



NOTICE OF PUBLIC MEETING

Agenda

POLICY BOARD (MPO PB) – Regular Meeting

DATE & TIME	LOCATION
Thursday, June 11, 2026 1:30 p.m.	City of Abilene Council Chamber; City Hall 555 Walnut Street, Abilene TX
<p>The Abilene MPO Policy Board may discuss and take action on any item listed below; items may be considered in any order. The Board may convene in Executive Session at any time during the course of this meeting for consultation with attorney pursuant to Texas Government Code Section 551. 071.</p>	

1. Call to Order.
2. Public Comment on any Agenda Item.
3. Consideration and action on the minutes of the April 29, 2026 meeting. Page 003 **ACTION**
4. Consideration and action on the Proposed Amendment to the Bylaws. Page 007 **ACTION**
5. Public Hearing and Action on Resolution approving Amendment 2 to the 2050 *Metropolitan Transportation Plan*. Page 036 **ACTION**
6. Public Hearing and Action on Resolution approving 2027–2030 *Transportation Improvement Program*. Page 043 **ACTION**
7. Consideration and Action on Resolution approving the Abilene MPO *Federal Functional Classification*. Page 100 **ACTION**
8. Small Area Task Force Charter. Page 110 **DISCUSSION**
9. Discussion and review of transportation projects. (TxDOT Staff, City Staff, CityLink Staff) **DISCUSSION**
10. Director's Report. Page 113 **DISCUSSION**
 - MPO Staffing and Budget Report
11. Recommendation of Items for Consideration at a Future Meeting.
12. Adjournment.

ADA / ACCESSIBILITY ACCOMMODATION

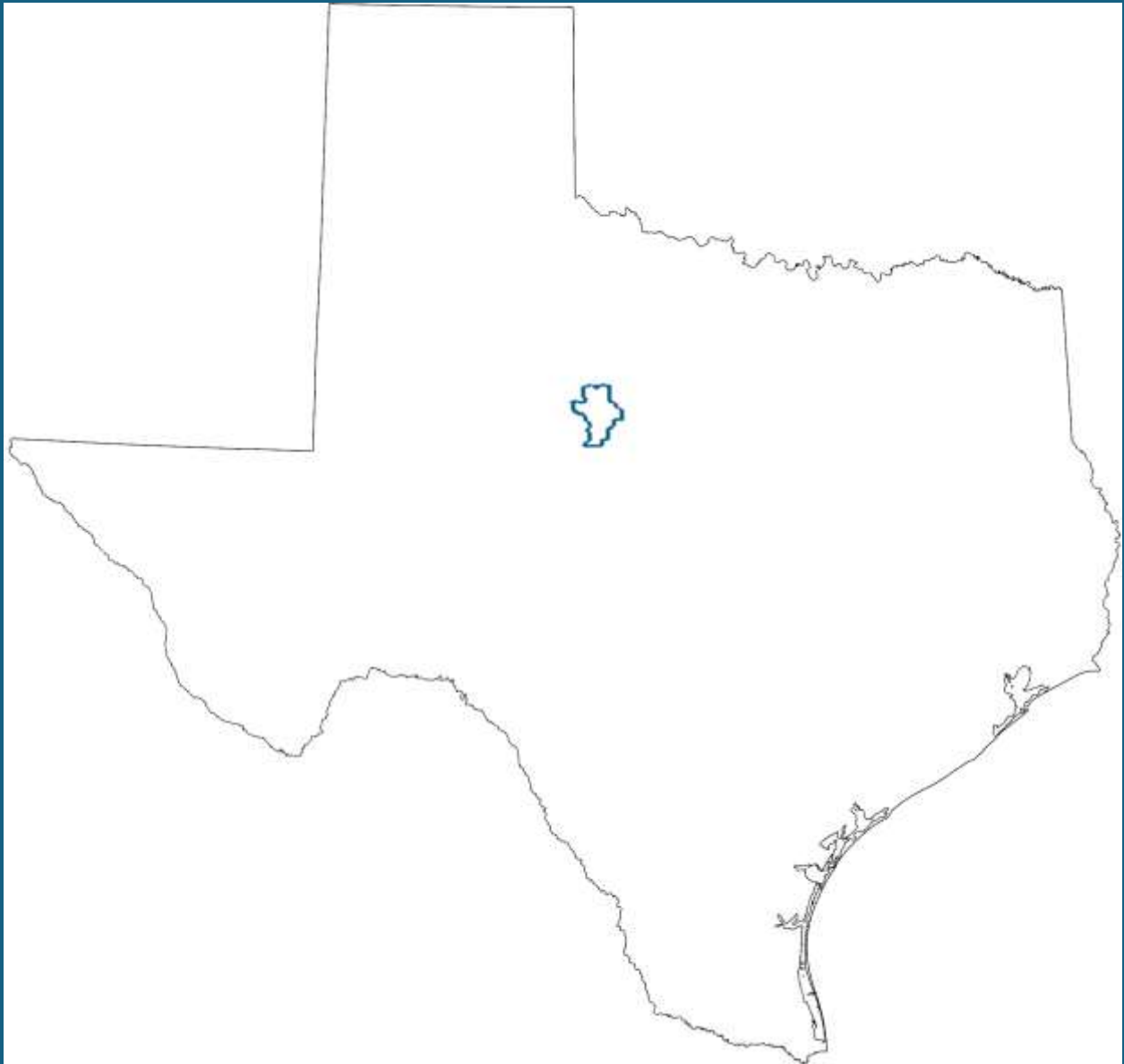
The Abilene MPO meeting facility is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need auxiliary aid, services, or special accommodation should contact the MPO office at 325-721-6797 at least 48 hours prior to the meeting so that appropriate arrangements can be made. The agenda was also on www.AbileneMPO.org.

Posted: I hereby certify the above meeting notice was posted on the bulletin board at the City Hall of the City of Abilene, Texas on the (_____) of (_____) 2026.

Kaitlin Richardson, Deputy City Secretary

THE ABILENE METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEETING

JUNE 11, 2026



Agenda Item 3

**MINUTES OF THE
ABILENE METROPOLITAN PLANNING ORGANIZATION
(MPO)**

TRANSPORTATION POLICY BOARD

April 29, 2026

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Wednesday, April 29, 2026, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene, Texas.

Policy Board Members Present: Mr. Jeremy Dearing of TxDOT, Councilman Shane Price of Abilene and Judge Dale Spurgin of Jones County.

Policy Board Members Absent: Judge Phil Crowley of Taylor County, Mayor Weldon Hurt of Abilene.

Staff of Member Agencies in Attendance: Richard Halbert of Abilene, Anthony Boucher of TxDOT, Cal Hays of TxDOT, Canaan Cavitt of City of Abilene, Billy Desern of TxDOT, and Bruce Neil of Abilene.

MPO Staff in Attendance: Mr. Craig Casper, Kelly Messer and Ms. Shelley Futrelle.

1. Call to Order. Chairman Price called the meeting to order at 1:30 p.m. He stated the board accepts public comments on all agenda items.

2. Consideration and Take Action on the Minutes of the February 17, 2026 meeting. Judge Dale Spurgin made a motion to approve the minutes as printed. Mr. Jeremy Dearing seconded the motion. **Motion Carried (3-0).**

3. Receive a Report, Hold a Discussion, and Take Action on Releasing Amendment 2 of the 2050 Metropolitan Transportation Plan for Public Comment. Mr. Casper presented the item. The amendment adds the Waldrip Interchange to the fiscally constrained plan. The MPO prioritized this interchange over the Pine Street project last month. The Pine Street interchange moves back to 2032. Transit staff might propose additions during the comment period. Mr. Jeremy Dearing made a motion to release Amendment 2 for a 30-day public comment period. Judge Dale Spurgin seconded the motion. **Motion Carried (3-0).**

4. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on Releasing the Draft 2027-2030 Transportation Improvement Program for Public Comment. Mr. Casper explained this

item works with the long-range plan. It shows actual funded projects over the next four years. He recommended releasing it for public comment alongside the long-range plan. TxDOT needs all projects submitted by June 12. The MPO board might move their June 16 meeting up one week to meet this strict deadline. Judge Dale Spurgin made a motion to release the Draft 2027-2030 TIP for public comment. Mr. Jeremy Dearing seconded the motion. Motion Carried (3-0).

5. Receive a Report and Hold a Discussion on the Small Area Forecast process and convening a Task Force to assist with the process. Mr.

Casper discussed getting tools ready for the 2055 plan. The agency must update Transportation Analysis Zones and forecast households and jobs. He requested a temporary task force of local experts. The Texas Demographic Center predicts a population decline in Jones County. Mr. Casper advised against forecasting a decline because it carries a high risk of error. He recommended capping the county at its high point. It makes no sense to forecast a decline given the rapid impacts of new AI data centers. The board agreed and pointed out the data centers cause sudden spikes. No formal action occurred.

6. Discussion on the Process to Update the Federal Functional Classification of Roads in the new Abilene MPO Planning Area. Mr.

Casper reviewed the functional classification update following the census. This classification determines federal aid eligibility and design expectations. TxDOT produced a suggested classification based on traffic volumes and lane widths. The primary change is increasing the number of minor collectors throughout the region. Mr. Casper praised the rigor and accuracy of the effort and only had two small suggestions. Next meeting there will be a request for a formal resolution. No action occurred.

7. Discussion on Possible Application for a Safe Streets and Roads for All Grant from the Federal Highway Administration. The federal

government has up to \$993.4 million available for FY 2026. The board reviewed funding tiers for Implementation Grants and Planning and Demonstration Grants. The program funds projects that address roadway safety problems. The biggest issue is finding the local match funding in the time frame that is available. Discussions with TxDOT and the City of Abilene are underway. The deadline is in 3 weeks. No action occurred.

8. Discussion of DOJ Delay of ADA Title II compliance for web content and mobile applications. The Department of Justice delayed digital

accessibility compliance until April 2026. This gives the Abilene MPO extra time. They can audit and upgrade their websites and mobile apps. No action occurred.

9. Discussion and review of transportation projects. TxDOT detailed a slate of active and upcoming roadwork. The FM 89 Buffalo Gap Road widening is finally nearing the finish line pending some pavement grinding and final markings. Bridge construction at the FM 3034 overpass is moving quickly and should wrap up by early 2027. Crews are working sequentially through the city railroad intersection overhauls. Pioneer Drive RR crossing just opened. Shelton RR Crossing is currently closed and Willis RR Crossing will shut down next. The state acknowledged complaints regarding the rough Grape interchange. TxDOT plans to mill out the asphalt and rebuild the concrete valley gutters to fix the problem. Major dirt is turning on the multi-year US 83/84 Tuscola Y interchange project with temporary barriers already set. Looking ahead to the summer, the massive I-20 freeway widening and Judge Ely overpass project lets in June. A major overlay project on Loop 322 from I-20 down to the Waldrop interchange kicks off that same month.

City of Abilene crews are pushing through their own street and utility improvements. Cypress Street reconstruction is mostly complete. The pedestrian plaza parking lot is temporarily stalled while waiting on Atmos Energy to finish area work. Concrete work on South 14th is largely done and asphalt paving starts in early May. Utility coordination remains a recurring bottleneck for local street repair. Atmos projects are actively delaying the seal coat phase for Sector 4 preventive maintenance. The city is also holding off on bidding out the Sector 10B neighborhood project until the local utility department finishes its underground work so new asphalt is not immediately torn up.

On the administrative side, the North 18th Street project goes before the City Council on May 14 for final approval. Several fully designed city projects like Barrow Street and South 27th are currently sitting on the shelf waiting for official let dates.

No action occurred.

10. Discussion and review of reports:

- Financial Status: Mr. Casper reported on the operating budget. The MPO is very under budget because staffing costs are much lower than estimated.
- Operations Report: Mr. Casper briefed the Board on TEMPO meetings and upcoming PlanCon26. The primary TEMPO items were TxDOT's Sharepoint site, the MPO Handbook, the STIP Handbook, development of the 2027-2030 STIP, Title VI and ADA.
- Director's Report: Mr. Casper highlighted the 2025 Travel Demand Model Update, including the Small Area Forecast, traffic counts, and functional classification of the road system.

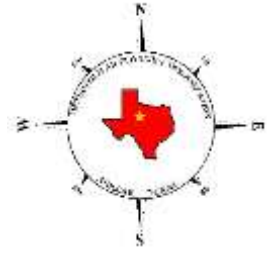
11. Opportunity for members of the Public to make comments on MPO issues. Chairman Price opened the floor to the public. No one provided comments.

12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action. The board briefly discussed agenda building. Topics included a Call for Projects and transit route adjustments. No action occurred.

13. Receive a Report, Hold a Discussion, and Take Action on the Amendment to the Bylaws as discussed April 16, 2024. Mr. Casper explained the expanded Metropolitan Planning Area boundary. It now reaches into Callahan County. This expansion requires adding the Callahan County Judge to the Transportation Policy Board. A board member made a motion to approve the amendment to the Bylaws with a title correction. Another member seconded the motion. **Motion Carried (3-0).**

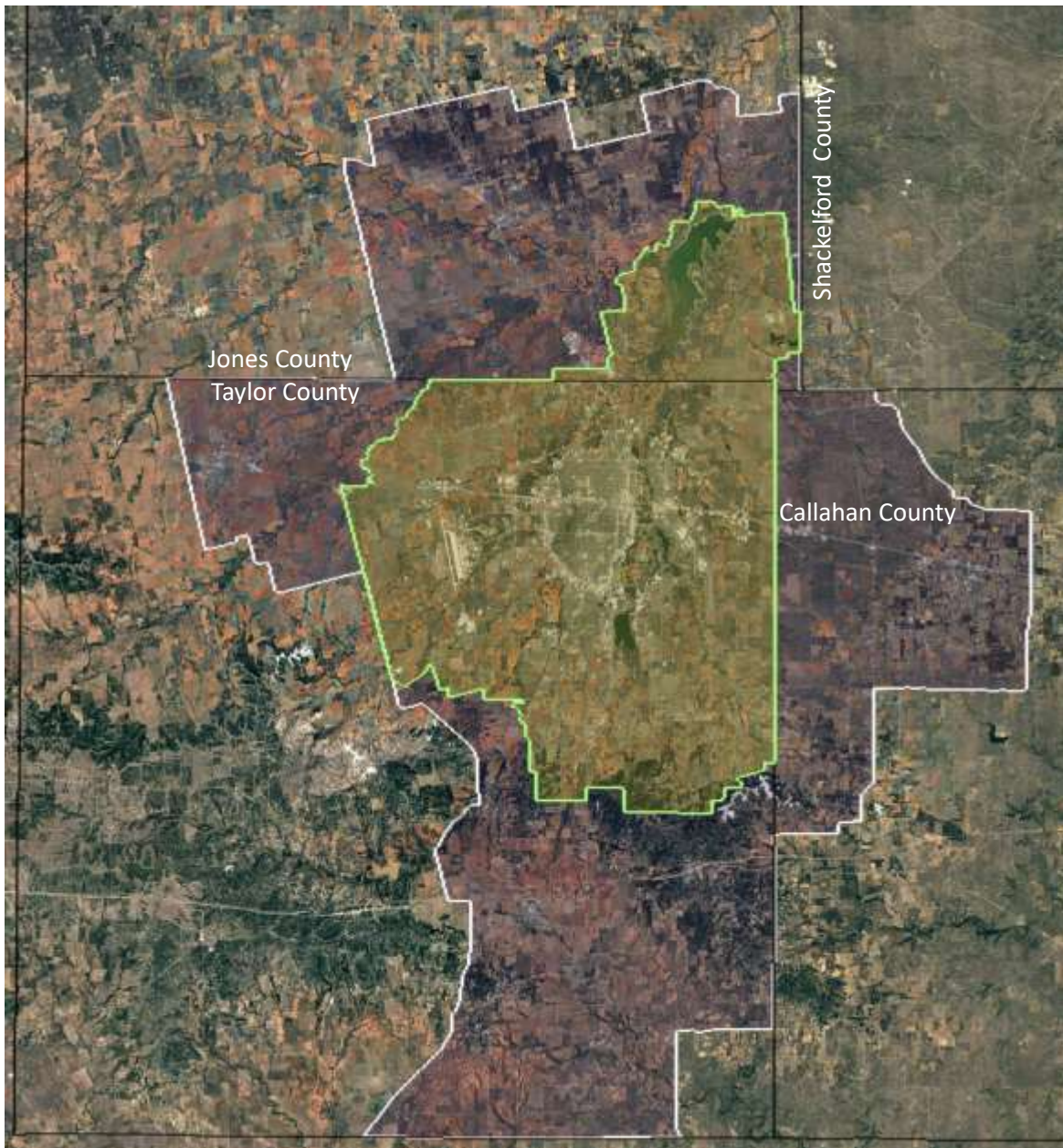
With the approval of the new Bylaws the Policy Board no longer had a quorum and Adjourned. Chairman Price adjourned the meeting.

To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 4 Amendment to the Abilene MPO Bylaws
Action: Review, Discuss, and Possible Action



Summary

The desired action is approving the previously discussed and tentatively approved Amendment to the Abilene MPO Bylaws. Amending the Bylaws requires approval by a 2/3 majority, which in this case is 4 of the 5 Voting members. The purpose of the proposed Amendments are to address the new MPO Planning Area Boundary and the changes in membership that result from the expansion of the boundary. The exhibit below shows both the previous Abilene MPO Planning



Area boundary (in yellow) and the newly approved Planning Area boundary (in green with a white boundary). The expansion into Callahan County necessitates Policy Board membership from the Callahan County Judge.

Prior Actions

This amendment was proposed, discussed, and given tentative approval during both the April 16, 2024 and April 29th 2026 Policy Board meetings.

Background

As stated in CFR§ 450.312 Metropolitan Planning Area boundaries.

(a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

- 1. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.*
- 2. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.*

In early 2022, the MPO began a process of reviewing its MPA boundary in partnership with the Texas A&M Transportation Institute (TTI). TTI facilitated the creation of an advisory committee (Boundary Expansion Committee, or Committee) for the project and hosted Committee meetings in February and March 2022. These meetings allowed the Committee to review information on how the region has changed since 2006, provide their insights about where future growth may occur, and discuss a range of potential boundary options. This process resulted in the creation of two draft boundary options. Neither of these boundary options were advanced to completion.

In September 2023, AECOM was recruited to provide support to the Abilene MPO to finish the boundary revision process. Further research was done to understand the changes in the region since 2006 and to engage MPO staff and the Committee in getting additional feedback on a potential new boundary. During this time, AECOM has held a series of biweekly coordination meetings with MPO staff to discuss research findings and priorities for the new boundary. A Committee meeting was held on December 12, 2023, to discuss findings to date and an initial draft boundary, which was then refined based on Committee feedback and then shared with the Committee at a second meeting on January 12, 2024. At this meeting, the Committee provided additional comments on the draft boundary and arrived at consensus on an agreed-upon draft to be shared with the TAC.

On January 30, 2024, the draft boundary was presented to the TAC for discussion and approval. After reviewing the draft boundary, the TAC voted to endorse the draft boundary as presented. This boundary was then presented to the MPO's Policy Board on February 20, 2024, at which time a discussion was held amongst board members about the benefits and drawbacks of changing the MPA boundary and the appropriate extents of any potential expansion.

Based on feedback from the Policy Board members and additional engagement with local and county stakeholders, the draft MPA boundary was further revised to expand the boundary

slightly in the southeastern corner of the region to include more area along State Highway 36 and to reduce the proposed expansion area north of the existing boundary. This revised boundary was presented to the TAC for discussion and approval on March 26, 2024, and the TAC voted to endorse the draft boundary shown above.

The recommended MPA boundary that was approved by the Governor is shown above, outlined in white. This boundary expands the existing boundary to include growth areas surrounding the existing MPA and was drafted using the following guiding principles and goals:

1. Include areas of the region that have experienced growth in population, employment, and vehicular traffic since 2006 and that are anticipated to continue to experience growth over the 20-year planning horizon.
2. Include all portions of the existing TDM area that are currently outside of the MPA boundary.
3. Include all federal-aid eligible roadways that carry traffic into, out of, and through the existing MPA and its surrounding areas.
4. Where possible, clarify and simplify the existing boundary line by using clear landmarks or features, such as major roads, county lines, and railroad tracks.
5. Avoid expanding the boundary in ways that incorporate significant land area that is not anticipated to experience much growth over the 20-year planning horizon.
6. Incorporate feedback from a range of stakeholders, including the MPO's Policy Board, TAC, and local and county officials.

Both Jones and Taylor County are currently represented by a County Judge on the Policy Board and a County Commissioner on the Technical Advisory Committee. The approved boundary incorporates portions of Callahan County for the first time. This requires an additional seat on both the Policy Board and Technical Advisory Committee for a Callahan County representative. The new boundary also includes several municipalities that are not currently located within the existing MPA boundary. The new members added to the Technical Advisory Committee are:

- Hawley in Jones County,
- Buffalo Gap, Tuscola, Lawn, and Merkel in Taylor County, and
- Clyde in Callahan County.

Alternatives

- 1) Confirm the adoption of the Amendment to the Bylaws from April 16, 2024 Policy Board meeting.
- 2) Provide additional guidance on development of the Bylaws.

Proposed Motion

I recommend the Policy Board approve the Amendment to the Bylaws as presented during the previous Policy Board meetings as shown in Attachment 2.

Attachments

- 1) Existing Bylaws from 2019
- 2) Bylaws as presented during the April 16, 2024 and April 29th, 2026 Policy Board meeting.

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

FOR
TAYLOR COUNTY, TEXAS
JONES COUNTY, TEXAS
ABILENE, TEXAS
IMPACT, TEXAS
TYE, TEXAS

As Revised October 22, 2019

Effective October 22, 2019

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ARTICLE ONE

INTRODUCTION

Late in 1964 a study of transportation in the Abilene urban area was begun, with respect to existing facilities, existing deficiencies, and future needs. This study was initiated as a result of the passage by Congress of the Federal-Aid Highway Act of 1962, which provided for a "continuing, comprehensive transportation planning process carried on cooperatively by States and local communities" for each urban area of more than fifty thousand population. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two volume report: Abilene Urban Transportation Plan, Volume 1, 1965 Origin-Destination Survey, published in 1966; and Abilene Urban Transportation Plan, Volume 2, 1965-1985 Transportation Plan, published in 1968.

