



**Abilene Metropolitan
Planning Organization
Technical Advisory Committee**

209 S. Danville, Building B, Suite 212
Abilene, TX 79605
www.AbileneMPO.org
325-721-6797

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

NOTICE OF PUBLIC MEETING

Agenda

REGULAR MEETING Technical Advisory Committee (MPO TAC)

DATE & TIME	LOCATION
Tuesday, September 22, 2026 1:30 p.m.	Basement Conference Rm, Abilene City Hall 555 Walnut St., Abilene, Texas

1. Call to Order.

2. Public Comment on any Agenda Item.

☒ 3. Consideration and action on the minutes of the May 26, 2026 meeting. **ACTION**

4. Regional Coordination (Specialized Transit) Plan Adoption. **ACTION**

5. DRAFT 2026 Public Participation Program. **DISCUSSION**

6. DRAFT 2027-2028 Unified Planning Work Program. **DISCUSSION**

7. Discussion and review of transportation projects. (TxDOT Staff, City Staff, CityLink Staff, others as necessary). **DISCUSSION**

8. Director's Report. **DISCUSSION**

- Financial Update
- Operations Report
- Consultant Status
- Upcoming Tasks
- Staffing Report (New Staff Status and Executive Director Annual Evaluation)

9. Recommendation of Items for Consideration at a Future Meeting. **DISCUSSION**

10. Adjournment.



MINUTES OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC)

REGULAR MEETING — MAY 26, 2026

Date & Time:	Tuesday, May 26, 2026, at 1:30 p.m.
Location:	Abilene City Hall, Abilene, Texas
Presiding:	Craig Casper, Executive Director (Technical Advisory Committee Chair)

ATTENDANCE RECORD

Voting Members Present (10): Max Johnson, Director of Public Works, City of Abilene; Commissioner Randy Williams, Taylor County; Paul Norman, P.E., Director of Maintenance and Traffic Operations, TxDOT; Joe Fernandez, General Manager, CityLink; Jeff Duebner, Public Works, City of Abilene; Billy Dezern, TP&D, TxDOT; Canaan Cavitt, City Traffic Engineer, City of Abilene; Bryce Turentine, P.E., Area Engineer, TxDOT; Anthony Boucher, Director of Transportation Planning and Development, TxDOT; and PJ Sumner, West Central Texas COG. [Quorum established: 10 of 13 voting members present, exceeding the eight-member quorum then required under the TAC bylaws.]

Voting Members Absent (3): Conrad Smith, Community Planner, Dyess Air Force Base; Tim Littlejohn, Director of Planning & Development, City of Abilene; and Richard Harbert, Abilene Public Works.

MPO Staff in Attendance: Mr. Craig Casper, Executive Director; and Ms. Shelley Futrelle, Executive Assistant (filling in).

Staff of Member Agencies in Attendance: Not recorded in the source draft — staff should confirm from the sign-in sheet before adoption.

AGENDA SUMMARY & OUTCOMES

Item	Agenda Description	Action Type	Status / Outcome
1	Call to Order	Procedural	Meeting opened at 1:30 p.m.
2	Consideration and action on the Minutes of the March 31, 2026 meeting	Action	Approved with corrections noted (names, attendance, FM 707)
3	2050 MTP Amendment 2 — Recommend Approval	Recommendation	Recommended to Policy Board; Motion Carried
4	2027–2030 Transportation Improvement Program (TIP) — Recommend Release	Recommendation	Recommended release for public comment; Motion Carried
5	Small Area Forecast (Task Force Charter & Membership)	Discussion	Charter and membership accepted as presented; no formal action
6	Functional Classification — Recommend Approval as Presented	Recommendation	Recommended approval; Motion Carried
7	Partner Reports and Current Projects Status Updates	Discussion	Updates received from City of Abilene and TxDOT
8	Director's Report	Discussion	Report received (see flagged item)
9	Recommendation of Items for Future Meeting	Procedural	No items proposed
10	Adjournment	Procedural	Meeting adjourned at 2:05 p.m.

DETAILED MEETING PROCEEDINGS

1. Call to Order

Committee Chair Craig Casper called the meeting to order at 1:30 p.m.

2. Consideration and Action on the Minutes of the March 31, 2026 Meeting

Mr. Casper presented the draft minutes of the March 31, 2026 meeting for approval. During discussion, the Committee identified corrections needed to the FM 707 project references, attendee name spellings, and the attendance record.

COMMITTEE ACTION — MINUTES APPROVED

Commissioner Randy Williams made a motion to accept the minutes of the March 31, 2026 meeting as presented, with a second by PJ Sumner. Motion Carried.

3. 2050 MTP Amendment 2 — Recommend Approval

Mr. Casper detailed the final proposal for Amendment 2 to the 2050 Metropolitan Transportation Plan (MTP). The amendment consolidates a previously scored MTP project (P-38) with the Waldrop Interchange Safety Project (CSJ 0034-01-144), advancing the combined project into the 2027 program year. Mr. Casper stated this action addresses regional safety outcomes while maintaining fiscal constraint under Chapters 2 and 5 of the Texas MPO Planning & Programming Handbook, and noted that a public open-house meeting was held successfully on May 19, 2026.

Discussion was held regarding baseline data and the technical review requirements outlined in the state planning handbook.

COMMITTEE ACTION — RECOMMENDED APPROVAL OF MTP AMENDMENT 2

Paul Norman (TxDOT) made a motion to recommend approval of Amendment 2 to the 2050 MTP to the Policy Board, with a second by Bryce Turentine (TxDOT). Motion Carried.

4. 2027–2030 Transportation Improvement Program (TIP) — Recommend Release

Mr. Casper introduced the draft FY 2027–2030 Transportation Improvement Program (TIP). He reported that the 2027 UTP funding forecast shows a \$7 billion reduction statewide, coupled with significant increases in construction costs, requiring several previously scheduled capital projects to be deferred into the 2031–2035 horizon to maintain fiscal constraint. The only individually listed projects in the 2027–2030 period are the Waldrop Interchange safety work and the SL 322/Lakeview Drive intersection improvement, both scheduled for FY 2027. Mr. Casper noted that the final TIP must be submitted via the state eSTIP portal, with TxDOT Headquarters required to receive all MPOs' final approved TIPs no later than June 12, 2026.

The Committee discussed the transit placeholder framework for FY 2029 and FY 2030, confirming that no specific operational assignments are currently pre-programmed against those years.

COMMITTEE ACTION — RECOMMENDED RELEASE OF 2027–2030 TIP FOR PUBLIC COMMENT

Max Johnson (City of Abilene) made a motion to recommend release of the 2027–2030 TIP for public comment, with a second by Joe Fernandez (CityLink Transit). Motion Carried.

5. Small Area Forecast — Task Force Charter and Membership [Discussion Only]

Mr. Casper reviewed the ongoing Travel Demand Model update, which will use a 2025 base year and a 2055 forecast horizon. Per Texas Demographic Center (TDC) projections, Taylor County is expected to capture approximately 91% of the region's population and employment growth, while Jones County is projected to see a modest decline.

To allocate these county-level control totals down to individual Traffic Analysis Zones (TAZs), Mr. Casper presented the Small Area Forecast Task Force Charter, which establishes an “informed consent” decision-making standard rather than requiring full consensus. The proposed Stakeholder Advisory Panel includes representatives from the homebuilding and development community, regional utility providers, realtors, and area school districts, among others.

No formal action was taken; the Committee accepted the Task Force Charter and proposed membership as presented.

6. Functional Classification — Recommend Approval as Presented

Mr. Casper presented TxDOT's proposed Federal Functional Classification (FFC) adjustments for the expanded MPO planning area. The revisions were developed under the Federal Functional Classification System Change Request Standard Operating Procedure adopted in November 2024, and are intended to ensure system continuity so that higher-classified roadways do not terminate into lower-capacity networks without an appropriate transition point. Mr. Casper noted that FFC designations carry direct implications for federal-aid funding eligibility, design speed, and roadway geometry, and that TxDOT is separately encouraging MPOs to coordinate FFC updates with Connected Roadway Classification System (CRCS) planning for future ITS and traffic-monitoring technology deployment.

COMMITTEE ACTION — RECOMMENDED APPROVAL OF FFC MODIFICATIONS

Anthony Boucher (TxDOT) made a motion to recommend approval of the Functional Classification system modifications as presented, with a second by Bryce Turentine (TxDOT). Motion Carried.

7. Partner Reports and Current Projects Status Updates [Discussion Only]

Old Anson Road Sidewalk Project: City and TxDOT staff identified a scheduling conflict between the standard two-week local bidding cycle and the three-week cycle required under certain state programs. City and TxDOT representatives agreed to meet following the session to adjust the advertising timeline and ensure bids open on June 15.

MPO Boundary Expansion & Safety Grants: Staff provided brief updates on the newly established three-county Metropolitan Planning Area. MPO staff reaffirmed its intent to pursue Safe Streets and Roads for All (SS4A) systemic safety funding targeting high-risk regional intersections.

8. Director's Report [Discussion Only]

Mr. Casper provided operational and administrative updates, including progress on administrative transitions and one-on-one briefings with Policy Board leadership.

9. Recommendation of Items for Consideration at a Future Meeting

No new items were proposed by Committee members for the upcoming agenda.

10. Adjournment

Committee Chair Craig Casper thanked the voting representatives and partner staff for their ongoing regional coordination. The meeting was adjourned at 2:05 p.m.

MINUTES APPROVED AND ADOPTED:

**Craig Casper, Technical Advisory
Committee Chair**
Abilene Metropolitan Planning Organization

Date:

Shelley Futrelle, Recording Secretary
Abilene Metropolitan Planning Organization

Date:



To: Abilene MPO Technical Advisory Committee
From: Craig Casper, Executive Director
Subject: Item 4: 2026 West Central Texas Regional Public Transportation Coordination Plan
Action: Review, Discuss, and Possible Recommendation to the Policy Board

Summary

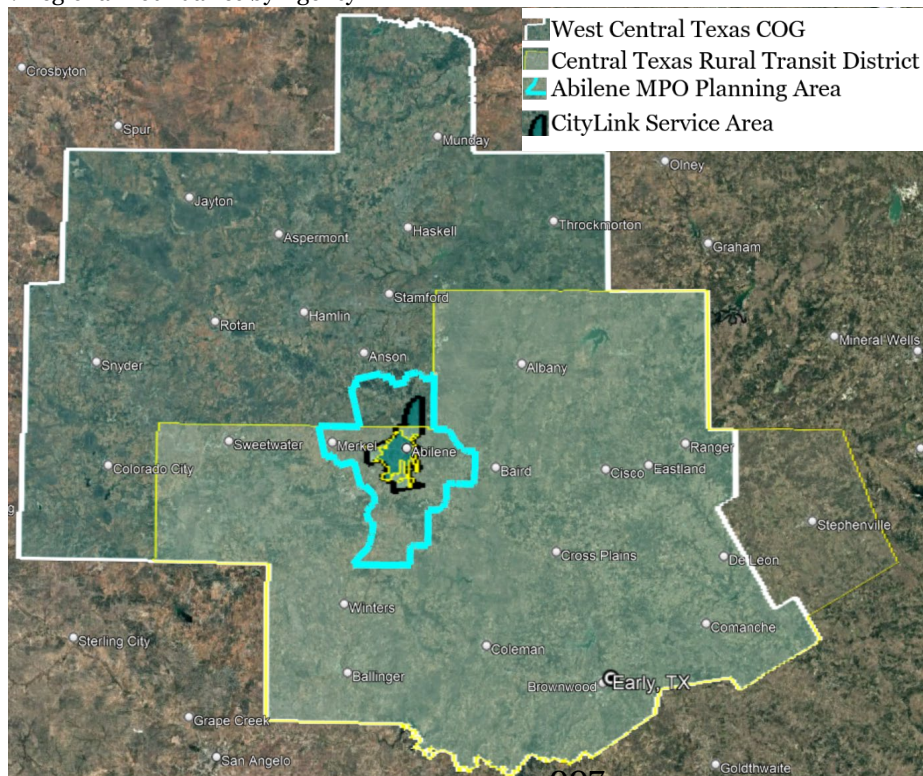
The desired action is a recommendation that the Policy Board adopt the 2026 West Central Texas Regional Public Transportation Coordination Plan (RPTCP) and incorporate the Plan into the Abilene MPO 2050 Metropolitan Transportation Plan (MTP) as an appendix. The RPTCP is the region's coordinated public transit–human services transportation plan for the 2027–2031 cycle.

Federal law requires that projects funded under FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) be derived from a locally developed, coordinated public transit–human services transportation plan, and 23 CFR Part 450 requires the MPO to coordinate the MTP and TIP with that framework. Chapter 461 of the Texas Transportation Code directs regional coordination of public transportation planning statewide on a five-year cycle. Adopting the RPTCP as an appendix to the 2050 MTP documents that coordination and preserves Section 5310 eligibility for subrecipients operating in the metropolitan area.

The Central Texas Rural Transit District (CTRTD), operating as City and Rural Rides (CARR), has served as Lead Agency for the 19-county planning region since June 26, 2025. Coordination is carried out through the Regional Coordination Council (RCC), in which the Abilene MPO participates as a member agency with a signed Memorandum of Understanding. The four primary providers are CityLink, CARR, SPARTAN Transit, and Double Mountain Coach, with a combined regional fleet of 185 revenue vehicles.

At its prioritization session on May 28, 2026, the RCC ranked five regional needs highest for the 2027–2031 cycle: agency coordination, late-hour and weekend service gaps, financial resources, job area access, and cross-boundary trips. Customer surveys further identified out-of-pocket costs for dialysis and medical riders arising from gaps in Medicaid Non-Emergency Medical Transportation coverage, and a shortage of residential wheelchair ramps that functions as a first-mile barrier for seniors and individuals with disabilities.

Exhibit 1: Regional Boundaries by Agency



Prior Actions

MPO staff participated in RCC meetings, stakeholder engagement, and the May 28, 2026 prioritization session. The Draft Final Plan was released for public comment in August 2026. A public hearing was held September 16, 2026, at the CTRTD offices in Early; results will be reported verbally at this meeting. A second feedback opportunity is scheduled at the ADRC Partners Power Summit on September 30, 2026, and the comment deadline is October 7, 2026. The RCC will approve the final Plan in October 2026, after which it is submitted to TxDOT for posting.

