDOT made one change to PM-2 targets, increasing the Percentage of Pavements of the Non-Interstate NHS in Poor Condition 4-year target from 1.5% to 2.5%. MPOs may adopt and support the State's updated PM-2 target or develop their own in coordination with TxDOT. MPOs have until March 30, 2025 to adopt an updated PM-2 target.

Performance Measures

Casey Wells Wed, Dec 18, 2024 at 4:50 PM

Following is performance measure guidance for PM-1, PM-2, and PM-3. TxDOT’s Mid Performance Period (MPP) Progress Report was accepted by FHWA yesterday.

Attachment 1 includes the PM-1 Safety Targets for FY 2025, developed pursuant to the federal Highway Safety Improvement Program (HSIP).

Please note, TxDOT has kept the FY 2024 targets in place for FY 2025. However, based on information recently provided to TxDOT by FHWA regarding how the targets can be calculated, TxDOT’s Traffic Safety Division is working with FHWA to consider amending the targets. We will monitor that situation and provide updated guidance, as needed. The attached was shared last year and the information is still current.

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MPOs may adopt and support the State’s updated PM-2 target or develop their own in coordination with TxDOT. MPOs have until 3/30/2025 to adopt an updated PM-2 target.

Regarding PM-3, as a reminder, as part of the recently completed Mid Performance Period (MPP) Progress Report, TxDOT chose not to adjust emissions targets. As per federal rules, non-attainment MPOs had the opportunity to update their PM-3 targets, and some changes were made. There are no other PM-3 actions at this mid-point.

Please forward to your team as appropriate, and let us know if you would like any additional information or clarification.

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition	64.5%	65.6%	63.9%	63.6%	
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.1%	0.2%	0.2%	
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	51.3%	45.5%	46.0%	
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.7%	1.5%	1.5%	2.5%
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.9%	48.5%	47.6%	
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	0.9%	1.5%	1.5%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	80.1%	70.0%	70.0%	
Percent of the Person-Miles Traveled on the Non- Interstate NHS That Are Reliable	90.3%	86.1%	70.0%	70.0%	
Truck Travel Time Reliability (TTTR) Index	1.39	1.42	1.55	1.55	
Annual Hours of Peak Hour Excessive Delay Per Capita: Conroe--The Woodlands, TX	8.0	9.1	8.0	8.0	
Annual Hours of Peak Hour Excessive Delay Per Capita: Dallas--Fort Worth--Arlington, TX	11.4	14.7	12.9	12.5	
Annual Hours of Peak Hour Excessive Delay Per Capita: Denton--Lewisville, TX	4.7	8.2	4.1	3.7	
Annual Hours of Peak Hour Excessive Delay Per Capita: El Paso, TX--NM	8.4	8.9	9.0	10.0	
Annual Hours of Peak Hour Excessive Delay Per Capita: Houston, TX	13.5	15.5	16.0	16.0	17.0
Annual Hours of Peak Hour Excessive Delay Per Capita: McKinney, TX	1.9	4.5	1.3	0.9	
Annual Hours of Peak Hour Excessive Delay Per Capita: San Antonio, TX	10.6	12.0	15.0	16.0	
Percent of Non-Single Occupancy Vehicle Travel: Conroe--The Woodlands, TX	19.7%	21.2%	20.0%	20.0%	24.0%
Percent of Non-Single Occupancy Vehicle Travel: Dallas--Fort Worth--Arlington, TX	22.2%	24.6%	22.7%	23.0%	
Percent of Non-Single Occupancy Vehicle Travel: Denton--Lewisville, TX	22.7%	25.0%	22.8%	22.9%	
Percent of Non-Single Occupancy Vehicle Travel: El Paso, TX--NM	20.2%	21.2%	20.0%	20.0%	22.0%
Percent of Non-Single Occupancy Vehicle Travel: Houston, TX	21.4%	23.3%	21.1%	22.0%	27.0%
Percent of Non-Single Occupancy Vehicle Travel: McKinney, TX	22.7%	26.4%	22.8%	22.9%	
Percent of Non-Single Occupancy Vehicle Travel: San Antonio, TX	23.1%	24.9%	20.0%	20.0%	
Total Emission Reductions (kg/day): PM2.5					
Total Emission Reductions (kg/day): NOx	12472.915	5021.294	2679.641	5015.745	
Total Emission Reductions (kg/day): VOC	2536.829	1145.198	723.809	1301.270	
Total Emission Reductions (kg/day): PM10	20.652	3.562	4.540	8.900	
Total Emission Reductions (kg/day): CO	824.635	154.254	175.750	367.100	



