

AGENDA OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION POLICY BOARD

1:30 p.m., **Tuesday, February 17, 2026**
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, *City of Abilene (MPO Chairperson)*

Mayor Weldon Hurt, *City of Abilene (MPO Vice-Chairperson)*

Judge Phil Crowley, *Taylor County*

Mr. Jeremy Dearing, *TxDOT District Engineer*

Judge Dale Spurgin, *Jones County*

Vision Statement: To provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene Metropolitan Area.

1. Call to Order.
Public comment on any item on the agenda.
2. Consideration and Take Action on the Minutes of the August 19, 2025 meeting.
3. Consideration and Take Action on the Minutes of the November 14, 2025 meeting
4. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FY 2026 Performance Measures for Safety (PM 1), Pavement and Bridge Performance (PM 2), System Performance (PM 3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP).
5. Receive a Report, Hold a Discussion, and Take Action on Preliminary Submission of the FYs 2027-2030 Transportation Improvement Program (TIP).
6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the Waldrop Interchange Safety Project and Pine Street Safety Project.
7. Receive a Report, Hold a Discussion, and Take Action on the Ten-Year Unified Transportation Plan (UTP).
8. Receive a Report, Hold a Discussion, and Take Action on the Amendment 1 of the FYs 2026-2027 Unified Planning Work Program (UPWP).
9. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)
10. Discussion and review of reports:
 - Financial Status
 - Operation Report
 - Meetings

- Director’s Report
 - Upcoming Work Tasks
 - MPO Planning Area Boundary Expansion Update
 - Federal Functional Classification Review
 - Small Area Population and Jobs Allocation as part of Travel Model Update

11. Opportunity for members of the Public to make comments on MPO issues.
12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

EXECUTIVE SESSION

13. The Abilene Metropolitan Planning Organization Transportation Policy Board reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any item on the agenda as authorized by Texas Government Code Sections: 551.071 (Consultation with Attorney), 551.072 (Deliberations about real property) 551.073 (Deliberations about gifts and donations), 551.074 (Personnel matters), and 551.076 (Deliberations about security devices). After discussion in executive session, any action or vote will be taken in public. 12. 551.074 (Personnel Matters) – Policy Board may consider appointment, employment, compensation, reassignment, duties, discipline, or dismissal of employees.

RECONVENE

14. Adjournment.

CERTIFICATION

I hereby certify that the above notice of the meeting was posted on the bulletin boards of _____ on the _____ day of _____, 2026 at _____ (a.m./p.m.)

NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.

Other than members, ex-officio members, and non-voting review/advisory members of the Transportation Policy Board or Technical Advisory Committee, each person who wishes to address the Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairman. The Chairman may exercise discretion in allowing or not allowing additional time to any speaker. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.



**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY BOARD
August 19, 2025**

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, August 19, 2025, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene Texas.

Policy Board Members Present:

Judge Phil Crowley, Taylor County
Mayor Weldon Hurt, City of Abilene (Policy Board Vice-Chairman)
Councilman Shane Price, City of Abilene (Policy Board Chairman)
Judge Dale Spurgin, Jones County

Policy Board Members Absent:

Mr. Jeremy Dearing, TxDOT District Engineer

Staff of Member Agencies in Attendance:

Ms. Genevieve Bales, FHWA, Program Development Team Lead (Acting)/Freight and International Border Program Manager
Ms. Yvette Chacon, FHWA, Program Coordinator
Ms. Jill Christie, TxDOT, Abilene District Traffic Safety Specialist, Program Specialist VI
Ms. Jill D'Entremont, City of Abilene, Interactive Media Specialist
Mr. Billy Dezern, TxDOT, Advanced Planning Manager/GIS Coordinator
Mr. Jeff Duebner, City of Abilene, Assistant Director of Public Works
Mr. Don Green, City of Abilene Transportation Services Director
Mr. Richard Harbert, P.E., City of Abilene, Professional Engineer
Mr. Michael Haithcock, P.E., TxDOT, Transportation Planning and Development Director
Mr. Adam Holland, City of Abilene, Planner I
Mr. Max Johnson, City of Abilene, Director of Public Works
Ms. Kelly Messer, City of Abilene, First Assistant City Attorney
Ms. Adela Rubalcado, City of Abilene, Human Resource Generalist
Ms. P.J. Sumner, WCTCOG, Environment Program Coordinator
Ms. Margarite Stokes, City of Abilene, CityLink Dispatcher
Ms. Mason Teagardin, City of Abilene, Planning Division Manager
Mr. Bryce Turentine, P.E., TxDOT Abilene Area Engineer
Ms. Pamela Williams, City of Abilene, Director of Human Services
Mr. Richard Jensen, City of Abilene

MPO Staff in Attendance:

Ms. Elisa Smetana, Abilene MPO, Executive Director

Others in Attendance:

Mr. James Condry, citizen
Mr. Raul Espinoza, citizen

1. Call to Order.
Chairman Price called the meeting to order at 1:30 p.m. He stated public comments would be accepted on all agenda items, he noted three items on the agenda call for Public Hearing.
2. Consideration and Take Action on the Minutes of the April 15, 2025 meeting.

Mayor Hurt made a *motion* to *approve* the minutes of the April 15, 2025 meeting with a *second* by Judge Crowley. *Motion Carried (4-0).*

3. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the FYs 2025-2050 Metropolitan Transportation Plan (MTP).

Ms. Smetana stated included in the packet is the current MTP and Amendment One to that document. She noted there are two projects that the TxDOT Abilene District are requesting and one project by the City of Abilene Transportation Services. Additionally, numerous projects require updating due to changes in funding, costs, work description, etc. to match the TxDOT Connect System. Ms. Smetana asked Mr. Haithcock to discuss the two TxDOT projects.

Mr. Haithcock would be moving to the Fort Worth TxDOT on September 1, 2025. He shared that he enjoyed his time here in Abilene and was proud of all we have accomplished. Mr. Haithcock complimented Ms. Smetana and the Policy Board on their work efforts and for being true advocates for Abilene. He noted that Mr. Dezern would be filling his position as interim until a replacement could be found. Mr. Haithcock thanked the board.

Mr. Dezern discussed the two TxDOT revisions to the MTP: 1) FM 1750 from Industrial Blvd. to 1200' south of Colony Hill Road, intersection improvement and turn lanes. He noted this project has multiple funding: CAT 8, CAT 11 and we are requesting CAT 2 funding be added to this project scheduled to Let on July 1, 2026; 2) SL 322 at Maple Street, replace bridge. He stated we are requesting CAT 2 funding be added to this project scheduled to Let on January 1, 2030. Mr. Dezern ended his presentation and asked if there were any questions.

Chairman Price noted there is a bullet point that states pedestrian connectivity, he asked if there will be a pedestrian lane that goes across the bridge? Mr. Dezern stated yes, this is the current plan.

Ms. Smetana stated in order to get these two projects into the MTP we must amend the Transportation Improvement Plan (TIP) we must first amend the MTP and then the 10 Year Plan. She noted we will see both of those projects in all three amendments. Ms. Smetana discussed the updates to the MTP in this amendment: Cover Sheet – Date; updated Funded Project Listing to match TxDOT Connect; added Cat 2 funding to CSJ#1655-01-036 \$3,000,000 and CSJ#2398-01-063 \$13,000,000; updated Other Project Listing with Airport Expansion Project (TIFIA Funding) \$70,000,000; updated the Amendments Page to reflect changes.

Ms. Smetana discussed the Listing with Airport Expansion Project, Transportation Infrastructure Finance and Innovation ACT (TIFIA Funding), and she said Mr. Green will be providing information on this subject. Ms. Smetana noted this project is something new that has never been placed in the MTP or the TIP before, but on the advice of consultants Mr. Green requested it be included. Ms. Smetana turned the floor over to Mr. Green.

Mr. Green explained the TIFIA Program is a reduced cost loan through the US Department of Transportation. He noted TIFIA recently allowed for airport terminal projects to be eligible under this program. Mr. Green wants to be able to compare the cost of that against the bond issuance that the city residents approved back in May. The bond issuance was \$20 million, and he wished to possibly use the TIFIA to reduce the cost of financing the \$20 million dollars. Mr. Green stated to qualify for TIFIA the Department of Transportation has stated it must be in the TIP and TxDOT agreed this would be acceptable. Mr. Green ended his presentation and returned the floor to Ms. Smetana.

Ms. Smetana referred the board to the handout of the FY 2025-2050 Metropolitan Transportation Plan (MTP) “Funded Project Listing”. Ms. Smetana stated the TAC at their July 29, 2025 meeting recommended moving forward on those three projects. She noted the action we request is approval of the Amendment to the FYs 2025-2050 Metropolitan Transportation Plan.

Chairman Price stated this agenda item calls for a Public Hearing and he opened the floor for comments. No comments were forthcoming. Chairman Price closed the Public Hearing and stated he would entertain a motion.

Mayor Hurt made a *motion to approve* the FYs 2025-2050 Metropolitan Transportation Plan (MTP) with a *second* by Judge Crowley. *Motion Carried (4-0)*.

4. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the Ten-Year Plan.

Ms. Smetana explained this is the second part required to add the items discussed in Agenda Item 3 into the Transportation Improvement Program (TIP). She stated the Ten-Year Plan needs to be amended to add the three projects and to be updated to match the TxDOT Connect Program. The TAC acknowledged they were unable to see the Ten-Year Plan due to time constraints but agreed it should move forward by having the three projects added and items updated to match TxDOT Connect. Ms. Smetana referred to the second hand-out and discussed the (updates/additions/changes). She ended her presentation

Chairman Price opened a Public Hearing with no comments forthcoming he closed the Public Hearing and requested a motion.

Mayor Hurt made a *motion to approve* the Ten-Year Plan with a *second* by Judge Spurgin. *Motion Carried (4-0)*.

5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2025-2028 Transportation Improvement Program (TIP).

Ms. Smetana discussed the Background and explained the Current situation: The FYs 2025-2028 TIP needs to be amended to update the project and funding information for two projects by the TxDOT Abilene District Office and one project by the City of Abilene Transportation Services Department. This will be for an ESTIP August amendment which was due on July 31, 2025. A draft of the document was submitted by that deadline. This situation was delayed due to the lack of files due to the Cyber Incident at the City of Abilene.

This document went out for public review in the Abilene Reporter News on August 8, 2025 which stated that the document and comment forms were placed on the Abilene MPO website for ease of access. Written comments will be accepted thru 12 p.m. on August 18 and can be emailed to abilenempo@abilenex.gov. Comments will also be received at the MPO Policy Board meeting to be held on August 19, 2025 at 1:30 pm today is the last day for comments on the document.

Ms. Smetana referred to the packet, noting in 2025 there are no projects, in 2026 no changes to: 1) FM 600 to SH 351 and 2) Elm Creek to FM 707; in 2026 the Airport project previously discussed has been added; in 2027 no changes to: North of SH 36 (BI-20 from North of SH BI-20 project; and in 2028 the project from: FM 707 to US 83 was moved from FY 2028 to FY 2033 as the project let date was changed to FY 2033.

Ms. Smetana then discussed the Grouped projects stated to refer to the bottom of the page. She noted some of the Statewide projects were grouped so they were pulled out of the TIP. The FM 1750 project from Industrial Blvd to 1200' south of Colony Hill Road; and the other project BU 83D at Pine Street. Ms. Smetana stated another project that was moved out to grouped (refer up to the middle of the page) was FM 3438 Bicycle infrastructure improvements from Military Drive to US 277 is also a Grouped project.

Summary:

No projects for Fiscal Year 2025 AND 2028; Three projects for Fiscal Year 2026; One Project for Fiscal Year 2027; Two Projects Grouped; One Project moved out of TIP (FY 2033; Transit projects did not change from April 15, 2025 Amendment; New Category (CAT) 2 Funding requests: 1) \$3,000,000 CSJ#1655-01-036 (FM 1750 – Industrial Blvd to 1200' south of Colony Hill Road); 2) \$13,000,000 CSJ#2398-01-063 (SL 322 at Maple Street).

Ms. Smetana stated the TAC at their July 29, 2026 meeting recommended approval to the Policy Board of the amendment to the FY 2025 TIP as presented. The Action requested is Approval of the amendment to the FYs 2025-2028 Transportation Improvement Program (TIP). Ms. Smetana ended her presentation, stating she would be happy to answer any questions.

Chairman Price asked the Policy Board if there were any questions, no questions were forthcoming. He then opened a Public Hearing, no questions or comments were received, he closed the Public Hearing and requested a motion.

Judge Crowley made a *motion* to *approve* the amendment to the FYs 2025-2028 Transportation Improvement Program (TIP) with a *second* by Judge Spurgin. *Motion Carried (4-0)*.

6. Receive a Report, Hold a Discussion, and Take Action on the FINAL FYs 2026-2027 Unified Planning Work Program (UPWP).

Ms. Smetana said included in the packet is the final document. She noted it was submitted as a draft version in the April 15th meeting. Staff presented the final UPWP, noting updates made to comply with a TxDOT checklist received in June. The UPWP:

- Included a provision to **purchase or lease a new office copier** (20,000 estimated) following the failure of the current machine.
- Updated the document to reference the City of Abilene's personnel policies and clarified carryover funds related to staffing challenges.

Discussion: Chairman Price asked if the committee list included representatives from the **expanded boundary area**. Staff clarified that while the document defines the new potential area, the committee list will be formally updated once the Governor approves the expansion.

Judge Crowley made a *motion* to *approve* the 2026-2027 Unified Planning Work Program with a *second* by Mayor Hurt. *Motion Carried (4-0)*.

7. Presentation on Federal Highway Administration (FHWA) Non-Transportation Management Area Enhanced Planning Review Audit Report.

Ms. Smetana reported on the results of the August 2024 audit involving interviews with FHWA, FTA, TxDOT, and City staff. The audit determined that the MPO satisfied all federal provisions. The report contained several commendations, specifically noting the MPO's ability to maintain compliance despite limited staff resources.

8. Discussion and review of transportation projects. (TxDOT Staff, City Staff, CityLink Staff)

- TxDOT: Bryce Turentine reported on the following active construction projects:
 - South 14th/Winters Fwy Signal was delayed due to needing a specific service pole cabinet from the fabricator; delivery is expected "today" with installation shortly after.
 - Loop 322 ITS: 50% complete, currently waiting on camera poles.
 - Future Projects: Highlighted GPS clocks for signal synchronization on South 14th and South 7th to coordinate timing through corridors.
- City of Abilene: Richard Jensen provided updates:
 - North 1st Bridge: Clarified work is on the approach, not the bridge structure, estimated to take 2-3 weeks.
 - Maple Street (North): Currently acquiring easements.
 - Old Anson Walkability: Proceeding with design after securing a final easement from an apartment complex.
- CityLink: Don Green reported that the micro-transit study has been suspended until a new General Manager is hired

9. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions

- Meetings
 - Director's Report
 - Work Tasks
 - MPO Planning Area Boundary Expansion Update
 - TxDOT/MPO/COA Planning Agreement
10. Opportunity for members of the Public to make comments on MPO issues.
- Genevieve Bales from the FHWA Texas Division (Austin) introduced herself as the MPO's new point of contact. She commended the MPO on their data reporting and announced upcoming pilots for functional classification reviews.
11. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.
- No topics were recommended
12. The Board recessed into Executive Session at 2:20 p.m. pursuant to Texas Government Code Section 551.074 (Personnel Matters) to discuss the Executive Director's retirement.
- Motion: Judge Crowley made a motion to Recess into Executive Session with a second by Mayor Hurt. Motion Carried (4-0).
 - • Recessed: The Board Recessed into Executive Session at 2:19 p.m.
 - • Reconvene: The Board reconvened in open session at 2:29 p.m.
 - No motions or action were taken during Executive Session.
13. Discussion and Possible Action Regarding Procedure and Hiring of new Executive Director.
- The Board discussed the process for hiring a replacement for retiring Executive Director E'Lisa Smetana.
 - HR representative Adela outlined posting the vacancy on the MPO website and industry sites (AMPO, APA, TML).
 - The Board agreed to shorten the posting window to three weeks due to known interest in the position.
 - The Board agreed to form a subcommittee consisting of Chairman Shane Price and Judge Phil Crowley. Judge Spurgin made a *motion to approve* forming a subcommittee of Chairman Price and Judge Crowley with a *second* by Mayor Hurt. *Motion Carried (4-0).*
14. Adjournment. The meeting was adjourned at 2:36 p.m.

- Director’s Report
 - Upcoming Work Tasks
 - MPO Planning Area Boundary Expansion Update
 - Federal Functional Classification Review
 - Small Area Population and Jobs Allocation as part of Travel Model Update

11. Opportunity for members of the Public to make comments on MPO issues.
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EXECUTIVE SESSION

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RECONVENE

14. Adjournment.

CERTIFICATION

I hereby certify that the above notice of the meeting was posted on the bulletin boards of _____ on the _____ day of _____, 2026 at _____ (a.m./p.m.)

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**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY BOARD
November 14, 2025**

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, November 14, 2025, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene Texas.

Policy Board Members Present:

Judge Phil Crowley, Taylor County
Councilman Shane Price, City of Abilene (Policy Board Chairman)
Judge Dale Spurgin, Jones County
Mr. Jeremy Dearing, TxDOT District Engineer

Policy Board Members Absent:

Mayor Weldon Hurt, City of Abilene (Policy Board Vice-Chairman)

Staff of Member Agencies in Attendance:

1. Call to Order.

Chairman Price called the meeting to order at 1:30 p.m. He stated public comments would be accepted on all agenda items, he noted three items on the agenda call for Public Hearing.

2. Consideration Discussion on the appointment of a new Metropolitan Planning Organization Executive Director. Chairman Price advised the public that the Policy Board would be going into Executive Session pursuant to Texas Government Code 551.074, Personnel Matters, to discuss hiring a new Executive Director.

Chairman Price recessed the Policy board into Executive Session at 1:30 p.m.

RECONVENE The Board reconvened from Executive Session at 2:13 p.m. Chairman Price announced that no votes or action were taken during the Executive Session

3. Discussion and Possible Action on Appointing a new Executive Director.

Chairman Price stated that the Board had finished interviewing Mr. Craig Casper, currently with the Corpus Christi MPO. He noted that an offer had been extended and accepted.

Judge Spurgin made a motion to hire Craig Casper as the Abilene MPO Executive Director under the terms that have been extended to him as far as salary and moving expense, and authorize you [Chairman Price], to negotiate and work with the Abilene Human Resource Department to designate his start time so benefits can be timed up with their system of onboarding a new employee. Mr. Dearing seconded the motion. Motion carried (4-0).