The Policy Board expanded the Metropolitan Planning Area into Callahan County and amended the MPO Bylaws on June 11, 2026, which enlarged the area of overlap between the CityLink and CARR service areas addressed in the Plan. Because the Policy Board meets October 20, 2026, its action will follow the RCC's approval of the final Plan. If the RCC has not completed its approval by that date, staff will return the item to a subsequent meeting rather than act on the draft.

Background

The Plan's recommendations for the metropolitan area address three areas of MPO interest:

- **Urban/rural service boundary.** Following the 2026 expansion of the MPO boundary into portions of Taylor, Jones, and Callahan counties, the Plan recommends interagency MOUs defining service hand-offs, ADA-accessible physical transfer hubs, and an out-of-boundary referral database to reduce denied cross-boundary trips.
- **VA Clinic (CBOC) access.** With the opening of the Abilene VA Clinic, the Plan recommends realigning CARR, SPARTAN, and Double Mountain Coach rural runs to terminate at the clinic, and recommends that CityLink evaluate extending ZipZone microtransit to the site. The West Central Texas Aging and Disability Resource Center has a "No Wrong Door" referral portal.
- **Commuter access and digital infrastructure.** The Plan recommends evaluating a microtransit pilot connecting the Abilene Business Park and industrial shift workers to the core network, and revitalizing WCTXRides.com as a GIS-integrated service map and traveler information resource. Staff proposes carrying the WCTXRides.com effort in the Resiliency Plan under UPWP Subtask 5.2; staff will evaluate whether the project can qualify for FHWA PROTECT funding, which may reduce the local match for eligible resilience projects, and will confirm eligibility with TxDOT before programming.

Adoption as an MTP appendix is a reference action and does not by itself amend the fiscally constrained project list. Any RPTCP project proposed for federal funding will require a separate MTP and TIP action.

Alternatives

- 1) Take no action. The RCC would adopt the Plan without a documented MPO position. Metropolitan-area transit needs would be less clearly tied to the MTP and TIP, weakening the administrative record supporting Section 5310 and other federal applications by providers serving the Abilene area.
- 2) Recommend adoption and incorporation as an appendix. This documents the required coordination between the MTP, the TIP, and the regional coordinated plan, positions metropolitan-area projects for Section 5310 and related funding, and commits the MPO to resolving the urban/rural service boundary issues created by the expanded planning area.

Recommended Action to the Policy Board

The Abilene MPO Technical Advisory Committee recommends the Policy Board adopt the 2026 West Central Texas Regional Public Transportation Coordination Plan, as approved by the Regional Coordination Council, and incorporate the Plan into the Abilene MPO 2050 Metropolitan Transportation Plan as an appendix.

Attachments

- 1) 2026 West Central Texas Regional Public Transportation Coordination Plan, including the Plan Appendix.
- 2) Regional Coordination Council Memorandum of Understanding signature page.

West Central Texas Region

**Regional Public Transportation
Coordination Plan 2026 – *Draft Final for Public Comment***



Texas A&M Transportation Institute
August 2026



Table of Contents

List of Figures.....	vi
List of Tables	vii
Chapter 1 Introduction.....	1
The Regional Public Transportation Coordination Planning Process.....	3
West Central Texas	3
Lead Agency.....	3
WCT Regional Coordination Council.....	4
Previous Coordination Efforts	5
Federal and State Requirements	5
Chapter 2 Public Engagement.....	7
Public Engagement.....	8
RCC Activities	8
Follow-Up with Absent Stakeholders.....	9
Transportation Provider Survey	9
Opportunities for Engagement.....	9
Transportation Needs Survey	9
Website.....	9
Stakeholder Interviews	11
Chapter 3 Geographic Assessment	13
Regional Transit Projects	16
Other Regional Planning Efforts	16
Regional Transportation Plans.....	16
Transit Agency Planning	17
Statewide Plans.....	17
Other Transportation Accessibility Plans for Priority Populations.....	18
Major Trip Generators and Destinations.....	19
Transportation Provider Service Area	21
Chapter 4 Demographic Assessment	23
Projected Population	25
Older Adults	27
Race and Ethnicity	28
Priority Populations	30
Population Density	31
People with Disabilities.....	33
Low-Income Households.....	34
Veterans.....	35

Population with Limited English Proficiency.....	36
Chapter 5 Transportation Services Assessment.....	37
Methodology.....	38
Public Transportation Providers.....	38
City of Abeline—Small Urban 5307	40
Central Texas Rural Transit District (CTRTD)—Rural 5311	41
Aspermont Small Business Development Center (ASBDC)—Rural 5311.....	41
South Plains Community Action Association (SPCAA)—Rural 5311.....	42
Existing Transportation Issues, Unmet Needs, and Coordination.....	42
Non-emergency Medical Transportation (NEMT)	42
MRSA West.....	43
MRSA Central (Comanche County).....	43
Human Services Transportation.....	45
Private Organizations.....	45
Taxi, For-Hire	45
Intercity	45
Shuttle and Charter Services, For-Hire	46
App-Based	46
Information and Referral	47
Chapter 6 Assessment of Needs and Gaps.....	49
Methodology.....	51
Stakeholder Focus Group Summary.....	51
Focus Group 1.....	51
Focus Group 2.....	51
Focus Group 3.....	52
Focus Group Summary of Needs and Gaps.....	52
Survey Results Summary	53
Respondent Information	53
Existing Transportation	53
Issues, Gaps, and Positives.....	56
Transit Needs Assessment	58
Summary of Transit Needs and Gaps.....	60
Chapter 7 Goals, Strategies, and Projects.....	61
Goals.....	63
Strategies	64
Implementation of Strategies	65
Strategy: Fund and Support Mobility Management Positions and Networks	
Goals 1, 2, and 3.....	65

Strategy: Operational and Capital Funding to Meet Current and Future System Operating and Capital Needs Goals 1 and 3.....	65
Strategy: Promote Awareness of Transportation Options, and How to Access Them Goals 1, 2, and 3	66
Strategy: Conduct Customer Satisfaction Surveys Goals 1 and 3	66
Strategy: Hold Joint Training for Staff to Reduce Costs and Improve Access to Training for All Staff across Systems Goals 1 and 3.....	66
Strategy: Purchase or Develop a Referral System for Out-of-Boundary Trips or Hard to Fill Trip Requests Goals 1 and 3	66
Strategy: Purchase New Software and Integrate Technology across Systems Goals 1 and 3.....	67
Strategy Alignment.....	67
Chapter 8 Prioritization of Projects and Strategies	69
Chapter 9 RPTCP Review and Adoption—DRAFT Next Steps for Public Comment Period	73
References	77

List of Figures

Figure 1. West Central Texas RPTCP Website	10
Figure 2. Example of Website Map	10
Figure 3. Survey Link Information	11
Figure 4. West Central Texas Region.....	15
Figure 5. Major Trip Generators in West Central Texas	20
Figure 6. Public Transportation Provider Service Areas	21
Figure 7. Population Density in West Central Texas	32
Figure 8. Proportion of the Population with a Disability	33
Figure 9. Proportion of Low-Income Households.....	34
Figure 10. Proportion of Veterans	35
Figure 11. Proportion of the Population with Limited English Proficiency	36
Figure 12. Public Transportation Provider Service Areas.....	39
Figure 13. Q1: What Kinds of Transportation Do You Usually Use to Travel around Your Area? (Select All That Apply)	53
Figure 14. Q3: In Which County Do You Most Often Use Public Transportation Services? (Select One County Where You Usually Ride Transit. If More Than One Applies, Please Choose the County You Use Most Often)	54
Figure 15. Q4: In the last 3 months, how often have you taken trips using the Following Public Transportation Services in Your Region? (Select All That Apply)—Part 1	55
Figure 16. Q4: In the Last 3 Months, How Often Have You Taken Trips Using the Following Public Transportation Services in Your Region? (Select All That Apply)—Part 2	55
Figure 17. Q8: What Are the Main Purposes You Usually Use Public Transportation Services? (Select All That Apply)	56
Figure 18. Q10: What Do You Like about the Current Public Transportation in Your Area? (Select All That Apply).....	57
Figure 19. Q11: Which Counties Do You Think Need More Public Transportation Services? (Select All That Apply)	57
Figure 20. Transit Needs Index Map	59

List of Tables

Table 1. Current Members of the RCC.....	4
Table 2. Capital Projects by Transit District	16
Table 3. Major Trip Generators in West Central Texas	20
Table 4. Projected Population in 2030, West Central Texas Region	25
Table 5. Projected Youth (<18) Population in 2030, West Central Texas Region.....	26
Table 6. Projected Elderly (65+) Population in 2030, West Central Texas Region.....	27
Table 7. West Central Texas Regional Population by Age	28
Table 8. Race and Ethnicity	29
Table 9. Persons with a Disability and Low-Income.....	30
Table 10. Veterans and Limited English Proficiency	31
Table 11. Trends from Previous Plan Update	31
Table 12. Total Public Transportation Revenue Vehicles.....	40
Table 13. Q9: Based on Your Experience, How Much of a Problem Is Each of the Following Areas When Using the Available Transportation Options in Your Region?	56
Table 14. Needs and Gaps Prioritization.....	60
Table 15. Strategies and Unmet Needs	68
Table 16. Prioritized Strategies	71
Table 17. RCC Member Agencies with MOUs and Target Populations	76



CHAPTER 1

INTRODUCTION





The Regional Public Transportation Coordination Planning Process

The Regional Public Transportation Coordination Plan (RPTCP) is the guiding document developed for addressing needs and gaps in the region through coordination efforts. These coordination efforts are typically between public transportation providers, human services transportation providers, advocacy groups, and other interested stakeholders.

West Central Texas

The West Central Texas region consists of the following 19 counties:

- Knox
- Kent
- Stonewall
- Haskell
- Throckmorton
- Scurry
- Fisher
- Jones
- Shackelford
- Stephens
- Mitchell
- Nolan
- Taylor
- Callahan
- Eastland
- Runnels
- Coleman
- Brown
- Comanche

Overall, Texas has 24 unique planning regions. This plan focuses on addressing transportation needs and gaps within the West Central Texas region.

Lead Agency

As of June 26, 2025, the Central Texas Rural Transit District (CTRTD) (City and Rural Rides) is serving as the lead agency for the West Central Texas region. As lead agency, CTRTD is spearheading the Regional Coordination Council (RCC) in preparing to update the five-year Regional Public Transportation Coordination Plan (RPTCP or “the plan”). The goal of this effort is to gather input from the community to better coordinate public transportation and human services transportation for the people of West Central Texas.

City and Rural Rides (CARR) is one of the three rural transportation providers in the area. They service fifteen counties with general public demand-response service. They also provide non-emergency medical transportation via contracts with managed care organizations and provide contracted service for Howard Payne University and Tarleton State University. Their offices are located in Coleman and Early.

What is the Regional Public Transportation Coordination Plan?

The RPTCP is the guiding plan for West Central Texas’s Human Services and Public Transportation coordination. Through a collaborative effort, the region’s transportation needs and gaps are identified and addressed through mobility goals and strategies.

City and Rural Rides

310 S Concho St, Coleman, TX

Phone: (800) 710-2277

carrmgrs@cityandruralrides.com

WCT Regional Coordination Council

The WCT Regional Coordination Council (RCC) consists of various stakeholders such as transportation providers, advocacy groups, human services organizations, and planning organizations. The most recent list of RCC representatives includes: Central Texas Rural Transit District (CTRTD), City of Abilene, South Plains Community Action Association (SPARTAN), Betty Hardwick Center, United Way, Disability in Action, Workforce Solutions of West Central Texas, Communities In Schools of the Big Country, National Federation of the Blind of Texas, the Abilene Metropolitan Planning Organization, and Aspermont Small Business Development Center (Double Mountain Coach).

In the spring of 2026, CARR initiated efforts to solidify the RCC via memorandums of understanding (MOUs). As of Summer 2026, the following agencies have signed MOUs:

- Abilene City Link
- Abilene Metropolitan Planning Organization
- City and Rural Rides
- Disability in Action
- Double Mountain Coach
- Goodwill of West Texas
- SPARTAN Transit
- United Way 211
- Cornerstone Community Action Agency
- Abilene-Taylor County Public Health District
- West Central Texas Aging and Disability Resource Center (ADRC)

A copy of the MOU is provided in Appendix A.

Table 1 lists the current members of the RCC.

Table 1. Current Members of the RCC

Member Agency
City and Rural Rides (CARR)—Lead Agency
City Link
SPARTAN Public Transit
Good Will of West Texas
Double Mountain Coach
Disability in Action
211 Texas—Abilene
Abilene Metropolitan Planning Organization
Cornerstone Community Action Agency
Abilene-Taylor County Public Health District
West Central Texas Aging and Disability Resource Center (ADRC)

Bylaws are not currently in place for the RCC; however, the group is actively working on creating and approving bylaws.

Previous Coordination Efforts

The West Central Texas region has seen several updates to the region’s coordination plan. The most recent update being in 2022. The high-level goals and strategies from this plan included:

- “Coordinate and consolidate transportation services and resources to promote efficiency and equity;
- Implement mobility strategies to address client needs for convenient travel to work, community service, and leisure destinations; and
- Improve communication, training, and organizational support to promote continuous improvement in service delivery.”

The main implementation strategies included:

- “Establish a mobility manager network for open communication between regional providers;
- Increase coordination between public transit agencies, resources, and information exchange;
- Enhance information distribution on services and transit networks;
- Strategically extend service range and hours when financially feasible; and
- Continue operator/staff trainings, and the introduction of ridership training.”¹

This plan will continue the work developed from the previous effort and update goals and strategies based on current and future needs of the region.

Federal and State Requirements

At the federal level, these plans are known as coordinated public transit human services transportation plans. Any subrecipients applying for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant funding are required to have their projects included in the coordination plan.