R-2025-02

A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION ADOPTING TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM 2) AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATIO N.

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America’s Surface Transportation (FAST) Act require the implementation of Performance Measures in the transportation planning process; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has established six (6) targets for the Pavement and Bridge Condition Performance Measures (PM 2) as indicated below:

Pavement and Bridge Performance Measures (PM 2)

- 1) Percentage of Interstate System pavement in good or better condition.
- 2) Percentage of Interstate System pavement in poor condition.
- 3) Percentage of Non-Interstate National Highway System pavement in good condition.
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition.
- 5) Percentage of Bridge Deck on the National Highway System in good condition.
- 6) Percentage of Bridge Deck on the National Highway System in poor condition; and,

WHEREAS, Metropolitan Planning Organizations (MPOs) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those measures or adopt their own targets.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS, hereby supports and adopts the Pavement and Bridge Performance Measure (PM 2) targets established by the Texas Department of Transportation as indicated in Attachment A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

PASSED, APPROVED and ADOPTED ON THIS 18th day of February 2025

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilman Shane Price, MPO Chair

Attest:

Approved:

E’Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene



R-2025-02

ATTACHMENT A

TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets
October 1st, 2024

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%	2.5%
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%

Recommendation from the Technical Advisory Committee (TAC)

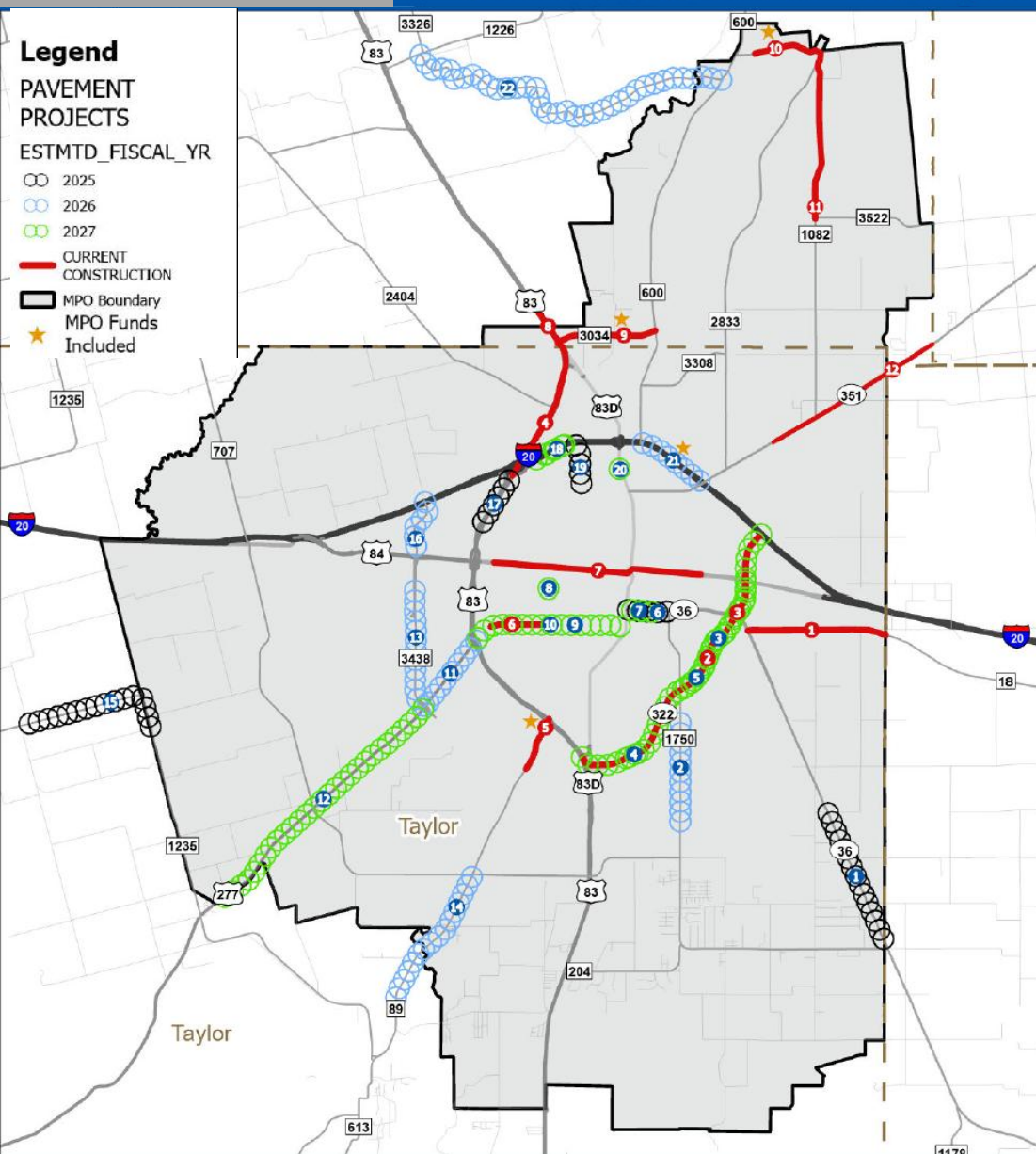
The TAC at their January 28, 2025 meeting recommended approval to the Policy Board of the resolution for the Pavement and Bridge Performance Measure (PM 2) as presented.