4. Receive a Report, Hold a Discussion, and Take Action on the 2026 meeting dates.

Chairman Price presented the meeting dates for 2026, noting that the Board meets on the third Tuesday of even months. He asked if there were any conflicts with the proposed schedule. Hearing none, he requested a motion. Judge Crowley made a motion to approve the meeting dates for 2026. Mr. Dearing seconded the motion. Motion carried (4-0).

5. The meeting was adjourned at 2:15 p.m.

Date: February 10, 2026
To: Abilene MPO Policy Board (PB)
From: Craig Casper, Executive Director Abilene MPO
Subject: Item 4: 2026 Performance Measures Resolution
Action: Discussion, Public Hearing, and Action

Summary

This item is seeking adoption of Resolution 26-01, which supports both TxDOT and CityLink's performance measures and resolves to use of these measures during planning and programming. Nationally, MPOs have two options when setting targets for each performance measure:

- 1) Establish their own (Abilene MPO) numerical targets for each of the performance measure, or
- 2) Formally agree to support the TxDOT or CityLink targets.

The Abilene MPO TAC and MPO staff recommend the Policy Board (PB) adopt all of the relevant TxDOT state targets for Performance Measures 1, 2, and 3 (PM1, PM2, and PM3). The Excessive Delay (congestion) component of PM3 is not relevant because the Abilene MPO complies with the National Ambient Air Quality Standards. The relevant measures are found on the following page of this memo. Statewide, Texas MPOs have traditionally supported the TxDOT performance measures and targets adopted by TxDOT. By supporting the TxDOT targets, the Abilene MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

The Second Four-Year Performance Period (2022–2026) targets were established through a phased adoption process. Because the targets for PM-1 (Safety) are annual, while PM-2 (Infrastructure) and PM-3 (System Performance) are biennial, the adoption dates and discussion focuses varied by category. TxDOTs Fiscal Year 2026 four-year targets were originally established by TxDOT in February 2023. These targets were then formally reaffirmed during the Mid-Performance Period report in late 2024 / early 2025.

Safety is the highest concern within the State of Texas. A detailed assessment of crashes within the Abilene MPO Planning Area will begin after the MPO Boundary is finalized. Asset management condition discussions have highlighted a predicted slight statewide decline in bridge deck conditions (from 49.8% to 44.3% good) due to aging infrastructure, contrasting with an expected improvement in interstate pavement condition due to increased funding over the next 10-years. Abilene's travel reliability is rarely impacted by recurring congestion, only by weather or incidents (construction or crashes).

CityLink is the Designated Recipient for FTA funding in the Abilene Urban Area. As such, they are responsible for developing the transit planning documents, including the Transportation Asset Management (TAM) Plan and the Public Transportation Agency Safety Plan (PTASP).

Prior TPC Actions

- The 2025-2050 Metropolitan Transportation Plan was adopted on August 19, 2025.
- The 2026 UTP was adopted on August 19, 2025.
- The 2025-2028 Transportation Improvement Program was adopted on August 19, 2025.
- TxDOTs PM1 targets were previously adopted February 18, 2025.

Recommendation

Approve the Resolution Adopting both TxDOT and CityLink Performance Targets for: Safety Performance Measures (PM1), Pavement and Bridge Condition (PM2), System Performance and Freight (PM3), along

with CityLinks' Transit Asset Management (TAM) for a State of Good Repair, and the Public Transportation Agency Safety Plan (PTASP) for Safety Management Systems that reduce risk.

Alternatives Approve the Resolution or direct MPO staff to prepare region specific performance measures.

Proposed Motion

I move approval of Resolution 26-01 Adopting TxDOT Targets for: PM1=Safety Performance, PM2= Pavement & Bridge Condition, PM3= Reliability Performance & Freight, along with CityLink targets from the Transit Asset Management State of Good Repair (TAM) plan, and the Public Transportation Agency Safety Plan (PTASP), as presented.

Financial Impact Developing region-specific measures would require redirecting resources from other subtasks in the 2026-2027 Unified Planning Work Program (UPWP).

2026 TXDOT ADOPTED TARGETS

PM1: Safety (2026 Annual Targets) TxDOT's safety targets are based on a "Road to Zero" goal, aiming to reduce fatalities by half by 2035 and to zero by 2050. The 2026 targets follow a trajectory of reducing fatalities and injury rates from the 2025 baseline.

Performance Measure 2026 Target (Projected/SHSP)

- *Number of Fatalities*~2,933 (Trending down from 3,046 in 2025)
- *Fatality Rate* (per 100M VMT)1.09
- *Number of Serious Injuries*~ The 2025 target was capped at 17,062, and 2026 targets will maintain or reduce this based on the Vision Zero slope.
- *Serious Injury Rate* (per 100M VMT)~6.83
- *Non-Motorized Fatalities & Serious Injuries*~2,378

PM2: Pavement & Bridge Condition (2026 4-Year Targets) These are the statewide targets for the end of the second performance period (2026). TxDOT adjusted one target (Non-Interstate NHS Poor) in the 2024 Mid-Performance Period Report. Statewide Performance Measure Targets:

- *Interstate Pavement: Good* > 63.6%
- *Interstate Pavement: Poor* < 0.2%
- *Non-Interstate NHS Pavement: Good* > 46.0%
- *Non-Interstate NHS Pavement: Poor* < 2.5% (Adjusted up from 1.5%)
- *NHS Bridge Deck: Good* > 47.6%
- *NHS Bridge Deck: Poor* < 1.6%

PM3: Reliability Performance & Freight (2026 Targets) TxDOT generally reaffirmed the original 4-year targets for PM3 during the mid-period review. These targets apply to the entire state system.

- *Interstate Reliability* (LOTTR) 70.0% (Percent of person-miles reliable)
- *Non-Interstate NHS Reliability* (LOTTR) 70.0% (Sometimes reported as ~77% in specific MPO resolutions, but 70% is the standard baseline target)
- *Truck Travel Time Reliability* (TTTR) 1.79
- ~~Peak Hour Congestion Delay Measures (PM3): For the Peak Hour Excessive Delay components of PM3 (Non-SOV Travel, and Emissions), targets are not statewide. These are specific to the non-attainment MPO regions (NCTCOG, H-GAC, Alamo Area, and El Paso).~~

CITYLINK ADOPTED TARGETS

As a Tier II transit provider (operating fewer than 100 vehicles in peak service), CityLink typically coordinates its targets with the Texas Department of Transportation (TxDOT) statewide group plan, although it maintains its own specific asset inventory and replacement schedules.

TAM: Transportation Asset Management State of Good Repair. The TAM requires the agency to maintain specific State of Good Repair performance targets in three of four categories. The “Infrastructure” category is only for rail lines.

State of Good Repair

Asset Category	Performance Measure	SGR Target
Rolling Stock	% Revenue Vehicles Exceeding Useful Life Benchmark (ULB)	<15%
Equipment	% of non-revenue vehicles Exceeding Useful Life Benchmark	<15%
Facilities	% of facilities rated below 3.0 on TERM scale	0%

PTASP: Public Transportation Agency Safety Plan. The PTASP requires the agency to maintain specific annual performance targets in four key categories. These targets (often aligned with TxDOT and national safety goals like "Zero Fatalities"). The current PTASP adopted the following targets:

Fixed Route Performance Targets

Measure	Baseline	Target
Fatalities	0	0
Rate* of Fatalities	0	0
Injuries	0.8	0.8
Rate* of Injuries	0.22	0.22
Safety Events	2.4	2.4
Rate* of Safety Events	0.58	0.58
Mean Distance Between Major Mechanical Failures	17,303	17,303

*Yearly #/Total Revenue Miles-Year

Demand Response Performance Targets

Measure	Baseline	Target
Fatalities	0	0
Rate* of Fatalities	0	0
Injuries	0.6	0.6
Rate* of Injuries	0.12	0.12
Safety Events	1.2	1.2
Rate* of Safety Events	0.22	0.22
System Reliability	32,563	32,563

*Yearly #/Total Revenue Miles-Year

Background

Performance-based planning and programming (PBPP) refers to the application of mandated performance management principles within transportation agency planning and programming processes in order to achieve desired outcomes from investments into the multimodal transportation system. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach using system information to make investment and

policy decisions to achieve national performance goals. This approach ensures that transportation investment decisions—in both long-range planning and short-term programming—are based on their ability to meet the MPO adopted goals and objectives.

The requirement for PBPP was established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and reaffirmed by the Fixing America's Surface Transportation (FAST) Act in 2015. These laws transformed the Federal-aid highway program by establishing requirements for performance evaluation to ensure the efficient investment of federal funds. Key legal foundations that underpin this framework include:

23 U.S.C. § 150(b): Establishes the seven national performance goals for the Federal-aid highway program.

23 U.S.C. § 134 and § 135: Mandate that metropolitan (MPO) and statewide transportation planning processes provide for the establishment and use of a performance-based approach to support national goals.

23 C.F.R. Part 490: Establishing National Performance Management Measures.

23 C.F.R. Part 450: Regulatory standards for Statewide and Non-metropolitan (Subpart B) and Metropolitan (Subpart C) Transportation Planning and Programming.

National Performance Goals Per 23 U.S.C. § 150(b), PBPP focuses on seven national goal areas:

Safety: Significant reduction in traffic fatalities and serious injuries.

Infrastructure Condition: Maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction: Significant reduction in congestion on the National Highway System (NHS).

System Reliability: Improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality: Improve the national freight network and support regional economic development.

Environmental Sustainability: Enhance system performance while protecting the natural environment.

Reduced Project Delivery Delays: Reduce project costs and accelerate completion.

Transportation Planning Process Elements

Target Setting: State DOTs and MPOs must establish quantifiable targets for performance measures identified by the USDOT (e.g., safety, pavement condition, and freight reliability). States must coordinate with relevant MPOs when selecting targets to ensure consistency to the "maximum extent practicable".

Planning (MTP): Long-Range Metropolitan Transportation Plans must include a description of performance measures and targets, as well as provide a "System Performance Report" evaluating the existing condition of the system with respect to the adopted targets.

Programming (STIP/TIP): Programming documents, such as the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Program (TIP), must include a discussion of the anticipated effect of the investments toward achieving the performance targets, linking investment priorities to those targets.

Monitoring and Reporting: Agencies must continuously monitor system performance and annually report changes in performance to ensure accountability and transparency. This includes integrating data from other performance-based plans, such as the Strategic Highway Safety Plan (SHSP) and Transportation Asset Management Plan (TAMP), into the planning process. (see §450.330).

Attachment(s)

1. Abilene MPO Resolution 26-01

ABILENE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION 26-01
2026 SAFETY (PM 1), PAVEMENT AND BRIDGE CONDITION (PM 2),
SYSTEM PERFORMANCE AND FREIGHT (PM 3),
TRANSIT ASSET MANAGEMENT (TAM), AND
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)
PERFORMANCE MEASURES AND TARGETS

WHEREAS, the Abilene Metropolitan Planning Organization (Abilene MPO) was established to identify and support the implementation of regionally significant transportation projects to address future transportation needs; and

WHEREAS, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish targets for Safety (PM1), Pavement and Bridge Condition (PM2), and System and Freight (PM3); and

WHEREAS, the IIJA also requires each MPO to either support the PM1, PM2, and PM3 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption; and

WHEREAS, 49 USC 5326 and 5329(d)(1)(E) require the transit provider to coordinate with the Texas Department of Transportation (TxDOT) and the Abilene MPO in the selection of State and MPO performance targets to assess their needs better and make more informed investment decisions and to integrate these targets into the metropolitan and statewide planning process; and

WHEREAS, 49 CFR 625 requires that each FTA recipient and subrecipient develop a Transit Asset Management (TAM) plan that includes an asset inventory and investment priorities; and shall consist of all rolling stock for use in public transportation owned or leased by a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53; and

WHEREAS, 49 CFR 625.45 requires recipients and subrecipients to set one or more performance targets per asset class based on the State of Good Repair (SGR) measures and requires each MPO to either support the asset condition targets established by the transit agency or adopt a separate set of targets; and

WHEREAS, 49 CFR 673.11 requires operators of public transportation systems that are recipients of Section 5307 grant funds to develop a Public Transportation Agency Safety Plan (PTASP) necessary to implement Safety Management Systems (SMS); and

WHEREAS, 49 CFR 673.15 requires Metropolitan Planning Organizations (MPOs) to coordinate with public transit agencies to adopt safety performance measures and targets and integrate these measures and targets into the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP); and

NOW, THEREFORE, BE IT RESOLVED that the Abilene MPO Transportation Policy Board hereby supports the TxDOT PM1, PM2, and PM3 targets for the performance measures and adopts these within this Resolution; and

BE IT FURTHER RESOLVED, by these rulemakings, the Abilene MPO adopts the performance measures and targets as referenced within the CityLink's Transit Asset Management (TAM) Plan and contained within the Abilene Citilink (PTASP); and

BE IT FURTHER RESOLVED, that the Abilene MPO Policy Board will plan and program projects that contribute to the accomplishment of all of the referenced targets.

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Abilene MPO Public Participation Plan related to this action by the Policy Board were met and completed.

PASSED AND APPROVED this the 17th day of February, 2026.

The Honorable Shane Price, PB Chair
Abilene Metropolitan Planning Organization
City Council, City of Abilene, Texas

ATTEST:

Craig T. Casper, AICP
Executive Director,
Abilene MPO

Shane Price
Print Name

APPROVED:

Kelley Messer
First Assistant City Attorney,
City of Abilene

Date: February 10, 2026
To: Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 5: Pine Street versus Waldrop Interchange Safety Project
Action: Discussion and Action

Summary

TxDOT adopted goals of halving fatalities by 2035 and seeing of zero fatalities statewide by 2050. Attaining this goal requires efficient and effective investments into safety projects. Among the results of the statewide Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP) are identifying locations where Proven Countermeasures can be implemented. TxDOT recently acquired a new analysis tool, AASHTOWARE Safety, that speeds hotspot identification. Also important in this process are identifying possible locations for synergistic outcomes, where multiple investments can increase benefits by more than the sum of the combined investments. The Abilene District of TxDOT identified a location experiencing elevated crash frequencies that can be combined with a maintenance project. Specifically, the Waldrop Interchange is a very tight radius exit. After examining the crash types and comparing to other programmed investments, it is possible to “buy” more safety at the Waldrop Interchange than would happen at the same price as the Pine Street Intersection. TxDOT has proposed, and the TAC and MPO staff support, raising the priority of the Waldrop Interchange above the Pine Street project. If this is decided, then the Pine Street project would be delayed beyond the years of the 2027-2030 TIP that is currently being developed and placed into an “out year” in the UTP. This would likely be approximately FY 2032, while the Waldrop Interchange would be included in FY2027 as part of the FY 2027-2030 TIP process along with the synergistic maintenance project.

The proposed safety project would rebuild the exit ramp as shown below. The full project is shown on page 4.

Proposed Waldrop Safety Project



Prior TPC Actions

- The 2022-2025 Transportation Improvement Program was adopted on **April 5, 2021**.

Recommendation The TAC and MPO staff recommend prioritizing the Waldrop Interchange.

Alternatives Raise the priority of the Waldrop Interchange above the Pine Street Interchange or maintain the prioritization of the Pine Street project. If the Waldrop Interchange is prioritized, corresponding adjustments to the 4-year TIP and 10-year UTP are required.

Proposed Motion N/A

I move that the Waldrop Interchange Safety Project be prioritized and constructed before the Pine Street Intersection Safety Project.

Background

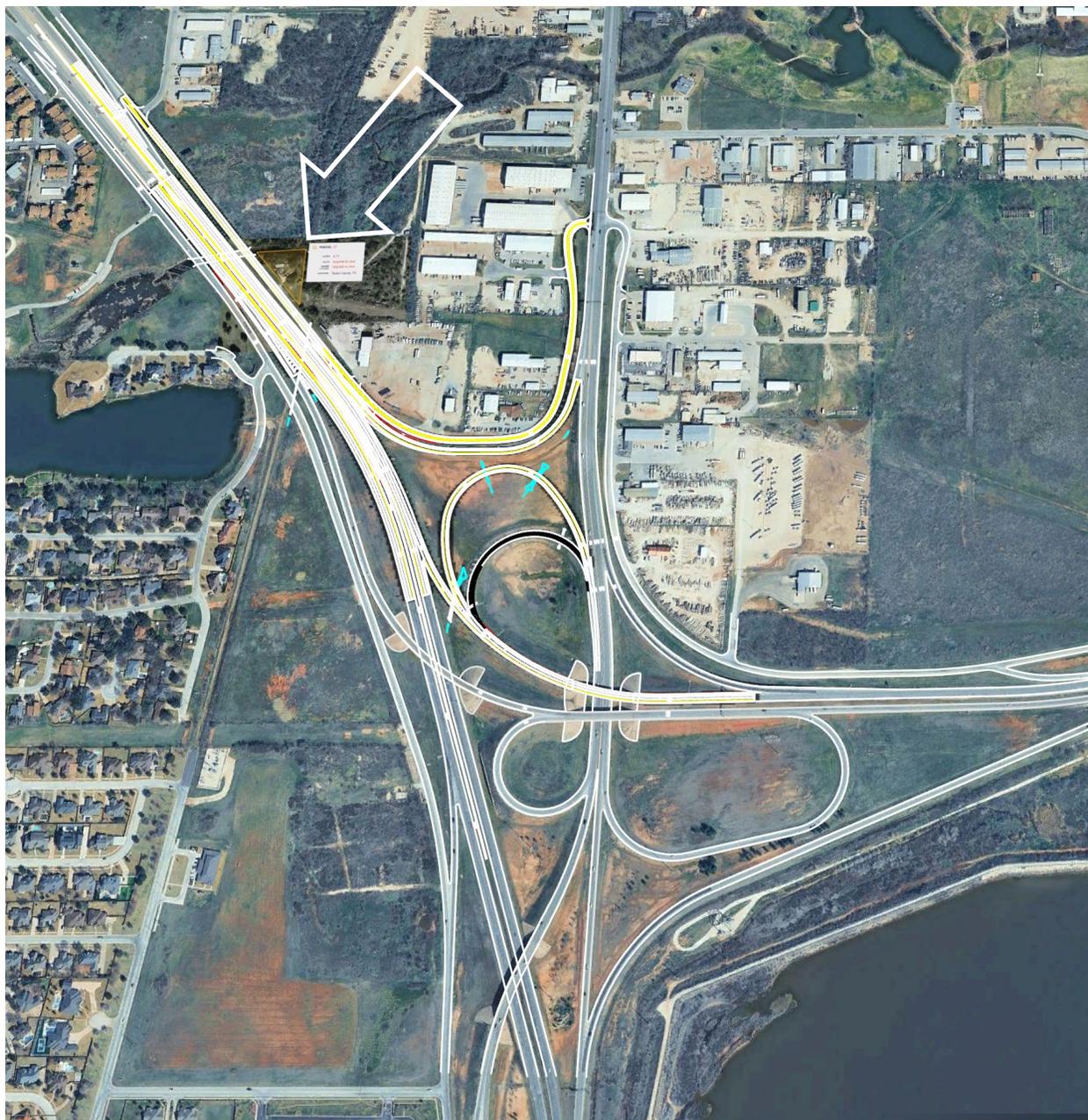
Pine Street Crash History= 28 crashes between January 15 2021 and January 15 2026



Waldrop Interchange Crash History= 144 crashes between January 15 2021 and January 15 2026; including 1 fatality and 8 serious injuries.