The latest circular, FTA C 9070.1H, gives guidance on coordination requirements, namely that, “projects selected for funding under this program are included in a locally developed, coordinated public transit–human services transportation plan and that the plan was developed and approved through a process that included participation by:

- “Seniors;
- Individuals with disabilities;
- Representatives of public, private, nonprofit transportation and human service providers; and
- Other members of the public.”²

This coordination plan update satisfies these requirements. In addition, projects within the urbanized area must be included in the metropolitan transportation plan (MTP) and transportation improvement program (TIP). Projects outside the urbanized area must be

¹ Region 7 Coordinated Transportation Planning Council, 2022

² Federal Transit Administration, 2024

included in the statewide long-range transportation plan and the Statewide Transportation Improvement Plan (STIP).³

At the state level, Texas has additional requirements in the Texas Transportation Code, Chapter 461 Statewide Coordination of Public Transportation. Namely, this includes that plans aim:

1. “to eliminate waste in the provision of public transportation services;
2. to generate efficiencies that will permit increased levels of service; and
3. to further the state ‘s efforts to reduce air pollution.”⁴

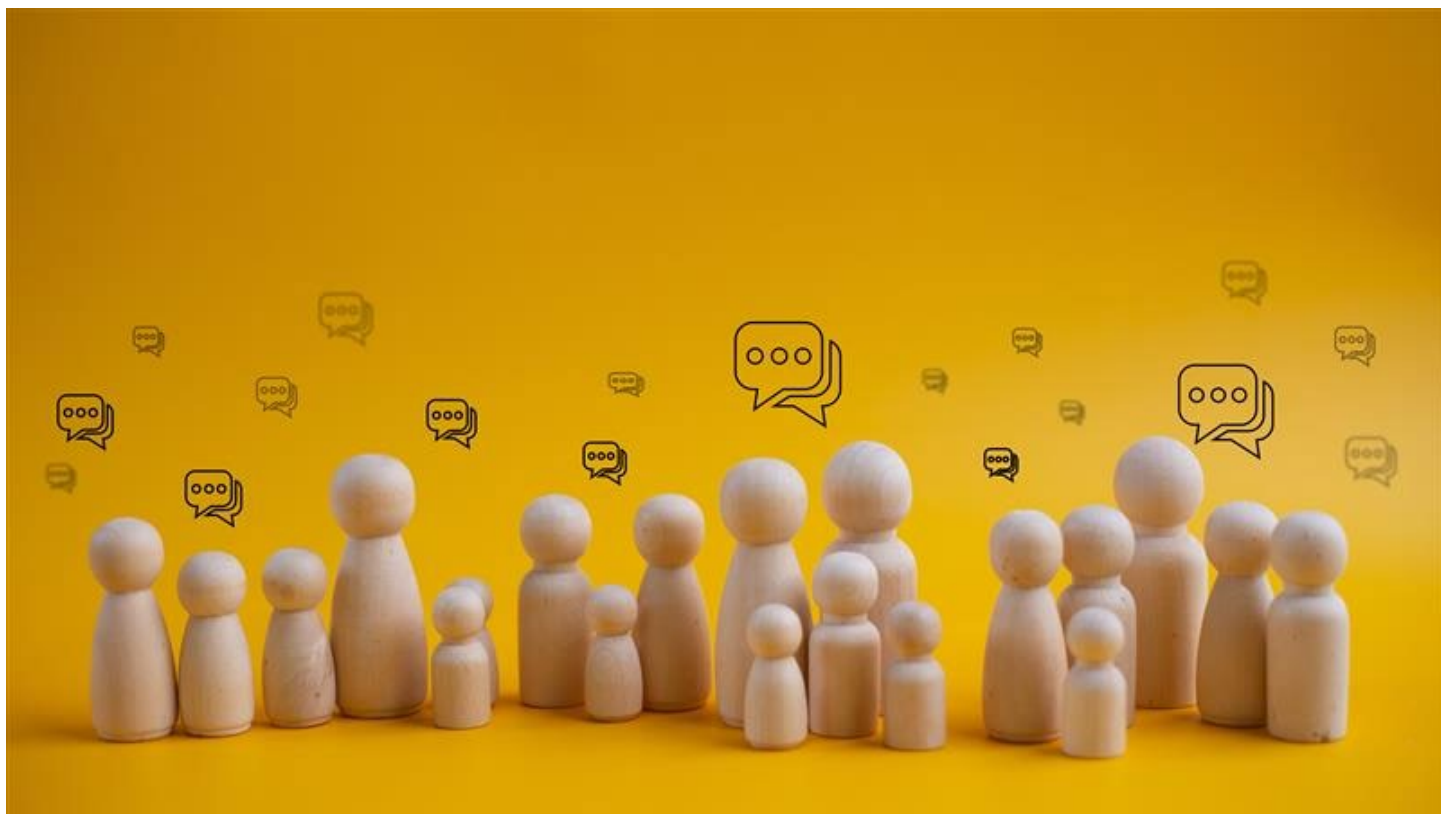
Furthermore, coordination efforts are directed to identify:

- Gaps and overlaps in public transportation services
- Underused equipment and vehicles
- Inefficiencies in public transportation services

The Texas State Management Plan also includes additional details about Section 5310 grant funding as administered by TxDOT-Public Transportation Division. This refers only to areas that TxDOT-PTN has oversight and administration over, namely, projects in non-urbanized areas.

³ Rodman et al., 2025

⁴ Tex. Transp. Code § 461



CHAPTER 2

PUBLIC ENGAGEMENT





Understanding the connection between the coordination plan and grant funding is important for regional stakeholders, transportation providers, and the riders served in the region. The regional public transportation coordination plan is the key to unlocking Section 5310 grant revenue and strategize other funding opportunities for agencies, non-profits, and transportation providers in the region. Organizations engaged in the coordination process can take advantage of pooled funding; for example, rural volunteer driver programs can participate in a joint-procurement for vehicles, software, or other operational support. The RCC will guide the process to address the unmet needs of underserved members of the region. This involved seeking input and ideas from the community on how to meet these needs, and document strategies to ensure they are eligible for funding.

Public Engagement

At the center of this process are the people who lack reliable transportation access to meet their daily needs, specifically seniors, people with disabilities, low-income residents, zero-vehicle households, children and adolescents, residents with limited English proficiency, veterans, and job seekers participating in workforce development programs. Like everyone else, these individuals need to get to work or job interviews, the grocery store, the doctor's office, the pharmacy, and the homes or residences of family and friends. Driving or owning a car may not be an option due to disability, poverty, or both, making public and human services transportation programs a lifeline.

The interconnectedness of transportation access, employment status, and other social determinants of health will guide the RCC as they develop innovative strategies and propose new programs and services. Participating in the coordination process empowers leaders and stakeholders to define a vision for mobility in West Central Texas. The plan becomes the roadmap to realize this vision.

RCC Activities

TTI worked with TxDOT-PTN to coordinate the plan kickoff meeting of the RCC. The hybrid meeting took place on June 26, 2025. The RPTCP team travelled to Abilene to lead the in-person component of the meeting at the United Way of Abilene. In addition to representatives from TTI and TxDOT, leaders from the Central Texas Rural Transit District (CTRTD), City of Abilene, South Plains Community Action Association (SPARTAN), City and Rural Rides Program (CARR), Betty Hardwick Center, United Way, Disability in Action, Workforce Solutions, Communities In Schools of the Big Country, National Federation of the Blind of Texas, and Double Mountain Coach participated in the kickoff meeting.

TTI shared a vision for putting together a "living plan" and cultivating buy-in from the many stakeholders in the region. During an agenda item on lead agency, the group put a motion to elect the Central Texas Rural Transit District (CTRTD) as lead agency for the planning effort. Participants agreed to review the list of stakeholder organizations and add any that should be

included in the coordination process. Specifically, participants suggested adding county judges, the Area Agency on Aging, the Veterans Commission, and Uber drivers to the stakeholder list. TTI staff offered to review the bylaws and suggest revisions, and to send around the draft provider survey for input from the RCC members.

Follow-Up with Absent Stakeholders

For stakeholders and organizations that were unable to attend the virtual kickoff meeting of the RCC, TTI staff reached out via phone call and email to inform them of the opportunity to join the planning process, discuss the request to complete a provider survey (covered in a later section), and encourage them to participate in the next RCC meeting.

Transportation Provider Survey

Transportation providers in the region have been asked to complete a survey about their services. Their participation in this survey is key to understanding how—and to what extent—this network is currently meeting the needs of people who experience transportation barriers. The survey will contribute to developing provider profiles as part of the inventory of transportation providers. Ultimately, these data points will help the RCC develop strategies to improve mobility for the people of West Central Texas, ensuring that everyone has access to transportation that connects them with the places they need and want to go.

Opportunities for Engagement

To reach the maximum number of stakeholders, the RCC and the RPTCP team implemented the following strategies for driving public participation:

Transportation Needs Survey

The RPTCP team developed a survey to gather input on transportation needs of the public. This survey was sent to all stakeholders to distribute amongst their clients and riders. CTRTD also printed copies of the survey announcement with a QR code placed in their vehicles.

Website

The RPTCP team published a website (Figure 1) designed for stakeholders to share with members of the public in the region. The website contained information about the latest demographic changes in the region along with regional maps displaying the data (Figure 2). A link to the public survey was also available on the top of the webpage (Figure 3).

By summer 2026, the website saw 249 visits. No other social media was used during public engagement.

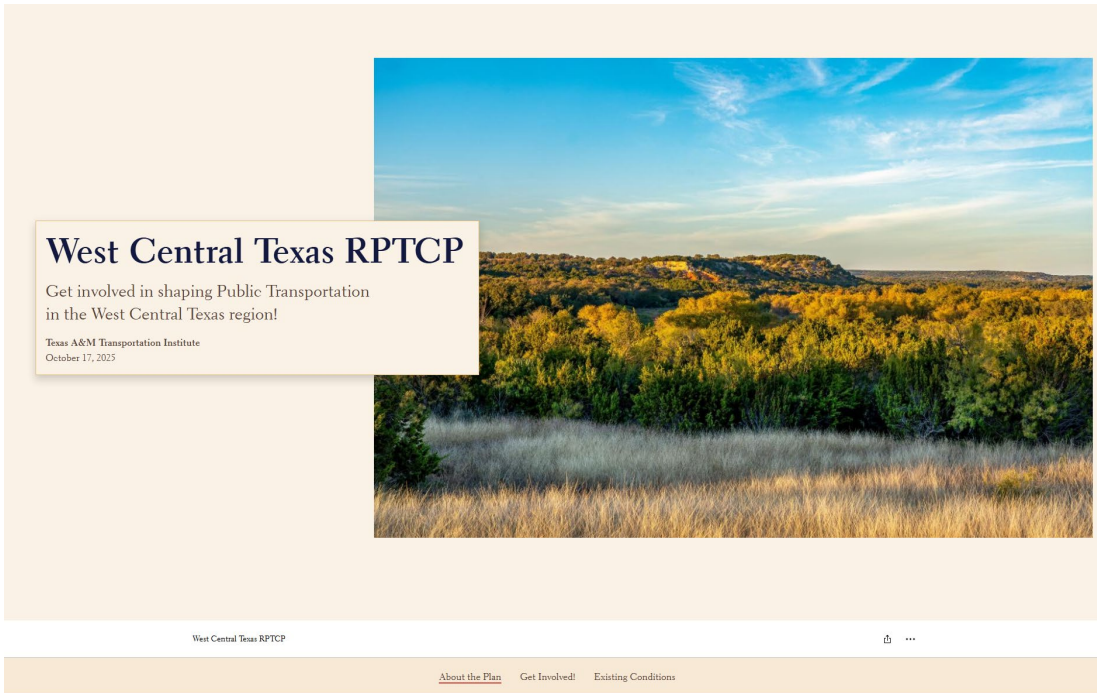


Figure 1. West Central Texas RPTCP Website

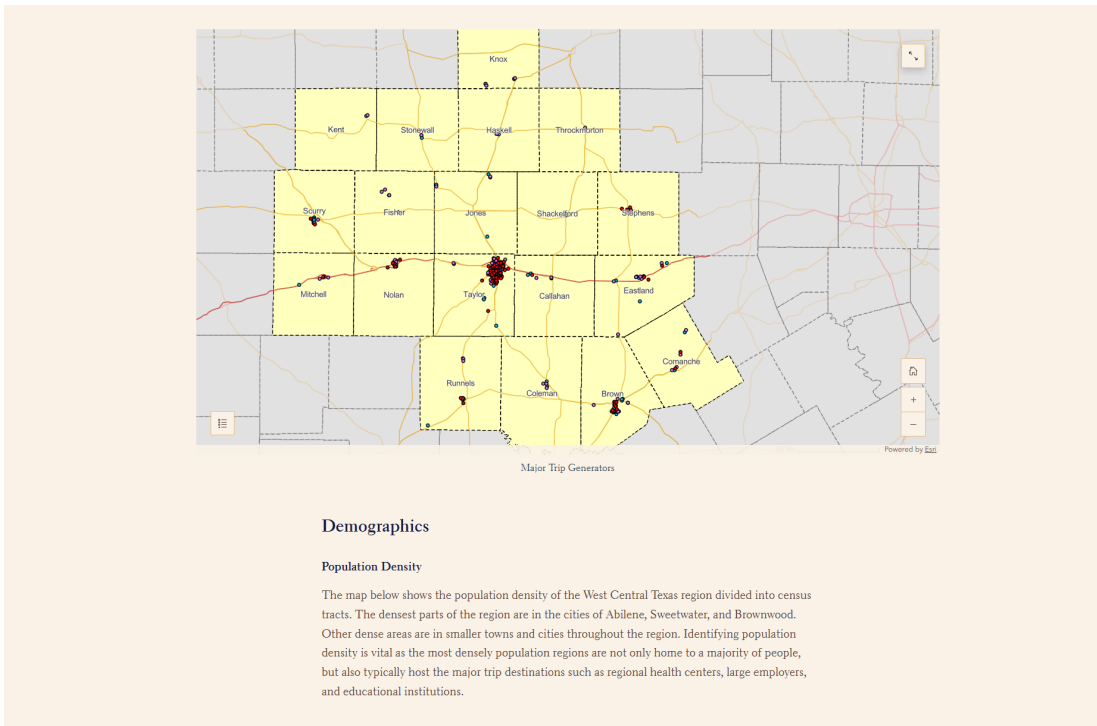


Figure 2. Example of Website Map



Get Involved!