Action Requested

- 1. Any changes/recommendations.
- 2. Approval of the Resolution for the FY 2024 Pavement and Bridge Performance Measure (PM 2).

5. Discussion and review of transportation projects.

(TxDOT Staff, City Staff, CityLink Staff)



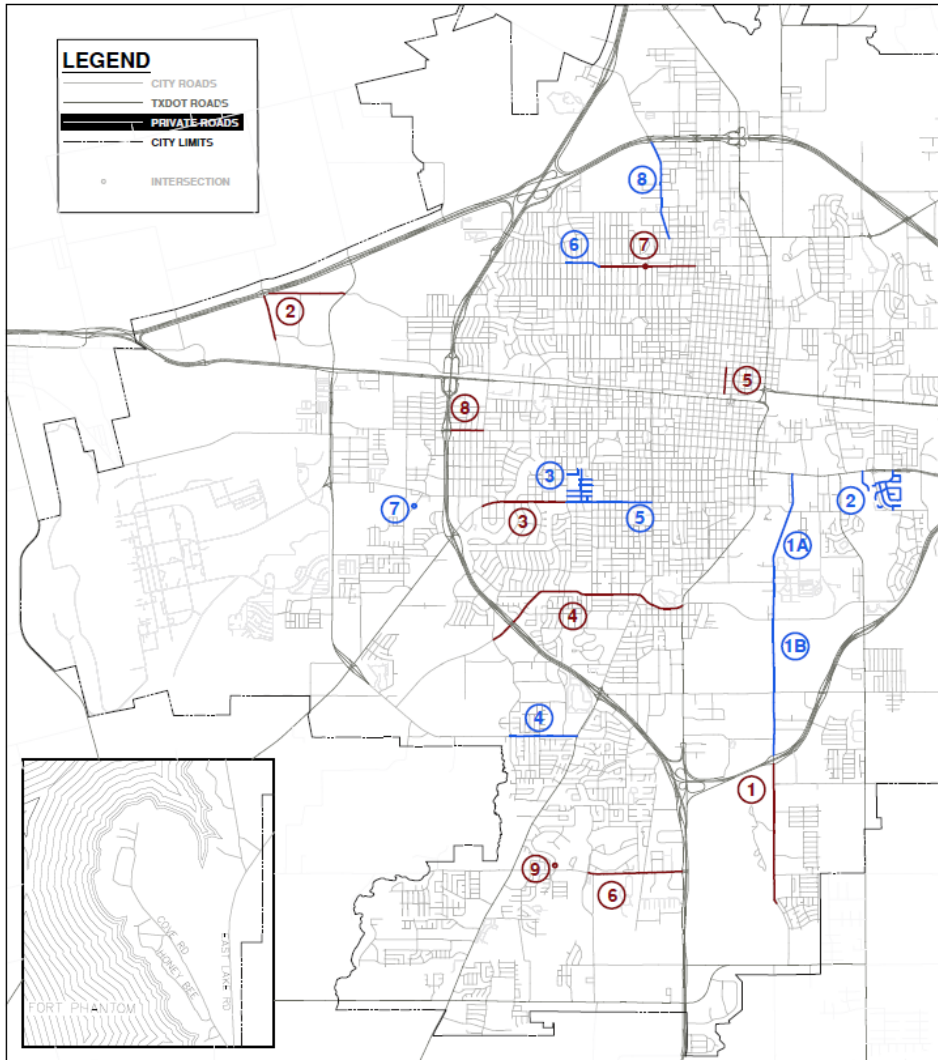
2025-2027 PLANNED PROJECTS

SITE	CSJ	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	FY LET
1	018101069	SH 36	Widen Road - Add Lanes	CR 123	CALLAHAN COUNTY	2025
2	165501036	FM 1750	Intersection Improvements With Right And/Or Left T	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	2026
3	239801062	SL 322	Intersection Improvement	NORTH OF SH 36 (BI 20)	FM 1750	2027
4	239801063	SL 322	Bridge Replacement	AT	MAPLE ST	2027
5	239801064	SL 322	Preventive Maintenance	IH 20	US 83	2027
6	018101067	SH 36	Bicycle And Pedestrian Improvements	BU 83D	FM 1750	2025
7	018101071	SH 36	Hazard Elimination & Safety	at	Maple Street	2027
8	090833116	S 7TH ST	Signal Improvements, Leds & Gps Clocks	at Barrow Intersection	at Barrow Intersection	2027