Waldrop Interchange Full Project Extent



Date: February 10, 2026
To: Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 6: 2027-2030 TIP Development
Action: Discussion, Public Hearing, and Action

Summary

The TIP is a four-year capital improvement program listing all multi-modal projects (highway, transit, active transportation) using federal funds or locally funded projects that are deemed "Regionally Significant" or will impact the designated National Highway System. An MPO TIP is updated every two years, meaning the current TIP was developed in 2024, spanning FY25-28. An MPO coordinates with State and Federal partners during the development. As part of using a performance-based planning and programming process, projects an MPO includes in the TIP must be consistent with the adopted Metropolitan Transportation Plan (MTP) and chosen for programming based on the regional project rank, readiness, and available funding. Readiness is important as funds expire in 4 years and costs generally increase over time.

The discussion of selecting the list of projects in a TIP must prove that the projects listed can be funded with "reasonably available" revenues on a year-by-year basis, including estimated year-to-year cost changes. The Texas DOT uses their Highway Cost Index to account for year-to-year changes in costs. For example, TxDOT reported a **27.6% increase** between Sept 2021 and Oct 2022. Between 2016 and 2025, using 2012 as 1.00, the average statewide costs for highway projects in Texas changed from 1.20 in 2016, to 2.20 in 2025. This is an 83.3% increase in 9 years, or over 7% per year. If this rate continues through 2030, the \$5,072,278 in Category 2 funding in FY2030 shown below will have the same purchasing power as \$3,869,634 did in 2025.

Please note, if there was a change to the prioritization of the Pine Street Safety Project relative to the Waldrop Interchange Safety Project the motion should include adding that project into the Preliminary 2027-2030 TIP and moving the Pine Street Safety project out of the TIP years.

Background

The Abilene MPO is responsible for providing the local priorities to TxDOT during development of the four-year TIP that includes all federally funded and "regionally significant" projects. MPOs and the TxDOT Districts must coordinate with each other and with the local transit providers to identify, prioritize and select projects using a performance-based process. MPOs must develop a financial plan in cooperation with TxDOT to demonstrate that the TIP can be implemented with "reasonably expected" funding. The MPO must conduct its own local public involvement process (hearings, comment periods) before the Policy Board can approve the TIP. The MPO ensures that every project in the TIP is consistent with the long-range Metropolitan Transportation Plan (MTP).

Each metropolitan planning organization (MPO) in the nation is required, under 23 CFR 450 326 and 49 U.S.C. 5303, to develop a Transportation Improvement Program (TIP)—a list of funded transportation projects—during the next four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP will include both capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP will include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP is fiscally constrained by year, meaning that no project is moved forward without a funding source identified. The summed value of Grouped projects within the MPO should be included within the TIP document.

Table 1: TIP / STIP Schedule

Phase	Timeframe	Key Activities
I. Preliminary Phase	Nov 2025 – Feb 2026	Project consultation with transit and tribal partners; drafting the initial project list from the Metropolitan Transportation Plan (MTP).
II. Draft 1 TIP	Feb 2026 – Apr 2026	Initial submittal to TxDOT (TPP) for compliance review, fiscal constraint analysis, and informal USDOT review.
III. Draft 2 TIP	Apr 2026 – May 2026	Addressing TPP/USDOT comments; initiation of formal Public Involvement.
IV. Final STIP	Jun 2026 – Jul 2026	Final TIP submittal via eSTIP; 30-day statewide public comment period; submission to FHWA/FTA.

Table 2: Forecast TIP Funding

2027-2030 TIP - ABILENE DISTRICT FUNDING LEVELS					
Funding Classification	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
1 - Preventive Maintenance and Rehabilitation	\$51,134,402	\$49,640,561	\$42,368,667	\$42,638,345	\$185,781,975
2 - Metro and Urban Area Corridors	\$4,418,687	\$4,227,318	\$5,066,766	\$5,072,278	\$18,785,049
4R - Statewide Rural Connectivity Corridors	-	-	-	-	\$0
4U - Urban Connectivity Corridors	\$3,365,057	\$3,219,320	\$3,858,602	\$3,862,800	\$14,305,779
5 - CMAQ	-	-	-	-	\$0
6 - Statewide Bridge Structures Replacement	-	-	-	-	\$0
7 - Metropolitan Mobility and Rehabilitation\	-	-	-	-	\$0
8 - Statewide Traffic Safety	-	-	-	-	\$0
9 - Statewide Non-TMA TA Funding	\$ 33,138,959	\$ 33,138,959	\$ 33,138,959	\$ 33,138,959	\$132,555,836
9 - IIJA Flex	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$274,805,428
10 - Supplemental Transportation Projects	-	-	-	-	\$0
11 - District Discretionary	\$3,866,824	\$3,815,946	\$3,847,081	\$3,848,547	\$15,378,398
11 - Energy Sector	\$12,306,667	\$11,848,565	\$12,128,902	\$12,142,097	\$48,426,231
11 - District Safety	\$2,662,940	\$2,563,815	\$2,624,475	\$2,627,330	\$10,478,560
12 - Statewide Strategic Priority	-	-	-	-	\$0
DISTRICT YEAR TOTAL	\$179,594,893	\$177,155,841	\$171,734,809	\$172,031,713	

Prior TPC Actions

- The 2025-2028 Transportation Improvement Program was adopted on April 16, 2024.
- Amendment 1 to the 2025-2028 TIP was approved on May 13, 2024.
- Amendment 2 to the 2025-2028 TIP was approved on July 30, 2024.
- Amendment 3 to the 2025-2028 TIP was approved on April 15, 2025.
- Amendment 4 to the 2025-2028 TIP was approved on August 19, 2025.

Recommendation The TAC and MPO staff recommend approving the Preliminary Draft TIP for use in continuing to develop the 2027-2030 Transportation Improvement Program.

Alternatives In order to meet the schedule, a list of preliminary projects is needed for FHWA to verify that the Statewide and MPO project lists are fiscally constrained. Not yet having projects listed in 2029 and 2030 allows this to happen more easily. As the process continues, the updated costs and priorities within those cost constraints will be refined. This will allow for an amendment to the project list over the next 4 to 18 months as is shown in the Prior TPC Actions section above. The 2029-2032 TIP will begin in November 2027 and refine the list projects for implementation in 2029 and 2030.

Proposed Motion *I move to approve the Preliminary Draft 2027-2030 Transportation Improvement Program for use in fiscal constraint analysis and informal USDOT review.* This includes substituting the Waldrop Interchange for the Pine Street project and moving Pine Street beyond the years of the TIP.

Attachment(s)

1. Preliminary Draft 2027-2030 Transportation Improvement Program

Item 6: 2027-2030 TIP Recommendation from 2050 MTP

Facility	Limits From	Limits To	City/County	Work Description	Construction Co	MPO Funding (Cat 2U)	Year of Expen	Local ID	Status	Total Cost*	PM	CSJ	Decision Lens Score (TxDOT Weightin	Decision Lens Rank (TxDOT Weightin	TAC Rankin	HZ Map ID
FM 1750	Industrial Blvd	1200' South of Colony Hill Rd	Abilene/Taylor County	Intersection improvements add turn lanes	\$ 5,270,004	\$ 3,000,000	2026	S1750-C1-CA	Planned let July 1, 2026	\$ 6,311,050	PM 1 PM 3	1655-01-036	0.05978	15 (Tied)	1	M42
US 83	At	US 83/84 "Y" Interchange	Taylor County	Construct new grade separated interchange consisting of 4 proposed main lanes and 4 proposed frontage roads	\$ 43,681,662	\$ -	2025	S0083-G1-CA	Planned let Oct 8, 2025	\$ 45,059,867	PM 1 PM 2 PM 3	0034-01-130	0.15471	7	2A	M46X
US 83	US 84	CR 160	Taylor County	Construct five lane Section	\$ 46,478,846	\$ -	2025	S0083-G65-CA	Projected let Oct 8, 2025	\$ 52,558,234	PM 1 PM 3	0034-02-044	0.05978	15 (Tied)	2B	M47
IH 20	FM 600	SH 351	Abilene	Add two main lanes for a six lane freeway and construct overpass structures	\$ 104,765,617	\$ 20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	\$ 136,385,894	PM 1 PM 2 PM 3	0006-06-109	0.27743	4	3	M19
FM 89	Elm Creek	FM 707	Taylor County	Add continuous center turn lanes and right turn lanes at intersection	\$ 5,400,000	\$ 5,400,000	2026	S0089-F10-OI	Planned let Mar 1, 2026	\$ 6,084,784	PM 1 PM 3	0699-01-067	0.17319	6	4	M17
SL 322	At	Maple St	Abilene	Replace Bridge	\$ 13,000,000	\$ 13,000,000	2030	S0322-G2-BR	Planned let January 1, 2030	\$ 13,000,000	PM 2	2398-01-063	0.05978	15 (Tied)	5	O09X
SL 322	North of SH 36 (Bl 20)	FM 1750	Abilene	SL 322 improvement including SH 36 intersection improvement	\$ 10,800,000	\$ 10,800,000	2027	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023. Planned let May 1, 2027	\$ 12,050,008	PM 3	2398-01-062	0.05978	15 (Tied)	6	M24
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Abilene	Rehab and Widen Roadway	\$ 14,493,439	\$ 14,493,439	2033	S0707-F1-CA	Planned let January 1, 2033	\$ 25,254,326	PM 1 PM 3	0663-01-024	0.11350	9	7	M25
BU 83D	At	Pine St	Abilene	Intersection Improvements	\$ 5,600,000	\$ 5,600,000	2027	S0083-F9-RM	Planned let May 1, 2027	\$ 6,238,682	PM 1	0033-08-045	0.05978	15 (Tied)	8	M13X
IH 20	SH 351	Callahan County Line	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	\$ 268,159,747	\$ -	2035	S020-E24-CA	Environmental Review combined S020-E28-CA, Planned let 01/01/2035	\$ 289,193,527	PM 1 PM 2 PM 3	0006-06-081	0.34770	2	9	M18
FM 707	US 83	FM 1750	Abilene/Taylor County	Widen to a 5 Lane Section	\$ 10,800,000	\$ 10,800,000	2034	S0707-F2-CA	Planned let Jan 1, 2034	\$ 12,089,424	PM 1 PM 3	0663-02-011	0.08591	13	10	M26

Item 6: 2027-2030 TIP Recommendation

Facility	Limits From	Limits To	City/County	Work Description	Construction Co	MPO Funding (Cat 2U)	Year of Expen	Local ID	Status	Total Cost*	PM#	CSJ	Decision Lens Score (TxDOT Weightin	Decision Lens Rank (TxDOT Weightin	TAC Rank#	HZ Map ID
IH 20	Abilene West City Limits	Near Catclaw Creek	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	\$ 400,000,000	\$ -	2036	S020-E27-CA	Environmental Review (planned let April 1, 2036)	\$ 673,754,383	PM 1 PM 2 PM 3	0006-05-090	0.40856	1	11	M21
IH 20	Near Catclaw Creek	FM 600	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	\$ 274,263,862	\$ -	2033	S020-E26-CA	Environmental Review (planned let January 1, 2033)	\$ 287,348,862	PM 1 PM 2 PM 3	0006-06-105	0.31119	3	12	M20
US 83	Near Industrial Blvd	FM 89	Abilene	Reconstruct intersection realigning lanes and adding signals	\$ 5,600,000	\$ 5,600,000	2033	S0083-F12-RM	Planned let January 1, 2033	\$ 5,600,000	PM 1	0034-01-143	0.06423	14	13	M12
SL 322	IH 20	SH 351	Abilene	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	\$ 75,000,000	\$ -	2036	S0322-B1 (C2)-CA	Long Range Plan	\$ 125,528,931	PM 3	TBD	0.11171	10	14	M22
SL 322	West of SL 322	East of SL 322	Abilene	Construct Direct Connects at IH 20 and SL 322	\$ 33,600,000	\$ 33,600,000	2034	S0322-F11-RM	Plannd let March 1, 2034	\$ 36,785,611	PM 1 PM 2 PM 3	0006-06-118	0.14717	8	15	M23X
BI 20 (E Hwy 80)	SL 322	Elmdale Rd	Abilene	Rehabilitate , Add Shoulders, & Turn Lanes	\$ 5,200,000	\$ 5,200,000	2036	SB120-C1-RM	Long Range Plan	\$ 8,949,770	PM 2 PM 3	TBD	0.18615	5	16	M31
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	\$ 250,000,000	\$ -	2036	S0083-B3-CA	Long Range Plan	\$ 412,265,796	PM 3	TBD	0.09810	11	17	M10
US 83 (Winters Frwy)	North of N 10th St	IH 20	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	\$ 250,000,000	\$ -	2036	S0083-E7-CA	Long Range Plan	\$ 408,263,216	PM 3	TBD	0.09334	12	18	M11

DRAFT 2027-2030 Transportation Improvement Program

Abilene Metropolitan Planning Organization
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This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning/Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613).

Disclaimer

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

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INTRODUCTION

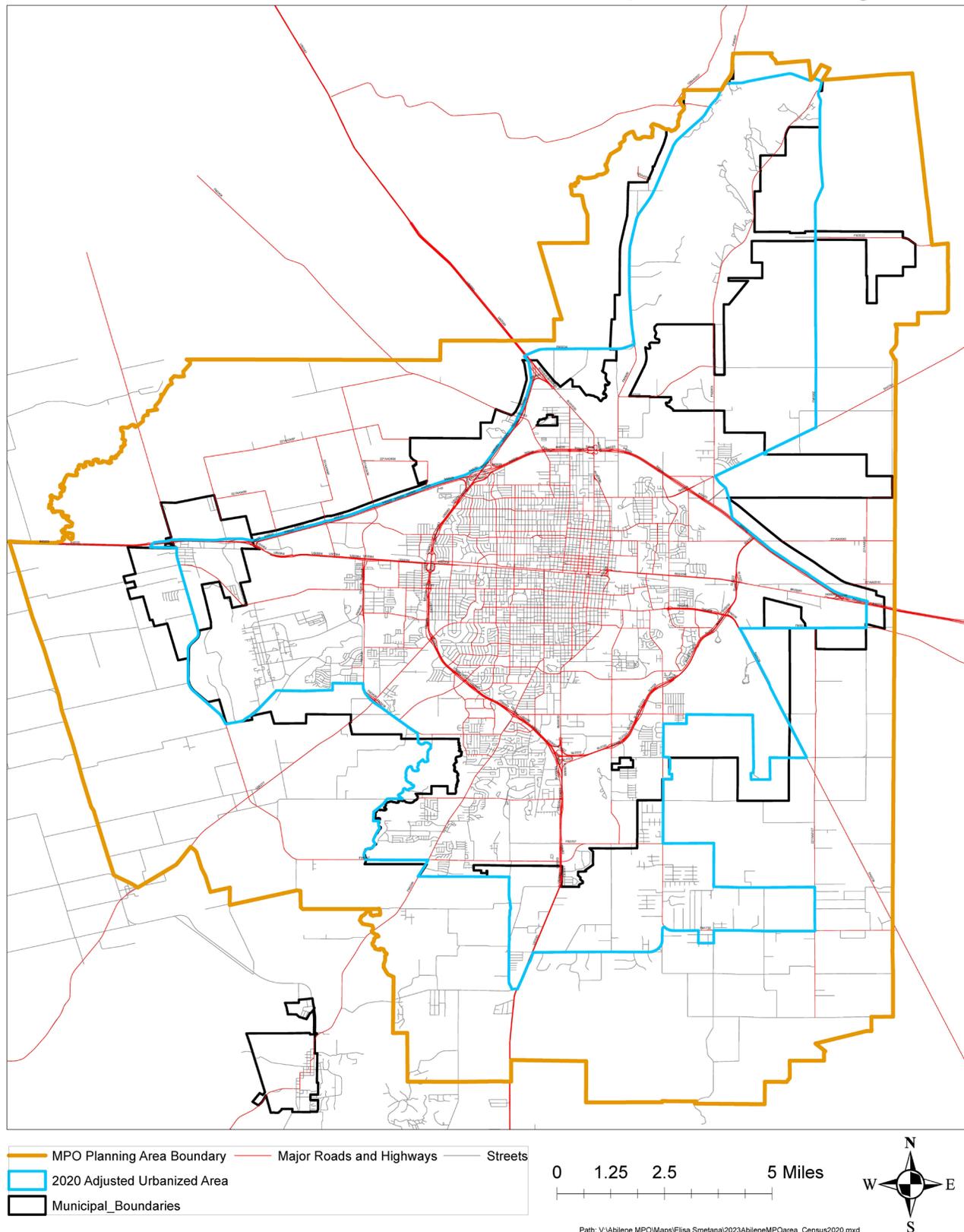
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range Metropolitan Transportation Plan (MTP) that are being worked on during this time. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §326 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

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

METROPOLITAN PLANNING AREA

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within a 20-year forecast period. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. The 2020 Census reported the population of Abilene was 125,182, for Taylor County 143,208, and for Jones County 19,663.

Abilene 2020 Urbanized Area and Metropolitan Planning Area



**Texas Transportation Commission Approved
(Based on the 2020 Census Data)**

HISTORY AND PERFORMANCE MEASURES

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

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 as 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 continued to act as the forum for cooperative transportation planning, decision-making, and to provide overall transportation policy guidance to the MPO. In 2010, the MPO underwent a management review and as a result a Technical Advisory Committee (TAC) was established. The TAC provides professional and technical support to the Policy Board.

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

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

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

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

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

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

In addition to these ten (10) planning factors, Moving Ahead for Progress in the 21st Century (MAP-21) which took effect on October 1, 2012 originated a new set of performance measure requirements. This performance based system 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. Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. Reduced project delivery delays—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

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

(PM1) Safety

(PM2) Infrastructure Condition

(TAM) Transit Assets

(PM3) System Reliability

A narrative describing adopted performance measures, the use of performance measures in project selection, and the anticipated contribution of planned projects to the attainment of local and state-wide goals/targets selected is contained in **Appendix D**. MPOs, transit agencies and the Texas Department of Transportation (TxDOT) have been diligently working cooperatively to establish practices, support systems, and relationships necessary for the successful implementation of Project-Based Planning and Programming (PBPP). As this new paradigm for transportation planning evolves, the Abilene MPO will continue to adjust their planning efforts to reflect the PBPP. As new and updated data becomes available, new practices develop, and greater understanding emerges on adopted measures, the Abilene MPO will use them in a collaborative manner to support national, state and local goals. The MPO will incorporate the use of performance measures in the development, evaluation and selection of projects so as to prioritize needs, align resources and optimize system performance.

