

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

ABILENE DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP



ABILENE

Metropolitan Planning Organization
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April 30, 2014

Mr. David Caffey P.E.
TxDOT Advance Planning Manager
Texas Department of Transportation
4250 N. Clack
Abilene, TX 79601

Dear Mr. Caffey:

Attached please find the Abilene Metropolitan Planning Organization's (MPO) 2015-2018 Transportation Improvement Program (TIP) document. This TIP was approved at the MPO Policy Board's meeting on April 15, 2014 and was processed and adopted in accordance with the MPO's public participation plan. The document was made available for public review and comments beginning on March 18, 2014 at the MPO Policy Board meeting. The MPO and TxDOT also hosted a public meeting at the MPO offices on March 24, 2014 from 5:30 to 6:30 p.m. Signed, written comments were accepted from March 19, 2014 until 5:00 p.m. on April 7, 2014. Only one signed, written comment was received and is summarized in Appendix B.

Also included are the Highway and Transit Financial Summaries and their respective Excel spreadsheets.

If you have any questions or concerns, please contact me at thomas.cook@abilenetx.com or at 325-676-6243.

Sincerely,

Thomas Cook

Thomas Cook
Abilene MPO Transportation Planner II

cc: Ms. Lori Morel, TxDOT TPP Division
Mr. Kelly Kirkland, TxDOT PTN Division
Mr. Joe Clark, TxDOT, MPO Coordinator
Mr. Blair Haynie, P.E., TxDOT Abilene Director, Transportation Planning and Development



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ABILENE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FISCAL YEARS 2015 – 2018



APPROVED BY THE MPO POLICY BOARD: March 18, 2014 (Draft)

APPROVED BY THE MPO POLICY BOARD: April 15, 2014 (Final)

ADMINISTRATIVE AMENDMENT: APRIL 25, 2014

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ACRONYMS

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
BU	Business
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCL	Local
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
PROJ ID	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
TMA	Transportation Management Area
TxDOT	Texas Department of Transportation
UAB	Urban Area Boundary
YOE	Year of Expenditure

FUNDING CATEGORIES

TxDOT's 12 Funding Categories

- 1 Preventive Maintenance and Rehabilitation
- 2 Metro and Urban Area Corridor Projects
- 3 Non-Traditionally Funded 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 5307 Federal Transit Administration, Urbanized Area Formula Funding

Section 5309 Federal Transit Administration, Discretionary Capital Funds

PROJECT LISTINGS

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

C = Construction

E = Preliminary Engineering;

R = Right of Way Acquisition;

INTRODUCTION

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

In December 1991, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law. ISTEA reemphasized the role of cooperative decision making in the development, review, and approval of transportation plans and programs and introduced requirements that the Metropolitan Transportation Plan and the Transportation Improvement Programs reflect realistic expectations of available funding for projects. In 1998, the Transportation Equity Act for the 21st Century (TEA21) continued the planning provisions of ISTEA with some revisions and increased the availability of

federal funding for surface transportation.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was passed. SAFETEA-LU continued the general planning provisions of ISTEA and TEA-21 with some changes and additions. SAFETEA-LU expired on September 30, 2009 but Congress passed several time and funding extensions including the Surface Transportation Extension Act of 2012, Part II that extended the time until September 30, 2012. The new transportation funding legislation that is known as Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. 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. It establishes seven (7) fundamental national goals: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays.

PURPOSE OF THE TIP

This document is based on, and required by, Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §324. 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.

This program is part of a continuing, cooperative, and comprehensive metropolitan planning process as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Planning considerations that have influenced the development of this improvement program include processes and elements intended to accomplish the following eight (8) planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for 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 for freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

DEFINITIONS OF URBANIZED AREA and METROPOLITAN PLANNING AREA

Geographically the Abilene Urbanized Area is the City of Abilene plus the area surrounding the City limits that is part of Taylor County but considered urbanized or expected to become urbanized by the year 2030. The area includes the Cities of Abilene, Impact, and Tye, and the communities of Caps, Elmdale, Hamby, and Potosi. The portion in southeastern Jones County includes the entire Lake Fort Phantom area. The Metropolitan Planning Area is the larger geographical area agreed upon by the MPO and TxDOT, as the Governor's representative. A map showing the Abilene Urbanized Area and the Metropolitan Planning Area is provided in Appendix A.