9	090833104	S 14TH ST	Traffic Signal Improvements	Sayles Boulevard	.	2025
10	090833115	S 14TH ST	Signal Improvements, Leds & Gps Clocks	South Clack Street	S. Treadaway Blvd	2027
11	040706049	US 277	Resurface Roadway	US 83	FM 3438	2026
12	040706046	US 277	Resurface Roadway	FM 3438	SOUTH END OF BNSF BRIDGE	2027
13	227001029	FM 3438	Bicycle And Pedestrian Improvements	MILITARY DR	US 277	2026
14	069901067	FM 89	Widen Road - Add Lanes And Shoulders	1.219 MILES SOUTH OF ELM CREEK	FM 707	2026
15	066303031	FM 1235	Widen Road - Add Shoulders	CR 306	CR 300	2025
16	227001027	FM 3438	Install Illumination	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	2026
17	003306120	US 83	Hazard Elimination & Safety	1300 FT N OF AMBLER	N 10TH ST	2025
18	000605131	IH 20	Hazard Elimination & Safety	AT	WB ENTRANCE RAMP OLD ANSON RD	2027
19	090833112	OLD ANSON RD	Construct Pedestrian Infrastructure	W STAMFORD ST	AMBLER BLVD	2025
20	003308045	BU 83D	Intersection Improvement	AT	PINE ST	2027
21	000606109	IH 20	WIDEN FREEWAY	FM 600	SH 351	2026
22	097502023	FM 1082	Widen Road - Add Shoulders	FM 1226	FM 600	2026

