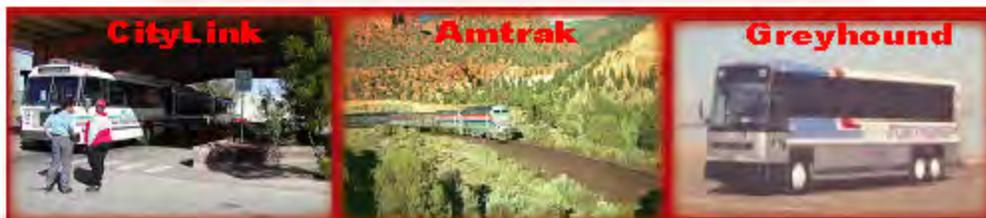


Abilene

Metropolitan Planning Organization



Abilene Multimodal Transit Terminal Feasibility Report



**October 2002
(February 2003 Update)**

Prepared by

The Goodman  Corporation

Abilene Multimodal Transit Terminal Feasibility Report

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Prepared in cooperation with the Texas Department of Transportation and the
U.S. Department of Transportation, Federal Highway Administration, and
Federal Transit Administration.

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CHAPTER ONE – INTRODUCTION AND BACKGROUND

This *Abilene Multimodal Transit Terminal Feasibility Report* describes the research and recommendations associated with a possible multimodal transit terminal for local bus (CityLink), regional bus (Greyhound), regional rail (Amtrak), and rural transit providers. Descriptions of the operating characteristics of CityLink Abilene, Greyhound Lines, three rural service providers, and the City of Abilene *Downtown Abilene Strategic Action Plan* (May 1998), are provided in this report. Abilene, Texas, is located 160 miles west of Dallas/Ft. Worth and is the largest city in Taylor County with approximately 116,000 residents.



Figure 1.1 – The arrival of the railroad in 1881 prompted hundreds of people to reside in Abilene, marking its place in history’s westward expansion movement. The T&P Depot, built in 1910, is a reminder of Abilene’s rich history.

Still rooted in agriculture, Abilene’s current economy is supported by additional practices such as commerce, manufacturing, oil, and Dyess Air Force Base.

CityLink Abilene

CityLink is recognized as one of the top transit systems of its size in Texas. The system consists of 12 fixed-routes, a downtown trolley service, and a demand-response service (see Figure 1.2). As CityLink prepares for future growth, plans for a new transit facility become critical. Although CityLink has outgrown its current operations and maintenance facility, this has not slowed its production of a healthy annual ridership total of 498,730 in 2001. Additionally, CityLink’s total budget for 2001, based on the most recent NTD report, is \$1,569,492.

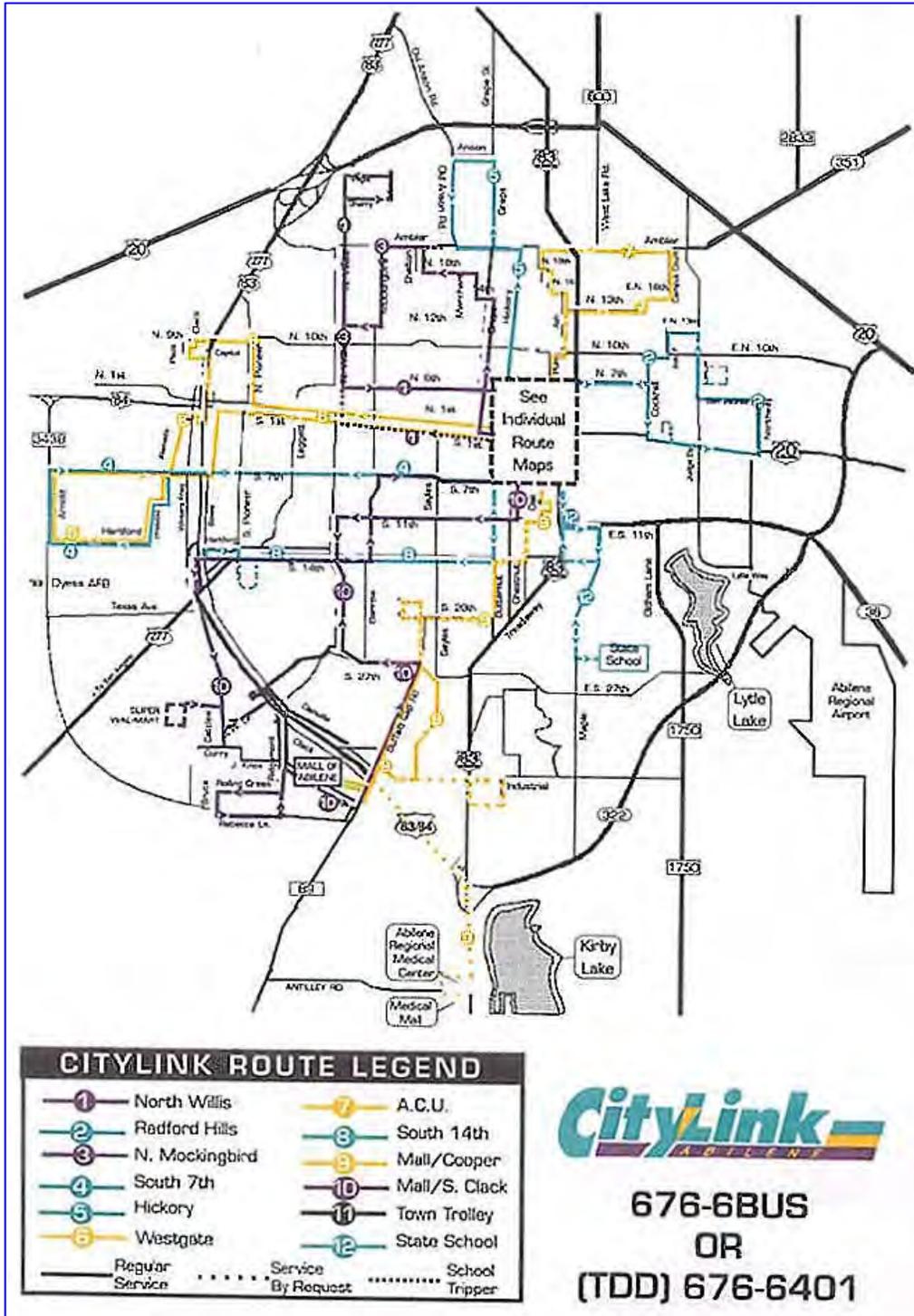


Figure 1.2 CityLink's fixed routes and downtown trolley route. CityLink also provides demand-response service.

Greyhound Lines

Greyhound Lines, Inc., is interested in relocating its services to the multimodal facility mainly due to poor conditions at its current facility. While grants are slated to fund cosmetic repairs in the interim, it has not effected Greyhound's decision to share space with CityLink in the future. Greyhound service includes six daily routes to the west and six to the east (see Figure 1.3).

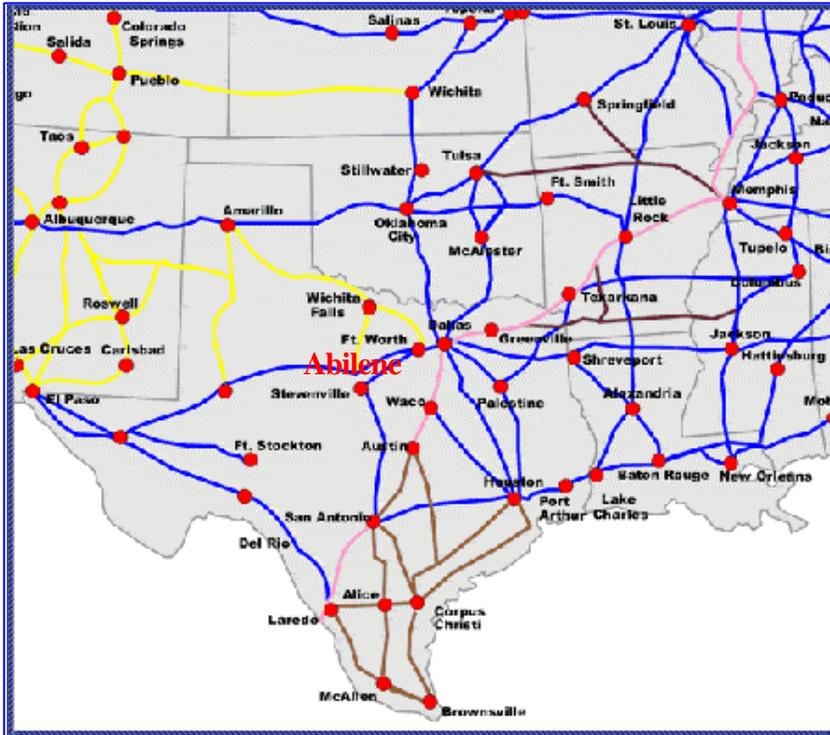


Figure 1.3 – The Greyhound Terminal, located at N. 6th Street and Cedar Street, operates 365 days a year, 24 hours a day.

Between February 2001 and January 2002, inbound and outbound traffic statistics for the Greyhound Abilene branch totaled 8,673 and 8,768, respectively. Greyhound's passenger totals for the 12-month period include 20,694 outbound passengers and 20,659 inbound passengers, with the summer months of June through August as peak travel times.

Amtrak Line

Amtrak's approved re-route service to Abilene is scheduled for arrival in 2003. The westbound Sunset Limited line will depart Ft. Worth, making one stop in Abilene daily with continuing service to Midland, Odessa, El Paso, and, finally, Los Angeles. A second stop will be available in Abilene during circulation eastbound from Los Angeles to Ft. Worth. An opportunity to locate the Amtrak passenger hub at the T&P Freight Warehouse is favorable since it runs along the rail; however, these plans have not been finalized.

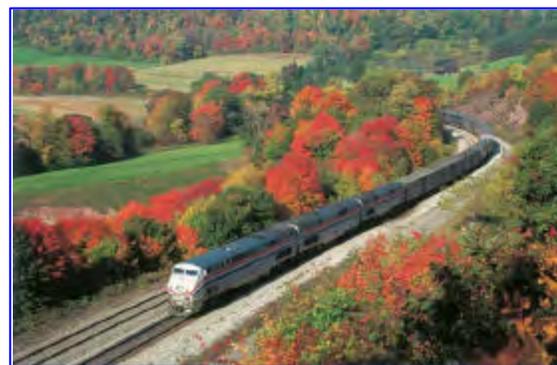


Figure 1.4 – Amtrak Line

Rural Providers

Three rural service providers are interested in utilizing the transit terminal because of the current dwell times spent in Abilene. The first, Stage Transit (TRAX), serves Taylor County and two counties west of Abilene. The second, City and Rural Rides (CARR), serves eight counties south and east of Abilene. The third, Double Mountain Coach, serves six counties north of Abilene. Each of these agencies would utilize terminal parking and break room facilities between service runs.

Need For a Multimodal Transit Terminal

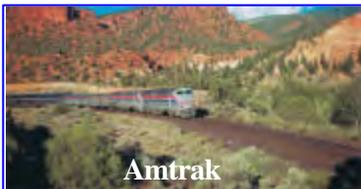
The need to examine the feasibility of a new Multimodal Transit Terminal arises because:



- CityLink's (the local transit provider) current terminal site is inadequate and unable to provide for maintenance, storage, and transfer activities. This inadequacy is exacerbated further as CityLink tries to provide space for rural providers.



- Greyhound's (a natural partner in a terminal with CityLink) existing facility is inadequate in size, its physical facilities have deteriorated, and it is poorly located in relation to CityLink and access to a possible Amtrak terminal and major arterials.



- With Amtrak as a partner in a terminal, the range of transit mobility is extended from local demand-response services, city bus, regional bus, and national rail access.



- Stage Transit, City and Rural Rides, and Double Mountain Coach rural transit providers have already requested access to a new multimodal transit terminal. In addition, shared vehicle storage with CityLink is being implemented.

A transit terminal serving CityLink, Greyhound, and other rural service providers would make for a seamless transition between the different providers, thus, making transit a more attractive mobility option. Combined with possible Amtrak service (Abilene is planning for an approved Amtrak alignment), the opportunity to integrate rural demand-response, CityLink, Greyhound, and Amtrak services into one operation has obvious benefits. These benefits include the following:

- Providing seamless transit services from the national rail to regional bus to local bus to rural door-to-door pick-up and delivery service;
- Sharing physical facilities and operations personnel;

- Providing enhancements is less likely in a small single-mode operation. Daycare, food services, and retail facilities are anticipated in the project; and
- Complementing the City's *Downtown Abilene Strategic Action Plan (May 1998)*. The plan's goals include implementing streetscape and landscape enhancements, creating cultural and business diversity, identifying Downtown with daytime and nighttime activities, and continuing efforts to attract businesses and citizens downtown.

Public Participation

Creating a transit facility plan was possible due to the collaborative efforts of the project team and the Advisory Committee, whose members include:

- Janna Willardson, Greyhound
- Robert Allen, MPO
- Brent Black, CityLink
- James Condry, City of Abilene
- Mike Morrison, City of Abilene
- John Dugan, City of Abilene
- Elizabeth Grindstaff, City of Abilene
- Debra Rector, Texas Department of Transportation

Four workshops were conducted between the months of October and January. These workshops introduced alternative sites, developed preliminary criteria for ranking individual sites, identified funding/implementation strategies, assessed space requirements for each transit provider, selected the highest ranking site based on final criteria, and introduced conceptual site, terminal, and enhancement designs.



October 2001 Workshop – The focus of this workshop was to identify suitable sites and appropriate alternative site evaluation criteria. The Advisory Committee was introduced to several examples of various facility layouts. The purpose of these exhibits was to address possible facility limitations or advantages based on the configuration of potential sites.

November 2001 Workshop – This workshop prepared site evaluations on six sites (Alexander, Freight Warehouse, Waldrop, Cotton Warehouse, 7th and Walnut, and existing site) which were presented to the Advisory Committee based on specific criteria. Comments from the Advisory Committee assisted in the ranking process.

December 2001 Workshop – This workshop modified the site recommendations after dropping the Freight Warehouse and Alexander sites and expanding the Waldrop site. A new site at 2nd and Treadaway was also added. Illustrations/Site changes and the ranking materials were distributed to the Advisory Committee and were discussed.

January 2002 Workshop – This workshop revised the rankings and preliminary cost estimates and the comments from the Metropolitan Planning Organization (MPO) and the City of Abilene were introduced to the Advisory Committee. Two alternative sites, the Cotton Warehouse and 2nd at Treadaway, were chosen as the final sites during this workshop. This workshop also focused on developing a funding strategy for local match without requiring city funds.

Figure 1.5 was taken at one of several Advisory Committee meetings. Shown is an exercise in ranking sites focusing on the issues that typically arise in site selection choices and during development of usable criteria for rankings.

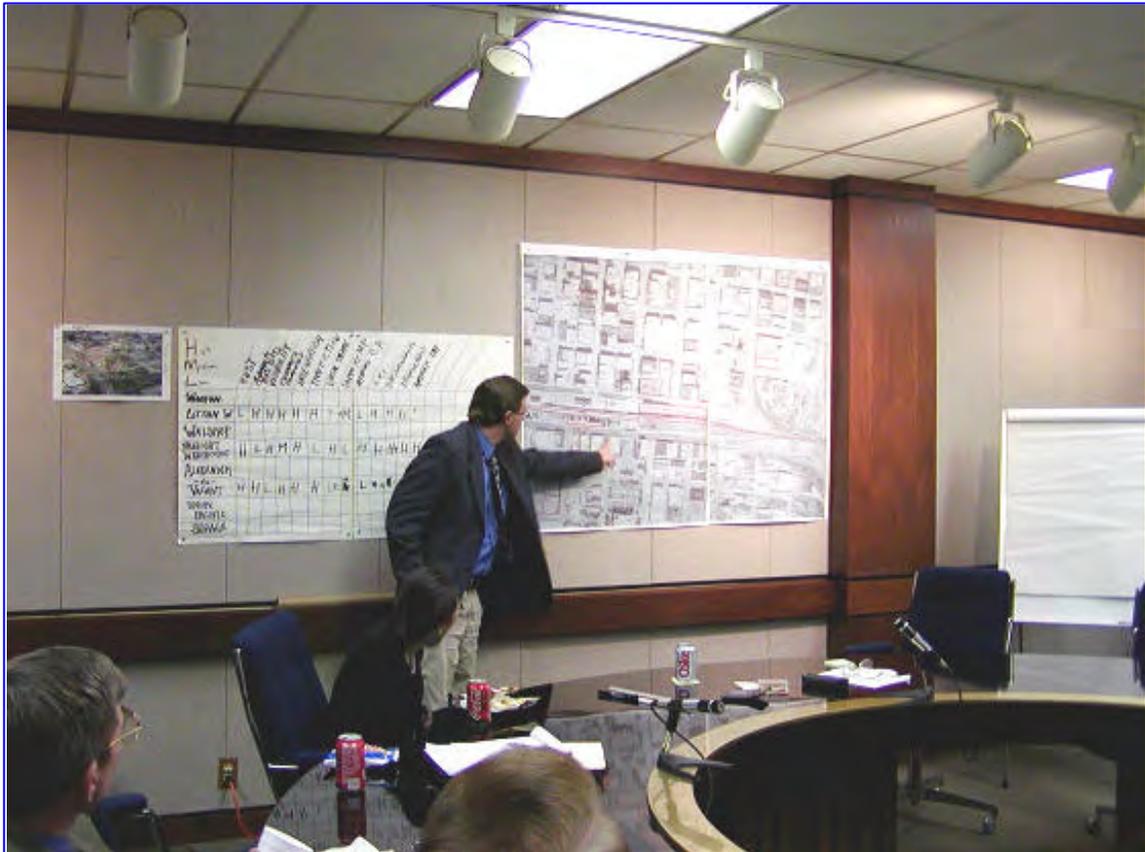


Figure 1.5 – Advisory Committee Meeting

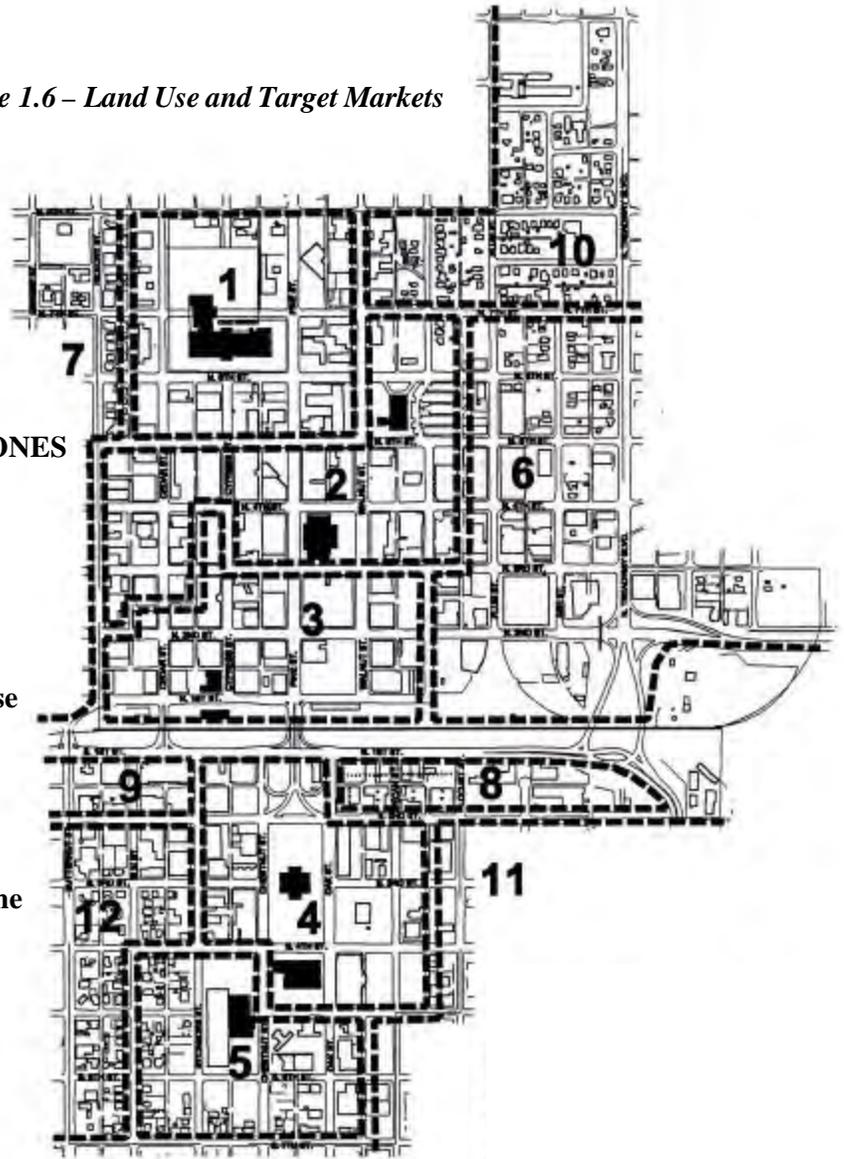
Downtown Abilene Strategic Action Plan

The *Downtown Abilene Strategic Action Plan* (May 1998) identifies 12 different districts, each with its own characteristics, opportunities, and problems. Not all districts are suitable for a multimodal transit terminal. Some contain sensitive receptors such as residential neighborhoods, schools, and churches. Some are prioritized for revitalization, some for preservation. The process of identifying alternative sites and their performance rankings included the incorporation of *Downtown Abilene Strategic Action Plan* priorities. Importantly, opportunities near the heart of Downtown activity and existing and proposed transit pedestrian corridors were pursued. Conversely, the need to be a “good neighbor” precluded some sites due to possible disruption of redevelopment or preservation envisioned in the *Downtown Abilene Strategic Action Plan*.

Figure 1.6 – Land Use and Target Markets

LAND USE AND TARGET MARKET ZONES

1. Civic Center Area
2. Business and Financial Core
3. Historic, Cultural, Retail, and Entertainment Zone
4. County/City Government Area
5. South Business/Financial District
6. East Transitional Industrial/Warehouse Zone
7. West Church Area
8. South 1st Street Strip – East
9. South 1st Street Strip – West
10. Northeast Neighborhood
11. Southeast Transitional/Warehouse Zone
12. Southwest Transitional Residential



Source: Downtown Abilene Strategic Action Plan, City of Abilene, May 1998

CHAPTER TWO – ANALYSES AND FINDINGS

Process

The process of determining the feasibility of a possible multimodal transit terminal includes:

- Determining the building(s) space program and site requirements for CityLink and Greyhound (including the identification of shared use opportunities).
- Identifying initial alternative sites that provide obvious opportunities to accommodate the terminal program requirements and also have acceptable access capabilities, and are located in a way that positively supports the *Downtown Abilene Strategic Action Plan (May 1998)*.

This *Abilene Multimodal Terminal Feasibility Report* presents the building requirements for a possible multimodal terminal, a description of the sites analyzed, the criteria employed to rank alternate sites, and the results and recommendations for site selection.



Building Requirements

Building space requirements for the multimodal transit terminal combine the needs of CityLink and Greyhound. The combined program is then reduced by the amount of shared facilities (seating area, restrooms, etc.). The CityLink program includes a daycare center and the Greyhound program includes a food service facility. In addition to terminal facilities, building space requirements include administrative offices for CityLink and Greyhound. *Table 2.1* provides a breakdown of space requirements delineated into terminal, administrative offices, retail, and daycare.

Table 2.1 – Multimodal Transit Terminal Building Space Requirements					
	Greyhound		CityLink	Shared	Total
Ticketing	80				
Ticketing Que	160				
Bag Wells	30				
<i>Subtotal</i>	270				
GCX/GPX	40				
	80				
	27				
<i>Subtotal</i>	147				
Lobby/Seating	800				
Lobby/Bus Que	800				
<i>Subtotal</i>	1,600		1,600	(800)	
Restrooms	300				
<i>Subtotal</i>	300		300	(300)	
Food Service	650				
<i>Subtotal</i>	650				
Miscellaneous					
Phones	64				
Lockers	18				
H ₂ O	20				
ATM	10				
Other	370				
<i>Subtotal</i>	482		400	(150)	
Dispatch					
<i>Subtotal</i>			150		
Total	3,449	+	2,450	(1,250)	= 4,649

Table 2.2 – Administrative Offices Space Requirements (Sq.Ft.)					
	Greyhound		CityLink	Shared	Total
Administrative	1,200		2,000	(300)	
Restrooms	300		300	(300)	
Conference/Training			800		
Break/Ready Room			1,000		
Miscellaneous	250		500		
Total Net	1,750	+	4,600	(600)	= 5,750

Table 2.3 – Daycare - Retail Space Requirements (Sq.Ft.)					
	<i>Greyhound</i>		<i>CityLink</i>	<i>Shared</i>	<i>Total</i>
Daycare			2,000		
Retail			1,000		
Total Net			3,000		4,000

Site Requirements

In addition to accommodating the building program for the multimodal transit terminal facility, the site must also accommodate the need for bus bays, circulation, parking, landscaping, and Greyhound’s GCX/GPX facilities.

Table 2.4 – Site Requirements			
<i>Site</i>	<i>Operator</i>	<i>Sq. Ft.</i>	<i>Total</i>
Terminal Building (footprint)		4,649	
Administrative Building (footprint)		5,750	
Daycare – Retail Building (footprint)		3,000	
<i>Subtotal</i>		13,399	
Automobile Parking	Greyhound (13 spaces)	3,900	
	CityLink (11 spaces)	3,300	
	Daycare-Retail (8 spaces)	2,400	
	Shared (8 drop-off spaces)	1,580	
<i>Subtotal</i>		11,180	
Bus Circulation, Bus Bays and GCX/GPX Access	Combined	35,000	
	Greyhound (4 bays)		
	CityLink (12 bays)		
	Shared (2 bays) CityLink + rural service providers		
<i>Subtotal</i>		35,000	
Pedestrian Waiting, Circulation, Landscaping	Combined	35,000	
<i>Subtotal</i>		35,000	
Total Site Requirements*			94,600

* These building and site requirements will vary as a function of the characteristics of the site (access, shape, adjacent uses) and building configuration (one centralized terminal, three separate buildings, one floor, two floors, etc.).