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

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

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

ARTICLE TWO

PURPOSE OF THE TRANSPORTATION POLICY BOARD

Section 2.01 Board Functions

Functions of this Board will include the following:

- A. Provide general policy guidance for the transportation planning process.
- B. Review and approve the Transportation Improvement Program and the Unified Planning Work Program for the Abilene Metropolitan Area annually and revise as necessary.
- C. Take appropriate action on the recommendations of the Planning Coordinators or their staff, including those relative to certification and recertification action for the planning activities.
- D. Meet as necessary to perform its function as the forum for cooperative transportation decision making in the Abilene Metropolitan Area.
- E. Hold a public meeting to discuss the status of the planning process at least once a year.
- F. Designate such technical committees or task forces as found necessary to carry out the planning process.

ARTICLE THREE

STRUCTURE OF THE TRANSPORTATION POLICY BOARD

Section 3.01 Organization

The operations of the Abilene Metropolitan Transportation Planning Program shall be directed by the Transportation Policy Board. The Transportation Policy Board shall consist of the following members.

Voting members:

- City of Abilene Mayor
- City of Abilene Council Member
- Jones County Judge
- Taylor County Judge
- TxDOT Abilene District Engineer

Non-voting members:

- US Representative District 19
- State Senator District 24
- State Senator District 28
- State Representative District 71

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.

Section 3.02 No Compensation

Members shall serve on the Transportation Policy Board without special compensation from any agency, person, or governmental entity for serving on this Board. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 3.03 Officers

The Transportation Policy Board shall elect a Chairperson and a Vice-Chairperson from the voting members. The Vice-Chairperson shall assume the duties of the Chair in the absence of the Chairperson. The chairperson shall be an elected official. The officers may be elected (a) by the individual person or (b) by the membership position. The officers shall be elected for a term of two (2) federal fiscal years and may be re-elected.

ARTICLE FOUR

STAFF

Section 4.01 Planning Coordinators

Because of the joint responsibility of the MPO and Texas Department of Transportation to carry out transportation planning, the Abilene Metropolitan Transportation Planning Program uses two planning coordinators. One coordinator directs the Texas Department of Transportation's planning staff in its day to day activities and one directs the MPO planning staff. The MPO coordinator and the TxDOT coordinator work closely to see that the planning process is accomplished in a comprehensive and efficient manner.

The coordinator for TxDOT is the transportation planner. This coordinator's responsibilities are as follows:

- A. Maintain current records of expenditures by the State and the Federal Highway Administration for surface transportation facilities within the Study Area.
- B. Ensure the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the State.

The coordinator for the MPO is the MPO Executive Director. This coordinator's responsibilities are as follows:

- A. Annually or biannually supervise the preparation of the Unified Planning Work Program.
- B. Oversee the development of a metropolitan transportation plan that will complement the Statewide Multimodal Transportation Plan required by state and federal law.

- C. Arrange for meetings of the Transportation Policy Board when appropriate, but at least once a year.
- D. Maintain a file of annual summaries of all study elements involved in the continuing planning process and prepare an annual progress report to reflect general development and plan implementation within the area.
- E. Direct MPO transportation planning staff in the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the MPO.
- F. Maintain liaison and act in an advisory capacity to the Transportation Policy Board.
- G. Coordinate and maintain liaison between the Cities, the Counties, and the State.
- H. Through coordination with State and local officials, develop and annually update the Transportation Improvement Program.
- I. Recommend to the Transportation Policy Board special studies, revision of the Transportation Plan, or renegotiation of the urban transportation planning contract when considered appropriate.
- J. Arrange for meetings between the MPO staff and the TxDOT staff, as necessary.

In certain areas of the planning process the duties of the coordinators overlap to such an extent that one coordinator cannot be singularly responsible. Such areas of joint responsibility are as follows:

- A. Ensure an active effort to involve the public in the planning process.
- B. Make available to participating agencies all projected traffic and other data relative to the Study Area.
- C. Arrange for additional or modified traffic assignments and assist in the procurement of additional data for zonal traffic forecasts
- D. Effect studies and procedures to ensure the planning process is in compliance with Title VI of the Civil Rights Act of 1964.
- E. Assure that special efforts are made in the planning stage so that older persons and persons with disabilities can effectively utilize public transportation facilities and services.
- F. Ensure that all planning efforts include all considerations mandated by applicable law.

Section 4.02 MPO Staff

The MPO staff shall be employees of the fiscal agent. The work of the staff shall be directed by the Transportation Policy Board.

ARTICLE FIVE

RULES OF PROCEDURE

The Transportation Policy Board shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

ARTICLE SIX

PUBLIC MEETINGS

Section 6.01 Open Meetings

All meetings of the Transportation Policy Board shall be open to the public. The Abilene MPO Executive Director shall call together the Transportation Policy Board as necessary to conduct official business. Regular meetings shall be scheduled at least once a year. Additional meetings may be held upon the call of the chairperson or upon petition of a simple majority of the Transportation Policy Board. All meetings of the Transportation Policy Board shall be in compliance with the requirements of the Texas Open Meetings Act and the Texas Open Records Act.

Section 6.02 Notice

Notice of any meeting of the Transportation Policy Board, whether a regular or a special meeting, shall be given to the members at least three (3) days in advance of the meeting by written notice delivered personally, sent by mail, or electronically transmitted to each member of the Board. Such notice shall contain the time, date, place, and the agenda to be considered.

Section 6.03 Quorum

For purposes of convening a meeting, a quorum shall consist of three (3) voting members of the Transportation Policy Board. Except as otherwise stated, decisions shall only require a simple majority of the voting members present. If a quorum cannot be obtained, the chair may adjourn the meeting or invite discussion of the items to be transacted at the meeting; however, no action shall be taken on such items.

Section 6.04 Agenda

The Abilene MPO Executive Director is hereby assigned the responsibility for preparing the agenda for the Transportation Policy Board. However, any member of the Transportation Policy Board may have an item placed on the agenda by notifying the Abilene MPO Executive Director.

Section 6.05 Briefing Session

The Chairperson may wish to hold briefing sessions prior to regular or special meetings. In such cases, the Chairperson shall so notify the members of the Board. Briefing sessions shall be public meetings, but no formal vote shall be taken on any matter under discussion.

Section 6.06 Discussion of Agenda

Other than members of the Transportation Policy Board, and members of the 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 Chairperson. The Chairperson 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 Chairperson may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

Where the number of people who wish to address the Transportation Policy Board is too great for the time available during the scheduled hearing, the Board may hear so much of the information as time permits and continue the hearing on that matter to a later date.

Section 6.07 Records

The Transportation Policy Board shall keep minutes of its proceedings, showing the vote upon each question. Such minutes shall be a public record, filed with the Texas Department of Transportation Planning Coordinator.

ARTICLE SEVEN

TECHNICAL ADVISORY COMMITTEE

Section 7.01 Responsibilities

The Technical Advisory Committee shall review and make recommendations to the Transportation Policy Board on all technical matters and on any other issues assigned to it by the Board.

Section 7.02 Organization

The Technical Advisory Committee shall consist of the following positions. The individual fulfilling the duties and responsibilities of the member position shall serve as the

Committee member. For those member positions that are not a specific job position, the respective organizations shall appoint an individual to serve as the committee member and shall notify the MPO Executive Director in writing of the appointment.

Voting members

- MPO Executive Director
- City of Abilene Transportation Director or designee
- City of Abilene Planning and Development Services Director or designee
- City of Abilene Public Works Director or designee
- City of Abilene City Engineer or designee
- City of Abilene Traffic Engineer or designee
- Abilene Transit System General Manager or designee
- TxDOT Abilene Area Engineer or designee
- TxDOT Director of Operations or designee
- TxDOT Director of Transportation Planning and Development or designee
- Jones County Commissioner or designee
- Taylor County Commissioner or designee
- City of Tye Mayor or designee
- City of Tye Public Works Director or designee
- City of Impact Mayor or designee
- Abilene Chamber of Commerce representative
- West Central Texas Council of Governments representative
- Dyess Air Force Base Civil Engineer or designee

Non-voting members

- TxDOT TP & P MPO Coordinator
- TxDOT PTN Coordinator
- Texas Commission on Environmental Quality Regional Director
- FHWA Planning Representative
- FTA Review Office

Section 7.03 No Compensation

Members shall serve on the Technical Advisory Committee without special compensation from any agency, person, or governmental entity for serving on this Committee. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 7.04 Officers

The Transportation Policy Board shall appoint the chairperson of the Technical Advisory Committee. The chairperson shall only vote in the case of a tie. The Committee may elect

additional officers as necessary for the conduct of its activities, and said officers shall be elected for a term of one (1) federal fiscal year and may be re-elected.

Section 7.05 Quorum

Seven voting members, with at least one from the City of Abilene, one from TxDOT and one from another agency, shall constitute a quorum of the Technical Advisory Committee.

Section 7.06 Rules of Procedure

The Technical Advisory Committee shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

ARTICLE EIGHT

AMENDMENTS TO BYLAWS

Changes in the Bylaws of the Transportation Policy Board shall require a two-thirds (2/3) vote of the voting members of the Transportation Policy Board.

ARTICLE NINE

PARAGRAPH HEADINGS AND TABLE OF CONTENTS

The table of contents and paragraph headings contained herein are for convenience in reference to these Bylaws and are not intended to define or to limit the scope of any provision herein.

ARTICLE TEN

RULES OF CONDUCT AND ETHICS

The members and staff of the Abilene Metropolitan Planning Organization Transportation Policy Board and the members of the Technical Advisory Committee shall abide by the requirements of Section 472.034 of the Transportation Code of the State of Texas as it may be amended or recodified from time to time. These requirements are in addition to, and not in replacement of, any ethical requirements that may be incumbent on any member or employee of the Board as a representative or employee of a constituent entity of the Board.

ADOPTED AND APPROVED by the Abilene Metropolitan Planning Organization
Transportation Policy Board this 22nd day of October, 2019.

ATTEST: Shant B
Chairperson

4. Receive a Report, Hold a Discussion, and Take Action on the MPO By-Laws.

Abilene MPO Policy Board Meeting
April 16, 2024
Supplemental Agenda Information

4. Receive a Report, Hold a Discussion, and Take Action on the MPO By-Laws.

Background

The purpose of the by-laws is to inform the public of the MPO's business, operations, structure, procedures, internal processes, and other related transportation matters. With the proposed changes to the MPO Planning Area Boundary, this potentially entails a change to the Policy Board and Technical Advisory Committee membership.

The draft boundary includes several municipalities that are not currently located within the existing MPA boundary. These include Hawley in Jones County and Buffalo Gap, Tuscola, Lawn, and Merkel in Taylor County. Jones and Taylor County are currently represented by a County Judge on the Policy Board and a County Commissioner on the Technical Advisory Committee. In regards to the additional municipalities in Taylor and Jones County, we are proposing that we add representation to the Technical Advisory Committee to include those municipalities. The draft boundary also incorporates portions of Callahan County for the first time, including the municipality of Clyde. Because Callahan County is not currently represented on the MPO's TAC and Policy Board, adding the county into the MPA boundary would require an additional seat on these bodies for a Callahan County representative. In addition, we are proposing for the municipality of Clyde that we add representation to the Technical Advisory Committee.

Current Situation

The proposed changes to the By-Laws are the addition of the Callahan County Judge to the Policy Board. On the non-voting members of the PB, we removed State Senate District 24 and added State Senator District 10 and US Representative District 25.

The proposed changes to the Technical Advisory Committee are adding in a Callahan County Commissioner, City of Buffalo Gap Mayor or designee, City of Clyde Mayor or designee, City of Hawley Mayor or designee, City of Lawn Mayor or designee, City of Merkel Mayor or designee, and City of Tuscola Mayor or designee. There is the potential to remove the City of Tye Public Works Director or designee to ensure all surrounding municipalities are equal.

In addition, the TxDOT Director of Maintenance or designee was added since that position was split from the TxDOT Director of Operations.

Section 7.05 Quorum numbers were changed.

Section 7.07 Meetings was added to allow a virtual option.

The By-Laws are being presented as a draft version. The Governor of the State of Texas has to approve the MPO Planning Area Boundary changes and then the By-Laws will be presented back to Policy Board for final action. This agenda item is just to show the changes proposed and get an approval/acknowledgement on the draft to send in with the packet to the Governor.

Recommendation from the Technical Advisory Committee (TAC)

N/A.

Action Requested

1. Any suggestions/changes.
2. Approval of the DRAFT amendment to the MPO By-Laws.

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



Abilene Metropolitan Planning Organization Policy Board

Adopted: **April 16, 2024 (Pending Board Approval)**

Effective: **April 16, 2024 (Pending Board Approval)**

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DRAFT

ARTICLE ONE

INTRODUCTION

Late in 1964 a study of transportation in the Abilene urban area was begun, with respect to existing facilities, existing deficiencies, and future needs. This study was initiated as a result of the passage by Congress of the Federal-Aid Highway Act of 1962, which provided for a "continuing, comprehensive transportation planning process carried on cooperatively by States and local communities" for each urban area of more than fifty thousand population. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two volume report: Abilene Urban Transportation Plan, Volume 1, 1965 Origin-Destination Survey, published in 1966; and Abilene Urban Transportation Plan, Volume 2, 1965-1985 Transportation Plan, published in 1968.

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

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

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

ARTICLE TWO

PURPOSE OF THE TRANSPORTATION POLICY BOARD

Section 2.01 Board Functions

Functions of this Board will include the following:

- A. Provide general policy guidance for the transportation planning process.
- B. Review and approve the Transportation Improvement Program and the Unified Planning Work Program for the Abilene Metropolitan Area annually and revise as necessary.
- C. Take appropriate action on the recommendations of the Planning Coordinators or their staff, including those relative to certification and recertification action for the planning activities.
- D. Meet as necessary to perform its function as the forum for cooperative transportation decision making in the Abilene Metropolitan Area.
- E. Hold a public meeting to discuss the status of the planning process at least once a year.
- F. Designate such technical committees or task forces as found necessary to carry out the planning process.

ARTICLE THREE

STRUCTURE OF THE TRANSPORTATION POLICY BOARD

Section 3.01 Organization

The operations of the Abilene Metropolitan Transportation Planning Program shall be directed by the Transportation Policy Board. The Transportation Policy Board shall consist of the following members.

Voting members:

- Callahan County Judge
- City of Abilene Mayor
- City of Abilene Council Member
- Jones County Judge
- Taylor County Judge
- TxDOT Abilene District Engineer

Non-voting members:

- State Representative District 71
- State Senator District 10
- State Senator District 28
- US Representative District 19
- US Representative District 25

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.

Section 3.02 No Compensation

Members shall serve on the Transportation Policy Board without special compensation from any agency, person, or governmental entity for serving on this Board. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 3.03 Officers

The Transportation Policy Board shall elect a Chairperson and a Vice-Chairperson from the voting members. The Vice-Chairperson shall assume the duties of the Chair in the absence of the Chairperson. The chairperson shall be an elected official. The officers may be elected (a) by the individual person or (b) by the membership position. The officers shall be elected for a term of two (2) federal fiscal years and may be re-elected.

ARTICLE FOUR

STAFF

Section 4.01 Planning Coordinators

Because of the joint responsibility of the MPO and Texas Department of Transportation to carry out transportation planning, the Abilene Metropolitan Transportation Planning Program uses two planning coordinators. One coordinator directs the Texas Department of Transportation's planning staff in its day-to-day activities and one directs the MPO planning staff. The MPO coordinator and the TxDOT coordinator work closely to see that the planning process is accomplished in a comprehensive and efficient manner.

The coordinator for TxDOT is the transportation planner. This coordinator's responsibilities are as follows:

- A. Maintain current records of expenditures by the State and the Federal Highway Administration for surface transportation facilities within the Study Area.
- B. Ensure the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the State.

The coordinator for the MPO is the MPO Executive Director. This coordinator's responsibilities are as follows:

- A. Annually or biannually supervise the preparation of the Unified Planning Work Program.
- B. Oversee the development of a metropolitan transportation plan that will complement the Statewide Multimodal Transportation Plan required by state and federal law.

- C. Arrange for meetings of the Transportation Policy Board when appropriate, but at least once a year.
- D. Maintain a file of annual summaries of all study elements involved in the continuing planning process and prepare an annual progress report to reflect general development and plan implementation within the area.
- E. Direct MPO transportation planning staff in the preparation and/or execution of the planning elements for which this document, the Transportation Policy Board, or the urban transportation planning contract assigns responsibility to the MPO.
- F. Maintain liaison and act in an advisory capacity to the Transportation Policy Board.
- G. Coordinate and maintain liaison between the Cities, the Counties, and the State.
- H. Through coordination with State and local officials, develop and annually update the Transportation Improvement Program.
- I. Recommend to the Transportation Policy Board special studies, revision of the Transportation Plan, or renegotiation of the urban transportation planning contract when considered appropriate.
- J. Arrange for meetings between the MPO staff and the TxDOT staff, as necessary.

In certain areas of the planning process the duties of the coordinators overlap to such an extent that one coordinator cannot be singularly responsible. Such areas of joint responsibility are as follows:

- A. Ensure an active effort to involve the public in the planning process.
- B. Make available to participating agencies all projected traffic and other data relative to the Study Area.
- C. Arrange for additional or modified traffic assignments and assist in the procurement of additional data for zonal traffic forecasts
- D. Effect studies and procedures to ensure the planning process is in compliance with Title VI of the Civil Rights Act of 1964.
- E. Assure that special efforts are made in the planning stage so that older persons and persons with disabilities can effectively utilize public transportation facilities and services.
- F. Ensure that all planning efforts include all considerations mandated by applicable law.

Section 4.02 MPO Staff

The MPO staff shall be employees of the fiscal agent. The work of the staff shall be directed by the Transportation Policy Board.

ARTICLE FIVE

RULES OF PROCEDURE

The Transportation Policy Board shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

ARTICLE SIX

PUBLIC MEETINGS

Section 6.01 Open Meetings

All meetings of the Transportation Policy Board shall be open to the public. The Abilene MPO Executive Director shall call together the Transportation Policy Board as necessary to conduct official business. Regular meetings shall be scheduled at least once a year. Additional meetings may be held upon the call of the chairperson or upon petition of a simple majority of the Transportation Policy Board. All meetings of the Transportation Policy Board shall be in compliance with the requirements of the Texas Open Meetings Act and the Texas Open Records Act.

Section 6.02 Notice

Notice of any meeting of the Transportation Policy Board, whether a regular or a special meeting, shall be given to the members at least three (3) days in advance of the meeting by written notice delivered personally, sent by mail, or electronically transmitted to each member of the Board. Such notice shall contain the time, date, place, and the agenda to be considered.

Section 6.03 Quorum

For purposes of convening a meeting, a quorum shall consist of three (3) voting members of the Transportation Policy Board. Except as otherwise stated, decisions shall only require a simple majority of the voting members present. If a quorum cannot be obtained, the chair may adjourn the meeting or invite discussion of the items to be transacted at the meeting; however, no action shall be taken on such items.

Section 6.04 Agenda

The Abilene MPO Executive Director is hereby assigned the responsibility for preparing the agenda for the Transportation Policy Board. However, any member of the Transportation Policy Board may have an item placed on the agenda by notifying the Abilene MPO Executive Director.

Section 6.05 Briefing Session

The Chairperson may wish to hold briefing sessions prior to regular or special meetings. In such cases, the Chairperson shall so notify the members of the Board. Briefing sessions shall be public meetings, but no formal vote shall be taken on any matter under discussion.

Section 6.06 Discussion of Agenda

Other than members of the Transportation Policy Board, and members of the 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 Chairperson. The Chairperson 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 Chairperson may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

Where the number of people who wish to address the Transportation Policy Board is too great for the time available during the scheduled hearing, the Board may hear so much of the information as time permits and continue the hearing on that matter to a later date.

Section 6.07 Records

The Transportation Policy Board shall keep minutes of its proceedings, showing the vote upon each question. Such minutes shall be a public record, filed with the Texas Department of Transportation Planning Coordinator.

ARTICLE SEVEN

TECHNICAL ADVISORY COMMITTEE

Section 7.01 Responsibilities

The Technical Advisory Committee shall review and make recommendations to the Transportation Policy Board on all technical matters and on any other issues assigned to it by the Board.

Section 7.02 Organization

The Technical Advisory Committee shall consist of the following positions. The individual fulfilling the duties and responsibilities of the member position shall serve as the Committee member. For those member positions that are not a specific job position, the respective organizations shall appoint an individual to serve as the committee member and shall notify the MPO Executive Director in writing of the appointment.

Voting members

- Abilene Chamber of Commerce representative
- Abilene Transit System General Manager or designee
- Callahan County Commissioner or designee
- City of Abilene City Engineer or designee
- City of Abilene Planning and Development Services Director or designee

- City of Abilene Public Works Director or designee
- City of Abilene Traffic Engineer or designee
- City of Abilene Transportation Director or designee
- City of Buffalo Gap Mayor or designee
- City of Clyde Mayor or designee
- City of Hawley Mayor or designee
- City of Impact Mayor or designee
- City of Lawn Mayor or designee
- City of Merkel Mayor or designee
- City of Tuscola Mayor or designee
- City of Tye Mayor or designee
- City of Tye Public Works Director or designee
- Dyess Air Force Base Civil Engineer or designee
- Jones County Commissioner or designee
- MPO Executive Director
- Taylor County Commissioner or designee
- TxDOT Abilene Area Engineer or designee
- TxDOT Director of Maintenance or designee
- TxDOT Director of Operations or designee
- TxDOT Director of Transportation Planning and Development or designee
- West Central Texas Council of Governments representative

Non-voting members

- FHWA Planning Representative
- FTA Review Office
- Texas Commission on Environmental Quality Regional Director
- TxDOT PTN Coordinator
- TxDOT TP & P MPO Coordinator

Section 7.03 No Compensation

Members shall serve on the Technical Advisory Committee without special compensation from any agency, person, or governmental entity for serving on this Committee. Employment compensation of those members who serve as a part of their employment is not referred to by this section.

Section 7.04 Officers

The Transportation Policy Board shall appoint the chairperson of the Technical Advisory Committee. The chairperson shall only vote in the case of a tie. The Committee may elect

additional officers as necessary for the conduct of its activities, and said officers shall be elected for a term of one (1) federal fiscal year and may be re-elected.

Section 7.05 Quorum

Eight voting members, with at least one from the City of Abilene, one from TxDOT and two from other agencies, shall constitute a quorum of the Technical Advisory Committee.