We want to hear your opinion on how we can improve transit throughout the West Central Texas region. Survey link:
https://ti.qualtrics.com/jfe/form/SV_40VNdYppCae0m2

Existing Conditions

Geographic

Region Overview & Transit Districts

The West Central Texas region consists of 19 counties, including Brown, Callahan, Coleman, Comanche, Eastland, Fisher, Haskell, Jones, Kent, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephens, Stonewall, Taylor, and Throckmorton counties. In addition, the West Central Texas region is home to several urban areas such as Abilene, Breckenridge, Brownwood, Colorado City, Snyder, and Sweetwater.

There are four public transportation districts operating in the West Central Texas region. Central Texas Rural Transit District (City and Rural Rides) is the largest operator in the region, providing

Figure 3. Survey Link Information

Stakeholder Interviews

The RPTCP Team scheduled three virtual focus groups to go through questions from the transportation needs survey and hear insights and opinions on regional needs and gaps.

Results from these public engagement activities are discussed in detail in “Chapter 6 Assessment of Needs and Gaps.”



CHAPTER 3

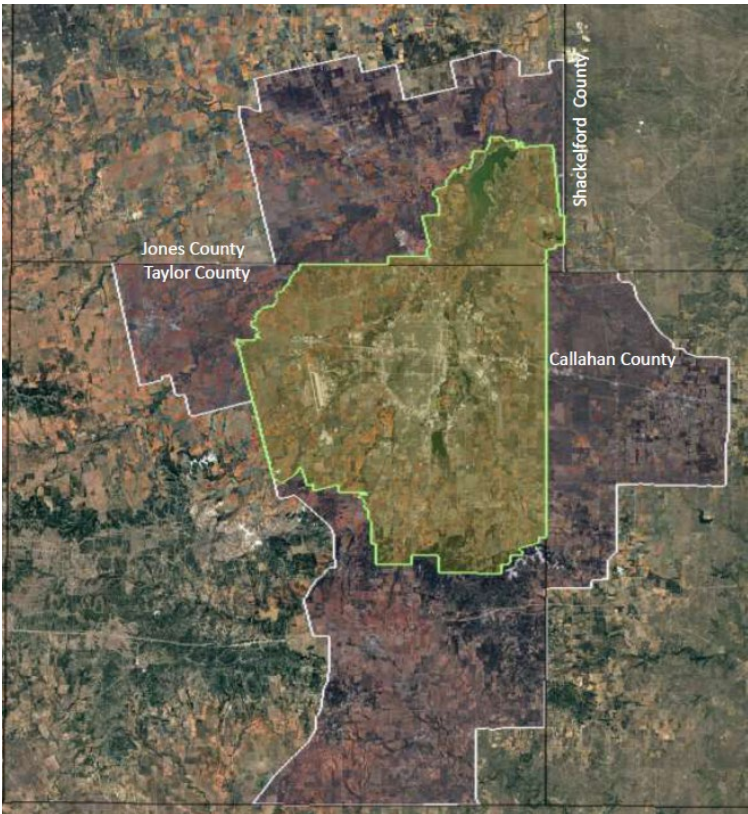
GEOGRAPHIC ASSESSMENT





The West Central Texas region (Figure 4) consists of 19 counties, including Brown, Callahan, Coleman, Comanche, Eastland, Fisher, Haskell, Jones, Kent, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephens, Stonewall, Taylor, and Throckmorton. In addition, the West Central Texas region is home to several urban areas like the City of Abilene, Breckenridge, Brownwood, Colorado City, Snyder, and Sweetwater.

In 2022, the Abilene MPO began the process of reviewing its Metropolitan Planning Area boundaries. The new boundaries were approved through the MPO policy board, the Technical Advisory Committee. The Governor approved the final boundaries in spring of 2026. The new Abilene MPO services additional portions in Taylor and Jones Counties and for the first time, includes part of Callahan County. The new boundaries are shown in the figure below. Discussions among the MPO and transit service providers are ongoing to determine the impact of this change to current services or service areas.



New and old MPO boundaries

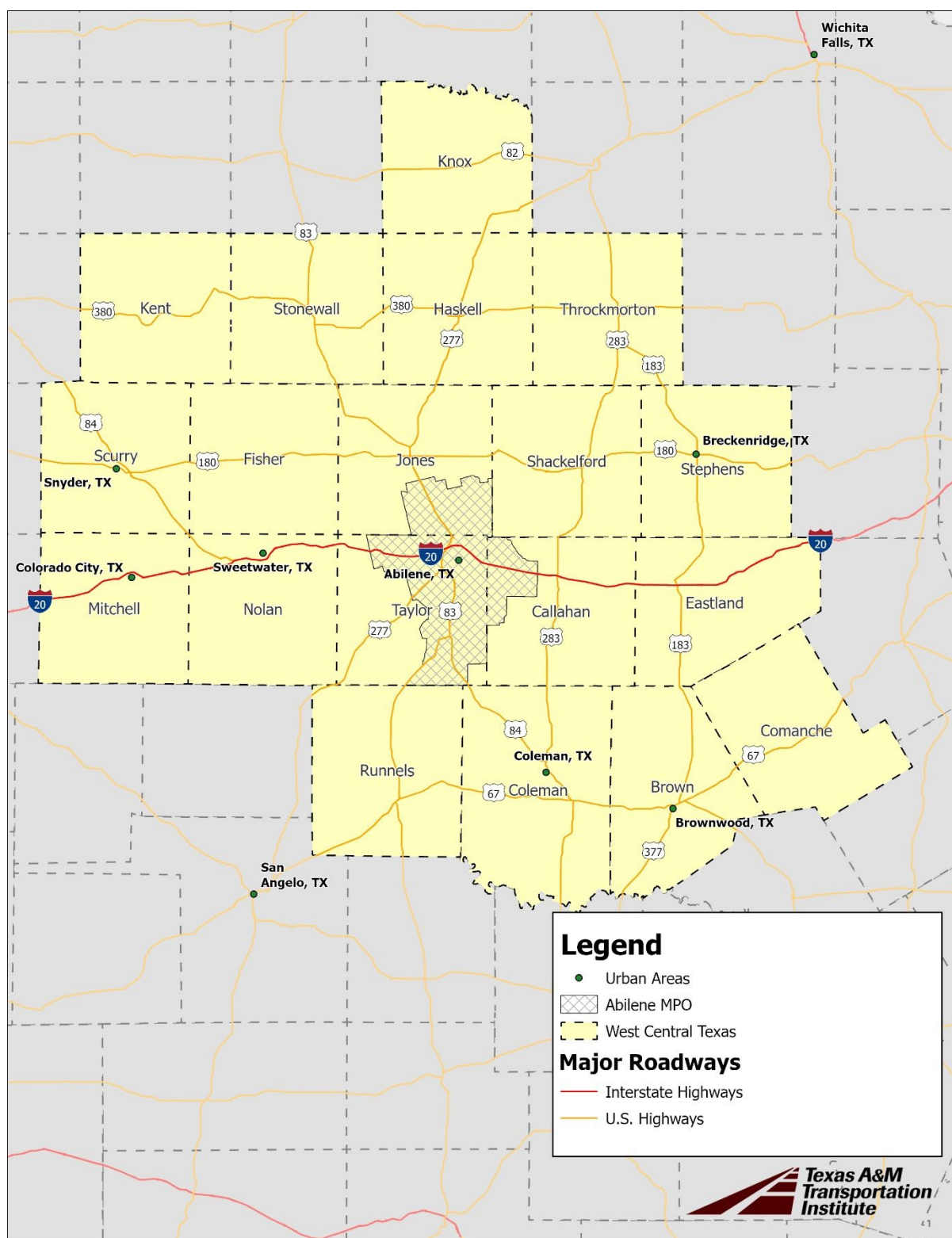


Figure 4. West Central Texas Region

Regional Transit Projects

Table 2 shows regional transit projects taken by public transit entities in the West Central Texas region. This data was collected from the Texas Transit Dashboard.

Table 2. Capital Projects by Transit District

Fiscal Year	Transit Agency	Project
N/A	City of Abilene	ADA Unit Purchases
N/A	City of Abilene	Asphalting of Bus Parking Lot
N/A	City of Abilene	Camera Systems for 15 units
2026	Central Texas RTD	Vehicle Replacement
2027–2029	Central Texas RTD	Vehicle Replacement

Other Regional Planning Efforts

This section incorporates other related planning efforts that have occurred within the past several years or are currently being developed.

Regional Transportation Plans

Abilene MPO 2050 Metropolitan Transportation Plan⁵

Agency: Abilene Metropolitan Planning Organization

Year: 2024

The 2050 Metropolitan Transportation Plan (MTP) outlines the long-range Transportation goals for the Abilene Metropolitan area through 2050, with mainly emphasizing multimodal transportation, public transit accessibility, stakeholder collaboration and equitable transportation planning. The plan evaluates existing CityLink service, which includes fixed-route transit, ADA paratransit, On-Call, and Zipzone demand-response services, and identifies service improvements to enhance transit accessibility, passenger amenities, transit connectivity and multimodal access. To achieve these objectives, the plan emphasizes stakeholders' collaboration among regional agencies and transit providers, a performance-based planning approach and the plan also integrates Environmental Justice and Title VI principles to ensure that transportation planning and investments address the needs of low-income, minority, Limited English Proficiency (LEP), and transportation-disadvantaged populations that uses measurable goals to guide transportation investments and monitor progress.

Overall, the plan is a useful reference for documenting effective regional transportation planning practices, particularly in coordinating stakeholders, incorporating public and

undeserved community input, evaluating transit services, and establishing measurable strategies to improve transportation accessibility and mobility.

⁵ Abilene Metropolitan Planning Organization, 2024

Transit Agency Planning

West Central Texas Area Agency on Aging Area Plan (2027-2029)⁶

Agency: West Central Texas Council of Governments (WCTCOG) and Area Agency on Aging (AAA).

Year: 2026

The West Central Texas Area Agency on Aging Area Plan 2027-2029 has identified transportation barriers that are affecting older adult across the 19-county region, particularly the ones in rural areas where long travel distances, limited public transportation options, financial constraints and limited broadband access restrict access to necessary medical care, nutrition programs and other essential services.

The plan emphasized regional coordination and targeted transportation assistance for low income and isolated older adults. The AAA works with CityLink to support mobility with the Abilene area and City and Rural Rides (CARR) to provide rural transportation across these counties. It also coordinates with local senior centers and community focal points to connect older adults with congregate meal sites, social activities, medical care and other community services. The AAA also maintains a contracted vendor to purchase transportation services for eligible older adults, providing another mobility option where existing services may be limited.

These efforts are supported through the Older Americans Act (OAA), framework and funding are administered by the Texas Health and Human Services Commission (HHSC), with WCTCOG providing regional oversight. Overall, this plan reflects a more collaborative approach among transit providers, aging service organizations, and local community partners to address rural mobility gaps and improve access to critical services for older adults.

Statewide Plans

Connecting Texas 2050 Long-Range Transportation Plan⁷

The Connecting Texas 2050 Long Range Transportation Plan established a statewide framework for improving mobility and connectivity, recognizing limited transportation options for rural residents, non-drivers, older adults, low-income populations and individuals with disabilities. The plan has identified few needs such as gaps between local, regional and intercity transportation services and inadequate accessible connections to transit and essential destinations.

For the purpose to address these needs, the plan emphasizes stronger rural-to-urban and intercity transit connections, integration among transportation modes, first/last-mile improvements, ADA-accessible connections to transit and expanded transportation choices for transit dependent populations. This involves coordination

among TxDOT, MPOs, Rural and Urban Transit Districts, regional planning organizations and federal partners such as FTA, helping align local and regional mobility efforts with statewide transportation priorities.

⁶ Area Agency on Aging of West Central Texas, 2026

⁷ Texas Department of Transportation, 2024

Other Transportation Accessibility Plans for Priority Populations

Texas State Plan for Independent Living (SPIL) FY 2025-2027⁸

Agency: Texas State Independent Living Council (SILC) and Centers for Independent Living (CILS)

Year: 2024.

The Texas State Plan for Independent Living (SPIL) FY 2025-2027 identifies accessible transportation as one of the key components of community mobility and independence for individuals with disabilities. This plan focuses mainly on improving access to public and private transportation through policy advocacy, community involvement and direct participation in transportation planning.

To achieve this, few key strategies include training individuals with disabilities to advocate for accessible transportation and encouraging Center for Independent Living (CILs) to participate in local transit commissions, regional planning boards and Council of Governments so that accessibility needs are represented in transportation decisions. The plan also establishes measurable targets, including 300 local transportation advocacy activities and 15 state level legislative advocacy activities over a three-year period. These efforts are led by Texas SILC and local CILs, in collaboration with TxDOT, disability advocacy organizations and other community partners.

Therefore, the plan demonstrates how individuals with disabilities and advocacy organizations can be directly incorporated into regional transportation planning and coordination, helping to ensure that accessibility needs are reflected in transportation policies and services.

Texas' Non-emergency Medical Transportation Benefit: Utilization and Barriers to Use (2025)⁹

Agency: Episcopal Health Foundation

Year: 2025

The Texas Non-Emergency Medical Transportation (NEMT) Utilization and Barrier Report examines barriers that prevent medical beneficiaries from effectively using transportation to access healthcare.

The report looks at few challenges like low awareness of the NEMT benefit, complicated booking and enrollment process, language barriers, unreliable service and scheduling and restrictive requirements for Individual Transportation Participants (ITPs), which can limit the use of family members, friends and other informal transportation options.