CURRENT CONSTRUCTION

SITE	CSJ	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	CONTRACTOR
1	000610011	FM 18	Rehabilitate Existing Roadway	SH 36	CALLAHAN CO LINE	J. H. STRAIN & SONS, INC.
2	090800130	SL 322	Install Intelligent Vehicle Highway System	VARIOUS	INSIDE ABILENE MPO BOUNDARY	FLORIDA TRAFFIC CONTROL DEVICES, INC.
3	239801056	SL 322	Hazard Elimination & Safety	N 10TH ST	LYTLE CREEK	ROADWAY SPECIALTIES, INC.
4	003306123	US 83	Hazard Elimination & Safety	BUS 83 INTERCHANGE	1300' NORTH OF AMBLER AVE	ROADWAY SPECIALTIES, INC.
5	069901052	FM 89	Widen Road - Add Lanes	NEAR BETTES LANE	JUST NORTH OF US 83	A. L. HELMCAMP, INC.
6	090833107	14TH ST	Construct Pedestrian Infrastructure	ON S 14TH ST FROM PIONEER DR	BARROW ST	BONTKE BROTHERS CONSTRUCTION CO
7	090800106	BUS 20	replacing the rail crossings and signals	Various	Various	BONTKE BROTHERS CONSTRUCTION CO
8	003305089	US 83	Widen Road - Add Shoulders	JONES COUNTY LINE	TAYLOR COUNTY LINE	FNF CONSTRUCTION, INC.
9	306801015	FM 3034	Widen Road - Add Shoulders	US 83	FM 600	FNF CONSTRUCTION, INC.
10	097203021	FM 1082	Construct New Road	WEST OF CHEYENNE CIRCLE	EAST OF DAM	GILVIN-TERRILL, LTD.
11	097203023	FM 1082	Surfacing/Roadway Restoration	EAST OF DAM	FM 3522	J. H. STRAIN & SONS, INC.
12	001101029	SH 351	Preventive Maintenance	ABILENE CITY LIMITS	SHACKELFORD COUNTY	FOUTSCO PAVING COMPANY, LLC

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	Maple (Carriage Hills to Loop 322)	2021 Bond	94%	Epic Construction	\$ 6,837,216.50
2	Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	93%	Epic Construction	\$ 3,678,849.00
3	S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	100%	Bontke Brothers Construction Co., Inc.	\$ 1,369,000.00
4	S 27th Signal Improvements (Treadaway to Catclaw)	Street Maintenance Fee	20%	Willis Electric Company	\$ 738,128.40
5	Cypress Street Reconstruction	TIRZ	50%	Tienert	\$ 9,548,653.00
6	Antilley and Memorial Traffic Signal Improvements	Street Maintenance Fee	30%	Willis Electric Company	\$ 513,885.00
7	N. 18th St. Grape to Mockingbird(Includes N. 18th & Kirkwood intersection)	Street Maintenance Fee	20%	J.H. Stain & Sons	\$ 1,214,164.20
8	S. 7th St. (Danville to Pioneer)	Street Maintenance Fee	0%	J.H. Stain & Sons	\$ 1,127,022.66
9	Glen Abbey Storm Sewer Replacement	Street Maintenance Fee/Stormwater	0%	Bontke Brothers Construction Co., Inc.	\$ 236,109.00
	GRAND TOTAL				\$ 25,263,027.76
	PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN FY 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	2025	\$ 6,800,000.00
2	S7 (Lytle Estates)	Street Maintenance Fee	40% 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	40% Designed	2025	\$ 2,685,000.00
6	N. 18th St. (Willis to Mockingbird)	Street Maintenance Fee	40% Designed	2025	\$ 895,000.00
7	Andy Street Culvert	Street Maintenance Fee	50% Designed	TBD	\$ 150,000.00
8	Old Anson Rd. Walkability Project	TASA Grant	10% Designed	2025	\$ 1,900,000.00
	GRAND TOTAL				\$ 24,835,000.00

CityLink Transit

(February 2025 MPO meeting)