The typical block in Downtown Abilene is 300 feet by 300 feet (property line to property line). The following site selection process recognizes the need for a site approximately one block in size. However, two of the sites that were analyzed were comprised of portions of more than one block.

Alternative Sites

Seven sites were thoroughly evaluated during the course of this project (*see Figure 2.1*). Each site is located within the Downtown Tax Increment Finance (TIF) District and offers a unique characteristic or quality, such as size, good location, and cost-effective advantages in which to support a terminal. A description of each alternate site analyzed is also presented.

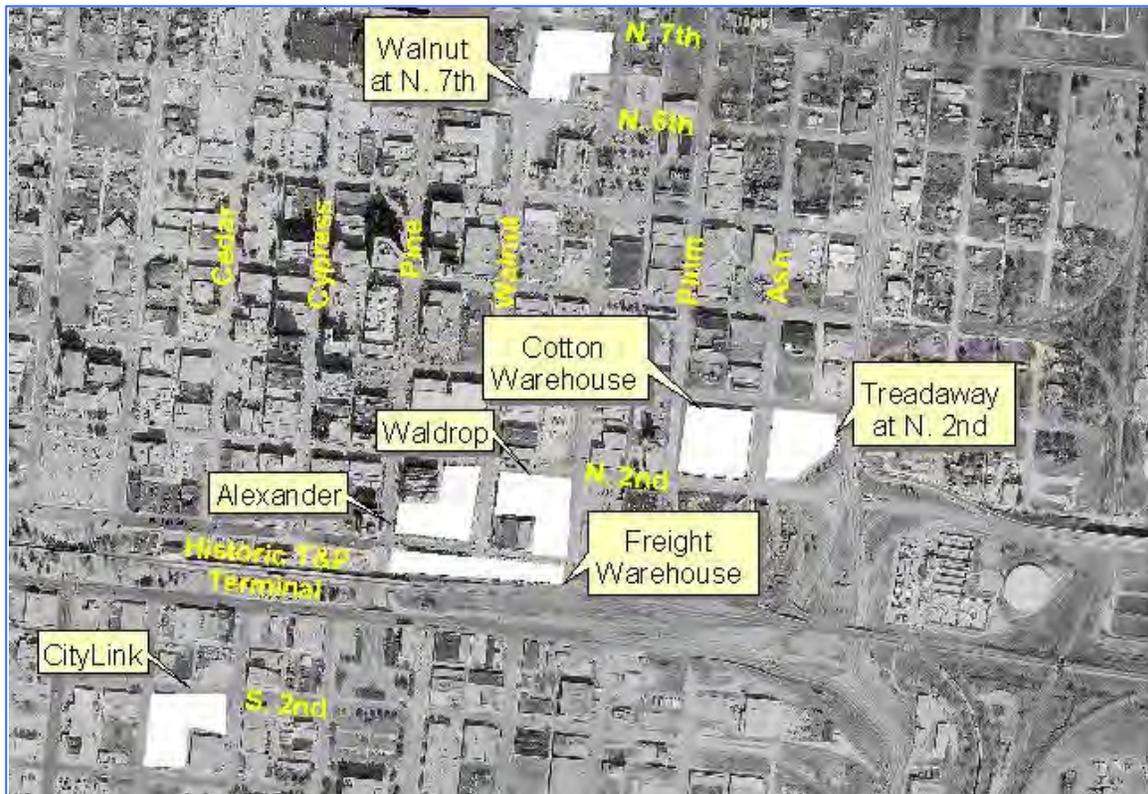


Figure 2.1 – Sites Analyzed

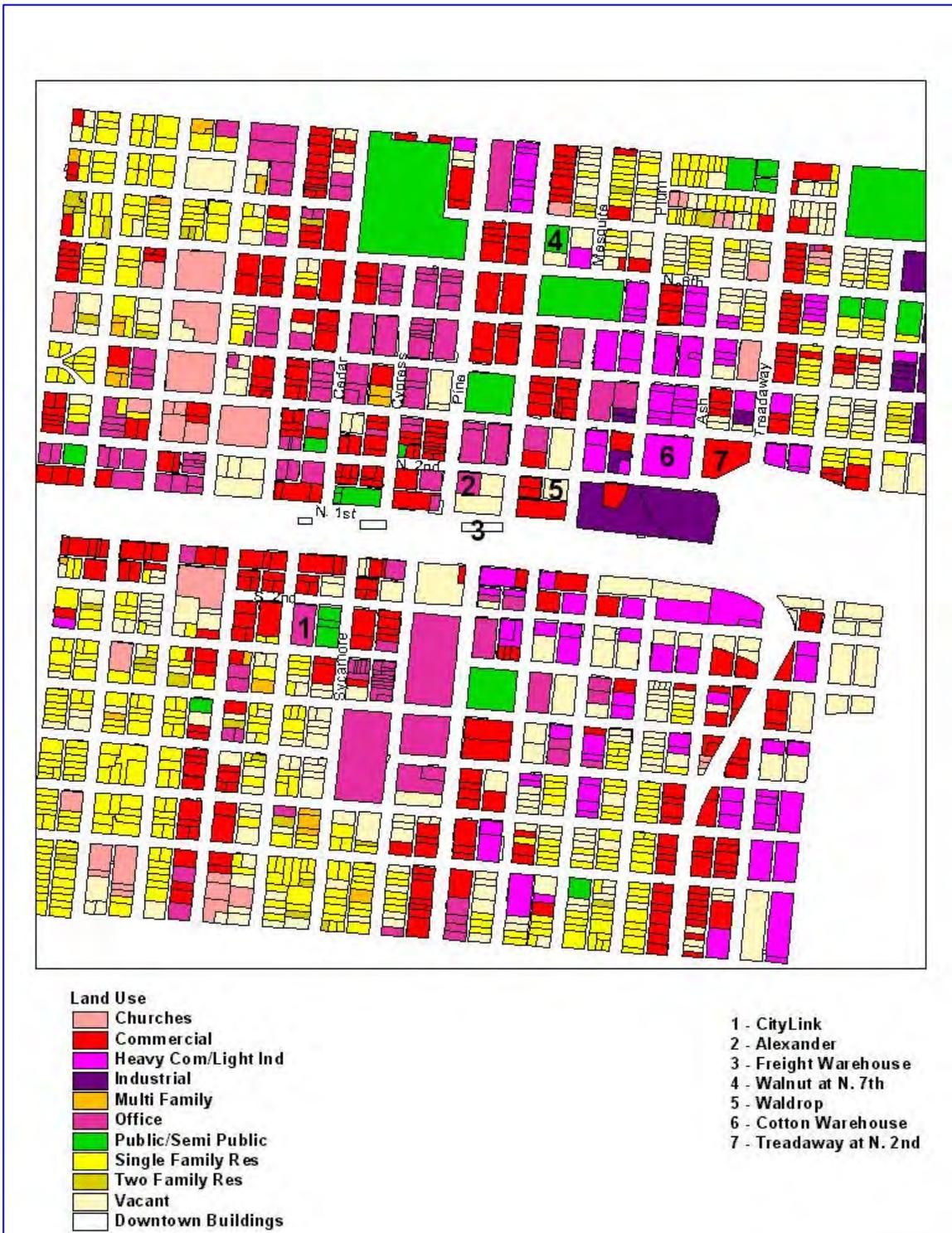


Figure 2.2 - Downtown's core consists of primarily commercial and industrial land uses; its periphery is a mix of residential, commercial, and industrial uses.

Site 1 - An alternative site option is expanding the current **CityLink** facility. Located on S. 2nd Street, a commercially driven area, CityLink serves as the transit authority for Abilene (*see Figure 2.2*). This site consists of the CityLink office, an enclosed parking and storage yard, and a covered bus depot. CityLink currently utilizes approximately 5,000 sq. ft. of office space and is interested in acquiring an additional 2,000 sq. ft. to improve facilities for its patrons and 55 employees. Fulfilling these and accompanying space requirements (Greyhound, rural transit) is possible through the acquisition of the adjacent Old South Mattress Company property currently in business. The property is appraised at \$126,000.



CityLink

Site 2 - The **Alexander** site is located across from the Alexander Building on Pine Street and consists of the entire parking lot for the Alexander Building. Important surrounding uses include Grace Museum, Visitor Center Museum Complex, and the National Center for Children’s Illustrated Literature (NCCIL). Entertainment facilities such as these draw a significant number of visitors each year.



Alexander

Site 3 - The **Freight Warehouse**, built in 1916, is located on N. 1st Street. This is one of many historically significant sites in Zone 3. In the past this building has served as a freight depot. It has recently served as a bar and restaurant. Site 3 is currently available and has adequate space in terms of office use. However, the parking lot has a narrow, elongated layout that would limit the number of bus bays available for CityLink and Greyhound. The location occupies a position along the railroad tracks and the future Visitor Center Museum Complex.



Freight Warehouse

Site 4 - The **Walnut at N. 7th** site is located north of City Hall. This site is in Zone 2 adjacent to the Northeast Neighborhood (Zone 10). Surrounding land uses vary from commercial to the west and single- to multi-family residences to the east (*see Land Use Map*). Because the City of Abilene owns the majority of the block, acquisition and availability are of minimum concern. Surrounding uses include a mixture of office/commercial and residential uses.



Walnut at N. 7th

Site 5 - The **Waldrop** site occupies $\frac{3}{4}$ of the block between N. 2nd and N. 1st streets and between Mesquite and Walnut streets. Part of Zone 3, the Historic, Cultural, Retail and Entertainment Zone, it would benefit from the surrounding uses. The site consists of the entire parking lot and the two-story building in the northwest quadrant. Eliminating these parking spaces would not be a concern since downtown has adequate parking. The cost to purchase this site is listed at the reasonable price of \$66,300.



Waldrop

Site 6 - The **Cotton Warehouse** site, located next to the Treadaway and N. 2nd site, is in Zone 6. A former cotton storage facility, it is currently non-operational and available on the market through B&R Investments. Acquisition costs based on 2001 market prices would be \$133,400; however, the seller has requested a higher offer. Its size could accommodate facility requirements of both CityLink and Greyhound. This historic building is not of major importance. Further study or documentation will be required if selected.



Cotton Warehouse

Site 7 - The **Treadaway at N. 2nd** site is owned by Jackson-Post and operates as a retailer. Located in Zone 6 (East Transitional Industrial/Warehouse Zone) of the *Downtown Abilene Strategic Action Plan*, it is surrounded predominately by commercial/industrial land uses (*see Figure 2.2*). The Texas Forts Trail Visitor Center, to be parallel to this site, is a potential transit attractor for the terminal. The cost to purchase this site is \$439,900.



Treadaway at N. 2nd

Evaluation Criteria

A good site is one that ranks positively in providing effective, convenient transit services while being a good neighbor at the same time. A suitable site should include the following factors.

- Provide the space to meet the needs of the service providers and their customers.
- Access to major thoroughfares with minimum disruption to nearby neighborhoods.
- Avoid negative impacts on the environment.
- Enhance the larger purpose of positive economic development.

The following criteria was developed to rank the alternative sites:

- *Size* – Ability of site to meet space requirements for Greyhound, CityLink, and rural providers.
- *Cost* – The cost to purchase the property and relocate operating businesses if necessary.
- *Availability* – Current availability of site dependent upon business situation (in-service vs. out-of-service).
- *Environmental* – Potential environmental risks from prior or current uses and sensitive receptors (residential neighborhoods).
- *Shared Uses* – Potential of site to accommodate Greyhound and additional business interests (i.e., daycare, retail).
- *Surrounding Uses* – Nature of other uses in the area and the compatibility of such to a terminal.
- *Funding* – Ability to capture funding resources.
- *Convenience* – Customer accessibility to terminal and buses.
- *Strategic Action Plan* – Supports goals and objectives in the *Downtown Abilene Strategic Action Plan (May 1998)*.
- *Visibility* – Extent to which site is visible to potential customers and general public.
- *Access* – Accessibility to higher-order streets in the network and accessibility to Greyhound and CityLink route structures.
- *Amtrak* – Proximity to future Amtrak service.

Site Evaluation and Key Findings

The illustrations and related comments reveal the most significant opportunities and problems associated with each alternative site.

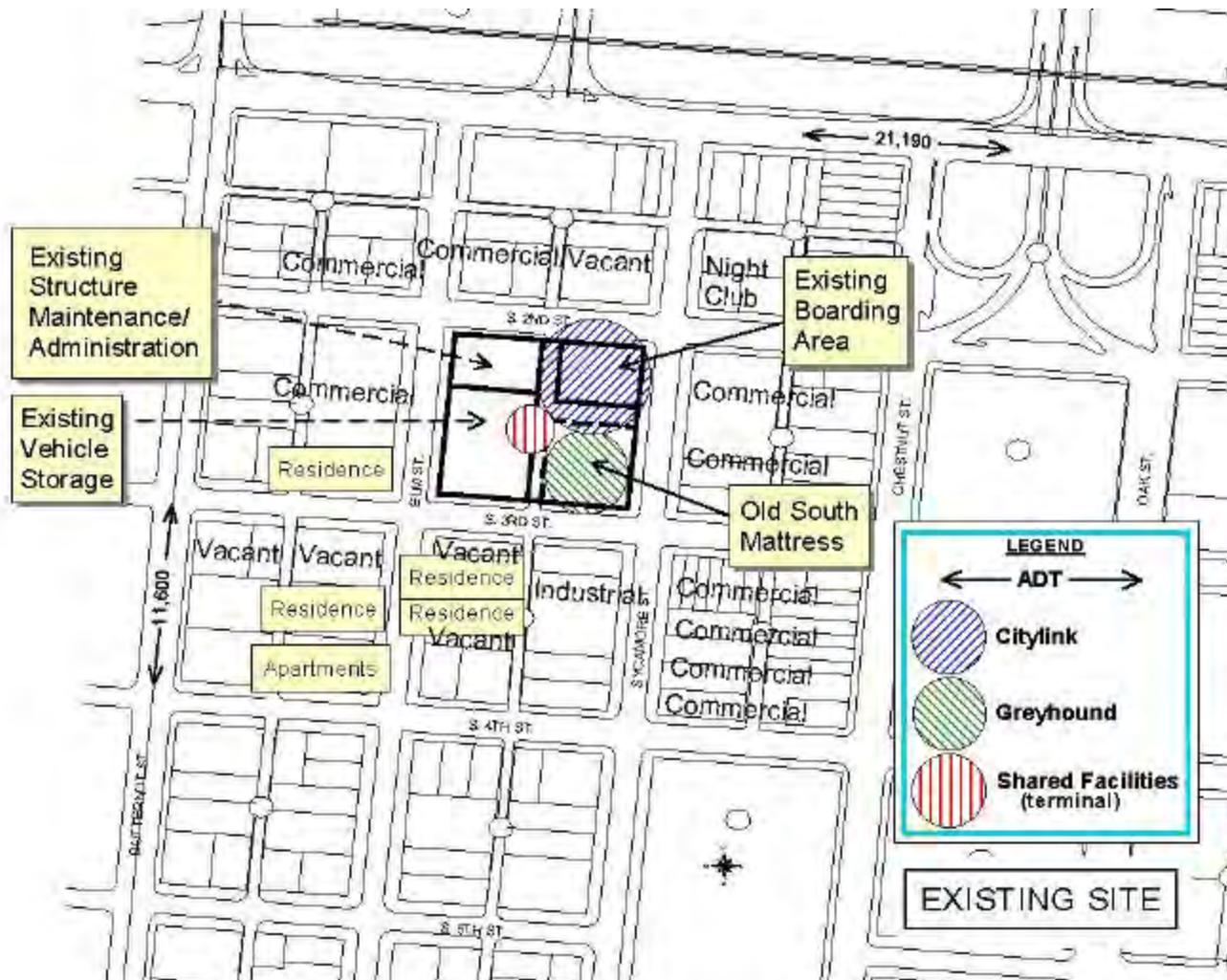


Figure 2.3 - Analysis revealed that the existing site would need expansion onto adjacent properties. This, plus the difficulties associated with working around the maintenance facility and bus yard, made operations more difficult than would be the case on a “clean site of adequate size.”

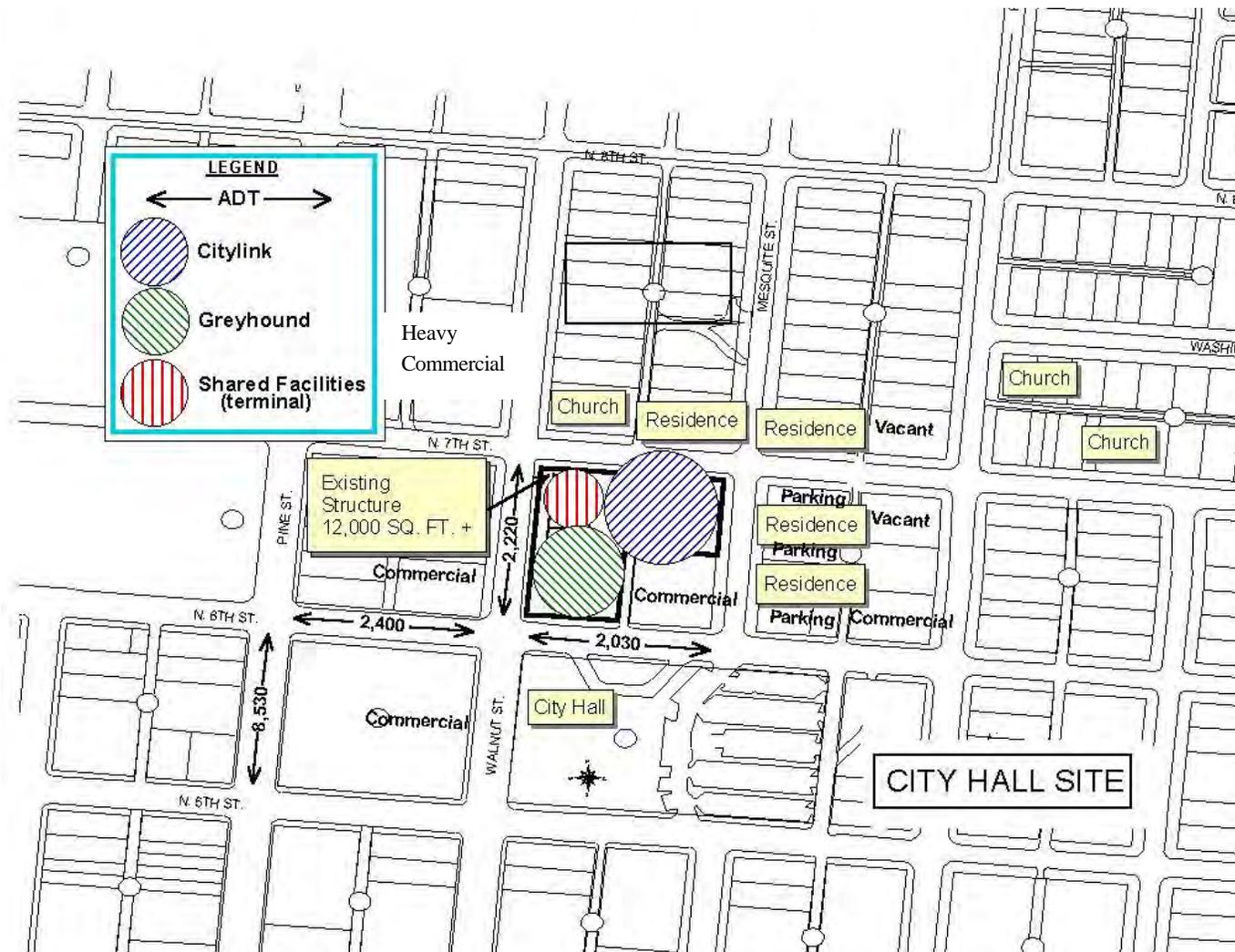


Figure 2.4 - Analysis revealed that this site was at the edge of a neighborhood with residences to the north and east and a church to the north. Traffic volumes are low and, since the City of Abilene owns $\frac{3}{4}$ of the site, it ranked high for possible local share for state or federal funding.

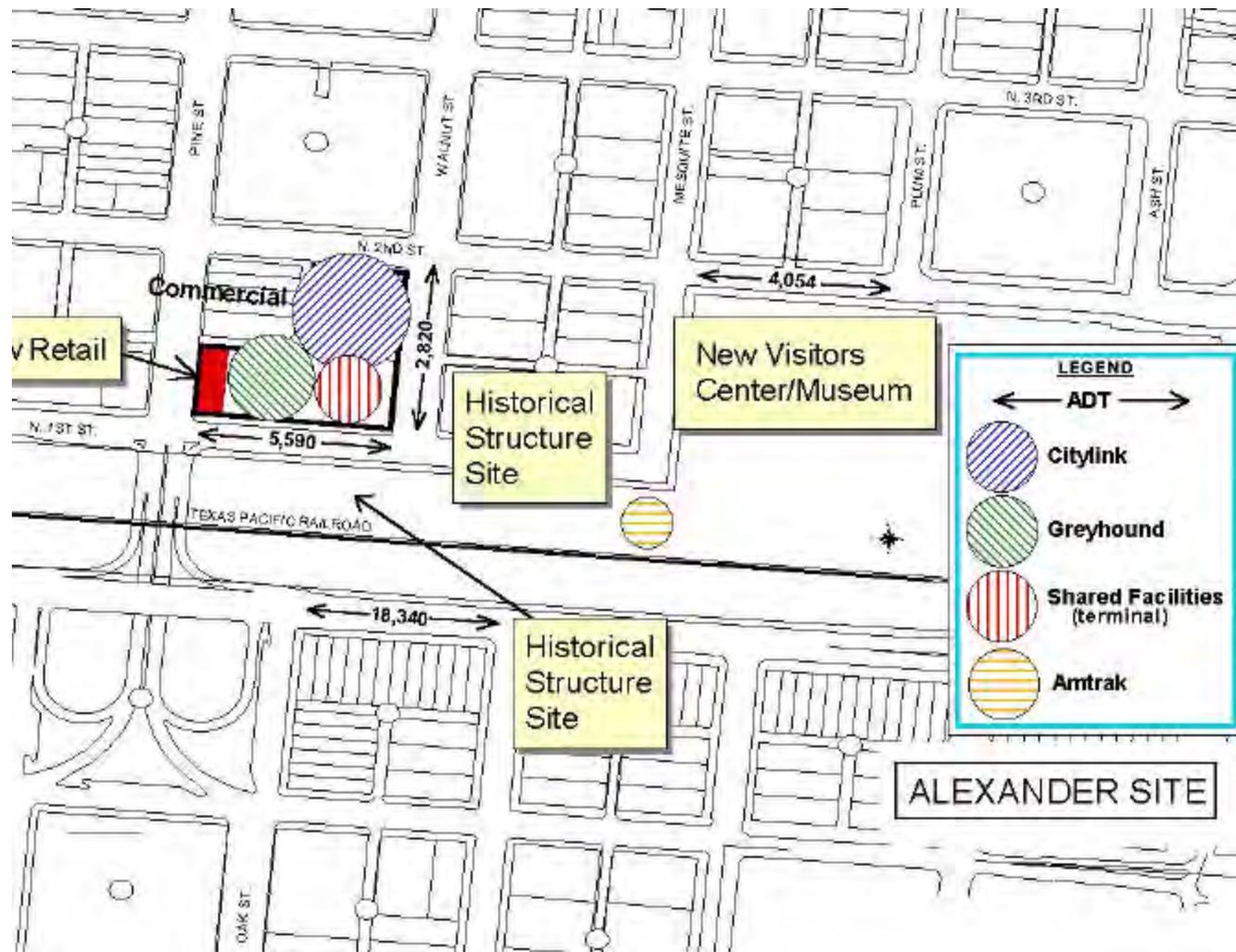


Figure 2.5 - Analysis revealed the difficulty in replacing surface parking in a garage located above a ground-floor terminal. The expense and structural limitations associated with parking above a terminal are major problems in utilizing the Alexander site.

