

FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

Abilene Metropolitan Planning Organization (MPO)



TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Non-Transportation Management Area (Non-TMA)

AIR QUALITY STATUS:

Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This UPWP complies with federal and state requirements, is true and correct, and is approved by

Abilene MPO Policy Board: **August 19, 2025**

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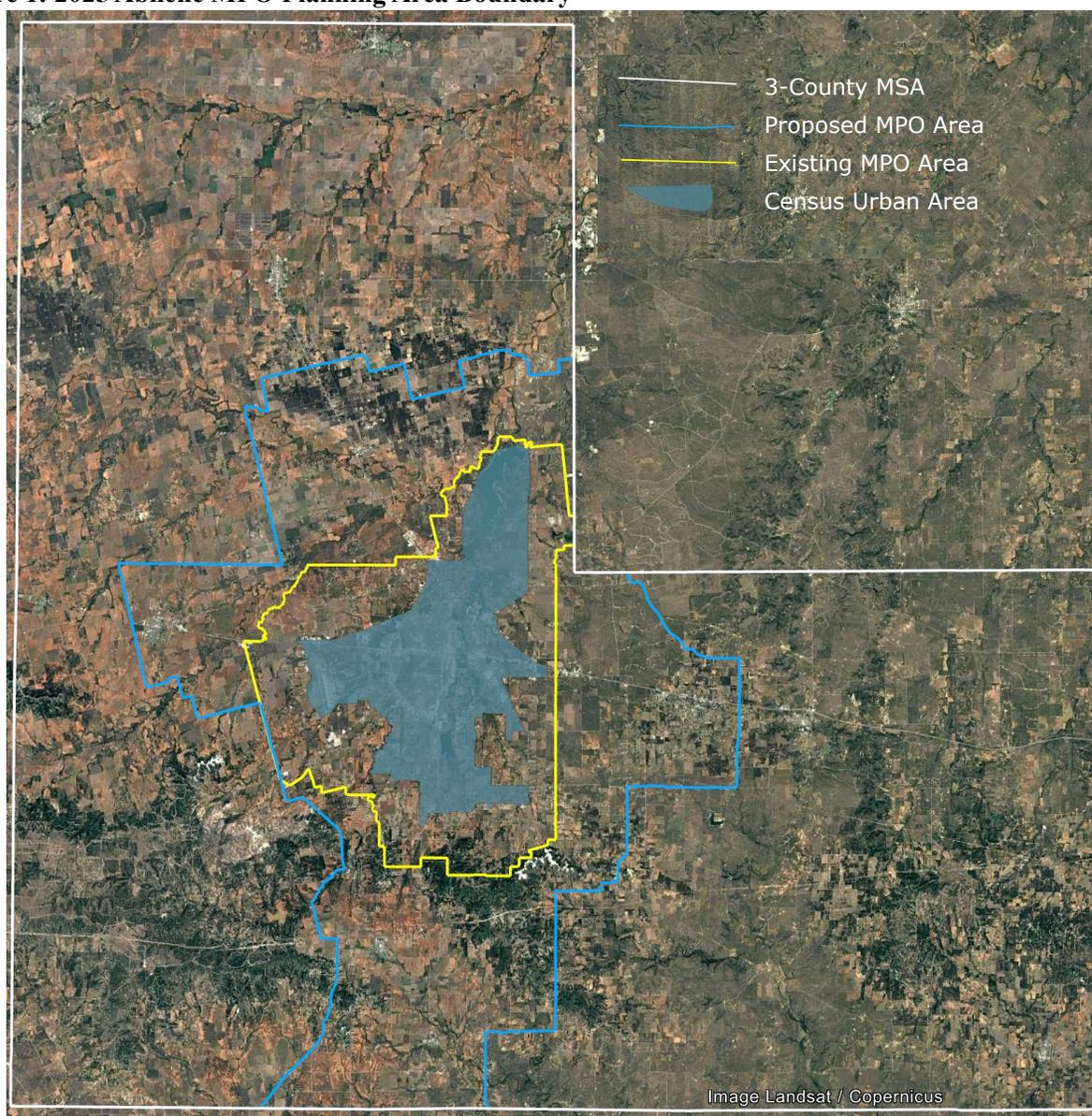
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EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is the federally mandated "scope of work" that identifies all transportation planning activities an MPO will undertake over a 1- or 2-year period. It is the basis for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to authorize planning funds and lists all transportation planning activities that will occur within the boundaries of the Abilene Metropolitan Planning Organization (MPO) during Federal Fiscal Years 2026 and 2027, no matter the source of funding (Federal, State, or local sources) if they affect the regional transportation system. UPWPs are required by the joint planning regulations to include: *“At a minimum, an UPWP includes a description of the planning work and resulting products, whom will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.”* (23 C.F.R. 450.308). Figure 1, below, depicts Abilene’s Census Designated Urban Area, shaded in blue, the current approved MPO Planning Boundary, outlined in yellow, the proposed MPO Planning Area Boundary outlined in blue and the Federal Office of Management and Budget designated Metropolitan Statistical Area (MSA), outlined in white. The Abilene MPO conducted a review and proposed an update to the MPO Planning Area Boundary in June 2024, but to date this update has not been approved by the Texas Governor.

Figure 1: 2025 Abilene MPO Planning Area Boundary

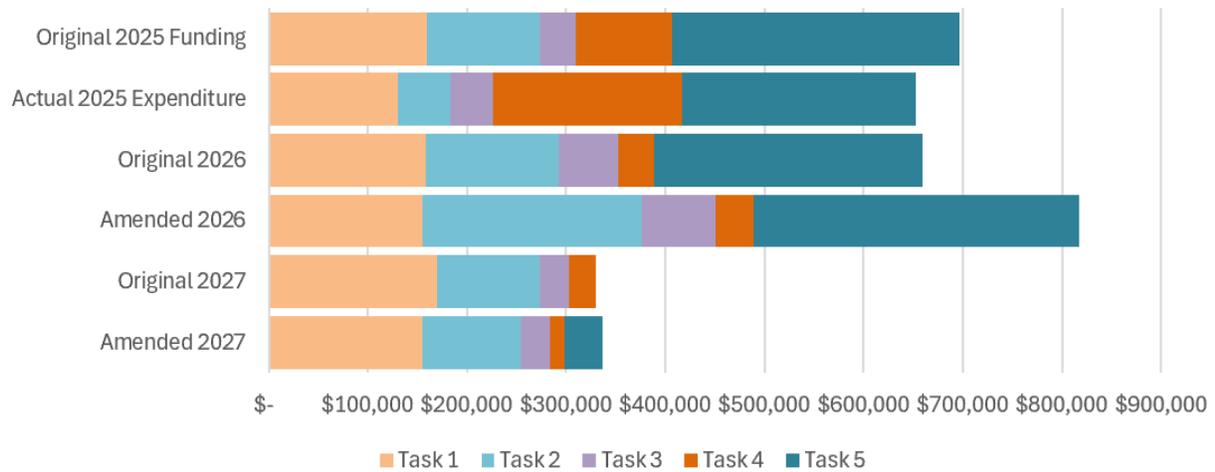


The tasks described below will occur between October 1, 2025 and September 30, 2027, in or near the Cities of Abilene, Impact, and Tye, and include the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. If the Governor approves the proposed MPO Planning boundary, the expansion will also include Callahan County, City of Buffalo Gap, City of Clyde, City of Hawley, City of Lawn, City of Merkel, and City of Tuscola. There are five principal Tasks that are included in Texas MPO UPWPs:

- **Task 1: Administration and Management** – Involves administrative support activities such as financial management, contract management, public outreach, travel, equipment purchases, training and education, and the general management of an MPO, including public meetings, advertisements, and other efforts necessary for regulatory compliance.
- **Task 2: Data Development and Maintenance** – Focuses on collecting and cleaning of data. It also involves creating and operating models to analyze existing and forecast future conditions in the region. These activities potentially include the development of socio-economic forecasts, asset management models or analyses, traffic operations and/or travel demand models, social and environmental impact models, economic and financial models, to support regional transportation decision-making. This Task may involve contracting work with private consultants.
- **Task 3: Short-Range Planning** – Addresses planning for activities taking place within a three- to ten-year timeframe, including the Transportation Improvement Program (TIP), the 10-Year Unified Transportation Program, as well as transit studies, initiatives regarding specialized transit planning, regional bicycle and pedestrian planning, complete streets planning, safety analysis, and traffic operations improvement planning. the development of the FY 2026–2030 Transportation Improvement Program (TIP) and coordination with local transit agencies. This Task may involve contracting work with private consultants.
- **Task 4: Metropolitan Transportation Plan** - Monitors and updates the 2050 MTP to ensure it meets current and future regional transportation needs. This includes describing planning activities for the long-term development and maintenance of the Metropolitan Transportation Plan (MTP), developing baseline conditions, monitoring change and reporting progress towards the goals. This Task may involve contracting work with private consultants.
- **Task 5: Special Studies** – This task involves special one-time planning activities and major corridor analyses or other transportation related topics that support the development and maintenance of the regional transportation planning process. Activities might include consultant contracting, research and data analysis. Documents produced in this task are intended to supplement information for other tasks as well as contribute to the revision of the MTP and help in prioritizing transportation improvement projects. This Task may involve contracting work with private consultants.

Please note that annual operating costs consume much of the annually appropriated funds, and some Abilene MPO commitments extend beyond the 2-years of this UPWP. Maintaining a reserve sufficient for these contracts is good accounting practice. An estimated \$341,755 were “carried over” from FY 2025 into FY 2026. A total of \$1,091,755 in Transportation Planning Funds (TPF) are forecast to be available over the 2-years of this 2026-2027 work program, and an effort was made to reserve approximately half of one years’ budget (\$180,000) to “carry over” into 2028.

Funding Overview



Version	Task 1	Task 2	Task 3	Task 4	Task 5	Total	Estimated Carryover / Used*
Original 2025 Funding [^]	\$ 160,000	\$ 114,000	\$ 35,500	\$ 97,000	\$ 290,000	\$ 696,500	\$ 235,695
Actual 2025 Expenditure	\$ 129,828	\$ 53,875	\$ 42,335	\$ 190,442	\$ 236,000	\$ 652,480	
Original 2026	\$ 159,000	\$ 134,000	\$ 59,000	\$ 37,000	\$ 270,000	\$ 659,000	\$ 226,795
Amended 2026	\$ 154,987	\$ 221,283	\$ 74,235	\$ 39,035	\$ 327,157	\$ 816,697	
Original 2027	\$ 170,000	\$ 104,000	\$ 29,000	\$ 27,000	\$ -	\$ 330,000	\$ 8,900
Amended 2027	\$ 154,987	\$ 99,554	\$ 29,108	\$ 14,345	\$ 38,269	\$ 336,263	

[^] Did not include carryover funding available from 2024 * Some funding categories are lost if they are not used.

INTRODUCTION

Federally required regional 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. On January 23, 1969 an agreement between the City of Abilene and the State of Texas was executed to establish what is now known as the Abilene Metropolitan Planning Organization (MPO). No federal reimbursement to the Abilene MPO can occur for work not explicitly identified in the approved UPWP.

The Abilene MPO is the regional transportation planning body for the City of Abilene, the City of Impact, the City of Tye, the communities of Caps, Elmdale, Hamby, and Potosi; along with some adjacent rural areas in Taylor County and Jones County. The Abilene MPO consists of federal, state and local agencies working together to avoid conflicting plans, duplicated projects or funding conflicts between transportation priorities in the metropolitan planning area. As the designated metropolitan planning organization, the Abilene MPO is responsible for carrying out the: “...*continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution*” (23 CFR 450.300).”

UPWP’s in Texas are organized into Tasks. Tasks 1.0 through 5.0 relate to activities accomplished by the Abilene MPO staff and are formatted to show the purpose, objective, methodology, expected products, schedule, previous accomplishments, and budget summary. The process of planning, maintaining, and improving the area’s surface transportation system is a demanding, ongoing, and complex operation which requires collaboration and coordination among the State and local government agencies, transportation providers, local businesses, and the residents of this region, in order for the process to succeed.

A. PURPOSE

The Unified Planning Work Program (UPWP) should describe all of the transportation planning work and resulting products, whom will perform the work, the time frames for completing the work, the cost of the work, and the source(s) of funds conducted within the Abilene Metropolitan Planning Organization (MPO) boundaries regardless of the source of funds. The UPWP functions as the fiscally constrained scope of work that the Abilene MPO uses to conduct the regional transportation planning process between October 1, 2025 and September 30, 2027.

The 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 established 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. **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.

In addition to the national performance goals, the 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 statewide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State. MPO's, transit agencies and the Texas Department of Transportation (TxDOT) have cooperatively established practices, support systems, and relationships necessary for the successful implementation of Project-Based Planning and Programming (PBPP).

B. DEFINITION OF 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 the 20-year forecast period covered by the Metropolitan Transportation Plan. 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.

In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. The Policy Board took action to approve the changes at their April 16, 2024 meeting. On June 25, 2024, the technical memo and revised boundary information was submitted to TxDOT. On October 3, 2024 that TxDOT has submitted the boundary expansion request to the Governor's Office and they are in the process of reviewing the submittal and providing the final sign-off. When the revised boundary gets approved, the expansion will include Callahan County, City of Buffalo Gap, City of Clyde, City of Hawley, City of Lawn, City of Merkel, and City of Tuscola.

The 2020 Census reported the population of Abilene was 125,182, for Taylor County 143,208, for Jones County 19,663, and for Callahan County 13,708.

C. ORGANIZATION

The Abilene Metropolitan Planning Organization (Abilene MPO), is the Governor designated MPO for the Abilene Urban Area. The City of Abilene is the fiscal agent for the Abilene MPO. The Abilene MPO Policy Board (PB) is the forum for the public, municipalities, counties, the transit agency, state agencies, and private agencies to address regional transportation issues within the Governor-approved MPO Planning Area Boundary. The Policy Board is also responsible for taking the required approval actions as the Metropolitan Planning Organization to make sure all federally-funded projects, plans, programs and studies comply with federal and state laws based on comments from the public and advice from both the Technical Advisory Committee (TAC), and the MPO Staff.

In November 2010, the Policy Board was reorganized from seventeen members to five voting members and the Technical Advisory Committee was established. The MPO Policy Board has five voting members: Mayor of the City of Abilene, City of Abilene Council Member, Jones County Judge, Taylor County Judge, and the TxDOT Abilene District Engineer. Three elected State and Federal legislators are represented as non-voting members. These include the U.S. Representative District 19, State Senator District 28, and the State Representative District 71.