Section 7.06 Rules of Procedure

The Technical Advisory Committee shall adopt rules of order and procedure to regulate meetings and activities directly related thereto. The rules shall deal only with procedural matters and shall be available to the public and kept on file with the Abilene MPO Executive Director.

Section 7.07 Meetings

The Technical Advisory Committee shall meet as necessary in order for the committee to perform its functions. Meetings may be called by either the MPO Director or any five members as a group may call a meeting by written request to the MPO Director. The Technical Advisory Committee may meet in-person or virtually.

ARTICLE EIGHT

AMENDMENTS TO BYLAWS

Changes in the Bylaws of the Transportation Policy Board shall require a two-thirds (2/3) vote of the voting members of the Transportation Policy Board.

ARTICLE NINE

PARAGRAPH HEADINGS AND TABLE OF CONTENTS

The table of contents and paragraph headings contained herein are for convenience in reference to these Bylaws and are not intended to define or to limit the scope of any provision herein.

ARTICLE TEN

RULES OF CONDUCT AND ETHICS

The members and staff of the Abilene Metropolitan Planning Organization Transportation Policy Board and the members of the Technical Advisory Committee shall abide by the requirements of Section 472.034 of the Transportation Code of the State of Texas as it may be amended or recodified from time to time. These requirements are in addition to, and not in replacement of,

any ethical requirements that may be incumbent on any member or employee of the Board as a representative or employee of a constituent entity of the Board.

AMENDED, APPROVED, AND ADOPTED by the Abilene Metropolitan Planning Organization Transportation Policy Board this ___ day of _____, 2024.

ATTEST: _____
Chairperson

This document was previously amended by the Metropolitan Policy Board on the following dates:

- May 29, 1991
- August 16, 1993
- August 7, 1998
- July 28, 2009
- September 20, 2011
- March 20, 2012
- April 19, 2016
- October 18, 2016
- October 17, 2017
- October 22, 2019



To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 5: Consider Amendment 2 to the 2050 MTP
Action: Review, Discuss, Review Public Comments and Possible Action

Summary

The desired action is approving Amendment #2 to the 2050 MTP and the accompanying Resolution R-2026-02. Amending the 2050 MTP is a prerequisite for including the Waldrop Interchange project into the 2027 TIP and the 2026 10-Year UTP. There were no public comments received during the comment period. This includes the public meeting on May 19. The 2050 Metropolitan Transportation Plan (MTP) is the region’s strategic long-range blueprint. To maintain its usefulness, the 2050 MTP must function as a living document that evolves in response to emerging regional priorities and shifting federal/state funding opportunities. This memorandum details Amendment 2 to the Abilene MPO 2050 MTP to include Project CSJ 0034-01-144 into the 2027 program year.

This amendment consolidates a previously scored MTP project (P-38) with an immediate safety project that was prioritized by the Policy Board during their February 2026 meeting. Merging these creates a single project that addresses all three highway National Performance Measures in the efficient and effective manner defined in the Texas MPO Planning & Programming Handbook. This framework mandates a data-driven approach to investment, ensuring that regional investments are optimized using rigorous analysis. By prioritizing projects that demonstrate measurable improvements the MPO protects the public’s investment and ensures the long-term viability of the regional transportation network. This project maintains Fiscal Constraint in the TIP and in the 25-Year MTP by moving other projects into years beyond the TIP.

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	\$ 12,280,000	
LIMITS FROM 0.12 miles North of Buffalo Gap Exit Ramp							PROJECT SPONSOR	TxDOT	
LIMITS TO SL 322 Entrance Ramp Waldrop							REVISION DATE	07/2026	
PROJECT Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvement							MPO PROJ NUM	S0063-06-CA	
DESCR 5. median traffic barrier and illumination work, and Treadaway entrance ramp relocation							FUNDING CAT(S)	2, 1	
REMARKS					PROJECT HISTORY				
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	371,229	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	0	COST OF	\$ 4,000,000	\$ 1,000,000	\$ 0	\$ 0	0	\$ 5,000,000	
CONSTR \$	12,280,000	APPROVED	\$ 5,824,000	\$ 1,456,000	\$ 0	\$ 0	0	\$ 7,280,000	
CONST ENG \$	0	PHASES	TOTAL	\$ 9,824,000	\$ 2,456,000	\$ 0	0	\$ 12,280,000	
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	12,651,229								

Prior Actions

The Waldrop Interchange Safety Project was prioritized by the Policy Board during the February 2026 meeting. Project P38 was evaluated and ranked well during the 2024 call for projects. Fiscal Constraint is maintained because the similarly costed project *Pine Street Safety Project* is moved into Year 2032.

Background

To modify the 2050 MTP, the following steps must be completed in accordance with Chapters 2 and 5 of the Texas MPO Planning & Programming Handbook:

1. **TxDOT Coordination:** MPO staff must coordinate directly with the TxDOT MPO Coordinator within the Regional Planning Branch to ensure technical feasibility and funding alignment.
2. **Committee & Board Approval:** The MPO Technical Advisory Committee (TAC) provides technical review, while the Policy Board provides the final approval required for all MTP modifications.
3. **Public Involvement:** Per federal mandates, the amendment must undergo the public involvement process outlined in the Adopted PPP to ensure transparency and stakeholder input on shifting priorities. There was a public meeting from 10 am – 6 pm on May 19 and was announced in the newspaper as shown in Attachment 2.



Alternatives

- 1) Not changing the 2050 MTP. Without this action, the region loses an opportunity to efficiently utilize a mixture of funding. Funding would go to other less efficient and effective projects.
- 2) Amending the 2050 MTP moves the TIP and UTP forward as fiscally constrained. The changes add an Auxiliary Ln, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and Treadaway entrance ramp relocation.

MPO Staff and the TAC recommend that the Policy Board approve Amendment 2 to the 2050 MTP which includes adding CSJ 0034-01-144 into the 2050 MTP fiscally constrained plan in 2027.

Proposed Motion

I recommend approving both Resolution R-2026-02 and Amendment 2 to the 2050 MTP.

Attachments

- 1) DRAFT Fiscally Constrained Project List for the 2050 MTP with Amendment 2
- 2) Public Announcement of availability for public comment.
- 3) Resolution R-2026-02 Documenting approval of Amendment 2.

Attachment 1: Fiscally Constrained Project List for the 2050 MTP With Amendment 2

Facility	Limits From	Limits To	City/County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	PM#	CSJ	Comments	MPO Comments	Decision Lens Score (TxDOT Weighting)	Decision Lens Rank (TxDOT Weighting)	TAC Ranking
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		HSIP project	0.05978	15 (Tied)	1
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
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		Companion Project to S0083-G1-CA (M46X)	0.05978	15 (Tied)	2B
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
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	Elm Creek 2.0 miles south of FM 707		0.17319	6	4
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	Bridge project	In Dec 2023 added as CAT 4 funding	0.05978	15 (Tied)	5
SL 322	1100 ft North of SH 36	Lakeview Dr at Frontage Rd	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
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
US 83	0.12 miles North of Buffalo Gap Exit Ramp	SL 322 Entrance Ramp Waldrop	Abilene/Taylor County	Add Auxiliary Ln, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and treadaway entrance ramp relocation.	\$ 12,280,000	\$ 5,000,000	2027	S0063-06-CA	Planned let FY 2027	\$ 12,651,229	PM 1 PM 3	0034-01-144	Reprioritized by PB 17FEB2026	MTP combination of projects: Safety Improvements ID'd in 2026 using funding rolled back 0033-08-045 + Project P38 from 2050 MTP Scoring	0.10888	6	1
BU 83D	At	Pine St	Abilene	Intersection Improvements	\$ 5,600,000	\$ 5,600,000	2027	S0083-F9-RM	2032	\$ 6,238,682	PM 1	0033-08-045	Development of this project may be impacted by the development plans of Hardin-Simmons University (H-SU).	Rolled back to allow time for intersection type and use funding for Waldrop Intersection	0.05978	15 (Tied)	8
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
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
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
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
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
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	More info needed to map	Freeway section planned in thoroughfare plan; may need to adjust description	0.11171	10	14
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	Citizen request 2024 MTP		0.14717	8	15
BU-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
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
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

Item 5 Attachment 2 Public Advertisement for Amendment 2

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PUBLIC NOTICES

Bids & Proposals

**LEGAL NOTICE:
 REQUEST FOR PROPOSAL
 (RFP 2026-502)**

Taylor County, Texas, is soliciting sealed proposals for **Group Medical and Related Insurance Benefits**.

• Deadline: Proposals must be received by **2:00 P.M., Thursday, June 18, 2026**, at the Taylor County Purchasing Office, 600 Pecan Street, Abilene, Texas 79602.

• Project Scope: Provision of Group Medical Insurance, Ancillary Lines (including Dental, Vision, Life, Disability, and more), and a COBRA Administration program for the period of November 1,

Bids & Proposals

2026, through October 31, 2027.

• Carrier Requirements: Insurance Carriers must have an A.M. Best rating of "A" or better, pay claims for at least 5,000 employees in Texas, and demonstrate the ability to process 90% of clean claims within 10 working days.

• Submission Format: Proposals must be sealed and marked "RFP 2026-502: Group Medical Insurance Proposal". The County requires one (1) paper copy and seven (7) copies on thumb drives (or 8 paper copies total).

• Contact: For RFP packets, visit www.taylorcounty.texas.gov. For technical questions, contact Anco Insurance, a HUB International Company, at 979-7762926.

The Taylor County Commissioners' Court reserves the right to refuse any or all parts of any proposal and to accept the proposal that best serves the interest of the County.

**REQUEST FOR PROPOSAL
 (RFP 2026-500)**

Taylor County, Texas, is soliciting sealed proposals for **Jail Facility Detention Slider Retrofit and Replacement**.

• Deadline: Proposals must be received by **2:00 P.M., Thursday, May 21, 2026**, at the Taylor County Purchasing Office, 600 Pecan Street, Abilene, Texas 79602.

• Project Scope: Retrofit and replacement of detention sliders across four sections: Sally Post (13), Female Cell Run (16), Booking/Detox (5), and FM7 Unit (3).

• Mandatory Site Inspection: A site visit is required prior to bidding. Failure to do so will disqualify the bid. Contact Andre Moore or Andrew Sonns at 325-691-7422 for appointments.

• Requirements: Proposals must include one (1) original and one (1) copy. Vendors must provide a Performance and Payment Bond (100%) and meet all statutory insurance requirements.

Bids & Proposals

ance requirements.

• Contact: RFP documents can be downloaded from www.taylorcounty.texas.gov and inquiries should be directed to Scott Henderson, Purchasing Agent, at 325-738-8602 or scott.henderson@taylorcounty.texas.gov.

The Taylor County Commissioners' Court reserves the right to reject any or all proposals.

Public Notices

NOTICE TO CREDITORS

Notice is hereby given that original Letters of Administration in the Estate of Robert Wayne Marshall, Deceased were issued on April 30, 2026, in Cause No. 22678 pending in the County Court of Taylor County, Texas, to Shannon Marshall. All persons having claims against this Estate which is currently being administered are required to present them to the undersigned within the time and in the manner prescribed by law. c/o: Devin W. Taylor Attorney at Law 500 Chestnut Street Suite 1402 Abilene, Texas 79602 Dated May 5, 2026 May 7 2026 LAC00514261

NOTICE OF PUBLIC SALE

Notice of Public Sale of property to satisfy landlords lien. Sale at FM 707 Self-Storage will be 10:00 a.m. on Wednesday, May 27, 2026 at 2521 Beltway South, Abilene, TX 79606 Property will be sold to highest bidder for cash. FM 707 Self Storage reserves the right to withdraw property from sale and refuse any bid. The following units, unless otherwise specified contain household goods and furniture, and misc. boxed items. Property includes

Public Notices

contents of spaces of following tenants:
 Richard Trevino
 Klerissa Henley
 Cody Stinson

May 7, 14 2026
 LAC00507527

Public Sale

NOTICE OF PUBLIC SALE

Notice is hereby given that the following will be sold to the highest bidder with bidding to take place at lockerfox.com on **Thursday, the 28th day of May, 2026, at 12:00 PM** to satisfy a landlords lien, pursuant to Chapter 59, Texas Property Code. Payment to seller via credit/debit card and pickup at the facility. Self-Storage unit contents of the following customers containing household and other goods will be sold. **Big Guy Storage, 2226 FM 1750, Abilene, TX, 79602** Vaya Velasquez, Danielle Henderson, Sadi Taylor, Felix Paraz, Heath Tamplaton, Jennifer Potts, Brandon Goodan, Carme Anderson, megan bukow ki, Kristen Mitchell, Jennifer Potts May 7, 14 2026 LAC00513420

Homes



Bids & Proposals

**LEGAL NOTICE:
 REQUEST FOR PROPOSAL (RFP 2026-504)**

Taylor County, Texas, is soliciting sealed bids for an Under-CDI, Class 6 Service Truck.

• Deadline: Proposals must be received by **2:00 P.M., Thursday, May 21, 2026**, at the Taylor County Purchasing Department, 600 Pecan Street, Abilene, Texas 79602.

• Project Scope: Procurement of one (1) new or used (2023 or newer) Class 6 Service Truck with crane and integrated systems.

• Inspection Requirement: For vehicles located outside a 200-mile radius of Abilene, the vendor must deliver the equipment at their own expense for a one-day trial period.

• Submission Format: One (1) original and one (1) copy must be submitted in a sealed envelope marked with the Bid Number (RFP 2026-504) and Title.

• Requirements: Awarded vendors must comply with statutory insurance requirements and submit a Texas Ethics Commission Form 1295.

• Contact: Direct inquiries and requests for specifications to www.taylorcounty.texas.gov or Scott Henderson, Purchasing Agent, at 325-738-8602 or scott.henderson@taylorcounty.texas.gov

Bids & Proposals

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 REQUEST FOR PROPOSAL (RFP 2026-504)**

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• Project Scope: Procurement of one (1) new or used (2023 or newer) Class 6 Service Truck with crane and integrated systems.

• Inspection Requirement: For vehicles located outside a 200-mile radius of Abilene, the vendor must deliver the equipment at their own expense for a one-day trial period.

• Submission Format: One (1) original and one (1) copy must be submitted in a sealed envelope marked with the Bid Number (RFP 2026-504) and Title.

• Requirements: Awarded vendors must comply with statutory insurance requirements and submit a Texas Ethics Commission Form 1295.

• Contact: Direct inquiries and requests for specifications to www.taylorcounty.texas.gov or Scott Henderson, Purchasing Agent, at 325-738-8602 or scott.henderson@taylorcounty.texas.gov

PUBLIC NOTICE

****NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD****

The Abilene Metropolitan Planning Organization (MPO) requests public input on two regional transportation updates. The agency proposes Amendment 2 to the 2025-2050 Metropolitan Transportation Plan (MTP). The agency also proposes adoption of the 2027-2030 Transportation Improvement Program (TIP).

The MTP guides long-range regional investments. The TIP schedules short-term federally funded projects.

The public comment period opened April 29, 2026 and closes June 5, 2026.

MPO staff host an open-house public meeting on May 19, 2026. The event runs from 10:00 a.m. to 6:00 p.m. at the South Branch Library. Find the meeting at 4310 Buffalo Gap Rd, Abilene, TX 79606.

Review the draft documents online at the Abilene MPO website: <https://www.abilenempo.org/>. Submit comments via email to mpo@abilenext.gov. Citizens may also mail written comments to the Abilene MPO office.

The Abilene MPO follows Title VI of the Civil Rights Act. The agency prohibits discrimination based on race, color or national origin. The meeting location provides full wheelchair access. Call (325) 675-6492 at least 72 hours before the meeting for ADA accommodations or language translation.

Para información en español, llame al (325) 676-6492.

This notice satisfies ETA and FHWA public participation requirements and Texas Department of Transportation guidelines.

Documents are posted to the public participation tab at www.abilenempo.org.



ABILENE

METROPOLITAN PLANNING ORGANIZATION

**ABILENE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. R-2026-02**

A RESOLUTION OF THE POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION ADOPTING AMENDMENT 2 TO THE 2050 METROPOLITAN TRANSPORTATION PLAN (2050 MTP).

WHEREAS, the Abilene Metropolitan Planning Organization (MPO) is the designated Metropolitan Planning Organization for the Abilene Metropolitan Area, charged with executing a continuous, cooperative, and comprehensive multimodal transportation planning process across Taylor and Jones Counties in accordance with federal and state law; and,

WHEREAS, federal regulations (23 CFR Part 450) mandate that a Metropolitan Transportation Plan (MTP) with a minimum 20-year planning horizon be maintained, updated, and amended as necessary to accurately reflect regional priorities, project scopes, and updated financial forecasts; and,

WHEREAS, the Abilene MPO Transportation Policy Board previously adopted the *Abilene MPO 2050 Metropolitan Transportation Plan* to serve as the region's long-range blueprint for systemic infrastructure investment; and,

WHEREAS, Amendment 2 to the 2050 MTP is required to adjust specific project timelines, reconcile estimated engineering and construction costs, and align scheduled regional projects with revised state and federal funding allocations; and,

WHEREAS, in compliance with federal guidelines, the 2050 MTP Amendment 2 maintains strict fiscal constraint, demonstrating that the projected revenues from identified state, federal, and local sources are sufficient to cover the revised cost estimates of the programmed projects over the life of the plan; and,

WHEREAS, the 2050 MTP Amendment 2 continues to support and integrate the established Federal Performance Measures and targets regarding safety, pavement and bridge condition, and system reliability, ensuring regional projects remain eligible for federal-aid funding; and,

WHEREAS, the proposed Amendment 2 was subjected to a formal public review period and public meeting format in strict accordance with the Abilene MPO Public Participation Plan, allowing citizens and interested stakeholders an opportunity to comment; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the technical adjustments, and fiscal parameters of 2050 MTP Amendment 2 and has recommended its formal approval by the Policy Board.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION THAT:

1. **ADOPTION:** The Abilene MPO Policy Board hereby adopts and approves Amendment 2 to the *2050 Metropolitan Transportation Plan*, modifying the document to incorporate the updated project data and financial tables as presented.
2. **IMPLEMENTATION:** The MPO Executive Director is authorized to incorporate Amendment 2 into the official 2050 MTP document and to transmit the amended plan to the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for administrative review and integration into the Unified Transportation Program (UTP).
3. **COMPLIANCE:** It is hereby officially found and determined that the meeting at which this Resolution is passed was open to the public, that public notice of the time, place, and purpose of said meeting was given as required by the Texas Open Meetings Act, and that all public participation requirements were fully satisfied.

PASSED, APPROVED, AND ADOPTED on this 11th day of June, 2026.

By: _____

Shane Price
MPO Policy Board Chair

ATTEST:

APPROVED AS TO FORM:

By:

By:

Craig Casper
MPO Executive Director

Kelley Messer
First Assistant City Attorney, City of Abilene



To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 6: Approve Resolution R-2026-03 and the 2027-2030 TIP
Action: Public Hearing and Possible Action

Summary

The desired action is approving the Draft 2027-2030 Transportation Improvement Program as recommended by both the Technical Advisory Committee and MPO Staff. The approval is necessary to meet the TxDOT scheduled adoption (June 12) of the FY 2027-2030 Statewide Transportation Improvement Program (STIP). Given the funding situation, there are no new projects proposed for inclusion in this TIP, and several projects that were previously expected to be funded in years 2027-2030 have been rolled back to years 2031-2035. The current FY 2027-2030 TIP/STIP Schedule, below, shows the 4 steps leading to the FY 2027-2030 TIP/STIP approval.

TxDOT 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.

The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 11th, 2026. If the 2027-2030 TIP is not approved at this time, the TIP will become part of the November 2026 STIP Amendment. This timetable also allows for minor adjustments within the 4-year time period of the TIP. The Abilene MPO's TIP timetable coincides with both the TxDOT 2026 UTP and FY 2027-2030 STIP development processes as these companion efforts are developed in unison.

ABILENE MPO PROPOSED HIGHWAY TIP FUNDING BY YEAR

	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
Federal	\$18,464,000	\$0	\$0	\$0	\$18,464,000
State	\$4,616,000	\$0	\$0	\$0	\$4,616,000
Local Match	\$0	\$0	\$0	\$0	\$0
Regional	\$0	\$0	\$0	\$0	\$0
Category 1- 12	\$23,080,000	\$0	\$0	\$0	\$23,080,000

Eligible Projects List

The fiscally constrained list of projects in the 2050 MTP is Attachment 2. This list of projects contains all the projects previously prioritized as part of the 2050 MTP approval. Projects from this list are the only non-operations or safety (grouped) projects that can be implemented with federal funds in the FY 2027-2030 TIP . If different projects are desired, they would need to be

scored for ranking within the fiscally constrained list of project for possible inclusion within the 2050 MTP.

2027-2030 TIP/STIP Projects

As detailed below, funding levels only permit for two (2) projects in years 2027-2030, plus the replacement of the Maple Street bridge, which is done as a statewide grouped project programmed for Year 2030 and so is not shown individually in the 2027-2030 TIP. It is allowable for projects funded in FY 2026 to roll back into 2027 if needed. This will not impact fiscal constraint unless there is significant cost escalation.