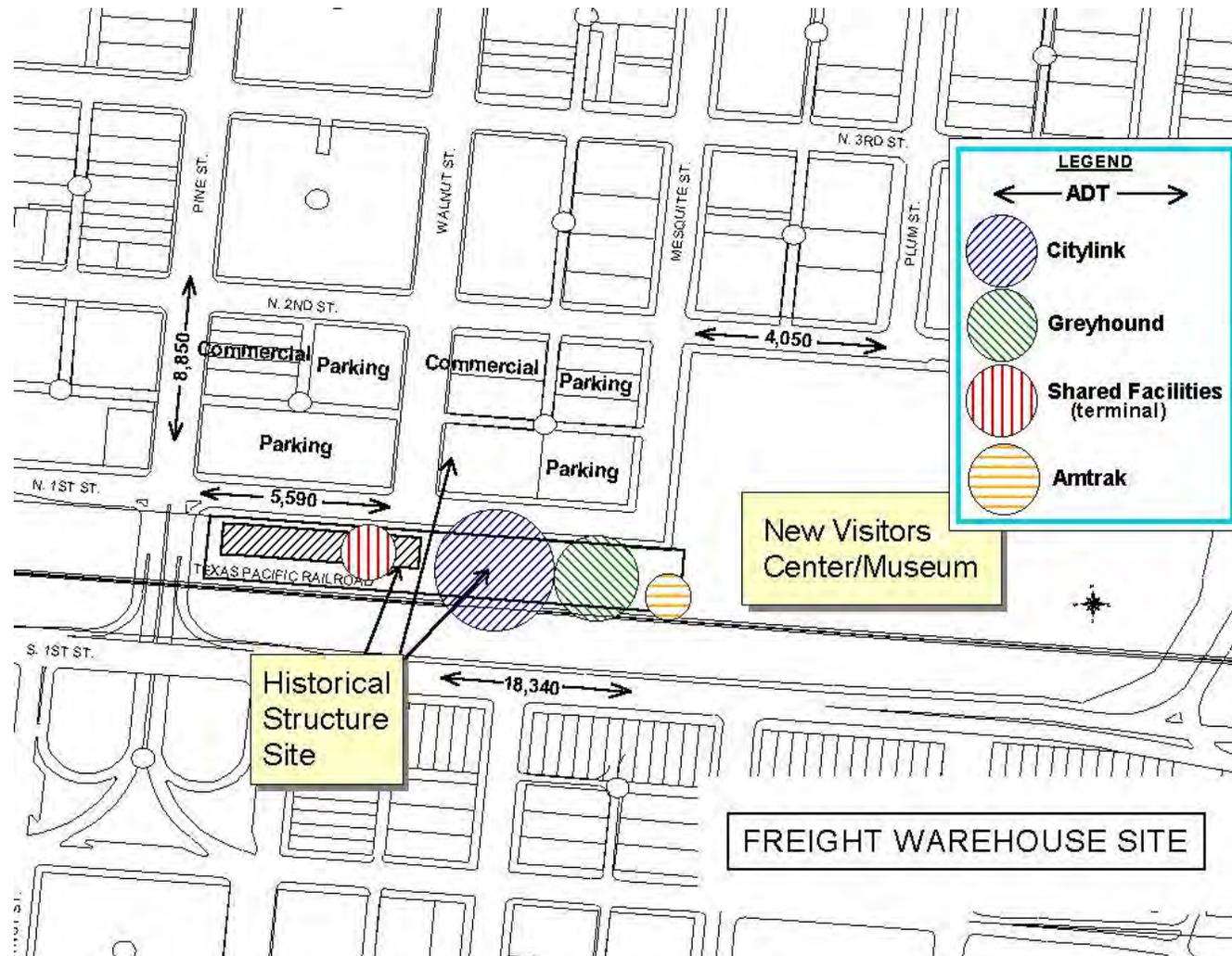


Figure 2.6 - Analysis revealed the difficulty in using an unusually long and narrow site for transit operations. The historical Freight Warehouse building could be used for retail or restaurant development as part of the Downtown Abilene Strategic Action Plan (May 1998).

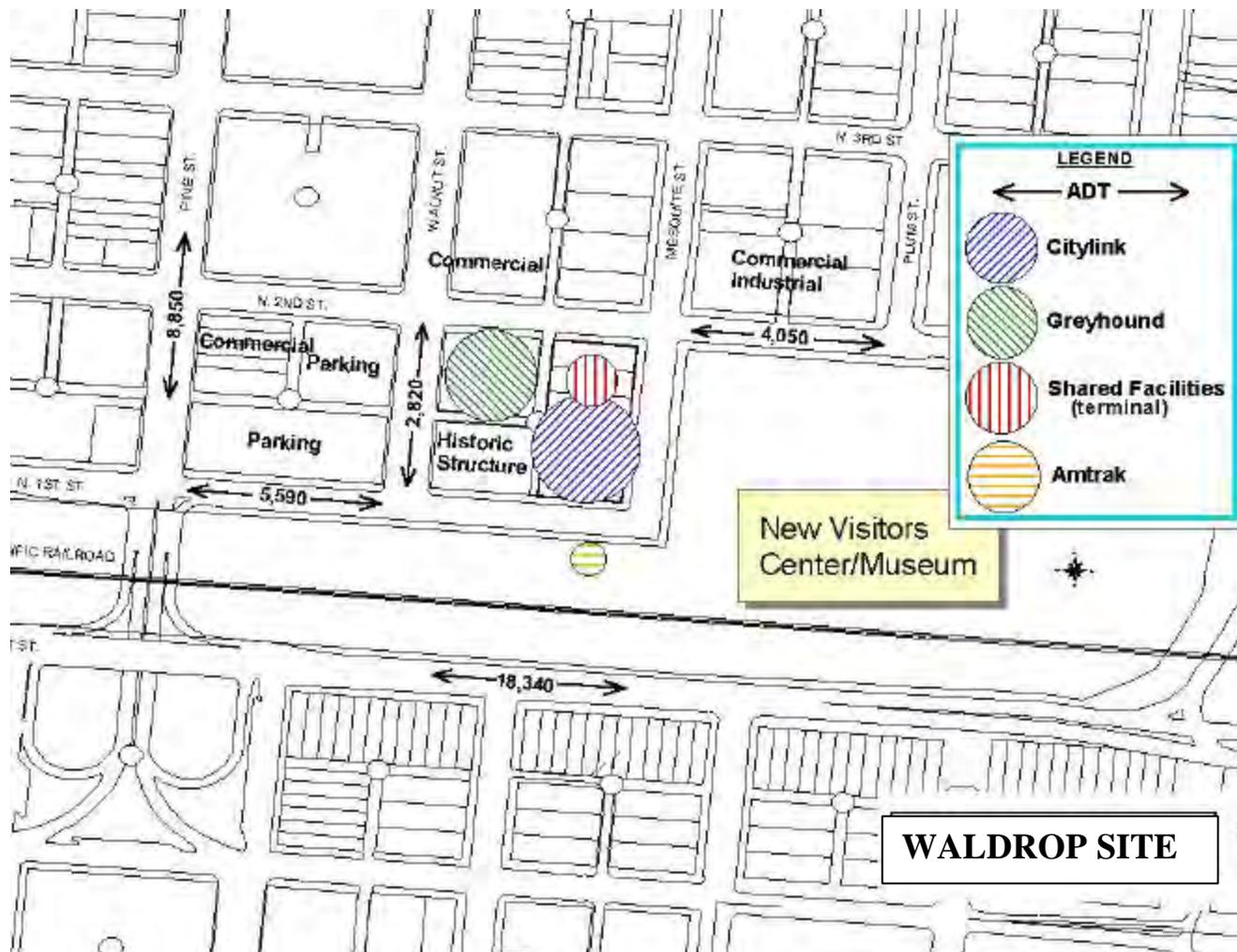


Figure 2.7 - Analysis revealed additional costs attributed to requiring more space. Even with the additional space, access is limited to N. 1st Street and the local streets surrounding the perimeters.

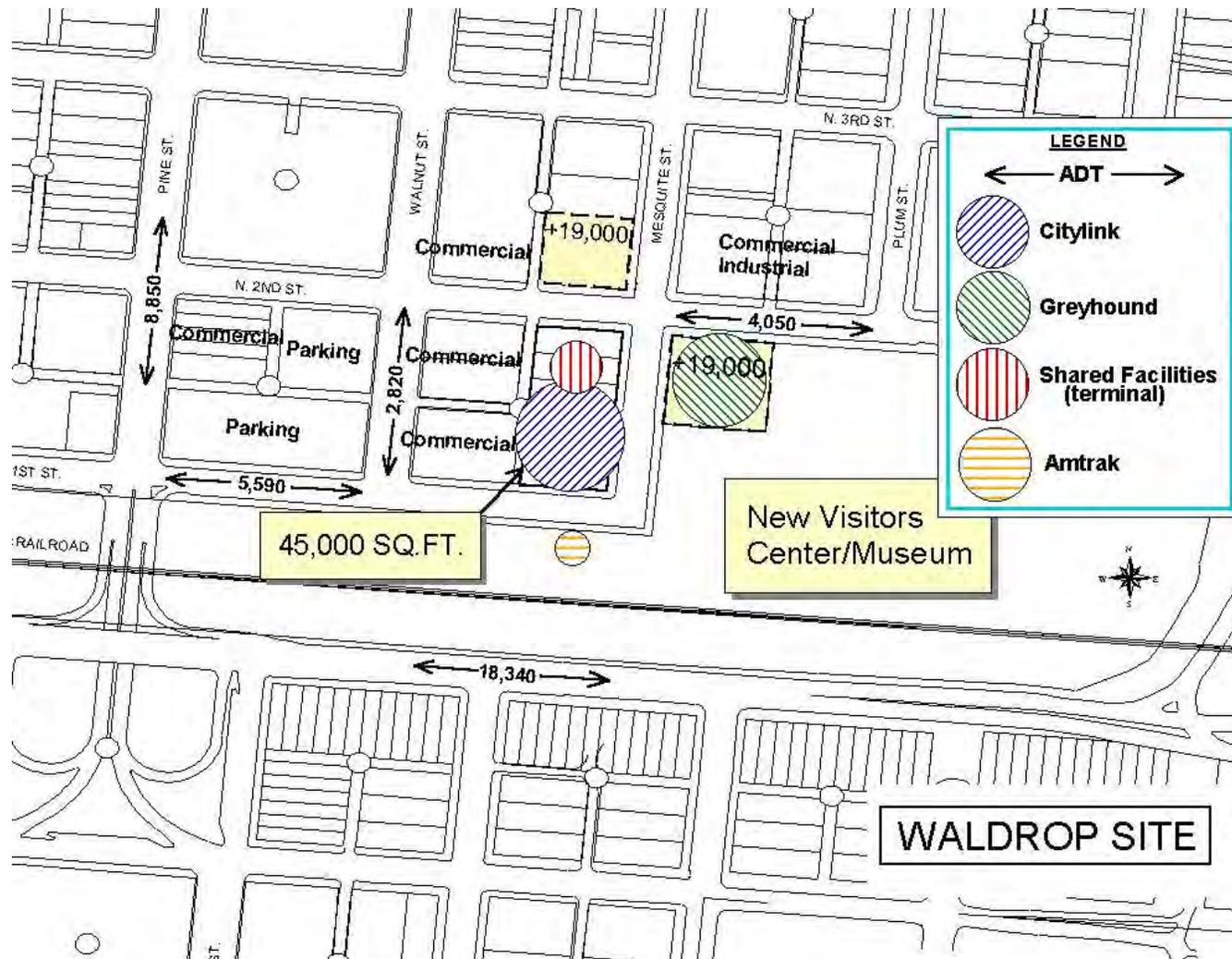


Figure 2.8 - Analysis revealed the size inadequacy that would require additional separated properties, thus, reducing opportunities for shared facilities and operations.

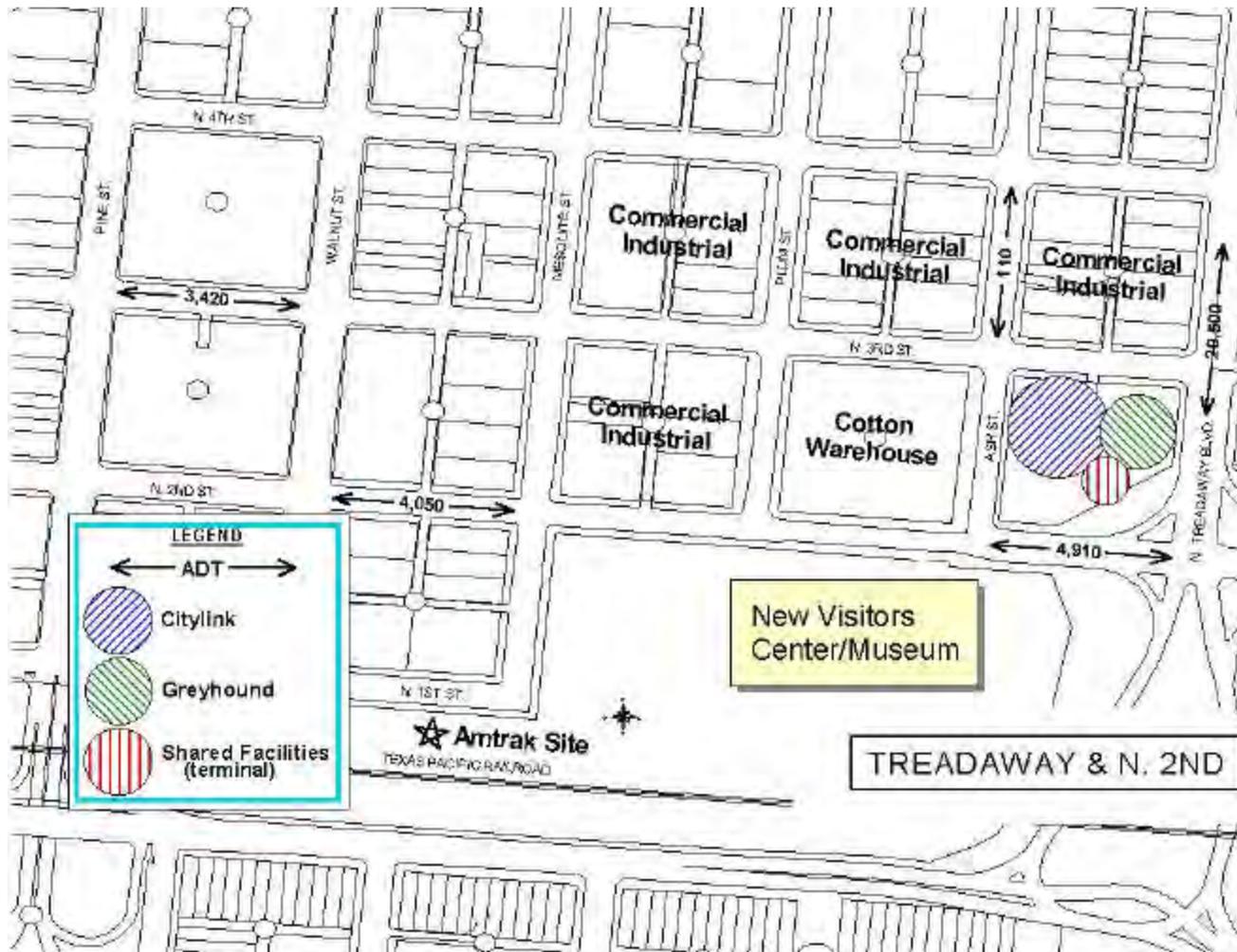


Figure 2.10 - Analysis concluded that this site is well located since it is surrounded by compatible commercial/industrial land uses. It is also served by two major arterials (N. Treadaway and N. 1st). The size of this site is more than adequate for the space requirements.

Site Rankings

Identification, modification, and elimination of alternative sites were performed in a two-step process.

Step One

The first ranking was made up of six sites; their relative scores are presented below. The same scale used on school report cards was used by the project team and the Advisory Committee. As revealed in *Table 2.5*, all of the sites ranked in the mid-20s with the exception of the Cotton Warehouse site, which performed the highest with a score of 40 points. Importantly, fatal flaws were discovered on three of the initial six sites. In spite of the overall score for any particular site, there can be a flaw so fatal that simply ranking it with a zero fails to reveal the true lack of ability to be used as an acceptable site.

Fatal Flaws Preliminary Site Evaluations

Alexander Site - The Alexander site currently contains approximately 100 parking spaces. These spaces would have to be replaced. The cost to provide a parking structure (\$10,000 per space) and a multimodal transit terminal on this site is prohibitive and the structure associated with elevated parking is incompatible with the open spaces required for bus operations.

Freight Warehouse Site - This site is long and narrow, making it unsuitable for bus bays and pedestrian access. Because the site abuts only one street, access is inadequate to serve a multimodal transit terminal.

Waldrop Site - This site (½ block) is too small to contain the site and space requirements.

As a result of the first ranking, two sites (Alexander and Freight Warehouse sites) were eliminated. The third site (Waldrop) was expanded to include an additional ¼ block west.

Table 2.5 – Preliminary Site Evaluations (First Pass)

SITES	<i>CityLink</i>	<i>Alexander</i>	<i>Freight Warehouse</i>	<i>Walnut at N. 7th</i>	<i>Waldrop</i>	<i>Cotton Warehouse</i>
CRITERIA						
Size	2	0	2	3	0	4
Cost	4	0	1	3	2	2
Availability	2	2	4	2	3	4
Environmental	1	2	2	3	4	2
Shared Uses	2	2	4	2	0	4
Surrounding Uses	2	3	2	1	4	4
Funding	2	2	4	4	2	2
Convenience	2	2	1	2	0	4
<i>Strategic Action Plan</i>	2	3	1	2	3	3
Visibility	2	2	2	1	2	4
Amtrak	2	2	3	1	3	3
Access	4	2	0	1	3	4
TOTAL	27	22	24	25	26	40
GRADING	A = 4	B = 3	C = 2	D = 1	F = 0	

Step Two

In addition to dropping the Alexander and Freight Warehouse sites and including an expanded Waldrop site, a new Treadaway at N. 2nd site was added. The alternative sites were evaluated in a second ranking including more detailed analysis.

Site rankings (of the performance of alternative sites across relevant criteria) were developed in conjunction with review and input by the Advisory Committee. Three of the four workshops that were conducted focused on site alternatives and their evaluations.

The annotated spreadsheets that follow were developed with initial input from the consulting team. The Advisory Committee reviewed this initial input. Based on this review, initial rankings were modified. The reasoning behind the specific rankings presented in *Table 2.6* is presented on the spreadsheets that follow.

<i>Table 2.6 – Final Site Evaluations (Second Pass)</i>					
SITES	<i>CityLink</i>	<i>Walnut at N. 7th</i>	<i>Waldrop</i>	<i>Cotton Warehouse</i>	<i>Treadaway at N. 2nd</i>
CRITERIA					
Size	2	2	2	4	3
Cost	4	3	3	2	1
Availability	3	3	3	4	1
Environmental	3	3	2	1	2
Shared Uses	1	3	3	3	4
Surrounding Uses	2	3	3	3	4
Funding	2	3	4	4	4
Convenience	3	2	2	4	4
Strategic Action Plan	2	3	3	3	4
Visibility	1	1	3	3	4
Amtrak	1	0	4	3	2
Access	3	2	2	4	4
TOTAL	27	28	34	38	37
GRADING	A = 4	B = 3	C = 2	D = 1	F = 0

Table 2.7 – Preliminary Site Evaluations		
Criteria	CityLink	Comments
Size	2	Keeps existing boarding area for CityLink, adds boarding area for Greyhound and Shared facilities. Yard is too small and may require off-site parking for a portion of the fleet. Building is too small and would require a 2,000 sq. ft. addition (shared with Greyhound).
Cost	4	<p>City already owns ¾ of site and an administration building. These would have to be replaced on all other sites.</p> <p>MPO: Existing "administration building" has more value as an area to expand direct maintenance support activities than as an administration and client services area. The existing CityLink administrative area is currently marginally adequate and insufficient to accommodate future growth, especially with desired and expected expansion and integration of services. Essentially, a new building would have to be built even if this site is used. The Old South Mattress Company quarter will probably cost approximately \$150,000 plus relocation expenses.</p> <p>Use of the CityLink site would trigger the need to acquire additional area for vehicle storage, preferably in the immediate vicinity. Cost estimates from the WAG chart for land with appropriate site development and security are approximately \$50,000, if a friendly seller can be found. This is an expense that would not be incurred at any other site. Also lost would be the desirable opportunity to use the current transfer facility as protected vehicle storage, which is an opportunity cost unless a cover were provided at additional direct cost at the necessary new vehicle storage site. A ranking of 3 is generous for this site. Total direct costs for site acquisition would probably be approximately \$200,000. This is almost as much as the Waldrop site but for less desirable property.</p>
Availability	3	<p>Depends on Old South Mattress Company</p> <p>MPO: There is an existing retail business at this location. Owners' attachment to property is uncertain. Relocation should not be difficult if owner(s) is willing. Site for additional vehicle storage should be reasonably easy to acquire but would require a separate transaction.</p> <p>CityLink: City owns ¾ of site and an administration building would have to be replaced on another site.</p>
Environmental	3	<p>No historical structures, good access means less pollution.</p> <p>MPO: No reason to expect on-site contamination. Air pollution not an issue except for immediately adjacent residential uses. Abilene is well inside attainment standards for air quality. Intercity buses minor contributor compared to local fleets. The minor differences in locations of sites under consideration should have no distinguishable effect on general air quality. The existing building is a low-priority historical structure. Buildings directly across S. 2nd and diagonally across S. 2nd and Sycamore to the northeast are "high priority" in survey of historic properties but not selected for the official local register of historic properties.</p>
Shared Uses	1	<p>Will depend on further design development; however, layout flexibility may be restricted due to existing facilities.</p> <p>MPO: The existing primary maintenance facilities should be moved, on or off the current site. Their position in the block definitely limits site</p>

		flexibility. Likelihood of walk-in traffic to help support food service or other retail is virtually zero. Poor commercial location, undesirable surrounding uses, and site restrictions make other office/service opportunities infeasible.
Surrounding Uses	2	Access from the south and east passes through residential areas. If routed carefully this can be avoided. MPO: Presence of two large active bars across intersection to the northeast affects transit image negatively. Bar traffic/parking could conflict with evening operations for Greyhound. No residential use nearby to the east, some to the west?
Funding	2	MPO: Existing real estate already dedicated to transit. Opportunities to use other funds as leverage possible with considered, but unprogrammed, projects, but very uncertain. Ranks lowest.
Convenience	3	May be difficult with existing building, bus yard and loading areas.
<i>Strategic Action Plan</i>	2	MPO: No help; no harm.
Visibility	1	MPO: Visibility terrible. Location obscure even to locals who are not already CityLink clients or bar patrons.
Amtrak	1	Only one site, City Hall, is farther away from rail. MPO: Old station site fairly close and track crossing is provided by tunnel for pedestrians, but station is not in line-of-sight and pedestrian access is seriously impeded by busy highway. Mesquite station site would have virtually no connection. City: There is not much difference in accessibility for CityLink. There is only one route to the east and one to the northeast of this area. The rest of the route structure is west of the area. The farther the site is from the maintenance facility (at existing site), the greater the deadhead miles. CityLink: One block from S. 1 st lot
Access	3	One block from S. 1 st Street. MPO: This is the only site that is not on a designated collector or arterial street. There is poor distribution to north and east for CityLink. This lacks signals at S. 1 st to allow protected left turns. Unusual configuration of the nearest intersections along S. 1 st creates operational hazards. Access is good, but not great, from the standpoint of Greyhound route operations, due to above situations.
<i>TOTAL</i>	<i>27</i>	

Criteria	Walnut at N. 7th	Comments
Size	2	MPO: ¾ of a block, 63,000 sq. ft., in an “L” shape. Possibility of sharing maneuvering space and/or parking with City Credit Union on remainder.
Cost	3	This estimate could change to a 4 because the City owns a portion of the property. This savings must be offset by cost for new space, if needed. In that case, this estimate could change to a 2. MPO: The City already owns 3/4 of the block, 63,000 sq. ft. The only direct cost of site acquisition would be the relocation of existing City uses. No cost, free, but way ahead of the other sites.
Availability	3	MPO: The City already owns ¾ of the block, 63,000 sq. ft. Relocation of existing City uses would be required but the timing for such an activity is ideal due to current space relocation studies for all other downtown City offices.
Environmental	3	There are no historical structures nearby. Air pollution may be affected depending upon routing. MPO: No on-site problems. Air pollution is not an issue except for effect on adjacent residential and daycare. Structure housing daycare northeast across N. 6 th and Mesquite intersection is on official local register of historic properties. House on southeast corner of same intersection directly across Mesquite from site is a medium-priority historic property not selected for register.
Shared Uses	3	MPO: Proximity to City Hall promotes shared uses of training and conference areas, increases likelihood of walk-in business to support food service. Site restrictions keep this from being a 4.
Surrounding Uses	3	Church across N. 7 th from the site. Neighborhoods to the east contain a significant number of churches and residences. This becomes less of a problem if buses can be routed away from the east. MPO: The "church use" across the street to the north is a Christian Ministries food pantry and services outreach location. The site serves the same general demographic that makes up the local transit-dependent population. The proximity of City Hall, thrift stores, and a thriving low-income entertainment site (bingo) provides added opportunity for choice ridership. N. 6 th and N. 7 th streets to the east are already used by Greyhound and two CityLink routes, so the effect of bus routing on locations not immediately adjacent will be unchanged from current conditions, which have not generated any known complaints. Residential uses and a daycare around the northeast corner are the only drawbacks.
Funding	3	Site already owned by the City and can qualify as local match against other funding. MPO: The entire site is owned by the City. Appraisal value for raw land that constitutes most of site is low. Ability to incorporate existing building and count toward match possible but probably impractical. Possible tie-in with generally planned but unprogrammed improvements to the west.
Convenience	2	MPO: Site size/shape constricts on-site convenience, but type and proximity of surrounding land uses would be convenient for many customers.

