ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

DRAFT APPROVED BY THE MPO POLICY BOARD: **February 20, 2018**

FINAL APPROVED BY THE MPO POLICY BOARD: **April 17, 2018**

AMENDMENT 1 DRAFT: APPROVED **February 19, 2019**
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This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning, Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613).

Disclaimer

Disclaimer

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

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INTRODUCTION

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

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 This was superseded on March 30, 1973 by a revised agreement that included Taylor County as a party.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

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

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

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of 2012, Part

II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

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

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

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

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

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

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

As data becomes available, new practices develop, and greater understanding emerges on adopted measures, the Abilene MPO will use them in a collaborative manner to support national, state and local goals. The MPO will incorporate the use of performance measures in the development, evaluation and selection of projects so as to prioritize needs, align resources and optimize system performance. A narrative describing adopted performance measures, the use of performance measures in project selection, and the anticipated contribution of planned projects to the attainment of local and state-wide goals/targets selected is contained in Appendix D.

PURPOSE OF THE TIP

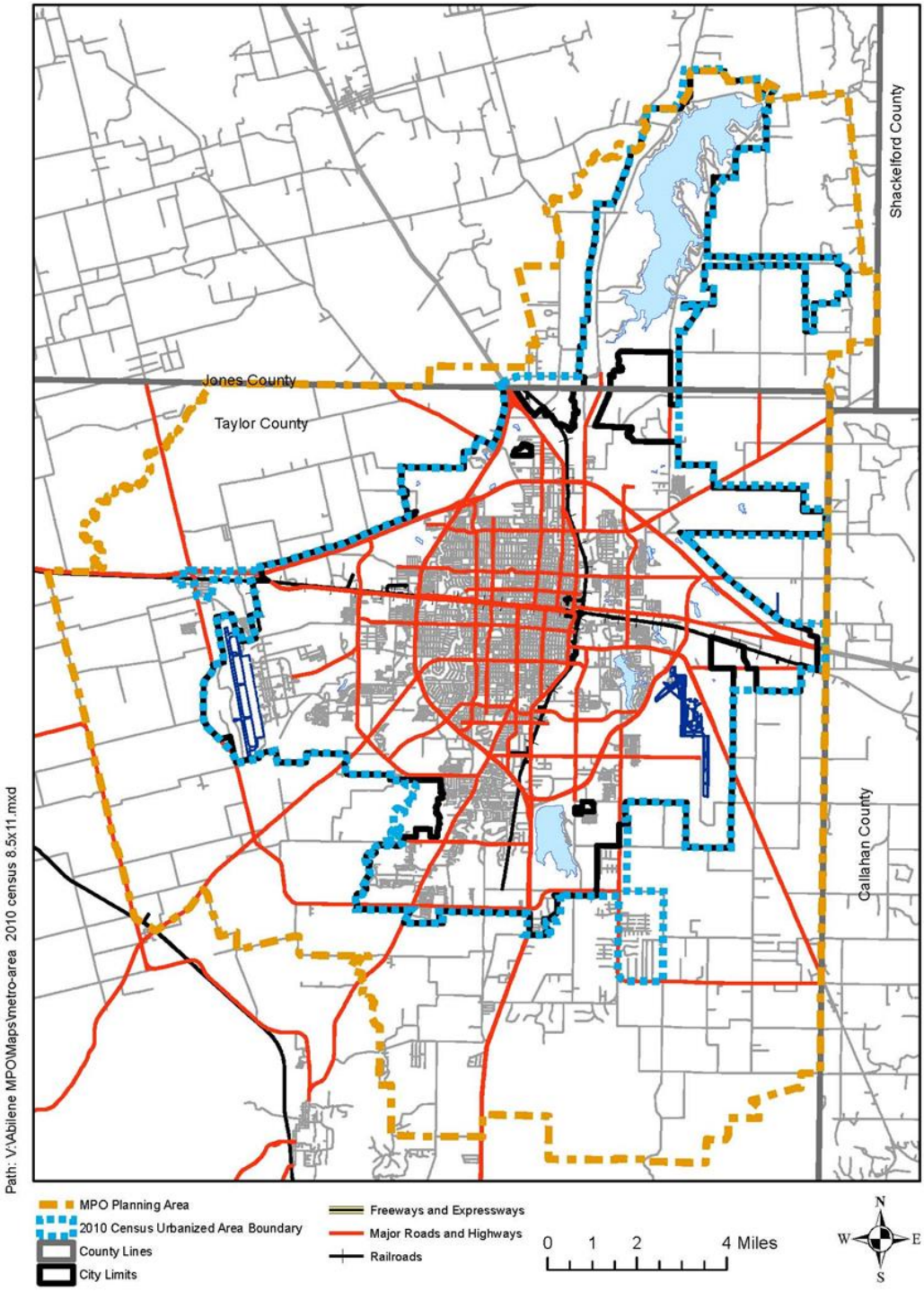
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range plan "Metropolitan Transportation Plan" that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §324 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

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

METROPOLITAN PLANNING AREA

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within a 20-year forecast period. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. The 2010 Census reported the population of Abilene was 117,063; the population of the entire MPO area is approximately 125,000.