ABILENE MPO - HIGHWAY PROJECTS									
FY 2027									
2027-2030 STIP					07/2026 Revision: Pending Approval				
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	\$ 12,280,000	
LIMITS FROM 0.12 miles North of Buffalo Gap Exit Ramp							PROJECT SPONSOR TxDOT		
LIMITS TO SL 322 Entrance Ramp Walddrop							REVISION DATE 07/2026		
PROJECT Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvement							MPO PROJ NUM S0063-06-CA		
DESCR s, median traffic barrier and illumination work, and Treadway entrance ramp relocation							FUNDING CAT(S) 2, 1		
REMARKS					PROJECT HISTORY				
P7									
EST TOTAL PROJECT COST INFORMATION					PROPOSED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	371,229								
ROW PURCH \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
CONSTR \$	12,280,000	2	\$ 4,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 5,000,000	
CONST ENG \$	0	COST OF APPROVED	\$ 5,824,000	\$ 1,456,000	\$ 0	\$ 0	\$ 0	\$ 7,280,000	
CONTING \$	0	PHASES	TOTAL	\$ 9,824,000	\$ 2,456,000	\$ 0	\$ 0	\$ 12,280,000	
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	12,651,229								
2027-2030 STIP									
07/2026 Revision: Pending Approval									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
ABILENE	ABILENE	TAYLOR	2398-01-082	2027	SL 322	C	ABILENE	\$ 10,800,000	
LIMITS FROM 1100 FT NORTH OF SH 36							PROJECT SPONSOR MPO/TxDOT		
LIMITS TO LAKEVIEW DR AT FRONTAGE RD							REVISION DATE 07/2026		
PROJECT SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT							MPO PROJ NUM S0322-F8-01		
DESCR							FUNDING CAT(S) 2		
REMARKS ESTIMATED LET DATE 05/2027					PROJECT ADDED INTO FY 2025-2028 TIP				
P7									
EST TOTAL PROJECT COST INFORMATION					PROPOSED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	511,364								
ROW PURCH \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
CONSTR \$	10,800,000	2	\$ 8,640,000	\$ 2,160,000	\$ 0	\$ 0	\$ 0	\$ 10,800,000	
CONST ENG \$	0	COST OF APPROVED	\$ 8,640,000	\$ 2,160,000	\$ 0	\$ 0	\$ 0	\$ 10,800,000	
CONTING \$	436,000	PHASES	TOTAL	\$ 8,640,000	\$ 2,160,000	\$ 0	\$ 0	\$ 10,800,000	
INDIRECT \$	362,644								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	12,050,008								

Projects Delayed into the Future but included in the 10-Year UTP

Maintaining MPO, District, and State Fiscal Constraint requires delaying several projects that were listed as funded in the 2025-2028 TIP into years beyond 2030. Those project are:

CSJ	Project	From Year	To Year
0006-06-081	Widen and replace overpasses of IH-20 to 6 lanes from SH 351 IH-20 to Callahan County Line.	2028	2035
0033-08-045	Improve intersection of 83D and Pine Street.	2027	2032
0663-02-011	Widen FM 707 from US 83 to FM 1750	2027	2034

CSJ	Project	From Year	To Year
0663-01-024	Rehabilitate / widen FM 707 from FM 89 to US 83.	2028	2033
0034-01-143	Reconstruct Intersections of US 83 from Industrial Blvd to FM 89	2028	2033

Fiscal Impact Considerations

The process to determine fiscal constraint requires that year to year inflation is added on to the cost of projects during the years of the TIP. The MPO staff and TxDOT-CRP District and TPP Staff reviewed the funding allocations for the projects in the DRAFT TIP Project List. The following projects that were funded in years 2027-2030 in the 2025 UTP are now rolled into later years.

As part of the joint TIP/STIP planning efforts, the Abilene MPO selects transportation projects for funding in several categories. Given that the funding levels are reduced, and projects that were within the 2027-2030 years of the previous UTP are now in years beyond Year 2030, the Abilene MPO is utilizing the previously approved project prioritization. This results in two listed and one unlisted project that are funded between 2027 and 2030. TxDOT is an active participant in these processes eventually approved by the Texas Transportation Commission (TTC). The Abilene MPO and TxDOT coordinated the evaluation, scoring, and selecting projects.

Additionally, the Abilene MPO and TxDOT Abilene District will coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvement of the regional transportation systems. As described in the TxDOT 2025 UTP process, the projects selected for the first four years of the 2025 TxDOT UTP are also likely to become part of the TxDOT FY 2027-2030 STIP. These first four years of projects and programs correspond to the Abilene's FY 2027-2030 TIP. Finally, the Texas Transportation Commission must authorize the projects selected for Categories 2 and 4 in order to secure the local match required.

The description of the list of projects in the TIP must prove that the projects listed can realistically be funded with "reasonably available" revenues on a year-by-year basis. All project costs must be shown in Year of Expenditure (YOE) dollars to account for inflation. The summed value of Grouped projects within the MPO should be included within the TIP document.

Alternatives

Approve release of TIP with proposed project list as presented or propose new projects for re-scoring and review during a special meeting next month.

Proposed Motion N/A

I move to approve Resolution R-2026-03 and the 2027-2030 TIP.

Attachments

- 1) DRAFT 2027-2030 TIP Document
- 2) Resolution R-2026-03

DRAFT 2027-2030 Transportation Improvement Program



Abilene Metropolitan Planning Organization
209 South Danville Drive, Suite B-212, Abilene, Texas 79605
(P) 325-437-9999 (F) 325-676-6398 www.abilenempo.org

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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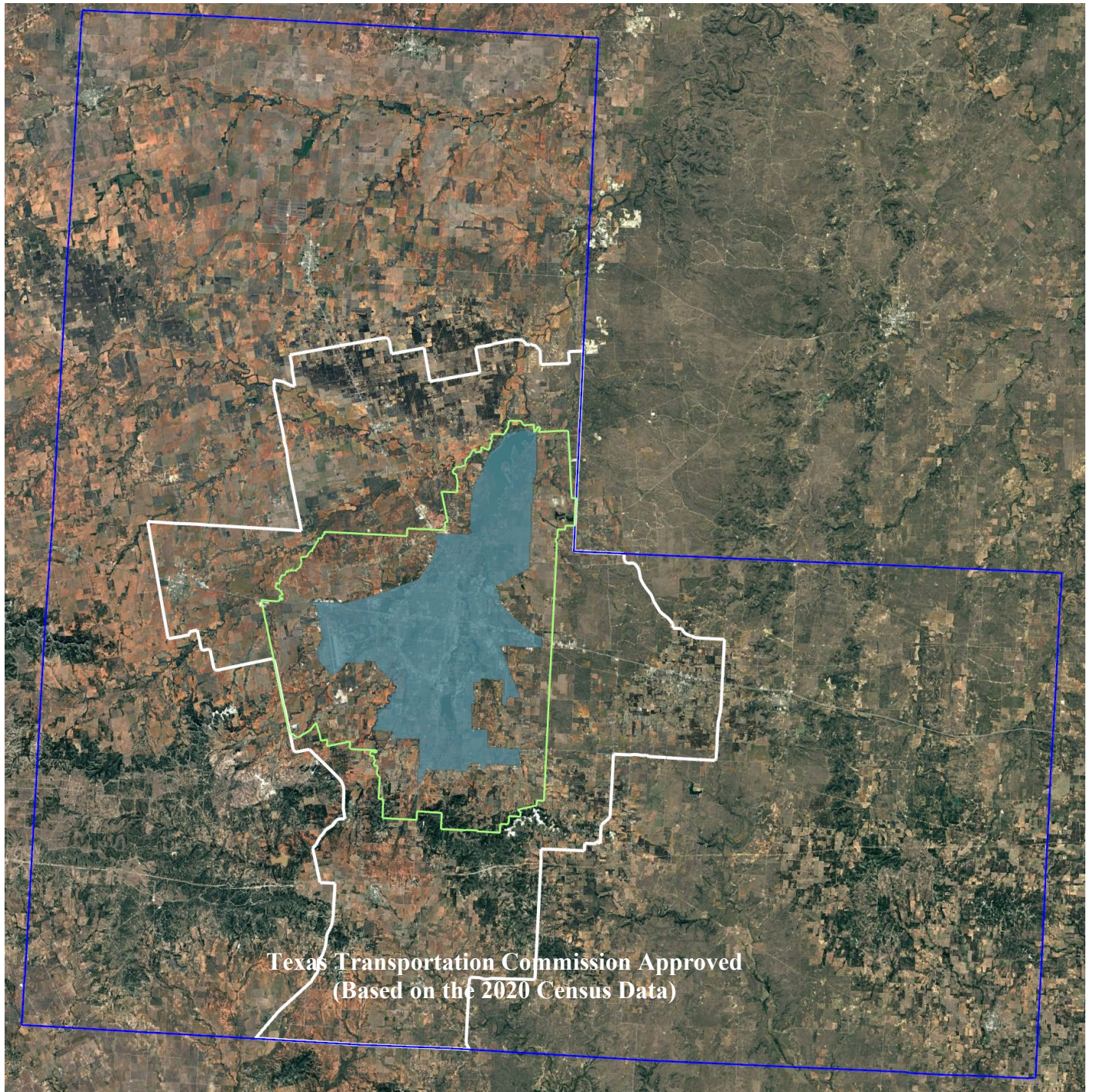
INTRODUCTION

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.



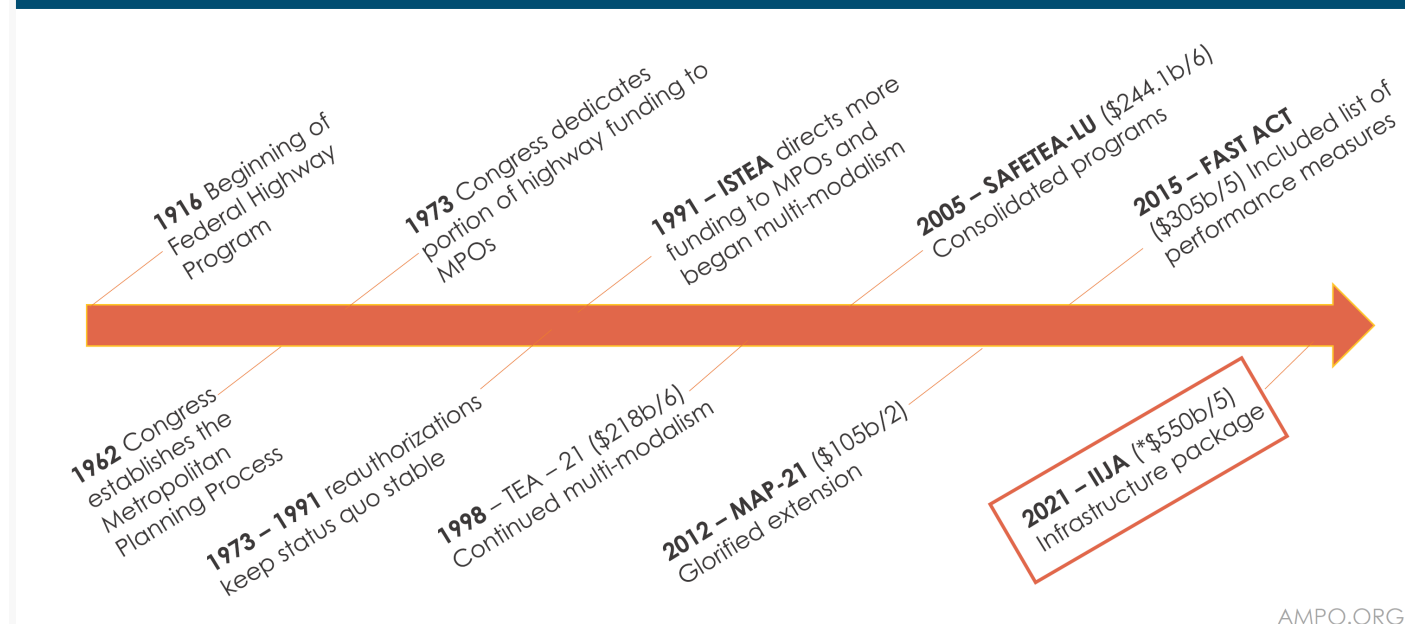
HISTORY AND PERFORMANCE MEASURES

The framework for modern transportation planning and programming in Texas is built upon decades of federal legislation and state-level coordination. The historical progression of transportation authorizations and the core principles of performance-based planning that currently govern the development of the Transportation Improvement Program (TIP) are:

Planning Foundations (Pre-1991)

Federal long-range transportation planning originated with the Federal Highway Transportation Act of 1962, which mandated a continuing, cooperative, and comprehensive (3-C) regional planning process for urban areas with populations exceeding 50,000. In the Abilene region, this process began in late 1964 with a study of existing facilities and future needs, leading to the publication of the Abilene Urban Transportation Plan volumes in 1966 and 1968. Formalized cooperation between local and state entities was established through agreements in 1969 and 1973, which assigned specific planning responsibilities to the city, state, and county. On July 2, 1974, the Governor of Texas designated the City of Abilene as the Metropolitan Planning Organization (MPO). This designation became continuous in 1988, ensuring a permanent forum for cooperative transportation decision-making and the fulfillment of federal and state planning mandates.

An Abridged Reauth History



Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 served as a landmark piece of legislation that shifted the focus of federal policy toward a more integrated, multimodal transportation system. It empowered MPOs and state departments of transportation (DOTs) to collaborate more closely on project selection, emphasizing efficiency and the connectivity between different modes of transport for both people and freight.

Transportation Equity Act for the 21st Century (TEA-21)

Enacted in 1998, the Transportation Equity Act for the 21st Century (TEA-21) built upon the foundation laid by ISTEA. It continued the emphasis on intermodalism and increased federal investment in surface transportation. TEA-21 further refined the planning process, encouraging MPOs to consider broader social and environmental impacts during the development of long-range plans.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

In 2005, the SAFETEA-LU introduced a more structured approach to regional planning by requiring MPOs to consider eight specific transportation planning factors. These factors included: supporting economic vitality, increasing the safety and security of the system, increasing accessibility and mobility, protecting the environment, enhancing modal integration, promoting efficient management, and emphasizing the preservation of existing infrastructure.

Moving Ahead for Progress in the 21st Century (MAP-21)

The 2012, MAP-21 legislation represented a fundamental shift to performance-based surface transportation planning and programing. This legislation originated the requirement for state DOTs and MPOs to set data-driven performance targets, thereby increasing the accountability and transparency of federal highway programs. It established seven core national goals, (listed 1 through 7 below) to focus federal funding investments on critical outcomes:

1. **Safety**—achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. **Infrastructure condition**—maintain the highway infrastructure asset system in a state of good repair;
3. **Congestion reduction**—achieve a significant reduction in congestion on the National Highway System (NHS);
4. **System reliability**—improve the efficiency of the surface transportation system;
5. **Freight movement and economic vitality**—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**—enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. **Reduced project delivery delays**—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.

MAP-21 also established 8 planning factors for MPOs to consider during the 3C planning process.

1. **Support Economic Vitality**: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. **Increase Safety**: Increase the safety of the transportation system for motorized and non-motorized users.
3. **Increase Security**: Increase the security of the transportation system for motorized and non-motorized users.
4. **Increase Accessibility and Mobility**: Increase the accessibility and mobility of people and freight.
5. **Protect the Environment and Quality of Life**: 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 Integration and Connectivity**: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. **Promote Efficient Management and Operation**: Promote efficient system management and operation.
8. **Emphasize System Preservation**: Emphasize the preservation of the existing transportation system.

Fixing America’s Surface Transportation (FAST) Act

The 2015 FAST Act was the first federal law in over a decade to provide long-term funding certainty for transportation infrastructure. It maintained the performance-based framework established by MAP-21 and expanded the SAFETEA-LU planning factors from eight to ten. The two additional factors are:

9. **Improve Resiliency and Reliability:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. **Enhance Travel and Tourism:** Enhance travel and tourism.

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

The 2021 IIJA (Expiring on September 30, 2026) significantly increased investments into roads, bridges, and safety. It also explicitly required updating public participation requirements for the use of social media and other web-based digital tools to foster public engagement in the planning process. IIJA requires prioritization of projects using Performance-Based Planning and Programming (PBPP) investments. The IIJA encourages the evolution of the relationship between FHWA, state DOTs, and local stakeholders to "Build a Better America" by modernizing infrastructure. It maintains both the National Goals and the 10 planning factors, listed above. The Planning Factors listed also apply to transit systems regarding state-of-good-repair status for those systems receiving federal funding. The state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan.

The five specified National Performance Measures for Safety (**PM-1**) are:

1. Number of Fatalities: The total number of people killed by traffic crashes.
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): The ratio of fatalities to the total amount of vehicle travel.
3. Number of Serious Injuries: The total number of suspected serious injuries caused by traffic crashes, based on a common national definition.
4. Rate of Serious Injuries per 100 million VMT: The ratio of serious injuries to the total amount of vehicle travel.
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total of fatalities and serious injuries for people walking, biking, or using other non-motorized transportation.

The six specified National Performance Measures for Pavement and Bridge Condition (**PM-2**) are:

1. Percentage of Interstate pavements in Good condition
2. Percentage of Interstate pavements in Poor condition
3. Percentage of non-Interstate NHS pavements in Good condition
4. Percentage of non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges by deck area in Good condition
6. Percentage of NHS bridges by deck area in Poor condition.

There are three specified National Performance Measures to assess System Reliability (**PM-3**). Travel Time Reliability is the ratio of the 80th percentile travel time divided by the "normal" (50th percentile) travel time. A segment is considered reliable if the ratio is less than 1.50. This means that if a segment of road is congested every Monday through Friday between 5 pm and 6 pm, then it is “reliable”. The three types of reliability that are measures are:

1. Interstate Travel Time Reliability
2. Non-Interstate National Highway System (NHS) Travel Time Reliability
3. Truck Travel Time Reliability

The Federal Transit Administration (FTA) has established four core state of good repair (SGR) performance measures under the Transit Asset Management (**TAM**) rule (49 CFR Part 625) to evaluate the condition of

capital assets. These measures are designed to be minimized, with lower values indicating a better state of repair. Only three of the four specified performance measures listed below apply to the Abilene MPO area:

1. Equipment (Non-Revenue Vehicles): Percentage of non-revenue/service vehicles exceeding their Useful Life Benchmark (ULB).
2. Rolling Stock (Revenue Vehicles): Percentage of revenue vehicles (e.g., buses, rail cars) exceeding their ULB.
3. ~~Infrastructure (Rail Fixed Guideway): Percentage of track segments with performance restrictions ("slow zones").~~
4. Facilities: Percentage of facilities rated below 3.0 on the TERM scale (1-5, where 1 is Poor).

For agencies in urbanized areas with populations between 50,000 and 199,999, specific performance metrics are used to determine eligibility for additional STIC funding. The April 2024 update to Federal Transit Administration (FTA) National Public Transportation Safety Plan (**PTASP**) requires recipients of Section 5307 funding to set annual Safety Performance Targets (SPTs) in their Agency Safety Plans (ASPs) based on measures established in the National Public Transportation Safety Plan. These targets focus on reducing risks through a three-year rolling average of data submitted to the National Transit Database (NTD). These FTA-specified performance measures, which apply to all recipients of Section 5307 funds are:

1. Total number of fatalities
2. Total Rate of fatalities per vehicle revenue mile
3. Total number of injuries
4. Total Rate of injuries per vehicle revenue mile
5. Total number of safety events (collisions)
6. Total Rate of safety events per vehicle revenue mile
7. Major Mechanical Failures per vehicle revenue mile.

*THE ABILENE MPO AGREES TO PLAN AND
PROGRAM FUNDS THAT SUPPORT BOTH THE TEXAS
DOT AND CITYLINK ADOPTED TARGETS IN
RESOLUTION 26-01 ADOPTED ON 17FEB2026.*

PUBLIC PARTICIPATION PROCESS

The Public Participation Program is the Abilene MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. Last updated on April 17, 2018 to incorporate requirements of the FAST ACT. The Plan's intent is outlining how the Abilene MPO will provide an opportunity for all citizens, public agencies, representatives of public transportation, freight shippers, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, the disabled, and all other interested parties with reasonable opportunities to participate in the metropolitan transportation planning and programming processes.

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the May 07, 2026 Abilene Reporter-News announcing that the draft FYs 2027-2030

Transportation Improvement Program (TIP) would be available for the public to review and comment on at the June 11, 2026 Policy Board meeting. The notice also stated that signed, written comments would be received through June 5, 2026. 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 *2018 Public Participation Plan* can be found on the MPO website. This website 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 the office or contacting staff at any MPO meetings. The public is also encouraged join the 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 MPOs regional public participation plan 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.

PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

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 Planning Area is in Attainment of all National Ambient Air Quality Standards.

AMERICANS WITH DISABILITIES ACT and SECTION 504 OF THE REHABILITATION ACT

The Americans with Disabilities Act was signed into Law by President George HW Bush in 1990. As stated in Section 2 of the Texas Department of Transportation's 2022 ADA Transition Plan:

TxDOT is committed to creating accessible programs, policies, and services, in accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. The ADA is a federal civil rights law that mandates equal opportunity for individuals with disabilities. It prohibits discrimination against people with disabilities in jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA requires state and local governments to make their programs and services accessible to persons with disabilities (28 CFR 35.149-35.151). This requirement extends not only to physical access at government facilities, programs, and events, but also to pedestrian facilities in public rights-of-way.

The TxDOT Design Standards were revised to meet the 2006 ADA STF and the 2011 Guidelines for Accessible Public Rights-of-Way (PROWAG), www.access-board.gov/prowag. In 2017, the Texas Department of Licensing and Regulation authorized the PROWAG for projects in the public rights-of-way. This allowed TxDOT to use the PROWAG as its de facto 'standards.' TxDOT's Design Division has also published guidance on the installation of curb ramps and sidewalks (ADA Curb Ramp and Sidewalk Guidance).

On January 17, 2025, the new FTA rule on standards for new construction and alterations of transit stops in public rights-of-way became final. This means that there is no difference between states or local agencies accessibility design standards for transit stops and other facilities. The transit system now has nationally uniform accessibility-related design standards.

“The Americans with Disabilities Act (ADA) directs USDOT to adopt standards for accessible public transportation facilities that are consistent with final minimum accessibility guidelines issued by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board). The Final Rule on Transportation for Individuals with Disabilities: Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way adopts the U.S. Access Board’s Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (referred to as PROWAG) as the Department’s regulatory standards for new construction and alterations of transit stops in the public right-of-way.” Source: [USDOT PROWAG adoption](#)

FISCAL CONSTRAINT / FINANCIAL PLAN

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) continues the requirement stated in (23 CFR Part 450.326(j)), that the Transportation Improvement Program (TIP):

“...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.”

The financial plan of this FY 2027-2030 TIP was developed by the Abilene MPO in cooperation with the Texas Department of Transportation (TxDOT), and the City of Abilene CityLink. CityLink provided recent FTA apportionments and reasonably anticipated discretionary allocations. The collaboration developed a reasonable funding forecast through Year FY 2030.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Governor approved Abilene MPO Planning Area, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2025 Unified Transportation Program (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the long-range planning process.

The TIP Financial Plan also documents, under 23 CFR §450.326(j), the ability of the local jurisdictions within the Abilene MPO Planning Area to fund new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to “adequately” operate and maintain these non-state (TxDOT) roads. Currently local jurisdictions do not have any federally funded projects programmed within this TIP.

This TIP takes effect at the beginning of Federal Fiscal Year 2027, which begins on October 1, 2026.

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.