- Employee restroom repairs and remodel project:
 - three employee restrooms in different stages
 - 1st restroom – finishing touches
 - 2nd restroom - 60% complete
 - 3rd restroom – pending start date upon completion of 1st & 2nd restroom
- Shop exhaust fans:
 - 90% complete
- Strategic Study for Micro transit conversion of the Fixed Route system:
 - To Date
 - The consultant: KFH Group
 - 1st request for data December 2024
 - 1st On-Site visit – gather more data, January 29th & 30th

6. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Planning Area Boundary Update
 - Metropolitan Transportation Plan (MTP) Update.
 - FYs 2025-2028 Transportation Improvement Program (TIP) Update.
 - ADA and Title VI Plans.

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
1/23/2024	October 2023	Billing #1		\$12,653.70	\$56,937.90
1/23/2024	November 2023	Billing #2		\$17,864.15	\$39,073.75
2/16/2024	December 2023	Billing #3		\$21,283.31	\$17,790.44
3/12/2024	January 2024	Billing #4		\$14,855.64	\$2,934.80
4/23/2024	Work Order #2	FTA 5303/PL-112	\$220,802.33		\$223,737.13
7/25/2024	February 2024	Billing #5		\$13,868.05	\$209,869.08
7/25/2024	March 2024	Billing #6		\$15,864.80	\$194,004.28
7/26/2024	April 2024	Billing #7		\$16,065.82	\$177,938.46
7/29/2024	May 2024	Billing #8		\$17,524.60	\$160,413.86
8/13/2024	June 2024	Billing #9		\$31,587.08	\$128,826.78
9/16/2024	July 2024	Billing #10		\$41,717.57	\$87,109.21
9/25/2024	August 2024	Billing #11		\$45,097.95	\$42,011.26
12/5/2024	September 2024	Billing #12		\$79,097.37	(\$37,086.11)
12/6/2024	Work Order #3	Carryover FY 2023	\$351,472.60		\$314,386.49
TOTALS			\$641,866.53	\$327,480.04	\$314,386.49
updated as of 12/09/24					

Fiscal year 2025					
October 1, 2024 thru September 30, 2025					
Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
1/23/2025	Work Order #1	FTA 5303	\$107,627.11		\$107,627.11
1/7/2025	October 2024	Billing #1		\$10,938.31	\$96,688.80
1/16/2025	November 2024	Billing #2		\$65,483.95	\$31,204.85
2/11/2025	December 2024	Billing #3		\$27,302.31	\$3,902.54
					\$3,902.54
TOTALS			\$107,627.11	\$103,724.57	\$3,902.54
<i>updated as of 02/11/25</i>					

Operation Report

FULL DOCUMENT IS INCLUDED IN YOUR PACKET.

From **December 11, 2024 through February 10, 2025**, some of the tasks completed by the Abilene Metropolitan Planning Organization (MPO) include the following:

MPO Transportation/Transit Planning:

General MPO -

- Researched, designed, composed and compiled the first MPO Newsletter for 2025, Abilene MPO Insider, Volume #16.
- Updated, scheduled and finalized the list of dates for the 2025 TAC/PB meetings and presented for input. Sent out calendar meetings for the TAC and PB for 2025, along with updating membership email lists.
- Provided information for the Federal Highway (FHWA) Audit questions.
- Created an Adobe Portable Document Format (PDF) of the MPO website, proofed the links and latest document approval dates. Updated MPO website with 2025 meeting dates, newsletters, reports, forms, updated membership list, etc.

Maps -

- Attended numerous online GIS training classes to improve mapping skills.

Reports and Plans-

- FYs 2025-2050 Metropolitan Transportation Plan (MTP) including: Proofed/updated document numerous times, progress meeting with consultants to discuss tasks/document, updated and researched MTP Project Listings, compiled excel sheet to calculate TAC rankings,

posted public notice of 20-day comment period for MTP, presented final to the Policy Board, compiled public comments for documentation, and printed out the final MTP. Submitted final document to FHWA, FTA, and TxDOT for approval. Verified MTP Projects using Cat 4R funding with TxDOT Connect. Compared MTP projects to MTP maps to identify all projects are in the correct locations and located on the map.