Abilene Urbanized Area and Metropolitan Planning Area



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

PUBLIC PARTICIPATION PROCESS

The Public Participation Plan (PPP) is guided by federal legislation found in 23 CFR 450, Subpart C, Metropolitan Transportation Planning and Programming, §316, Interested Parties, Participation, and Consultation.

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

The public was afforded the opportunity to review and comment on the proposed amendment to the TIP. A Public Notice was published in the February 15, 2020 ***Abilene Reporter-News*** announcing that the amendment to the FYs 2019-2022 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the February 20, 2020 Public Meeting and at the February 18, 2020 Policy Board meeting. The notice also stated that signed, written comments would be received through March 2, 2020 until 5:00 pm. In addition, this same information was also posted on the MPO website www.abilenempo.org, providing the public with the opportunity to attend the Policy Board meeting and/or to contact the MPO with any questions, comments, or concerns. As of the deadline, no comments were received. An additional public review period was held from April 7th thru April 17th at 5:00 pm and another public meeting was held on April 21st at 1:30 pm with notice of these items in the Abilene Reporter-News on April 7th. As of the deadline, no comments were received.

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

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

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

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

ADMINISTRATIVE AMENDMENTS TO THE TIP

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

PROJECT SELECTION PROCESS

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

may have interim revisions to add new projects that have gained funding, or cleared planning or environmental review obstacles.

AIR QUALITY

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

AMERICANS WITH DISABILITIES ACT (ADA)

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

CITYLINK TRANSIT

Beginning March 1, 2012 First Transit, Inc. assumed complete operations of the CityLink Transit System, replacing McDonald Transit Associates, Inc. who operated the system for more than 20 years. Residents have emphasized the necessity for both the scheduled service and the demand-response service for persons with special needs. Strategies to make the scheduled transit service more accessible to persons with disabilities are considered as situations arise. All vehicles serving scheduled routes are fully ADA accessible.

TOTAL PROJECT COSTS

Unless otherwise specified, costs involving capital facilities such as roadways and transit terminals, and transit maintenance facilities are arrived at using estimated construction cost plus the standard 10% of construction cost for preliminary engineering expenses and 12% of construction cost for right-of-way or other real estate. These estimates are based on averages and actual costs for individual projects may vary significantly.

YEAR OF EXPENDITURE (YOE)

A standard inflation factor of 4% compounded annually (known as Cost Inflation) is used for road projects and transit capital projects beyond the first year. Transit operation expenses by year were developed by the transit operator.

PROGRESS FROM PREVIOUS YEAR

Roadway, transit, bicycle, pedestrian, and other projects annually let to contract can be found on the MPO's website at http://www.abilenempo.org/documents.html. This will continue to be updated periodically on the website. To request a copy please contact the MPO staff by telephone at 325-437-9999, by fax at 325-676-6398, by mail or in person at 402 Cypress Street, Suite 519, Abilene, Texas 79601, or by email at abilenempo@abilenetx.com.

GLOSSARY OF TERMS

TXDOT UNIFIED TRANSPORTATION PROGRAM FUNDING CATEGORIES

CATEGORY	DESCRIPTION
1	Preventive Maintenance and Rehabilitation
2	Metro and Urban Area Corridor Projects
3	Non-Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation and Air Quality Improvement
6	Structures Replacement and Rehabilitation
7	Metropolitan Mobility and Rehabilitation
8	Safety
9	Transportation Enhancements
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

SECTION	DESCRIPTION
5307	Urbanized Area Formula Grant
5309	Capital Investment Grant

PROJECT LISTINGS

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

PROJECT PHASES

E	PRELIMINARY ENGINEERING
R	RIGHT OF WAY ACQUISITION
C	CONSTRUCTION

FUNDED HIGHWAY PROJECTS

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0908-33-099	US 277/US 83	PE,C	Abilene	CITY OF ABILENE	$ 1,047,711.00

LIMITS FROM:	US 83/84 FROM US 277 TO CATCLAW ROAD	REVISION DATE:	05/2020
LIMITS TO:	ON TEXAS AVE & US 277 & CATCLAW	MPO PROJ. NUM:	MVAR-XSR-BP
PROJECT:	CONSTRUCT SIDEWALKS, SIGNAL ENHANCEMENTS AND ADA RAMPS	FUNDING CAT(S):	CAT 9, 3, PE
DESCRIPTION:	SIDEWALKS, SIGNAL ENHANCEMENTS, ADA RAMPS		
REMARKS:	PROJECT NAME - ABILENE US 83/84 BIKE/PED IMPROVEMENTS ESTIMATED LET DATE 7/2020	PROJECT HISTORY:	TXDOT 2017 TASA SELECTION; COMMISSION APPROVED 10/26/2017 MO # 115076 APPROVED FED AMOUNT $504,129 revised 05/2020 added PE
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	$ 42,960.60			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ -	COST OF APPROVED PHASES	CAT 9:	$ 504,129.00	$ -	$ 201,651.60	$ -	$ 705,780.60
CONST COST:	$ 876,747.00		LOCAL 3LC:	$ -	$ -		$ 302,477.40	$ 302,477.40
CONST ENG:	$ 42,872.93		PE:	$ 19,726.50		$ 19,726.50		$ 39,453.00
CONTINGENCIES:	$ 9,907.24	$ 1,047,711.00						
INDIRECT COSTS:	$ 52,079.00							
BOND FINANCING:	$ -		TOTAL:	$ 523,855.50	$ -	$ 221,378.10	$ 302,477.40	$ 1,047,711.00
PT CHG ORD:	$ 36,472.68							
TOTAL PROJECT COST:	$ 1,061,039.45							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0034-01-127	US 83	Construction/ROW	Abilene		$ 7,290,471.00