PUBLIC PARTICIPATION PROCESS

The Abilene MPO recently completed their update of the *Public Participation Plan (PPP)*. The draft was approved by the Policy Board on November 18, 2013. After the minimum 45 calendar-days public review and comment period this Plan was presented to, and approved by, the Policy Board on March 18, 2014. 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, agencies, and other interested parties. The end result should be a transportation planning effort which includes:

- The public being fully informed about transportation issues throughout the process;
- The public having adequate opportunity to express opinions and concerns about transportation issues in an orderly manner, at an appropriate forum, and at key decision points; and
- The public supporting transportation plans, policies, and decisions.

Meetings of the MPO's transportation Policy Board are subject to the Texas Open Meetings Act and are open to the public. Meetings notices and agendas are always posted at four specific public locations (Abilene City Hall, the Taylor and Jones County Courthouses, and on the front window of Prosperity Bank, which houses the MPO offices). MPO meetings are accessible to persons with disabilities.

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the Saturday, March 15, 2014 *Abilene Reporter-News* announcing that the 2015-2018 Transportation Improvement Program (TIP) would be available for the public to review and comment on beginning at the March 18, 2014 Policy Board. The notice also stated that signed, written comments would be received from March 19 through April 7, 2014. Only one comment was received and is summarized in Appendix C. One public meeting was held at the MPO conference room on March 24, 2014. In addition, this same information was also posted on the MPO website, providing the public with the opportunity to attend the Policy Board meeting and/or to contact the MPO with any questions, comments, or concerns.

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 providing opportunity for public comments on the Transportation Improvement Program.

Additional information about both the MPO's *Transportation Improvement Program* and the *Public Participation Plan*, goals and objectives, and methods to accomplish these goals can be found on the MPO website, www.abilenempo.org. The website 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 a grantee, e.g., the City of Abilene, to rely on 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 "*public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements*".

PROJECT SELECTION PROCESS

Mobility 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 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 and TxDOT. 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 through management systems and taking into account the implementation priorities expressed by local public officials and citizens' groups as well as the priorities of the MPO and TxDOT. Projects are emphasized that preserve the existing system, improve the safety and operating efficiency of the transportation system, or minimize intermodal conflicts. Projects are evaluated for their potential impacts on minority or low-income populations. Care is taken to ensure that no disproportionate negative impact occurs.

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. The TIP is updated at least every two years. 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.

The MPO selects projects for implementation from the approved TIP for the Abilene Metropolitan Area. If any project in the first year cannot be implemented for any reason, then projects which are ready to implement may be moved forward from the later years in the TIP, first considering projects in the second year, then projects in the third year.

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 the people with disabilities. The MPO will continue its efforts to identify and aid those with mobility needs throughout the projects listed under the Highway and Transit sections of the TIP.

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..

Abilene's CityLink Transit continues a special extended hours service and has added a daytime route to help address the commuting needs of those who are without personal transportation. The special service has been well used and many comments have been received commending the service and favoring its continuation.

The public has commented favorably on the performance and customer service standards of CityLink. 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. Citizens have particularly identified a desire for expansion of the service capacity of the demand-response service.

Comments have also been received concerning the condition of many CityLink vehicles. Many vehicles in the fleet, both vans and buses, are beyond their regular service life. CityLink continues pursuing replacement of their outdated vehicle fleet.

The proposed programming for CityLink includes routine ongoing expenses, including operations, planning, capital expenditures, maintenance expenses, and minor capital expenses (e.g., bus shelters, fare boxes, shop equipment). Beginning in FY 2013 the Abilene MPO's TIP does not include FTA Section 5310 funding (Elderly and Individuals with Disabilities), Section 5316 funds (Job Access/Reverse Commute, or JARC) and Section 5317 (the New Freedom program) as these funds are programmed by TxDOT for small metropolitan areas (under 200,000) through the TxDOT statewide programming process.