<i>Strategic Action Plan</i>	3	MPO: Creates a transportation hub convenient to Civic Center and City Hall. Creates improvement in a targeted area.
Visibility	1	No comment
Amtrak	0	MPO: Essentially no commonality with potential Amtrak station sites.
Access	2	MPO: Adjacent to collector streets but not arterials. No operational problems in immediate vicinity. Good distribution north and west side routes, fair distribution south and east side. Signal at N. 7 th for Greyhound access to Treadaway. Slightly more convenient for Greyhound than current location.
<i>TOTAL</i>	28	

Criteria	Waldrop	Comments
Size	2	It uses ¾ of block. MPO: Site will be the same size and shape as City Hall site. Excess ROW width on Mesquite would add to flexibility.
Cost	3	MPO: Tax appraisals show valuations totaling approximately \$220,000. One civic-minded owner, willing to sell, not likely to try to "stick it to" the City on price. Relocation involves only commercial storage, owner friendly to relocation. Underground storage tank was removed from the Waldrop site or the ROW adjacent to it.
Availability	3	MPO: <i>(See comments associated with cost.)</i>
Environmental	2	MPO: No on-site contamination problems or adjacent residential. Three-story on-site building is a high-priority historical property not selected for local register. Structure has reasonable practicality for retention and incorporation into facility. Pfeifer Building adjacent on southwest corner of block is on National Register of Historic Places as Wooten Grocery Warehouse. Waldrop Furniture Store building on Walnut across N. 2 nd is on local register and has received historic zoning.
Shared Uses	3	MPO: Existing historic structure contains 30,000 sq. ft of floor space and could provide an attractive street front facing main downtown area for retail or food service (if building can be adapted for reuse). Structure is situated on-site in a manner that least restricts other site development and has best potential for serving all other portions of site. Site size restricts some possibilities.
Surrounding Uses	3	Could be part of the Visitor Center Museum Complex, might contain additional support facilities or compatible land uses.
Funding	4	MPO: Funds that can be leveraged as match already programmed in immediate area. Synergy with other existing investment and programmed work lends support and credibility to additional investment in area.
Convenience	2	MPO: <i>(See comments associated with shared uses.)</i>
<i>Strategic Action Plan</i>	3	Part of new Visitor Center Museum Complex
Visibility	3	Near Visitor Center Museum Complex, but not on main drag. MPO: Visible from both Visitor Center Museum Complex and central downtown. Located on main eastern corridor into downtown.
Amtrak	4	MPO: If Amtrak is located at Mesquite, it will be literally across the street. This site would also have the most convenient access to the original depot about 1,000 feet in direct line-of-sight from south and west ends of site and direct path from south end of site. Site has potential for operation without a shuttle.
Access	2	MPO: Located on minor arterial. Good east-west and north route distribution, south route distribution fair. Less convenient access for Greyhound than sites to east on same corridor.
TOTAL	34	

Criteria	Cotton Warehouse	Comments
Size	4	90,000 Sq. Ft.
Cost	2	Demolition? MPO: Most recent tax appraisals have sharp drop in value inconsistent with owner's reputed asking price. Little or no relocation cost. May rise to a 3 if owner willing to bargain.
Availability	4	No comment
Environmental	1	Preliminary determination of historical significance reveals that his structure does have a moderate ranking re: historical significance and will (most likely) be approved. However, environmental problems may appear related to previous uses of this structure. MPO: Site contains a "high-priority" historic property listed on local register of historic properties as Western Compress and Storage. Location across street immediately to west of site is also "high-priority" historic property listed on local register of historic properties as Roberts Grain Company. A concern is adjacency across street to east of a distributor of potentially hazardous industrial gases. Any on-site contamination would probably predate construction of existing building.
Shared Uses	3	Part of new Visitor Center Museum Complex, maybe with some retail. MPO: Location of distributor of potentially hazardous industrial gases across street to east detracts from site particularly for any type of shared use involving childcare or public gatherings.
Surrounding Uses	3	No residences nearby or on the way, no adjacent historic structures. MPO: Adjacency east across street to distributor of potentially hazardous industrial gases detracts from site. <i>(See comments concerning adjacent historic structures in environmental comments.)</i>
Funding	4	MPO: Funds that can be leveraged as match already programmed in immediate area. Synergy with other existing investment and programmed work lends support and credibility to additional investment in area.
Convenience	4	Large site provides flexibility in layout.
<i>Strategic Action Plan</i>	3	Part of new Visitor Center Museum Complex
Visibility	3	Can be seen from Treadaway. MPO: Good visibility but does not deserve to be rated as high as adjacent location at major intersection.
Amtrak	3	If Amtrak is located at Mesquite, this is the closest site. MPO: Reasonably convenient, about 1,000 feet with direct path along line-of-sight, to a possible Mesquite station. Not convenient to an original depot station. City: Waldrop site is much closer.
Access	4	Excellent, on block from Treadaway, three blocks from S. 1 st Street. MPO: Located one block off of intersection of Business 83 (Treadaway) and Business I-20 (E. Hwy. 80). Good route distribution in all directions.
<i>TOTAL</i>	<i>38</i>	

Criteria	Treadaway at N. 2nd	Comments
Size	3	No comment.
Cost	1	Would need to relocate an existing business and property on Treadaway is assumed to be more expensive than other candidates. MPO: Tax appraisal value close to \$600,000. Due to premium location, out-of-town corporate owner unlikely to give a bargain.
Availability	1	MPO: Due to premium location, corporate owner unlikely to want to sell or move.
Environmental	2	MPO: Likely on-site contamination from oil pumping station which was located on southern part of site prior to existing development. North side of site was originally part of cotton warehouse and compress so any possible contamination problems associated with adjacent site would also be likely to affect this site. Less-likely possibility of on-site contamination from modern uses. Property to west across street is on local register of historic properties.
Shared Uses	4	Part of new Visitor Center Museum Complex maybe with some retail.
Surrounding Uses	4	No comment.
Funding	4	MPO: Funds that can be leveraged as match already programmed in immediate area. Synergy with other existing investment and programmed work lends support and credibility to additional investment in area.
Convenience	4	Large site provides flexible layout.
<i>Strategic Action Plan</i>	4	Part of new Visitor Center Museum Complex. MPO: Would do most to improve "curb appeal" of downtown periphery.
Visibility	4	Located on Treadaway. MPO: Premium visibility location at major crossroads, entrance to downtown, and adjacent to the new Visitor Center Museum Complex.
Amtrak	2	If Amtrak is located at Mesquite, this is second closest site. MPO: Reasonably convenient, about 1300 feet with direct path along line of sight, to a possible Mesquite station. Not convenient to an original depot station. City: Waldrop site is much closer.
Access	4	Excellent, located on Treadaway, two blocks from S. 1 st . MPO: Located at intersection of Business 83 (Treadaway) and Business I-20 (E. Hwy. 80). Good route distribution in all directions. Busy intersection and heavy traffic conditions along Treadaway will limit driveway placement on east and south sides.
<i>TOTAL</i>	<i>37</i>	

Three Top Performing Sites

The results of the second ranking of the sites resulted in three remaining equally ranked, Treadaway at N. 2nd, the Cotton Warehouse, and the expanded Waldrop site. The Walnut at N. 7th Street site was eliminated due to conflicts with surrounding neighborhoods. An expansion of the existing site was ranked the lowest (27 points).

During the final site selection workshop, the relative merits of each of the remaining alternative sites were addressed.



Waldrop

Concerns: This site is in a location calling for retail/entertainment revitalization (*Downtown Abilene Strategic Action Plan, May 1998*).



Cotton Warehouse

Concerns: This site contains an historic building although not on any registry. The building is older than 50 years and a determination of effect by the Texas Historical Commission is being pursued at this time. The issue is, "Is this a highly significant structure?"



Treadaway at N. 2nd

Concerns: This site contains a successful operating business that would require relocation. The site's access from Treadaway and N. 2nd Street is prohibited on the frontage of each due to high traffic volumes and a major channelized turning movement on the corner.

Selected Site - Cotton Warehouse

At the completion of the final site selection workshop, the Advisory Committee (composed of representatives from the City, MPO, CityLink, and Greyhound) was unanimous in recommending the **Cotton Warehouse** as the preferred site, with the Treadaway at N. 2nd Street as an alternative in the event that there is an environmental problem, historical or otherwise. The Cotton Warehouse site must now be evaluated for its historical significance and to ascertain whether the site is contaminated from prior use or hazardous materials. These topics will be revisited in Chapter Three.

CHAPTER THREE – FUNDING AND IMPLEMENTATION

Chapter Two presented building and site requirements and a preferred site (the Cotton Warehouse site). This chapter presents the following:

- Example Site Plan
- Integration with the Downtown Plan
- Cost Estimates
- Funding Sources
- Funding Breakdown
- Next Steps

Example Site Plan

The Cotton Warehouse site was selected, in part, because of its size and adjacent land uses that provide opportunities for a site layout that would work well for the transit providers and, at the same time, would be a good neighbor by enhancing ongoing redevelopment associated with the new Frontier Texas Visitor Center and other concurrent redevelopment efforts (Downtown Transit Pedestrian Corridors, for example).

Figure 3.1 Sketch Plan Example provides a suitability test by applying the building and site requirements to the Cotton Warehouse site. This is one of many alternatives that will be explored in the next phase (Advanced Planning). Alternatives to this “dispersed plan” could include a “centralized plan” or a “two-story plan.”

Transit / Pedestrian Corridor Improvements



Example of Existing Transit Pedestrian Corridor Treatment on N. 1st Street



Example of Existing Transit Pedestrian Corridor Treatment on Pine Street and N. 1st Street



Figure 3.1 – Sketch Plan Example

Integration with the *Downtown Abilene Strategic Action Plan*

To integrate with the *Downtown Abilene Strategic Action Plan* (May 1998), emphasis is placed on putting office, daycare, and retail across from the Frontier Texas Visitor Center, thereby enhancing the revitalization of N. 2nd Street between Mesquite and Treadaway. Additionally, this layout could reinforce the transit/pedestrian corridor planned on N. 2nd Street between Pine and Treadaway.

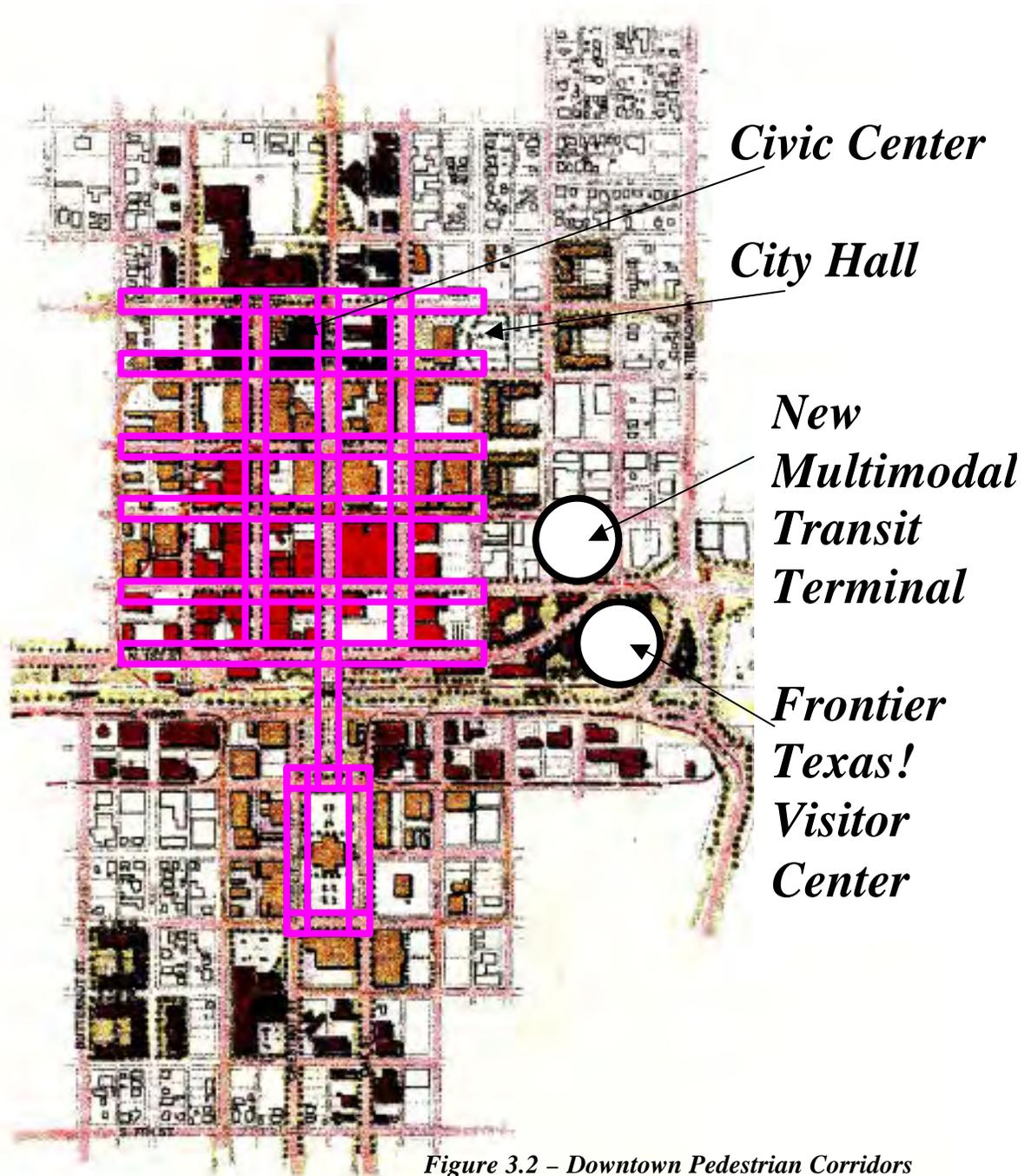


Figure 3.2 – Downtown Pedestrian Corridors

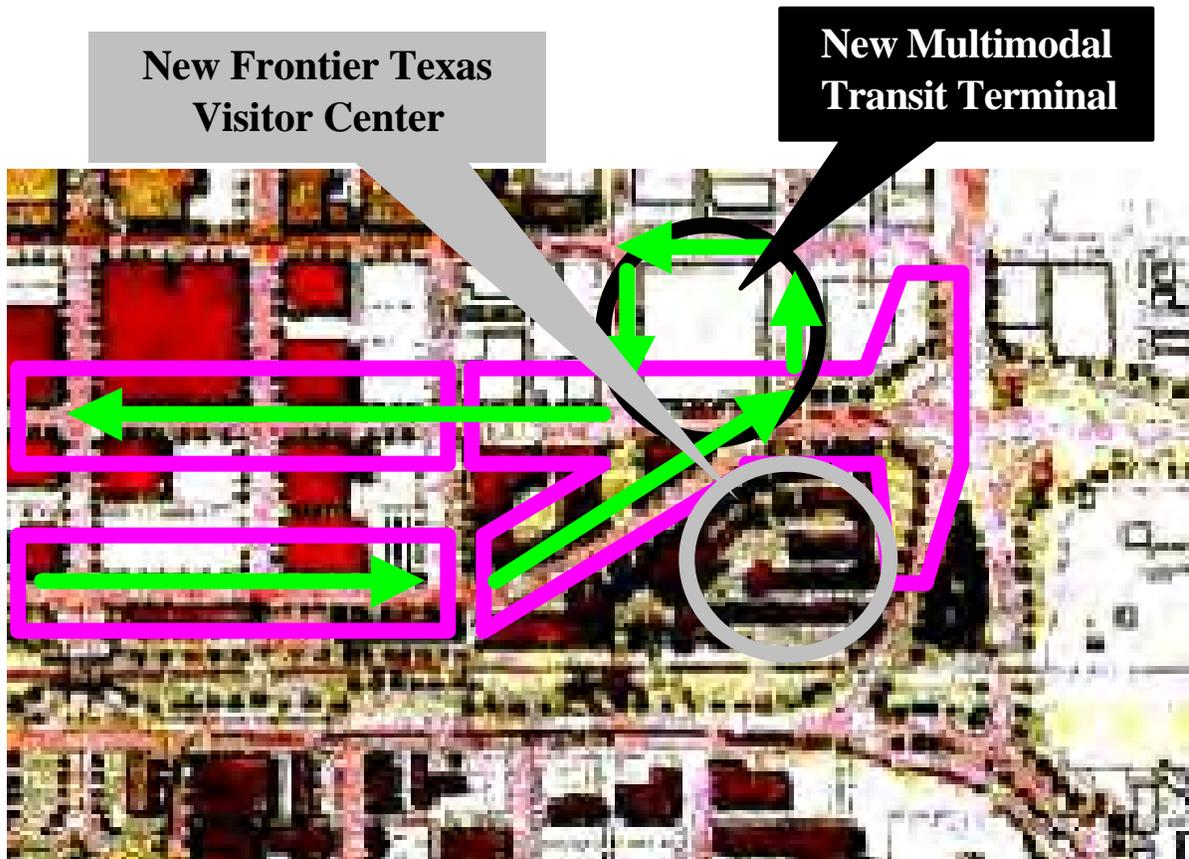


Figure 3.3 – Routes and Improvements

Cost Estimates

The following cost estimates must be considered preliminary until confirmed or revised in Advanced Planning.

Transit Terminal	4,650 sq.ft.	@ \$180/sq.ft.	\$837,000
Daycare/Retail	3,000 sq.ft.	@ \$.90/sq.ft.	\$270,000
Offices	5,750 sq.ft.	@ \$110/sq.ft.	\$632,500
Site Purchase	Unit Cost		\$600,000
Cover	20,000 sq.ft.	@ \$.30/sq.ft.	\$200,000
Demolition	Unit Cost		\$400,000
Bus Circulation & Bus Bays	33,000 sq.ft.	@ \$5/sq.ft.	\$165,000
Parking	9,290 sq.ft.	@ \$5/sq.ft.	\$46,450
Pedestrian Areas	35,470 sq.ft.	@ \$8.50/sq.ft.	\$354,700
Curbs & Gutters	2,630 linear ft.	@ \$10/linear ft.	\$26,300
Landscaping	Allowance		\$150,000
Street Furniture	Allowance		150,000
<i>Subtotal</i>			\$3,831,770
Preliminary Engineering (includes survey & geotech)	Lump Sum	4%	\$145,270
Design	Lump Sum	6%	\$217,900
Administration	Lump Sum	4%	\$145,300
Construction Management	Lump Sum	2%	\$72,600
Contingency	Lump Sum	15%	\$632,900
<i>Total</i>			\$5,044,800

*Does not include historical documentation or environmental mitigation measures

Table 3.2 - Livable Communities Initiative Improvements for N. 2nd Street (between Pine and Treadaway)			
<i>Included Improvement</i>		<i>Average/Blockface</i>	
Sidewalk Construction		\$50,000	
Pedestrian Lighting		\$25,000	
Street Furniture		\$7,000	
Wayfinding		\$1,500	
Landscaping		\$24,000	
Planting		\$2,000	
<i>Subtotal</i>			\$109,500
<i>Fee</i>			
P.E. including survey & geotech	4%	\$4,400	
Design	6%	\$6,600	
Administration	4%	\$4,400	
Construction Management	2%	\$2,200	
Contingency	15%	\$16,400	
Subtotal			\$34,000
		Average Blockface Total	\$143,400
		12 Blockfaces Total	\$1,721,300

Total Cost for Terminal Facility and Improvements	
Table 3.1 Total for Terminal Facility	\$5,044,800
Table 3.2 Total for 12 Blockfaces	\$1,721,300
Grand Total	\$6,766,100

Funding Sources

There are a variety of federal, state, and local funding sources that can apply to the funding of the Abilene Multimodal Transit Terminal’s estimated \$6.8 million cost. Local sources can include cash, real property, in-kind services, and toll credits. Federal sources can include funding from a variety of programs, including the following:

- Livable Communities Initiative (LCI) Section 5309
- Transportation and Community and Systems Preservation (TCSP)
- Statewide Transportation Enhancement Program (STEP)
- Toll Credits Program

Livable Communities Initiative/Section 5309

Because the proposed facility will serve as a public transportation terminal, the most logical source of funding for the City of Abilene to target and pursue first is through the Federal Transit Administration’s (FTA) Section 5309 program. FTA Section 5309 funding can be utilized to support any eligible capital expenses incurred by a transit operator and will cover 80% of the total cost. Eligible capital items include any thing from rolling stock and bus shelters to transit terminals and other related improvements. Under the rules governing the FTA Livable Communities Initiative (LCI), other related improvements can include construction of sidewalks, lighting, street furniture, signage, or

a myriad of other infrastructure improvements that support access to, and the use of, a terminal facility.

To secure Section 5309 funding, the City and CityLink must begin to work closely with the City's Congressional delegation, educating them regarding the need for the project and requesting that key Congressional members testify on the project's behalf before the House and Senate's respective appropriation's committees. A visit to the City's Congressional offices in Washington, D.C., by key City and CityLink representatives should also prove beneficial.

Transportation and Community and System Preservation (TCSP)

The central tenet of the TCSP program is to preserve community, encourage private/public partnerships, and promote economic development through transportation-related improvements. Similar to the LCI program, TCSP program funds can also be utilized to assist with a wide variety of transportation-related capital expenditures. Any capital items eligible under the LCI program or under Federal Highway Administration (FHWA) provisions can be reimbursed up to 80% of the total project cost through this program.

In prior years the procedure for applying for TCSP funding was through an annual call for projects issued by state FHWA offices, but in FY2003 the state FHWA offices did not issue a call for this competitive funding program. TCSP funding is, however, still being earmarked through the congressional appropriations process. In other words, the same process that is required to secure Section 5309/LCI described above now applies to TCSP funding.

Statewide Transportation Enhancement Program (STEP)

Although the most recent call for Enhancement Program projects has exhausted the federal funding available to the State of Texas for this program, it is likely to be reauthorized in FY2003 when Congress reauthorizes the current authorizing legislation that supports all Department of Transportation programs – The Transportation Equity Act for the 21st Century (TEA-21). Enhancement program funds are often associated with hike-and-bike and rails-to-trails projects, but can also be utilized to support streetscape, landscaping, and other improvements that augment transportation facilities. Other uses of this funding include the establishment of transportation museums and even visitor centers. STEP funding will reimburse cities up to 80% of the total project cost.

To apply for STEP funding, the City must complete a fairly in-depth grant application. In the application the City must demonstrate that it has coordinated sufficiently with local stakeholders and that the local share contribution is accounted for. Another important consideration for the City to remember when applying for STEP funding is the issue of control. The Texas Department of Transportation (TxDOT), which oversees all enhancement program projects within the state, requires that grantees demonstrate that all portions of the project are contained within public rights-of-way.

Texas Department of Transportation – Toll Credit Program

Under provisions contained in TEA-21, the State of Texas is able to generate credits for every dollar in toll road revenues that toll roads in the state generate. Agencies of the State are then able to utilize these credits as the local share portion of any eligible capital projects under FTA and FHWA provisions. It is imperative to remember that toll credits are simply that – credits, and should not be regarded the same as cash. For example, if a project requires \$100,000 and the City only has \$80,000 in federal funds, \$0 in local funding, and is considering seeking \$20,000 in toll credits to support the local share requirement, this will not be sufficient to fund the project. Rather, the City must have the entire \$100,000 in federal funding required to support the project. The City may then request \$25,000 in toll credits from TxDOT to be used as local match in lieu of cash. That said, if the City wishes to utilize federal funding, toll credits, and additional local funds to support a project, it is not precluded from doing so.

Since the Toll Credit Program has only been in existence approximately two years, the application procedure for credits is rather straightforward and simple. The City needs only to draft a letter to the TxDOT Commissioners requesting the credits for its project. In addition to the letter, the City will have to demonstrate to the Commissioners that 1) the proposed project is eligible under either FTA or FHWA guidelines, and 2) it has already received federal funding to support the proposed project.

Table 3.3 presents a variety of funding sources and their characteristics. A detailed summary of these and other possible funding sources is contained in *Appendix A*.

Table 3.3 – Funding

	CDBG	LCI	STEP	STP	TCSP	Toll Credits	Comments
Ease of Application Process	Standard application format	Requires funding request letter with project specific information	Standard application format	Requires letter of request with project specific application	Project specific and complicated application form	Simple request letter	<i>CDBG</i> – Application funding procedure is determined at state level. <i>LCI</i> – Application subject to regulations governing Section 5309 program. <i>STEP</i> – TxDOT representatives can assist development of application. <i>STP</i> – Application for funding determined at local MPO level. <i>TCSP</i> – Application requires development of performance measures for each activity. <i>Toll Credits</i> – Relatively new program with few institutional barriers.
Clear & Simple Selection Criteria	Yes	No, requires coordinated local effort to receive earmark from Congress	No, multiple categories of projects selected and applications require extensive review by TxDOT	Yes	No, requires coordinated local effort to receive earmark from Congress	Yes	<i>CDBG</i> – One of the longest-running Federal programs, selections based on well-established rules. <i>LCI</i> – Selection dependent on compliance with Section 5309 and other Federal regulations. <i>STEP</i> – Criteria for project selection based on type of project selected. <i>STP</i> – Selection made at MPO level based on project readiness and conformity analysis. <i>TCSP</i> – Political concerns affect selection. <i>Toll Credits</i> – Selection made by TxDOT Commissioners, based on availability of credits, rules governing program, input of staff.
Level of Competition	Low-Med	Med-High	High	High	High	Med-High	<i>CDBG</i> – Funding is dependent on amount allocated to each state according to level of local need. <i>LCI</i> – Competition dependent on ability of Congressional delegation to secure Section 5309 funding in Congress. <i>STEP</i> – Limited funding available statewide for numerous deserving applications. <i>STP</i> – Well funded program, but high number of applicants – especially highway. <i>TCSP</i> – Program funding only available every couple of years. <i>Toll Credits</i> – Relatively new program, but increasing number of applicants – especially highway.
Level of Available Funding	High	Med-High	Med-High	High	Medium	Low	<i>CDBG</i> – One of the most well funded Federal programs. <i>LCI</i> – Funding dependent on scope of project. <i>STEP</i> – Funding limited by amount of funding apportioned to each state and further limited by statewide policies. <i>STP</i> – Another of the most well funded Federal programs. <i>TCSP</i> – Funding limited by program and political considerations. <i>Toll Credits</i> – Credits are limited by amount of tolls collected statewide. [Credits should not be confused with hard cash.]