TEXAS DOT FUNDING CATEGORIES

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance</p> <p>Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation</p> <p>Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Preventive Maintenance</p> <p>A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area <p>Rehabilitation</p> <ul style="list-style-type: none"> 32.5% Three-year average lane miles of pavement with distress scores <70 20% vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor <p><u>See Table Note below.</u></p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

Table Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>Category 2 Metropolitan (2M)</p> <p>Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes <p>Category 2 Urban (2U)</p> <p>Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).</p> <ul style="list-style-type: none"> 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes 	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see table note, page 20), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – national Freight network – hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: high-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Rural Connectivity</p> <p>Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity</p> <p>Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY 5 - Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>

FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program</p> <p>For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program</p> <p>For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program</p> <p>For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY 8 – Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW)</p> <p>Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ)</p> <p>Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p>HSIP</p> <p>Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero</p> <p>Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>

FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA.</p> <p>TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY 10 – Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p>Supplemental Transportation Projects (Federal) Directed by federal legislation.</p> <p>Carbon Reduction Program TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Texas Parks and Wildlife Department (TPWD) Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p>Green Ribbon Program Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing’s riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>For CRP, statewide projects are administered by TxDOT’s Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non- attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p>

FUNDING CATEGORY 11 – District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary</p> <p>Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. however, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector</p> <p>Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border State Infrastructure Funding</p> <p>Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>District Safety</p> <p>District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p>Construction Cost Overruns/Change Order</p> <p>Provides additional funding for costs that are realized at letting and during construction.</p>	<p>District Discretionary</p> <p>Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector</p> <p>Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected <p>Border State Infrastructure Funding</p> <p>Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>District Safety</p> <ul style="list-style-type: none"> 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate <p>Construction Cost Overruns/Change Order</p> <p>Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Border State Infrastructure Funding</p> <p>Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – number of land border ports of entry – number of incoming commercial trucks and railcars – number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY 12 – Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes</p> <p>This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

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

TUESDAY, MARCH 10, 2026
13:30:11 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ABILENE MPO - HIGHWAY PROJECTS
FY 2027

PAGE: 3 OF 3

2027-2030 STIP									
07/2026 Revision: Pending Approval									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	\$	12,280,000
LIMITS FROM 0.12 miles North of Buffalo Gap Exit Ramp							PROJECT SPONSOR TxDOT		
LIMITS TO SL 322 Entrance Ramp Walddrop							REVISION DATE 07/2026		
PROJECT Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvement							MPO PROJ NUM S0063-06-CA		
DESCR s, median traffic barrier and illumination work, and Treadaway entrance ramp relocation							FUNDING CAT(S) 2, 1		
REMARKS					PROJECT HISTORY				
P7									
EST TOTAL PROJECT COST INFORMATION					PROPOSED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	371,229		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	COST OF	2	\$ 4,000,000	\$ 1,000,000	\$ 0	\$ 0	0	\$ 5,000,000
CONSTR \$	12,280,000	APPROVED	1	\$ 5,824,000	\$ 1,456,000	\$ 0	\$ 0	0	\$ 7,280,000
CONST ENG \$	0	PHASES	TOTAL	\$ 9,824,000	\$ 2,456,000	\$ 0	\$ 0	0	\$ 12,280,000
CONTING \$	0	\$ 12,280,000							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	12,651,229								

2027-2030 STIP									
07/2026 Revision: Pending Approval									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
ABILENE	ABILENE	TAYLOR	2398-01-062	2027	SL 322	C	ABILENE	\$	10,800,000
LIMITS FROM 1100 FT NORTH OF SH 36							PROJECT SPONSOR MPO/TxDOT		
LIMITS TO LAKEVIEW DR AT FRONTAGE RD							REVISION DATE 07/2026		
PROJECT SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT							MPO PROJ NUM S0322-F8-OI		
DESCR							FUNDING CAT(S) 2		
REMARKS ESTIMATED LET DATE 05/2027					PROJECT ADDED INTO FY 2025-2028 TIP				
P7									
EST TOTAL PROJECT COST INFORMATION					PROPOSED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	511,364		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	COST OF	2	\$ 8,640,000	\$ 2,160,000	\$ 0	\$ 0	0	\$ 10,800,000
CONSTR \$	10,800,000	APPROVED	TOTAL	\$ 8,640,000	\$ 2,160,000	\$ 0	\$ 0	0	\$ 10,800,000
CONST ENG \$	0	PHASES							
CONTING \$	436,000	\$ 10,800,000							
INDIRECT \$	302,644								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	12,050,008								

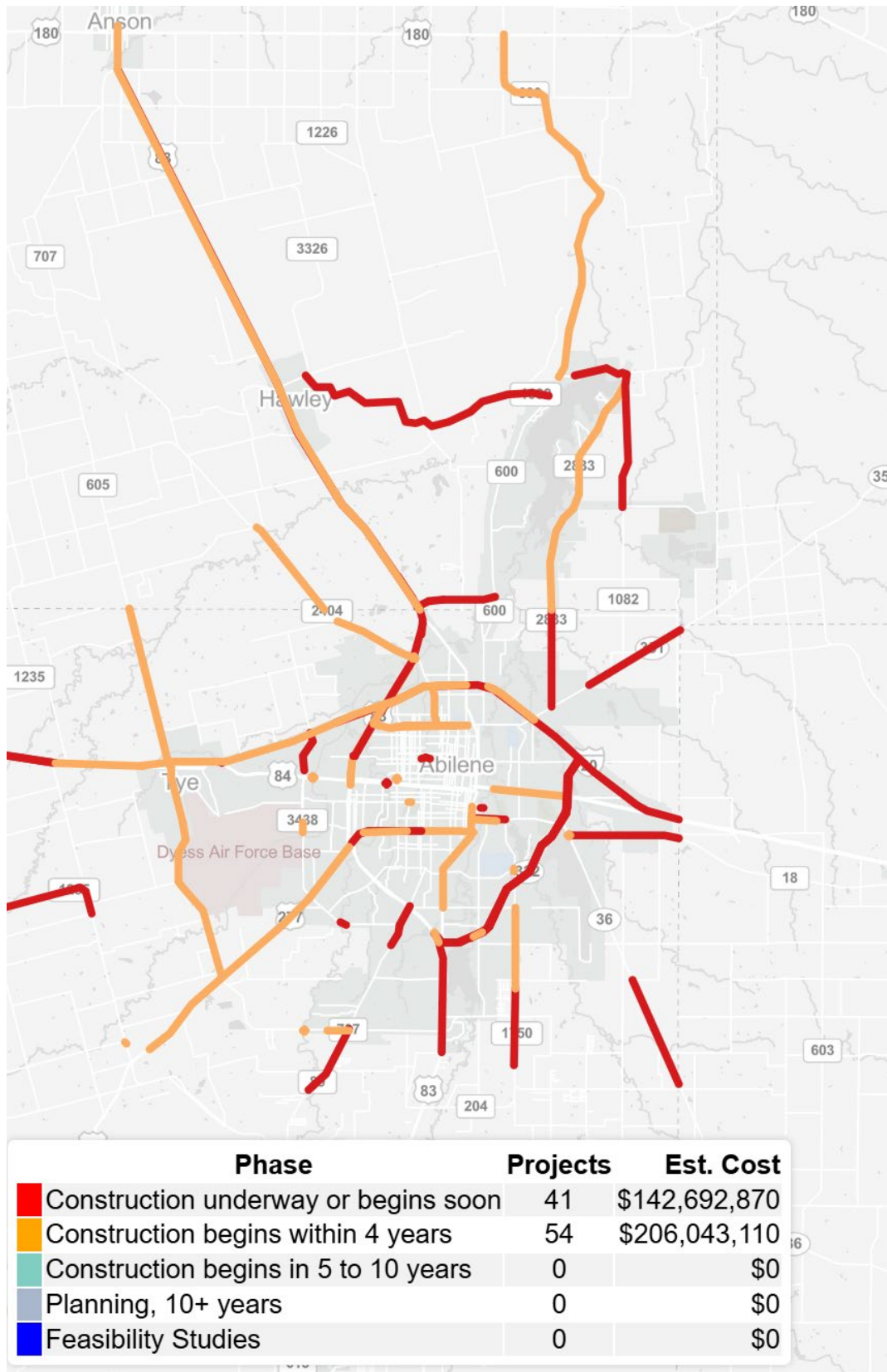
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

HIGHWAY FINANCIAL SUMMARY

TIP Financial Summary											
		District/MPO: ABL - Abilene MPO				STIP Window: 2027 - 2030		STIP Revision: 7/1/2026			
Funding Categories		FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030	
Category	Description	Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027 - 2030	Total Authorized FY 2027 - 2030
1	Preventive Maintenance and Rehabilitation	\$7,280,000	\$7,280,000							\$7,280,000	\$7,280,000
2	Metropolitan and Urban Area Corridor Projects	\$15,800,000	\$15,800,000							\$15,800,000	\$15,800,000
3 Non-Traditional	Non-Traditionally Funded Transportation Projects									\$0	\$0
3 DB	Design Build									\$0	\$0
4	Statewide Connectivity Corridor Projects									\$0	\$0
5	Congestion Mitigation and Air Quality Improvement									\$0	\$0
6	Structures Replacement and Rehabilitation (Bridge)									\$0	\$0
7	Metropolitan Mobility and Rehabilitation									\$0	\$0
8	Safety									\$0	\$0
9	Transportation Alternatives Set-Aside Program									\$0	\$0
10	Supplemental Transportation Programs									\$0	\$0
11	District Discretionary									\$0	\$0
12	Strategic Priority									\$0	\$0
Other										\$0	\$0
SW PE	Statewide Budget PE									\$0	\$0
SW ROW	Statewide Budget ROW									\$0	\$0
Funding Categories Total		\$23,080,000	\$23,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,080,000	\$23,080,000
* 3 Non-Traditional funding category will include the total of all Non-Traditional funding categories except 3 TDC. Category 10 funding will include the total of all Category 10 funding except 10 TPWD.											

Category 1- 12 Funding Source Breakdown		FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
Source	Description	Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 2027 - 2030
Federal		\$18,464,000				\$18,464,000
State		\$4,616,000				\$4,616,000
Local Match						\$0
Regional						\$0
Category 1- 12 Funding Source Total		\$23,080,000	\$0	\$0	\$0	\$23,080,000
Non-Traditional Funding Source Breakdown		FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
Category	Description	Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY
3 LC	Local Contributions					\$0
3 RTR	Regional Toll Revenue					\$0
3 TMF	Texas Mobility Fund					\$0
Other						\$0
SW PE	Statewide Budget PE					\$0
SW ROW	Statewide Budget ROW					\$0
Non-Traditional Funding Source Total		\$0	\$0	\$0	\$0	\$0

FUNDED HIGHWAY PROJECTS MAP



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

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C4-2027 MTP	Federal (FTA) Funds	\$237,713
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2022	Fiscal Year Cost	\$237,713
Project Phase	Capital		
Brief Project Description	<30 ft bus replacement, cashing system, su	Total Project Cost	\$237,713
		Trans. Dev. Credits Requested	\$40,042
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action	May 2025		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C5-2027 MTP	Federal (FTA) Funds	\$244,910
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2023	Fiscal Year Cost	\$244,910
Project Phase	Capital		
Brief Project Description	<30 ft bus replacement, surveillance/securi	Total Project Cost	\$244,910
		Trans. Dev. Credits Requested	\$41,482
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action	May 2025		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C3-2027	Federal (FTA) Funds	\$267,005
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2026	Fiscal Year Cost	\$267,005
Project Phase	Capital		
Brief Project Description	Bus Facility Construction	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$53,401
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action	07/2024		

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-PM1-2027	Federal (FTA) Funds	\$722,213
		State Funds from TxDOT	0
		Other Funds	180,554
Apportionment Year	2025	Fiscal Year Cost	\$902,767
Project Phase			
Brief Project Description	Planning and wages for conducting plannin	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2027	Federal (FTA) Funds	\$1,658,378
		State Funds from TxDOT	370,988
		Other Funds	786,264
Apportionment Year	2026	Fiscal Year Cost	\$2,815,630
Project Phase			
Brief Project Description	Operations-for full transit modes fixed routes and ADA includes wages and supplies	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-C1-2027	Federal (FTA) Funds	\$338,352
		State Funds from TxDOT	0
		Other Funds	67,670
Apportionment Year	2026	Fiscal Year Cost	\$406,022
Project Phase			
Brief Project Description	Small Capital Equipment, shop equipment,	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-C2-2027	Federal (FTA) Funds	\$143,300
		State Funds from TxDOT	35,825
		Other Funds	
Apportionment Year	2025	Fiscal Year Cost	\$179,125
Project Phase	capital		
Brief Project Description	ADA Paratransit allowable under capital	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-P1-2027	Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	3,000
Apportionment Year	2025	Fiscal Year Cost	\$15,000
Project Phase			
Brief Project Description	Capital Preventive Maintainance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2027	Federal (FTA) Funds	\$1,572,528
		State Funds from TxDOT	370,988
		Other Funds	786,264
Apportionment Year	2025	Fiscal Year Cost	\$2,729,780
Project Phase			
Brief Project Description	Operations-Admin	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-C2-2028	Federal (FTA) Funds	\$220,153
		State Funds from TxDOT	0
		Other Funds	44,030
Apportionment Year	2026	Fiscal Year Cost	\$264,183
Project Phase	Capital		
Brief Project Description	ADA Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2028	Federal (FTA) Funds	\$1,658,378
		State Funds from TxDOT	370,988
		Other Funds	786,264
Apportionment Year	2026	Fiscal Year Cost	\$2,815,630
Project Phase	Admin		
Brief Project Description	Operations-for full transit rixed route ADA	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2028	Federal (FTA) Funds	\$1,658,378
		State Funds from TxDOT	370,988
		Other Funds	786,264
Apportionment Year	2027	Fiscal Year Cost	\$2,815,630
Project Phase	Admin		
Brief Project Description	Operations-for full transit rixed route ADA	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-PM1-2028	Federal (FTA) Funds	\$722,213
		State Funds from TxDOT	0
		Other Funds	180,554
Apportionment Year	2026	Fiscal Year Cost	\$902,767
Project Phase	capital		
Brief Project Description	Preventive Maintainance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-P1-2028	Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	3,000
Apportionment Year	2026	Fiscal Year Cost	\$15,000
Project Phase	Planning Activities and wages for employees conducting planning		
Brief Project Description	Planning	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-C1-2028	Federal (FTA) Funds	\$338,352
		State Funds from TxDOT	0
		Other Funds	67,670
Apportionment Year	2027	Fiscal Year Cost	\$406,022
Project Phase			
Brief Project Description	Small capital equipment	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-P1-2028	Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	3,000
Apportionment Year	2027	Fiscal Year Cost	\$15,000
Project Phase	Planning Activities and wages for employees conducting planning		
Brief Project Description	Planning	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-P1-2028	Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	3,000
Apportionment Year	2028	Fiscal Year Cost	\$15,000
Project Phase	Planning Activities and wages for employees conducting planning		
Brief Project Description	Capital	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2028	Federal (FTA) Funds	\$1,572,528
		State Funds from TxDOT	370,988
		Other Funds	786,264
Apportionment Year	2027	Fiscal Year Cost	\$2,729,780
Project Phase	Admin		
Brief Project Description	Planning Activities	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C4-2028	Federal (FTA) Funds	\$237,713
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2022	Fiscal Year Cost	\$237,713
Project Phase			
Brief Project Description	<30 ft bus replacement, cashing system, surveillance/se	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$40,042
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C5-2028	Federal (FTA) Funds	\$244,910
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2023	Fiscal Year Cost	\$244,910
Project Phase			
Brief Project Description	<30 ft bus replacement, cashing system, surveillance/se	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$41,482
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C3-2028	Federal (FTA) Funds	\$267,005
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2027	Fiscal Year Cost	\$267,005
Project Phase	capital		
Brief Project Description	Bus Facility Construction, rehan, bus equip	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$53,401
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-P1-2029	Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2029	Fiscal Year Cost	\$12,000
Project Phase	Planning		
Brief Project Description	Planning Activities and wages for employees conducting planning	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2029	Federal (FTA) Funds	\$1,500,000
		State Funds from TxDOT	370,988
		Other Funds	0
Apportionment Year	2029	Fiscal Year Cost	\$1,870,988
Project Phase	Admin		
Brief Project Description	Operations-Admin	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C3-2029	Federal (FTA) Funds	\$267,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2029	Fiscal Year Cost	\$267,000
Project Phase	Capital		
Brief Project Description	Bus Facility Construction, rehan, bus equip	Total Project Cost	\$267,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2027 TRANSIT PROJECT DESCRIPTIONS			
ABILENE MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	TR-O1-2030	Federal (FTA) Funds	\$1,500,000
		State Funds from TxDOT	370,988
		Other Funds	0
Apportionment Year	2030	Fiscal Year Cost	\$1,870,988
Project Phase	Admin		
Brief Project Description	Operations-Admin	Total Project Cost	\$1,870,988
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2030	Fiscal Year Cost	\$12,000
Project Phase	Planning		
Brief Project Description	Planning Activities	Total Project Cost	\$12,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Abilene CityLink	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	TR-C3-2030	Federal (FTA) Funds	\$267,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2030	Fiscal Year Cost	\$267,000
Project Phase	Capital		
Brief Project Description	Bus Facility Construction, rehan, bus equip	Total Project Cost	\$267,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0

TRANSIT FINANCIAL SUMMARY

**Abilene Metropolitan Planning Organization
FY 2027-2030 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars Current as of 21MAY2026

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	\$4,446,771	\$2,601,553	\$7,048,324	\$6,206,002	\$3,773,010	\$9,979,012	\$1,512,000	\$370,988	\$1,882,988
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	\$749,628		\$749,628	\$749,628		\$749,628	\$267,000		\$267,000
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$5,196,399	\$2,601,553	\$7,797,952	\$6,955,630	\$3,773,010	\$10,728,640	\$1,779,000	\$370,988	\$2,149,988
Transportation Development Credits										
	Requested			\$0			\$0			\$0
	Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2030			FY 2027-2030 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,512,000	\$370,988	\$1,882,988	\$13,676,773	\$7,116,539	\$20,793,312
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$267,000		\$267,000	\$2,033,256	\$0	\$2,033,256
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$1,779,000	\$370,988	\$2,149,988	\$15,710,029	\$7,116,539	\$22,826,568
Transportation Development Credits							
	Requested			\$0			\$0
	Awarded			\$0			\$0

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. Jeremy Dearing, 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 June 11, 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	2025	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	2025	IH 20	NEAR CATCLAW CREEK	GRAPE STREET	Overlay	02/06/2025	\$ 600,000	Statewide Let	PE	A00195426	Active	Abilene	Abilene	Taylor
0011-01-040	2025	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



ABILENE

METROPOLITAN PLANNING ORGANIZATION

**ABILENE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. R-2026-03**

A RESOLUTION OF THE POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION ADOPTING AND CERTIFYING THE 2027–2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE ABILENE METROPOLITAN PLANNING AREA.

WHEREAS, the Abilene Metropolitan Planning Organization (MPO) is the designated agency responsible for carrying out the comprehensive, cooperative, and continuous multimodal transportation planning process within the Abilene Metropolitan Planning Area (MPA) in compliance with federal mandates and the state laws of Texas; and,

WHEREAS, federal planning regulations (23 CFR Part 450) require metropolitan planning organizations to develop and approve a short-range, four-year capital improvements program known as the Transportation Improvement Program (TIP), containing a prioritized list of federally assisted surface transportation projects scheduled for regional implementation; and,

WHEREAS, the Abilene MPO staff has compiled the *2027–2030 Transportation Improvement Program* in strict alignment with project parameters set forth in the current 2050 Metropolitan Transportation Plan (MTP) and the Texas Department of Transportation's (TxDOT) Unified Transportation Program (UTP); and,

WHEREAS, the 2027–2030 TIP incorporates explicitly detailed roadway, safety, enhancement, and transit projects, with financial models calculated using Year-of-Expenditure (YOE) cost and revenue inflation estimates to ensure realistic project costing; and,

WHEREAS, the 2027–2030 TIP satisfies federal fiscal constraint criteria under 23 CFR § 450.326, demonstrating that identified federal, state, and local funding streams are reasonably expected to be available to fully support the programmed projects throughout the four-year scope; and,

WHEREAS, this document integrates and directly links local project selection to the achievement of Federal Performance Management (PM) targets, including Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) initiatives, maximizing safety and infrastructure resiliency; and,

WHEREAS, a formal public comment period and comprehensive public engagement outreach were executed in strict accordance with the Abilene MPO Public Participation Plan to gather community and stakeholder feedback; and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the project sequencing, multi-modal elements, and financial constraints of the draft 2027–2030 TIP and recommends formal adoption by the Policy Board.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION THAT:

- 1. ADOPTION:** The Abilene MPO Policy Board hereby adopts and certifies the *2027–2030 Transportation Improvement Program* as the official short-range program of projects for the Abilene Metropolitan Planning Area.
- 2. SUBMISSION:** The MPO Executive Director is authorized and directed to transmit the approved 2027–2030 TIP, along with its associated self-certifications, to TxDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for immediate incorporation into the Statewide Transportation Improvement Program (STIP).
- 3. COMPLIANCE:** It is hereby officially found and determined that the meeting at which this Resolution is passed was open to the public, that public notice of the time, place, and purpose of said meeting was given as required by the Texas Open Meetings Act, and that all public participation requirements were fully satisfied.

PASSED, APPROVED, AND ADOPTED on this 11th day of June, 2026.

By: _____

Shane Price
MPO Policy Board Chair

ATTEST:

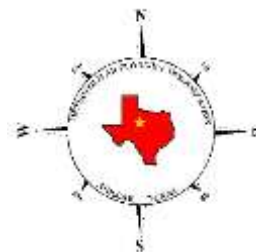
APPROVED AS TO FORM:

By:

By:

Craig Casper
MPO Executive Director

Kelley Messer
First Assistant City Attorney, City of Abilene



To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 7: Federal Functional Classification
Action: Review, Discuss, Provide Suggestions

Summary

The desired outcome of this item is approving both resolution R-2026-04 and the Federal Functional Classification (FFC) of roads within the Abilene Metropolitan Planning Area. Under federal statutes and regulations, state transportation agencies have the primary responsibility for designating and updating public roadway FFC in rural and urban areas to clearly define the role each element of the roadway plays in serving access and mobility needs. TxDOT reviewed the Abilene MPO road system (Attachment 1) and recommended specific changes (attachment 2). The resulting Federal Functional Classification is shown in Attachment 3. Both the Technical Advisory Committee and the MPO Staff recommend approval of the changes as presented by TxDOT.