The Technical Advisory Committee (TAC) reviews and makes recommendations to the Policy Board on all technical matters and on any other issues assigned to it by the Policy Board. Membership on the TAC includes the cities of Abilene, Tye, and Impact; the counties of Taylor and Jones; the Texas Department of Transportation (TxDOT); Dyess Air Force Base; CityLink Transit; Abilene Chamber of Commerce; the West Central Texas Council of Governments (WCTCOG); and the Abilene MPO. *These members provided all transportation planning studies that they are, or will, undertake in 2026 and 2027 if that study may lead to changes that impact the regional transportation system.* The Technical Advisory Committee's non-voting members include the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA),

the Texas Commission on Environmental Quality (TCEQ), TxDOT MPO Coordinator, and the TxDOT Public Transportation Coordinator.

The MPO staff is authorized for two full-time and one part-time employees who are responsible for the day-to-day activities of the MPO including information gathering and assembling of documents that correspond to transportation issues within the MPO boundary. The Executive Director is responsible for the direction of responsibilities and administration of the MPO. The Transportation Planner and Office Assistant provide valuable planning, technical resources, and clerical assistance for the MPO.

In order to assist with the mutual responsibility of carrying out the metropolitan transportation planning process, a memorandum of understanding was executed among the Abilene MPO, TxDOT, and the City of Abilene as the Public Transit Operator of CityLink Transit. This agreement clearly defines the roles of each entity in regard to transportation planning within the Abilene MPO Planning Area. This memorandum facilitates a clear path towards ensuring that the development of major planning documents meet the needs of citizens today and for future generations.

D. NON-MPO INVOLVEMENT

The MPO uses the knowledge and expertise of the Technical Advisory Committee that includes members who are part of the private sector. The MPO may obtain legal and professional services from private consultants to supplement MPO staff planning efforts for such tasks and subtasks outlined throughout the document. All civic and professional groups are encouraged to participate in the regional transportation planning process. Meeting notices, mailings, and local newspaper and media coverage encourage all citizens to attend. These meeting notices, agendas, and minutes are available on the MPO webpage: <https://www.abilenempopo.org/>. To aid in identifying and dispersing information to the public, included disadvantaged citizens, the Abilene MPO staff uses Virtual Public Involvement for all processes and products.

E. PLANNING ISSUES AND EMPHASIS

The Infrastructure Investment and Jobs Act (or IIJA) became law on November 15, 2021 and provides the basis for FHWA and FTA programs and activities through September 30, 2026. The IIJA continues to promote an efficient and effective Federal surface transportation program by focusing on transportation issues of national significance, while giving regional transportation decision-makers flexibility for solving transportation problems in their communities. Under IIJA, metropolitan and statewide transportation planning processes are continued, but changes made by the previous federal transportation act, Moving Ahead for Progress in the 21st Century Act (MAP-21), were continued to enhance the planning process for surface transportation; some of these changes add flexibility and efficiency, while others add new consultation and planning requirements. Consultation requirements for states and MPOs remain significantly expanded; and requirements continue for plans to address environmental mitigation, improved performance, multimodal capacity, and enhancement activities. Bicycle, pedestrian, and disabled interests must also be represented.

Additional planning issues and emphasis that are important in the Abilene MPO include coordination efforts and maintaining existing documents. Also, regional coordination efforts of collaborating with community organizations to focus on a need to understand the dynamics of the transit providers along with the needs of transit users and matching those to the needs of the traveling community. Another important factor is to update and maintain the Travel Demand Model. Lastly, working to ensure the performance-based planning efforts are sufficient to maintain their incorporation into the planning process.

Regional Demographics in Transportation Planning – FHWA Division and FTA regional offices will work with MPOs, State DOTs, and providers of public transportation to support underserved and disadvantaged communities. This will help ensure public involvement in the planning process reflect various perspectives, concerns, and priorities from impacted areas. The guidance encourages strategies that:

- (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;

- (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
- (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
- (4) offer reduced public transportation fares as appropriate;
- (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
- (6) consider demographics while developing transit-oriented development including affordable housing strategies and consideration of disadvantaged populations.

Complete Streets – FHWA Division and FTA regional offices should work with MPOs, State DOTs and providers of public transportation to review current policies, rules, and procedures impact safety for all road users. This effort should include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A “*Complete Street*” is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micromobility users, freight delivery services, and motorists. The goal is to provide an effective and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2021 data, 70 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack sidewalks or convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered “*complete*”, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. MPOs and municipalities are encouraged to prioritize safety improvements and speed management on arterials to create complete travel networks for those without access to single-occupancy vehicles.

Public Involvement – Conducting public involvement early in the process and continuing the outreach throughout the life cycle of transportation projects is effective at involving the public and bringing diverse viewpoints into the decision-making process. Every public comment is recorded and available for both the public and decision-makers to see. FHWA Division and FTA regional offices encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals that do not have access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. The Abilene MPO will reach out to existing groups in order to solicit their views on their access to the process and their preferred methods of participation.

The Abilene MPO is committed to the ongoing practice of public participation in all aspects of the transportation planning process. The Abilene MPO Public Participation Plan (PPP) specifies how the MPO will provide an opportunity for meaningful, active, on-going public participation and involvement for citizens, groups, agencies, and private providers of transportation to be included in every facet of transportation planning and related activities, especially at key decision-making times. As we look at ways

to implement strategies, the MPO's Public Participation Plan (PPP) will outline the opportunities for citizens' input into the transportation planning activities of their community and provide a more distinct picture of how future transportation decisions will affect the general population. The Abilene MPO utilizes their website www.abilenempo.org along with Facebook, Twitter (X), news media, public meetings, and other means to notify the citizens of ways to comment and become involved in the process.

TASK 1 – ADMINISTRATION AND MANAGEMENT

REMINDERS:

- 1) Equipment purchases over \$10,000 must comply with 2 CFR §200.439: “Capital expenditures for special purpose equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of the Federal agency or pass-through entity.”
- 2) Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b): “The department will approve proposed travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning processes if the travel is funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.”

F. OBJECTIVE

The purpose of this task is providing administrative support to the transportation planning process for our region, securing necessary tools to ensure success, providing opportunities for public input, and facilitating interagency cooperation and coordination. This task addresses general operations of the MPO, as well as administrative and managerial activities, financial management, interagency coordination, travel, procurement, transportation planning, and miscellaneous administrative support.

G. EXPECTED PRODUCTS

The outcomes of this task are services or products, including a trained and knowledgeable staff, that maintain the operations of the MPO, including financial management, personnel, and the procurement of equipment and supplies needed for operations.

- **Service:** Ongoing monitoring and, if necessary, revising the FY 2026 UPWP throughout FY 2026.
- **Deliverable (as necessary):** Approved revisions of the FY 2026 UPWP and resolutions of approval. (Document, as necessary).
- **Service and Deliverables:** Development, amendment, submission, and approval of the UPWP, anticipated final formal adoption in May 2027. (Document).
- **Deliverable:** FY 2025 and FY 2026 Annual Performance and Expenditure Report (APER), due by December 15, of each year. (Document and presentation).
- **Deliverable:** The Annual Listing of Projects (APL) for FY 2025 and FY 2026 are due within 90 days after the conclusion of each Fiscal Year. (Document).
- **Deliverable:** FY 2026 and FY 2027 Self-Certifications. (Document).
- **Service:** Facilitation of public meetings and the public participation process throughout FY 2026 and FY 2027.
- **Deliverables (as applicable):** Monthly MPO meeting packets, minutes, presentations, and agendas. (Documents and presentations, as applicable)
- **Service:** Internal MPO Activity, staff PTO, and Holiday time throughout FY 2026 and FY 2027.
- **Service:** Maintenance of the Abilene MPO website, <https://www.abilenempo.org/>, throughout FY 2026 and FY 2027
- **Deliverable:** Regularly updated website content.
- **Service:** Staff attendance and participation in both in-state and out-of-state training, educational courses, and meetings throughout FY 2026 and FY 2027.