The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver generational investments in our roads and bridges,

promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation. The BIL also presents the Federal Highway Administration (FHWA) with a unique opportunity: to exercise our stewardship and oversight responsibilities and evolve the century-old relationship with the State departments of transportation and other stakeholders in a way that takes advantage of the tools Congress has provided and prioritizes investments that align with the underlying policies evident throughout the BIL to help our states and communities Build a Better America.

PUBLIC PARTICIPATION PROCESS

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

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the April 5, 2024 Abilene Reporter-News announcing that the draft FYs 2025-2028 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the April 16, 2024 Policy Board meeting. The notice also stated that signed, written comments would be received through April 15, 2024 at 8:00 a.m. No comments were received.

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

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

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

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

established for public review and comments on the TIP development process will satisfy the FTA's Program of Projects (POP) requirements".

ADMINISTRATIVE AMENDMENTS TO THE TIP

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

PROJECT SELECTION PROCESS

Projects are selected for inclusion in the TIP by advancing projects from the Metropolitan Transportation Plan, or MTP. The MTP is the MPO's overall long-range plan and is federally required to be updated every five (5) years. Projects are selected cooperatively using a formal process in accordance with identified needs and available funding, taking into account the implementation priorities expressed by local public officials and citizens' groups as well as the priorities of the MPO, the needs and capabilities of TxDOT and established national transportation goals. The MPO's adopted Project Selection Process was approved at the December 18, 2018 meeting. This process was used in the evaluation of projects for inclusion in the latest MTP. Projects were emphasized which relieve existing system congestion, provide appropriate access to the transportation system, or ensure continuity of regional and national transportation systems through the metropolitan area. Candidate projects for rehabilitation, maintenance, and safety projects are selected for inclusion in the TIP by identifying needs. Projects are emphasized that preserve the existing system, improve the safety and operating efficiency of the transportation system, enhance system resiliency, minimize intermodal conflicts, accommodate environmental conditions, increase mobility and accessibility for people and freight and enhance travel and tourism. Projects are listed in the TIP according to priority and funding availability. Those projects with the highest priority are placed in the earliest year in which they may be implemented. Thus, the projects in the first year are the projects with the highest priority. Projects are normally advanced according to the original TIP, but the TIP may have interim revisions to add new projects that have gained funding or that have cleared planning or environmental review obstacles.

AIR QUALITY

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

AMERICANS WITH DISABILITIES ACT (ADA)

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

TOTAL PROJECT COSTS

Unless otherwise specified, costs involving capital facilities, such as roadways, transit terminals, and transit maintenance facilities are calculated by adding the estimated construction cost to the standard 10% of construction cost for preliminary engineering expenses and 15% 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.

PROGRESS FROM PREVIOUS YEAR

Roadway, transit, bicycle, pedestrian, and other projects annually let to contract can be found on the MPO's website at <http://www.abilenempo.org/documents.html>. This will continue to be updated periodically on the website. To request a copy please contact the MPO staff by telephone at 325-437-9999, by fax at 325-676-6398, by mail or in person at 209 South Danville, Suite B-212, Abilene, Texas 79605, or by email at abilenempo@abilenetx.com.

GLOSSARY OF TERMS

TXDOT UNIFIED TRANSPORTATION PROGRAM (UTP) FUNDING CATEGORIES

TXDOT FUNDING SOURCES BY UTP CATEGORY

12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE AND LOCAL FUNDS
1. Preventive Maintenance and Rehabilitation	Yes	Yes	No
2. Metro and Urban Area Corridors	Yes	Yes	No
3. Non-Traditionally Funded Projects	No	Yes	Yes
4. Statewide Connectivity Corridors	Yes	Yes	No
5. Congestion Mitigation and Air Quality*	Yes	No	No
6. Structures Replacement (Bridges)	Yes	Yes	No
7. Metropolitan Mobility and Rehabilitation*	Yes	No	No
8. Safety	Yes	Yes	No
9. Transportation Alternatives*	Yes	No	No
10. Supplemental Transportation Projects	Yes	Yes	No
11. District Discretionary	Yes	Yes	No
12. Strategic Priority	Yes	Yes	No

Source: TxDOT, 2022 Unified Transportation Program, pg. 27

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

SECTION	DESCRIPTION
5307	Urbanized Area Formula Grants
5339	Grants for Buses and Bus Facilities Formula Program

PROJECT LISTINGS

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

PROJECT PHASES

E	PRELIMINARY ENGINEERING
ROW	RIGHT OF WAY ACQUISITION
C	CONSTRUCTION
SWDA	STATEWIDE DESIGN AUTHORITY

FUNDED HIGHWAY PROJECTS

Abilene Metropolitan Planning Organization								
FY 2025-2028 Transportation Improvement Program								
Highway Projects FY 2027								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
ABILENE	TAYLOR	0699-01-067	FM 89	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,400,000.00	
LIMITS FROM:	ELM CREEK (SOUTH MPO LIMITS)					REVISION DATE:		
LIMITS TO:	FM 707					MPO PROJ. NUM:	S0089-F10-0I	
PROJECT:	FM 89 ADD TURN LANES ELM CRK TO FM 707					FUNDING CAT(S):	2U	
DESCRIPTION:	WIDEN ROAD - ADD TURN LANES ELM CRK TO FM 707							
REMARKS:	ESTIMATED LET DATE 01-2027				PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 260,410.50			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 2U:	\$ 4,320,000.00	\$ 1,080,000.00	\$ -	\$ -	\$ 5,400,000.00
CONST COST:	\$ 5,400,000.00							
CONST ENG:	\$ 315,681.30							
CONTINGENCIES:	\$ 314,500.00		\$ 5,400,000.00					
INDIRECT COSTS:	\$ 154,120.50							
BOND FINANCING	\$ -			TOTAL:	\$ 4,320,000.00	\$ 1,080,000.00	\$ -	\$ -
PT CHG ORD:	\$ 314,500.00							
TOTAL PROJECT COST:	\$ 6,759,212.30							

Abilene Metropolitan Planning Organization								
FY 2025-2028 Transportation Improvement Program								
Highway Projects FY 2027								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
ABILENE	TAYLOR	0033-08-045	BU 83 D	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,599,999.00	
LIMITS FROM:	AT					REVISION DATE:		
LIMITS TO:	PINE STREET					MPO PROJ. NUM:	S0083-F9-RM	
PROJECT:	BU 83D AT PINE ST INTERSECTION UPGRADE					FUNDING CAT(S):	2U	
DESCRIPTION:	INTERSECTION IMPROVEMENT							
REMARKS:	ESTIMATED LET DATE 02/2027				PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 255,682.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 2U:	\$ 4,479,999.20	\$ 1,119,999.80	\$ -	\$ -	\$ 5,599,999.00
CONST COST:	\$ 5,600,000.00							
CONST ENG:	\$ 421,614.40							
CONTINGENCIES:	\$ -		\$ 5,599,999.00					
INDIRECT COSTS:	\$ 151,322.00							
BOND FINANCING	\$ -			TOTAL:	\$ 4,479,999.20	\$ 1,119,999.80	\$ -	\$ -
PT CHG ORD:	\$ 218,000.00							
TOTAL PROJECT COST:	\$ 6,646,618.40							

FY 2025-2028 Transportation Improvement Program								
Highway Projects FY 2027								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOEC COST	
ABILENE	TAYLOR	0663-02-011	FM 707	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 10,800,000.00	
LIMITS FROM:	US 83					REVISION DATE:		
LIMITS TO:	FM 1750					MPO PROJ. NUM:	S0707-F2-CA	
PROJECT:	FM 707 WIDEN US 83 TO FM 1750					FUNDING CAT(S):	2U	
DESCRIPTION:	WIDEN TO 5 LANE SECTION							
REMARKS:	ESTIMATED LET DATE 06/2027					PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 520,821.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 2U:	\$ 8,640,000.00	\$ 2,160,000.00	\$ -	\$ -	\$ 10,800,000.00
CONST COST:	\$ 10,800,000.00							
CONST ENG:	\$ 631,362.60							
CONTINGENCIES:	\$ -		\$ 10,800,000.00					
INDIRECT COSTS:	\$ 308,241.00							
BOND FINANCING	\$ -			TOTAL:	\$ 8,640,000.00	\$ 2,160,000.00	\$ -	\$ -
PT CHG ORD:	\$ 629,000.00							
TOTAL PROJECT COST:	\$ 12,889,424.60							

Abilene Metropolitan Planning Organization								
FY 2025-2028 Transportation Improvement Program								
Highway Projects FY 2027								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOEC COST	
ABILENE	TAYLOR	2398-01-062	SL 322	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 10,799,999.00	
LIMITS FROM:	BI 20					REVISION DATE:		
LIMITS TO:	FM 1750					MPO PROJ. NUM:	S0322-F8-0I	
PROJECT:	SL 322 AND SH 36 INTERSECTION IMPROVEMENTS					FUNDING CAT(S):	2U	
DESCRIPTION:	SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT							
REMARKS:	ESTIMATED LET DATE 04/2027					PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 511,364.00			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 2U:	\$ 8,639,999.20	\$ 2,159,999.80	\$ -	\$ -	\$ 10,799,999.00
CONST COST:	\$ 10,799,999.00							
CONST ENG:	\$ 843,228.80							
CONTINGENCIES:	\$ -		\$ 10,799,999.00					
INDIRECT COSTS:	\$ 302,644.00							
BOND FINANCING	\$ -			TOTAL:	\$ 8,639,999.20	\$ 2,159,999.80	\$ -	\$ -
PT CHG ORD:	\$ 436,000.00							
TOTAL PROJECT COST:	\$ 12,893,235.80							

Abilene Metropolitan Planning Organization									
FY 2025-2028 Transportation Improvement Program									
Highway Projects FY 2027									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
ABILENE	TAYLOR	2398-01-063	SL 322	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 13,439,999.00		
LIMITS FROM:	AT					REVISION DATE:			
LIMITS TO:	MAPLE ST					MPO PROJ. NUM:	TBD		
PROJECT:	SL 322 AND MAPLE ST BRIDGE REPLACEMENT					FUNDING CAT(S):	4		
DESCRIPTION:	BRIDGE REPLACEMENT								
REMARKS:	ESTIMATED LET DATE 10/26				PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 605,346.00			FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 4:	\$ 10,751,999.20	\$ 2,687,999.80	\$ -	\$ -	\$ 13,439,999.00	
CONST COST:	\$ 13,439,999.00								
CONST ENG:	\$ 1,167,453.00								
CONTINGENCIES:	\$ -		\$ 13,439,999.00						
INDIRECT COSTS:	\$ 358,266.00								
BOND FINANCING	\$ -			TOTAL:	\$ 10,751,999.20	\$ 2,687,999.80	\$ -	\$ -	\$ 13,439,999.00
PT CHG ORD:	\$ 354,000.00								
TOTAL PROJECT COST:	\$ 15,925,064.00								

Abilene Metropolitan Planning Organization									
FY 2025-2028 Transportation Improvement Program									
Highway Projects FY 2028									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
ABILENE	TAYLOR	0034-01-143	US 83	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 5,600,000.00		
LIMITS FROM:	NEAR INDUSTRIAL BL					REVISION DATE:			
LIMITS TO:	FM 89					MPO PROJ. NUM:	S0083-F12-RM		
PROJECT:	US 83 FR INDUSTRIAL TO FM 89					FUNDING CAT(S):	2U		
DESCRIPTION:	RECONSTRUCT INTERSECTION								
REMARKS:	ESTIMATED LET DATE 01/2028				PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 255,682.00			FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 2U:	\$ 4,480,000.00	\$ 1,120,000.00	\$ -	\$ -	\$ 5,600,000.00	
CONST COST:	\$ 5,600,000.00								
CONST ENG:	\$ 421,614.40								
CONTINGENCIES:	\$ -		\$ 5,600,000.00						
INDIRECT COSTS:	\$ 151,322.00								
BOND FINANCING	\$ -			TOTAL:	\$ 4,480,000.00	\$ 1,120,000.00	\$ -	\$ -	\$ 5,600,000.00
PT CHG ORD:	\$ 218,000.00								
TOTAL PROJECT COST:	\$ 6,646,618.40								

Abilene Metropolitan Planning Organization									
FY 2025-2028 Transportation Improvement Program									
Highway Projects FY 2028									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
ABILENE	TAYLOR	0663-01-024	FM 707	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 14,493,439.00		
LIMITS FROM:	FM 89 (BUFFALO GAP ROAD)					REVISION DATE:			
LIMITS TO:	US 83					MPO PROJ. NUM:	S0707-F1-CA		
PROJECT:	FM 707 FM89 TO US 83					FUNDING CAT(S):	2		
DESCRIPTION:	REHAB AND WIDEN ROADWAY								
REMARKS:	ESTIMATED LET DATE 03/2028				PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 673,972.11			FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ 6,904,100.00	COST OF APPROVED PHASES	CAT 2U:	\$ 11,594,751.20	\$ 2,898,687.80	\$ -	\$ -	\$ 14,493,439.00	
CONST COST:	\$ 14,493,439.00								
CONST ENG:	\$ 817,019.26								
CONTINGENCIES:	\$ -		\$ 14,493,439.00						
INDIRECT COSTS:	\$ 398,881.45								
BOND FINANCING	\$ -			TOTAL:	\$ 11,594,751.20	\$ 2,898,687.80	\$ -	\$ -	\$ 14,493,439.00
PT CHG ORD:	\$ 813,961.92								
TOTAL PROJECT COST:	\$ 24,101,373.74								

Abilene Metropolitan Planning Organization								
FY 2025-2028 Transportation Improvement Program								
Highway Projects FY 2028								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
ABILENE	TAYLOR	0006-06-081	IH 20	CONSTRUCTION	ABILENE	MPO/TxDOT	\$ 215,009,747.52	
LIMITS FROM:	SH 351					REVISION DATE:		
LIMITS TO:	CALLAHAN COUNTY LINE					MPO PROJ. NUM:	S020-E24-CA	
PROJECT:	IH 20 SIX LANES SH 351 TO EAST CL					FUNDING CAT(S):	4, 12	
DESCRIPTION:	ADD TWO MAIN LANES FOR A SIX LANE FREEWAY AND REPLACE OVERPASS STRUCTURES							
REMARKS:	ESTIMATED LET DATE 05/2028				PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 12,465,238.26			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -	COST OF APPROVED PHASES	CAT 4:	\$ 11,240,000.00	\$ 2,810,000.00	\$ -	\$ -	\$ 14,050,000.00
CONST COST:	\$ 268,159,747.52		CAT 12:	\$ 160,767,798.02	\$ 40,191,949.50	\$ -	\$ -	\$ 200,959,747.52
CONST ENG:	\$ 14,958,285.92							
CONTINGENCIES:	\$ -	\$ 215,009,747.52						
INDIRECT COSTS:	\$ 7,377,385.91							
BOND FINANCING	\$ -		TOTAL:	\$ 172,007,798.02	\$ 43,001,949.50	\$ -	\$ -	\$ 215,009,747.52
PT CHG ORD:	\$ 14,964,271.63							
TOTAL PROJECT COST:	\$ 317,924,929.24							

NO PROJECTS IN 2029 or 2030

HIGHWAY FINANCIAL SUMMARY

PO							
Improvement Program							
Funding by Category							
Funding Category	Description	FY 2027		FY 2028		Total FY 2025 - 2028	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan & Urban Area Corridor Projects	\$32,599,998	\$32,599,998	\$20,093,439	\$20,093,439	\$72,693,437	\$72,693,437
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0
3 DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$13,439,999	\$13,439,999	\$14,050,000	\$14,050,000	\$27,489,999	\$27,489,999
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0
8 R	Rail-Highway Crossing Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0
10 CRBN	Carbon Reduction	\$0	\$0	\$0	\$0	\$0	\$0
10 FB	Ferry Boat Program	\$0	\$0	\$0	\$0	\$0	\$0
10 SCP	Seaport Connectivity Program	\$0	\$0	\$0	\$0	\$0	\$0
10 ITS	Information Technology Systems (ITS)	\$0	\$0	\$0	\$0	\$0	\$0
10 FLA	Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0
10 TPW	Texas Parks and Wildlife Department	\$0	\$0	\$0	\$0	\$0	\$0
10 GR	Green Ribbon Program	\$0	\$0	\$0	\$0	\$0	\$0
10 ADA	ADA Pedestrian Program	\$0	\$0	\$0	\$0	\$0	\$0
10 LIA	Landscape Incentive Award	\$0	\$0	\$0	\$0	\$0	\$0
10 RR	Railroad Grade Crossing and Replanking Program	\$0	\$0	\$0	\$0	\$0	\$0
10 RSMP	Railroad Signal Maintenance Program	\$0	\$0	\$0	\$0	\$0	\$0
11 BSIF	Border State Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
11 EN	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0
11 (Safety)	Safety (District Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0
11 CO/CO	Cost Overruns / Change Orders	\$0	\$0	\$0	\$0	\$0	\$0
12 SP	Strategic Priority	\$0	\$0	\$200,959,748	\$200,959,748	\$285,725,364	\$285,725,364
12 TCL	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$46,039,997	\$46,039,997	\$235,103,187	\$235,103,187	\$385,908,800	\$385,908,800

Funding Participation Source			
Source	FY 2027	FY 2028	Total FY 27-30
Federal	\$36,831,998	\$188,082,549	\$308,727,040
State	\$9,207,999	\$47,020,637	\$77,181,760
Local Match	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0
Other	\$0	\$0	\$0
Enter "Other" Project Type (if highlighted)			
Statewide Budget PE	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0
Total	\$46,039,997	\$235,103,187	\$385,908,800

FUNDED HIGHWAY PROJECTS MAP

To be updated at a later date.