LIMITS FROM:	NORTH OF FM 707	REVISION DATE:	05/2020
LIMITS TO:	NEAR ANTILLEY ROAD	MPO PROJ. NUM:	S083-E23-CA
PROJECT:	CONSTRUCT FRONTAGE ROADS	FUNDING CAT(S):	4,2,1, ROW
DESCRIPTION:	ADD FRONTAGE ROAD AT US 83 CONNECTING FM 707 TO ANTILLEY.		
REMARKS:	ESTIMATED LET DATE 08/2020	PROJECT HISTORY:	revised 05/2020 added ROW
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	$ 176,239.04			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ 290,470.00	COST OF APPROVED PHASES	CAT 4:	$ 2,800,000.00	$ 700,000.00	$ -	$ -	$ 3,500,000.00
CONST COST:	$ 7,000,000.00		CAT:2U	$ 2,800,000.00	$ 700,000.00	$ -	$ -	$ 3,500,000.00
CONST ENG:	$ 154,658.75		CAT :1	$ 0.80	$ 0.20	$ -	$ -	$ 1.00
CONTINGENCIES:	$ 6,474.09	$ 7,290,471.00	ROW:	$ 208,056.00	$ 77,407.00	$ 5,007	$ -	$ 290,470.00
INDIRECT COSTS:	$ -							
BOND FINANCING	$ -		TOTAL:	$ 5,808,056.80	$ 1,477,407.20	$ 5,007.00	$ -	$ 7,290,471.00
PT CHG ORD:	$ 169,405.28							
TOTAL PROJECT COST:	$ 7,797,247.16							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0034-01-126	US 83	Construction	Abilene		$ 15,500,000.00

LIMITS FROM:	SOUTH OF FM 204 (CLARK/REMINGTON ROAD)	**REVISION DATE:**	02/2018, 05/2020
LIMITS TO:	FM 707	**MPO PROJ. NUM:**	S0083-C5-01
PROJECT:	US 83	**FUNDING CAT(S):**	CAT 2U, 4, 1
DESCRIPTION:	CONSTRUCT OVERPASS AND RELOCATE RAMPS		
REMARKS:	Projected let date 8-1-2018	**PROJECT HISTORY:**	Partial project in MTP, 02/2018 update to incorporate expanded limits (TIP FY 2017-2020)
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMNARY ENG:	$ 1,000,000.00			**FEDERAL**	**STATE**	**LOCAL**	**LC**	**TOTAL**
ROW PURCHASE:	$ 810,000.00	**COST OF APPROVED PHASES**	**CAT 2U:**	$ 4,096,000.00	$ 1,024,000.00	$ -	$ -	$ 5,120,000.00
CONST COST:	$ 15,500,000.00		**CAT 4:**	$ 3,904,000.00	$ 976,000.00	$ -	$ -	$ 4,880,000.00
CONST ENG:	$ -		**CAT 1:**	$ -	$ 5,500,000.00	$ -	$ -	$ 5,500,000.00
CONTINGENCIES:	$ -	$ 15,500,000.00	**CAT :**	$ -	$ -	$ -	$ -	$ -
INDIRECT COSTS:	$ -		**LOC:**	$ -	$ -	$ -	$ -	$ -
BOND FINANCING	$ -		**TOTAL:**	$ 8,000,000.00	$ 7,500,000.00	$ -	$ -	$ 15,500,000.00
TOTAL PROJECT COST:	$ 17,310,000.00							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0699-01-052	FM 89	Construction/ROW	Abilene		$ 15,658,778.00

LIMITS FROM:	REBECCA LANE	REVISION DATE:	05/2020
LIMITS TO:	JUST NORTH OF US 83	MPO PROJ. NUM:	S0089-3-CA
PROJECT:	FARM TO MARKET ROAD 89 (BUFFALO GAP ROAD) PHASE I	FUNDING CAT(S):	CAT 2U, ROW
DESCRIPTION:	ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS		
REMARKS:	ESTIMATED LET DATE 07/2021	PROJECT HISTORY:	revised 05/2020 let date, added ROW
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMNARY ENG:	$ 516,521.18			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ 4,008,778.00	COST OF APPROVED PHASES	CAT 2U:	$ 9,320,000.00	$ 2,330,000.00	$ -	$ -	$ 11,650,000.00
CONST COST:	$ 11,650,000.00		CAT: ROW	$ 3,203,400.00	$ 419,903.00	$ 385,475.00	$ -	$ 4,008,778.00
CONST ENG:	$ 522,845.93							
CONTINGENCIES:	$ 209,770.85	$ 15,658,778.00						
INDIRECT COSTS:	$ -							
BOND FINANCING	$ -		TOTAL:	$ 12,523,400.00	$ 2,749,903.00	$ 385,475.00	$ -	$ 15,658,778.00
PT CHG ORD:	$ 394,242.70							
TOTAL PROJECT COST:	$ 17,302,158.66							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0699-01-051	FM 89	Construction/ROW	Abilene		$ 11,477,990.00