PREVIOUS WORK

Created PowerPoint presentations, meeting handouts, agenda packets, project maps, detailed spreadsheets, and a variety of materials for the MPO Policy Board and Technical Advisory Committee. Prepared the monthly billing statements. MPO administrative and fiscal operations. Staff attendance at workshops,

meetings, conferences, and training sessions. Development of monthly, quarterly, and annual reports as required by State and Federal agencies. Acquisition of supplies and minor office equipment. Completed required reports. Staff hiring and training. Maintained the Abilene MPO Facebook and Twitter (X) accounts and compiled pertinent information to be disseminated. Created and posted MPO Insider Newsletters.

H. SUBTASKS

For Task 1 where it is not specified elsewhere, the MPO staff will conduct the bulk of the work.

Subtask 1.1: Program Support and Administration

Under this subtask, MPO staff will prepare and submit all necessary documents to ensure compliance and maintain the continuity of the planning process. The plans and documents prepared under this subtask include the Annual Performance and Expenditure Report (APER), the Annual Listing of Projects (APL), and changes or new UPWPs; prepare for and conduct Policy Advisory Committee meetings and any other necessary meetings; general staff time, including all PTO and holidays taken by MPO staff; benefits for employees; complete meeting minutes and documentation; facilitate citizen participation; maintain financial records; and purchase office supplies, materials, furniture, computers, and any related equipment needed to administer the MPO. Any purchase of equipment exceeding \$5,000 for one unit will require prior approval from FHWA. Subtask 1.1 is funded through the MPO's TPF funds, with most of the work ongoing throughout each fiscal year.

- Management of the MPO to fulfill the goals and objectives of the Unified Planning Work Program (UPWP).
- Maintain and update the UPWP as needed to reflect current plans, programs, and regional priorities.
- Develop the Annual Performance and Expenditure Report (APER).
- Develop the Annual Listing of Obligated Projects (ALOP).
- Develop and update the FYs 2026-2027 UPWP.
- Coordination and monitoring of the transportation planning activities including compliance with the Federal and State requirements. This could include preparing and submitting reports, documents, and correspondence; maintaining and updating records; administering planning funds and financial information; maintaining the transportation grants - timesheet and billing submittal, budgeting, and financial planning; ensuring the development and delivery of required reports for transit and transportation activities.
- Providing support and facilitating the Technical Advisory Committee, Policy Board meetings, and other committees/subcommittees. This could include providing food and non-alcoholic beverages, pending TxDOT approval, at meetings and events when deemed appropriate.
- Prepare, and administer contracts, or agreements between the MPO, local agencies, and private consultants.
- Engage in staff supervision, personnel administration, and other miscellaneous administrative tasks that support the function of the MPO. All personnel management will be in compliance with established payroll policies and procedures related to existing regulations of the fiscal agent.
- Purchase or lease of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters, support/maintenance agreements, and related computer software/equipment along with insurance, advertising, meeting facilities, etc. as necessary to provide transportation planning for the MPO area. A Plotter HP Designjet might need to be replaced for the printing of large maps with a cost around \$15,000. An office copier will need to be purchased with estimated costs up to \$20,000.
- Facilitation of program activities through acquisition of long-term working and meeting space readily accessible to the general public and other public agencies including but not limited to the following: lease of workspace, electric and water utilities, acquisition, repair, and maintenance of office furnishings and non-computer equipment appropriate to program needs, local and long-distance telephone utilities, janitorial services.

- Indirect Cost Allocation Plan - City of Abilene staff and independent auditors will do the following work with TPF funding: financial, administrative, and managerial support functions of the fiscal agent necessary for the financial oversight and facilitation of the planning activities, including both internal and independent audits. The City of Abilene has a Cost Allocation Plan for indirect services provided by central departments. This plan is the product of an independent firm acting on the request of the City of Abilene. Actual expenditure information is obtained from the City’s financial statements for the year-end. Statistics used to allocate costs are taken by performing one-hundred percent counts or in some cases conducting a representative sample period count.

Subtask 1.2: Professional Development Training and Travel

- MPO staff will attend meetings, workshops, seminars, and conferences to develop and maintain a professional and competent staff. This training may entail regional, state, or national conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, the Texas Association of Metropolitan Planning Organizations, Texas Department of Transportation, National Highway Institute, GIS software including ESRI User Conference, ArcGIS South Central Area Users’ Group (SCAUG), ESRI training workshops, and other related organizations as deemed necessary or mandated for professional development purposes. This task may include travel costs of elected officials. The MPO will obtain prior approval from TxDOT for out-of-state travel.
- Participation in meetings including but not limited to City Council and County Commissions; along with boards and commissions; other stakeholders meetings; business associations and developers’ meetings; and many others both local and regional to keep informed and disseminate information and/or data on transportation emerging trends and patterns. This task may also include attendance at meetings and trainings that coordinate with the Department of Defense (DOD) on the Strategic Highway Network (STRAHNET) that connects to DOD facilities and coordination with the Federal Land Management Agency (FLMA) on infrastructure and connectivity needs related to access routes and other public roads/transportation services that connect to Federal lands.

Subtask 1.3: Transit Planning Management

CityLink staff with FTA Section 5307 funding will do the following work:

- Participation with the Citizen’s Advisory Board for People with Disabilities as a vehicle for public involvement.
- Review and analysis of any future fare changes or route planning.
- Continue employee development through training courses and certification of both supervisory staff and employees.

I. FUNDING SUMMARY

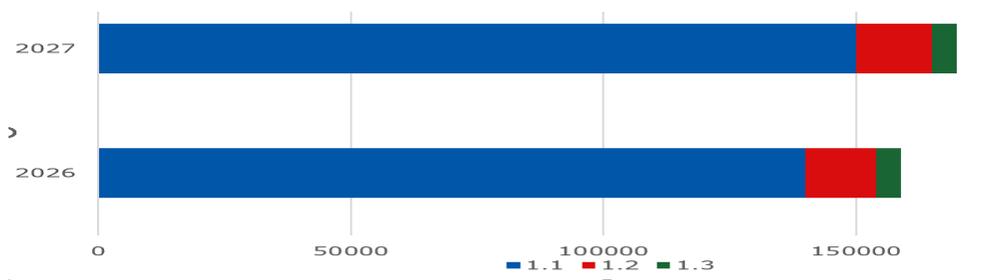


Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ²	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ³
1.1	MPO/CITY OF ABILENE	\$ 140,000	\$ -	\$ -	\$ -	\$ 140,000	\$ -
1.2	MPO	\$ 14,000	\$ -	\$ -	\$ -	\$ 14,000	\$ -
1.3	CITYLINK	\$ -	\$ 4,000	\$ -	\$ 1,000	\$ 5,000	\$ -
TOTAL		\$ 154,000	\$ 4,000	\$ -	\$ 1,000	\$ 159,000	\$ -

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁴	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁵
1.1	MPO/CITY OF ABILENE	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ -
1.2	MPO	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -
1.3	CITYLINK	\$ -	\$ 4,000	\$ -	\$ 1,000	\$ 5,000	\$ -
TOTAL		\$ 165,000	\$ 4,000	\$ -	\$ 1,000	\$ 170,000	\$ -

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The purpose of this task is supporting activities that collect or analyze transportation data. Transportation planning requires the development of detailed databases and maps that describe the primary aspects of the transportation system and maintenance of the Geographic Information Systems (GIS) to aid data development and tracking. This data is focused on obtaining existing and forecast future performance of transportation investments using the adopted performance measures the Metropolitan Transportation Plan, Transportation Improvement Program, and being consistent with other performance-based reports and studies.