GROUPED PROJECTS CSJs (HIGHWAY)

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

Grouped Projects include a Transportation Alternatives Set-Aside (TA) Program Project called the South 14th Street Walkability Project that extends from Pioneer St. to Barrow St. The Federal Funds awarded are \$1,749,126 and a local match of \$437,281 for a total of \$2,186,407.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

FUNDED TRANSIT PROJECTS

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

FY 2027 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 (TR-O1-2026)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2025	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2025	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2025	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2025	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

**FY 2028 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 (TR-O1-2026)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2025	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2025	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2025	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2025	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

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 (TR-O1-2026)	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2025	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2025	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2025	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	Total Project Cost	\$ 406,022.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2025	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
		TDCs Requested	\$ -
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C3-2024)	Federal (FTA) Funds	\$ 185,308.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2018	Fiscal Year Cost	\$ 185,308.00
Project Phase		Total Project Cost	\$ 185,308.00
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	TDCs Requested	\$ 37,061.60
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C5-2024)	Federal (FTA) Funds	\$ 32,897.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year	2017	Fiscal Year Cost	\$ 32,897.00
Project Phase			
Brief Project Description	Software and cashing system	Total Project Cost	\$ 32,897.00
		TDCs Requested	\$ 6,579.40
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5339
MPO Project Information (reference number, etc)	Capital (TR-C6-2025)	Federal (FTA) Funds	\$ 267,005.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ -
Apportionment Year		Fiscal Year Cost	\$ 267,005.00
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	Total Project Cost	\$ 267,005.00
		TDCs Requested	\$ 53,401.00
Sec 5309 ID Number	N/A	TDCs Awarded	\$ -
Amendment Date & Action	May 2024 Added		

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary

Abilene Metropolitan Planning Organization

FYs 2025 - 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars										Current as of 04/16/24
Transit Program		FY 2027			FY 2028			FY 2029		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,631,033	\$1,281,952	\$3,912,985	\$2,196,033	\$1,281,952	\$3,477,985	\$2,196,033	\$1,281,952	\$3,477,985
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA 5339	\$485,210	\$0	\$485,210	\$267,005	\$0	\$267,005	\$267,005	\$0	\$267,005
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$3,116,243	\$1,281,952	\$4,398,195	\$2,463,038	\$1,281,952	\$3,744,990	\$2,463,038	\$1,281,952	\$3,744,990
Transportation Development Credits										
	Requested			\$97,042			\$53,401			\$53,401
	Awarded			\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars										
Transit Programs		FY 2030			FY 2023-2026 Total					
		Federal	State/Other	Total	Federal	State/Other	Total			
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$9,219,132	\$5,127,808	\$14,346,940			
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0			\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0			\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0			\$0
12	Other FTA 5339	\$267,005	\$0	\$267,005	\$1,286,225	\$0	\$1,286,225			
13	Regionally Significant or Other			\$0	\$0	\$0	\$0			\$0
Total Funds		\$2,463,038	\$1,281,952	\$3,744,990	\$10,505,357	\$5,127,808	\$15,633,165			
Transportation Development Credits										
	Requested			\$53,401			\$257,245			
	Awarded			\$0			\$0			

Needs Updating

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene Urbanized Area, 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 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) 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);
- (8) 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;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Abilene District
Texas Department of Transportation

Abilene Metropolitan Planning Organization
Policy Board Chairperson

Mr. Thomas G. Allbritton, P.E.
District Engineer

Councilman Shane Price
Policy Board Chairperson

Date

Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

The Policy Board approved the Abilene MPO's FYs 2027-2030 TIP on April 16, 2026.

APPENDIX C: ACRONYMS

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

APPENDIX D: PERFORMANCE MEASURES

PROJECT-BASED PLANNING AND PROGRAMMING (PBPP)

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

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

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

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

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

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

Transportation Improvement Program Project Analysis to Performance Measures

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

The MPO has a formal project selection process which has been specifically designed to ensure relevant data and features associated with required performance measures are incorporated into the consideration of potential project options. Agencies, organizations or citizens can forward project suggestions which are then evaluated. Projects which are determined to be adequately described and sufficiently detailed are evaluated based on their potential to satisfy five goal areas. Insufficiently developed project suggestions are documented for potential future action. Goal areas are directly tied to relevant performance measures and national/state goals.

Upon adoption of the FAST Act, a direct correlation between performance measures and project selection as reflected in the TIPs needed to occur. This TIP was reviewed and an analysis developed that shows how projects are helping to achieve the performance measures.

Safety (PM 1)

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. The Texas Department of Transportation (TxDOT) has established targets for five (5) Safety Performance measures expressed as a five year average.

- 1) Number of Fatalities. (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- 2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT). (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- 3) Number of Serious Injuries. (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- 4) Rate of Serious Injuries per 100 million VMT. (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- 5) Number of Non-Motorized Fatalities and Non-Motorized Serious injuries. (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Abilene MPO elected to adopt the TxDOT targets. Listed below is the Safety (PM-1) adopted by the Policy Board on December 19, 2023.



R-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

2023 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2024	3,046	1.14	18,242	6.77	2,360
2024 Target expressed as 5-Year Average:	3,567	1.36	18,096	6.64	2,371
2024 Targets	3,046	1.14	17,062	6.39	2,357

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- FM 89 Add Turn Lanes from Elm Creek to FM 707
- BU 83D at Pine St Intersection Upgrade
- FM 707 Widen to 5 Lane Section from US 83 to FM 1750
- SL 322 and SH 36 Intersection Improvements
- SL 322 at Maple St Bridge Replacement
- US 83 near Industrial Blvd to FM 89 Intersection Reconstruction
- FM 707 from FM 89 to US 83 Rehab and Widen Roadway
- IH 20 SH 351 to Callahan County Line for a six lane freeway

Infrastructure Condition (PM2)

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

Pavement Performance

Federal measures require reporting of the percentage of pavement which is found to be “Good” or “Poor” based on established criteria. Statewide targets for Interstate Highways (IH) are set on a 4-year basis (2022). Non-Interstate (Non-IH) targets are established for a 2-year and 4-year point in time. Pavement conditions are assessed each $\frac{1}{10}$ (one tenth) of a mile utilizing certain metrics depending upon the specific pavement type present. Metrics used include:

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

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

Bridge Performance

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

- Deck
- Substructure
- Superstructure
- Culvert

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

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for pavement and bridge condition. On May 1, 2023, the Abilene MPO adopted the State established measures for infrastructure condition.



R-2023-02

ATTACHMENT A

**TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets
February 09, 2023**

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in "Good" condition	64.5%	63.9%	63.6%
2) % in "Poor" condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate National Highway System			
3) % in "Good" condition	51.7%	45.5%	46.0%
4) % in "Poor" condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in " Good" condition	49.2%	48.5%	47.6%
6) % in " Poor" condition	1.1%	1.5%	1.5%

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- SL 322 at Maple St Bridge Replacement
- IH 20 SH 351 to Callahan County Line for a six lane freeway

System Reliability, Freight Movement and Economic Vitality (PM3)

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

Level of Travel Time Reliability (LOTTR or TTR)

All congestion has social, economic, and environmental impacts. The recently established LOTTR measure however assumes that congestion which is inconsistent and difficult to predict has greater

negative impacts than congestion which can be readily anticipated. With this in mind, this measure focuses on the reliability and predictability of travel as opposed to an absolute measures of congestion. Reliability references the level of consistency of transportation service over a specific time period. It assumes that this definition of reliability is an important attribute for travelers.

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

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

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

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM 3) using TTR and TTTR.

On June 20, 2023, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.



R-2023-03

ATTACHMENT A

**TxDOT Updated (PM 3) System Performance Measure Targets
February 09, 2023**

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	70%	70%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTR) Index	1.39	1.55	1.55

PROJECTS:

- Widening IH 20 to Six Lanes from near Judge Ely to SH 351
- FM 89 Add Turn Lanes from Elm Creek to FM 707
- FM 707 Widen to 5 Lane Section from US 83 to FM 1750
- FM 707 from FM 89 to US 83 Rehab and Widen Roadway
- IH 20 SH 351 to Callahan County Line for a six lane freeway

Transit Asset Management (TAM)

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

CityLink currently has only one qualifying facility. This is a single site in in the central part of Abilene which serves as both a station for passengers and a maintenance shop for its vehicles. Unlike larger transit systems therefore CityLink will either be fully compliant or fully non-compliant with any targets set depending on how this facility is rated in any given year. Should this facility fall below the standards, repair or replacement options to bring the CityLink system into compliance will be evaluated based on system resources and impacts.

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

On June 20, 2017, the Abilene MPO Policy Board in cooperation with CityLink approved a Transit Asset Management (TAM) Plan supporting and incorporating the CityLink standards. This was subsequently updated on December 15, 2020. As the tools and methods for evaluating and managing transit assets evolve modification and updates to standards, targets and plans will be made when appropriate. CityLink prepared an updated TAM Plan as of August 9, 2023. The Policy Board approved a resolution in support on October 17, 2023.

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
City of Abilene	Equipment	Other Rubber Tire Vehicles		100%	0%	0%	0%	0%
City of Abilene	Equipment	Non Revenue/Service Automobile		0%	0%	25%	0%	0%
City of Abilene	Facilities	Passenger Facilities		0%	0%	0%	0%	0%
City of Abilene	Facilities	Maintenance		50%	0%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		11%	11%	0%	0%	0%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	5%	5%
City of Abilene	Revenue Vehicles	BU - Bus		20%	5%	0%	0%	0%

PROJECTS:

- Rolling Stock (Revenue Vehicles) - Replacement of vehicles exceeding the standard will be the primary means of meeting the fleet performance target.
- Facilities - Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.
- Equipment (Non-Revenue Vehicles) - Replacement of non-revenue vehicles exceeding the standard will be the primary means of meeting the fleet performance target.

Public Transportation Agency Safety Plan

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. The Transit Asset Management Plan is one component, which was developed and implemented across the industry in 2018. The subject of this document is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At CityLink Transit, all levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed this Agency Safety Plan (ASP) in collaboration with the City of Abilene and CityLink Transit (CityLink).

The Abilene MPO Policy Board took action and acknowledged the Public Transportation Agency Safety Plan for CityLink on June 15, 2021. The Abilene MPO Policy Board at their October 17, 2023 meeting acknowledged an addendum to the PTASP.

APPENDIX E: LISTING OF GROUPED PROJECTS

GROUPED PROJECTS - FYs 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CSJ	Fiscal Year	ROADWAY	FROM	TO	PROJECT CLASS	ESTIMATE LET DATE	ESTIMATE	LET_TYPE_D	PROJ_STG	PROJECT_ID	PROJ_STAT	MPO	DISTRICT	COUNTY
0006-05-129	2027	IH 20	SOUTH FRONTAGE RD NEAR N WILLIS	NEAR CATCLAW CREEK	Overlay	02/06/2025	\$ 700,000	Statewide Let	PE	A00195425	Active	Abilene	Abilene	Taylor
0006-06-117	2027	IH 20	NEAR CATCLAW CREEK	GRAPE STREET	Overlay	02/06/2025	\$ 600,000	Statewide Let	PE	A00195426	Active	Abilene	Abilene	Taylor
0011-01-040	2027	SH 351	ABILENE CITY LIMITS	CALLAHAN CO LINE	Overlay	12/03/2024	\$ 2,250,000	Statewide Let	PE	A00139487	Active	Abilene	Abilene	Taylor
0033-06-120	2025	US 83	1300 FT N OF AMBLER	N 10TH ST	Safety Improvement Projects	04/03/2025	\$ 701,339	Statewide Let	PS&E	A00184285	Active	Abilene	Abilene	Taylor
0033-06-126	2025	US 83	NEAR N WILLIS	AMBLER AVENUE	Rehabilitation of Existing Road	02/06/2025	\$ 700,000	Statewide Let	PE	A00195424	Active	Abilene	Abilene	Taylor
0034-01-140	2025	US 83	SL 322	SOUTH END OF FRONTAGE RDS	Seal Coat	12/03/2024	\$ 419,228	Statewide Let	PE	A00139472	Active	Abilene	Abilene	Taylor
0181-01-067	2025	SH 36	BU 83D	FM 1750	Pedestrian, Sidewalks & Curb Ramps	07/01/2025	\$ 880,837	Statewide Let	PS&E	A00183298	Active	Abilene	Abilene	Taylor
0407-06-049	2025	US 277	US 83	FM 3438	Overlay	04/03/2025	\$ 2,500,000	Statewide Let	PE	A00195451	Active	Abilene	Abilene	Taylor
0663-03-031	2025	FM 1235	CR 306	US 277	Widen Non-Freeway	04/03/2025	\$ 4,610,000	Statewide Let	PS&E	A00140690	Active	Abilene	Abilene	Taylor
0908-33-112	2025	Old Anson Rd	W STAMFORD ST	AMBLER BLVD	Pedestrian, Sidewalks & Curb Ramps	08/01/2025	\$ 1,765,043	Local Agency Let	PE	A00197981	Active	Abilene	Abilene	Taylor
1655-01-036	2025	FM 1750	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	Safety Improvement Projects	06/04/2025	\$ 2,511,614	Statewide Let	PE	A00184296	Active	Abilene	Abilene	Taylor
2032-02-016	2025	FM 600	US 180	FM 1082	Seal Coat	12/03/2024	\$ 463,986	Statewide Let	PE	A00064777	Active	Abilene	Abilene	Jones
TBD	2025	FM 3438	MILITARY DRIVE	US 277	Pedestrian, Sidewalks & Curb Ramps	TBD	\$ 1,720,923	Statewide Let	PS&E	TBD	Active	Abilene	Abilene	Taylor
0033-06-129	2026	US 83	US 83 SB	@ BU 84 UPRR	Bridge Maintenance	01/01/2026	\$ 100,000	Statewide Let	PE	A00207724	Active	Abilene	Abilene	Taylor
0033-06-130	2026	US 83	US 83 NB	@ BU 84 UPRR	Bridge Maintenance	01/01/2026	\$ 100,000	Statewide Let	PE	A00207725	Active	Abilene	Abilene	Taylor
0181-01-069	2026	SH 36	CR 123	CALLAHAN COUNTY	Super-2 Highway	03/01/2026	\$ 4,100,000	Statewide Let	PE	A00194968	Active	Abilene	Abilene	Taylor
0975-02-023	2026	FM 1082	FM 1226	FM 600	Safety Improvement Projects	08/01/2026	\$ 4,395,620	Statewide Let	PE	A00177149	Active	Abilene	Abilene	Jones
2270-01-027	2026	FM 3438	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	Safety Improvement Projects	09/04/2025	\$ 454,715	Statewide Let	PE	A00193344	Active	Abilene	Abilene	Taylor
0006-05-123	2027	IH 20	0.76 MILES EAST OF CR 287	CATCLAW CREEK	Seal Coat	12/01/2026	\$ 615,714	Statewide Let	PE	A00135524	Active	Abilene	Abilene	Taylor
0006-06-116	2027	IH 20	Catclaw Creek	BU 83	Seal Coat	12/01/2026	\$ 404,000	Statewide Let	PE	A00195207	Active	Abilene	Abilene	Taylor
0033-06-127	2027	US 83	I-20	BI-20	Seal Coat	12/01/2026	\$ 930,000	Statewide Let	PE	A00200627	Active	Abilene	Abilene	Taylor
0407-06-046	2027	US 277	FM 3438	SOUTH END OF BNSF BRIDGE	Overlay	11/01/2026	\$ 4,000,000	Statewide Let	PE	A00139502	Active	Abilene	Abilene	Taylor
0677-01-024	2027	FM 707	HINES RD	US 277	Seal Coat	12/01/2026	\$ 271,073	Statewide Let	PE	A00135546	Active	Abilene	Abilene	Taylor
0677-02-017	2027	FM 707	JONES CO LINE	BI 20-Q	Seal Coat	12/01/2026	\$ 120,071	Statewide Let	PE	A00135317	Active	Abilene	Abilene	Taylor
2859-01-011	2027	FM 2833	FM 1082	Taylor Co Line	Seal Coat	12/01/2026	\$ 428,430	Statewide Let	PS&E	A00135190	Active	Abilene	Abilene	Jones
0033-05-094	2028	US 83	0.185 MILES NORTH OF US 180	TAYLOR CO LINE	Seal Coat	12/01/2027	\$ 2,452,243	Statewide Let	PS&E	A00135661	Active	Abilene	Abilene	Jones
0677-01-025	2028	FM 707	BI 20Q	HINES RD	Overlay	03/01/2028	\$ 1,250,000	Statewide Let	PE	A00206925	Active	Abilene	Abilene	Taylor
2398-01-064	2028	SL 322	IH 20	US 83	Overlay	10/01/2027	\$ 5,000,000	Statewide Let	PE	A00206930	Active	Abilene	Abilene	Taylor

Date: February 10, 2026
To: Abilene MPO Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 7: 2027 Unified Transportation Plan
Action: Discussion, Public Hearing, and Action

Summary

While the Metropolitan Transportation Plan (MTP) looks 24+ years into the future and the MPO Transportation Improvement Program (TIP) covers the immediate 4-year window for programming federal funds, the Unified Transportation Program (UTP) is the Texas Department of Transportation's (TxDOT) intermediate, 10-year programming document. It serves as the critical "roadmap" that bridges the gap between long-range planning and actual construction. It is neither a budget nor a guarantee of construction; rather, it is a cash-flow-based authorization that allows TxDOT Districts, Metropolitan Planning Organizations (MPOs), and local partners to prepare projects for delivery based on anticipated funding. Attachment 1 shows the ITP funding levels for the Abilene District.

While it is not necessary to directly account for changes in project costs over time when developing a UTP, it is helpful to be cognizant of what the changes mean in a practical sense. Between 2016 and 2025, using 2012 as 1.00, the average statewide costs for highway projects in Texas changed from 1.20 in 2016, to 2.20 in 2025. This is an 83.3% increase in 9 years, or over 7% per year. If this rate continues through 2036, the \$8,217,558 in Category 2 funding in FY2036 will have the same purchasing power as \$4,098,779 did in 2025. The UTP is updated and adopted annually by the Texas Transportation Commission, typically in August. The process for the 2027 UTP is currently underway and is generally following these steps:

- (1) **Strategy & Forecasting:** TxDOT establishes strategic goals (Safety, Preservation, Congestion, Connectivity) and develops a planning cash forecast (estimating revenue from gas taxes, registration fees, and federal reimbursements).
- (2) **Planning Targets:** The Commission determines funding distributions across 12 specific categories. As noted in the January 2026 Commission meeting, planning targets are released to Districts and MPOs to guide project selection.
- (3) **Project Selection:** Projects are selected and scored based on performance metrics. MPOs play a vital role here, particularly projects for Category 2 (Metro Corridors) and coordinating with TxDOT on other categories such as 4U (Urban Connectivity), and Category 9, Transportation Alternatives. While Category 12 (Strategic Priority) is selected by the Texas Transportation Commission, we must advocate for our region's high-priority projects to remain competitive for these statewide discretionary funds.
- (4) **Public Involvement:** A robust public involvement process, including public meetings and hearings, ensures transparency before the final adoption.

Key dates relevant to the MPO role in UTP development are:

- Dec. 5, 2025 – Districts submit initial urban and rural UTP mobility program via TxDOTCONNECT, with requested amounts for Categories 2, 4U, and statewide funding categories.
- Late Jan. – Feb. 2026 – TPP Division provides planning targets to districts.
- Feb. 13, 2026 – Districts submit final mobility program requests in TxDOTCONNECT.