LIMITS FROM:	NEAR BETTES LANE	REVISION DATE:	05/2020
LIMITS TO:	REBECCA LANE	MPO PROJ. NUM:	S0089-C1-CA
PROJECT:	FARM TO MARKET ROAD 89 (BUFFALO GAP ROAD) PHASE II	FUNDING CAT(S):	2U, ROW
DESCRIPTION:	ACCESS MANAGEMENT		
REMARKS:	ESTIMATED LET DATE 07/2021	PROJECT HISTORY:	Project in MTP, update to incorporate expanded limits. Revised 05/2020 let date, added ROW
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMNARY ENG:	$ 440,649.96			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ 1,477,990.00	COST OF APPROVED PHASES	CAT 2U:	$ 8,000,000.00	$ 2,000,000.00	$ -	$ -	$ 10,000,000.00
CONST COST:	$ 10,000,000.00		ROW:	$ 1,173,000.00	$ 220,465.00	$ 84,525.00	$ -	$ 1,477,990.00
CONST ENG:	$ 439,750.68							
CONTINGENCIES:	$ 101,619.28	$ 11,477,990.00						
INDIRECT COSTS:	$ -							
BOND FINANCING	$ -		TOTAL:	$ 9,173,000.00	$ 2,220,465.00	$ 84,525.00	$ -	$ 11,477,990.00
PT CHG ORD:	$ 374,102.82							
TOTAL PROJECT COST:	$ 12,834,112.74							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	3068-01-012	FM 3034	Construction	Abilene		$ 2,500,000.00

LIMITS FROM:	US 83	REVISION DATE:	05/2020
LIMITS TO:	FM 600	MPO PROJ. NUM:	S3034-E22-RM
PROJECT:	FARM TO MARKET 3034	FUNDING CAT(S):	2U
DESCRIPTION:	REHAB AND WIDEN		
REMARKS:	ESTIMATED LET DATE 09/2021	PROJECT HISTORY:	Revised 05/2020 total project cost, chg FY from 2021 to 2022
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMNARY ENG:	$ 122,500.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ -	COST OF APPROVED PHASES	CAT 2U:	$ 2,000,000.00	$ 500,000.00	$ -	$ -	$ 2,500,000.00
CONST COST:	$ 2,500,000.00							
CONST ENG:	$ 122,500.00							
CONTINGENCIES:	$ 1,250.00	$ 2,500,000.00						
INDIRECT COSTS:	$ -							
BOND FINANCING	$ -		TOTAL:	$ 2,000,000.00	$ 500,000.00	$ -	$ -	$ 2,500,000.00
PT CHG ORD:	$ 113,000.00							
TOTAL PROJECT COST:	$ 2,859,250.00							

Abilene Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Highway Projects FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Abilene	Taylor	0033-05-089	US 83	Construction	Abilene		$ 13,000,001.00

LIMITS FROM:	.67 miles north of FM 3034	REVISION DATE:	05/2020
LIMITS TO:	.28 miles south of FM 3034	MPO PROJ. NUM:	S0083-B2-01
PROJECT:	US 83	FUNDING CAT(S):	4,1
DESCRIPTION:	CONSTRUCT NEW OVERPASS		
REMARKS:	ESTIMATED LET DATE 09/2021 (2 LANES EACH DIRECTION)	PROJECT HISTORY:	Revised 05/2020 total project cost, added cat 1, chg FY from 2021to 2022
P7:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMNARY ENG:	$ 637,000.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	$ -	COST OF APPROVED PHASES	CAT 4:	$ 10,400,000.00	$ 2,600,000.00	$ -	$ -	$ 13,000,000.00
CONST COST:	$ 13,000,000.00		CAT 1:	$ 0.80	$ 0.20	$ -	$ -	$ 1.00
CONST ENG:	$ 609,700.00							
CONTINGENCIES:	$ 388,700.00	$ 13,000,001.00						
INDIRECT COSTS:	$ -							
BOND FINANCING	$ -		TOTAL:	$ 10,400,000.80	$ 2,600,000.20	$ -	$ -	$ 13,000,001.00
PT CHG ORD:	$ 583,700.00							
TOTAL PROJECT COST:	$ 15,219,100.00							