B. EXPECTED PRODUCTS

The outcomes of this task are analyses or products, including geospatial data, socio-economic data, crash data, asset condition data, congestion data, and transit performance data.

- **Service:** Ongoing maintenance and updates of the Abilene MPO GIS database will continue throughout FY 2026 and FY 2027.
- **Deliverables:** Updated GIS datasets, maps, and visual aids to be produced as needed/ongoing (visual aids, presentations, and datasets).
- **Service:** Updates to the Travel Demand Model will include expansion to at least the new Metropolitan Planning Area, new traffic counts, network revisions, and updated socio-economic data. This work will continue throughout FY 2026 and FY 2027.
- **Deliverables:** Updated TDM model files and supporting documentation, created as needed or upon updates to plans or projects (visual aids, presentations, and datasets).
- **Service:** Coordinate with TxDOT and Abilene Citylink to develop, document, and report on federally mandated performance measures for the Abilene Urban Area during FY 2026 and FY 2027.
- **Deliverables:** Performance measure documentation, data summaries, presentations, and adopted regional performance measures are produced annually in late January, or as required (documentation, presentation, and reports, as necessary).
- **Service:** Continuously analyze demographics and oversee public involvement to ensure equal opportunities for all to participate in the transportation planning process, in accordance with Title VI. This effort will persist throughout FY 2026 and FY 2027.
- **Deliverables,** as necessary: Demographic analysis reports/summaries and necessary updates to the Public Participation Plan document, produced as needed (document).
- **Analyze crash data**
- **Analyze congestion data**
- **Analyze condition data**

Mapping roadway networks supports transportation planning activities. Geodatabase development for presentation of maps for MPO, transit, and other planning purposes. Geographic Information System (GIS), and data development analysis of various transportation elements. Develop and analyze transportation growth, trends, and needs, utilize traffic counts, land use and development data, and collision location data. To use socioeconomic data for travel demand forecasting. To maintain a database of useful planning tools to facilitate map creation. To generate, collect, and analyze detailed transportation data to develop and implement regional transportation plans and projects. To explore collection methods that enhance the ability to perform regional and

corridor planning and analysis. Establishment and maintenance of performance measures to coincide with the federal regulations. Development of the Title VI Civil Rights and Americans with Disabilities Act (ADA) Updates and Implementation. All products are expected to be completed during the appropriate fiscal year.

C. PREVIOUS WORK

Continued update to a sidewalk layer map using Google Earth imagery, aerial imagery, as well as some physical site verifications as needed. Maps were prepared related to current project listings. Updated the website with pertinent information as needed such as minutes, board meeting notices, public meeting notices, reports, project picture updates, upcoming MPO events, and many other items. Performance measures were updated and used as applicable. CityLink captured daily and monthly statistics and data in order to provide periodic reporting to the City, State and Federal entities as required. CityLink also had ongoing data analysis that provided opportunities to improve services (microtransit zones, ZipZones, and on-call service areas), implement minor fixed route changes, and complete bus stop/bus shelter placement recommendations.

D. SUBTASKS

For all tasks not specified elsewhere, the MPO will be conducting the work.

Subtask 2.1: Geographic Information System (GIS) and Data Development:

This task will use MPO staff and could include assistance from the City of Abilene and/or private consultants to complete.

- Maintenance of physical inventories along with on-going data gathering, updates, and maintenance of databases and maps related to transportation planning.
- Management and organization of internal internet GIS data, enhance the GIS resources available to the public, advance the mapping functionality, and augment the use of GIS visualization techniques.
- Evaluation/analysis of the existing and planned transportation system with regard to issues related to emergency evacuation, hazardous materials transportation, and other emergency response situations. Coordination with the STRAHNET and with FLMA will help promote a useful planning network that shows connections to Federal lands and advocates for the best use of resources.
- Identify and analyze Title VI impacts during the planning process in order to minimize adverse effects of transportation projects on the human environment.
- Analysis and mapping of the environmental and economic areas (Planning and Environmental Linkages-PEL) which can help ensure that the needs of our community are met while avoiding/minimizing the impacts on human and natural resources.

Subtask 2.2: Performance Measures:

This task will use MPO staff and could include assistance from the City of Abilene and/or private consultants to complete.

- The MPO will monitor and update performance measures/targets as needed. Continue implementation of the performance-based planning and programming process including working with TxDOT to monitor and evaluate the performance measures.

Subtasks 2.3: Title VI Civil Rights/Americans with Disabilities Act (ADA):

This task will use MPO staff and could include assistance from private consultants to complete.

- Continue to identify and analyze Title VI Civil Rights in the planning process and identify strategies to better reach minority and low-income groups.
- Continue to strive towards consistent and systematically fair, just, and impartial treatment of all individuals throughout the planning process.
- Continue to share as much data as possible to improve the policy and decision making of all parties involved in transportation planning.

Subtask 2.4: Travel Demand Model:

This task will use MPO staff and could include assistance from TxDOT, the Transportation Institute and/or private consultants to complete.

- Travel Demand Model (TDM) maintenance.
- Review of data, socioeconomic data collection, roadway network analysis, alternative analysis, and other work associated with the TDM.
- Ongoing updates to the GIS data pertaining to the Travel Demand Model including roadway network database development, Traffic Analysis Zone (TAZ) structure development, monitoring of regional growth through data collection of new residential development, acquisition of employer information, acquiring land-use data, and creating organized databases for this data for transportation and land-use analysis, and demographic database development.

Subtask 2.5: Transit Planning Data:

This task will use the City of Abilene Citilink staff and could include assistance MPO staff from and/or a consultant to complete. CityLink staff with FTA Section 5307 funding will do the following work:

- Provision of monthly operational and statistical and financial reports.
- Development and incorporation of information, data and statistical analysis to address short range transit needs as it relates to fare changes, route changes, bus stop evaluations, and bus stop amenities.
- Compile data for the Triennial Review.

E. FUNDING SUMMARY

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
2.1	MPO/CITY OF ABILENE	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -
2.2	MPO	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -
2.3	MPO/CONSULTANT	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -
2.4	MPO/CONSULTANT	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -
2.5	CITYLINK	\$ -	\$ 3,200	\$ -	\$ 800	\$ 4,000	\$ -
TOTAL		\$ 130,000	\$ 3,200	\$ -	\$ 800	\$ 134,000	\$ -

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
2.1	MPO/CITY OF ABILENE	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -
2.2	MPO	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -
2.3	MPO/CONSULTANT	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -
2.4	MPO/CONSULTANT	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -
2.5	CITYLINK	\$ -	\$ 3,200	\$ -	\$ 800	\$ 4,000	\$ -
TOTAL		\$ 100,000	\$ 3,200	\$ -	\$ 800	\$ 104,000	\$ -

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

The purpose of this task is to undertake planning activities both local and regional that are associated with short range or immediate implementation. This could include facilitating the implementation of transportation projects and programs in the TIP; providing for multimodal planning to improve the overall system; and supporting the development of short-range planning. Many of these tasks will require data from the an unapproved Metropolitan Planning Area.