Based on these key challenges the report suggests simplifying NEMT scheduling and ITP enrollment, expanding plain-language outreach and strengthening transportation navigation through Community Health Workers (CHWs), hospital clinics and other healthcare providers. The report also highlights the need for coordination among Texas HHSC, Medicaid Managed Care Organizations (MCOs), transportation brokers and providers, healthcare organizations and community-based partners to improve service

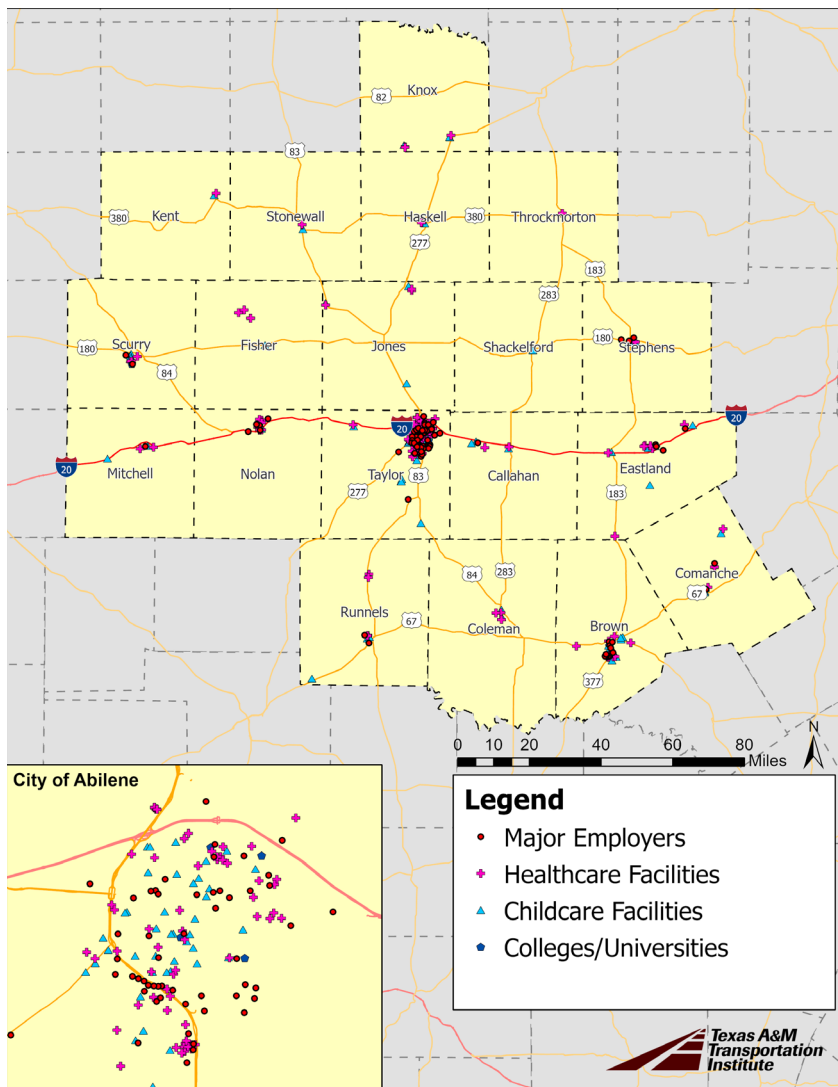
⁸ Texas State Independent Living Council, 2024

⁹ Episcopal Health Foundation, 2025

Overall, the report provides useful strategies for coordinating transportation and reliability, access to healthcare services, particularly for Medicaid beneficiaries and other individuals who depend on transportation assistance to access medical care.

Major Trip Generators and Destinations

The effectiveness of transit is closely tied to areas with the highest demand, which is where major trip generators are located. These trip generators attract demand and include origins and destinations such as major employers, healthcare facilities, childcare facilities, and colleges/universities. Figure 5 showcases the major trip generators across the West Central Texas region. As the largest city in the region, Abilene has the highest concentration of trip generators in the region and therefore is a major trip destination. Other urban areas such as Brownwood and Sweetwater also contain major trip generators, most notably, regional healthcare facilities. Table 3 shows a list of some of the major trip generators in the West Central Texas region.



Sources: U.S. Census Bureau, n.d.; Texas Health and Human Services, n.d.; Texas A&M University Hazard Reduction and Recovery Center, 2025; Texas Department of Transportation, 2026

Figure 5. Major Trip Generators in West Central Texas

Table 3. Major Trip Generators in West Central Texas

Trip Generator	Type
Abilene Christian University	Colleges/Universities
Abilene State School	Colleges/Universities
Hardin-Simmons University	Colleges/Universities
Howard Payne University	Colleges/Universities
McMurry University	Colleges/Universities
Western Texas College	Colleges/Universities
Cisco College	Colleges/Universities
Texas State Technical College	Colleges/Universities
Hendrick Medical Center (multiple locations)	Healthcare
Abilene Regional Healthcare Center	Healthcare
Cogdell Memorial Hospital	Healthcare
Stephens Memorial Hospital	Healthcare
Coleman County Medical Center	Healthcare
Rolling Plains Memorial Hospital	Healthcare
Eastland Memorial Hospital	Healthcare
Knox County Hospital	Healthcare
Ballinger Memorial Hospital District	Healthcare
Fisher County Hospital District	Healthcare
Mitchell County Hospital	Healthcare
North Runnels Hospital	Healthcare
Stonewall Memorial Hospital	Healthcare
Throckmorton County Memorial Hospital	Healthcare
One Petroleum Place	Major Employer
Walmart (various locations)	Major Employer
Mall of Abilene	Major Employer
Shops at Abilene	Major Employer
AbiMar Foods	Major Employer
Rentech Boiler Systems (Abilene)	Major Employer
First Financial Bank (Abilene)	Major Employer
Great Lakes Cheese	Major Employer
3M (Brownwood)	Major Employer
Kohler (Brownwood)	Major Employer
Superior Essex Corp. (Brownwood)	Major Employer
Ludlum Measurements (Sweetwater)	Major Employer
USG (Sweetwater)	Major Employer
Georgia-Pacific (Sweetwater)	Major Employer
Jonell Filtration Products (Breckenridge)	Major Employer
RGN Manufacturing (Breckenridge)	Major Employer
Various School Districts (Abilene ISD, Brownwood ISD, etc.)	Major Employer/Govt.
Various County Governments (Taylor County, Brown County, etc.)	Major Employer/Govt.
Dyess Air Force Base	Military

Transportation Provider Service Area

There are four public transportation districts operating in the West Central Texas region as shown in Figure 6. Central Texas Rural Transit District (CTRTD) is the largest operator in the region, providing service to the rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Nolan, Runnels, Shackelford, and Stephens counties. The urban area of Taylor County is served by CityLink, which is operated by the City of Abilene. Aspermont Small Business Development Center provides services in the northern part of the West Central Texas region including Knox, Kent, Stonewall, Haskell, Throckmorton, Fisher, and Jones counties. South Plains Community Action Association serves Scurry and Mitchell counties, though they mainly provide services outside of this region. More details about these agencies will be provided in “Chapter 5 Transportation Services Assessment.”

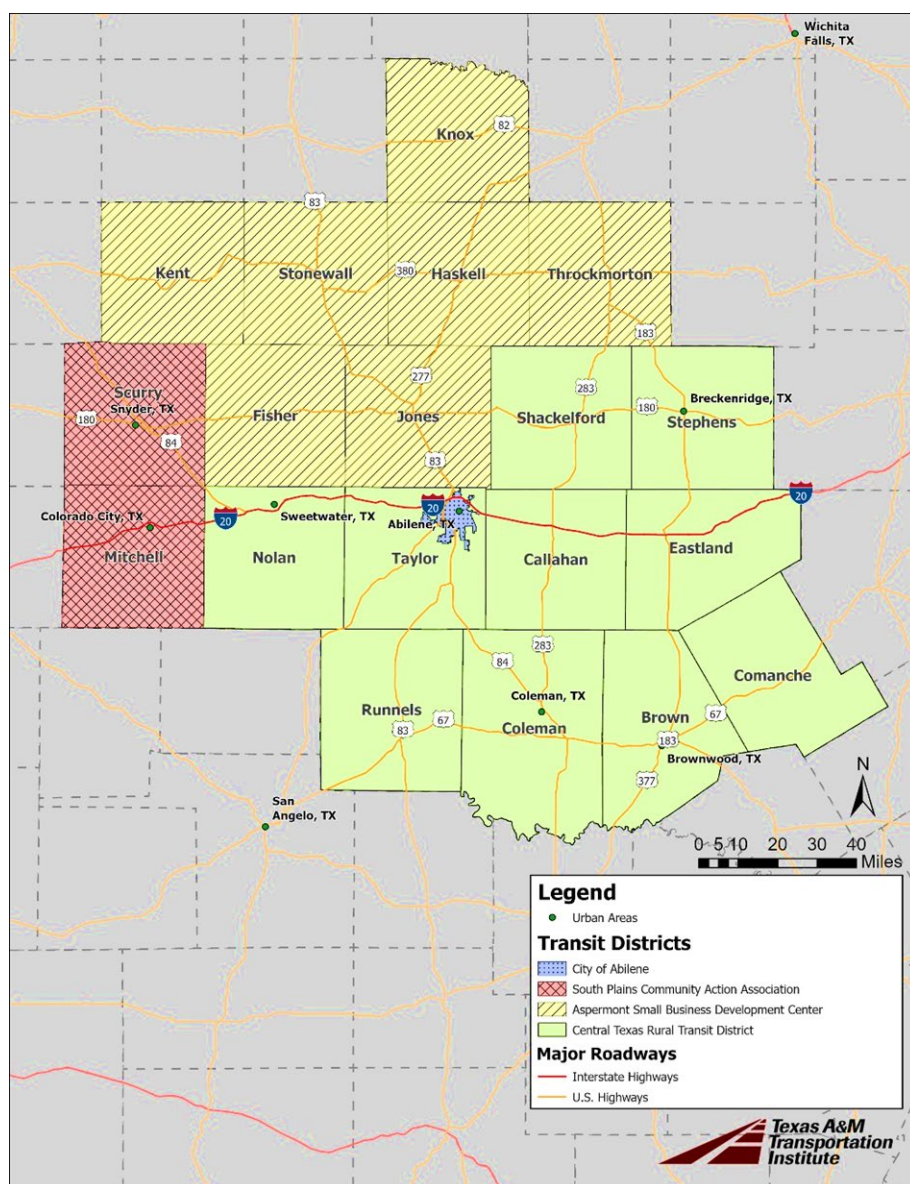


Figure 6. Public Transportation Provider Service Areas



CHAPTER 4

DEMOGRAPHIC ASSESSMENT



A demographic assessment is critical to developing a regional public transportation coordination plan. Given that coordination efforts involve human services agencies and public transportation providers, it is important to analyze demographic trends and populations in the region. Section 5310 grant funding specifically looks at older adults and persons with disabilities as part of the grant award process. In addition, race, ethnicity, and priority populations also play a key part of coordination plan efforts. This chapter breaks down the recent data gathered from the U.S. Census Bureau's American Community Survey.

Projected Population

Table 4 shows the projected 2030 population in each county in the West Central Texas region based on low, medium, and high migration scenarios. Across all three scenarios, the region's total population is projected to increase from 334,382 in 2025 to between 344,846 and 351,323 in 2030, representing growth of about 3% to 5%. However, this population increase is not distributed equally throughout the region. Smaller, rural counties are projected to experience little change or population decline, while the larger counties, particularly Taylor County, are expected to account for the majority of the region's overall growth.

Table 4. Projected Population in 2030, West Central Texas Region

Total Population	Population 2025	Population 2030 (Low Migration)	Population 2030 (Medium Migration)	Population 2030, (High Migration)
Brown	38,294	39,241	39,447	39,823
Callahan	14,017	14,788	14,793	14,829
Coleman	7,765	7,427	7,417	7,408
Comanche	13,786	14,348	14,340	14,343
Eastland	17,846	18,205	18,245	18,269
Fisher	3,661	3,577	3,600	3,601
Haskell	5,390	5,393	5,415	5,477
Jones	19,968	20,746	20,769	20,783
Kent	727	731	723	720
Knox	3,322	3,179	3,193	3,231
Mitchell	8,989	8,951	8,949	8,977
Nolan	14,565	14,032	14,122	14,267
Runnels	9,880	9,677	9,736	9,814
Scurry	16,633	16,300	16,368	16,454
Shackelford	3,169	3,084	3,078	3,092
Stephens	9,278	9,357	9,351	9,372
Stonewall	1,244	1,188	1,184	1,179
Taylor	144,259	153,126	155,081	158,195
Throckmorton	1,589	1,496	1,484	1,489
WCT Total	334,382	344,846	347,295	351,323

Source: Texas Demographic Center, 2025

Table 5 shows the projected population of young people (<18 years old) in the West Central Texas region. In all three migration scenarios, the youth population is projected to decrease. The largest percentage of decreases are projected in the rural counties, whereas the more urban counties are projected to lose less, most likely due to them being job centers.

Table 5. Projected Youth (<18) Population in 2030, West Central Texas Region

Youth Population (<18)	Youth Population 2025	Youth Population 2030 (Low Migration)	Youth Population 2030 (Medium Migration)	Youth Population 2030, (High Migration)
Brown	7,972	7,868	7,923	8,015
Callahan	3,005	2,777	2,782	2,789
Coleman	1,597	1,297	1,292	1,287
Comanche	3,160	2,941	2,941	2,940
Eastland	3,824	3,887	3,902	3,904
Fisher	762	706	709	708
Haskell	940	977	979	989
Jones	3,313	2,997	3,013	3,017
Kent	127	119	117	116
Knox	860	630	629	640
Mitchell	1,666	1,554	1,552	1,555
Nolan	3,733	3,028	3,055	3,087
Runnels	2,327	1,879	1,895	1,921
Scurry	4,210	3,615	3,638	3,657
Shackelford	717	656	659	663
Stephens	1,981	1,843	1,844	1,841
Stonewall	334	203	202	203
Taylor	35,427	34,514	34,994	35,696
Throckmorton	332	300	294	296
WCT Total	76,287	71,791	72,420	73,324

Source: Texas Demographic Center, 2025

Table 6 shows the projected population of elderly (over 65 years of age) in the West Central Texas region. All three migration scenarios show an increase in population overall, with medium migration showing the highest overall. This increase is spread fairly evenly across the region, with no single type of county experiencing diverging changes.