Table 1. Hierarchy of Functional Classifications

Function Classification	Hierarchy of Roadways	Statewide Planning Map Color
1	Interstate	
2	Principal Arterial – Other Freeways and Expressways	
3	Principal Arterial – Other	
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	

Source: Texas DOT

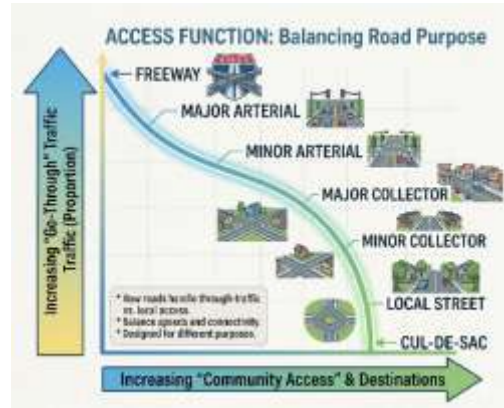
FHWAs *Highway Functional Classification: Concepts, Criteria and Procedures, 2023 Edition*, describes the procedures and processes for assigning functional classifications to roadways and adjusting urban area boundaries. Federal Functional Classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Federal legislation uses functional classification to determine eligibility for funding under the Federal-aid program. Transportation agencies should describe roadway system performance, benchmarks and targets by functional classification. As MPOs increase the use of performance-based planning and programming the FFC of a road becomes increasingly important when setting expectations and measuring outcomes for preservation, mobility and safety.

Background

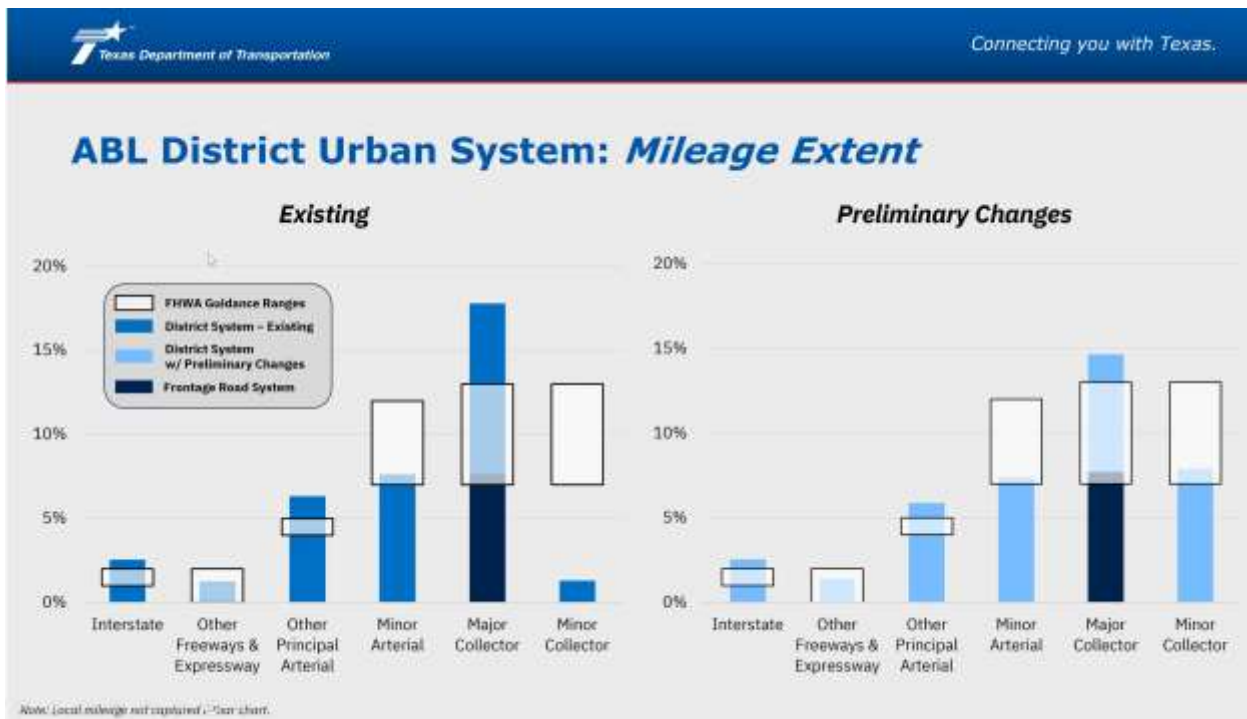
States and their partners should re-evaluate the functional classification of the road system at least every 10 years, coinciding with the decennial census. FHWA highly recommends completing this process within 2 years of the formal approval of the adjusted boundaries so that

all States are coordinated with the same census. FHWA considers the State DOT the authority during this process and relies upon it to take an active leadership role.

The framework used to designate Federal Functional Classification (FFC) is dictated by TxDOT's Transportation Planning and Programming (TPP) Division. It was developed from the updated Federal Functional Classification System Change Request Standard Operating Procedure (SOP) adopted in November 2024 alongside major updates to the Texas Roadway Design Manual. Texas MPOs submit FFC changes as a complete package—which includes TxDOT Form 2373, official TPP FFC maps, draft MPO maps, **and a formal MPO resolution**—for submission to their local TxDOT District. The District verifies the package and forwards it to the TPP Statewide Planning Branch, who then receive FHWA's decision.

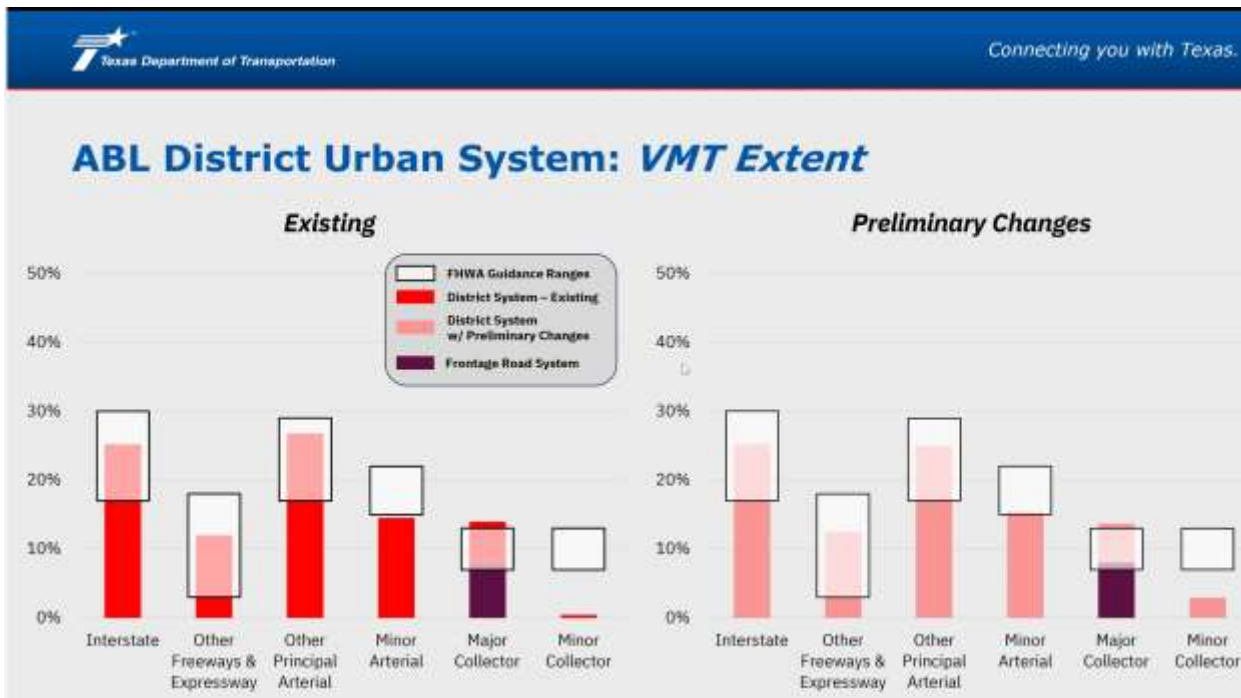


The Preliminary District changes proposed 409 changes impacting 1,299 centerline miles (10.9% of the non-local system) of roads. These roads have approximately 810,000 vehicle miles of travel (7% of the non-local travel). Among the changes are better designating minor



collectors within the Urban Area.

TxDOT requires changes to FFC be triggered by changing land use, traffic volumes, or actual network shifts (new roads, realignments, added capacity)—not simply a desire to make a local road eligible for federal funding. The concept of diffusion now allows a higher classed road to terminate into several lower classed roads if the volumes are accommodated.



TxDOT Context Classifications

In the November 2024 Roadway Design Manual update, TxDOT formally emphasizes a "Context Classification System" (e.g., Rural, Suburban, Urban). TxDOT is working toward including five or six context classifications in their future updated Roadway Design Manual, adding rural town and urban core to the three existing contexts. These are seen on the following page as Figure 3.3. While Federal Functional Classification (Arterial, Collector, Local) handles federal funding eligibility and balances mobility versus access, MPOs and Districts must now use Context Classification alongside FFC to dictate Target Speeds and cross-sectional design criteria for the road system.

TxDOT recently tied FFC to "Context Classification" (Urban, Suburban, Rural, etc.) in the Roadway Design Manual. Artificial Intelligence equipment suitability (Connected Roadway Classification) also overlays perfectly on this matrix. For instance, an "Urban Core Arterial" is highly suitable for AI-driven pedestrian detection and adaptive signal control, whereas a "Rural Arterial" is better suited for AI-based weather warning systems and dynamic queue detection. Integrating these specific ITS use cases into the Abilene MPO project development process ensures that the right ITS technology is included for that specific context and functional classification.

TxDOT Connected Roadway Classification System

The Texas Department of Transportation (TxDOT) listed the Connected Roadway Classification System (CRCS) Analysis as a key component in Table 3 of its 2020 Transportation Systems Management & Operations (TSMO) strategies. The purpose is assessing the readiness of infrastructure for supporting enhanced vehicle to infrastructure (V2I) or vehicle to everything (V2X) interaction. Research shows that as vehicles become more automated they require higher standards for pavement markings, signage, and lane widths. The focus is on critical elements

such as sight distance, shoulder widths, lane widths, and speed-change lane lengths. TxDOT's Near-term Strategy 6 states **“6. Conduct Connected Roadway Classification System (CRCS) Analysis to Prepare for CAT.”** is a standard process and tool set that evaluates the readiness of roadways for the deployment of Intelligent vehicle technologies and applications. It is agnostic to specific technologies, across three different infrastructure approaches and four classification levels. The CRCS levels of readiness are shown below.

Figure 3-3: TxDOT Context Classifications



The Texas Department of Transportation (TxDOT) listed the Connected Roadway Classification System (CRCS) Analysis as a key component in Table 3 of its 2020 Transportation Systems Management & Operations (TSMO) strategies. The purpose is assessing the readiness of infrastructure for supporting enhanced vehicle to infrastructure (V2I) or vehicle to everything (V2X) interaction. Research shows that as vehicles become more automated they require higher standards for pavement markings, signage, and lane widths. The focus is on critical elements such as sight distance, shoulder widths, lane widths, and speed-change lane lengths. TxDOT's Near-term Strategy 6 **“6. Conduct Connected Roadway Classification System (CRCS) Analysis to Prepare for CAT.”** is a standard process and tool set that evaluates the readiness of roadways for the deployment of Intelligent vehicle technologies and applications. It is agnostic to specific technologies, across three different infrastructure approaches and four classification levels. The levels of readiness are shown below.

CRCS level description

TXDOT - ROADWAY READINESS LEVELS FOR CV & AV DEPLOYMENT			
Level	Color Bar & Arrow	Status Keyword	Detailed Description
Level 0		Critical Readiness	Roadway presents serious challenges to readiness for CVs or AVs.
Level 1		Limited Readiness	Roadway has significant restrictions on the deployment of CVs or AVs.
Level 2		Developing Readiness	Roadway is moderately ready for CV, but still poses significant challenges for effective deployment.
Level 3		Moderate Readiness	Roadway is moderately ready for CVs or AVs, but may still pose challenges for effective deployment.
Level 4		High Readiness	Roadway is highly ready for CVs or AVs, and the remaining challenges are relatively minor.
Level 5		Optimal Readiness	Roadway is highly ready for CVs or AVs with few or no remaining challenges for deployment.

The goals of CRCS level designation is ensuring the Abilene MPO region does not fall behind in technology at this critical juncture in time. A possible example is, when the Abilene MPO submits to TxDOT for an upgrade, we should also reference the Regional ITS needs on the roadway. If an Arterial is identified as an Integrated Corridor Management (ICM) relief route then federal funds to deploy AI-driven ITS equipment along the route is justified. Because the adopted Abilene MPO Planning Area encompasses a unique mix of high-volume freight corridors (I-20), complex urban arterials (Treadaway Blvd), and surrounding rural routes (83/84), the above matrix aligns the technology with the specific operational environments where it is most effective.

ITS / AI Equipment Category	Target Federal Functional Classification (FC)	Target TxDOT Context Classification	Primary Use Case & Regional Application
AI-Driven Pedestrian & Bicycle Detection	Minor Arterial, Major Collector, Local	Urban Core, Urban, Rural Town	Use Case: Enhancing vulnerable road user safety by dynamically adjusting signal timing and activating smart crosswalks. Application: Revitalization efforts along the State Line Avenue Cultural Corridor and downtown pedestrian zones.
Adaptive Traffic Signal Control (ATSC)	Principal Arterial, Minor Arterial	Urban Core, Urban, Suburban	Use Case: Using AI edge processing to adjust signal phasing in real-time to mitigate both recurring and non-recurring congestion. Application: Major commercial corridors and surface arterials managing shifting bi-state traffic volumes and relief routing.
Automated Incident Detection (Computer Vision/CCTV)	Interstate, Other Freeways & Expressways, Principal Arterial	Urban, Suburban, Rural	Use Case: Utilizing machine vision to instantly detect crashes, stalled vehicles, or wrong-way drivers without waiting for 911 calls. Application: I-30, I-49, and US 59 corridors to drastically improve emergency response times and clear bottlenecks.
Dynamic Message Signs (DMS) & Automated Queue Warning	Interstate, Other Freeways & Expressways, Principal Arterial	Suburban, Rural	Use Case: Detecting sudden traffic backups to warn upstream drivers, preventing secondary rear-end collisions, and providing detour routing. Application: Strategic placement ahead of major interchanges, work zones, and known bottleneck approaches on the Interstate system.
Connected Vehicle Roadside Units (RSU)	Interstate, Principal Arterial, Minor Arterial	All Contexts (Density varies by context)	Use Case: Providing low-latency V2I (Vehicle-to-Infrastructure) communication for Signal Phase and Timing (SPaT) and automated safety messaging. Application: Future-proofing major freight corridors and enabling transit priority systems throughout the MPO boundary.
Road Weather Information Systems (RWIS)	Interstate, Principal Arterial, Major Collector	Rural, Rural Town, Suburban	Use Case: Monitoring localized pavement temperatures, ice formation, and flash flooding to trigger automated warning systems. Application: Outlying rural routes and elevated interchanges in Bowie and Miller counties that are susceptible to rapid weather changes.

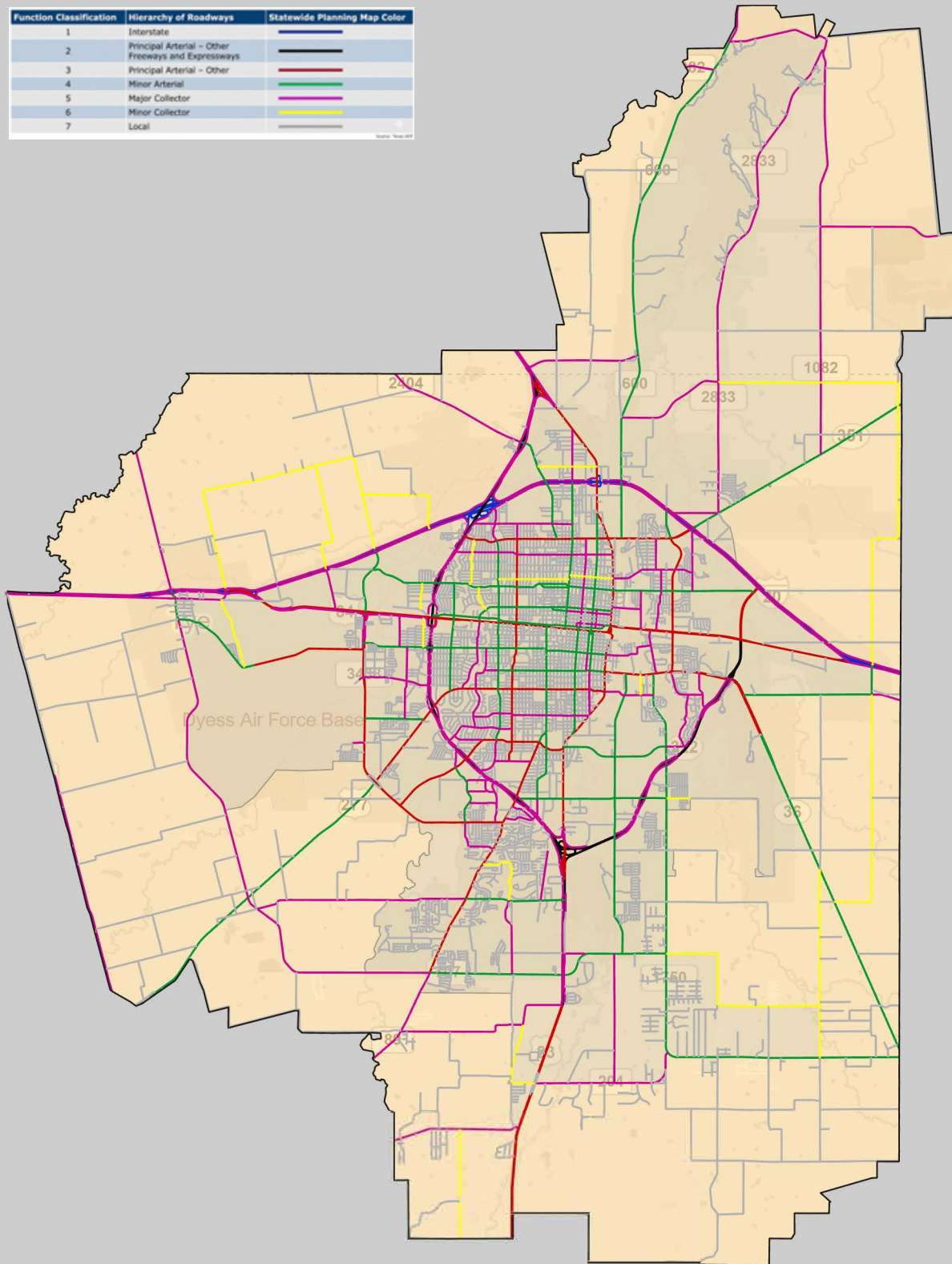
Attachments

- 1) Existing Federal Functional Classification
- 2) Proposed Changes to Federal Functional Classification
- 3) Resulting Federal Functional Classification
- 4) Resolution R-2026-4 Federal Functional Classification Approval

Attachment 1: Existing Functional Classification



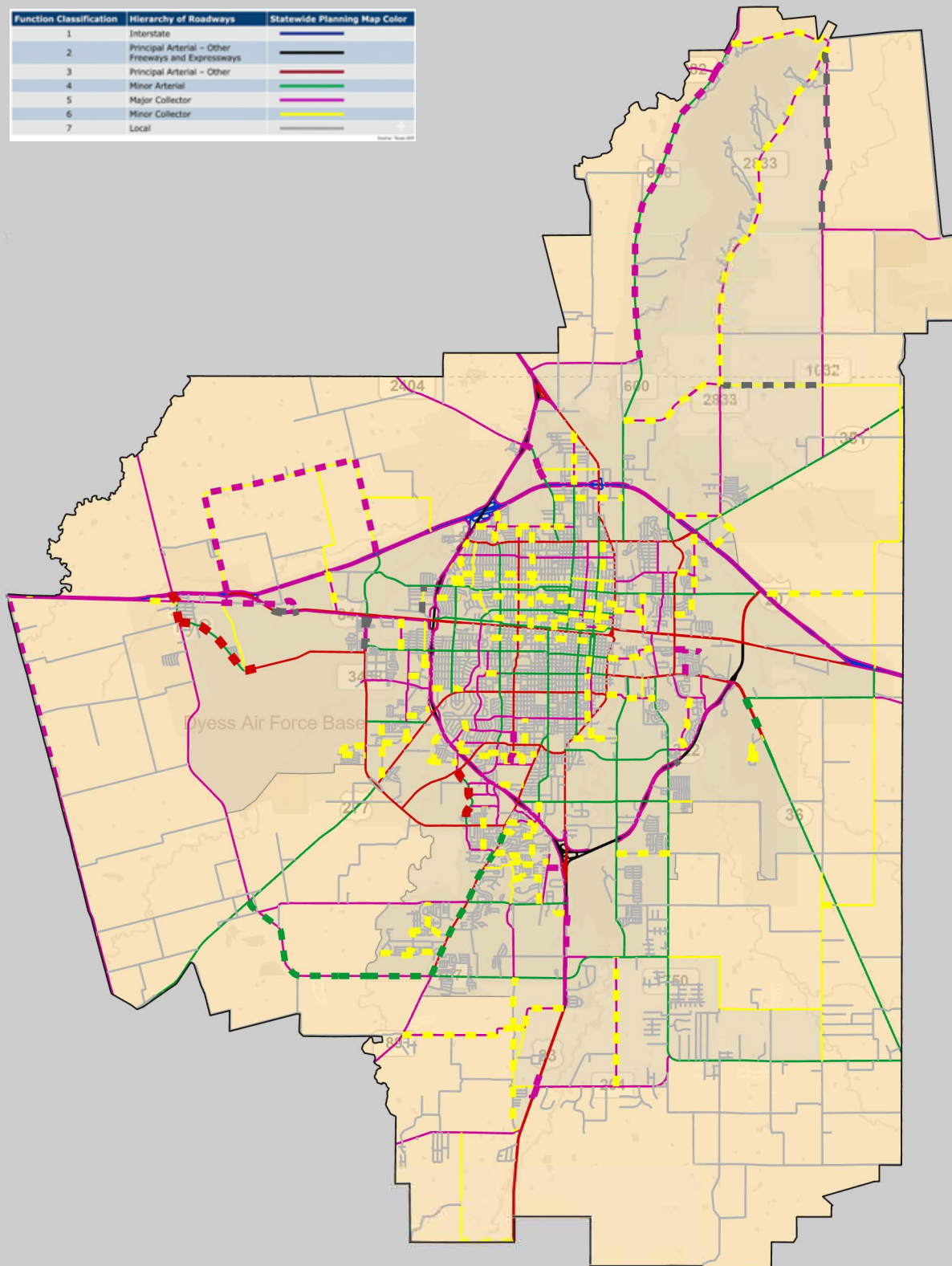
Function Classification	Hierarchy of Roadways	Statewide Planning Map Color
1	Interstate	
2	Principal Arterial - Other Freeways and Expressways	
3	Principal Arterial - Other	
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	