If there was a change to the prioritization of the Pine Street Safety Project relative to the Waldrop Interchange Safety Project the motion should include that project into the Draft 2027 UTP.

Prior Actions

On January 29th, the Texas Transportation Commission adopted the draft distribution of the forecasted funding for the 2027 UTP (FY 2027 – FY 2036) to the 12 UTP Categories. The distribution determines allocations to TxDOT Districts, Divisions and Metropolitan Planning Organization. Districts and their partner MPOs following with the final mobility project call submission. The funding levels for the Abilene District are shown in Attachment 1.

Recommendation The TAC and MPO staff recommend approving the inclusion of the Waldrop Interchange into FY 2027 and moving the Pine Street project into FY 2032.

Alternatives N/A

Proposed Motion *I move to support the final mobility program requests within the Abilene Metropolitan Planning Area provided by the Abilene District, including moving the Waldrop Interchange into FY 2027 and moving the Pine Street project into FY 2032.*

Background

The Unified Transportation Plan (UTP) is not an administrative policy; it is a statutory requirement mandated by the Texas Legislature. Its structure and frequency are governed primarily by the Texas Transportation Code and the Texas Administrative Code.

- Texas Transportation Code § 201.991 mandates that the Texas Department of Transportation (TxDOT) develop a 10-year program to guide the development and authorize the construction of transportation projects.
- Texas Transportation Code § 201.992: This specific section requires the department to update the UTP annually. It explicitly states that the update must include the latest annual funding forecast, a list of major transportation projects, and the specific priority ranking of those projects.

The annual cycle serves three critical legal functions:

- Under 43 Texas Administrative Code § 16.105, the UTP must be "financially constrained." This means we cannot list more projects than we have reasonably anticipated funding to cover. Transportation funding in Texas is volatile. A significant portion of the State Highway Fund comes from oil and gas severance taxes (via Proposition 1) and sales tax allocations (via Proposition 7). These revenue streams fluctuate year-to-year. Each year, the Comptroller provides a new revenue estimate. We must update the UTP to align our project list with this new "checking account balance." If revenues drop, we may have to delay projects; if they rise, we can accelerate them.
- The UTP authorizes TxDOT and MPOs to spend resources on preliminary engineering, right-of-way acquisition, and construction. Large infrastructure projects are dynamic. Environmental clearance may be delayed, right-of-way acquisition may stall, or railroads may exist in the project area. The annual update allows us to delay stalled projects freeing up funding for projects that are "shovel-ready". This ensures that federal funds are obligated efficiently so Texas does not lose funding redistribution from states that don't spend all of their obligated funds.
- State law requires an open public involvement process, including a public hearing, before the Texas Transportation Commission can adopt the UTP. This ensures that the public and elected officials, especially those at an MPO, have a formal, recurring opportunity to

comment on investment priorities. It prevents a "set it and forget it" mentality where a project selected five years ago proceeds despite changing community needs.

In 2015, the 84th Legislature adopted House Bill 20. This fundamentally changed how projects are selected in Texas, moving the state away from political selection toward data-driven selection. HB 20 requires that the process used to develop the UTP is based on performance metrics to score, rank, and prioritize projects. The Texas Transportation Commission adopted rules that evaluate projects based on:

- Safety (reduction in fatal/incapacitating injury crashes)
- Congestion (improvements to travel time reliability)
- Connectivity (linking economic hubs)
- Economic Development (impact on jobs and growth)

HB 20 (2015) specifically dictates that Metropolitan Planning Organizations (MPOs) must develop their own 10-year plans that reflect these performance metrics in their region. The projects we submit for the UTP must be consistent with this internal scoring to ensure we are prioritizing high-value investments.

As of the January 29, 2026, Texas Transportation Commission meeting, TxDOT executive leadership and the Commission have initiated the development of the 2027 UTP Planning Targets. With the previous 2026 UTP outlining approximately \$100+ billion in investment, the focus remains on maintaining high levels of funding for safety, connectivity, and congestion relief despite fluctuating economic forecasts.

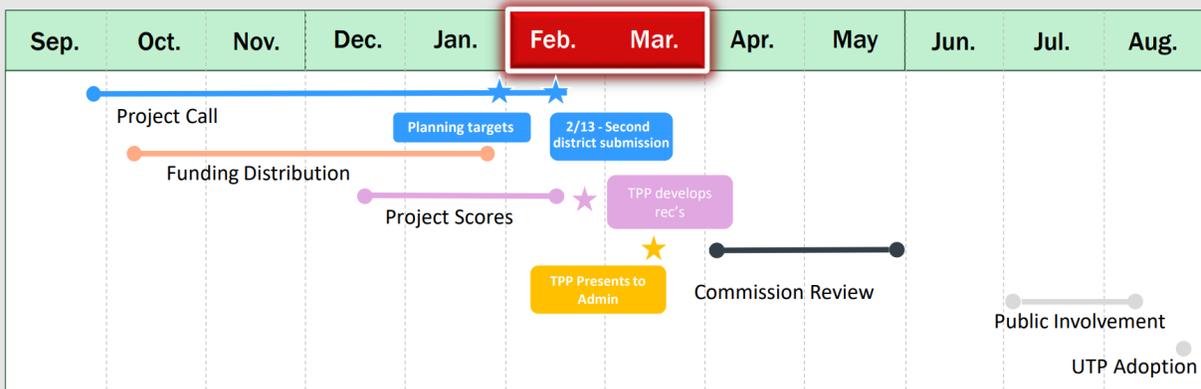
Attachment(s)

1. Draft Distribution of funding to the Abilene District for the 2027 UTP.
2. 2027 UTP Schedule
3. Abilene District Mobility Program Request

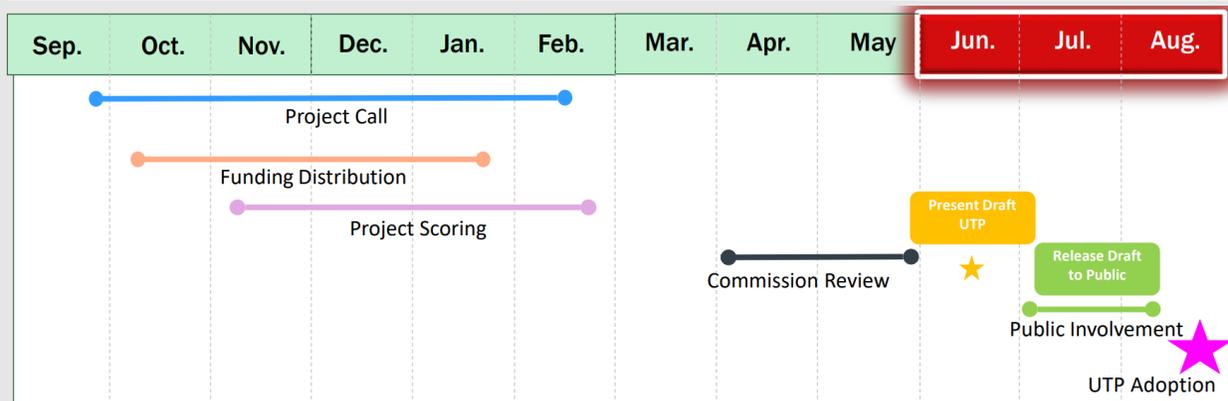
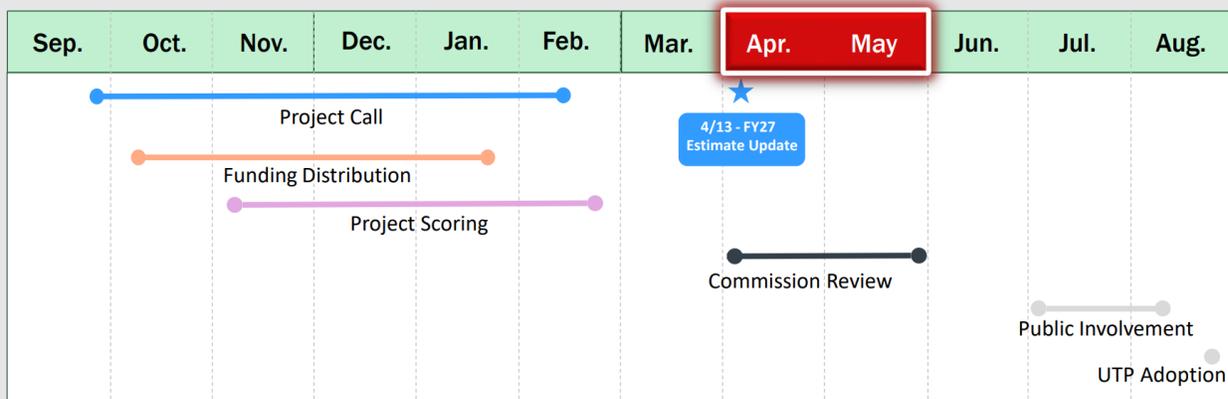
2027-2036 UTP - ABILENE DISTRICT FUNDING LEVELS

Funding Classification	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	TOTAL
1 - Preventive Maintenance and Rehabilitation	\$51,134,402	\$49,640,561	\$42,368,667	\$42,638,345	\$45,191,290	\$46,658,980	\$44,673,666	\$51,049,392	\$56,820,105	\$58,078,097	\$488,253,505
2 - Metro and Urban Area Corridors	\$4,418,687	\$4,227,318	\$5,066,766	\$5,072,278	\$5,736,147	\$6,444,752	\$6,254,357	\$7,141,450	\$7,828,289	\$8,217,558	\$60,407,602
4R - Statewide Rural Connectivity Corridors	-	-	-	-	-	-	-	-	-	-	\$0
4U - Urban Connectivity Corridors	\$3,365,057	\$3,219,320	\$3,858,602	\$3,862,800	\$4,368,370	\$4,908,009	\$4,763,014	\$5,438,581	\$5,961,644	\$6,258,092	\$46,003,489
5 - CMAQ	-	-	-	-	-	-	-	-	-	-	\$0
6 - Statewide Bridge Structures Replacement	-	-	-	-	-	-	-	-	-	-	\$0
7 - Metropolitan Mobility and Rehabilitation	-	-	-	-	-	-	-	-	-	-	\$0
8 - Statewide Traffic Safety	-	-	-	-	-	-	-	-	-	-	\$0
9 - Statewide Non-TMA TA Funding	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$33,138,959	\$331,389,590
9 - IIJA Flex	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$68,701,357	\$687,013,570
10 - Supplemental Transportation Projects	-	-	-	-	-	-	-	-	-	-	\$0
11 - District Discretionary	\$3,866,824	\$3,815,946	\$3,847,081	\$3,848,547	\$4,025,047	\$4,149,426	\$4,098,806	\$4,334,654	\$4,517,261	\$4,556,739	\$41,060,331
11 - Energy Sector	\$12,306,667	\$11,848,565	\$12,128,902	\$12,142,097	\$13,731,276	\$14,851,163	\$14,395,394	\$16,518,929	\$18,163,095	\$18,518,552	\$144,604,640
11 - District Safety	\$2,662,940	\$2,563,815	\$2,624,475	\$2,627,330	\$2,971,199	\$3,213,523	\$3,114,902	\$3,574,397	\$3,930,165	\$4,007,079	\$31,289,825
12 - Statewide Strategic Priority	-	-	-	-	-	-	-	-	-	-	\$0
DISTRICT YEAR TOTAL	\$179,594,893	\$177,155,841	\$171,734,809	\$172,031,713	\$177,863,645	\$182,066,169	\$179,140,455	\$189,897,719	\$199,060,875	\$201,476,433	

Feb. 2026 – Mar. 2026



Apr. 2026 – May. 2026



Date: February 10, 2026
To: Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 8: Amendment 1 2026-2027 UPWP
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

The Abilene MPO staff is requesting Amendment 1 to the 2026-2027 Unified Planning Work Program (UPWP). The Abilene MPO has an approved 2-year 2026-2027 UPWP. However, in discussions with FHWA/FTA and TxDOT staff, there are some changes that are necessary. The reasons for these changes are:

- FHWA and FTA had previously approved the UPWP contingent upon a list of comments being addressed. Those changes are included in this Draft Amendment.
- A clarification for all MPOs in Texas regarding the “2.5% Set-Aside for Increasing Safe and Accessible Transportation Options”.
- Additional Guidance that all MPOs remove references to the federal Planning Emphasis Areas (PEAs).
- Removal of terms referenced by the current Administration’s Executive Orders (EOs).
- We have also received Work Order #2 (WO-2) that updates federal funding totals for FY 2026 and updates the estimated funds for 2027.

Additional changes include adding funding for out-of-state travel, and specifying by Task if private consultants may be used to complete the effort. Additional specificity is included regarding whether the effort has a deliverable or is part of an on-going service. Attachment 1 depicts the 2025, 2026, and 2027 funding levels. Attachment 2 is the 2026-2027 UPWP with proposed changes shown with track change. Attachment 3 is a clean version of the 2026-2027 UPWP with Amendment 1. The chart on page 6 of both UPWP documents will be updated to show Attachment 1, Funding Summary.

Carryover funds from 2025 into 2026 were estimated. When TxDOT provides Work Order 3 (WO-3) the actual carryover amounts will be amended into the document.

Prior TPC Actions

- The 2026-2027 Unified Planning Work Program was adopted on August 19, 2025.

Background

The Unified Planning Work Program (UPWP) is the federally mandated list of 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 who does the work or what the source of funding (Federal, State, or local sources) is if it affects the regional transportation system (generally the federally functionally classified roads). All activities that impact the National Highway System should be included in the UPWP. The UPWP also serves as the "scope of work" that identifies all transportation planning activities that the Abilene MPO will undertake within that same period. It is the basis for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to authorize planning funds for reimbursement to the Abilene MPO. The Tasks listed in the UPWP are below. The UPWP document includes detailed descriptions of the subtasks for each task.

Task 1: Administration and Management – Involves administrative support activities 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. 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. 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 Task may involve contracting work with private consultants.

Task 5: Special Studies – For the Abilene MPO this task includes planning activities and major corridor analyses. The current list of subtasks include: drafting a Regional Safety Action Plan, a Regional Resiliency Plan, and studying ways to increase Safe and Accessible Transportation Options. This Task may involve contracting work with private consultants.

Recommendation

The Abilene MPO staff is requesting, and the TAC recommends that the Policy Board adopt the Amended Unified Planning Work Program as presented.

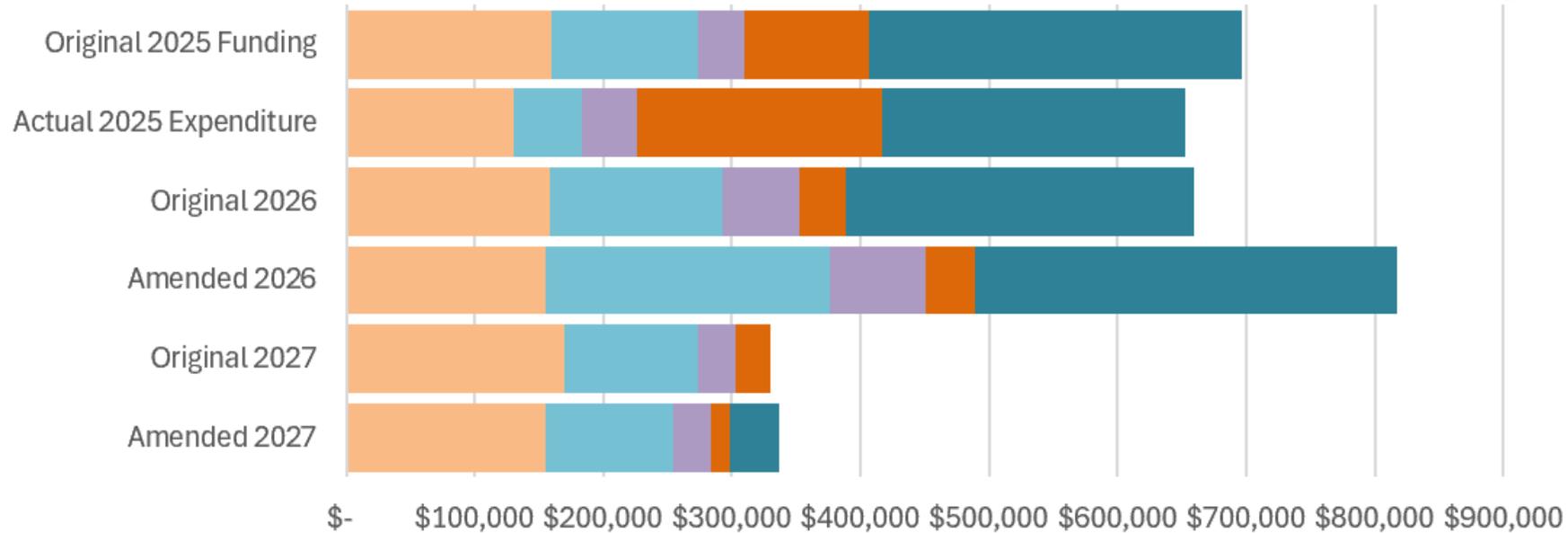
Proposed Motion

I move to approve Amendment 1 of the 2026-2027 Unified Planning Work Program as discussed.

Attachments

- 1) Funding Summary
- 2) Adopted UPWP showing Track Changes to Amendment 1.
- 3) Proposed Amended UPWP without the changes shown.

Item 8: Attachment 1 UPWP Amendment 1 Funding Summary



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.