Table 6. Projected Elderly (65+) Population in 2030, West Central Texas Region

Elderly Population (65+)	Elderly Population 2025 (ACS)	Elderly Population 2030 (Low Migration)	Elderly Population 2030 (Medium Migration)	Elderly Population 2030, (High Migration)
Brown	7,871	9,999	10,010	10,026
Callahan	2,911	4,019	4,017	4,019
Coleman	2,038	2,656	2,655	2,656
Comanche	3,263	4,064	4,062	4,062
Eastland	3,910	4,927	4,935	4,929
Fisher	792	1,162	1,164	1,164
Haskell	1,240	1,469	1,468	1,468
Jones	3,169	4,235	4,239	4,232
Kent	242	301	299	298
Knox	619	980	979	975
Mitchell	1,320	1,682	1,677	1,678
Nolan	2,924	3,421	3,415	3,416
Runnels	2,067	2,723	2,730	2,723
Scurry	2,560	3,257	3,260	3,267
Shackelford	614	912	908	908
Stephens	1,831	2,425	2,410	2,418
Stonewall	319	511	514	511
Taylor	21,297	28,257	28,325	28,480
Throckmorton	390	514	510	515
WCT Total	59,377	77,514	77,577	77,745

Source: U.S. Census Bureau, U.S. Department of Commerce, 2023; Texas Demographic Center, 2025

Older Adults

A major factor for consideration of transit need is age, specifically age groups that are less able to use private automobiles and need more frequent medical care such as children and the elderly. The youth population in West Central Texas is lower than the state average, with the highest percentages being in Stonewall, Knox, Nolan, and Scurry counties (Table 7). Conversely, the West Central Texas region has a higher percentage of its population over the age of 65, with 1/3 of the residents of Kent County in that age range.

Table 7. West Central Texas Regional Population by Age

County	Total Population	Total Age Under 18	Percent Age Under 18	Total Age Over 65	Percent Ate Over 65
Brown	38,294	7,972	20.8%	7,871	20.6%
Callahan	14,017	3,005	21.4%	2,911	20.8%
Coleman	7,765	1,597	20.6%	2,038	26.2%
Comanche	13,786	3,160	22.9%	3,263	23.7%
Eastland	17,846	3,824	21.4%	3,910	21.9%
Fisher	3,661	762	20.8%	792	21.6%
Haskell	5,390	940	17.4%	1,240	23.0%
Jones	19,968	3,313	16.6%	3,169	15.9%
Kent	727	127	17.5%	242	33.3%
Knox	3,322	860	25.9%	619	18.6%
Mitchell	8,989	1,666	18.5%	1,320	14.7%
Nolan	14,565	3,733	25.6%	2,924	20.1%
Runnels	9,880	2,327	23.6%	2,067	20.9%
Scurry	16,633	4,210	25.3%	2,560	15.4%
Shackelford	3,169	717	22.6%	614	19.4%
Stephens	9,278	1,981	21.4%	1,831	19.7%
Stonewall	1,244	334	26.8%	319	25.6%
Taylor	144,259	35,427	24.6%	21,297	14.8%
Throckmorton	1,589	332	20.9%	390	24.5%
WCT Total	334,382	76,287	22.8%	59,377	17.8%
Texas Total	29,640,343	7,482,530	25.2%	3,905,545	13.2%

Source: U.S. Census Bureau, U.S. Department of Commerce, 2023

Race and Ethnicity

It is vital to consider the racial and ethnic makeup of a region when assessing transit access to ensure access for people of all backgrounds. The West Central Texas region is less diverse than the state, with approximately 73.2% of residents identifying as white (Table 8). The highest concentration of Black/African American, Asian, and American Indian/Alaskan Native populations tend to be in the more urban counties of Taylor, Brown, Jones, Eastland, and Scurry counties. The Hispanic/Latino populations are more spread out, totaling around 22.8% of residents of West Central Texas which is 3.6% lower than Texas as a whole.

Table 8. Race and Ethnicity

County	Total Population	Total Hispanic Latino	Percent Hispanic Latino	Total White	Percent White	Total Black African American	Percent Black African American
Brown	38294	7972	20.8%	29910	78.1%	1276	3.3%
Callahan	14017	3005	21.4%	11997	85.6%	245	1.7%
Coleman	7765	1597	20.6%	6159	79.3%	302	3.9%
Comanche	13786	3160	22.9%	10170	73.8%	70	0.5%
Eastland	17846	3824	21.4%	14719	82.5%	405	2.3%
Fisher	3661	762	20.8%	2811	76.8%	140	3.8%
Haskell	5390	940	17.4%	4222	78.3%	328	6.1%
Jones	19968	3313	16.6%	13119	65.7%	2100	10.5%
Kent	727	127	17.5%	635	87.3%	6	0.8%
Knox	3322	860	25.9%	2375	71.5%	132	4.0%
Mitchell	8989	1666	18.5%	5779	64.3%	531	5.9%
Nolan	14565	3733	25.6%	10042	68.9%	618	4.2%
Runnels	9880	2327	23.6%	6882	69.7%	296	3.0%
Scurry	16633	4210	25.3%	11460	68.9%	445	2.7%
Shackelford	3169	717	22.6%	2751	86.8%	37	1.2%
Stephens	9278	1981	21.4%	7361	79.3%	298	3.2%
Stonewall	1244	334	26.8%	1147	92.2%	7	0.6%
Taylor	144259	35427	24.6%	101650	70.5%	11567	8.0%
Throckmorton	1589	332	20.9%	1481	93.2%	0	0.0%
WCT Total	334382	76287	22.8%	244670	73.2%	14943	4.5%
Texas Total	29640343	7482530	25.2%	15984990	53.9%	3626137	12.2%
Coleman	7765	68	0.9%	58	0.7%	1178	15.2%
Comanche	13786	63	0.5%	109	0.8%	3374	24.5%
Eastland	17846	67	0.4%	102	0.6%	2553	14.3%
Fisher	3661	9	0.2%	12	0.3%	689	18.8%
Haskell	5390	9	0.2%	4	0.1%	827	15.3%
Jones	19968	92	0.5%	117	0.6%	4540	22.7%
Kent	727	0	0.0%	0	0.0%	86	11.8%
Knox	3322	58	1.7%	7	0.2%	750	22.6%
Mitchell	8989	136	1.5%	97	1.1%	2446	27.2%
Nolan	14565	14	0.1%	113	0.8%	3778	25.9%
Runnels	9880	0	0.0%	38	0.4%	2664	27.0%
Scurry	16633	104	0.6%	224	1.3%	4400	26.5%
Shackelford	3169	6	0.2%	8	0.3%	367	11.6%
Stephens	9278	91	1.0%	74	0.8%	1454	15.7%
Stonewall	1244	0	0.0%	0	0.0%	90	7.2%
Taylor	144259	3,258	2.3%	547	0.4%	27237	18.9%
Throckmorton	1589	8	0.5%	0	0.0%	100	6.3%
WCT Total	334382	4196	1.3%	1579	0.5%	65057	19.5%
Texas Total	29640343	1581798	5.3%	190706	0.6%	8256712	27.9%

Source: U.S. Census Bureau, U.S. Department of Commerce, 2023

Priority Populations

Priority populations are selected as they are more dependent on transit in their everyday lives. The target groups for this region are people with disabilities, populations living under the poverty level, veterans, and populations with limited English proficiency (Table 9 and Table 10). The West Central Texas region has a higher percentage of person(s) with disabilities and veterans than Texas and a lower percentage of low-income and populations with limited English proficiency than Texas. Person(s) with disabilities is the highest percentage of target groups in each county, which alongside seniors and veterans, will mean that healthcare access will need to be prioritized.

Table 9. Persons with a Disability and Low-Income

County	Total Population	Total Persons with a Disability*	Percent Persons with a Disability*	Total Low-Income**	Percent Low-Income**
Brown	38,294	8,139	21.3%	5,294	13.8%
Callahan	14,017	2,633	18.8%	1,394	9.9%
Coleman	7,765	1,723	22.2%	1,154	14.9%
Comanche	13,786	2,470	17.9%	1,919	13.9%
Eastland	17,846	3,247	18.2%	2,485	13.9%
Fisher	3,661	680	18.6%	374	10.2%
Haskell	5,390	1,042	19.3%	726	13.5%
Jones	19,968	2,346	11.7%	1,761	8.8%
Kent	727	168	23.1%	56	7.7%
Knox	3,322	553	16.6%	364	11.0%
Mitchell	8,989	1,358	15.1%	999	11.1%
Nolan	14,565	2,762	19.0%	2,679	18.4%
Runnels	9,880	1,641	16.6%	1,004	10.2%
Scurry	16,633	2,117	12.7%	1,411	8.5%
Shackelford	3,169	606	19.1%	363	11.5%
Stephens	9,278	1,654	17.8%	1,187	12.8%
Stonewall	1,244	208	16.7%	105	8.4%
Taylor	144,259	19,875	13.8%	18,686	13.0%
Throckmorton	1,589	203	12.8%	222	14.0%
WCT Total	334,382	53,425	16.0%	42,183	12.6%
Texas Total	29,640,343	3,491,298	11.8%	4,086,851	13.8%

Source: U.S. Census Bureau, U.S. Department of Commerce, 2023

* The ACS uses 6 categories of disabilities: visual, hearing, cognitive, ambulatory, self-care, and independent living

** The ACS uses the federal poverty line, which is \$14,580 for a single-person household and \$30,000 for a four-person household

Table 10. Veterans and Limited English Proficiency

County	Total Population	Total Veterans	Percent Veterans	Total Limited English Proficiency***	Percent Limited English Proficiency***
Brown	38,294	2,274	5.9%	5,312	13.9%
Callahan	14,017	1,049	7.5%	626	4.5%
Coleman	7,765	483	6.2%	1,260	16.2%
Comanche	13,786	969	7.0%	2,542	18.4%
Eastland	17,846	1,276	7.2%	2,066	11.6%
Fisher	3,661	285	7.8%	470	12.8%
Haskell	5,390	295	5.5%	994	18.4%
Jones	19,968	938	4.7%	3,187	16.0%
Kent	727	26	3.6%	54	7.4%
Knox	3,322	118	3.6%	669	20.1%
Mitchell	8,989	360	4.0%	1,665	18.5%
Nolan	14,565	657	4.5%	2,905	19.9%
Runnels	9,880	445	4.5%	2,069	20.9%
Scurry	16,633	786	4.7%	3,712	22.3%
Shackelford	3,169	140	4.4%	164	5.2%
Stephens	9,278	260	2.8%	1,378	14.9%
Stonewall	1,244	60	4.8%	98	7.9%
Taylor	144,259	9,592	6.6%	17,111	11.9%
Throckmorton	1,589	105	6.6%	56	3.5%
WCT Total	334,382	20,908	6.3%	46,338	13.9%
Texas Total	29,640,343	1,394,897	4.7%	7,782,802	26.3%

Source: U.S. Census Bureau, U.S. Department of Commerce, 2023

*** Limited English proficiency is defined as populations that can speak English less than “very well” as outlined in the ACS

It is also important to highlight trends in populations to accurately predict future population patterns. Similarly to Texas, low-income and veteran populations have decreased since 2018, but the percentage change is more significant in West Central Texas (Table 11). Persons with disabilities, seniors, and populations with limited English proficiency have slightly increased in the last five years but are mostly behind statewide trends.

Table 11. Trends from Previous Plan Update

Target Groups	WCT 2018	WCT 2023	% Change	Texas 2018	Texas 2023	% Change
Seniors (65+)	56,386	59,377	5.3%	3,337,814	3,905,545	17%
Person(s) with Disabilities	51,947	53,425	2.8%	3,152,865	3,491,298	10.7%
Low-Income	48,014	42,183	-12.2%	4,213,938	4,086,851	-3.0%
Veterans	23,541	20,908	-11.2%	1,474,232	1,394,897	-5.4%
Limited English Proficiency	44,646	46,338	3.8%	7,631,379	7,782,802	2.0%

Population Density

Figure 7 shows the population density of the West Central Texas region divided into census tracts. As expected, the densest parts of the region are in the cities of Abilene, Sweetwater, and

Brownwood. Other spots of density are in smaller towns and cities throughout the region. Identifying population density is vital as the most densely population regions are not only home to most of the population but also host the most important destinations such as regional health centers, large employers, and educational institutions.

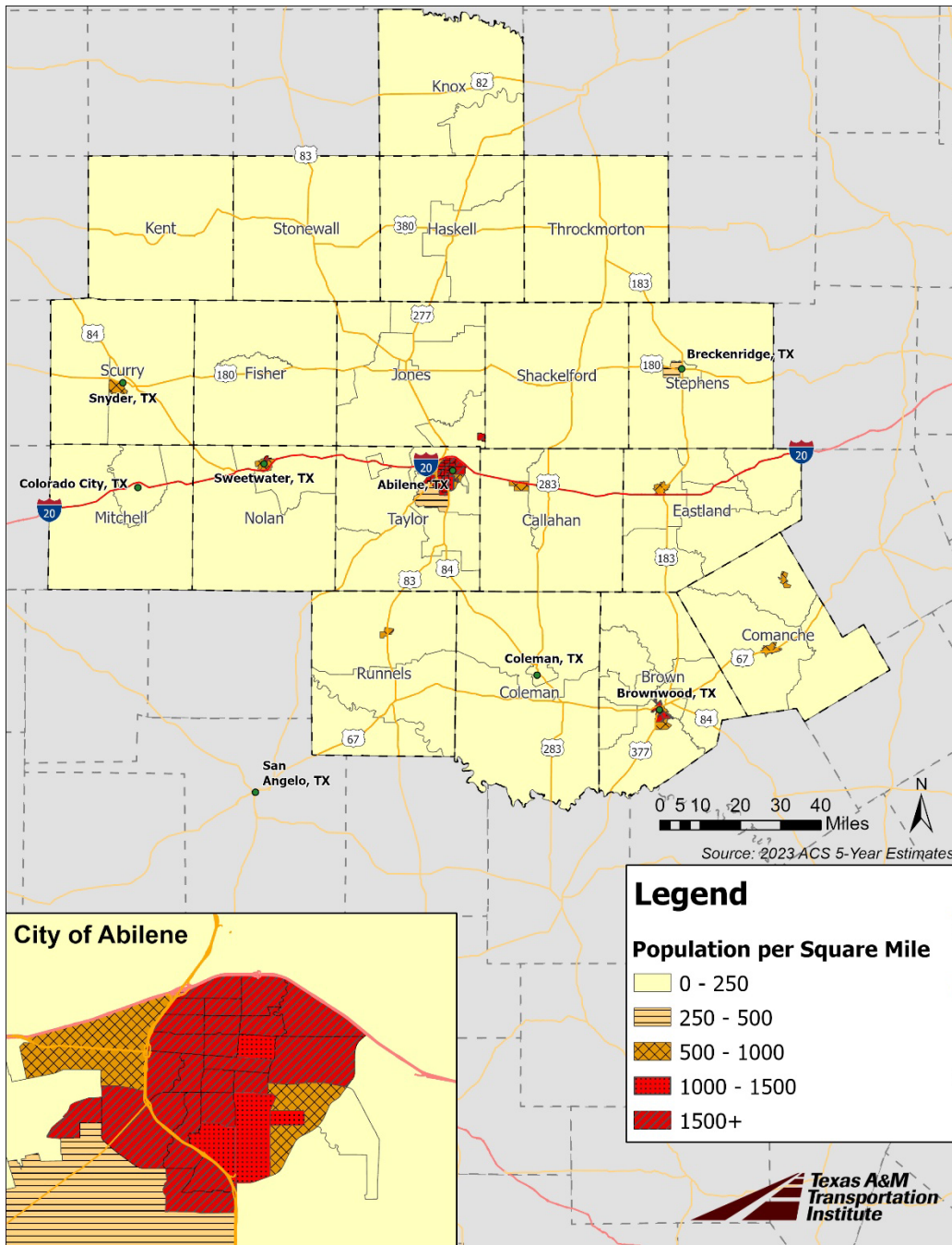


Figure 7. Population Density in West Central Texas

People with Disabilities

Figure 8 shows the distribution of people with disabilities in the West Central Texas region divided into census tracts. The highest concentration of this population is in northern Coleman County, southern Brown County, Kent County, and Haskell County. It is important to note the high concentrations in Kent and Haskell counties as they are farther away from regional health centers, which provides a transportation challenge for people in the region.