REGIONALLY COORDINATED TRANSPORTATION PLAN

The Abilene MPO actively participates with TxDOT's 19-county West Central Texas (WCT) Region 7 regional transit coordination planning efforts. The WCT Regionally Coordinated Transportation Plan (RCTP) is a long-term "blueprint" of the region's transportation system. Abilene's CityLink, and three rural public transit service providers, representatives from human and social services providers, private for-hire taxi companies, major over-the road bus companies, and others participated in the Central Texas Rural Transit District's (CARR) effort to update the *2011 Regionally Coordinated Transportation Plan* (RCTP). Among the hurdles and opportunities identified in this process were the following:

- The need for a new transit center in Abilene to be shared by urban, rural, and intercity transit providers to improve customer service and facilitate inter-carrier connections.
- The need to expand the availability of urban demand responsive service for job access and service to elderly individuals that do not fall under ADA provisions.
- The need to coordinate services to eliminate gaps in transit service availability caused by urban program boundaries.

The RCTP updated and published their long-term plan in late December 2011 for Region 7. A copy of this document is available at the MPO office.

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 operations expenses by year were developed through a specific study by the transit operator that includes service changes to substantially offset inflationary pressures. Growth in use of federal revenue for operations was held to less than 1.5% annually. Available revenue growth is estimated at 4% compounded annually with the exception of fixed allocations.

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://abilenempo.org/documents.html#plans>. 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.

FUNDED HIGHWAY PROJECTS

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
8 - ABILENE	TAYLOR	0908-33-093	S 11 STREET	PE, C	ABILENE	CITY OF ABILENE	\$ 1,182,775
LIMITS FROM: TREADAWAY							REVISION DATE:
LIMITS TO: ELMWOOD							MPO PROJ NUM: ENHA-D1-MS
PROJECT: CONSTRUCT SIDEWALKS							FUNDING CAT(S): 9, 3
DESCR:		PROJECT HISTORY:					
REMARKS: ADMINISTRATIVE AMENDMENT, PER TxDOT EMAIL, 4/25/2014: THE COST OF PRELIMINARY P7: ENGINEERING (PE) IS ALREADY FACTORED INTO THE AMOUNT AWARDED. FOR CLARIFICATION, THESE AMOUNTS HAVE BEEN EXTRACTED AND SHOWN IN THEIR RESPECTIVE AREAS.							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE				
PRELIM ENG:	\$ 154,275	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE	\$ -	APPROVED	9-ENHANCEMENTS: \$ 946,220	\$ -	\$ -	\$ -	\$ 946,220
CONST COST:	\$ 1,028,500	PHASES	3-LOCAL CONTR:	\$ -	\$ -	\$ 236,555	\$ 236,555
CONST ENG:	\$ -	\$ 1,182,775	TOTAL:	\$ 946,220	\$ -	\$ -	\$ 946,220
CONTING:	\$ -					\$ 236,555	\$ 1,182,775
IND COSTS:	\$ -						
BND FINANCING	\$ -						
TOTAL PRJ COST:	\$ 1,182,775						

Highway Financial Summary – YOE Costs

Abilene MPO - Abilene District 8 FY 2015 - 2018 Transportation Improvement Program

Funding by Category Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$236,555	\$236,555	\$0	\$0	\$0	\$0	\$0	\$0	\$236,555	\$236,555
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	Transportation Enhancements	\$946,220	\$946,220	\$0	\$0	\$0	\$0	\$0	\$0	\$946,220	\$946,220
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
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
Total		\$ 1,182,775	\$ 1,182,775	\$0	\$0	\$0	\$0	\$0	\$0	\$1,182,775	\$1,182,775

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$ 946,220	\$0	\$0	\$0	\$ 946,220
State	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$236,555	\$0	\$0	\$0	\$ 236,555
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$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 - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$ 1,182,775	\$0	\$0	\$0	\$ 1,182,775

FEDERAL AND STATE FUNDED GROUPED PROJECT 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 noncapacity projects in the listed categories for all qualifying projects except those that are specifically listed on an individual basis in this document.

Grouped Project CSJs

Table 1

Definitions of Grouped Projects for Use in the STIP

Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment 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 design loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders, adding auxiliary lanes (e.g., parking, weaving, turning, climbing, no-n-added capacity).
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 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, 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 and the Federal Railroad Signal Safety program.
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 Systems Deployment	Highway traffic operations 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	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.

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 their 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 Plan (STIP). This allows TxDOT to program the projects on a broader, more regional basis.