B. EXPECTED PRODUCTS

The outcomes of this task are processes or documents.

- **Process and Deliverable:** Process amendments to the FY 2025-2028 TIP, as needed. Amendments as necessary using TxDOTs quarterly STIP revision cycle (TIP document, STIP upload)
- **Process and Deliverable:** The development of the FY 2027-2030 TIP commenced in early FY 2026. The draft is due for public review by May 2026, with final approval from the Policy Advisory Committee anticipated at 16th June 2026 meeting (deliverable, document, meeting, presentation)
- **Process:** Continue collaboration between Abilene Citilink and the Abilene MPO by evaluating the existing transit systems in relation to local needs and Federal requirements, including the ADA Transition requirements throughout FY 2026 and FY 2027.
- **Process:** Public engagement and involvement activities for the education of the community on the multimodal transportation system. Participation in development of Regional Specialized Transit Coordination Plan.
- **Process:** Review past public engagement and involvement activities and identify potential methods for improvement. Focus on performance based education to the community about the transportation system within the MPO and transportation topics that are identified by the public is an ongoing task through FY 2026 and FY 2027. Provide an updated PPP approximately 1 year after approval of the new MPO Planning Area Boundary.
- **Process:** Evaluate the Public Participation Plan (PPP) to monitor its effectiveness and revise as necessary (service/deliverable, document, as necessary).

Updates to the Transportation Improvement Program. Annual Listing of Obligated Projects. Provide support to the Regionally Coordinated Transportation Planning Committee. More coordinated efforts among public transportation providers in the planning and development of transit related activities. All products are expected to be completed during the appropriate fiscal year.

C. PREVIOUS WORK

MPO staff and CityLink staff work on the Regional Coordination Transportation Plan, Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Annual Performance and the Expenditure Report (APER). The MPO participated in the Regional Coordination Transportation Plan (RCTP) Stakeholders Group. Most of these tasks are ongoing and shown in the subtasks below.

D. SUBTASKS

For all tasks not specified elsewhere, the MPO will be conducting the work.

Subtask 3.1: Transportation Improvement Program (TIP):

This task will use MPO staff and could include assistance from private consultants to complete.

- The MPO will monitor and amend the current TIP as needed and conduct project development meetings/presentations to educate and receive public participation as needed. Provide support, review and incorporate transit activities for more coordinated transit efforts.
- Data gathering, planning and public process, preparation and development of the FYs 2027 – 2030 TIP document.

Subtask 3.2: Transit, Bicycle, and Multimodal Planning:

This task will use MPO staff and could include assistance from private consultants to complete.

- Work with public transportation providers to coordinate transportation efforts and participate in the regional planning process of the multi-county regional planning area.
- Work with transit providers, the City of Abilene, and others on continuation of the Multimodal Terminal planning for the Abilene area.
- Continue to work with CityLink Transit to ensure efficient operations and planning.
- Conduct planning activities as needed to evaluate traffic patterns, needs analysis, and service standards on transit services.
- Provide support for the implementation of planning activities in the City of Abilene's Bicycle Plan.
- Work with local government and community organizations to access grants and other funding opportunities to develop bicycle and pedestrian modes of transportation.
- Work with the local transit agency to incorporate a more congruent transit, bicycle, and pedestrian method of transportation.
- Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities.

Subtask 3.3: Public Participation and Education:

This task will use MPO staff and could include assistance from private consultants to complete.

- Review, maintain and keep updated the Public Participation Plan.
- Conduct public outreach and provide support for public meetings. Includes publishing legal notices, press releases, advertisements, along with securing meeting arrangements, producing materials and data for distribution.
- Provide newsletters, update MPO website, use of social media, workshops, and development of pertinent publications to disseminate information and educate on programs. Work toward more virtual public involvement possibilities.
- MPO staff will maintain the MPO website and provide updates to enhance public participation in the MPO processes. This is a continual project that will evolve as technology changes to provide the best possible use of resources.

Subtask 3.4: Short-Term Transit Planning:

This task will use MPO staff and could include assistance from the City of Abilene and/or private consultants to complete. CityLink staff with FTA funding will do the following work:

- Short range planning projects needed to meet federal/state requirements.
- Provide funding projections and budgetary planning for incorporation of transit projects in the TIP and UPWP.
- Bus Stop identification, GIS database compiling and integration, inventory, and shelter locations.
- Analysis of effectiveness of routes.
- Mobile fare applications and improved payment systems analysis.
- Participate in the Regional Planning Process.

E. FUNDING SUMMARY

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹²	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹³
3.1	MPO	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 3,000
3.2	MPO	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ 2,000
3.3	MPO	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -
3.4	CITYLINK	\$ -	\$ 3,200	\$ -	\$ 800	\$ 4,000	\$ -
TOTAL		\$ 55,000	\$ 3,200	\$ -	\$ 800	\$ 59,000	\$ 5,000

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁴	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁵
3.1	MPO	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 3,000
3.2	MPO	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ 2,000
3.3	MPO	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -
3.4	CITYLINK	\$ -	\$ 3,200	\$ -	\$ 800	\$ 4,000	\$ -
TOTAL		\$ 25,000	\$ 3,200	\$ -	\$ 800	\$ 29,000	\$ 5,000

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

The purpose of this task is to encompass all activities associated with maintaining the Metropolitan Transportation Plan (MTP). The MTP identifies long-range transportation needs within the MPO boundary for a 25-year horizon. To develop, monitor, adopt, and publish the Metropolitan Transportation Plan (MTP). Provide updates to the Ten-Year Plan. Identify long-range transportation needs within the MPO boundary. To focus on having an integrated multimodal transportation system. To incorporate performance measures into the plan.

B. EXPECTED PRODUCTS

Analysis of the current MTP and Ten-Year Plan to ensure needs are being met along with more coordination and planning activities among public transportation providers, bicyclist, pedestrians, and other modes of transportation. All products are expected to be completed during the appropriate fiscal year.

C. PREVIOUS WORK

The current Metropolitan Transportation Plan (MTP) FYs 2050 was approved at the December 17, 2024 Policy Board meeting. Consultants and MPO staff worked throughout the year on the document. CityLink conducted long-term planning activities including discussions relating to feasibility studies, land acquisition and use of current property. Numerous aspects of the complete streets were covered under other avenues including TxDOT and the City of Abilene striving to place sidewalks, multi-use paths, and bicycle facilities within their projects. The majority of this work was completed with updates to the MTP on-going as needed.

D. SUBTASKS

For all tasks not specified elsewhere, the MPO will be conducting the work.

Subtask 4.1: Metropolitan Transportation Plan (MTP):

This task will use MPO staff and could include assistance from TxDOT, the Transportation Institute and/or a consultant to complete.

- Ongoing MPO support of the social and economic vitality of the metropolitan area through any needed updates or revisions to the current MTP. Focus on incorporating performance measures into the MTP. Focus on a proactive public participation along with assessment of the social impacts of transportation projects in low-income and minority areas to make certain that Title VI guidelines are met.
- Working with partner agencies to plan for resiliency to extreme weather events and other disasters.
- Maintain the FYs 2025-2050 MTP.
- Continue updates to the MPO's Ten-Year Plan.

Subtask 4.2: Long-Range Transit Planning:

CityLink staff with FTA funding will do the following work:

- Provide support for long-term planning projects.
- Focus on modernization of the transit system, facilities and fleet through the Transit Asset Management Plan.