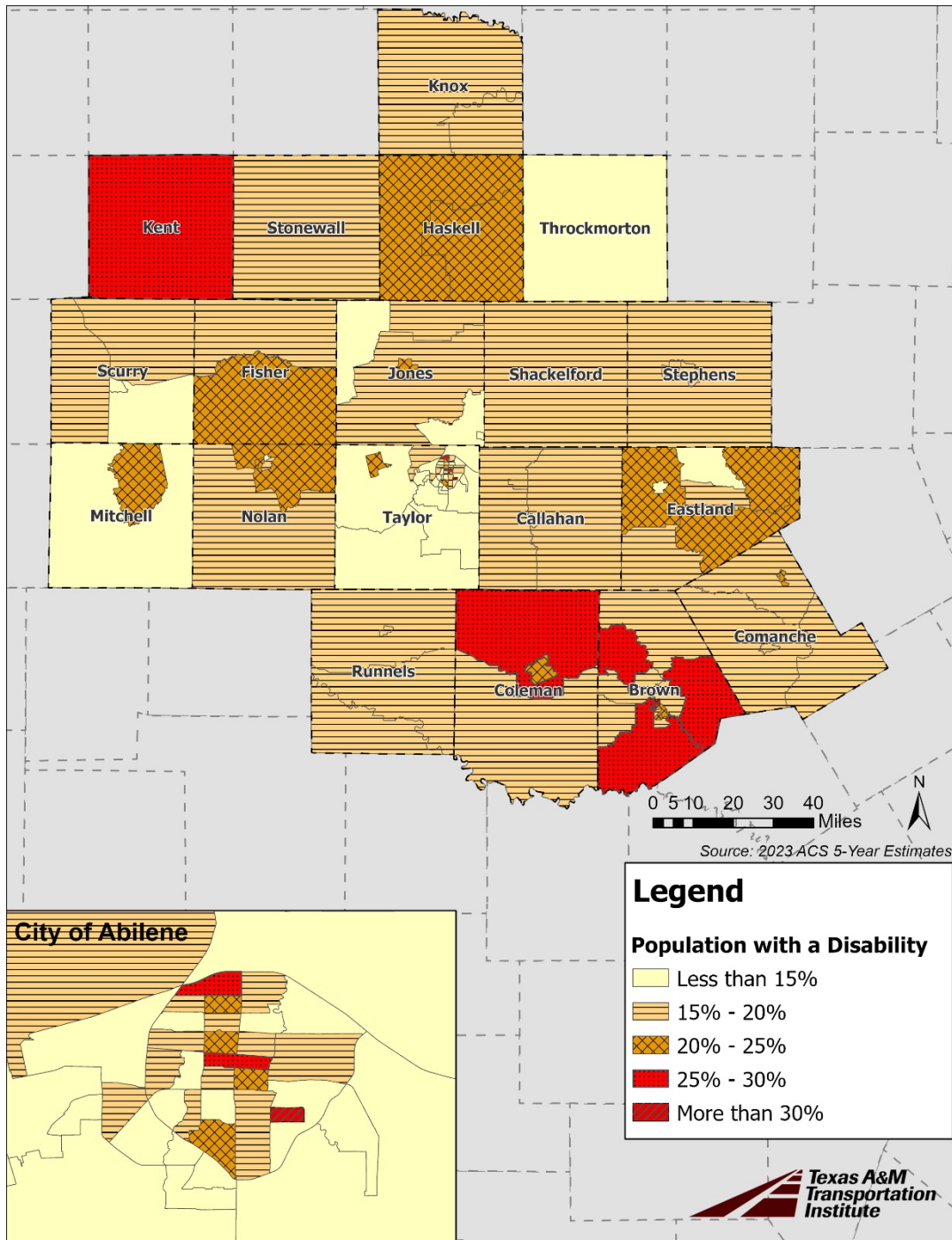


Figure 8. Proportion of the Population with a Disability

Low-Income Households

Figure 9 shows the distribution of people living below the federal poverty line in the West Central Texas region divided into census tracts. There is an even distribution of low-income people in the region, with some spikes in northeast Abilene, southern Eastland County, and parts of Scurry, Jones, and Mitchell counties.

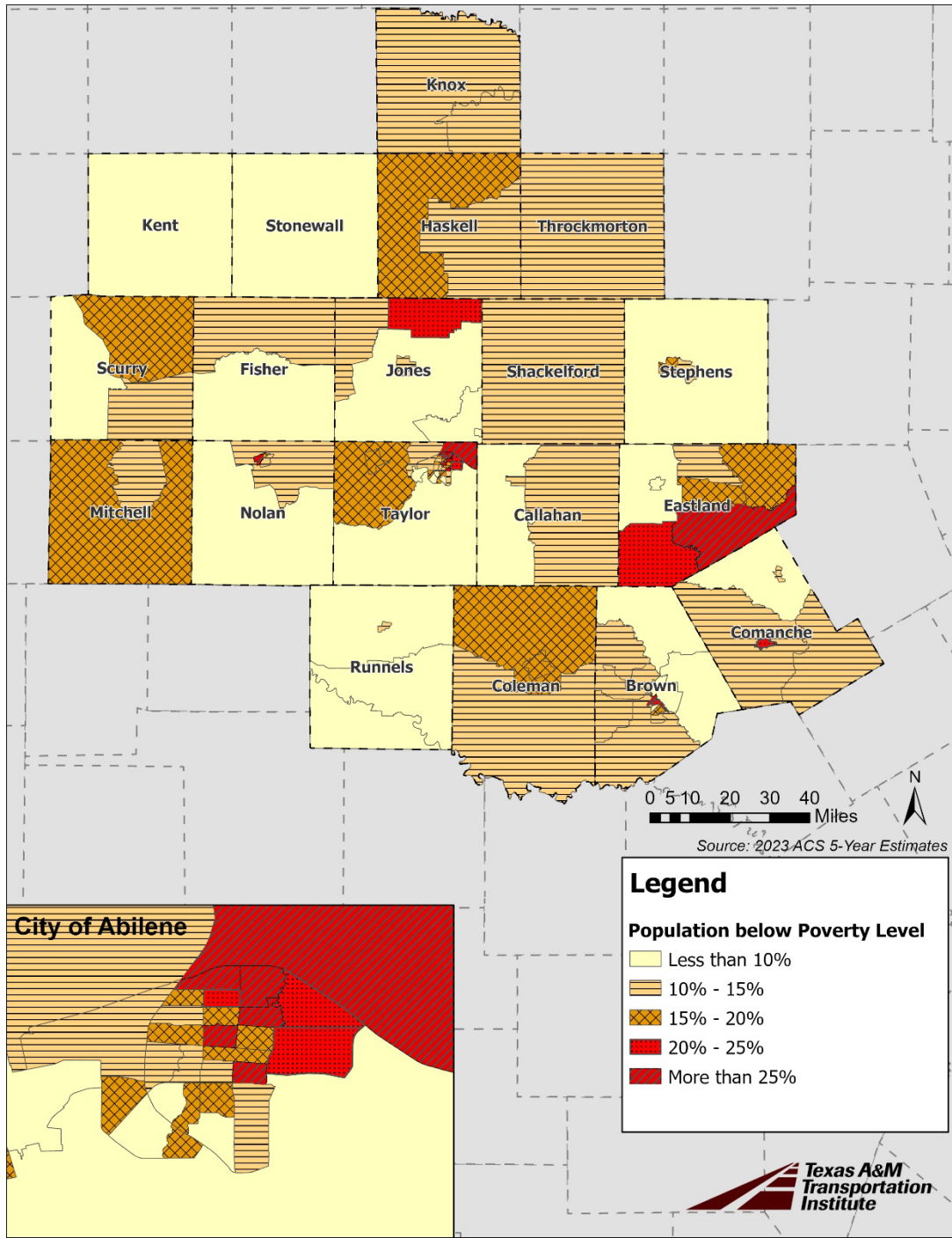


Figure 9. Proportion of Low-Income Households

Veterans

Figure 10 shows the distribution of veterans in the West Central Texas region divided into census tracts. There is an even distribution of veterans throughout the region, but there are hotspots in southeast Abilene and in western Eastland County.

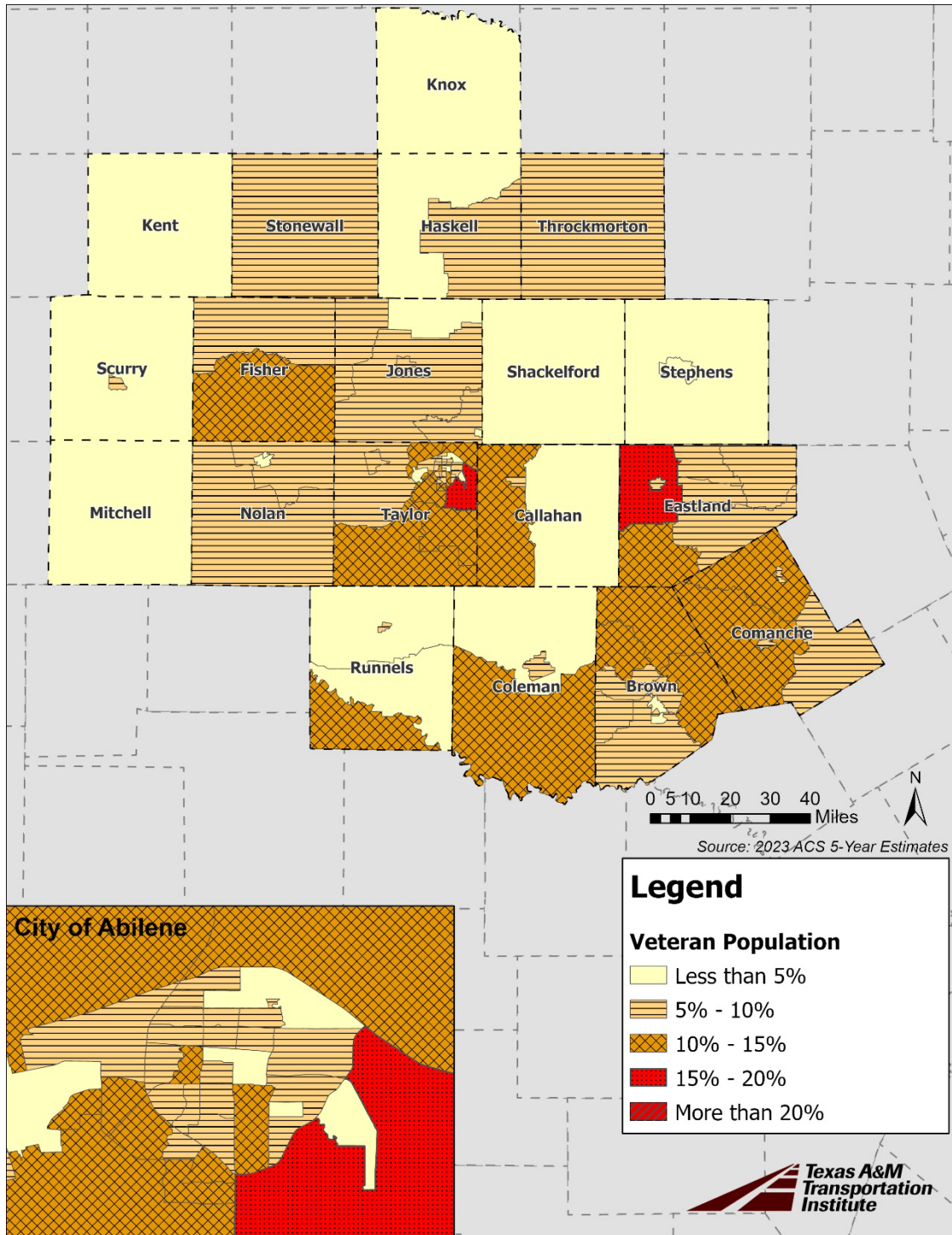


Figure 10. Proportion of Veterans

Population with Limited English Proficiency

Figure 11 shows the distribution of individuals with limited English proficiency in the West Central Texas region divided into census tracts. Most of the region has less than 3% of the population with limited English proficiency, but there are hotspots in northern Scurry County and eastern Comanche County.