FY 2015 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	\$1,248,324
		State Funds from TxDOT	\$337,000
		Other Funds	\$911,324
Apportionment Year	2015	Fiscal Year Cost	\$2,496,648
Project Phase		Total Project Cost	\$2,496,648
Brief Project Description	Operations - general operating expenses of the entire transit system, e.g., wages, fuel and supplies.	TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$69,440
		State Funds from TxDOT	\$17,360
		Other Funds	\$0
Apportionment Year	2015	Fiscal Year Cost	\$86,800
Project Phase		Total Project Cost	\$86,800
Brief Project Description	Planning - wages of planning employees and planning activities.	TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$228,000
		State Funds from TxDOT	\$45,600
		Other Funds	\$0
Apportionment Year	2015	Fiscal Year Cost	\$273,600
Project Phase		Total Project Cost	\$273,600
Brief Project Description	Capital - small capital equipment purchases, shelters, signs, fare boxes and shop equipment.	TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$192,165
		State Funds from TxDOT	\$48,042
		Other Funds	\$0
Apportionment Year	2015	Fiscal Year Cost	\$240,207
Project Phase		Total Project Cost	\$240,207
Brief Project Description	ADA Paratransit expenses allowable at the capital rate.	TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2015 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)	Capital	Federal (FTA) Funds	\$411,732
		State Funds from TxDOT	\$102,934
		Other Funds	\$0
Apportionment Year	2015	Fiscal Year Cost	\$514,666
Project Phase		Total Project Cost	\$514,666
Brief Project Description	Preventive Maintenance	TDCs Requested	\$0
		TDCs Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2016 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	\$1,248,324
		State Funds from TxDOT	\$337,000
		Other Funds	\$911,324
Apportionment Year	2016	Fiscal Year Cost	\$2,496,648
Project Phase			
Brief Project Description	Operations - general operating expenses of the entire transit system, e.g., wages, fuel and supplies.	Total Project Cost	\$2,496,648
		TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$69,440
		State Funds from TxDOT	\$0
		Other Funds	\$17,360
Apportionment Year	2016	Fiscal Year Cost	\$86,800
Project Phase			
Brief Project Description	Planning - wages of planning employees and planning activities.	Total Project Cost	\$86,800
		TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$228,000
		State Funds from TxDOT	\$0
		Other Funds	\$45,600
Apportionment Year	2016	Fiscal Year Cost	\$273,600
Project Phase			
Brief Project Description	Capital - small capital equipment purchases, shelters, signs, fare boxes and shop equipment.	Total Project Cost	\$273,600
		TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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	\$192,165
		State Funds from TxDOT	\$0
		Other Funds	\$48,042
Apportionment Year	2016	Fiscal Year Cost	\$240,207
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable at the capital rate.	Total Project Cost	\$240,207
		TDCs Requested	\$0
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$0
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ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

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Sec 5309 ID Number		(Date & Amount)	
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ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

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Project Phase		Total Project Cost	\$240,207
Brief Project Description	ADA Paratransit expenses allowable at the capital rate.	TDCs Requested	\$0
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FY 2017 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
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FY 2018 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
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FY 2018 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
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Brief Project Description	Preventive Maintenance	TDCs Requested	\$0
		TDCs Awarded	\$0
		(Date & Amount)	
Sec 5309 ID Number			
Amendment Date & Action			