Funding Breakdown

Funding for the proposed Abilene Multimodal Transit Terminal, related facilities, and concurrent Livable Communities Initiatives will be derived from the sources shown in this chapter on the basis of 20% local (minimum) and 80% federal and state (maximum). The results of this breakdown indicate the following:

Federal and State	\$5.44 million
Local	\$1.36 million
Total	\$6.8 million

Possible Sources of Local Funds

The federal and state funding sources have been presented. Opportunities for local contributions exist in Capital Improvement Program funds designed to integrate the development of the terminal and related LCI improvements with the existing Downtown Pedestrian Network and the development of the new Frontier Texas Visitor Center and Transportation Museum (across the street from one another). These Capital Improvement Program funds would apply as a local contribution if approved by FTA and procured according to Federal requirements. Additionally, Toll Credits (upon approval by TxDOT) would apply as part of the local match.

Next Steps

The process of developing a new Abilene Multimodal Transit Terminal is underway. *Table 3.4* shows current statuses of several development activities.

<i>Activity</i>	<i>Current Status</i>	<i>Expected Completion</i>
Transportation and Community and Systems Preservation (TCSP)	Funding is already being pursued by the City of Abilene (<i>see Appendix re: 2/4/02 memorandum</i>)	Ongoing
Texas Historical Commission	A determination is being pursued on the Cotton Warehouse Site	Sep 2002
Phase 1 Environmental Assessment	Completed	Oct 2002
FTA Environmental Assessment	Completed	Oct 2002
Letter of No Prejudice (LONP)	Being pursued with FTA	Oct 2002
Advanced Planning	Could begin as early as March 2003 and could be completed in six months	Mar 2003
Engineering/Architecture Design	Can be expected to take up to nine months	Nov 2003
Construction	Will require 12 months to complete	Oct 2004

CHAPTER FOUR – ENVIRONMENTAL REPORT

This chapter reiterates some of the information presented earlier in this report for purposes of addressing environmental categories required by the Federal Transit Administration (FTA) to obtain a Letter of No Prejudice (LONP).

The City of Abilene is seeking to strengthen and preserve its successful downtown urban center through initiatives outlined in the City's *Downtown Abilene Strategic Action Plan, 1998*. Developed by the Downtown Abilene TIF Board, in cooperation with the City, the strategic action plan supports implementing streetscape and landscape enhancements, creating cultural and business diversity, identifying downtown daytime and nighttime activities, and continuing efforts to attract businesses and citizens to downtown. Major downtown development projects include the Texas Forts Trail Visitor Center, renovations to the Wooten Hotel, Amtrak service in 2003, extension of existing pedestrian/transit corridors in downtown, and a multimodal transit terminal to facilitate CityLink, Greyhound, and additional rural providers (Stage Transit, City and Rural Rides, and Double Mountain Coach). These investments will reinforce the city's position as a regional center for business and transportation.

Abilene, Texas, located approximately 160 miles west of Dallas/Ft. Worth, is the largest city in Taylor County with approximately 116,000 residents. U.S. Highways 83, 84, and 277 connect the city from north to south, while Interstate 20 serves Abilene from east to west. Access into downtown is possible due to the major arterials and collector streets originating from all directions. The downtown area contains a diverse group of financial, governmental, cultural/arts, religious, civic, and business entities. Additionally, local and regional bus services are located in the vicinity.

CityLink, the local transit provider, is recognized as one of the top transit systems of its size in the state. The system offers 12 fixed routes, a downtown trolley, and a demand-response service. CityLink has recently outgrown its current terminal facility and is unable to provide maintenance, storage, and transfer activities. This inadequacy will be further exacerbated as CityLink tries to provide space for rural providers.

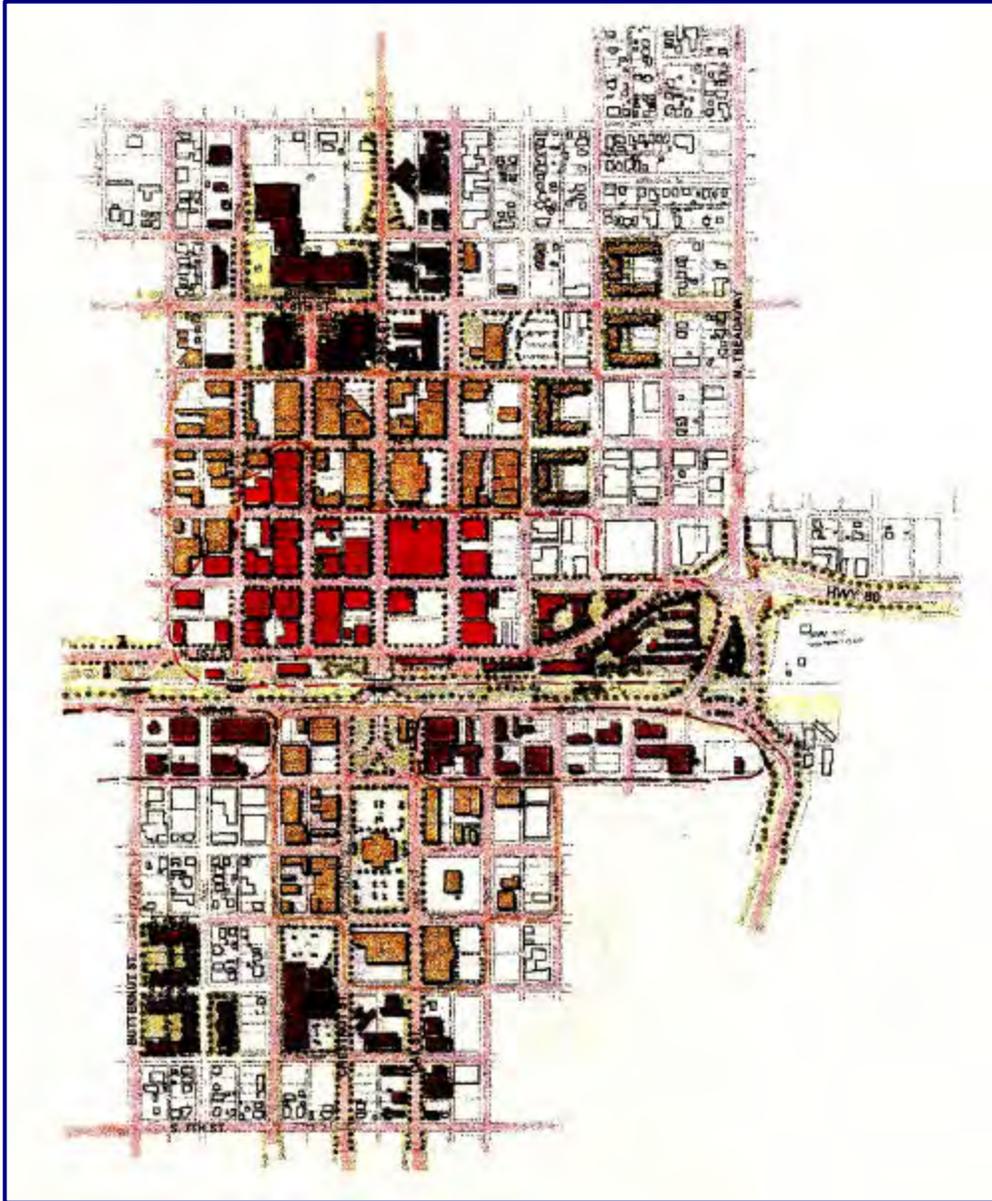
Greyhound, a natural partner in a transit terminal with the CityLink facility, is faced with deteriorating facilities that are also inadequate in size. Greyhound's current location, some distance from CityLink, combined with inconvenient access to a potential Amtrak terminal and major arterials, lends itself to benefiting as a partner in the proposed multimodal transit terminal facility.

Amtrak service to Abilene has recently been proposed. With Amtrak as a partner in a terminal, the range of transit mobility is extended from local demand-response services, city bus, and regional bus to include national rail access.

Stage Transit, City and Rural Rides, and Double Mountain Coach are rural transit providers that have already requested access to the proposed multimodal transit terminal. In addition, shared vehicle storage with CityLink is currently being implemented.

Abilene's Downtown Abilene Strategic Action Plan, 1998

The *Downtown Abilene Strategic Action Plan, 1998*, contains 12 different sub-areas, or zones, each with different problems, opportunities, and priorities. A multimodal transit terminal is not necessarily appropriate for all of the zones since some have sensitive receptors, some are not located centrally, and some are not adequately served by necessary access and egress associated with a transit terminal. Some would benefit from a multimodal transit terminal because it would increase access and encourage revitalization.



The Downtown Abilene Strategic Action Plan focuses on the following downtown market initiatives: attracting daytime and nighttime activities; introducing a cinema theater; creating multi-family residential redevelopment; redeveloping Abilene Towers; retaining and expanding new business opportunities; and adding a 150- to 300-room hotel near or in the Civic Center Zone

Being a Good Neighbor

In an effort to maintain Abilene's successful economy, the Downtown TIF Board and the City developed the *Downtown Abilene Strategic Action Plan, 1998*. This strategic action plan sought to refine the Downtown Abilene Plan formerly in place. The *Downtown Abilene Strategic Action Plan* focuses on creating initiatives (mentioned earlier) that would continue to strengthen the following downtown zones (*see Figure 4.1*):

- Zone 1. Civic Center Zone
- Zone 2. Business and Financial Core Zone
- Zone 3. Historic, Cultural, Retail, Entertainment Zone
- Zone 4. County, City Government Area (South) Zone
- Zone 5. South Business/Financial District Zone
- Zone 6. East Transitional Industrial/Warehouse Zone
- Zone 7. West-Church Area Zone
- Zone 8. S. 1st Street Strip-East Zone
- Zone 9. S. 1st Street Strip-West Zone
- Zone 10. Northeast Neighborhood Area Zone
- Zone 11. Southeast Transitional Industrial/Warehouse Zone
- Zone 12. Southwest Transitional Residential Zone

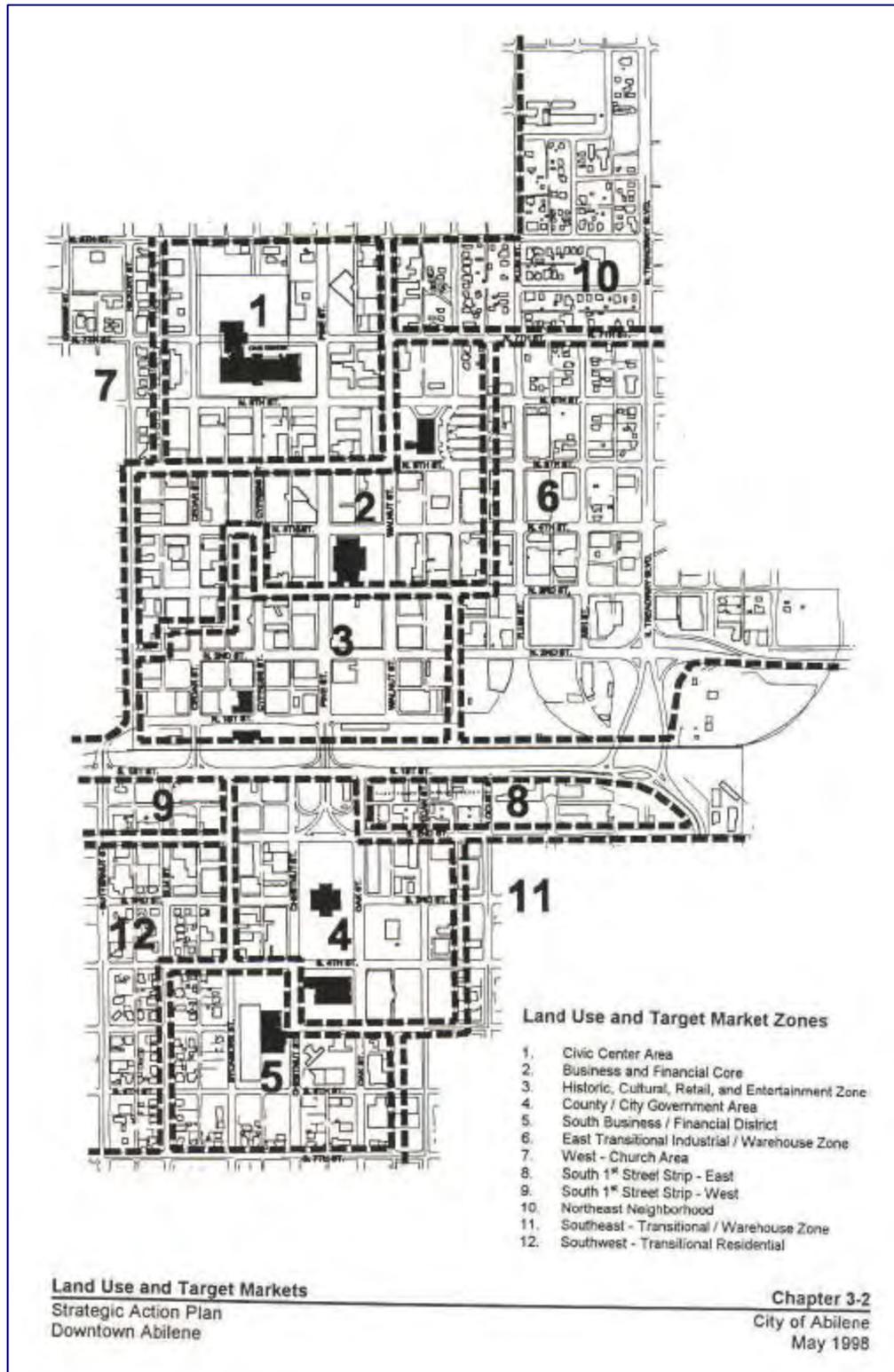


Figure 4.1 - Zones 1-5 represent “Target Market Zones” for downtown Abilene. In addition to the remaining periphery zones, Zones 1-5 will be addressed in context of the pedestrian corridors, LCI, Visitor Center, and proposed multimodal transit terminal.

Background and Land Use

Because downtown plays such a vital role in Abilene's economy, much is invested in the way of private and public affiliations. Approximately \$46.6 million to date has been invested in downtown. Since the establishment of the reinvestment zone, the first in Texas, \$10.4 million has gone to redevelopment initiatives.

Downtown Abilene supports over 700 businesses, a combination of government, service, civic, and cultural/art entities. It is also host to a significant tourist base with approximately 450,000 visitors annually. Tourism generates millions in local tax revenue owing to the vast number of cultural institutions in downtown. Important attractions include the following:

- The Grace Museum (1)
- National Center for Children's Illustrated Literature (2)
- Center for Contemporary Arts
- Abilene Ballet Theater
- Abilene Opera Association
- Abilene Philharmonic Orchestra
- Abilene Classical Chorus
- Abilene Cultural Affairs Council
- Classical Youth Chorus
- Paramount Theater (3)
- The Civic Center (4)



Abilene is also host to one million people annually who utilize key meeting and entertainment facilities downtown.

<i>Downtown Facilities</i>	<i>Annual Attendance</i>	<i>Description</i>
Abilene Civic Center	535,857	2,142 auditorium seats, 18 convention/meeting rooms, hosts 1,000 event days per year, 100% capacity on weekends, 96% capacity on weekdays
Paramount Theater	109,000	60 films per year, 13 live productions per year, 150 miscellaneous rental functions
Windsor Apartments and Ballroom	10,400	80 apartment units, 156 reserved events per year
Grace Museum	60,696	218 reserved events per year, 18,000 persons attending reserved events
Center for Contemporary Arts	12,500	48 reserved events per year, 3,840 persons attending reserved events
National Center for Children's Illustrated Literature	17,500	60 reserved events per year, 7,500 persons attending reserved events
Quality Inn-Civic Center	50,000	116 rooms

Local events contribute to attendance downtown. Separate festivals, parades, and shows, some associated with cultural institutions downtown, attract approximately 250,000 each year.

<i>Recurring Events</i>	<i>Attendance</i>	<i>Date</i>
ARTWALK	900-2,000	2 nd Thursday of every month
Celebrate Abilene!	25,000	Apr
Western Heritage Classic	30,000	May
Abilene Christian University Homecoming Musical	6,200	Oct
Performing Arts Series	10,000	Summer through Fall
Festival of the Americas	12,000	Sep
City Sidewalks	5,000	Nov
Texas State 4-H Horse Show/Texas High School Rodeo Association Finals	20,000 (each)	Spread over 18 days in Jun & Jul
West Texas Fair and Rodeo	130,000	Sep

Although Abilene shares attributes of a larger city, it retains much of the charm afforded a city of this size. Quality-of-life indicators include numerous parks, recreation centers, golf courses, public and private schools, and five colleges. The proposed multimodal transit terminal would participate in the City's redevelopment goals downtown and in time would become a critical part of the city.

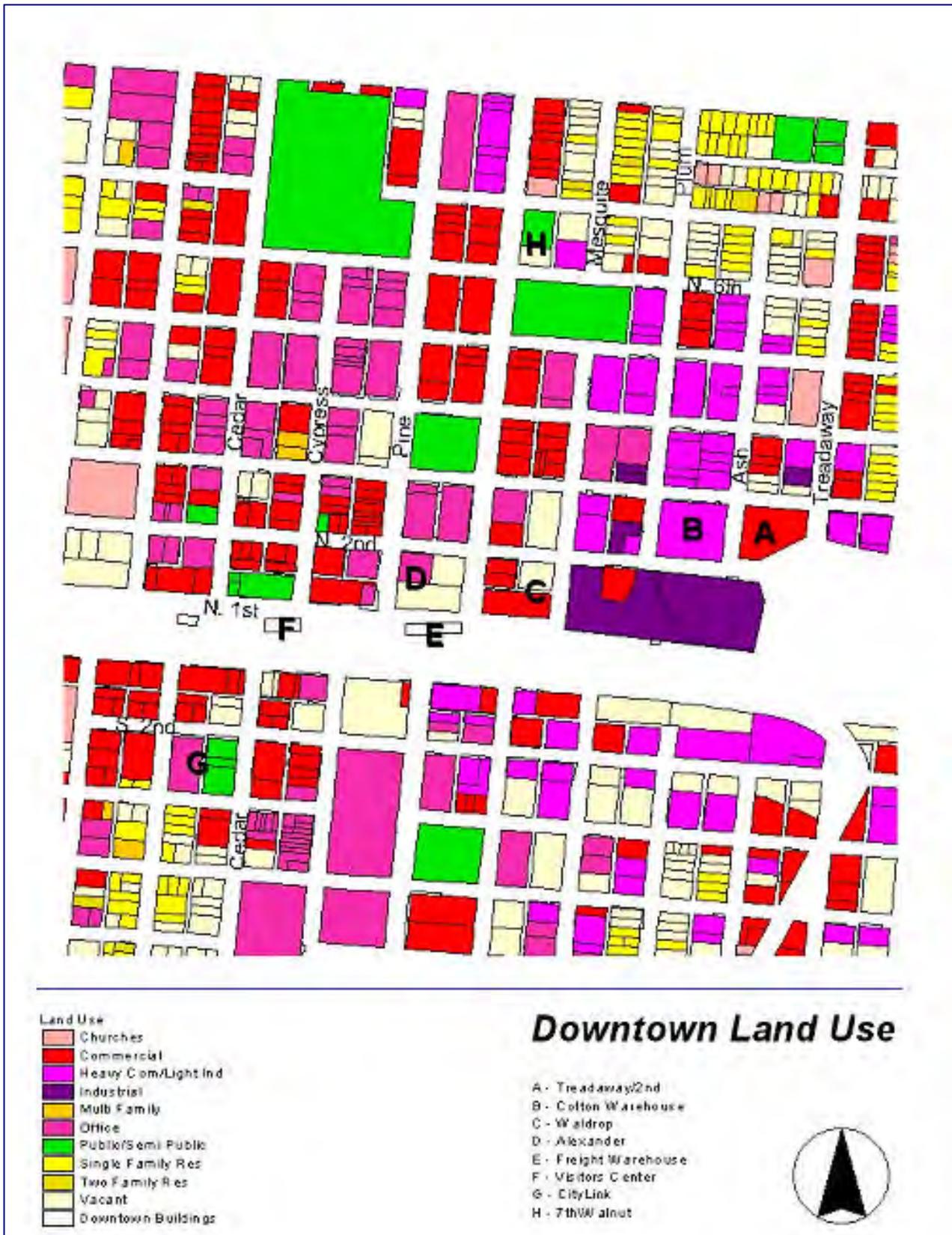


Figure 4.2 - Downtown Abilene land uses with its mixture of predominately office and commercial spaces

Transit Pedestrian Corridors and Proposed Extensions

Part of revitalizing Downtown Abilene includes streetscape improvements. Many of these improvements have already been implemented on N. 1st Street. Two collector streets, Pine and Cypress, have already been identified in the *Downtown Abilene Strategic Action Plan* as “Visual Corridors or Gateways” that require distinctive landscaping and urban design amenities. Arterials and collector streets such as these play an integral role in providing connectivity into downtown.



Typical streetscape improvements along Cypress Street include banners, pavers, & landscaping

The Cypress Street Corridor extends from N. 1st Street down to N. 6th Street, approximately 0.35 miles in distance, and is anchored by the Civic Center to the north and the T&P Depot to the south. It passes through three core market zones: the Civic Center; the Business and Financial Core; and the Historic, Cultural, Retail, and Entertainment Zone. All three zones offer numerous attractions that could be utilized throughout the day. Additionally, convenient (direct) access to the Downtown Trolley offers an alternate mode of transportation to many of these destinations. Although streetscape enhancements have been implemented on the 100 block of Cypress Street, for purposes of continuity, they should be carried throughout the length of the corridor.

Pine Street is parallel to Cypress Street to the east. The Pine Street corridor shares similar attributes to Cypress Street in terms of surrounding uses (zones), direct Downtown Trolley access, and alignment distances. This street also shares the Civic Center as a focal point to the north and Everman Park and T&P Freight Warehouse to the south. Extending streetscape improvements, similar to the design elements on N. 1st Street, throughout both corridors would promote higher pedestrian activity to and from the concentration of retail, business, and civic markets located in the vicinity, while linking north/south and east/west connections.



View of N. 1st looking eastward captures many of the beautiful streetscape treatments & enhancements

The streetscape improvements on N. 1st Street have enhanced the historic buildings on either side of the street. These improvements extend from Hickory Street to Mesquite Street on the south and Hickory Street to Pine Street on the north. Also referred to as the T&P corridor in recognition of the railroad and preservation of the T&P buildings that run alongside it, the T&P corridor signifies the southern boundary of downtown. N. 1st is the southern boundary of the northside Central Business District. If the area south of the railroad is included in the downtown then N. 1st Street is not a boundary street.

The Visitor Center, which is currently housed in the T&P Depot, will be relocated to an entirely new facility, as part of the City of Abilene’s major development projects. The

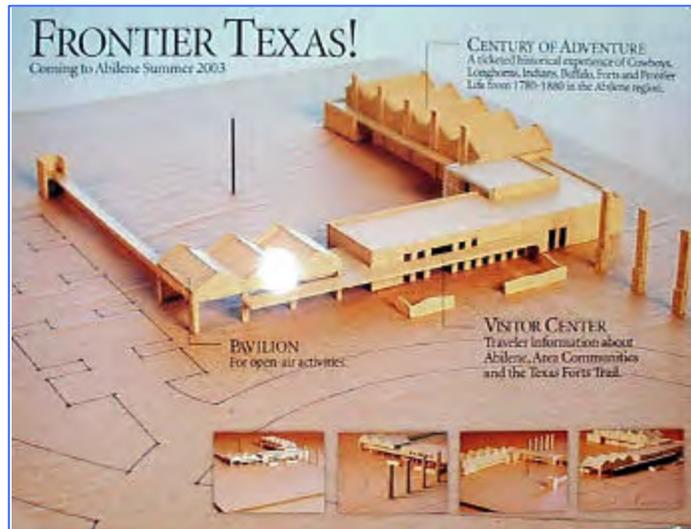


Figure 4.3 - Frontier Texas! is slated to open in 2003. This multi-purpose facility will occupy 6.4 acres of land.

The facility will be located southeast of N. 1st Street, between Mesquite and Treadaway. The Texas Forts Trail Visitor Center and Transportation Museum (Frontier Texas!) (see Figure 4.3), will function as a visitor center and tourist attraction offering local and regional information, brochures and an opportunity to explore the “Century of Adventure” an historical composition of the area between 1780-1880. The center will also support the Texas Forts Trail, which connect frontier fort sites in the Abilene area of Texas. The purpose of the facility is to increase Abilene’s tourist base, generate local interest, and just as importantly enhance its downtown. Part of the design element for the facility includes a new street, which will extend N. 1st from Mesquite Street to Ash Street (see Figure 4.4).