Subtask 4.3: Complete Streets:

This task will use MPO staff and could include assistance from the City of Abilene, TxDOT, and/or a consultant to functionally classify the federally eligible road network and identify existing and potential future multi-modal networks. Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities. Ensure at a minimum that 2.5% of PL funds will be used to increase safe and accessible options for multiple travel modes for

people of all ages and abilities as described in Section 11206(b) of the Infrastructure Investment and Jobs Act.

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

FUNDING SUMMARY

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁷	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁸
4.1	MPO/CONSULTANT	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -
4.2	CITYLINK	\$ -	\$ 1,600	\$ -	\$ 400	\$ 2,000	\$ -
4.3	MPO	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
TOTAL		\$ 35,000	\$ 1,600	\$ -	\$ 400	\$ 37,000	\$ 15,000

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁹	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁰
4.1	MPO/CONSULTANT	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -
4.2	CITYLINK		\$ 1,600	\$ -	\$ 400	\$ 2,000	\$ -
4.3	MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 25,000	\$ 1,600	\$ -	\$ 400	\$ 27,000	\$ -

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

The purpose of this task is special studies of transportation and transportation related topics that support the development and maintenance of the planning process. Activities might include consultant contracting, research and data analysis. Documents produced in this task are intended to supplement information for other tasks as well as contribute to the revision of the MTP and help in prioritizing transportation improvement projects. It involves special one-time planning activities and major corridor analyses.

B. EXPECTED PRODUCTS

Comprehensive planning analysis. All products are planned for completion during the 2026 and 2027 fiscal years.

C. PREVIOUS WORK

Some of these tasks are still on-going as shown in the subtasks below. MPO Boundary Expansion, Transit Multimodal Facility, Safety Action Plan, and Microtransit Services Study.

D. SUBTASKS

For all tasks not specified elsewhere, these subtasks will use MPO staff and could include assistance from TxDOT, the Transportation Institute and/or a consultant to complete.

Subtask 5.1: Increasing Safe and Accessible Transportation Options

The MPO along with the help of a consultant will develop a plan to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclist, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (Section 11206(b) of the Infrastructure Investment and Jobs Act). Funding includes 2.5 percent of the amounts made available to the MPO under section 104(d) of Title 23, United States Code.

Subtask 5.2: Resiliency Plan

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

Subtask 5.3: Safety Action Plan

MPO staff will work with TTI and possibly a consultant develop a Regional Safety Action Plan. This includes determining the sources and types of data and information the MPO uses for Safe System Planning activities; how the MPO works with partner agencies and stakeholders to communicate safety-related information to decision makers and the public; and current and planned initiatives, projects, strategies, and counter measures to address transportation safety in the Metropolitan Planning Area.

Subtask 5.4: Microtransit Services Study

CityLink staff with FTA funding will complete the following task. A consulting firm will conduct a strategic evaluation of fixed-route to microtransit system conversion. The primary aim of this evaluation is to explore the feasibility of transitioning from the City's current fixed-route transit system to a more flexible and efficient microtransit system. This analysis is crucial in determining the best approach to adapt and enhance the City's transit services to better align with the evolving transportation needs of the community. The primary goals are to optimize existing microtransit services, further improve operational efficiency, and develop a strategic, comprehensive plan for the expansion and refinement of microtransit services throughout the City.

E. FUNDING SUMMARY

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ²²	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²³
5.1	MPO/CONSULTANT	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
5.2	MPO/CONSULTANT	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -
5.3	MPO/CONSULTANT	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -
5.4	CITYLINK/CONSULTANT	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -
TOTAL		\$ 70,000	\$ 200,000	\$ -	\$ -	\$ 270,000	\$ 30,000

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ²⁴	FTA Section 5307 Funds	FTA Section 5304 Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁵
5.1	MPO/CONSULTANT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.2	MPO/CONSULTANT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.3	MPO/CONSULTANT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.4	CITYLINK/CONSULTANT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.
 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

UPWP TASK	DESCRIPTION	Transportation Planning Funds(TPF) ²⁶	FTA SECTION 5307 FUNDS	FTA SECTION 5304 FUNDS	LOCAL FUNDS	TOTAL FUNDS	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁷
1	ADMINISTRATION AND MANAGEMENT	\$ 154,000	\$ 4,000	\$ -	\$ 1,000	\$ 159,000	\$ -
2	DATA DEVELOPMENT AND MAINTENANCE	\$ 130,000	\$ 3,200	\$ -	\$ 800	\$ 134,000	\$ -
3	SHORT RANGE PLANNING	\$ 55,000	\$ 3,200	\$ -	\$ 800	\$ 59,000	\$ 5,000
4	METROPOLITAN TRANSPORTATION PLANNING	\$ 35,000	\$ 1,600	\$ -	\$ 400	\$ 37,000	\$ 15,000
5	SPECIAL STUDIES	\$ 70,000	\$ 200,000	\$ -	\$ -	\$ 270,000	\$ 30,000
TOTAL		\$ 444,000	\$ 212,000	\$ -	\$ 3,000	\$ 659,000	\$ 50,000

Table 6b: Funding Summary - FY 2027

UPWP TASK	DESCRIPTION	Transportation Planning Funds(TPF) ²⁸	FTA SECTION 5307 FUNDS	FTA SECTION 5304 FUNDS	LOCAL FUNDS	TOTAL FUNDS	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁹
1	ADMINISTRATION AND MANAGEMENT	\$ 165,000	\$ 4,000	\$ -	\$ 1,000	\$ 170,000	\$ -
2	DATA DEVELOPMENT AND MAINTENANCE	\$ 100,000	\$ 3,200	\$ -	\$ 800	\$ 104,000	\$ -
3	SHORT RANGE PLANNING	\$ 25,000	\$ 3,200	\$ -	\$ 800	\$ 29,000	\$ 5,000
4	METROPOLITAN TRANSPORTATION PLANNING	\$ 25,000	\$ 1,600	\$ -	\$ 400	\$ 27,000	\$ -
5	SPECIAL STUDIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ 315,000	\$ 12,000	\$ -	\$ 3,000	\$ 330,000	\$ 5,000

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027	\$750,000.00
Estimated Unexpended TPF Carryover (WO 3) from FY 2025	\$9,386.49
TOTAL TPF for FY 2026 and FY 2027	\$759,386.49

TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF. The carryover amount exists due to the on-going challenge of staffing levels that has been a battle since 2016.

APPENDIX A

ABILENE METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEMBERS

Voting Members	Member's Title	Representing
CROWLEY, Phil	County Judge (elected)	Taylor County
DEARING, Jeremy	P.E., District Engineer	TxDOT, Abilene District
HURT, Weldon (Vice-Chairman)	Mayor (elected)	City of Abilene
PRICE, Shane (Chairman)	City Councilman (elected)	City of Abilene
SPURGIN, Dale	County Judge (elected)	Jones County

Non-Voting Members (All Elected)	Member's Title	Representing
Representative Jodey Arrington	U.S. Representative District 19	U.S. Congress
Representative Stan Lambert	State Representative District 71	State of Texas
Senator Charles Perry	State Senator District 28	State of Texas

*The City of Abilene Council Member position shall be occupied by the Council Member designated by action of the City Council. All other positions on the Transportation Policy Board shall be occupied by the individuals who hold the positions.