- Completed the FY 2024 Annual Performance and Expenditure Report (APER), including coordination with City Finance/CityLink, and submitted report to TxDOT, FHWA, and FTA.
- Compiled and updated information into the ESTIP for FYs 2025-2028 Transportation Improvement Program (TIP) for FHWA exceptions.
- Performance Measures including: researched information on new TxDOT data, updated resolutions for FY 2025 Safety Performance Measure (PM 1) and FY 2024 Pavement and Bridge Performance Measures (PM 2), presented resolutions and data to TAC, and compiled information for PB meeting.
- Researched and put together a draft update of the Title VI Plan and created a draft of American with Disabilities Act (ADA) Plan.
- Created a Google Map for Abilene Catclaw Sidewalk- Ward Elementary Transportation Alternatives (TA) Project.

MPO Boundary –

- Followed up with TxDOT on the status of the MPO Boundary Expansion.

Director's Report

Abilene MPO Director's Report Policy Board Meeting February 18, 2025

Work Tasks

- **MPO Planning Area Boundary Update:**

The Abilene Metropolitan Planning Organization (MPO) currently utilizes a Metropolitan Planning Area (MPA) boundary that was last revised in 2006. In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. There were numerous committee meetings and presentations to both the Technical Advisory Committee and the Policy Board. We gave presentations to all the affected entities (Callahan County, City of Buffalo Gap, City of Clyde, City of Hawley, City of Lawn, City of Merkel, and City of Tuscola). The Policy Board took action to approve the changes at their April 16, 2024 meeting. On June 25, 2024, the technical memo and revised boundary information was submitted to TxDOT. We were notified on October 3, 2024 that TxDOT has submitted the boundary expansion request to the Governor's Office and they are in the process of reviewing the submittal and providing the final sign-off. On November 20, 2024, TxDOT informed us that the Governor's legal staff is reviewing and we should know something shortly on the approval. On January 7, 2025, the latest update is that the Governor's office had some questions about the Texas Administrative Code and the United States Code references in the documents. Those responses were given to them on December 23, 2024 by TxDOT and they acknowledged receipt of that information but did not provide any additional information on a timeframe for completion.

- **Metropolitan Transportation Plan (MTP) Update:**

The Policy Board at their December 17, 2024 meeting approved the Metropolitan Transportation Plan (MTP). After information was added about the public participation process, the consultants submitted the final plan to the MPO on December 20, 2024. This was then submitted to TxDOT on January 9, 2025. We are waiting for acknowledgement from TxDOT, FHWA, and FTA on the document.

- **FYs 2025-2028 Transportation Improvement Program (TIP) Update:**

The FYs 2025-2028 was approved by the Policy Board on April 16, 2024. It was due into the STIP Portal by COB on July 1, 2024. It was subsequently administratively amended on May 13, 2024 and July 31, 2024. Statewide there was a November 2024 revision to the STIP. As of December 12, 2024 the original FYs 2025-2028 was still awaiting approval by FHWA and FTA. On December 18, 2024 we received notification that FHWA placed exceptions on some of the projects so those were not approved. MPO staff was waiting on the final MTP so that the exceptions could be lifted. On January 16, 2025 the final MTP was uploaded into the STIP portal, FHWA reviewed the information, and the exceptions were lifted from all projects.

- **ADA and Title VI Plans:**

On December 19, 2024, the MPO staff had a webinar with TxDOT on Title VI plans. On December 20, 2024 a follow-up meeting pertaining to Americans with Disabilities Act (ADA) was set-up by TxDOT. The consensus from these two webinars were that the MPO's Title VI Plan needed to be updated and we needed to create an ADA plan. Staff will be working on these two items in the future.

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

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

9. Adjournment.



Our next meeting is:

April 15, 2025

Thank you for all you do for transportation!