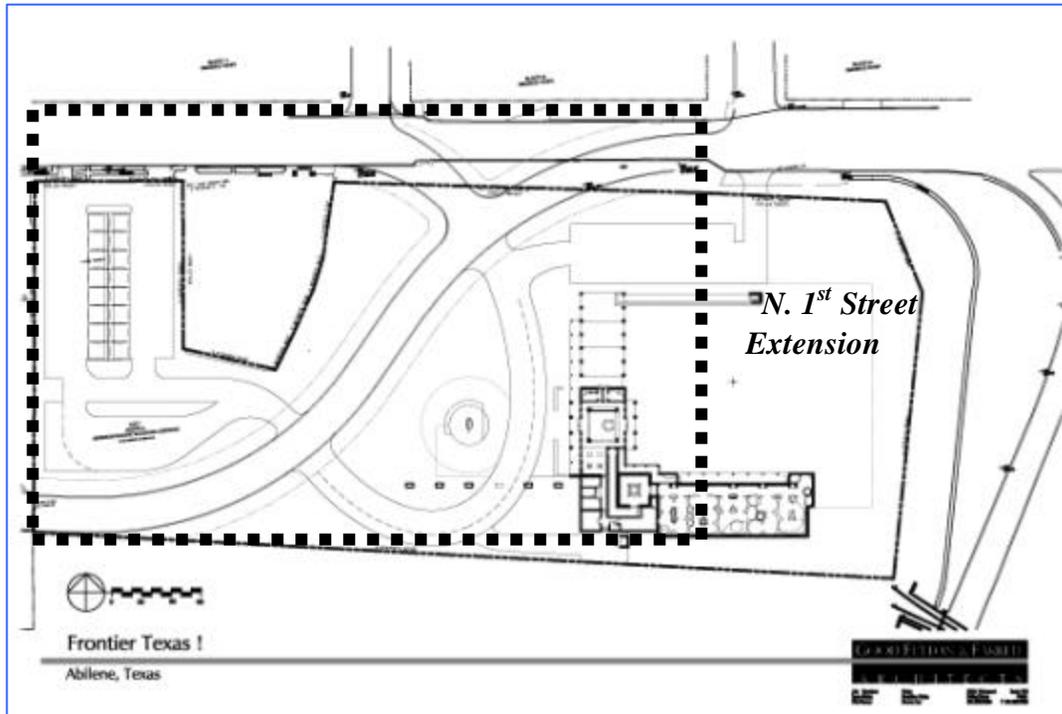


Figure 4.4 - This portion of the project is expected to cost \$1,190,000 and will include pavers, streetlights, furniture, and landscaping.

Funding for this project will come from the following sources:

- Federal - Transportation Enhancements
- Local - Taylor County Historical Foundation (TCHF) - private party donations
- City - City of Abilene Capital Improvement Program (CIP)
- City - City of Abilene General Fund (3010)

The proposed multimodal transit terminal facility will be directly across from the Texas Forts Trail Visitor Center, between Plum and Ash streets and N. 2nd and N. 3rd streets. The proposed terminal will facilitate CityLink, Greyhound, and additional rural providers. The facility layout occupies the entire block, providing adequate space for buses, basic amenities (restrooms, meeting rooms, etc.), office space, daycare, and food service. Most importantly, it will support ample pedestrian traffic, especially in terms of access to and from the Visitor Center. Redevelopment projects, such as the Visitor Center and the proposed multimodal transit terminal, potentially can attract new business interests to this zone (the Southeast Transitional Industrial/Warehouse Zone), encouraging growth outside the five core market zones.

Streetscape and landscape treatments along N. 2nd Street from Pine to Plum and the new street extension of N. 1st Street will enhance these new redevelopment initiatives and provide linkage to and from the N. 1st, Pine, and Cypress Corridors. Access to CityLink

bus and trolley routes on N. 2nd and N. 1st streets will be dependent upon final route adjustments.

Proposed Multimodal Transit Terminal

The proposed facility will serve as a transit terminal for CityLink, Greyhound, and other rural providers. The terminal will share certain facilities, such as a passenger seating area, restrooms, conference/meeting rooms, and slips and platforms. The CityLink plan includes a daycare center and the Greyhound program includes a food service facility. Total building requirements are 11,133 square feet, including 1,200 square feet of shared facilities.

With major development projects on board, extension of the pedestrian/transit ways and a possible proposed multimodal transit terminal to accommodate Greyhound, CityLink, and rural providers will only enhance Abilene's range of downtown amenities. The location of the terminal should complement the *Downtown Abilene Strategic Action Plan*. Only three of the 12 zones were compatible with the goals set forth in the Plan and the criteria adopted during the planning phase—Zones 6, 3, and 4. The remaining zones were eliminated due to their proximity to sensitive receptors, accessibility, and general suitability with the character of the zone itself.

Zone 6, the East Transitional Industrial/Warehouse Zone, has been identified as having good redevelopment potential to land uses that complement the downtown core areas (Strategic Plan). This is also the location of the recommended site. Both the Cotton Warehouse site and the Treadaway and 2nd site benefit from excellent access to and from major arterials and surrounding uses (Visitor Center). Additionally, constructing a terminal in this zone may bolster more development, a desirable goal in the *Downtown Abilene Strategic Action Plan*.

Zone 3, the Historic, Cultural, Retail, and Entertainment Zone, supports the cultural, entertainment, restaurant, retail, and educational places. A terminal would benefit from these surrounding uses in addition to convenient access to the potential Amtrak site. However, while this zone supports a terminal it may disrupt the historic character of the zone.

Zone 4, the County/City Government Area (South) Zone, is one of the five "Target Market Zones." This zone would support a terminal given that the surrounding uses (government offices) are a major attractor for Abilene citizens. This zone is virtually free of sensitive receptors, unlike its neighboring zones, making it a favorable place to locate a terminal. However, it is not convenient to major arterials.

Alternative Sites

A terminal serving CityLink, Greyhound, and rural service providers would make for a seamless transition between the different providers, thus making transit a more attractive mobility option. Combined with possible Amtrak service (Abilene is planning an proposed Amtrak alignment), the opportunity to integrate rural demand-response, CityLink, Greyhound, and Amtrak services into one operation has obvious benefits, including:

- Seamless transit services from the national rail to regional bus to local bus to rural door-to-door pick-up and delivery service
- Sharing of physical facilities and operations personnel
- Provision of enhancements less likely in a small single mode operation. Daycare, eating, and retail facilities are anticipated in the project
- To complement the City of Abilene's *Downtown Abilene Strategic Action Plan, 1998*

Alternative Site Selection

During the course of the project six sites were thoroughly evaluated. One was eventually dropped and another was modified, as identified in this report, leaving five sites. Each site is located within the TIF zone and offers a unique characteristic or quality such as size, good location, and cost-effective advantages to support a terminal. These sites were subject to the following site selection criteria:

- *Size* – Fulfills recommended space requirements for Greyhound, CityLink, and rural providers
- *Cost* – Within the City's resources to purchase and relocate, if necessary, operating businesses
- *Availability* – Dependent upon business situation (in-service vs. out-of-service)
- *Environmental* – Potential environmental risks from prior or current uses and sensitive receptors (residential neighborhoods)
- *Shared Uses* – Capacity at which a site can accommodate Greyhound and additional business interests (i.e., daycare, retail)
- *Surrounding Uses* – Proximity to a variety of existing facilities
- *Funding* – Ability to capture funding resources
- *Convenience* – Focuses on customer accessibility to terminal and buses
- *Strategic Action Plan* – Supports goals and objectives in the *Downtown Abilene Strategic Action Plan*
- *Visibility* – Relates to the safety and convenience of customers in terms of location
- *Access* – Location is accessible to major approach streets and will not be impeded by traffic
- *Amtrak* – Proximity to future Amtrak service

In addition to meeting specific criteria, each site must provide the space and circumstance to meet the needs of the users (service providers and their customers), have access and egress to major thoroughfares with minimum disruption to nearby neighborhoods, avoid negative impacts on the environment, and enhance the larger purpose of positive economic development. The sites are described as follows:

Site 1 (the existing CityLink location) is located on S. 2nd Street, between Sycamore and Elm streets, a commercially driven area. This site, which occupies the entire block, consists of CityLink offices, an enclosed parking and storage yard, a covered bus depot, and the Old South Mattress Company. The size of this site would be adequate pending purchase of the Old South Mattress Company. Other site considerations are as follows:

- Location would lack visibility and convenient access to Amtrak
- City owns $\frac{3}{4}$ of the site, but the assessed value for the Old South Mattress Company is \$126,000 and currently is not available for sale
- Site is faced with undesirable surrounding uses, a mixture of residential and commercial land uses
- Location provides good access for Greyhound service, but at a disadvantage for CityLink since the site is not located on an arterial or collector street

This site was ranked the lowest in the final pass because of size, poor shared and surrounding uses, visibility, and accessibility to Amtrak.

Site 2 (Walnut at N. 7th Street) is $\frac{3}{4}$ of the block located between N. 6th and N. 7th streets and between Mesquite and Walnut streets. The site measures approximately 63,000 square feet and is “L-shaped.” Because the City of Abilene owns the majority of the block, acquisition and availability are of minimum concern. Other site consideration include the following:

- There is essentially no linkage with the potential Amtrak station sites.
- Location would offer poor visibility and access to arterial streets.
- Both the size and shape of the site limit on-site convenience, but surrounding land uses would be convenient for customers.
- This site qualifies for local match against other funding as a City-owned property.
- Adjacent to sensitive receptors (residential and church).

Reasons why this site ranked so low are due to poor access and visibility, inadequate size, and lack of commonality with potential Amtrak sites.

Site 3 (Waldrop) is located between Mesquite and Walnut streets between N. 1st and N. 2nd streets. This “L-shaped” site consists of an underutilized parking lot and an unregistered historical property. The existing structure contains 30,000 square feet of usable space. Other site considerations are as follows:

- Possible environmental concern due to an underground storage tank that has since been removed.
- Total appraised value of \$220,000, however, owner may reduce price.
- Good visibility and surrounding land uses, which include the Visitor Center, The Grace Museum, Center for Contemporary Arts, and The Paramount Theater to name a few.
- This location would provide poor access for Greyhound.

This site ranked lower for its limited size and access, environmental concerns, and convenience.

Site 4 (Cotton Warehouse) consists of the entire block, located between N. 2nd and N. 3rd streets and between Ash and Plum streets. The site measures approximately 90,000 square feet and houses a vacant building, formally utilized as a cotton storage facility. Other considerations are as follows:

- Total appraised value of \$133,380 for the single property.
- The Cotton Warehouse does have some historical significance and potential environmental problems attributable to past uses.
- Size is adequate for the proposed terminal.
- This location would be convenient for customers and has excellent access

This site was ranked very high and has many advantages because of its adequate size, position in which to leverage funds as match, general convenience and access, and availability.

Site 5 (Treadaway at N. 2nd) is located between N. 2nd and N. 3rd streets and between Ash and Treadaway. This site is square shaped and consists of a single business. The site is owned by Jackson-Post and operates as a gas retailer. Other characteristics are as follows:

- Total appraised value of \$439,863 for the single property.
- Relocating the existing business would be an additional cost, plus owner would presumably be reluctant to sell due to the premium location.
- Environmental concerns would need to be addressed from current use. The site is most likely faced with contamination from an on-site oil pumping station.
- This property offers excellent visibility and shared-use opportunities.

This site was ranked just below Site 4 due to high acquisition costs, availability, and environmental concerns.

Selection of the Preferred Site

Site 4, the Cotton Warehouse, was selected as the preferred alternative site with the Treadaway at N. 2nd Street site as an alternative in the event that there is an environmental problem, historical or otherwise. This decision was based on all criteria, especially size, availability, location, cost and access.



Cotton Warehouse Site #4

Summary

In an effort to maintain Abilene's Downtown, comprised of business/financial, civic, cultural/arts, retail, and government entities, the City of Abilene has prompted various redevelopment projects, streetscape improvements, and recommendations that will enhance the already thriving community. While interest in retaining businesses currently established downtown is vital to the city, so is focusing on building opportunities in the outlying zones. New developments such as the Texas Forts Trail Visitor Center and Transportation Museum and the proposed terminal, which is situated in a lesser-developed area, may generate new business interest and infill opportunities in the future. Additionally, continuing streetscape and landscape improvements along key corridors and extending coverage to the new facilities may also encourage greater pedestrian activity beyond the downtown core (*see Figure 2.2*). The proposed terminal site, which was selected based on 12 criteria will benefit from the Visitor Center's exposure and future streetscape enhancements. Also, the housing of CityLink, Greyhound, and other rural providers near future Amtrak services creates a more attractive and cohesive transportation setting. The combination of streetscape enhancements, redevelopment, growth in business opportunities, and attracting visitors as laid out in the *Downtown Abilene Strategic Action Plan*, will support the City of Abilene's downtown market strategy.

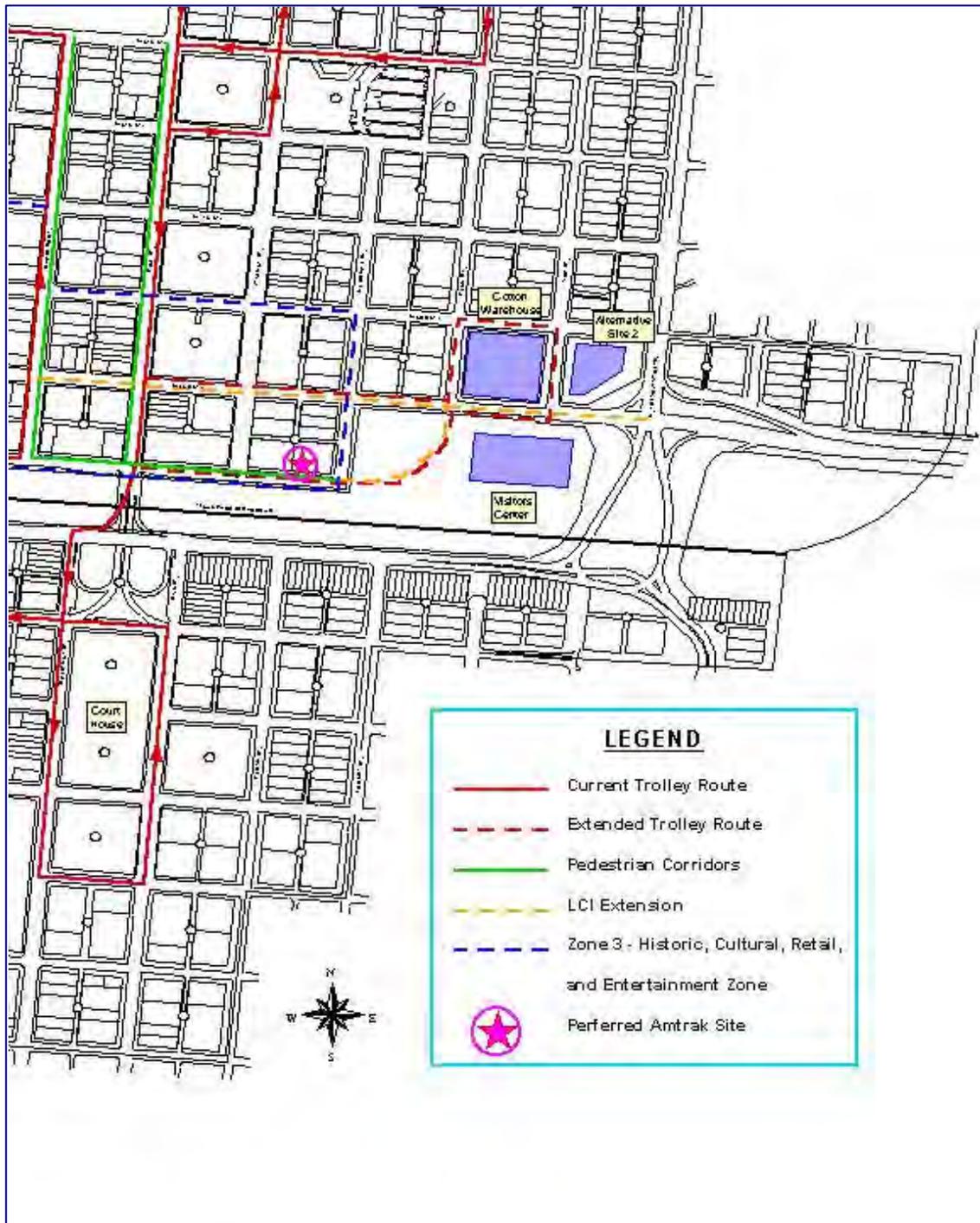


Figure 4.5 - This map reveals trolley route modifications and corridor improvements as a function of the proposed terminal

Environmental Impacts of the Proposed Action

The potential environmental impacts of the City of Abilene's development of the multimodal transit terminal at the selected site (Cotton Warehouse) are described in this chapter. The site is an entire block in downtown Abilene, which is between N. 2nd and N. 3rd streets and between Ash and Plum streets.

Land Acquisition and Displacements

The preferred site is located on industrial property between N. 2nd and N. 3rd streets and between Ash and Plum streets. No businesses are currently operating on the property. No businesses or residences would be relocated.

Land Use and Zoning

Figure 4.6 shows existing land uses surrounding the selected and alternative sites. Located in the East Transitional Industrial/Warehouse Zone, the proposed facility would be compatible with the conversion of warehouses to office and commercial services. Additionally, existing zoning is appropriate for the proposed facility, with no changes required (see Figure 4.7).



Figure 4.6 - Area Land Use Map

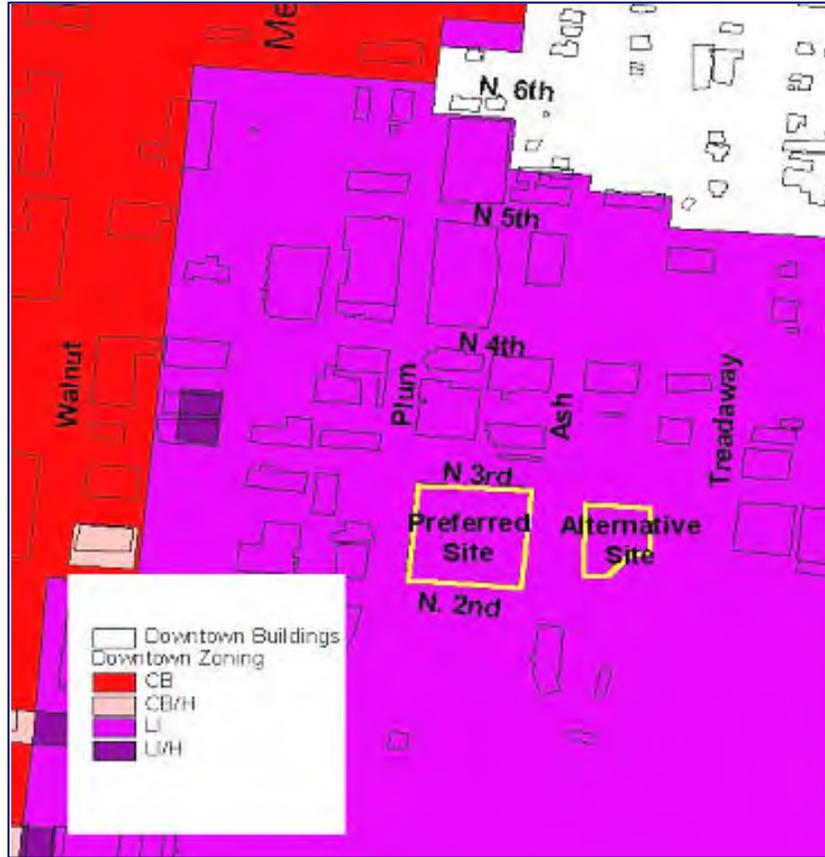


Figure 4.7 - Area Zoning Map

Air Quality

The City of Abilene is an attainment area for purposes of air quality. Developing the proposed terminal would assist in maintaining the current air quality condition, by increasing ridership, pedestrian access, and reducing the number of vehicle trips.

Noise

The location of the selected site is surrounded by uses such as businesses, a railroad, and a major arterial road (see Figure 4.8). The proposed transit terminal would not exceed the noise generated from these noise producers.

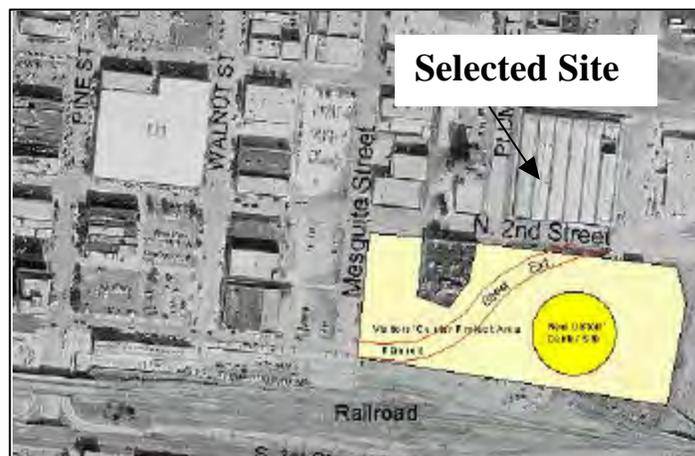


Figure 4.8 - Aerial view of surrounding area

Water Quality

The proposed project would have no impact on water quality in the area, as it is not expected to use, or dispose of harmful pollutants. Storm water drainage would be designed in accordance with existing drainage systems. These storm drains will be able to manage current and future run-off.

Wetlands

The entire property is almost completely covered by the existing building and parking, eliminating the survival of soil, plant materials, or wildlife associated with wetland areas. There are no wetlands on the proposed site.

Flooding

Consultation with local officials indicates the site is in flood zone “C.” Storm water drainage would not be impeded by the proposed facility. Additionally, the proposed project would not modify existing run-off patterns.

Navigable Waterways and Coastal Zones

The proposed project does not affect any navigable waterway or coastal zone. The proposed site is in an inland area within a developed urban setting.

Ecologically Sensitive Areas

Consultation with local officials indicates no ecologically sensitive areas within or near the proposed project site.

Endangered Species

Consultation with local officials indicates there are no state or federally listed threatened or endangered species in this part of Taylor County within the proposed site or adjacent properties.

Traffic and Parking

The addition of buses and the transit terminal will have no large impact on parking. Ample parking will be available on site and on adjacent lots. There are numerous parking spaces available downtown with low demand. According to traffic counts the proposed facility will be located near a well-traveled major arterial. The facility will be designed to handle traffic patterns and will have no significant impact on traffic.

Energy Conservation

This project would encourage transit usage, thereby removing single-occupant vehicles (SOV) off of roads. Streetscape and landscape enhancements would encourage greater pedestrian activity. Together these actions would reduce the amount of energy use.

Historic Properties and Parklands

The proposed site is not located within an historic district. However the Abilene Landmarks Commission recently placed the building on the official “City Council Adopted List of Historic Properties.”

A thorough investigation of the building that was compiled by Mr. Robert Allen, of the Abilene Metropolitan Planning Organization, with assistance from Mr. Larry Abrigg, the Historic Preservation Officer for the City of Abilene, concluded the following:

“The site itself does have historical significance as the original and long-time location of a cotton compress enterprise in Abilene. The existing structure lost most of its significance and historical integrity when the compress was removed after the sale of the parent corporation in 1961. The removal of the compress not only signified a major change in the use and economic significance of the location, it also resulted in major structural alterations. All traces of the signature compress tower have been obliterated and significant alterations in other structural elements and materials have occurred. Insufficient information and evidence exists to restore the building to its historic exterior appearance with any confidence of accuracy. The only portion of the structure that retains any significant amount of historic and structural integrity is the office area, a portion that constitutes less than 8% of the overall structure.

The degree of cultural or economic significance of the site to the broad patterns of history is debatable. The structure is known commonly as the "Cotton Warehouse," a designation appropriate to its current construction but one reflective of a use that does not date back to its historic period.

The cotton compressing and warehousing industries are specific to cotton fiber. The period when the cotton fiber processing played a significant role in the City of Abilene was about 1900-1928. The current structure in its original state was built about 1942-1944.

The processing of cottonseed products has been important to the community's industrial economy than cotton fiber products. A cotton oil mill site still exists in Abilene that is older, more prominent, and more intact than the subject property.

Agriculture in general has played a vital role in the development and prosperity of Abilene. The cotton industry has played a vital role in many communities in Abilene's market region. Abilene has certainly benefited greatly from the agricultural industry of its market region. There are many examples of historic

agricultural industry facilities in Abilene and across the region that retain much higher degrees of historic integrity than does the subject structure, however. Indeed, there are older, more intact structures of the same use constructed by the same company still extant in area communities.

If the subject structure were still intact and recognizable to its original use as a cotton compress, it would be a very valuable historic resource despite its relatively recent construction. Due to its greatly diminished integrity, unless restored, it has the potential to dilute the impact of the many more intact historic area structures related to the agricultural industry and will have a negative impact on the public concept of historic cotton compresses in Texas.”

(See Appendix B for draft report.)

There are no parklands located near or adjacent to the proposed project.

Construction

The proposed action would result in the following short-term construction impacts, all of which can be easily mitigated.

NOISE – Construction and demolition may generate enough noise to become a real annoyance. While the majority of businesses are located away from the proposed facility, one neighboring business, east of the facility would be exposed to maximum noise levels during construction. Construction hours would be fixed for daytime hours to eliminate noise in the evening. Construction noise created by the proposed action would be caused by the following construction phases:

- Ground clearing;
- Excavation and grading; and
- Finishing, including grading and clean-up operations

The construction noise will be concentrated in several areas but only during a limited amount of time. Depending on the extent of certain facets of the projects the duration of noise may be considered a temporary nuisance. One or a combination of the following methods can mitigate construction noise levels:

- Installation of noise reduction devices on equipment;
- Enforcing operation time control;
- Use of alternative, quieter equipment; and/or
- Use of shielding or screening devices on or around equipment.

Where feasible, some or all of the above-mentioned abatement techniques would be used to reduce construction noise impacts on surrounding areas, especially residences.

DISRUPTION OF UTILITIES – No utilities would be disrupted during the length of the project, except during the electric, water, and sewer tie-in.

DISPOSAL OF DEBRIS AND SOIL – Debris and excavated materials would be disposed of in designated receptacles either on-site or at appropriate waste management sites.

WATER QUALITY AND RUNOFF – The proposed project would not introduce contaminants into nearby drainage systems, bodies of water, and sediment, nor would it result in excessive erosion. Requirements of the U.S. Environmental Protection Agency’s NPDES storm water permitting program for construction would be followed.

ACCESS AND DISRUPTION OF TRAFFIC – Construction of the proposed project would not require any street closings; however, delays are expected from equipment entering or leaving the site as well as during associated utility work. Should traffic be diverted, movement would be instructed to areas other than residential neighborhoods. Because construction would be on-site, traffic flow problems and access to nearby land uses would be minimal.