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**

Amendment 1: DATE

Federal Approval: **September 25, 2025**

Amendment 1: DATE

Provide original FHWA approval date

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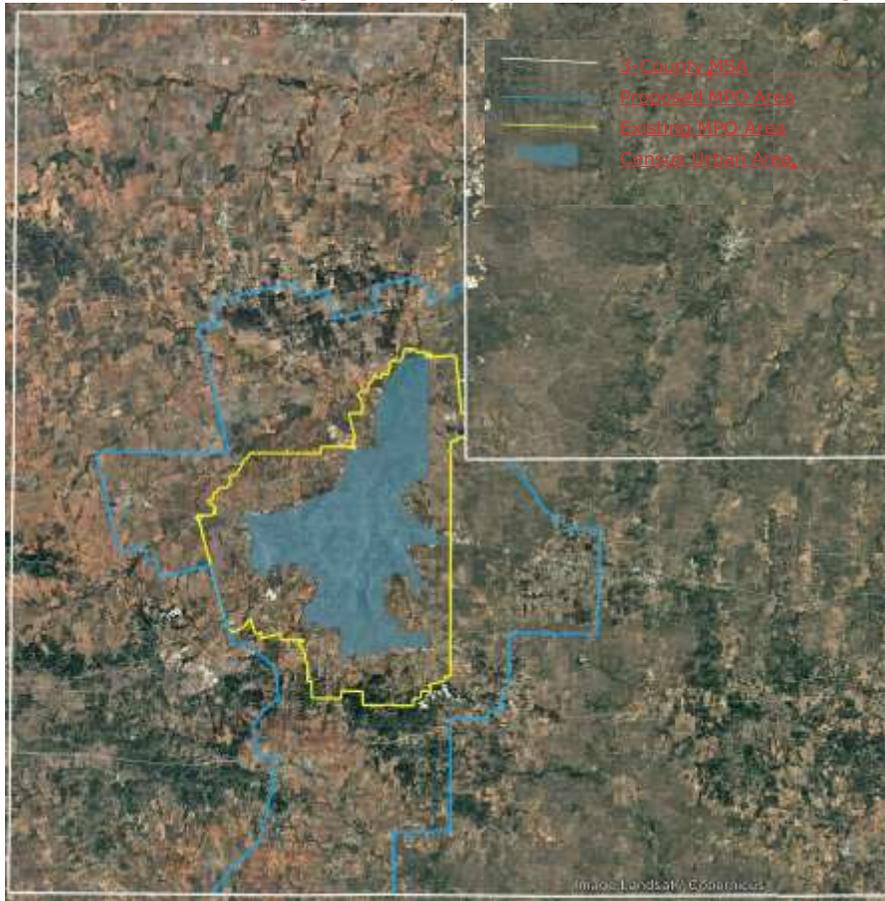
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EXECUTIVE SUMMARY

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

The Unified Planning Work Program (UPWP) describes the transportation planning and related activities and lists all transportation planning activities that will occur ~~to be conducted within the boundaries of the Abilene Metropolitan Planning Organization (MPO) boundaries during Federal Fiscal Years 2026 and 2027, no matter the source of funding that are funded by (Federal, State, and 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 In other words, the UPWP outlines the budget



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and work tasks required to sustain the transportation planning process.

The tasks located described with below in the d will occurrence fall during the time period of between October 1, 2025 through and September 30, 2027, in or near.

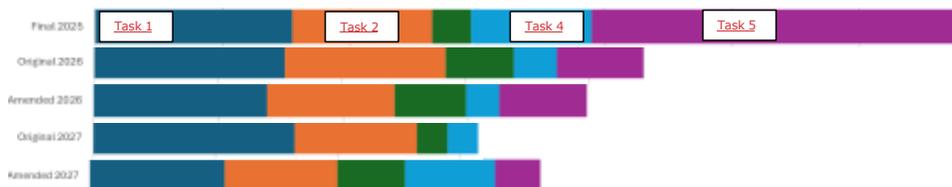
The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within the 20 year forecast period covered by the Metropolitan Transportation Plan. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, 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. 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. If the Governor approves the proposed MPO Planning When the revised boundary gets approved by the Governor, 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 listed that are included in Texas MPO in the 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. *(the charts are NOT the final numbers, still in progress)*



- ~~Task I – Administration and Management, Task II – Data Development and Maintenance, Task III – Short Range Planning, Task IV – Metropolitan Transportation Plan, and Task V – Special Studies. Each of these Tasks have Subtasks under them. These include: 1.1: Program Support and Administration, 1.2: Professional Development Training and Travel, 1.3: Public Participation and Education, 1.4: Transit Planning Management, 2.1: Geographic Information System (GIS) and Data Development, 2.2: Performance Measures, 2.3: Title VI Civil Rights/Environmental Justice (EJ)/Americans with Disabilities Act (ADA), 2.4: Travel Demand Model, 2.5: Transit Planning Data, 3.1: Transportation Improvement Program (TIP), 3.2: Transit, Bicycle, and Multimodal Planning, 3.3: Short Term Transit Planning, 4.1: Metropolitan Transportation Plan (MTP), 4.2: Long Range Transit Planning, 4.3: Complete Streets, 5.1: Increasing Safe and Accessible Transportation Options, 5.2: Resiliency Plan, 5.3: Safety Action Plan, and 5.4: Microtransit Services Study.~~

~~The document follows the goals listed for the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America’s Surface Transportation Act (FAST) and the Infrastructure Investment and Jobs Act (IIJA) as shown in detail in this UPWP.~~

~~The funding sources listed in the document are the Urbanized Area Formula Program (Transportation Planning Funds – TPF) which includes both FHWA PL 112 (including the 2.5% Safety/Complete Streets Set Aside) and Federal Transit Administration (FTA) Section 5303 Funds. Transit funding for CityLink includes FTA 5307 (urban area), 5304 (statewide planning) funds, and local funds provided by the City of Abilene. The total funds included in the UPWP are as follows for the two year period: TPF funding – \$1,064,000, FTA 5307 funding \$224,000, and local funding \$405,000. Currently there are no FTA 5304 funds included but these amounts and funding sources change through amendments as the years progress.~~

INTRODUCTION

Federally required long-range-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 ~~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 ~~which~~ established 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. ~~The mission of the MPO is to provide cooperative, comprehensive, and continuing short and long-range transportation planning which promotes safe and reliable movement of people and goods in the Abilene metropolitan 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). ~~The MPO's role is to develop and maintain the necessary transportation plans for the area to ensure that federal funds support locally developed plans and that the projects are part of a credible planning process that meets the local priorities.~~

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 ~~the~~ collaboration and coordination ~~of~~ among the State and local government agencies, transportation providers, local businesses, and the residents of this region, in order for to make the process to a success.

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 ~~s~~ the transportation planning and related activities to be conducted within the Abilene Metropolitan Planning Organization (MPO) boundaries ~~that are funded by Federal, State, and local sources regardless of the source of funds.~~ ~~In other words,~~ ~~the~~ UPWP outlines functions as the fiscally constrained scope of work ~~the budget and work tasks that the Abilene MPO uses~~ ~~required to~~ sustain conduct the regional transportation planning process. ~~There are five tasks listed in the UPWP: Task I—Administration and Management, Task II—Data Development and Maintenance, Task III—Short Range Planning, Task IV—Metropolitan Transportation Plan, and Task V—Special Studies. The tasks located within the document fall during the time period of October 1, 2025 through 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 will 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;
- Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment;
- 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.

1. Over the years, legislation has enforced the need for coordinated planning. These include the following: *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*, *Transportation Equity Act for the 21st Century (TEA-21)* in 1998, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU)* in 2005 (the *Surface Transportation Extension Act of 2012, Part II* extended the time of SAFETEA-LU until September 30, 2012), *Moving Ahead for Progress in the 21st Century (MAP-21)* in July 2012, and in December of 2015 the *Fixing America's Surface Transportation Act (FAST)*. The FAST Act was set to expire on September 30, 2020 but Congress approved a one-year extension to September 30, 2021. On November 15, 2021 the *Infrastructure Investment and Jobs Act (IIJA)* was signed. The IIJA provides infrastructure funding for fiscal years 2022 through 2026 for roads, bridges, mass transit, water infrastructure, resilience, and broadband.

- (1) With the passage of this transportation legislation, different strategies and processes emerged. SAFETEA-LU required Metropolitan Planning Organizations to provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors. This UPWP includes tasks that will allow on-going evaluation of the area's needs in relation to these eight broad goals:
 - (2) 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - (3) 2. Increase safety of the transportation system for motorized and non-motorized users.
 - (4) 3. Increase security of the transportation system for motorized and non-motorized users.
 - (5) 4. Increase the accessibility and mobility of people and freight.
 - (6) 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.
 - (7) 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - (8) 7. Promote efficient system management and operation.

- ~~(9) 8. — Emphasize the preservation of the existing transportation system.~~
- ~~(10) — On December 4, 2015, the Fixing America’s Surface Transportation (FAST) Act was enacted — the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, rail, and research, technology, and statistics programs. The FAST Act improves mobility on the highways, creates jobs and supports economic growth, and accelerates project delivery and promotes innovation. The FAST Act took the eight planning factors of SAFETEA-LU and added two additional ones:~~
- ~~(11) — Improve the transportation system’s resiliency and reliability and reduce or mitigate storm-water impact of surface transportation.~~
- ~~(12) —~~
- ~~(13) — Enhance travel and tourism.~~
- ~~(14) —~~
- ~~(15) —~~
- ~~(16) — The Abilene MPO will be looking at ways to incorporate all the planning factors/areas into some aspect of the transportation planning process throughout this UPWP. This could include planning for more bicycle and pedestrian access to points of interest, developing complete streets efforts, transitioning to cleaner energy methods, and planning towards the future of multimodal and autonomous transportation opportunities.~~
- ~~(17)(1) 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 will establish national performance goals to achieve the following:~~
- ~~(18)(1) Safety — to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;~~
- ~~(19)(1) Infrastructure condition — to maintain the highway infrastructure asset system in a state of good repair;~~
- ~~(20)(1) Congestion reduction — to achieve a significant reduction in congestion on the National Highway System (NHS);~~
- ~~(21)(1) System reliability — to improve the efficiency of the surface transportation system;~~
- ~~(22)(1) 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;~~
- ~~(23)(1) Environmental sustainability — to enhance the performance of the transportation system while protecting and enhancing the natural environment;~~

~~(24)(1) 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.~~

2.6.

In addition to the national performance goals, ~~listed above~~ 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 ~~been diligently working cooperatively to~~ 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. ~~We were notified on~~ October 3, 2024 that TxDOT has submitted the boundary expansion request to the Governor's Office and they are in the process of reviewing the submittal and providing the final sign-off. ~~On November 20, 2024, TxDOT informed us that the Governor's legal staff is reviewing the documents.~~ 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 Abilene MPO (MPO) consists of a Policy Board (PB)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. The Policy Board is the governing and policy-making body of the MPO. They provide direction and guidance for transportation planning in the MPO boundaries. The Policy Board is responsible for ensuring conformance with Federal regulations requiring that highways, mass transit, and other transportation facilities and services are properly deployed and developed in relation to the overall plan for urban development.

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 ~~is comprised of the following~~ has five voting members: ~~Mayor of the~~ City of Abilene ~~Mayor~~, 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 ~~Transportation~~ Policy Board on all technical matters and on any other issues assigned to it by the Policy Board. ~~Membership on the TAC~~ Technical Advisory Committee consists of representation from ~~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 ~~includes~~ 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 ~~has been~~ was executed ~~with several of the organization's members among~~ (the Abilene MPO, TxDOT, and the City of Abilene as the Public Transit Operator of CityLink Transit. ~~This agreement~~ that clearly defines the roles of each entity in regard to transportation planning ~~in our~~ 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 ~~our~~ citizens' today and for future generations.

D. NON-MPO INVOLVEMENT

The MPO ~~will be using~~ uses the knowledge and expertise of the Technical Advisory Committee that includes members who are part of the private sector. The MPO may ~~find it necessary to~~ obtain legal and professional services ~~from private consultants~~ to supplement MPO staff planning efforts for such tasks ~~and subtasks as outlined throughout the document as using the help of consultants.~~ 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.abilenempo.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 includes coordination efforts and maintaining existing documents. ~~Also~~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.

In addition, the Abilene MPO is committed to the ongoing practice of public participation in all aspects of the transportation planning process. The Abilene MPO ~~has a~~ Public Participation Plan (PPP). ~~The purpose of the PPP is to~~ specifies how the MPO will provide an opportunity for meaningful, active, ongoing public participation and involvement for citizens, groups, agencies, and private providers of transportation. ~~This allows citizens the opportunity~~ 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 ~~be an important element since it~~ outlines the opportunities for citizens' input into the transportation planning activities of their community and ~~helps~~ 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 ~~to provide~~ provide administrative support to the transportation planning process for our ~~area~~ region, ~~securing~~ secure necessary tools to ensure success, ~~providing~~ provide opportunities for public input, and ~~to facilitate~~ facilitate 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.

~~Provide trained and knowledgeable staff by using various training and technical opportunities. Conduct a proactive public outreach approach to transportation planning. Obtain and maintain the necessary computer hardware, software, and technical support necessary to sustain functional operations. Technical assistance and support. Completion of all reports, certifications, and administrative documentation necessary to meet legal and regulatory requirements and ensure the continuity of the planning process. Provide support to the~~

~~MPO Policy Board and Technical Advisory Committee. Public information materials including emails, letters, brochures, website, surveys, videos, social media, etc. Promote staff development through training, meetings, information sharing, and educational opportunities. All products are expected to be completed during the appropriate fiscal year.~~

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 all ~~Task 1 where it is asked~~ not specified elsewhere, the MPO ~~staff~~ will ~~be conducting~~ 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

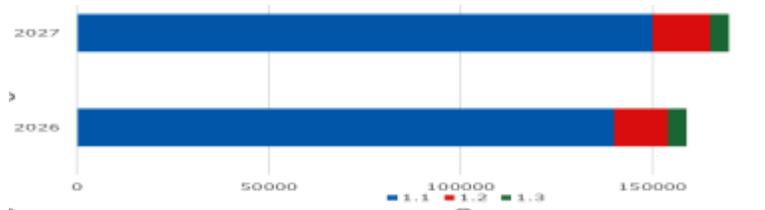


Table 1a: Task 1 – FY 2026 Funding Summary Table

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 ~~to supporting those planning~~ activities that ~~generate or collect or analyze critical~~ 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 ~~in~~ data development and tracking. This data is focused on obtaining existing and forecast future performance of transportation investments using the adopted performance measures used in the development of the Metropolitan Transportation Plan, Transportation Improvement Program, and being consistent with many 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 ~~of~~ roadway networks ~~necessary to~~ 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 ~~foreeasting~~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 enhances 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, Environmental Justice (EJ), 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 Civil Rights impacts in during the planning process by focusing on enhancing analytical capability for assessing impact distributions by utilizing Census data and other means for production of maps of minority, elderly, and low-income persons along with in order striving to minimize adverse effects of transportation projects on the human environment by using these identifying factors.
- Analysis and mapping of the environmental and economic areas (Planning and Environmental Linkages--PEL) which will 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

Add pie or BAR charts of each subtask by year here.

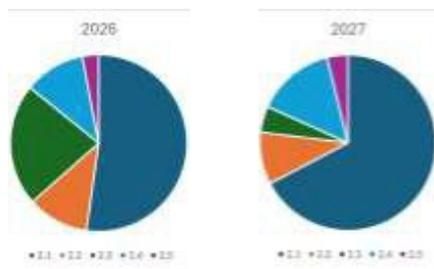


Table 2a: Task 2 – FY 2026 Funding Summary Table

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).

EXPECTED PRODUCTS

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.

B.C. PREVIOUS WORK

MPO staff and CityLink staff work on ~~a variety of projects throughout the year including~~ the Regional Coordination Transportation Plan, Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Annual Performance and ~~the~~ Expenditure Report (APER), ~~and many others.~~ The MPO participated in the Regional Coordination Transportation Plan (RCTP) Stakeholders Group. ~~CityLink staff have completed extensive planning. CityLink Staff participated in the Regional Coordination transportation planning process.~~ Most of these tasks are ongoing ~~as and~~ shown in the subtasks below.

C.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](#), and preparation [and development](#) of the FYs 2027 – 2030 TIP [document](#).
- ~~Working with partner agencies to plan for and to promote greenhouse gas reductions, cleaner energy transportation options, and a resiliency to extreme weather events and other disasters.~~

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, M](#)aintain 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.

D.E.FUNDING SUMMARY

[Add pie charts of each year here.](#)

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 and Environmental Justice guidelines are met.
- Working with partner agencies to plan for ~~and to promote greenhouse gas reductions, cleaner energy transportation options, and a~~ 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. ~~This may include a complete streets holistic approach in planning efforts and it could provide safe and accessible transportation options to our community.~~ 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.

[Add pie charts of each year here](#)

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 ~~expected-planned for completion to be completed~~ during the ~~2026 and 2027-appropriate~~ 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. ~~Some of these tasks are still on-going as shown in the subtasks below.~~

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

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 to develop a Regional Safety Action Plan document.~~ ~~This includes determining the sources and the~~ types of data and information the MPO uses for ~~safety-Safe System p~~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**

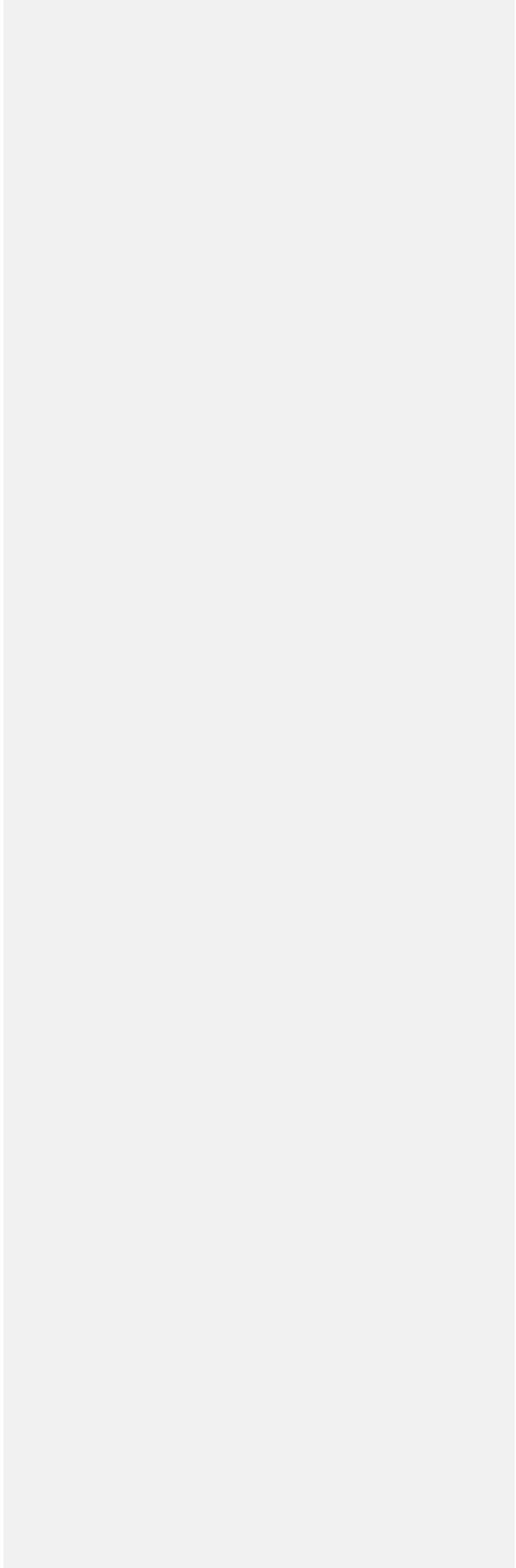
Voting Members	Member's Title	Representing
COLLETT, Danny	Commissioner Jones County	Jones County
GREEN, Don	Transportation Director	City of Abilene
HAITHCOCK, Michael	P.E., Transportation Planning & Development Director	TxDOT
JOHNSON, Max	Public Works Director	City of Abilene
LITTLEJOHN, Tim	Planning & 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
TUGBOBO ARRINGTON, BabatundeMark	Transportation Planner	FHWA