Attach 2: Proposed "Preliminary" Functional Classification Changes



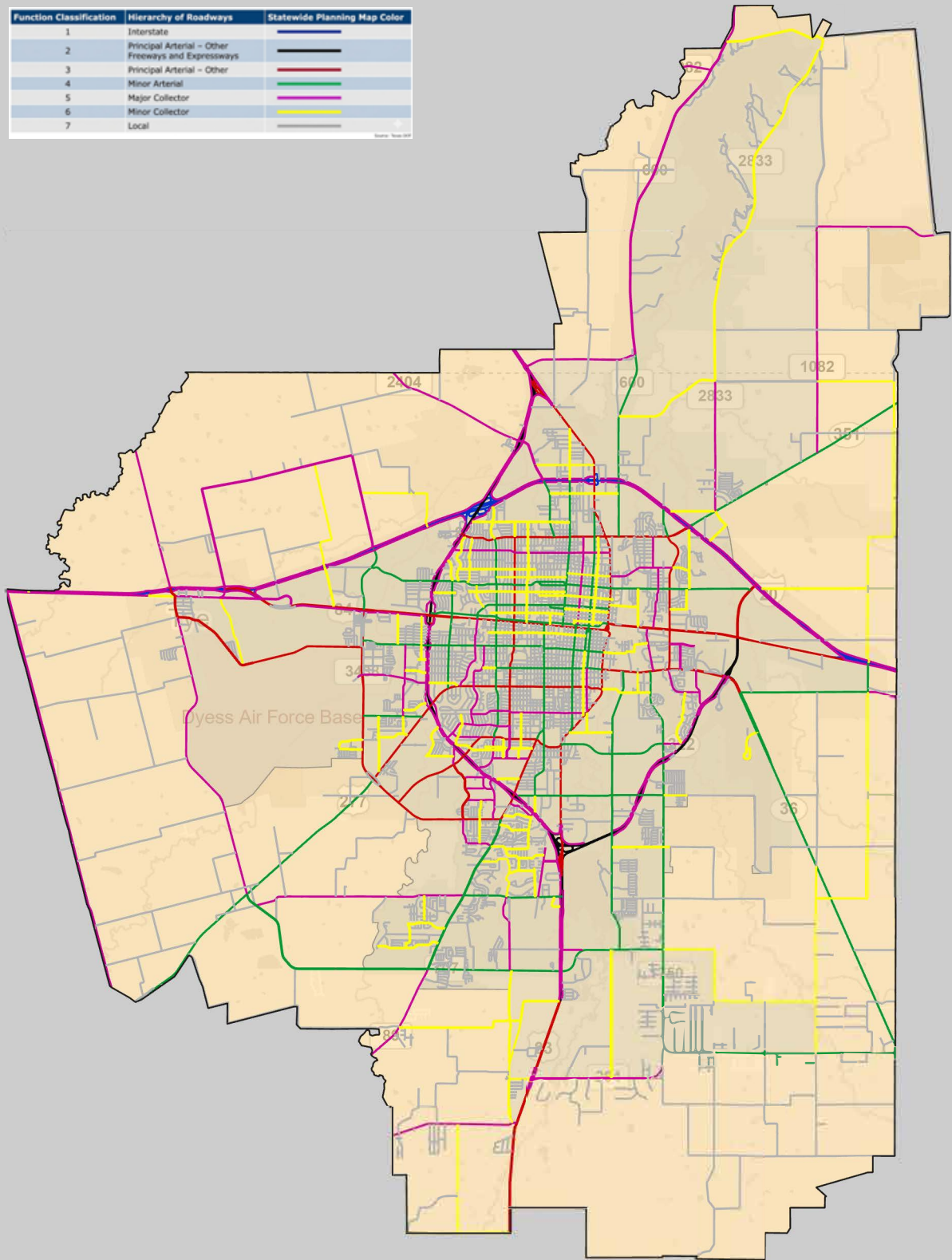
Function Classification	Hierarchy of Roadways	Statewide Planning Map Color
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3	Principal Arterial - Other	
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	



Attach 3: Proposed "Final" Functional Classification Changes



Function Classification	Hierarchy of Roadways	Statewide Planning Map Color
1	Interstate	
2	Principal Arterial - Other Freeways and Expressways	
3	Principal Arterial - Other	
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	





**ABILENE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. R-2026-04**

A RESOLUTION OF THE POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION APPROVING AND ADOPTING THE ADJUSTED FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM DESIGNATIONS WITHIN THE METROPOLITAN PLANNING AREA BOUNDARY.

WHEREAS, the Abilene Metropolitan Planning Organization (MPO) is designated by the Governor of the State of Texas as the Metropolitan Planning Organization for the Abilene Metropolitan Area, responsible for ensuring that the regional transportation planning process is conducted in a continuous, cooperative, and comprehensive manner in accordance with federal law; and,

WHEREAS, the Federal Highway Administration (FHWA) requires the periodic evaluation and adjustment of the Federal Functional Classification System following the release of the decennial U.S. Census Bureau data to reflect changes in urban boundaries, population growth, and regional travel patterns; and,

WHEREAS, the Federal Functional Classification System serves as the determinative framework under 23 CFR Part 470 for evaluating the operational role of roadways in moving vehicles through the regional network, and directly governs municipal and county eligibility for federal-aid highway funding categories; and,

WHEREAS, the Texas Department of Transportation's Transportation Planning and Programming Division (TxDOT-TPP), in direct technical coordination with the Abilene MPO staff and the Technical Advisory Committee (TAC), has completed a comprehensive, data-driven review of the roadway network within the Abilene Metropolitan Planning Area (MPA) boundary; and,

WHEREAS, this collaborative review has resulted in adjusted Federal Functional Classification maps that accurately align regional corridors with their actual and projected functional use, ensuring network connectivity and systemic consistency with both state and federal highway guidelines; and,

WHEREAS, the Abilene MPO Technical Advisory Committee reviewed the proposed adjustments and official maps at their designated meeting and has recommended that the Transportation Policy Board formally adopt and certify these classifications.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY BOARD OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION THAT:

ADOPTION: The Abilene MPO Policy Board hereby approves, adopts, and certifies the adjusted Federal Functional Classification System, as shown and presented, is the official functional classification network for the Abilene Metropolitan Planning Area.

SUBMISSION: The MPO Executive Director is authorized and directed to transmit this Resolution and the approved maps to the Texas Department of Transportation for onward submission to the Federal Highway Administration for final federal concurrence.

COMPLIANCE: It is hereby officially found and determined that the meeting at which this Resolution is passed was open to the public, that public notice of the time, place, and purpose of said meeting was given as required by the Texas Open Meetings Act, and that all public participation requirements within the Abilene MPO Public Participation Plan were fully satisfied.

PASSED, APPROVED, AND ADOPTED on this 11th day of June, 2026.

ABILENE METROPOLITAN PLANNING ORGANIZATION

By: _____

Shane Price
MPO Policy Board Chair

ATTEST:

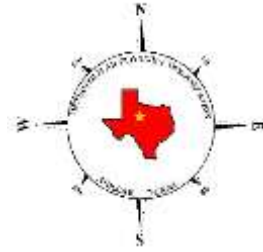
APPROVED AS TO FORM:

By:

By:

Craig Casper
MPO Executive Director

Kelley Messer
First Assistant City Attorney, City of Abilene



To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 8: SAF Task Force Charter
Action: Discussion

Summary

In a performance-based Planning and Programming Process the amount, type and location of population and jobs are directly related to the locations, types and severity of transportation needs. Disaggregating these Texas Demographic Center (TDC) forecasted numbers into the Transportation Analysis Zones is a vital initial step in updating the Travel Demand Model and it sets the foundation for the next Abilene MPO Metropolitan Transportation Plan and Transportation Improvement Program. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on “the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity” (23 CFR 450.324(e)). There are two parts to a Small Area Forecast (SAF).

- First, the actual forecasts to future years are conducted by the Texas Demographic Center (TDC). The TDC created three sets of forecasts, generally called Low, Moderate, and High. The central number (moderate) is the most likely to occur, but the low and high generally bracket the 90% certainty forecasts.
- The second part of an SAF is disaggregating these County total forecasts into the Traffic Analysis Zones (TAZs). The finest grain forecast from the Texas State Demographer is the county level, but the Texas Water Development Board has forecasts to the level of water supply districts that our forecasts should generally conform to. This effort will disaggregate households and jobs into the new TAZs. The Abilene MPO Policy Board approved convening the Small Area Task Force to help suballocation of population and jobs. The Foundational Charter of the SAF Task Force is Attachment 1.

Attachments

- 1) SAF Task Force Charter

Abilene MPO Small Area Forecast Task Force Charter

Purpose

To disaggregate Texas Demographic Center county-level population and employment control totals to the Transportation Analysis Zone (TAZ) level for use in the Abilene MPO Travel Demand Model, producing an allocation that is technically defensible, policy-aware, and broadly accepted by regional stakeholders.

Scope

- Review TDC control totals and underlying methodology.
- Develop and evaluate two to three TAZ-level growth allocation scenarios.
- Recommend one allocation for adoption in the regional travel demand model.
- Document scenario assumptions, trade-offs, and any dissenting positions.

Decision-Making Approach: Informed Consent

The Task Force operates on a standard of informed consent, not consensus. Each member must understand the data, methodology, and implications of the recommended allocation well enough to accept its use in the regional model — even where it differs from their preferred outcome. Minority positions will be documented in the final record.

Membership

- **Technical Working Group:** MPO staff, demographer, modeler, county/city planners.
- **Stakeholder Advisory Panel:** Development community, conservation and environmental interests, transit agencies, school districts, equity advocates, economic development organizations, major employers.
- **Policy Consent Body:** Designated elected or appointed officials providing final acceptance.

Deliverables

- Methodology memorandum documenting allocation approach and data inputs.
- Two to three scenario allocations with comparative trade-off analysis.
- Final recommended TAZ allocation with documented rationale and dissents.
- Public-facing summary of process, findings, and decisions.

Schedule

July 1, 2026 through June 2027. No more than 4 working sessions over 12 months, with additional individual meetings and technical memoranda circulated between sessions.

Operating Principles

- Good-faith engagement with data, methodology, and other participants.
- Transparency: all assumptions, inputs, and trade-offs are documented and shared.
- Open meetings and public-facing records, consistent with applicable Texas law.
- Disagreement is expected; obstruction of process is not.

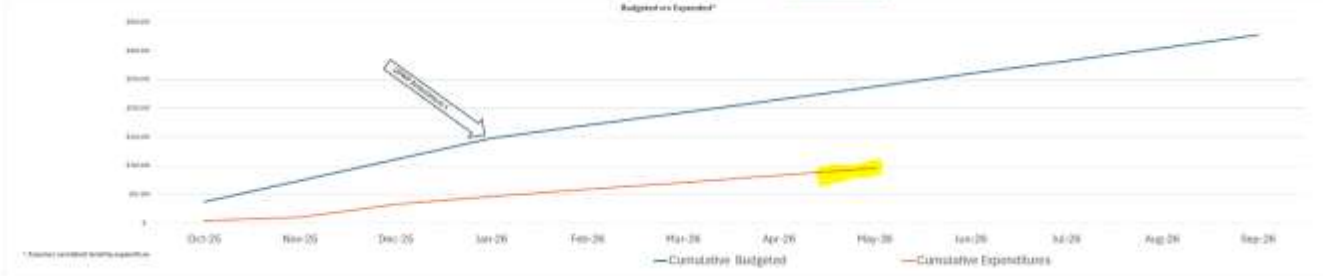
Approved: _____ Date: _____



To: Abilene MPO Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 10: MPO Directors Report
Action: Discussion

Financial Report

	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Cumulative Budgeted \$	37,000	74,000	111,000	148,000	170,407	192,814	215,221	237,628	260,035	282,442	304,849	327,256	327,256	327,256	327,256
Cumulative Expenditures \$	4,391	10,272	33,047	46,832	59,141	71,106	83,329	95,675							95,675



Staffing Report

Staff is working with the City of Abilene Human Resources on the job description to include language indicating the position will work with “Artificial Intelligence” to perform clerical, administrative, and bookkeeping duties in support of the MPO. This requires other skills and abilities such as recognizing errors and biases in the AI output. Describing this is not a standard practice yet.

The Draft Notice to Professional Consultants Request For Qualifications (RFQ) for Planning and Programming support for activities included in the Unified Planning Work Program is in final review. We are likely to start with a 1-year contract with up to 3 additional years if performance is acceptable and funding is available. This would get us through both the next MTP update and the 2029-2032 TIP.

TxDOT PLANcon July 14-16

TOPICS:

- Travel Demand Modeling Tools, Techniques and Data;
- Artificial Intelligence: Utilizing AI To Support Transportation Solutions;
- How TPP Integrates Data, Technology, and Planning;
- Introducing TxDOT’s SAM Viewer for Efficient Transportation Planning and Collaboration;
- Integrating TPP’s Independent Tools to Strengthen Data-Driven Transportation Decision-Making;
- Building Resilience: District Perspectives, Shared Challenges, and Best Practices;
- Connecting Texas: Today and What’s Next.

TxDOT Planning Agreement

The purposes of a Planning Agreement between a state DOT and an MPO include establishing the formal framework for cooperation and coordination of planning efforts, aligning the TIPs and STIP, outlining responsibilities for sharing data and measuring system performance and how progress toward the goals is tracked. The MPO Directors in Texas received this email in early June:

Dear MPO Directors,

Please be advised that we are currently in the process of further reviewing the draft planning agreement we sent out to all MPO's and evaluating feedback we have received. At this time, TxDOT is not prepared to execute the previously circulated version and will update you all when appropriate to proceed.

As you are aware, the current agreements are still in effect and do not expire until September 2027. Thank you for your patience and understanding as we work to finalize the updated document.

Regards,

FHWA SS4A Grant

The application was not submitted. The combination of timing and short-time frame did not permit an application. The \$1,250,648 grant (\$1,563,310 total cost) received by West Central Texas Council of Governments is “...to develop a Regional Comprehensive Safety Action Plan covering 19 counties and 18,000 square miles to eliminate roadway fatalities and serious injuries using low-cost, high-impact strategies. Tasks include county-level data collection and crash analysis, stakeholder engagement, digital mapping, policy review, and prioritized projects with recommended Proven Safety Countermeasures and an implementation roadmap.” An effort by the Abilene MPO requires us to “supplement” their work. The specific scope of which is not fully known at this time. It also requires providing at least 20% of the project costs using local funds or using in-kind work effort, which could not be confirmed as available in time to submit the grant.

MPO Bylaws

In March 2026, the Texas A&M Transportation Institute (TTI) developed a questionnaire for Texas MPOs to examine MPO bylaws and related MPO governance practices. This questionnaire builds upon discussions from the December 2025 TEMPO Executive Directors meeting in Austin and a subsequent desktop scan and synthesis of MPO bylaws and practices performed by TTI. The goal of this effort is providing information and common themes on content and implementation of MPO bylaws across the state of Texas. Results of the survey will inform discussion at future TEMPO meetings.

Abilene MPO Summary of BUILD America 250 Act (H.R. 8870)

A Transportation-Planning Summary for State DOTs and Metropolitan Planning Organizations

Based on the version of H.R. 8870 reported from the House Transportation & Infrastructure (T&I) Committee markup of May 21–22, 2026 — the bipartisan Graves–Larsen Amendment in the Nature of a Substitute (ANS) plus the adopted manager's amendment. The bill is a five-year surface transportation reauthorization covering FY 2027–FY 2031 and is intended to replace the 5-year \$1.2 Trillion Infrastructure Investment and Jobs Act (IIJA / Bipartisan Infrastructure Law), which expires September 30, 2026.

1. The Document at a Glance

The BUILD America 250 Act ("BA250") authorizes **roughly \$580 billion over FY 2027–FY 2031**, but the structure of that money is the single most important change from IIJA:

- **\$474.4 billion is guaranteed** contract authority from the Highway Trust Fund (HTF).
- **~\$106 billion is "authorized subject to annual appropriations"** from the General Fund — meaning it is *not* guaranteed and must be fought for each year.
- **No advance appropriations.** IIJA used advance appropriations to effectively guarantee about \$184 billion of (mostly transit, rail, resilience, and "options"-oriented) programs. BA250 removes this mechanism entirely.

Modal totals (FY 2027–FY 2031): Federal Highway Administration **\$376B**; Federal Transit Administration **\$87.6B**; National Highway Traffic Safety Administration **\$5.7B**; Federal Motor Carrier Safety Administration **\$5.0B**; Federal Railroad Administration **\$64.7B** (incl. \$31.1B Amtrak).

Net direction vs. IIJA: formula highway funding rises ~8% (+\$28B); transit + rail fall ~20% (-\$43B). Looking only at *guaranteed* dollars, highways rise ~7% (+\$26B) while transit + rail lose ~45% (-\$71B) — shifting the guaranteed-funding split from roughly 70/30 (IIJA) to roughly 81/19 (BA250).

2. Transportation-Planning Framework: State DOTs and MPOs

2.1 Metropolitan Planning Program (MPP / "PL" funds) — the core planning money

- **Funding up ~18% over IIJA levels** across the five-year life of the bill. IIJA provided roughly **\$2.2–2.3 billion** for the MPP over FY 2022–FY 2026; BA250 brings this to **~\$2.7 billion** over FY 2027–FY 2031.
- **Federal cost share raised from 80% to 90%** for MPP-eligible activities (Sec. 1107). This directly reduces the local/non-federal match that MPOs (and the counties that often help fund them) must provide.

- **Broadened eligible uses of PL funds (Sec. 1113):** fiscal administration of local projects, preliminary design, local technical assistance, studies directly linked to transportation, and critical data procurement. This is significant for MPOs with thin staff capacity, letting planning dollars stretch into early project development and data work.
- **Streamlined TIP/STIP amendments:** a project already on an approved Transportation Improvement Program (TIP) or Statewide TIP (STIP) can be added back **if it is unchanged**, reducing re-approval friction.

2.2 A new path for MPOs to become *direct recipients* of *planning funds* (Sec. 1113)

For the first time, the Secretary must establish a process under which **MPOs may apply on a rolling basis to become direct recipients of MPP funding**, bypassing the traditional state DOT pass-through. Applicants are evaluated on **legal, technical, and financial capacity**, and the process must include access to the federal-aid financial management systems. Direct-recipient obligation authority remains available for two fiscal years. *(This is the single most consequential structural change for MPOs — and, as discussed in Section 4, its benefits skew toward larger, higher-capacity MPOs.)*

2.3 Broader project-level access for MPOs

- **INFRA program eligibility extended to MPOs** serving urbanized areas of **at least 50,000 population** (Sec. 1105). The 30% cap on multimodal projects is also eliminated. Previously most MPOs could not apply directly to this major freight/highway discretionary program.
- **New Surface Transportation Accelerator Grant (STAG) program (Sec. 1124)** — a \$2.4B/year discretionary program with local/regional, rural, and urban components (see Section 4).

2.4 State DOT flexibility and the new "lump-sum" pilots

- **Consolidated Funding Pilot (highways, Sec. 1128):** up to **10 states** may take their base apportionment as a single lump sum usable across existing highway formula programs. Guardrails: participating states **must obligate 25% to regional and local areas in proportion to population** and **must consult with MPOs and RTPOs** representing those areas, plus report progress on FHWA performance measures.
- **Consolidated State Block Grant (transit, Sec. 3006):** a parallel optional program letting states pool transit formula funds into a lump sum for rural and urbanized-area service. **Primary (large) urbanized areas are protected** — they continue to receive FTA formula funds directly rather than through the state. Designated recipients must be offered the chance to opt in or out.
- *Planning note:* these pilots embody the AASHTO request for greater state discretion. They can speed delivery but introduce a risk that suballocated/regional and "options"-oriented dollars are redirected at state discretion — which is why the consultation and 25% set-aside requirements matter to MPOs.

2.5 Consultation, transparency, and accountability

- **GAO review of STBG suballocation and consultation (Sec. 1317):** examines how states notify MPOs of apportionments, how population-based obligation amounts (including unobligated

balances) are handled, state↔MPO/RTPO consultation processes, and state project-selection processes in suballocated areas.

- **Transit funding transparency in larger areas (Sec. 3108):** designated recipients in urbanized areas **over 200,000** must submit a letter justifying any allocation method that departs from the federal formula or uses non-Census population data; the Secretary may withhold funds for non-compliance and must publish the letters.
- **National commuting-trends study (Sec. 1326)** with recommendations specifically for state DOTs and MPOs.

2.6 Transit-side planning amendments (Sec. 3003–3004)

Metropolitan and statewide/nonmetropolitan transit-planning provisions are amended to (a) account for the new consolidated state block grant, (b) streamline public comment and review for amended TIPs, and (c) **scale back the voluntary housing-coordination and planning processes** that IJIA-era guidance had encouraged. FTA also gains authority to waive metropolitan and statewide planning requirements for certain territories.

2.7 Project delivery / environmental streamlining (relevant to DOTs)

A large Subtitle (Sec. 1201–1218) accelerates delivery in ways state DOTs will feel: raising the "major project" threshold to \$1B (indexed), expanding NEPA assignment to multi-state and cross-boundary reviews, lengthening NEPA-assignment renewal terms to 10 years, raising categorical-exclusion cost thresholds, and allowing planning-stage alternatives analysis to be carried into NEPA. These reward DOTs (and high-capacity MPOs/transit agencies) that have already assumed environmental review responsibilities.