AIR QUALITY AND DUST CONTROL – Introduction of the proposed project would encourage greater utilization of public transit and generate pedestrian activity to and from the connecting corridors, which would reduce air pollution levels. Measures to reduce dust would be mitigated during demolition and construction.

SAFETY AND SECURITY – The necessary security and safety measures for workers and bystanders would be applied throughout the construction phase. These include barriers, flaggers, securing equipment after hours, and other construction-related safety measures.

DISRUPTION OF BUSINESS – Construction would not affect access into nearby businesses during construction, thereby eliminating customer inconvenience.

Aesthetics

The facility would be designed in keeping with the existing and new development projects of the surrounding properties in downtown Abilene. Focus on complementary design elements with the new Visitor Center would be taken into consideration.

Community

The proposed project is compatible with land use, zoning, traffic, and other plans for the area. Because it is in an underdeveloped industrial/commercial area, no services areas would be affected by this project. Additionally, the facility is located far enough away to avoid disrupting residential neighborhoods. Existing circulation patterns would remain the same and the cohesion of the community would not be altered by physical or psychological barriers of separation.

Safety and Security

The proposed site will include the necessary safety and security provisions provided in public safety-related design concepts. This includes implementing adequate lighting throughout, proper signage, and assigning on-site personnel for day and night shifts.

Secondary Development

One of the market goals of the proposed action is to generate secondary development. Because the proposed site is located in an underdeveloped area, there is an opportunity to support additional office and commercial service opportunities. The location of this

facility would enhance the area greatly and reinforce Abilene's *Downtown Abilene Strategic Action Plan*.

Consistency with Local Plans

The entire project is being coordinated with the City of Abilene and the project work is being done in cooperation with the City of Abilene Planning staff, CityLink, the MPO, and Greyhound.

Hazardous Materials

Appendix C includes the Executive Summary of the Phase I Environmental Assessment Report on this property. No evidence of underground storage tanks, solid waste disposal, petroleum products, and use or storage of hazardous substances was observed on the property. Wall plaster and texture samples revealed 2% chrysotile asbestos minerals. Removal of this material can be easily mitigated through an asbestos abatement management program. A Limited Phase II Subsurface Investigation was recommended to determine if any previous activities on adjoining properties have negatively impacted the proposed site.

Seismic Hazard

The proposed site does not contain a fault line. All improvements will be built in compliance with City of Abilene building codes.



STATE AND FEDERAL FUNDING PROGRAMS

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Purpose: Since 1974 CDBG has been the backbone of improvement efforts in many communities, providing a flexible source of annual grant funds for local governments nationwide. With the participation of their citizens, communities can devote these funds to a wide range of activities that best serve their own particular development priorities, provided that these projects (1) benefit low- and moderate-income families; (2) prevent or eliminate slums or blight; or (3) meet other urgent community development needs.

Eligible Activities: As one of the Nation's largest Federal grant programs, the impact of CDBG-funded projects can be seen in the housing stock, the business environment, the streets, and public facilities of almost every community. Traditionally, the largest single use of State CDBG funds has been the provision of public facilities. In the last few years, however, the program has played an increasingly key role in stimulating economic development activities that expand job and business opportunities for lower income families and neighborhoods.

States establish their own programs and rules to govern the distribution of their CDBG funds. While States may implement policies that give priority to particular activities—economic development projects or wastewater treatment systems, for instance—their choices are limited by the activities that are eligible under the national program, which include (but are not limited to):

- Acquiring real property (primarily land, buildings, and other permanent improvements to the property) for program purposes. CDBG also helps communities demolish property and clear sites to prepare the land for other uses.
- Reconstructing or rehabilitating housing and other property. From shelters for the homeless to single-family homes to shopping centers, CDBG enables communities to improve properties that have become less usable, whether due to age, neglect, natural disaster, or changing needs. New construction of housing is allowed only in certain circumstances.
- Building public facilities and improvements, such as streets, sidewalks, sewers, and water systems, parks and community centers, and fire stations.
- Helping people prepare for and obtain employment through education and job training, welfare-to-work activities, and other services.
- Assisting for-profit businesses for special economic development activities. Such projects might include microenterprise loans to low-income entrepreneurs,

assembling land to attract new industry, or business loans to help retain or expand existing businesses that employ low-income workers.

- Providing public services for youths, seniors, or the disabled.
- Carrying out crime reduction initiatives such as establishing neighborhood watch programs, providing extra police patrols, rehabilitating or constructing police substations, and clearing abandoned buildings used for illegal activities.
- Assisting homebuyers directly through, for example, down-payment assistance or a revolving loan fund for first-time homebuyers.
- Enforcing local building codes to reverse housing deterioration and other signs of blight.
- Meeting planning and administrative expenses, such as costs related to developing a Consolidated Plan and managing CDBG funds.

Responsible Governmental Agency: HUD/Municipalities

Web Address: <http://www.hud.gov/cpd/cdbg.html>

JOB ACCESS/REVERSE COMMUTE (JARC)

Purpose: The JARC grant program assists States and localities in developing new or expanded transportation services that connect welfare recipients and other low-income persons to jobs and other employment related services.

The JARC grant program is intended to establish a coordinated regional approach to job access challenges. All projects funded under this program must be the result of a collaborative planning process that includes States and Metropolitan Planning Organizations (MPO), transportation providers, agencies administering Temporary Assistance for Needy Families (TANF) and Welfare to Work (WtW) funds, human services agencies, public housing, childcare organizations, employers, States and affected communities, and other stakeholders. This program is expected to leverage other funds that are eligible to be expended for transportation and encourage a coordinated approach to transportation services.

Eligible Activities: Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low-income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations. Criteria for evaluating grant applications for JARC grants include:

- Coordinated human services/transportation planning process involving State or local agencies that administer the TANF and WtW programs, the community to be served, and other area stakeholders;

- Unmet need for additional services and extent to which the service will meet that need; and
- Project financing, including sustainability of funding and financial commitments from human service providers and existing transportation providers.

Other factors that may be taken into account include the use of innovative approaches, schedule for project implementation, and geographic distribution.

Responsible Governmental Agency: In urbanized areas with 200,000 population or more, MPOs select the applicant(s). In small, urbanized areas under 200,000 population and in non-urbanized rural areas, States select the applicant(s). Tribal governments must go through the State process but, once selected, can choose to be sub-recipients of the State or can apply directly to FTA.

Web Address: <http://www.fta.dot.gov/wtw/jarcgfs.htm>

LIVABLE COMMUNITIES INITIATIVE (LCI)

Purpose: Objectives of the Initiative are to improve mobility and the quality of services available to residents of neighborhoods by:

- Strengthening the link between transit planning and community planning, including land use policies and urban design supporting the use of transit and ultimately providing physical assets that better meet community needs.
- Stimulating increased participation by community organizations and residents, minority and low-income residents, small and minority businesses, persons with disabilities and the elderly in the planning and design process.
- Increasing access to employment, education facilities and other community destinations through high quality, community-oriented, technologically innovative transit services and facilities.
- Leveraging resources available through other Federal, State, and local programs.

Eligible Activities: Eligible project planning activities include:

1. The preparation of implementation plans and designs incorporating Livable Communities elements.
2. The assessment of environmental, social, economic, land use and urban design impacts of projects.
3. Feasibility studies.
4. Technical assistance.
5. Participation by community organizations, and the business community, including small and minority owned businesses, and persons with disabilities.
6. The evaluation of best practices.

7. The development of innovative urban design, land use and zoning practices.

Eligible capital activities or capital project enhancements of demonstration projects include:

1. Property acquisition, restoration or demolition of existing structures, site preparation, utilities, building foundations, walkways, and open space that are physically and functionally related to mass transportation facilities.
2. The purchase of buses, enhancements to transit stations, park-and-ride lots and transfer facilities incorporating community services such as day care, health care and public safety.
3. Safety elements such as lighting, surveillance and community police and security services.
4. Site design improvements including sidewalks, aerial walkways and bus access and kiss-and-ride facilities.
5. Operational enhancements such as transit marketing and pass programs, customer information services, and advanced vehicle locating, dispatch and information systems.

[Note: Congress has established independent financial appropriation to support the LCI program. Funding can be drawn from all TEA-21 resources to meet LCI objectives.]

Responsible Governmental Agency: FTA

Web Address: <http://www.fta.dot.gov/library/planning/livbro.html>

STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM (STEP)

Purpose: The goal of the STEP program is to encourage diverse modes of travel, increase the community benefits to transportation investment, strengthen partnerships between State and local governments, and promote citizen involvement in transportation decisions.

Eligible Activities: To be eligible for consideration, all projects must demonstrate a relationship to the surface transportation system through either function or impact, go above and beyond standard transportation activities, and incorporate one of the following 12 categories:

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and education activities for pedestrian and bicyclist
3. Acquisition of scenic easements and scenic and historic properties
4. Scenic or historic highway programs (including providing tourist and welcome center facilities)
5. Landscaping and other scenic beautification

6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use for pedestrian and bicycle facilities)
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

STEP is a statewide competitive program administered in accordance with applicable Federal and State rules and regulations. The funds provided by this program are on a cost-reimbursement basis. This is not a grant. Projects undertaken with enhancement funds are eligible for reimbursement of up to 80% of allowable costs. The governmental entity nominating a project is responsible for the remaining cost share, including all cost overruns.

Responsible Governmental Agency: TxDOT

Web Address: <http://www.dot.state.tx.us/insdot/orgchart/des/step/introduction.htm>

SURFACE TRANSPORTATION PROGRAM (STP)

Purpose: The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. STP is the largest FHWA flexible funds program. Funding is at 80 percent Federal share and may be used for all projects eligible for funds under current FHWA and FTA programs.

Eligible Activities: A State may obligate funds apportioned to it for the surface transportation program only for the following:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this program.

- Capital costs for transit projects eligible for assistance, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990.
- Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Surface transportation planning programs.
- Transportation enhancement activities.
- Transportation control measures listed under the Clean Air Act.
- Development and establishment of management systems.
- Participation in natural habitat and wetlands mitigation efforts related to projects funded by this program, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990.
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration.

Responsible Governmental Agency: FHWA/MPO

Web Address: <http://www4.law.cornell.edu/uscode/23/133.html>

TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF)

Purpose: On August 22, 1996, "The Personal Responsibility and Work Opportunity Reconciliation Act of 1996," a comprehensive bipartisan welfare reform plan that dramatically changed the nation's welfare system into one that requires work in exchange for time-limited assistance, was signed into law. The Temporary Assistance for Needy Families (TANF) program replaces the former Aid to Families with Dependent Children (AFDC) and Job Opportunities and Basic Skills Training (JOBS) programs, ending the Federal entitlement to assistance.

Eligible Activities: The Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (PRWORA) gives States enormous flexibility to design their TANF programs in ways that promote work, responsibility, and self-sufficiency, and strengthen families. Except as expressly provided under the statute, the Federal government may not regulate the conduct of States.

States may use TANF funding in any manner "reasonably calculated to accomplish the purposes of TANF" (see "*A Guide on Funding Services for Children and Families through the TANF Program*"). These purposes are: to provide assistance to needy families so that children can be cared for in their own homes; to reduce dependency by promoting job preparation, work and marriage; to prevent out-of-wedlock pregnancies; and to encourage the formation and maintenance of two-parent families.¹

Responsible Governmental Agency: In TANF, States and territories operate programs, and tribes have the option to run their own programs. States, territories, and tribes each receive a block grant allocation with a requirement on States to maintain a historical level of State spending known as maintenance of effort. The total Federal block grant is \$16.8 billion each year until fiscal year (FY) 2002. The block grant covers benefits, administrative expenses, and services. States, territories, and tribes determine eligibility and benefit levels and services provided to needy families.

Web Address: <http://www.acf.dhhs.gov/programs/opa/facts/tanf.htm/>

TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION (TCSP)

Purpose: The TCSP provides funding for grants and research to investigate and address the relationship between transportation and community and system preservation. States, local governments, tribal governments, and MPOs are eligible for discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Through the TCSP, States, local governments, and MPOs implement and evaluate current preservation practices and activities that support these practices, as well as develop new and innovative approaches.

Eligible Activities: Projects eligible for Federal highway and transit funding or other activities determined by the Secretary of Transportation to be appropriate are also eligible for TCSP funding. This allows a broad range of transportation activities to be funded. Grants will be awarded for new and innovative transportation activities meeting the purposes of the TCSP program, but remain unfunded under the current Federal-aid program.

¹ TANF funding may be used to support transportation costs incurred in getting program recipients to and from places of employment or vocational training. These funds can also be used as local match for other Federal funding.

Responsible Governmental Agency: FHWA/Congress

Web Address: <http://www.fhwa.dot.gov/tcsp/>

TxDOT TOLL CREDITS

Purpose: A State may use toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce as credit toward the non-Federal share requirement for any funds made available to carry out eligible Department of Transportation-related capital projects.

Eligible Activities: New Mass Transportation and Federal-Aid Highway capital projects are eligible for toll credit funding.

Responsible Governmental Agency: TxDOT

Web Address: <http://www4.law.cornell.edu/uscode/23/120.html>

WELFARE to WORK (WtW)

Purpose: In August 1996, the Personal Responsibility and Work Opportunity Reconciliation Act reformed the nation's welfare laws. It created a new system of block grants to the States for Temporary Assistance for Needy Families (TANF) changing the nature and provision of welfare benefits in America.

Moving people from welfare to work is now one of the primary goals of Federal welfare policy. The new Balanced Budget Act of 1997, signed by the President on August 5, 1997, helps achieve that goal by authorizing the U.S. Department of Labor to provide Welfare-to-Work Grants to States and local communities to create additional job opportunities for the hardest-to-employ recipients of TANF. These grants will provide many welfare recipients with the job placement services, transitional employment, and other support services they need to make the successful progression into long-term unsubsidized employment. On November 29, 1999, the President signed the Welfare-to-Work and Child Support Amendments of 1999, which make programmatic changes that simplify eligibility for the Welfare-to-Work program.

Eligible Activities: Funds may be used to help move eligible individuals into long-term unsubsidized jobs using strategies such as: job creation through short-term public or private sector wage subsidies; on-the-job training; contracts with public or private providers of job readiness, job placement, and post-employment services; job vouchers for similar services (except for grantees which are not Private Industry Councils or Workforce Investment Boards, which may provide these services directly); community service or work experience; job retention and supportive services (if such services are not

otherwise available); or six months of pre-employment job training or vocational educational training.² Grantees have up to three years to spend the funds.

Responsible Governmental Agency: There are two kinds of grants: (1) Formula Grants to States, and (2) Competitive Grants to local communities. A small amount of the total grant money also has been set aside for special purposes: 1 percent for Indian tribes and 0.8 percent for evaluation.

Web Address: <http://www.fta.dot.gov/wtw/notebk.html>

² Similar to the TANF program, WtW funds may be used to support recipients' transportation costs and may be used as local match for other Federal funds.

**Draft Report on Findings of Investigation of Structure at
602 N. 2nd Street, Abilene, Texas**

**Compiled by Robert R. Allen, Abilene MPO Transportation Planning Director
With Assistance of Mr. Larry Abrigg, Historic Preservation Officer, City of Abilene, Texas**

Document Date August 23, 2002

Documentary Evidence Timeline of Western Compress & Storage Co. Emphasizing Site at 602 N. 2nd Street, Abilene

1901- A cotton compress company is started at N. 3rd and Ash under the name Western Texas Compress Co. The original company is reported to be headed by "a Corsicana individual." (*Abilene Reporter-News* Sept. 7, 1961)

1902 - Sanborn shows Western Texas Compress Co. occupying the east half of the block between N. 2nd and N. 3rd and Plum and Ash. The compress building is located in a metal clad structure in the northeast corner with an open wooden platform occupying the rest of the site

1914 -George Finberg is listed as Vice-President and General Manager

1915 - Firm expansion begins; Hiram Haynie becomes office manager (*Abilene Reporter-News* Sept. 7, 1961)

1917 - Firm is listed in Worley's City Directory as Western Compress & Storage Co. with General Offices in Abilene and plants located at Abilene, Hamlin, Sweetwater, and Snyder. General office address is listed as 272 1/2 Pine St.

1919 - Sanborn map shows Western Compress & Storage Co. plant occupying the entire block between N. 2nd and N. 3rd and Plum and Ash. The compress structure is still located in the northeast corner. A covered wooden structure with open sides occupies most of the remaining portion of the eastern 1/3 of the block. An open wooden platform occupies the rest of the site except for a small wooden office building in SW corner.

1921 - George Finberg is listed as President and General Manager

1923 - Hiram Haynie is named as Manager of the firm (*Abilene Reporter-News* Sept. 7, 1961); Percy Jones becomes President of firm(?)

1924 - Hiram Haynie is listed as Vice-President and Manager; General office address is listed as 1-2 Park Office Bldg.

1925 - Sanborn map shows that the open-sided wooden covering has been extended to cover all of the platform except for small areas on the east, west, and north sides. The operations have expanded to include a new open-sided metal-clad frame warehouse with a tile front occupying the north front of the block to the east of the original site.

1926 - The General Office address is listed as 714 Alexander Bldg.

1929 - Sanborn map shows that the newer warehouse has been expanded to occupy most of the north half of the block to the east.

1934 - General Office address is listed as 809-810 Mims Building; Hiram Haynie is continues to be listed as Vice-President and Manager

1942 - General Office address is listed in WTU building

1942-1944 - The original structure occupying the block between N. 2nd and N. 3rd and Plum and Ash burns to the ground. A replacement structure is "hurriedly" built. (Reuben Anton, eyewitness)

1953- Hiram Haynie succeeds Percy Jones as President of firm (*Abilene Reporter-News* Sept. 7, 1961)

Appendix B

1954 - Sanborn map shows a 276'x300' building with five distinct structural areas occupying the block between N. 2nd and N. 3rd and Plum and Ash. One of the structural areas is a 20'x20' metal-clad frame structure extending 26' feet above the roof of the surrounding building. Sanborn maps show other warehouses used by firm on at least three other sites.

1960 - General Office address is listed in First National Ely Building

September 1961 - Sale of assets of Western Compress & Storage Co. to National Compress & Warehouse Co. of Waco is announced in Abilene Reporter-News (ARN). ARN reports sale of steam compresses and warehouses in Abilene, Sweetwater, Hamlin, and Rule, and warehouses in Winters. (*Abilene Reporter-News* Sept. 7, 1961)

November 1961 - Taylor County Deed Records show sale of Western Compress & Storage Co. property including land, buildings, equipment, supplies, and other property. The deed records the sale of five (5) tracts of land in Abilene, ten (10) tracts of land in Sweetwater, two (2) tracts of land in Hamlin, one (1) large tract of land in Snyder, one (1) tract of land in Haskell, three (3) tracts of land in Rule, two (2) tracts of land in Knox City, and one (1) tract of land in Roscoe. No property in Winters was included with this sale in the deed records.

1965 - Polk's City Directory lists site as occupied by National Western Cotton Storage Co.

1974 - National Western Cotton Storage Co. ceases operations in Abilene

1975 - Site at 602 N. 2nd Street is sold to B & R Investments owned by Bennett and Reuben Anton. (*Abilene Reporter-News*, Jan. 18, 1975) The Antons replace exterior metal-clad doors with plywood doors. (Bennett Anton, current owner)

1975 - Present B & R Investments operates site as a general commercial warehouse until maintenance and repair costs become excessive. The site has been mostly vacant for several years except for the storage of miscellaneous noncombustible items

Site Description

The site occupying the block between N. 2nd and N. 3rd and Plum and Ash consists of an approximately 83,000 square foot structure with adjacent concrete platforms. The structure and adjacent platforms are raised about 3 feet above the surrounding ground level.

The existing primary structure consists of three distinct structural areas: the warehouse, the boiler room, and the office. The overall structure measures about 276 feet east to west and 300 feet north to south.

A concrete platform about 12 feet wide extends around the west, north, and east sides of the structure. Steep concrete ramps wide enough for forklifts are located at the northeast and southwest corners. An out of service double rail spur is adjacent to the platform on the east side. A separate concrete platform with a concrete driveway wide enough for an automobile is adjacent to a portion of the south side.

Warehouse Area

The exterior walls of the warehouse area are constructed of red brick 12 inches thick and about 11 1/2 feet high. The exterior sides of the walls are devoid of ornamentation except for a slightly protruding cap. The exterior sides of the walls are unpainted except for a small portion of the south wall adjacent to the office area that was painted white then overpainted with a light red color. A horizontal concrete support beam about one foot high extends around the interior side of the wall about 6 feet 8 inches above the floor. A portion of the interior side of the wall near the southeast corner is painted white. Numbers, graffiti, arrows, and other small items are painted in various places on the interior walls.

Existing openings in the exterior warehouse wall consist of 21 freight doors. All openings are 6 feet 8 inches high and are covered with sliding plywood doors painted green. There are 6 eight-foot wide openings on each of the west, north, and east sides. There are 3 openings on the south side that are 8, 10, and 18 feet wide respectively from west to east.

The floor of the warehouse area is concrete poured over mounded dirt. The floor consists of many different sections of various sizes, shapes and finish textures.

The roof of the warehouse area consists of 6 conjoined hip roof sections, each about 46 feet wide. The top ridges are seventeen to 18 feet above floor. Three of the sections have secondary structures with sidelights along the ridges raised about another 3 feet. The roof is covered with standing seam metal. It is supported by the walls and simple wooden frame and plank supports. Some portions of the frame and support structure are painted, mostly white, and some are unpainted. The roof structure has severely deteriorated due to wind and water damage.

Boiler Room Area

The Boiler Room Area is a distinct structure forty feet on each side located inside the exterior walls of the warehouse area. The boiler room area is separated from the east exterior wall of the warehouse area by about 8 feet and is separated from the north exterior wall of the warehouse by about fifty feet. The walls of the boiler room area are constructed of red brick firewall about 21 feet high. The walls are devoid of ornamentation except for a slightly

protruding cap. A horizontal concrete support beam about one foot high extends around the interior side of the wall about 8 feet above the floor.

A large portion of the wall's interior is painted with a silvery metallic paint. Most of south side of the wall is painted with silvery metallic paint. Unpainted shadows of missing support structures are clearly visible on the exterior south wall. A portion of the south wall extending about 8 feet from the west and about 3 1/2 feet from the floor has dark red paint over the metallic paint

There are 3 openings in the wall, all on the south side. Two of the openings are closely spaced openings each about 8 feet high and 8 feet wide. These openings are covered with sliding doors that are clad in corrugated metal that has been painted with a silvery metallic paint. The third opening is a regular pedestrian door with a wired glass transom window. The door is painted green. The transom window has been painted with silvery metallic paint that is peeling off of the glass.

The boiler room area at one time had a flat wooden roof covered with composite material and a separate wooden ceiling. The roof and ceiling are completely collapsed. The area has a wooden floor structure that is largely collapsed.

Office Area

The office area occupies a distinct area in the southeast corner of the overall structure and measures about 30 feet east to west and 20 feet north to south. The east and south walls of the structure are 15 feet high. The west and north walls, which also serve as firewalls for the warehouse area begin at 15 feet in height, then slope up to a height of about 18-19 feet. These walls do not match the current roofline of the warehouse area. The walls are constructed of red brick and are devoid of ornamentation except for a slightly protruding cap. There is no indication of a concrete beam in any of the wall, but it may be concealed in the false ceiling.

All 4 walls have windows with protruding concrete sills, including the walls that face into the interior of the warehouse. The south side has a pedestrian doorway with a transom window that has been closed with plywood. The north side has a pedestrian doorway, which includes a screen door, opening into the warehouse.

The exterior of the east and south walls were painted white then overpainted with a light red color. The visible sides of the west and north walls beneath the warehouse roof are painted white. The interior area of the office has white-painted plaster over the brickwork. A small bathroom area occupies the northeast corner of the office area.

The office area has a vented false ceiling and a flat roof covered with composite material. It also has a vented crawlway beneath a wooden floor that contains a floor furnace.

Evidence of Significant Structural Alterations

There is evidence of numerous changes to the building. The deteriorated condition of the building and extreme scarcity of documentation complicates the process of distinguishing between repairs, minor changes, and significant alterations.

Certain significant differences are apparent. Major changes to the roofline and general vertical elevation of the area between the office area and the boiler room are indicated by the remnants of roof tar and flashing on both of these structures and the paint patterns on the exterior

south wall of the boiler room area. The roof tar and flashing remnants and paint patterns on the boiler room wall indicate that the roof adjacent to this structure at one time included a flat section about 19 feet high that extended from the west side of the boiler room structure to a point near the ridge peak of the current roof structure. The paint color and patterns above the current roof on the south side of the boiler room structure clearly match those found inside the current warehouse area. The interior paint patterns also clearly show that roof supports currently adjacent to the wall were not present at the time the wall was painted.

The only documentary depiction or description of the building during its historical period that has been discovered in this investigation is a 1954 Sanborn map. The 1954 Sanborn map indicates two structural areas that are no longer present, a different number of openings into the warehouse area, and differences in the roofline.

The most significant difference is the indication of a metal-clad wood frame structure located near the southwest corner of the boiler room area. The Sanborn map indicates that this structure extended 26 feet above the adjacent roof. As the evidence indicates that the adjacent roof was about 19 feet high, this structure would have extended 45 feet above the floor. This structure would have housed the main body of the cotton compress. Such a structure is a primary architectural signature of a cotton compress building.

The Sanborn map also indicates a small structure of uncertain function between the compress tower and the boiler room. This approximately eight-foot by ten-foot structure was adjacent to the pedestrian doorway opening into the boiler room area. The height and composition of this small structure are uncertain. Paint patterns on the boiler room wall indicate a horizontal structural element about midway between the floor and the roof in this area. The composition was most likely metal-clad frame construction.