HIGHWAY FINANCIAL SUMMARY – YOE COSTS

ABILENE MPO / ABILENE District

FY 2019-2022 Transportation Improvement Program

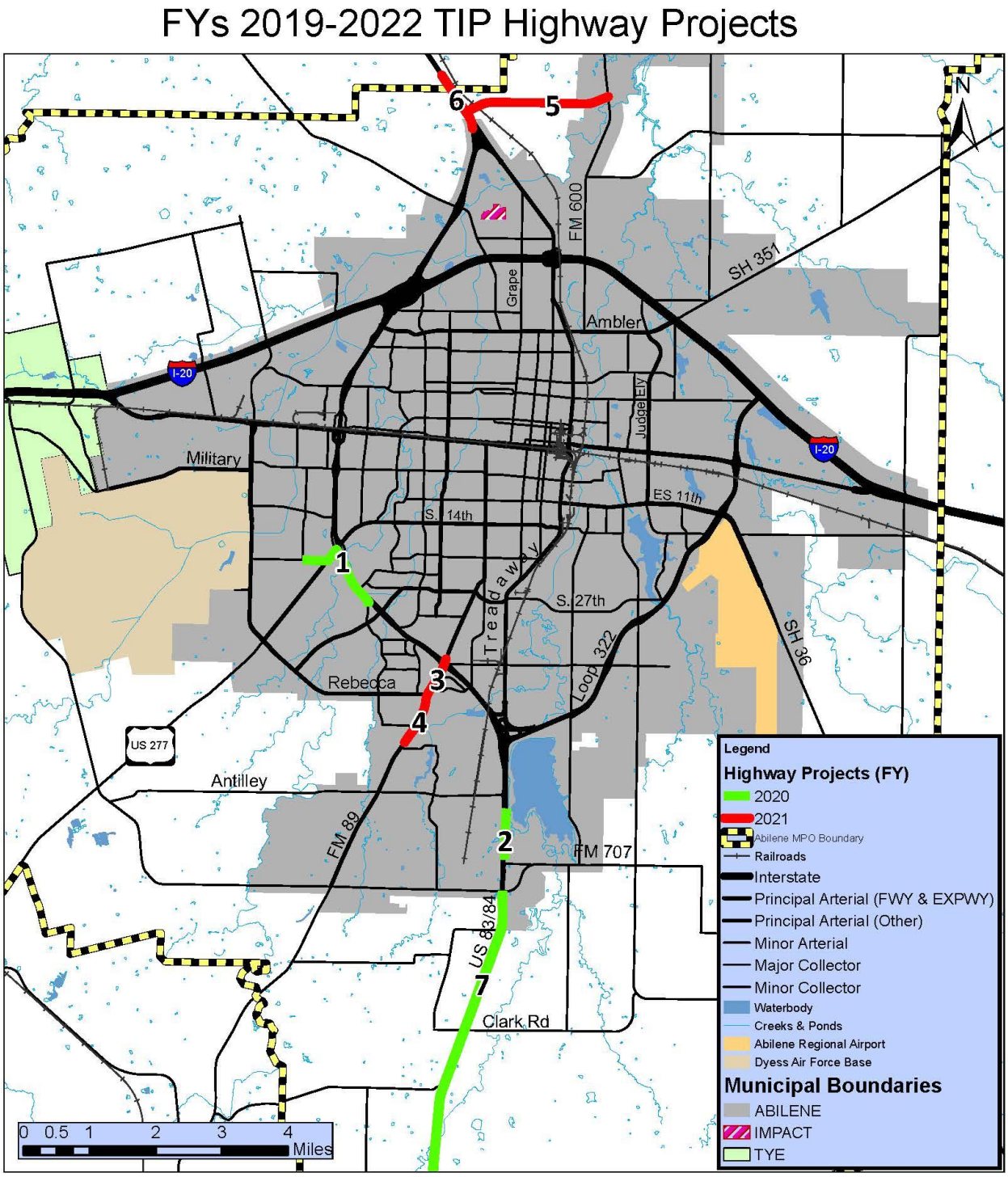
Funding by Category

		FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019-2022	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$5,500,001	$5,500,001	$0	$0	$1	$1	$5,500,002	$5,500,002
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$8,620,000	$8,620,000	$ 21,650,000	$21,650,000	$2,500,000	$2,500,000	$32,770,000	$32,770,000
3	Non-Traditionally Funded Transportation Project	$0	$0	$302,477	$302,477	$0	$0	$0	$0	$302,477	$302,477
4	Statewide Connectivity Corridor Projects	$0	$0	$8,380,000	$8,380,000	$0	$0	$13,000,000	$13,000,000	$21,380,000	$21,380,000
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5 Flex	Map21 Flex	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Enhancements	$0	$0	$705,781	$705,781	$0	$0	$0	$0	$705,781	$705,781
9 Flex	TAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12C	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12S	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PE	Preliminary Engineering	$0	$0	$39,453	$39,453	$0	$0	$0	$0	$39,453	$39,453
ROW	Right of Way	$0	$0	$290,470	$290,470	$5,486,768	$5,486,768	$0	$0	$5,777,238	$5,777,238
	Total	$0	$0	$23,838,182	$23,838,182	$27,136,768	$27,136,768	$15,500,001	$15,500,001	$66,474,951	$66,474,951

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	$0	$14,331,912	$21,696,400	$12,400,001	$48,428,313
State	$0	$8,977,407	$4,970,368	$3,100,000	$17,047,775
Local Match	$0	$226,385	$470,000	$0	$696,385
CAT 3 - Local Contributions (LC)	$0	$302,477	$0	$0	$302,477
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3- Prop 7	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - Vehical Registration Fees - VTR	$0	$0	$0	$0	$0
CAT 3 - RTR	$0	$0	$0	$0	$0
CAT 3 - SH 121 Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - SH 161 Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - SH 130 Concession Revenue	$0	$0	$0	$0	$0
CAT 3 - PTF	$0	$0	$0	$0	$0
CAT 3 - Unique Federal Program - Tiger II	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Section 5306	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Stragegy 102 Budget	$0	$0	$0	$0	$0
Total	$0	$23,838,182	$27,136,768	$15,500,001	$66,474,951