2015 - 2018 TIP Transit Financial Summary with YOE Matrix

Abilene MPO - District Number 8

FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

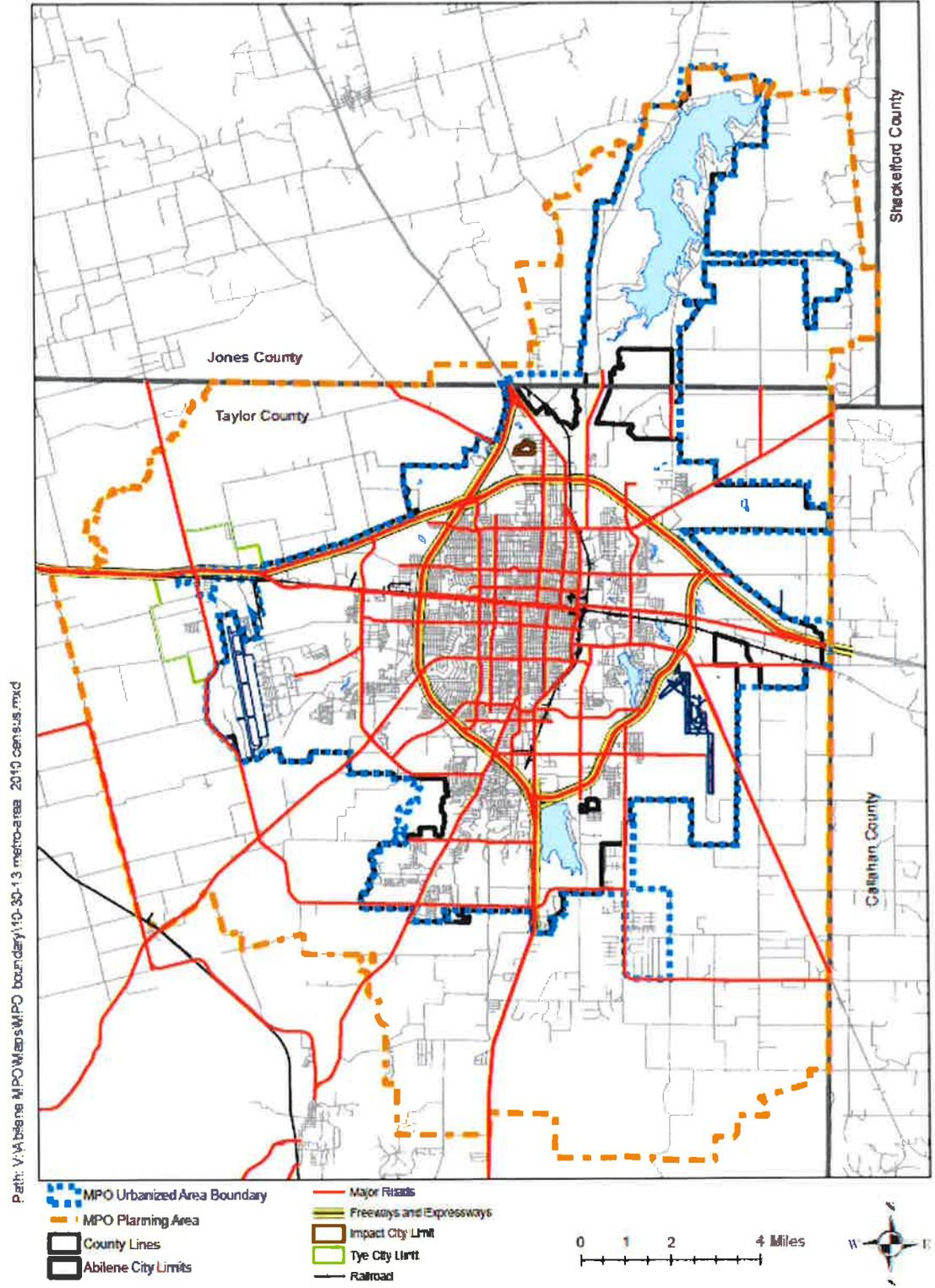
	Transit Program	FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,149,661	\$1,462,260	\$3,611,921	\$2,149,661	\$1,462,260	\$3,611,921	\$2,149,661	\$1,462,260	\$3,611,921
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			\$0			\$0			\$0
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		\$2,149,661	\$1,462,260	\$3,611,921	\$2,149,661	\$1,462,260	\$3,611,921	\$2,149,661	\$1,462,260	\$3,611,921
Transportation Development Credits Requested				\$0			\$0			\$0
Transportation Development Credits Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,149,661	\$1,462,260	\$3,611,921	\$8,598,644	\$5,849,040	\$14,447,684
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	\$0	\$0	\$0
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		\$2,149,661	\$1,462,260	\$3,611,921	\$8,598,644	\$5,849,040	\$14,447,684
Transportation Development Credits Requested				\$0			\$0
Transportation Development Credits Awarded				\$0			\$0

APPENDIX A

Abilene MPO Urbanized Area and Metropolitan Planning Area



TEXAS TRANSPORTATION COMMISSION APPROVED
(Based on the 2010 Census Data)

APPENDIX B

SUMMARY OF COMMENTS RECEIVED

Explain why the Section 5310, 5316, and 5317 were deleted from the TIP and how the funds are being used? How does the Public continue to be involved in this process?