3. Key Changes From IIJA (Planning-Relevant)

Theme	IIJA (FY22–26)	BUILD America 250 (FY27–31)
Total authorization	~\$1.2T package; large advance-appropriation + general-fund layer	~\$580B; **\$474.4B guaranteed (HTF)** + ~\$106B subject to appropriations
Funding-security mechanism	Contract authority **plus ~\$184B advance appropriations**	Contract authority only; **advance appropriations eliminated**
MPP / PL funds	~\$2.2–2.3B over 5 yrs; 80% federal share	**~\$2.7B (+~18%)**; **90% federal share**
MPO as direct recipient of PL funds	Through state DOT only	**New opt-in direct-recipient pathway** (Sec. 1113)
INFRA eligibility for MPOs	Generally not direct applicants	**Eligible if serving UZA ≥ 50,000**; 30% multimodal cap removed
State discretion	Standard formula suballocation	**New optional lump-sum pilots** (Sec. 1128 highways; 3006 transit)
Resilience funding	Dedicated **PROTECT formula** + discretionary; Carbon Reduction Program	**PROTECT formula eliminated**; Carbon Reduction repealed; resilience folded into core programs (see Sec. 5)
"Options"/equity programs	Reconnecting Communities, Neighborhood Access & Equity, ATIP, Healthy Streets	**Repealed** (limited eligibility preserved inside STAG/CMAQ)

4. Potential Benefits to MPOs by Population Class

Important framing: BA250 does **not** create three explicit MPO funding tiers. Instead, its benefits flow differently across population classes because of (a) long-standing statutory thresholds — the **50,000** urbanized-area threshold (MPO designation / new INFRA eligibility) and the **200,000** Transportation Management Area (TMA) threshold (direct STBG suballocation, self-selection of projects) — and (b) **capacity-based** provisions (the direct-recipient pathway) that inherently favor larger organizations. The table maps the bill's provisions onto the classes you specified.

Provision	**Small MPO** (UZA < 200,000, non-TMA)	**Medium MPO** (200,000 – 1,000,000, TMA)	**Large MPO** (> 1,000,000)
MPP +18% & 90% federal share (Sec. 1107, 1113)	**High value** — eases match burden that small MPOs struggle with most; expanded eligible uses (technical assistance, preliminary design, data) directly offset limited staff capacity	High value — more planning dollars and lower match	High value in absolute dollars (population-weighted formula), though match relief is less of a constraint
Direct-recipient pathway for PL funds (Sec. 1113)	**Limited** — hardest to clear the legal/technical/financial-capacity bar; many will stay with state pass-through	**Moderate** — achievable for well-staffed TMAs that want to control their own funds	**Highest** — most able to qualify; can bypass state DOT and self-administer PL funds
INFRA direct eligibility (UZA ≥ 50,000, Sec. 1105)	**New, high value** — first-time direct access to a major discretionary program	Valuable — formalizes/strengthens direct applications	Valuable, but large MPOs already competed effectively
STAG local & regional grants (Sec. 1124) — "specified urban area" = pop **> 200,000**; min \$5M, cap \$25M	**Indirect** — qualifies via the *rural* component and small-community set-asides (≤50,000 areas; ≤5,000 set-aside) rather than the urban tier	**New competitive access** at the \$5M–\$25M scale; single-state cap of 15%/yr spreads awards	Competes in the urban/local-regional tiers; large project pipeline benefits

Consolidated Funding Pilot consultation + 25% pop-based set-aside (Sec. 1128)	**Protective** — guarantees consultation and a population-proportional local share even where the state pools funds	Protective + consultation	Large UZAs in transit pilot (Sec. 3006) are **carved out and protected** from state pooling
STBG suballocation / project selection	Relies on state; **GAO study (Sec. 1317)** targets how states treat small-MPO/RTPO consultation	Retains **TMA self-selection** authority over suballocated STBG	Retains TMA self-selection; largest suballocated shares
Transit transparency letter (Sec. 3108, UZA > 200,000)	Not applicable	**Applies** — modest administrative burden, but improves visibility into split allocations	Applies — most relevant where multiple designated recipients split formula funds

- **Small (<200,000):** The clearest wins are the **higher 90% match, expanded PL-fund uses, and new direct INFRA eligibility**. The direct-recipient pathway is theoretically open but practically hard. Their protection against state lump-sum pooling rests on the Sec. 1128 consultation/set-aside guardrails and the Sec. 1317 GAO review.
- **Medium (200,000–1M):** Best positioned to capture **new competitive money (STAG urban/local-regional, INFRA)** while retaining TMA project-selection authority, and the most likely "new entrants" to the **direct-recipient** model.
- **Large (>1M):** Gain the most from the **direct-recipient pathway** (capacity to self-administer and bypass the state), the largest population-weighted formula shares, and explicit **protection** of primary urbanized areas from state transit pooling.

5. Changes to Funding Programs — Resiliency Planning

BA250 fundamentally restructures resilience from a **dedicated formula program** into an **eligible activity embedded across core programs**, with a net reduction in dedicated resilience dollars.

What is cut/eliminated:

- **PROTECT program (Sec. 1126): the formula component is eliminated.** IJJA's PROTECT totaled roughly **\$8.7B** (~\$7.3B formula + ~\$1.4B discretionary). BA250 keeps only a **discretionary PROTECT grant**, folds some resilience eligibilities into STBG, and produces a net reduction of about **\$6.2 billion (~71%)** in dedicated resilience funding.
- **Carbon Reduction Program: repealed** (Sec. 1125), eliminating ~\$6.4B of IJJA formula funding that many MPOs used for emissions-reduction and some resilience-adjacent projects.

Where resilience is preserved or newly enabled (as eligible uses):

- **Emergency Relief program (Sec. 1109):** resilience improvements made explicitly eligible; projects must reach construction obligation within three fiscal years of the disaster declaration (with extensions for permitting delays); ER manual must be updated at least every three years.
- **Surface Transportation Block Grant (Sec. 1112):** adds eligibility for improvements that help existing facilities **withstand natural disasters and increase resilience**; defines "low-water crossing."
- **National Highway Performance Program (Sec. 1106):** allows **regional-level mitigation**.
- **Federal Lands programs (Sec. 1131, 1133, 1134):** resilience of federal-lands transportation facilities added as eligible use.
- **Emergency Relief Working Group (Sec. 1318):** assesses **vulnerabilities in surface transportation assets** and best practices, including state DOT and transit representation.

Planning implication: resilience no longer arrives as a guaranteed, dedicated funding stream. MPOs and DOTs that want to keep funding resilience must now program it through flexible formula dollars (STBG, NHPP) or compete for the slimmed-down PROTECT discretionary grants — placing more weight on resilience prioritization in the MPO/DOT planning process itself.

6. Changes to Funding Programs — Formula Programs and the IJA→BA250 Comparison

6.1 What grows

- **FHWA total +8% (+\$28B):** the core highway formula programs (NHPP, STBG, HSIP, CMAQ) are continued and generally increased, all as guaranteed HTF contract authority.
- **Bridges — the headline:** BA250 establishes a **revised bridge formula program at \$9.2B/year (≈ \$46B over five years, all HTF)** — up sharply from IJA's Bridge Formula Program of **~\$27.5B over five years**. It adds new set-asides: **3% Tribal, 20% off-system, and 25% for a state-run competitive process for locally owned bridges** (95% federal share for locally owned bridges). A separate **\$2B/year Bridge Completion Program** is authorized from the General Fund (subject to appropriations). Committee leadership calls the combined ~\$50B+ the "largest-ever investment in America's bridges."
- **MPP / PL: +18%** (Section 2.1).
- **New discretionary: STAG at \$2.4B/year; Safe Streets and Roads for All** codified and ramping to **\$1B in FY 2031**; new **Truck Parking / Jason's Law** competitive program (~\$750M).

6.2 What shrinks or is repealed

- **PROTECT formula** eliminated (≈ -\$6.2B net; Section 5).
- **Carbon Reduction Program** repealed (≈ -\$6.4B).
- **National Electric Vehicle Infrastructure (NEVI) formula** cut (≈ -\$5B) and **Charging & Fueling Infrastructure (CFI)** cut (≈ -\$2.5B), partially offset by a **+\$1B alternative-fueling set-aside inside CMAQ**.
- **Reconnecting Communities / Neighborhood Access & Equity** repealed (≈ -\$1B; limited eligibility preserved inside STAG).
- **Active Transportation Infrastructure Investment Program (ATIIP)** cut (≈ -\$1B); **Healthy Streets** repealed (≈ -\$0.4B); **Reduction of Truck Emissions at Port Facilities** repealed (≈ -\$0.4B).

6.3 Formula-program funding comparison (IJA vs. BA250, five-year totals)

Figures are approximate; IJA program lines are FY 2022–FY 2026 and BA250 lines are FY 2027–FY 2031. Highway formula programs in BA250 are guaranteed HTF contract authority unless noted.

Program (type)	I/JA 5-yr (FY22–26)	BA250 5-yr (FY27–31)	Direction
Federal Highway Administration (all)	~\$348–364B	*~\$376B*	▲ +8%
Federal Transit Administration (all)	~\$91B guaranteed-equiv. (~\$108B authorized+appropriated)	*~\$87.6B*	▼
Bridge formula program	~\$27.5B	*~\$46B* (\$9.2B/yr)	▲ ▲
Bridge Completion (new, General Fund)	—	**~\$10B** (\$2B/yr, subject to approp.)	▲ new
Metropolitan Planning Program (PL)	~\$2.2–2.3B (80% share)	**~\$2.7B** (+18%, 90% share)	▲
Surface Transportation Block Grant	~\$65–72B	continued, ~flat-to-up	◆
CMAQ	~\$13.2B	continued **+ \$1B alt-fuel set-aside**	◆
Carbon Reduction Program	~\$6.4B	**\$0 (repealed)**	▼ ▼
PROTECT (formula + discretionary)	~\$8.7B	~\$2.5B (discretionary only)	▼ ~71%
NEVI (EV charging formula)	~\$5B	**\$0 (cut)**	▼ ▼
Charging & Fueling Infrastructure	~\$2.5B	**\$0 (cut)**	▼ ▼
Reconnecting Communities / NAE	~\$1B+	**~\$0 (repealed)**	▼ ▼
Surface Transportation Accelerator Grant	—	**~\$12B** (\$2.4B/yr)	▲ new
Safe Streets & Roads for All	discretionary (BIL advance approp.)	codified, **→ \$1B by FY31**	◆

Net read on formula programs: BA250 **preserves and modestly grows the traditional highway formula backbone** (NHPP/STBG/HSIP/CMAQ), **dramatically increases bridge formula funding**, and **gives MPOs more planning money and a path to direct receipt** — while **eliminating the newer climate/resilience/equity formula programs** (Carbon Reduction, PROTECT formula, NEVI) and converting much of the discretionary landscape into new HTF-guaranteed programs (STAG) rather than appropriations-dependent ones.

7. Status and Caveats

- This reflects the bill **as reported from T&I Committee markup (62–2)**; it must still pass the full House, be reconciled with Senate committees (which had not released their texts as of the markup), and be signed into law. **Provisions and dollar figures can change.**
- Several IJJA-vs-BA250 program-line dollar comparisons above are **approximate**, drawn from committee materials and third-party analyses; the authoritative figures are in the bill's authorization tables (Sec. 1101 for highways, Sec. 3023 for transit) and the Committee's official funding tables.
- With current authorities expiring **September 30, 2026**, a short-term extension is plausible if negotiations run into the fall.

Sources

- H.R. 8870, *BUILD America 250 Act*, bill text — Congress.gov (119th Congress).
- House T&I Committee, *BUILD America 250 Act — Section-by-Section Analysis* (64 pp.).
- House T&I Committee and member press releases (Graves, Larsen, Garamendi, Webster).
- National Association of Counties (NACo) analysis, May 2026.
- Holland & Knight, *BUILD America 250 Act: House Surface Transportation Reauthorization*, May 19, 2026.
- Union of Concerned Scientists, *The BUILD America 250 Act Proposes More Roads, Less Transit and Rail*, May 19, 2026 (with full authorization spreadsheet).
- Congressional Research Service products R47002, R47573, R48644 (IJJA public-transportation and funding-mechanism background).
- FHWA IJJA Metropolitan Planning Program fact sheet; Chicago Metropolitan Agency for Planning (CMAP) IJJA update (MPP/STBG/CMAQ baselines).

IIJA vs. BUILD America 250 Act (H.R. 8870) — Funding Comparison

Five-year surface transportation reauthorization. IIJA = FY2022–FY2026; BA250 = FY2027–FY2031 (as reported from House T&I markup, May 21–22, 2026). All figures in \$ millions unless noted. BLUE = source-reported input; BLACK = calculated. See 'Notes & Sources' tab for precision caveats.

Modal Authorization Totals (5-Year)

Modal Administration	IIJA 5-yr (\$mm)	BA250 5-yr (\$mm)	Change (\$mm)	Change (%)	Notes
Federal Highway Admin (FHWA)	\$348,000	\$376,000	\$28,000	8.0%	Highways +8% vs IIJA; BA250 incl. ~\$33.5B discretionary
Federal Transit Admin (FTA)	\$108,000	\$87,600	(\$20,400)	(18.9%)	IIJA = authorized + appropriated; BA250 no advance approp.
Federal Railroad Admin (FRA)	\$102,000	\$64,700	(\$37,300)	(36.6%)	BA250 incl. \$31.1B Amtrak; none guaranteed (vs IIJA advance approp.)
Natl Hwy Traffic Safety (NHTSA)	\$5,500	\$5,700	\$200	3.6%	Roughly flat / slight increase
Federal Motor Carrier Safety (FMCSA)	\$4,400	\$5,000	\$600	13.6%	Slight increase
TOTAL (approx.)	\$567,900	\$539,000	(\$28,900)	(5.1%)	Approximate; modal definitions differ between bills

Structural Headlines

Dimension	IIJA (FY22–26)	BA250 (FY27–31)
Total authorization	~\$1.2T package (incl. supplemental)	~\$580B over 5 years
Guaranteed (contract authority)	Contract authority + ~\$184B advance	\$474.4B HTF contract authority; advance approp. ELIMINATED
Subject to annual appropriations	Smaller share	~\$106B (much of transit/rail/discretionary)
Formula vs discretionary (highway)	~87% / 13%	~90% / 10%
Guaranteed-funding split (hwy vs trans)	~70 / 30	~81 / 19

Discretionary / Competitive Grant Programs

BA250 figures (FY27 + 5-yr total) are firm (ARTBA). 'GF' = General Fund (subject to annual appropriations); 'HTF' = guaranteed contract authority. \$ millions.

Program	BA250 source	BA250 FY27 (\$mm)	BA250 5-yr (\$mm)	IIJA 5-yr (\$mm)	Change (\$mm)	Notes
Surface Transp. Accelerator (STAG)	HTF	\$2,400	\$12,000	-	\$12,000	NEW; replaces/absorbs INFRA+MEGA+RURAL roles; 50% local/regional , 25% rural, 25% urban; guaranteed
Safe Streets & Roads for All (SS4A)	HTF	\$500	\$3,750	\$6,000	(\$2,250)	Codified; ~\$5–6B under IIJA (advance approp.); now HTF-guaranteed but lower
PROTECT (discretionary)	HTF	\$500	\$2,500	\$1,400	\$1,100	Discretionary component retained & grown; formula component eliminated
Bridge Completion Grant	GF	\$2,000	\$10,000	-	\$10,000	NEW; major NHS bridges; subject to appropriations
Truck Parking Pilot (Jason's Law)	HTF	\$150	\$750	-	\$750	NEW codified competitive CMV parking program
INFRA (Nationally Significant Multimodal)	GF	\$1,200	\$6,000	\$8,000	(\$2,000)	Moved to General Fund / appropriations; MPOs (UZA 50k+) now eligible ; 30% multimodal cap removed
Wildlife Crossings Pilot	HTF	\$80	\$400	\$350	\$50	Continued; 75% rural set-aside
Bridge Culverts Set-aside	HTF	\$200	\$1,000	-	\$1,000	Set-aside within bridge formula
Subtotal (listed)		\$7,030	\$36,400	\$15,750	\$20,650	~\$5B, Reconnecting Communities ~\$1B) are not continued as standalone HTF programs — see Eliminated/Cut tab.

IIJA Programs Eliminated or Cut Under BA250

Programs (especially climate, resilience, EV, and equity) repealed or sharply reduced. \$ millions.

Program	IIJA 5-yr (\$mm)	BA250 5-yr (\$mm)	Change (\$mm)	Status under BA250 / Section
PROTECT — formula component	\$7,300	-	(\$7,300)	Eliminated (Sec. 1126); resilience folded into STBG/NHPP/ER
Carbon Reduction Program (CRP)	\$6,400	-	(\$6,400)	Repealed (Sec. 1125)
National EV Infrastructure (NEVI)	\$5,000	-	(\$5,000)	Cut; partial offset via CMAQ alt-fuel set-aside (+\$1B)
Charging & Fueling Infrastructure (CFI)	\$2,500	-	(\$2,500)	Cut
Reconnecting Communities / Neighborhood Access & Equity	\$1,000	-	(\$1,000)	Repealed (Sec. 1324); limited eligibility kept inside STAG
Active Transp. Infrastructure Investment (ATIIP)	\$1,000	-	(\$1,000)	Cut
Healthy Streets	\$400	-	(\$400)	Repealed (Sec. 1118)
Reduction of Truck Emissions at Port Facilities	\$400	-	(\$400)	Repealed (Sec. 1118)
TOTAL reduction	\$24,000	-	(\$24,000)	Resilience (PROTECT) and climate (CRP) lines drive most of the cut

Highway & Bridge Formula Funding — Year by Year

BA250 totals are firm (ARTBA analysis of the bill). FY2026 is the IIJA final-year base for comparison. \$ millions.

Total Highway + Bridge Formula Apportionments (BA250)

Fiscal Year	Amount (\$mm)	YoY Change (\$mm)	YoY Change (%)	vs FY26 base (%)
FY2026 (IIJA base)	\$62,073	—	—	—
FY2027	\$65,540	\$3,467	5.6%	5.6%
FY2028	\$66,130	\$590	0.9%	6.5%
FY2029	\$67,290	\$1,160	1.8%	8.4%
FY2030	\$68,380	\$1,090	1.6%	10.2%
FY2031	\$69,540	\$1,160	1.7%	12.0%
BA250 5-yr total (FY27–31)	\$336,880			

Core Apportioned Formula Programs — Annual Average (IIJA) vs BA250 Treatment

Program	IIJA avg/yr (\$mm)	IIJA 5-yr (\$mm)	BA250 treatment	BA250 est. 5-yr (\$mm)
National Highway Performance Program (NHPP)	\$29,600	\$148,000	Continued; core formula held ~flat FY27 (+0.2%), +1–2%/yr after	\$152,000
Surface Transportation Block Grant (STBG)	\$14,400	\$72,000	Continued; resilience/low-water-crossing eligibility added	\$74,000
Highway Safety Improvement Program (HSIP)	\$3,100	\$15,500	Continued; broadened eligibility (work-zone, digital infra)	\$16,000
Congestion Mitigation & Air Quality (CMAQ)	\$2,640	\$13,200	Continued + NEW \$1B alt-fuel set-aside (absorbs some EV charging)	\$14,200
Metropolitan Planning Program (MPP / PL)	\$456	\$2,280	INCREASED ~18%; federal share 80%→90%; MPO direct-recipient path	\$2,700
National Highway Freight Program (NHFP)	\$1,430	\$7,150	Continued; refocused on High Priority Corridors	\$7,400
Railway-Highway Grade Crossings (HSIP set-aside)	\$245	\$1,225	Extended FY27–31	\$1,245
Carbon Reduction Program (CRP)	\$1,280	\$6,400	REPEALED (Sec. 1125)	-
PROTECT — formula component	\$1,460	\$7,300	ELIMINATED (Sec. 1126); discretionary PROTECT retained	-
Bridge Formula Program	\$5,500	\$27,500	REPLACED by larger bridge formula at \$9.2B/yr (see Bridges tab)	\$46,000
National EV Infrastructure (NEVI) formula	\$1,000	\$5,000	ELIMINATED; partial offset via CMAQ alt-fuel set-aside	-

NOTE

BA250 does not publish individual core-formula annual splits; FHWA applies the 23 U.S.C. 104(b) percentages to a lump-sum apportionment. IIJA averages are firm (CRS R47022); BA250 5-yr figures for continued programs are estimates derived from the aggregate growth pattern.

Bridge Programs — IJA vs BA250

BA250's signature increase. \$ millions.

Program	Type	Funding source	Annual (\$mm)	5-yr total (\$mm)	Notes
IJA — Bridge Formula Program	Formula	General Fund (advance approp.)	\$5,500	\$27,500	Effectively guaranteed under IJA
IJA — Bridge Investment Program	Competitive	Mixed (advance approp. + HTF)	\$2,500	\$12,500	Guaranteed competitive bridge grants
BA250 — Bridge Formula Program	Formula	HTF (guaranteed)	\$9,200	\$46,000	Incl. \$200M/yr culvert set-aside; 3% Tribal, 20% off-system, 25% local competitive; min \$75M/state; 95% fed share local
BA250 — Bridge Completion Grant	Competitive	General Fund (subject to approp.)	\$2,000	\$10,000	NEW; min \$50M awards; NHS bridges; states/MPOs/locals eligible; NOT guaranteed

IJA bridge total	\$40,000
BA250 bridge total	\$56,000
Change (BA250 - IJA)	\$16,000

Public Transportation (FTA) — Year by Year

BA250 totals firm (ARTBA). FY2026 is the IJA final-year base. \$ millions.

Total Mass Transit Funding

Fiscal Year	Amount (\$mm)	YoY Change (\$mm)	YoY Change (%)	vs FY26 base (%)
FY2026 (IJA base)	\$18,900	—	—	—
FY2027	\$16,900	(\$2,000)	(10.6%)	(10.6%)
FY2028	\$17,200	\$300	1.8%	(9.0%)
FY2029	\$17,500	\$300	1.7%	(7.4%)
FY2030	\$17,800	\$300	1.7%	(5.8%)
FY2031	\$18,100	\$300	1.7%	(4.2%)
BA250 5-yr total (FY27–31)	\$87,500			

Key Transit Program Comparison

Program	IJA 5-yr (\$mm)	BA250 5-yr (\$mm)	Change (\$mm)	Notes
Capital Investment Grants (CIG)	\$23,000	\$15,000	(\$8,000)	IJA \$4.6B/yr (\$1.6B guaranteed); BA250 \$3B/yr, NONE guaranteed — fully appropriations-dependent
HTF Mass Transit Account (formula etc.)	n/a	\$87,500	—	BA250 provides \$87.5B from HTF Mass Transit Account over 5 yrs (the guaranteed transit backbone)
Advance appropriations (transit)	\$21,000	-	(\$21,000)	IJA had ~\$21B advance approp. for transit; BA250 provides NONE