FUNDED HIGHWAY PROJECTS MAP



1. FY 2020 Sidewalks, Signals and Ramps - Texas Ave., US 277, Clack & Catclaw
2. FY 2020 US 83 - FROM FM 707 TO Antilley Rd.
3. FY 2021 FM 89 (B Gap Rd.) - FROM Rebecca Ln. TO N of US 83
4. FY 2021 FM 89 (B Gap Rd.) - FROM Near Bettes Ln. TO Rebecca Ln.
5. FY 2022 FM 3034 - FROM US 83 TO FM 600
6. FY 2022 US 83 - FROM .67 miles N of FM 3034 TO .28 miles S of FM 3034
7. FY 2020 US 83 FROM S of FM 204 Remington/Clark Rd. TO FM 707

FEDERAL AND STATE FUNDED GROUPED PROJECTS CSJs (HIGHWAY)

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

Grouped Project CSJs

Revised August 4, 2015

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquistion	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

1 of 2

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

FEDERAL AND STATE FUNDED TRANSIT PROJECTS

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

FY 2019 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations	**Federal (FTA) Funds**	$ 1,456,045.00
		State Funds from TxDOT	$ 356,720.00
		Other Funds	$ 728,022.00
Apportionment Year	2019	**Fiscal Year Cost**	**$ 2,540,787.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,540,787.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Administration	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2019	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 319,200.00
		State Funds from TxDOT	$ -
		Other Funds	$ 63,840.00
Apportionment Year	2019	**Fiscal Year Cost**	**$ 383,040.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	**Total Project Cost**	$ 383,040.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action	05/2020 chg funding from 5339 to 5307		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 218,406.00
		State Funds from TxDOT	
		Other Funds	$ 43,681.00
Apportionment Year	2019	**Fiscal Year Cost**	**$ 262,087.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 262,087.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 340,254.00
		State Funds from TxDOT	$ -
		Other Funds	
Apportionment Year	2017	**Fiscal Year Cost**	**$ 340,254.00**
Project Phase			
Brief Project Description	Purchase of ITS equipment to include cameras, GPS, smart phone transit apps, hardware and software and adminstration or supervisory SUV vehicles (TAM - equipment) and other miscellaneous equipment.	**Total Project Cost**	$ 340,254.00
		TDCs Requested	$ 68,051.00
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action	05/2020 chg project description		

FY 2020 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2020	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2020	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2020	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2020	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 336,784.00
		State Funds from TxDOT	$ -
		Other Funds	
Apportionment Year	2018	**Fiscal Year Cost**	**$ 336,784.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 336,784.00
		TDCs Requested	$ 67,356.80
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action	05/2020 chg project description and TDCs req		

FY 2021 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2021	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes w ages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2021	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and w ages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2021	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2021	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allow able under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 267,005.00
		State Funds from TxDOT	$ -
		Other Funds	
Apportionment Year	2019	**Fiscal Year Cost**	**$ 267,005.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 267,005.00
		TDCs Requested	$ 53,401.00
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	
Amendment Date & Action	05/2020 added project		

FY 2022 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2022	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2022	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2022	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2022	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number		**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary
Abilene MPO
FY 2019-2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	2019 Federal	2019 State/Local	2019 Total	2020 Federal	2020 State/Local	2020 Total	2021 Federal	2021 State/Local	2021 Total
1	Sec. 5307 - Urbanized Formula >200K			0			0			0
2	Sec. 5307 - Urbanized Formula <200K	$ 2,058,651	$1,205,263	$3,263,914	$2,196,033	$1,281,952	$3,477,985	$2,196,033	$1,281,952	$3,477,985
3	Sec. 5309 - Fixed Guideway Investment			$0			$0			$0
4	Sec. 5337 - State of Good Repair			$0			$0			$0
5	Sec. 5339 - Bus & Bus Facilities < 200K	$340,254	$0	$340,254	$336,784	$0	$336,784	$267,005	$0	$267,005
6	Sec. 5310 - Seniors & People w/Disabilities < 200K			$0			$0			$0
7	Sec. 5316 - JARC >200K			$0			$0			$0
8	Sec. 5317 - New Freedom >200K			$0			$0			$0
9	Other FTA			$0			$0			$0
10	(incl FHWA transfers)			$0			$0			$0
	Total Funds	**$2,398,905**	**$1,205,263**	**$3,604,168**	**$2,532,817**	**$1,281,952**	**$3,814,769**	**$2,463,038**	**$1,281,952**	**$3,744,990**
Transportation Development Credits										
	Requested, not yet awarded*			$ 68,051.00			$ 67,356.80			$ 53,401.00
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	2022 Federal	2022 State/Local	2022 Total	Total Federal	Total State/Local	Total Total
1	Sec. 5307 - Urbanized Formula >200K			$0	**$0**	**$0**	**$0**
2	Sec. 5307 - Urbanized Formula <200K	$2,196,033	$1,281,952	$3,477,985	**$8,646,750**	**$5,051,119**	**$13,697,869**
3	Sec. 5309 - Fixed Guideway Investment			$0	**$0**	**$0**	**$0**
4	Sec. 5337 - State of Good Repair			$0	**$0**	**$0**	**$0**
5	Sec. 5339 - Bus & Bus Facilities < 200K			$0	**$944,043**	**$0**	**$944,043**
6	Sec. 5310 - Seniors&People w/Disabilities < 200K			$0	**$0**	**$0**	**$0**
7	Sec. 5316 - JARC > 200K			$0	**$0**	**$0**	**$0**
8	Sec. 5317 - New Freedom >200K			$0	**$0**	**$0**	**$0**
9	Other FTA			$0	**$0**	**$0**	**$0**
10	(incl FHWA transfers)			$0	**$0**	**$0**	**$0**
	Total Funds	**$2,196,033**	**$1,281,952**	**$3,477,985**	**$9,590,793**	**$5,051,119**	**$14,641,912**
Transportation Development Credits							
	Requested, not yet awarded*			$0			**$188,809**
	Awarded			$0			**$0**