APPENDIX C

HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's DRAFT 2015-2018 TIP on March 18, 2014.

The Policy Board approved the Abilene MPO's FINAL 2015-2018 TIP on April 15, 2014.

Administrative Amendment per TxDOT email 4-25-2014. Cost of Preliminary Engineering (PE) is already factored into the amount awarded. For clarification, these amounts have been extracted and shown in their respective areas. April 25, 2014

APPENDIX D

APPENDIX D

MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the Abilene Metropolitan Planning Organization for the Abilene, Texas 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. 5303, 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 MAP-21 (Pub. L. 112-141) 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


District Engineer

April 15, 2014

Date

Metropolitan Planning Organization
Policy Board Chairperson


Mayor of Abilene

April 15, 2014

Date

SELF-CERTIFICATION GUIDELINES

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area or withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds withheld will be restored to the metropolitan area, unless they have lapsed.

For non-TMA areas TxDOT will determine whether a MPO's transportation planning process substantially meets requirements and act accordingly.

(23 CFR 450.334; 49 CFR 613; USC Title 23, Sec. 134; and USC Title 49, Ch. 53, Sec's 5303 – 5306)

All requested reports and necessary documentation are submitted as required and on a timely basis.

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State, and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act.

The State will carry out the long range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments.

Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicates resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec's 5307 – 5311, 5323(l)

The Abilene MPO extends full cooperation and consultation as needed with the State on planning activities and programs.

Title VI, Civil Rights Act of 1964:

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State prohibiting discrimination on the basis of sex or disability.

(23 USC 324, 29 USC 794)

The Abilene MPO has in place a proactive Public Participation Plan that facilitates the participation of minority and low income populations in transportation decision making through coordination and advertisement of public meetings; publication and mail-outs to interested parties of project information; and continual update of information on the internet.

Environmental Justice:

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

State Highway agency responsibilities are to develop procedures for the collection of statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of State highway programs, i.e., relocatees, affected citizens and affected communities. Recipients of federally assisted programs shall keep documentation, for Federal review, demonstrating extent to which members of target populations are beneficiaries of such programs.

(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9 (b))

The MPO Board members are from diversified organizations and each member is extremely knowledgeable about community needs within their areas of expertise. Every decision within the MPO is made with the challenge of ensuring that projects do not disproportionately have high or adverse human health or environmental effects on minority or low-income populations.

Disadvantaged Business Enterprises (DBE):

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10% of the amounts made available for any Federal-aid

highways, mass transit, and transportation research and technology program be expended with certified DBEs.

(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

The Abilene MPO is committed to increasing the participation of minority and women owned enterprises in the transportation contracting markets. Through attendance at training sessions, the MPO staff is kept up-to-date on issues affecting DBE.

Americans with Disabilities Act of 1990:

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.

(Pub. L. 101-336, 104 Stat. 327 as amended; 49 CFR Parts 27, 37 and 38)

The Abilene MPO exercises good judgment in ensuring that discrimination based on disability does not enter into transportation issues. This includes taking into account the special needs of disabled persons in aspects of the planning and implementation of new transportation projects.

Restrictions on influencing certain Federal activities:

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a Federal employee regarding the award of Federal contracts, grants, loans or cooperative agreements.

(49 CFR, Part 20)

The Abilene MPO does not expend any appropriated funds nor any other funds to pay any person for influencing a Federal employee regarding the award of Federal contracts, grants, loans, or cooperative agreements.

Clean Air Act: Air Pollution Prevention & Control:

All State and local transportation officials will take part in a 3-C planning process in non-attainment areas to determine which planning elements will be developed, adopted and implemented to maintain or improve the air quality for said area. In non-attainment areas that include more than one State, the affected States may jointly undertake and implement air quality planning procedures.

Activities not conforming to approved plans will not be financially supported by the Federal government. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards.

(42 USC, Ch. 85, Sec's. 7408, 7410, 7504, 7505a, 7511, 7512, 7506 (c) and (d) and 7604; 49 USC, Ch. 53, 23 USC, Sec. 134)

The Abilene MPO is an attainment area in regards to Air Quality. In contrast to cities with intense compliance problems, air quality is not driving the transportation planning process in Abilene.