ABILENE METROPOLITAN PLANNING ORGANIZATION STAFF MEMBERS

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

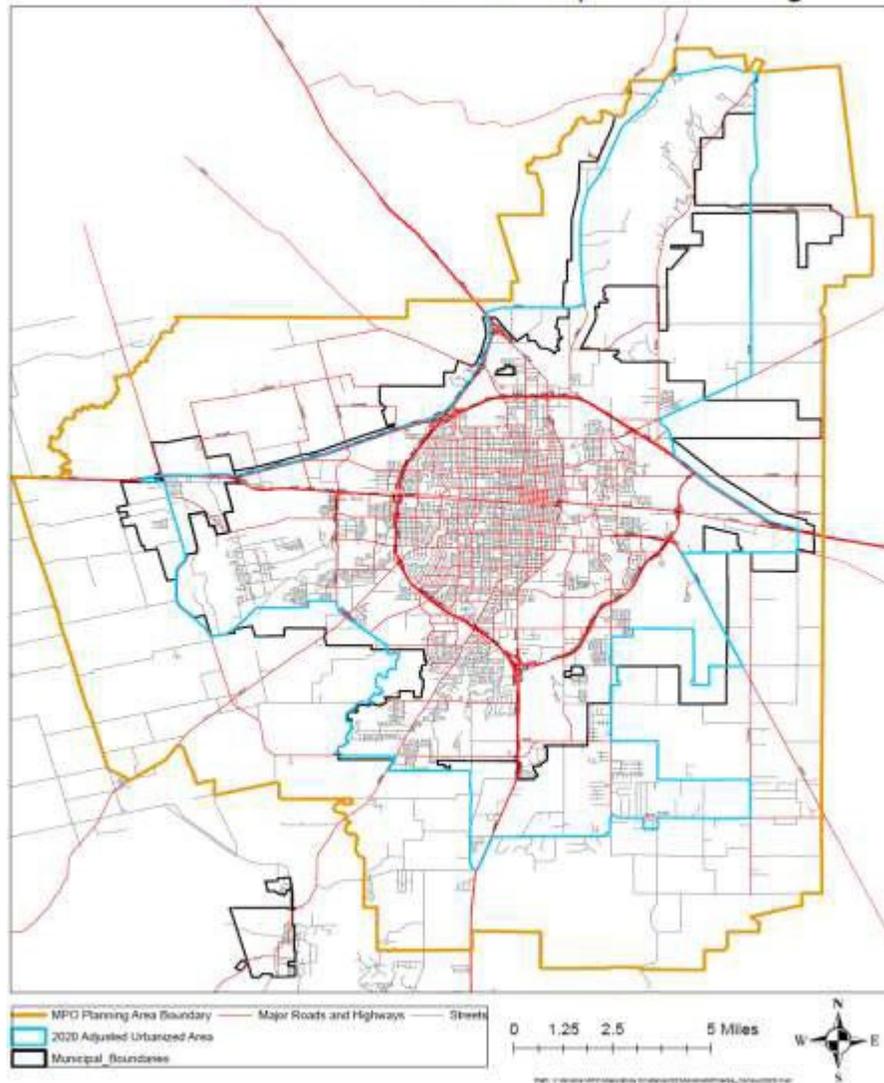
APPENDIX B

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



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

 Policy Board – Chair

 Abilene Metropolitan Planning Organization

 Date

APPENDIX D

Lobbying Certification

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

[\(25\)\(1\)](#) 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.

[\(26\)\(2\)](#) 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.

[\(27\)\(3\)](#) 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

Policy Board – Chair

Abilene Metropolitan Planning Organization

Date

Attest:

~~E’Lisa Smetana~~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

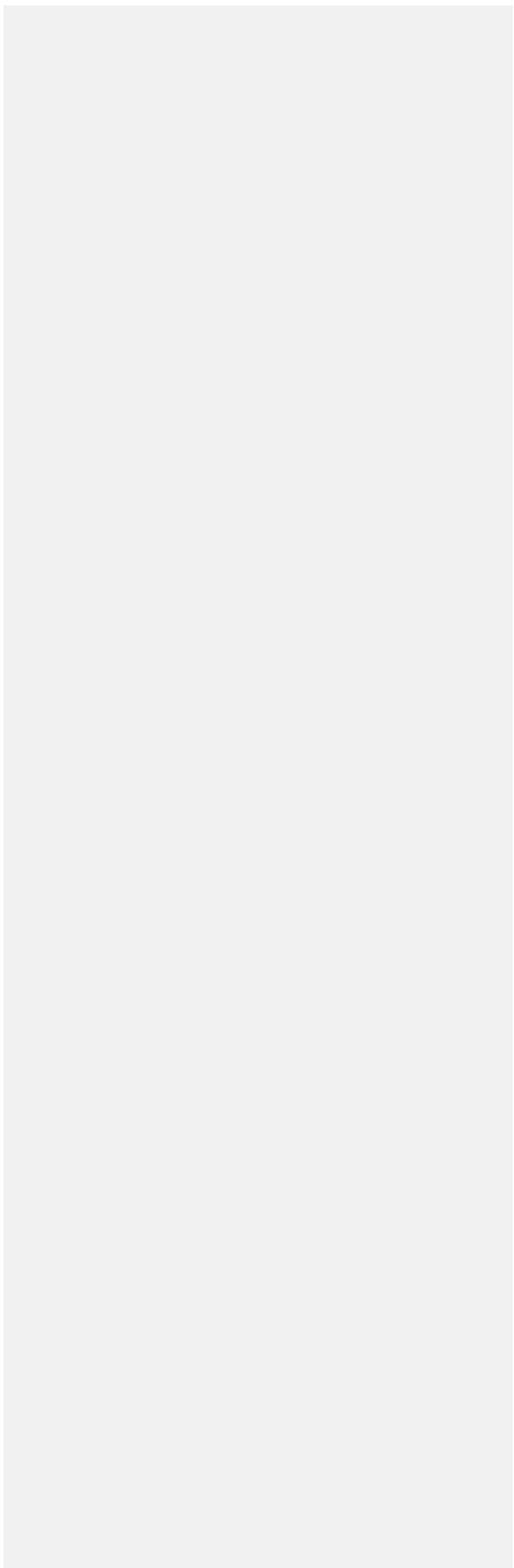
Attest:

~~E’Lisa Smetana~~Craig T. Casper

Executive Director – Abilene Metropolitan Planning Organization

APPENDIX H

Completed UPWP Checklist (Optional)



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**

Amendment 1: DATE

Federal Approval: September 25, 2025

Amendment 1: DATE

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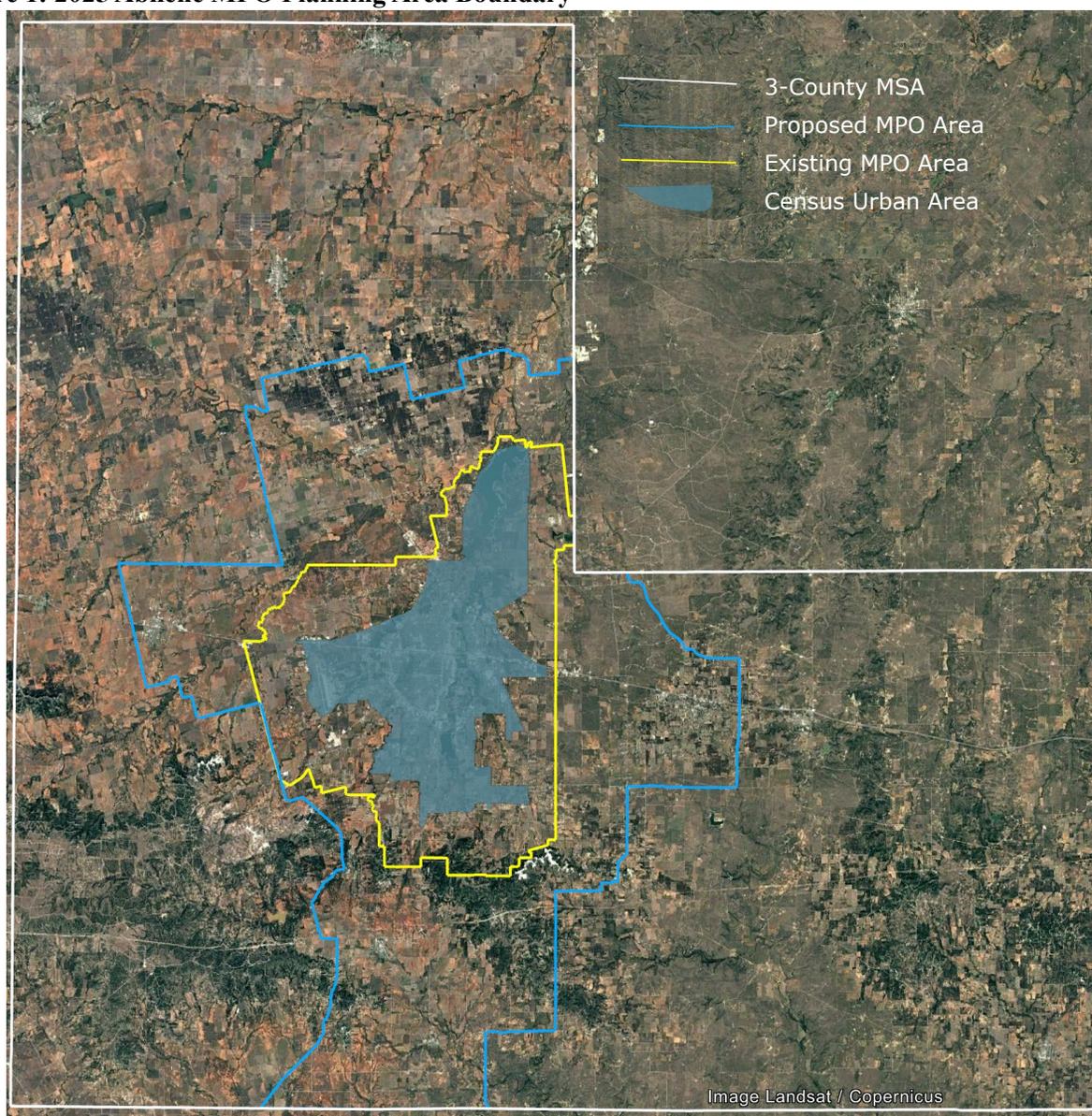
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EXECUTIVE SUMMARY

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.

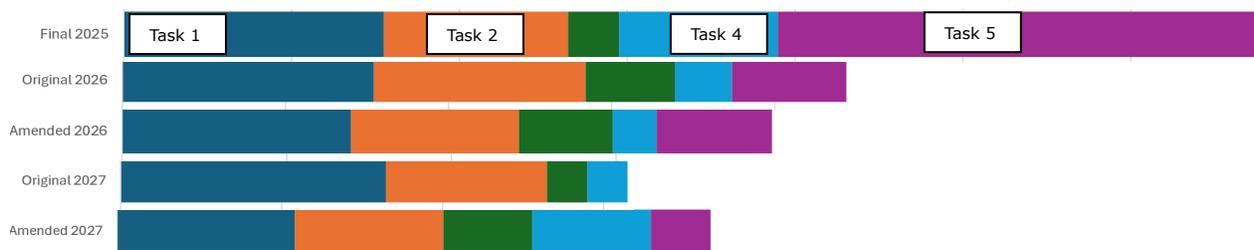
Figure 1: 2025 Abilene MPO Planning Area Boundary



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 year’s budget (\$180,000) to “carry over” into 2028. *(the charts are NOT the final numbers, still in progress)*



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.abilenempo.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

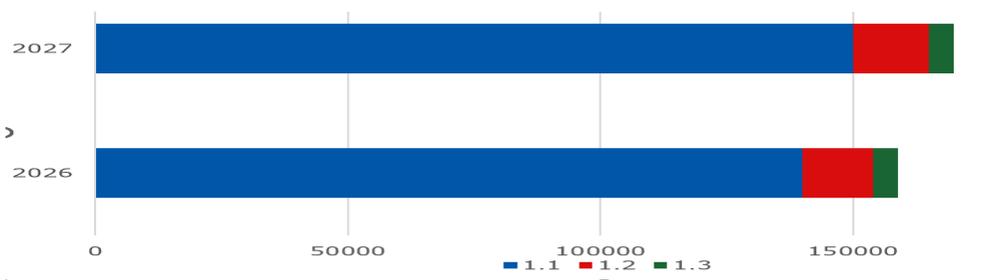


Table 1a: Task 1 – FY 2026 Funding Summary Table

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

Add pie or BAR charts of each subtask by year here.

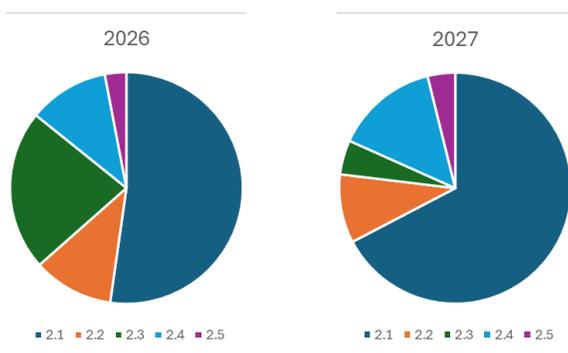


Table 2a: Task 2 – FY 2026 Funding Summary Table

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

[Add pie charts of each year here.](#)

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.

[Add pie charts of each year here](#)

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

[Add pie charts of each year here.](#)

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

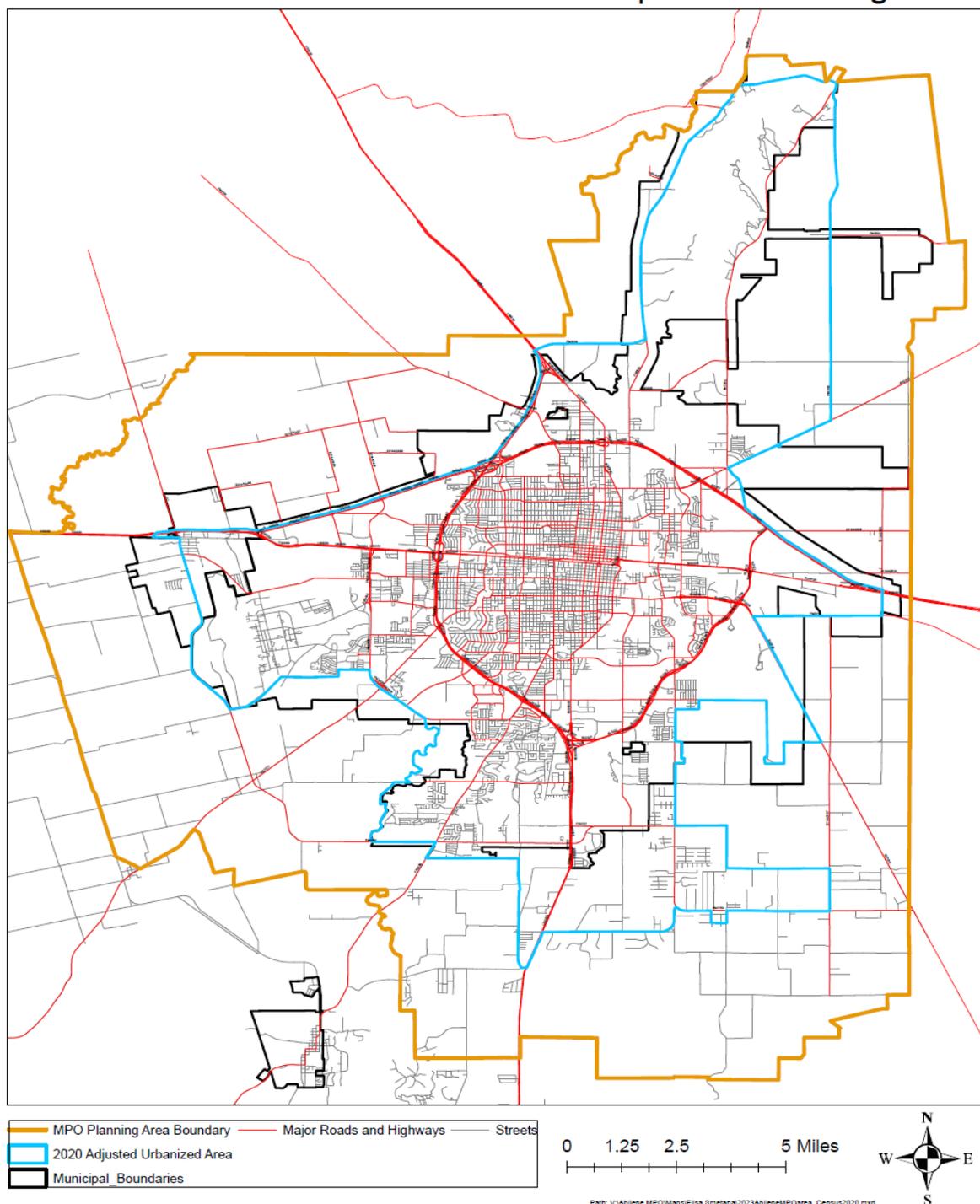
Member's Name	Member's Title
CASPER, Craig	Executive Director
RYAN, Rita	Office Assistant III
VACANT	Transportation Planner

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



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

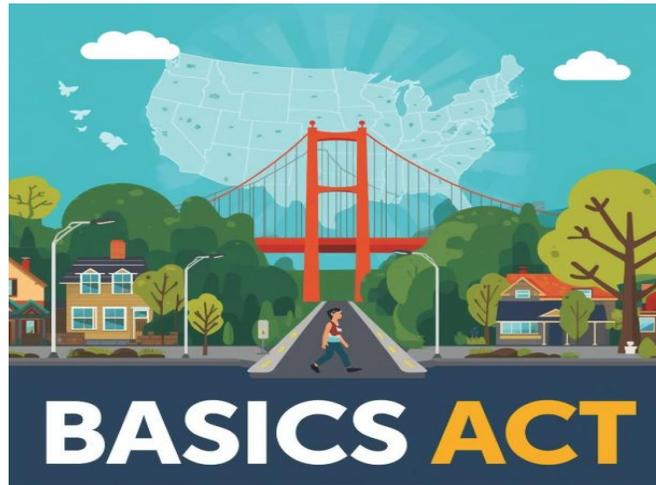
Attest:

Craig T. Casper

Executive Director – Abilene Metropolitan Planning Organization

APPENDIX H

Completed UPWP Checklist (Optional)



BASICS – Bridges And Safety Infrastructure for Community Success Act

America’s transportation system depends on a safe and reliable network of roads and bridges in every region of the country. The BASICS Act focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation’s most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America’s roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.