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

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 Code of Federal Regulations (CFR) part 450.336, and 450.220 of the Fixing America's Surface Transportation Act (FAST Act):, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1) 23 U.S.C 134, 49 U.S.C 503, and this subpart;
2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4) Section 1101(b) of the FAST Act (Pub. L.114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Abilene District Texas Department of Transportation	Abilene Metropolitan Planning Organization Policy Board Chairperson
_____	_____
Mr. Carl Johnson District Engineer	Councilman Shane Price Policy Board Chairperson
_____	_____
Date	Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's DRAFT 2019-2022 TIP on February 20, 2018.

The Policy Board approved the Abilene MPO's FINAL 2019-2022 TIP on April 17, 2018.

Draft Amendment 1 to the Abilene MPO's 2019-2022 TIP approved on February 19, 2019.

Final Amendment 1 to the Abilene MPO's 2019-2022 TIP approved on April 17, 2019.

Draft Amendment 2 to the Abilene MPO's 2019-2022 TIP approved on February 18, 2020.

Final Amendment 2 to the Abilene MPO's 2019-2022 TIP approved on April 21, 2020.

Administrative Amendment 3 to the Abilene MPO's 2019-2022 TIP – moved highway projects 3068-01-012 and 0033-05-089 from FY 2021 to FY 2022 (projects let date 09/2021) on May 14, 2020.

APPENDIX C: ACRONYMS

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

APPENDIX D: PERFORMANCE MEASURES
PROJECT-BASED PLANNING AND PROGRAMMING (PBPP)

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

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

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

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

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

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

Transit Asset Management (TAM)

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

under management of First Transit is the only transit provider within the Abilene MPO Planning area subject to these federal standards.

For facilities, CityLink adopted the FTA recommended Transit Economic Requirements Model (TERM) as a basis of evaluation. Under this evaluation method a facility is deemed to be in good repair if it has a rating of 3, 4, or 5. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. CityLink currently has only one qualifying facility. This is a single site in in the central part of Abilene which serves as both a station for passengers and a maintenance shop for its vehicles. Unlike larger transit systems therefore CityLink will either be fully compliant or fully non-compliant with any targets set depending on how this facility is rated in any given year. Should this facility fall below the TERM standards, repair or replacement options to bring the CityLink system into compliance will be evaluated based on system resources and impacts.

2019-2022 TIP

- In 2020 and 2021 rehab to the breakroom and restrooms of the CityLink facility will be performed which will improve its usability and extend its useful life.

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

Non- revenue vehicles in the CityLink system are categorized as equipment. CityLink Transit will utilize TXDOT Useful Life Benchmark (ULB) of 150% of the Altoona Age category of rolling stock to determine good working condition for non-revenue vehicles reported as equipment. The age of a vehicle in years is the basis for this measurement. Replacement of non-revenue vehicles exceeding this standard will be the primary means of meeting the fleet performance target.

2019-2022 TIP

- In 2019 supervisory vehicles will be replaced as needed in accordance with TAM standards based on available funding.

On June 20, 2017 the Abilene MPO Policy Board in cooperation with CityLink approved a Transit Asset Management (TAM) Plan supporting and incorporating the CityLink standards. On June 18, 2019 this plan was revised and updated adopting the standards incorporated by CityLink. As the tools and methods for evaluating and managing transit assets evolve modification and updates to standards, targets and plans will be made when appropriate. CityLink has developed investment priorities for vehicles and facilities to achieve approved targets. Acquisition of vehicles and facilities shall be based on the attainment of established targets.

Safety (PM 1)

On February 20, 2018 the Abilene Policy Board first adopted Safety measure targets. These targets matched those adopted by the State. The Safety targets are set to be amended each year by the MPO after the State updates their performance measures. As part of the State's strategic goal to reduce the positive rate of growth in fatalities and serious injuries 2% by 2022 incremental targets are set each year. The targets in any given year are expressed as a 5-year average of past data and future projections using Crash Records Information System (CRIS), Annual Report File (ARF), and Fatality Analysis Reporting System (FARS) data.