An examination of the existing floor reveals a distinct section about the size and shape of these two missing structural areas. It is unknown if the original floor of these areas was of a different composition or if the area was repoured due to damage occurring during removal of the compress.

The Sanborn map does not reflect portions of the raised roof-ridges with sidelights currently in evidence. The Sanborn map shows a significantly smaller raised area on the second section from the east of the existing roof and does not show the existing raised areas on either side of the easternmost section of the existing roof.

The Sanborn map indicates the presence of three openings with metal-clad covers on each side of the warehouse area. There are currently six openings on each of the west, north, and east sides. It is known that the current owners replaced metal-clad doors with the existing plywood doors. Examination of the current structure is inconclusive concerning the accuracy of the Sanborn maps on the number and placement of openings. The existing walls do not show clear evidence of changes in the number of openings. There is clear evidence that an area above and to one side of an existing opening has been replaced from top to bottom, most likely to accommodate removal of the cotton compress. Some of the existing openings appear to be placed without regard to their relationship to internal structural elements. A striking example of this is the presence of a freight door facing a solid brick wall in the eight-foot wide space between boiler room structure and the exterior wall. This particular opening is also the nearest existing opening to a firehose location accurately depicted on the Sanborn map, a feature that is not likely to have been overlooked on an insurance map.

The Sanborn map does not show any portion of the existing platform on the south side of the building. This platform and attached auto ramp appear to have been provided primarily to allow vehicles to drive into the interior of the warehouse. The opening adjacent to this platform is 18 feet wide, strikingly wider than any of the other openings. The interior sides of this opening are different than any of the other openings, having an extra course of bricks protruding into the building on either side. It is unknown if this opening was widened to accommodate a vehicle turning into the building from the adjacent platform or if the platform was added to take advantage of an original opening. There is no known reason why an eighteen-foot wide opening would have been provided at this location in the original structure.

The Sanborn map shows that the warehouse structure has a roof of noncombustible material. The existing roof of this area consists entirely of standing-seam metal. The evidence is clear that a large portion of roof is not original. Other buildings still in existence that were used by the Western Compress and Storage Co. in 1954 have corrugated metal roofs and sides. The remaining original metal-clad doors on the boiler room structure are clad with corrugated metal. It is likely, therefore, that the original roof material of this structure was also corrugated metal.

Historic Cotton Compresses in Texas

There are currently 5 cotton compress structures in Texas listed on the National Register of Historic Places:

- Bryan Compress and Warehouse - Bryan
- Ennis Cotton Compress - Ennis
- McKinney Cotton Compress Plant - McKinney
- National Compress Company Building - Waxahachie
- Schulenburg Cotton Compress - Schulenburg

These structures retain the original compress towers (with the possible exception of the Bryan site, which has not yet been verified), although it is uncertain whether any but the Schulenburg Cotton Compress still contain the original compress machinery. In Schulenburg, the actual compress equipment is the primary focus of the historical designation. The narrative of the nomination to the Register states, "The compress was housed in a large, utilitarian structure which reflects its function through materials and massing. Utilizing wooden structural members sheathed in corrugated metal, the form reflects the verticality of the compress. The structure is not included as a part of the nomination; however, any alterations or removal of it should be considered insignificant only if the compress is not affected adversely by such action."

The McKinney Cotton Compress Plant is a major contributing structure to the McKinney Cotton Mill Historic District under the heading Property Type: Cotton-Processing Facilities. The nomination states, "These structures are directly involved in the processing, shipment or refinement of cotton and its by products and include cotton gins, compresses and cotton oil mills. To qualify for listing in the National Register, these properties must be over 50 years old and have been constructed to aid in the processing, shipment or refinement of cotton. In their present state, they must be recognizable to the time of the original use and retain their basic form. They ideally should retain some of their cotton-processing equipment."

It is probable that most, if not all, historic compress structures that retain the tower also retain the equipment. The nature of the compress equipment is such that it would not normally be economically feasible to remove the equipment without removing the structure surrounding it.

Two of the original compress plants of the Western Compress & Storage Co. located in Sweetwater and Rule still retain the original equipment in the original historic locations. The Sweetwater Compress Company, although no longer in operation, still contains the original equipment in the original structure according to Gary Setliff, Manager of the Rolling Plains Cooperative Compress. Mr. Setliff reported having examined the facility in August 2002 in contemplation of leasing the property from its current owners. The Rule Compress is still in operation although only as a cotton storage facility. The Rule site still houses the compress equipment but no longer contains the boiler equipment according to an employee of the firm contacted on August 23, 2002. Another historic area compress, the Ballinger Compress Co., still houses its compress equipment.

Other Factors

The extreme scarcity of documentation on this structure indicates a lack of prominence in the mind of the community during its historic period. Although frequent mention has been found of Western Compress & Storage Co. as a corporate entity, no mention of this specific site during its historic period has been discovered other than City Directory listings and Sanborn maps. The investigation was unable to discover even a mention of the fire that burned the preceding building. The first specific mention of this site discovered in this investigation was the article announcing the sale of the building to its current owners in 1975. This article did not mention any prior connection with Western Compress & Storage Co., although it did mention that the successor company, National Western Compress and Warehouse Co. "once used the building for cotton storage."

The presence of a large brick structure in a currently well-traveled location has led to speculation that the building was intended to be impressive. Investigation reveals that the current structure was built in an area that was an industrial backwater with little traffic at the time. The openings several years later of two highways that intersect nearby altered the character and ambience of the area. Investigation further reveals that oil storage locations were present at the time of construction across the street from the site to the east and north. The building was built during World War II, a time when oil products were especially precious and strictly rationed, to replace a building that had burnt to the ground. The extreme simplicity of the brickwork indicates a probability that the walls were built of brick primarily to satisfy fire protection requirements.

There exists a remote connection with the historical figure Percy Jones as long-time President and major shareholder of Western Compress & Storage Co. The connection appears to exist only in his ownership capacity, however. No mention is ever made of Mr. Jones taking an active management role in the operations of the corporation or having any other connection with this particular site or structure. During the historic period of this structure, Mr. Hiram Haynie is the person most identified with the company and its operations.

Recent Developments

A document entitled *HISTORIC RESOURCES OF ABILENE, TEXAS 1988-89, An Inventory for the Abilene Preservation League*, lists the site at 602 N 2nd Street as "high priority" among the sites surveyed for historic preservation but does not document the reason for classifying it as such. The document erroneously estimates the construction date as circa 1930. Although the site was among 427 sites classified as high priority, it was not selected by the survey director, David Moore of Hardy-Heck-Moore, for nomination to the National Register, nor is it a contributing structure to a historical district.

The Abilene Landmarks Commission subsequently included the site in a list entitled Abilene Register of Historic Properties, which is a list of properties with various historical designations or properties deemed to warrant special scrutiny prior to demolition. The Register states that all properties have been reviewed by the Abilene Landmarks Commission but does not document the reason for inclusion of specific properties, being a compilation of extant "high priority" structures from the aforementioned 1988-89 inventory and other officially recognized properties.

Although these documents are generally very good resources, there is no indication that any special scrutiny was previously given to the 602 N. 2nd Street site. The 1988-89 inventory was a remarkable effort that identified 6,330 pre-1945 structures spread over an area of about 4800 acres. The text of the Inventory states that further research was conducted on 608 properties deemed to be of the highest priority. The research for properties not subsequently nominated for the National Register of Historic Places seems to have consisted primarily of reviews of Sanborn Fire Insurance maps and historic City Directories, a substantial effort considering the number of properties involved, but significantly less intensive than the current investigation.

The Abilene Landmarks Commission specifically considered this property in April 2002, at which time the Landmarks Commission was apprised of the fact that the site was the most preferred location identified by a feasibility study for new public facility, a multimodal transit terminal. The Abilene City Council, the Abilene Metropolitan Planning Organization Policy Board, the Tax Increment Financing District Board, and the Abilene Improvement Corporation had all been previously informed in detail of the results of the study, including the fact that the site had some degree of historical significance, and had expressed no concern about the use of the site. These reports specifically stated that the intent was to build new structures on the site. The opinion of City and MPO staff at that time was that the advanced structural deterioration of the site, together with a lack of community interest in reinvestment in the structure or reasonably foreseeable adaptive reuses, created a situation in which demolition of the existing structure was inevitable. The Landmarks Commission disagreed, citing the Grace Hotel and the T&P Freight Warehouse (major contributing structures to the Abilene Commercial Historic District) as examples of seriously deteriorated structures that had been restored, and voted to recommend to the City Council that the structure be preserved and that actions be taken to place Historic Overlay Zoning on the property. A more intensive investigation of the structure commenced at that time.

A preliminary report on the results of this investigation was presented to the Abilene Landmarks Commission on August 13, 2002. The Commission disagreed with the Conclusion

of this report, stating an opinion that the property's contribution to the broad historical patterns of the community as a symbol of the importance of cotton to the Abilene economy outweighed the loss of physical integrity. The Commission then voted to amend its April action by no longer recommending to the Abilene City Council that Historic Overlay Zoning be pursued on the property but to only place the property on the official "Historic Survey as an Official Survey of Historic Sites," which is more commonly known as the "City Council Adopted List of Historic Properties."

Brief Review of Economic History

A brief review was undertaken of the actual importance of cotton in Abilene's economic history. Although the cotton industry has played an indisputably key role in the economic development of the general region, cotton is not typically stressed in historical literature about the City of Abilene itself. Railroads, livestock, educational institutions, utilities, and wholesaling are normally stressed, although agriculture in general is regularly mentioned, as is oil in more modern times. The theme of the Abilene Commercial Historic District is quite appropriately centered on the railroads and wholesaling industries.

A review of the Introduction sections in Worley's Abilene City Directories from 1919 to 1955 reveals what the business people of those times considered most important. Transportation and utilities always got high billings for their importance in the economy. The 1929 Directory indicates that the role of cotton in the Abilene industrial economy began to become important about twenty years after the City's founding, or about the time of the initial founding of the cotton compress. The farming industry, especially cotton, increased in importance until about 1920 at which time it began to rapidly diminish in importance as the Abilene economy diversified and the wholesale industry boomed. It also states the agricultural industry of the region underwent "radical changes" during the previous decade and that the broad diversification of agriculture away from a focus on cotton had led to regional prosperity.

The 1919 Directory states that Abilene has "many important industries, chief among which are flour mills and broom factories, cotton oil mill, cotton compress, and cotton gins."

The 1921 Directory headlines Abilene as "An Important Jobbing Center in Central Texas." It mentions that Abilene has 12 wholesale houses, then states that "it also has six small factories, eight cotton gins, one cotton oil mill, one compress, a \$200,000 flouring mill, and a \$100,000 grain elevator."

The 1926 Directory headlines Abilene as " 'THE CAPITAL OF WEST TEXAS' An Important Jobbing and Educational Center in West Texas." It states that Abilene is "a large jobbing center with 53 houses selling at wholesale." It mentions that Abilene now has "46 small factories... eight cotton gins, one cotton oil mill, one compress, and a \$100,000 grain elevator."

This is the last year that the cotton compress or cotton gins are mentioned in the Directory Introductions in the incomplete series that the City of Abilene possesses.

The 1929 Directory headlines Abilene as " 'THE CAPITAL OF WEST TEXAS,' The Industrial, Financial, Educational and Commercial Center of a Land of Opportunity (Courtesy of the Abilene Chamber of Commerce)." It no longer mentions the cotton compress but does state that the "Abilene Cotton Oil Company, a \$500,000 concern, is one of the largest in the South."

(This company became the West Texas Cottonoil Company then the Cottonoil Company Western Cottonoil Company. The plant remains largely intact today, although no longer in operation.) The Directory also mentions a large number of other industrial enterprises by name, such as the Gold Bond Casket Company, as being "the larger of the 85 manufacturing establishments in the city...." By this time the Directory states that there are over 80 wholesale and jobbing houses in Abilene.

The 1944 Directory calls Abilene the "Headquarters City," a reference to Camp Barkeley, for the oil and livestock industry. It states that "as an educational, recreational, medical, religious, market and distribution center, Abilene is known as 'The Capital of West Texas.'" Cottonseed products are mentioned among the major manufactured products, cotton fiber products are not. The Directory mentions 176 wholesale trade concerns; "major products distributed: Food [*sic*] products, oil-field equipment, petroleum, produce, dairy products, automotive parts, building supplies, candy and tobaccos, and hardware."

The 1955 Directory continues the theme of the 1944 Directory without Camp Barkeley but with "Abilene Air Force Base" now under construction. Abilene is now known as "The Key City of West Texas." The Directory now states that there are over 400 wholesale firms in Abilene. Cottonseed oil is still listed as an important manufactured product among the about 150 manufacturing concerns.

Conclusion

The site itself does have historical significance as the original and long-time location of a cotton compress enterprise in Abilene. The existing structure lost most of its significance and historical integrity when the compress was removed after the sale of the parent corporation in 1961. The removal of the compress not only signified a major change in the use and economic significance of the location, it also resulted in major structural alterations. All traces of the signature compress tower have been obliterated and significant alterations in other structural elements and materials have occurred. Insufficient information and evidence exists to restore the building to its historic exterior appearance with any confidence of accuracy. The only portion of the structure that retains any significant amount of historic and structural integrity is the office area, a portion that constitutes less than 8% of the overall structure.

The degree of cultural or economic significance of the site to the broad patterns of history is debatable. The structure is known commonly as the "cotton warehouse," a designation appropriate to its current construction but one reflective of a use that does not date back to its historic period.

The cotton compressing and warehousing industries are specific to cotton fiber. The period when the cotton fiber processing played a significant role in the City of Abilene was about 1900-1928. The current structure in its original state was built about 1942-1944.

The processing of cottonseed products has been important to the community's industrial economy than cotton fiber products. A cotton oil mill site still exists in Abilene that is older, more prominent, and more intact than the subject property.

Agriculture in general has played a vital role in the development and prosperity of Abilene. The cotton industry has played a vital role in many communities in Abilene's market region. Abilene has certainly benefited greatly from the agricultural industry of its market

Appendix B

region. There are many examples of historic agricultural industry facilities in Abilene and across the region that retain much higher degrees of historic integrity than does the subject structure, however. Indeed, there are older, more intact structures of the same use constructed by the same company still extant in area communities.

If the subject structure were still intact and recognizable to its original use as a cotton compress, it would be a very valuable historic resource despite its relatively recent construction. Due to its greatly diminished integrity, unless restored, it has the potential to dilute the impact of the many more intact historic area structures related to the agricultural industry and have a negative impact on the public concept of historic cotton compresses in Texas.

Phase I Environmental Site Assessment

1.0 EXECUTIVE SUMMARY

On October 1, 2002, Mr. Steven Good of Enercon Services, Inc. (Enercon) performed a Phase I Environmental Site Assessment of the property located at 602 N. 2nd Street, in the City of Abilene, Taylor County, Texas. The purpose of the assessment was to identify potential environmental concerns by reviewing historical data and regulatory information, and by performing a visual inspection of the subject property and surrounding area. The following is an executive summary of the environmental site assessment results:

- The subject property, situated between N. 2nd Street to the south, N. 3rd Street to the north, Plum Street to the west, and Ash Street to the east, contains approximately 2.066 acres of land. The subject property is a square-shaped, relatively featureless, mostly flat tract of land, developed with an approximately 81,400 square foot brick building encompassing the majority of the property, with grass covered perimeters. Abandoned rail spurs are located along the eastern property line, and encroaching the northwestern corner of the property.
- The majority of the subject property building consisted of a large open mainly empty room, which appeared to have been historically utilized for warehouse purposes. The interior of the warehouse area consisted of unfinished brick walls, with a wood beam supported conjoining hip metal roof. A few portions of the roof were noted to be sagging and/or caving in. Although lighting was poor in portions of the building, the floor of the warehouse area appeared to be sound and in good condition, with areas of minor cracking noted. Areas of the flooring were observed to be covered with dust and bird droppings. No areas of staining, or floor drains were noted. Approximately fifty empty, unlabeled, 55-gallon drums were observed on the south end of the building. The drums were noted to be partially rusted, and of considerable age. No associated staining or odors were noted in, or around the drums.
- An unidentified room was observed in the northeast portion of the building. The roof of the room was noted to be caved in. The interior walls of the room were observed to extend beyond that of the remainder of the building, and the room appeared to possibly contain a wooden floor. The room was not accessed due to the accumulation of roofing material and the uncertainty of

the stability of the floor. Although visibility was limited, no visual concerns were observed. According to information from a previous site historical report, the room was identified as a boiler room. An office was located on the southeast corner of the building. A small restroom was located on the northeast corner of the office. No floor drains were observed. A small storage room was observed directly north of the office, and contained two discarded tires, three air cylinders, and an abandoned air compressor.

- A total of 4 representative suspect ACM samples were obtained from the subject property building office, restroom, and former boiler room. The samples consisted of wall plaster and texture, sheet flooring, and roofing materials (felts and tars). Heavy plaster and texture peeling was noted in the office restroom. Texture peeling was also observed along the east wall of the office; the ceiling tile was in good condition, with the exception of missing panels; localized damage was noted with the sheet flooring; and the roofing material was observed to be heavily damaged (caved in). Laboratory analytical results indicated wall plaster and texture sampled in the office restroom contained 2% chrysotile asbestos minerals.
- Based upon information from historical city directories, historical aerial photographs, Sanborn Maps, a site historical report, and on-site interviews, the subject property appeared to have been developed in approximately 1901-02, as the Western Texas Compress Company. Sanborn Maps continued to depict the property as Western Texas Compress Company, and Western Compress and Storage Company, through 1969. City directory listings for the subject property included Allied Equipment Company, Montgomery Ward (wholesale), Bondag, Inc. (wholesale), and Sox-X-Drug (wholesale) in 1980; vacant from 1985 to 1997; and B&R Investments in 2002.
- The subject property is adjoined to the east by Ash Street, and beyond by Air Gas Welders Equipment Supply; to the southeast and south by N. 2nd Street, and beyond by vacant land, reportedly previously used as a recycling facility; to the southwest by N. 2nd Street, and beyond by Zachary Associates and Seventh Day Adventist Church; to the west by Plum Street, and beyond by a vacant office building, an abandoned grain elevator, and The Antique Station; to the northwest by the Plum Street/N. 3rd Street intersection, and beyond by West Texas Utilities

storage yard; to the north by N. 3rd Street, and beyond by a vacant lot and West Texas Builders Supply; and to the northeast by the N. 3rd Street/Ash Street intersection, and beyond by vacant land. Previous adjoining property uses included Southwestern Peanut Company and possibly recycling facility storage, on the southern adjoining property; bulk oil stations on the eastern and northern adjoining properties; a flour mill/grain elevator and an auto repair business on the western adjoining properties; a junk metal and hide business on the southeast adjoining property, and a cleaning/pressing business on the northeastern adjoining property.(1925 and 1929 Sanborn Maps). Bulk oil ASTs were identified on various Sanborn Maps on the eastern and northern adjoining properties. The ASTs were no longer apparent during the site reconnaissance. In-ground fuel oil tanks were identified on the central portion of the eastern adjoining property on various Sanborn Maps, including a 50,000-gallon tank identified on the 1919 Sanborn Map. Buried tanks were depicted on the eastern adjoining property through 1969 (last available Sanborn Map).

- The subject property was not included on the NPL, CERCLIS, CERCLIS-NFRAP, CORRACTS, RCRIS-LQG, RCRIS-SQG, ERNS, State LUST, State Registered UST, SHWS, State Landfill, or on other regulatory databases that were reviewed in accordance with ASTM Standards.
- A total of thirteen LUST facilities, including the eastern adjoining property, were identified within a ½ mile radius of the subject property on the regulatory database. West Texas Welding Supply, located at 222 Treadaway Boulevard, was identified as an eastern adjoining property, and topographically cross-gradient of the subject property. According to the database, a release was reported, on April 2, 1991, groundwater was impacted with no apparent threats or impacts to receptors, final concurrence was issued, and the case was closed. The LUST file was ordered from the TCEQ Central Records office, on October 1, 2002, and has not been received to date. Upon receipt, Enercon will forward any pertinent information to the client under separate cover. The facility was also listed on the UST database with one 1,000-gallon gasoline UST reportedly removed from the ground, in April, 1991. Although files have not yet been reviewed for this facility, based on the facility's "case closed" status, the fact that the UST has been removed

from the ground, and topographic nature relative to the subject property, it is Enercon's professional opinion that this LUST case represents a low environmental risk to the subject property.

- Seven of the remaining twelve LUST facilities have achieved a case closed remedial status, with the closest "closed" facility located approximately 900 feet east/southeast and topographically cross-gradient of the subject property. The nearest remaining open facility was approximately 1,000 feet north and cross-gradient of the subject property. Based on their remedial status, topographic gradient, or distance relative to the subject property, it is Enercon's professional opinion, that none of the remaining LUST facilities should pose a significant environmental concern to the subject property.
- Three adjoining properties were listed as UST facilities: Big John's Chassis at 703 N. 3rd Street, a western adjoining property and topographically cross-gradient of the subject property; West Texas Welding Supply, located at 222 Treadaway Boulevard, an eastern adjoining property, and topographically cross-gradient of the subject property; and West Texas Utilities Dispatch at Fourth & Plum (southwest corner), a northwestern adjoining property and topographically cross-gradient of the subject property. According to the database, one 250-gallon gasoline UST was removed from the ground in 1995 on the eastern adjoining property; one 1,000-gallon gasoline UST was reportedly removed from the ground, in April, 1991, on the eastern adjoining property; and one 325-gallon, steel, diesel UST was reportedly removed from the ground on the northwestern adjoining property, in 1993. The eastern adjoining property was listed as a LUST facility with a "case closed" status.
- One adjoining property was identified as a VCP site. Texas Metals and Recycling Company (no longer present) was identified as a south/southeastern adjoining property and topographically cross-gradient of the subject property. According to the database, the facility was listed as a scrap metal recycler, soils were reportedly contaminated with metals and hydrocarbons, and a Certificate of Completion was issued December 28, 1998. No additional pertinent information was provided on the database. The VCP file was ordered from Central

Records on October 1, 2002, but have not been received to date. According to personnel with the Central Records office, both Central Records and the VCP have been unable to locate the files. Although files were not reviewed for this facility, based on the fact that a Certificate of Completion has been issued, soil only was reportedly contaminated, and topographic nature relative to the subject property, it is Enercon's professional opinion that this facility represents a low environmental risk to the subject property.

- Enercon contacted Mr. Ed Williams, Fire Marshall for the City of Abilene, Texas, on October 2, 2002, to determine if they had any records of any environmental concerns (i.e. spill, releases, cleanups, USTs) relating to the subject property, as well as the eastern adjoining property (222 N. Treadaway Boulevard), the southeastern adjoining property (549 N. 2nd Street), the previously addressed eastern adjoining (542 N. 2nd Street - identified as the Texas Company, gas and oils during historical research); and 650 N. 3rd Street (the previously identified northern adjoining bulk oil station). Based on records maintained by the City of Abilene Fire Department, no UST/ASTs, stored hazardous chemicals, reported toxic spills, or on-site oil wells are on record for the subject property. None of the above items were reported for 549 N. 2nd Street. Hazardous chemicals were reported to be stored on the 222 N. Treadaway property. The chemicals are likely welding supplies (oxygen, acetylene, etc.) observed stored outside during the site visit/area reconnaissance. The Fire Marshall's office did not have files for 542 N. 2nd Street or 650 N. 3rd Street.



MEMORANDUM

TO: Robert Allen
FROM: Barry M. Goodman 
DATE: February 4, 2002
RE: **City of Abilene – Downtown Transportation Terminal
FY2003 Congressional Transportation Appropriations**

The United States Congress will soon consider appropriations for the FY 2003. Generally, the Transportation Appropriation Sub-Committee Chairs of the House of Representatives (House) and Senate will send letters to respective representatives and senators requesting their recommendations for distribution of transportation funding. The Sub-Committee Chairs will also set dates for Committee hearings regarding transportation appropriations. It is my opinion that the City of Abilene (City) should aggressively pursue funding available through the FY 2003 Transportation Appropriations Process to support development of the downtown transportation terminal. The Goodman Corporation (TGC) has estimated that the cost of acquiring land and constructing the terminal will be approximately \$4.5 million to \$6 million. Typically for a city the size of Abilene, it will take several appropriation sessions to gain enough resources to meet federal share objectives.

One resource that I feel is particularly suitable to support the downtown terminal is the federal Transportation and Community and Systems Preservation Pilot Program (TCSP). This program has been authorized by Congress through the Transportation Equity Act for the 21st Century (TEA-21) at \$25 million annually. However, the Transportation Appropriations Sub-Committee usually earmarks significantly higher amounts of funding through TCSP for special projects. The development of a downtown intermodal transportation terminal is the type of project generally funded through this resource. Another on-going discretionary grant program is the Federal Transit Administration's (FTA) Section 5309 discretionary bus appropriation. This is the category typically utilized by transit systems to replace buses, build maintenance facilities, and transportation terminals. Pursuit of funding through this resource needs to be weighed against other needs of the transit system. However, it is quite possible to receive earmarks out of both the TCSP and FTA Section 5309 resources.

Appendix D

Starting next week, I will be visiting Washington, D.C. every few weeks to meet with congressional representatives and staff to discuss the needs of various clients within the State of Texas. I think we can gain support from both the House and Senate sides for both Abilene's downtown terminal. Accordingly, it is my recommendation that the City of Abilene aggressively pursue funding to support development of the downtown transportation terminal through the congressional FY 2003 Transportation Appropriations Process.

cc: Brent Riddle, The Goodman Corporation
Carl Sharpe, The Goodman Corporation