ABILENE METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE MEMBERS

Voting Members	Member's Title	Representing
COLLETT, Danny	Commissioner Jones County	Jones County
GREEN, Don	Transportation Director	City of Abilene
HAITHCOCK, Michael	P.E., Transportation Planning & Development Director	TxDOT
JOHNSON, Max	Public Works Director	City of Abilene
LITTLEJOHN, Tim	Planning & Development Services Director	City of Abilene
SHIELDS, RANDEE	P.E., Director of Transportation Operations	TxDOT
SMETANA, E'Lisa <i>(Chairperson)</i>	Executive Director	Abilene MPO
SMITH, Preston "Conrad"	Community Planner	Dyess Air Force Base
STEVENS, Lauren	General Manager	City of Abilene CityLink
SUMNER, PJ	Environmental Program Coordinator	West Central COG
TREADWELL, Greg	Mayor	City of Tye
TURENTINE, Bryce	P.E., Abilene Area Engineer	TxDOT
WILLIAMS, Randy <i>(Vice-Chairperson)</i>	Commissioner Taylor County	Taylor County
WILLIAMSON, Doug	Director of Government Affairs, Community Partnerships, Military Affairs	Abilene Chamber of Commerce
VACANT	City Engineer, P.E.	City of Abilene
VACANT	Traffic Engineer	City of Abilene
VACANT	Mayor Pro-Tem (elected)	City of Impact
VACANT	Public Works Director	City of Tye
Non-Voting Members	Member's Title	Representing
HAWKINS, Shannon	Metropolitan Transportation Planner - TxDOT TPP Division	TxDOT
OLIPHANT, Marc	Community Planner (Review Office)	FTA Region VI
PENA, Jessica	PTN Coordinator	TxDOT
TAYLOR, Michael	Regional Director	TCEQ
ARRINGTON, Mark	Transportation Planner	FHWA

ABILENE METROPOLITAN PLANNING ORGANIZATION STAFF MEMBERS

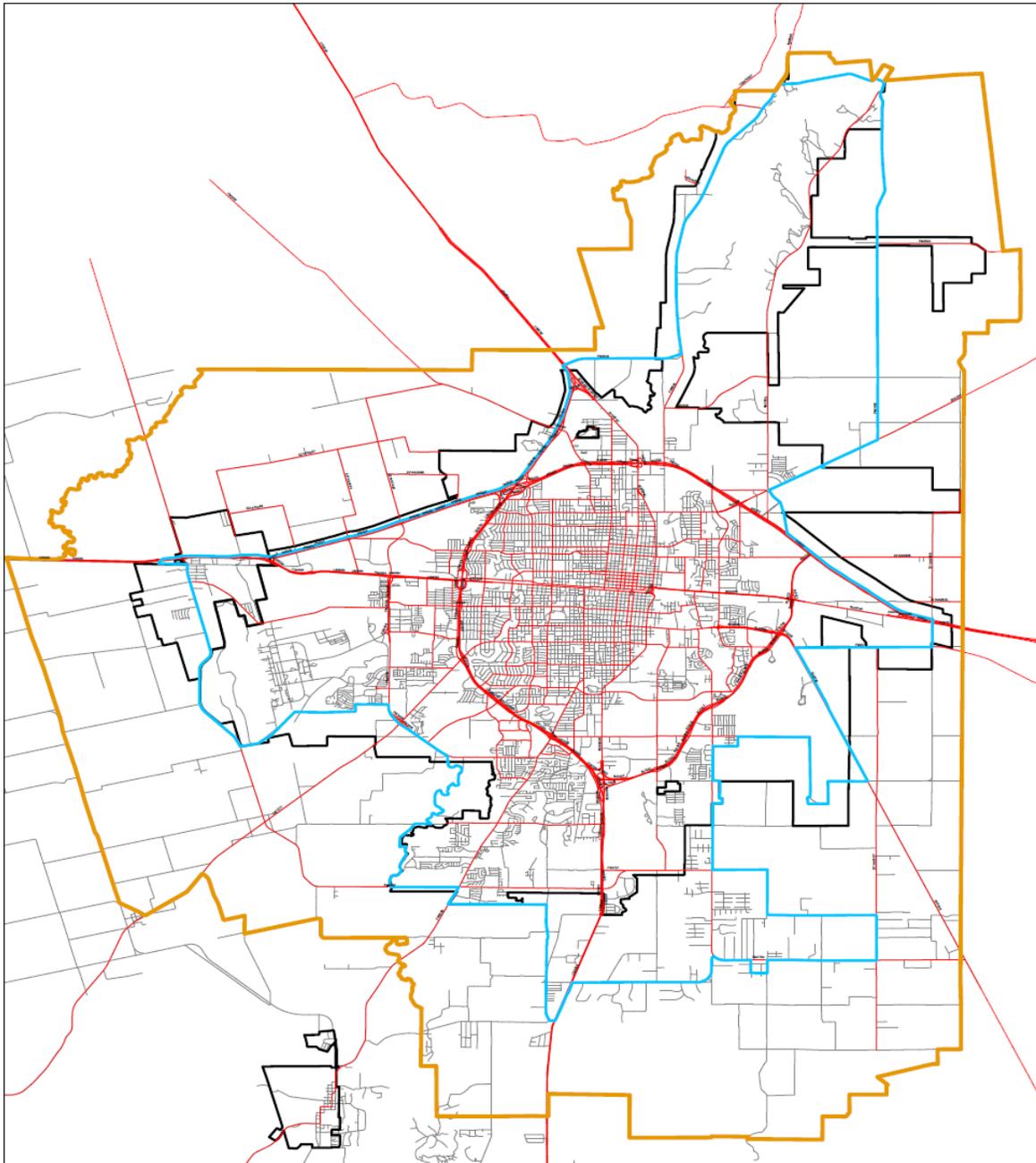
Member's Name	Member's Title
CASPER, Craig	Executive Director
RYAN, Rita	Office Assistant III
VACANT	Transportation Planner

APPENDIX B

Metropolitan Planning Area Boundary Map

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED – OCTOBER 17, 2006) (Based on the 2020 Census Data)

Abilene 2020 Urbanized Area and Metropolitan Planning Area



0 1.25 2.5 5 Miles



Path: V:\Abilene MPO\Map\Elisa Smetana\2023\AbileneMPOarea_Census2020.mxd

APPENDIX C

Debarment Certification (Negotiated Contracts)

(1) The Abilene MPO as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Councilman Shane Price, City of Abilene

Date

Policy Board – Chair

Abilene Metropolitan Planning Organization

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Councilman Shane Price, City of Abilene

Date

Policy Board – Chair

Abilene Metropolitan Planning Organization

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Shane Price, Abilene City Council Member and Policy Board Chair,

a duly authorized officer/representative of the Abilene Metropolitan Planning Organization (MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” as it may be revised or superseded.

_____	_____
Councilman Shane Price, City of Abilene	Date

Policy Board – Chair	

Abilene Metropolitan Planning Organization	

Attest:

Craig T. Casper

Executive Director – Abilene Metropolitan Planning Organization

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Shane Price, Abilene City Council Member and Policy Board Chair

a duly authorized officer/representative of the Abilene Metropolitan Planning Organization (MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as it may be revised or superseded.

Councilman Shane Price, City of Abilene

Date

Policy Board – Chair

Abilene Metropolitan Planning Organization

Attest:

Craig T. Casper

Executive Director – Abilene Metropolitan Planning Organization

APPENDIX G

Amendment Summary

Abilene MPO

FY 2026 and 2027 UPWP Amendment Summary

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting-DBE Goal	UPWP Amendment Summary

APPENDIX H

Completed UPWP Checklist (Optional)