Targets are established for the following areas:

- Fatalities
- Fatality Rate per 100 MVMT
- Non-motorized fatalities and serious injuries
- Serious Injuries
- Serious Injury Rate per 100 MVMT

Safety (PM1) Performance Measure targets are updated annually and accepted by FHWA at the end of August each year. The MPOs are required to adopt State Safety measure targets or establish their own by the end of February each year.

2019- 2022 TIP

- Access management and intersection improvements along FM 89 from Rebecca Lane to just north of US 83 will directly address safety by replacing a center turn lane with a median along the most heavily traveled potions of this high-volume arterial thoroughfare. A reduction in the number of potential conflict points along this improved section is expected to reduce the risk of collisions. Median breaks with clearly indicated deceleration and stacking lanes will be strategically placed to allow for more controlled left-hand turns at key locations improving the predictability of travel. A number of driveways will be closed and/or consolidated further reducing conflict points. Sidewalks, signal improvements, striping and signage will be added to separate potentially conflicting modes of travel and enhance vehicle and pedestrian safety.

- An access management project along FM 89 from Rebecca Lane to a point near Bettes Lane will close and consolidate a number of drives reducing the number of potential conflict points on this heavily traveled arterial thoroughfare. A pull out lane for transit vehicles is planned near a medical facility allowing buses to safely move out of the main travel lane for the release of passengers. The addition of sidewalks where none previously existed and signal improvement will enhance pedestrian safety.

- The Abilene US 83/84 Bike/Ped Improvement Project will provide sidewalks along US 83/84, US 277, and Texas Avenue where no such facilities exist. This project will connect to existing sidewalk facilities at either end, connecting single-family, apartments, and commercial areas in a location of high pedestrian activity. Major portions of the project follow a bus route thus promoting transit and enhancing the safety of these commuters. Signal improvements and ramps will also be included where needed to facilitate safe crossing of drives and intersections.

Infrastructure Condition (PM2)

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

Pavement Performance

Federal measures require reporting of the percentage of pavement which is found to be "Good" or "Poor" based on established criteria. Statewide targets for Interstate Highways (IH) are set on a 4-year basis (2022). Non-Interstate (Non-IH) targets are established for a 2-year and 4-year point in time. Pavement conditions are assessed each ⅒ (one tenth) of a mile utilizing certain metrics depending upon the specific pavement type present. Metrics used include:

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

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

Bridge Performance

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

- Deck
- Superstructure
- Substructure
- Culvert

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

On June 21, 2018 TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge conditions.

On October 16, 2018 the Abilene MPO adopted the State established measures for infrastructure condition.

2019- 2022 TIP

- An access management and intersection improvement project along FM 89 from Rebecca Lane to just north of US 83 will directly address non-interstate NHS roadway pavement by resurfacing travel lanes utilizing both full depth reconstruction and/or less intensive methods where appropriate. Bridges and culverts will be inspected and appropriate repairs or improvements made as needed where such facilities are found to be deficient.

- An access management project along FM 89 from Rebecca Lane to a point near Bettes Lane will directly address non-interstate NHS roadway pavement by resurfacing travel lanes utilizing both full depth reconstruction and/or less intensive methods where appropriate. Bridges and culverts will be inspected and appropriate repairs or improvements made as needed where such facilities are found to be deficient.

System Reliability, Freight Movement and Economic Vitality (PM3)

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

Level of Travel Time Reliability (LOTTR or TTR)

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

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

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

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

On June 21, 2018 TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM3) using TTR and TTTR.
On October 16, 2018 the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.

2019- 2022 TIP

- An access management and intersection improvement project along FM 89 (an NHS roadway) from Rebecca Lane to just north of US 83 will directly address non-interstate NHS roadway

by providing two additional travel lanes, adding a center median, reducing driveway access points, and adding signal and intersection improvements. These combined elements will add system capacity, reduce potentially chaotic driving interactions thus providing drivers with more predictable and consistent travel outcomes.

- A project along US Highway 83/84 (an NHS Roadway) to add a frontage road from FM 707 to Antilley Road will add system capacity in an area experiencing significant growth from residential development and the construction of new primary schools. This new facility will help absorb some of the expected surge in new traffic along the highway and provide a driving experience similar to and consistent with other nearby areas.

- The Abilene MPO has a single interstate passing through our planning area. Current estimates place LOTTTR reliability at between 95-100%. No LOTTTR related projects are included in the 2019-2022 TIP.

Project Selection

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

More recently the MPO has initiated a formal project selection process which has been specifically designed to ensure relevant data and features associated with required performance measures are incorporated into the consideration of potential project options. The new Project Selection Process, was approved by the MPO Policy Board on December 18, 2018. Agencies, organizations or citizens can forward project suggestions which are then evaluated. Projects which are determined to be adequately described and sufficiently detailed are evaluated based on their potential to satisfy five goal areas. Insufficiently developed project suggestions are documented for potential future action. Goal areas are directly tied to relevant performance measures and national/state goals. Data on performance measures and other relevant information (when available) will be provided to committee members. Weights are assigned to each goal area ensuring local and regional priorities are satisfied. Projects will then be forwarded with the relevant scores to the Policy Board for final consideration. On December 17, 2019 the Abilene Policy Board approved a FYs 2020-2045 Metropolitan Transportation Plan. All projects considered in the adoption of this plan were evaluated and scored using the approved Project Selection Process.