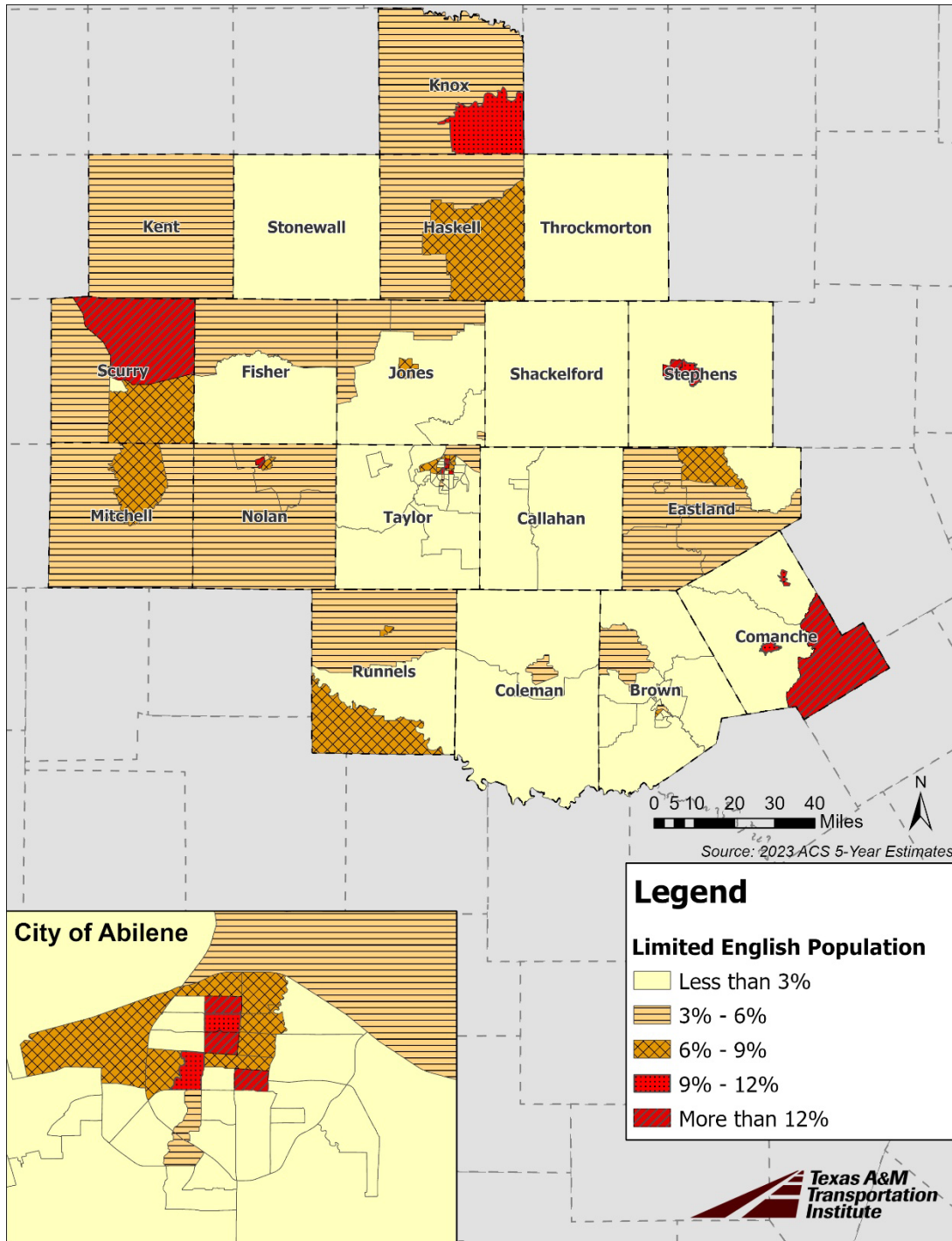


Figure 11. Proportion of the Population with Limited English Proficiency



CHAPTER 5

TRANSPORTATION SERVICES ASSESSMENT





Methodology

The RPTCP team utilized a mixture of online web resources, phone calls, and a provider inventory survey to update the region's inventory of transportation providers. This list is divided into the following sections:

- Public Transportation Providers
- Non-emergency Medical Transportation
- Human Services Transportation
- Private Organizations
- Informational and Referral

Stakeholders and public transportation providers reviewed the services assessment in preparation of the interim plan document. A few suggestions were provided and have been incorporated into this chapter.

Public Transportation Providers

Currently, four public transportation providers operate in West Central Texas. This includes Abilene CityLink, City and Rural Rides, SPARTAN Transportation, and Double Mountain Coach. Figure 12 shows the service areas for these providers.

According to the latest NTD figures (2024) the agencies have a combined 185 vehicles in service. A more detailed breakdown of vehicles is provided in the Appendix (forthcoming). Table 12 shows the summary of revenue vehicles by agency.

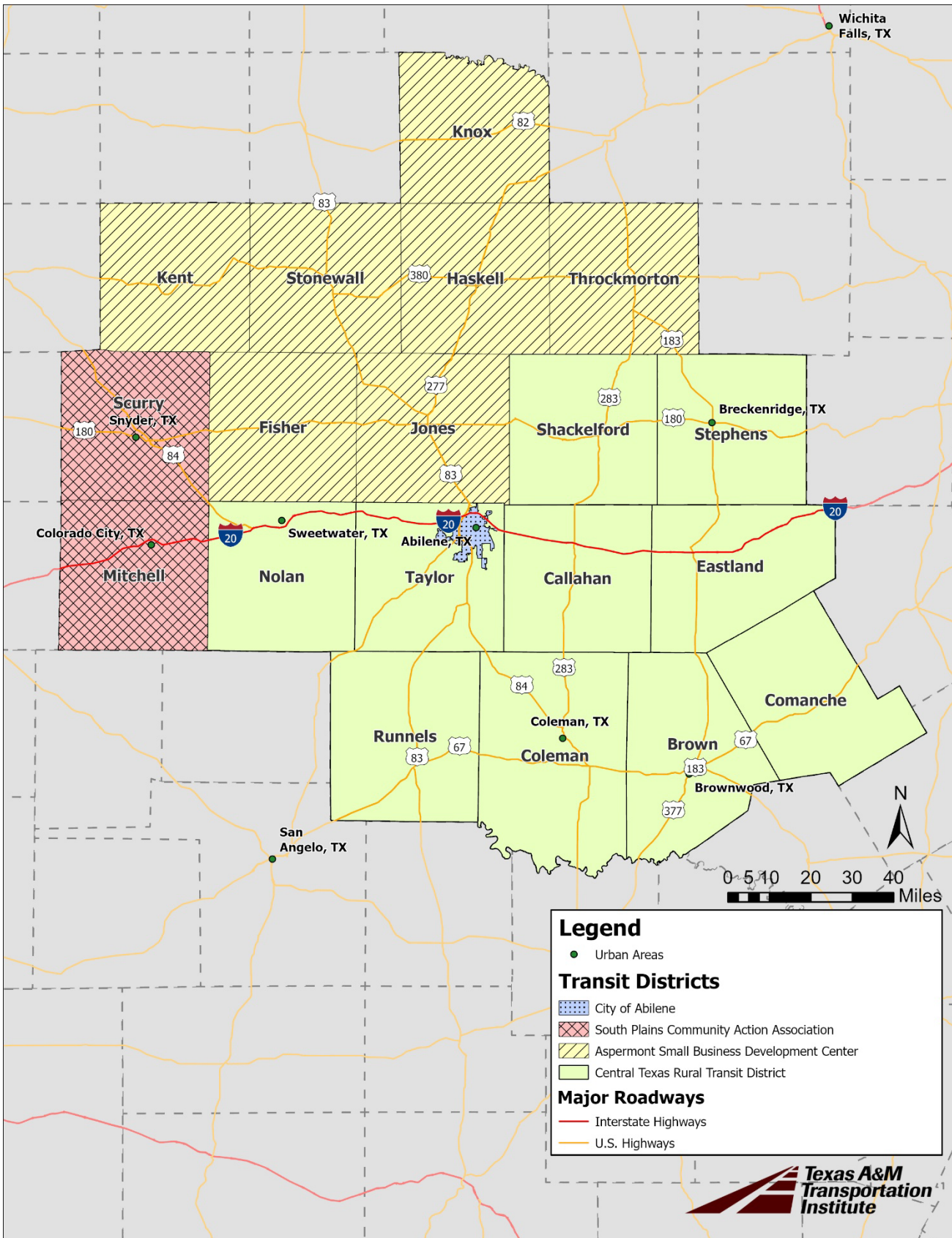


Figure 12. Public Transportation Provider Service Areas

Table 12. Total Public Transportation Revenue Vehicles

Public Transit Agency	Mode	Total Active Revenue Vehicles	Total ADA Accessible Revenue Vehicles	% ADA Accessible Revenue Vehicles	Total Unlinked Passenger Trips*
Aspermont Small Business Development Center, Inc.	All	25	25	100%	15,139
Central Texas Rural Transit District	All	73	73	100%	149,688
City of Abilene	All	40	40	100%	386,876*
Central Texas Rural Transit District	All	73	73	100%	149,688
South Plains Community Action Association, Inc.	All	47	42	89.36%	150,187
Total Public Transit	All	185	180	97.3%	701,890

Source: Florida Department of Transportation, 2025

*Total Unlinked Passenger Trips from City of Abilene are from FY2024 PTN-128.

City of Abilene—Small Urban 5307

The City of Abilene serves as an urban transit district (UTD) for the Abilene urbanized area (UZA). Transit Management of Abilene, Inc., known as CityLink, is the public transit provider in UTD. CityLink has 44 revenue vehicles in the urbanized parts of Jones and Taylor Counties. Daily operations of CityLink are managed and operated under a contract with Transdev with a total of 34 operator staff. CityLink is primarily funded through federal funds (\$2,210,752; 51%) and local contributions (\$1,685,387; 38%), but state (\$384,986; 9%) and contract revenues (\$97,859; 2%) are also significant sources.

Local Bus Service

CityLink offers local fixed-route bus services in Abilene. There are 7 weekday routes and 6 Saturday routes which connect the outlying suburban areas to downtown and key amenities. The base fare for this service is \$1.75, but reduced fares are available for seniors and children. The software used for fixed route service is Transloc.

General Public Demand Response

CityLink offers an advance-reservation, shared-ride, and demand-response service. This service is offered Monday–Saturday after fixed-route service at 6:15 p.m. and runs until 11:45 p.m. The general fare is \$7 for trips anywhere in the city limits, but there is a discounted fare of \$3.25 for passengers travelling from school or work.

ADA Paratransit Service

CityLink offers an ADA Paratransit van service for people whose physical or mental disability prevents them from accessing the fixed-route bus service. This service is available Monday–Saturday throughout Abilene, but the primary service area includes areas within $\frac{3}{4}$ mile on both sides of the fixed-route service. The fare is \$2.50 for trips within the primary service area and \$3.75 for trips outside the service area. Reservations must be made at least 1 day in advance.

Flexible Transit Services

CityLink offers an on-call service Monday–Friday that services popular areas on the south side of Abilene. Reservations must be made 2 hours before the trip and up to 7 days in advance. CityLink also has a ZipZone service in the northwest part of Abilene. The regular pass for these services is \$4, but there are significant discounts for children and the elderly.

Central Texas Rural Transit District (CTRTD)—Rural 5311

The Central Texas Rural Transit District (CTRTD) is a rural transit district located in the West Central Texas region. City and Rural Rides (CARR), CTRTD's public transit program, serves rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Hamilton, Lampasas, Mills, San Saba, Nolan, Runnels, Shackelford, and Stephens Counties. CARR owns 75 revenue vehicles operated by 60 operator staff to provide demand response curb-to-curb service for the general public. In addition, CARR delivers non-emergency medical transportation (NEMT) service and other transportation under contracts with the Texas Department of Health and Human Services, Modivcare, SafeRide, Access2Care, Disability in Action, Howard Payne University, Center for Life Resources, Tarleton State University, and Erath County Senior Citizens. CTRTD is primarily funded through federal grants (\$3,455,513; 53%) but also gets significant funding from local contracts (\$1,788,799; 28%), state funds (\$1,025,794, 16%), and local funds (\$211,497; 3%). TripMaster software is used for scheduling and dispatching.

General Public Demand Response Service

City and Rural Rides general service operates 7:30 a.m. to 5:30 p.m. Monday–Friday, with reservations accepted for the next day before noon. CTRTD also began operation within the city limits of Brownwood and Early Texas service, which operates from 6:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 2:00 p.m. on Saturday. Fares are distance-based, with one-way trips at \$1.00 per every 5 miles traveled.

Aspermont Small Business Development Center (ASBDC)—Rural 5311

The Aspermont Small Business Development Center, Inc. (ASBDC) is a rural transit district. ASBDC, located in Aspermont, has 23 revenue vehicles operated by 9 operators that provide demand-response service for the general public in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties through its transportation program, Double Mountain Coach. Double Mountain Coach is also a subcontractor of American Medical Response, Inc., SafeRide and Modivcare, providing non-emergency medical transportation for eligible Medicaid participants in the region. ASBDC is primarily funded through federal grants (\$886,414; 52%) and contracts (\$424,035; 25%), but also receives funding from the state (\$353,355; 21%) and local sources (\$35,087; 2%). Shah software is used for scheduling, dispatching and reporting of trips.

General Public Demand Response Service

Double Mountain Coach operates from 5:30 a.m. to 7:00 pm. Monday–Saturday in all counties serviced. Reservations must be made at least 1 day in advance. Fares are distanced-based and are calculated using the following:

- <5 miles: \$1.00
- 6-20 miles: \$2.00
- 21-40 miles: \$4.00
- 41-60 miles: \$6.00
- 61-80 miles: \$8.00
- 81-100 miles: \$10.00
- >100 miles: \$0.10 per additional mile

South Plains Community Action Association (SPCAA)—Rural 5311

South Plains Community Action Association, Inc. (SPCAA) is a rural transit district. SPARTAN Transportation, a division of SPCAA, primarily serves counties outside of the West Central Texas Region, but they do operate demand response services in Scurry and Mitchell counties. SPCAA owns 47 revenue vehicles operated by 35 operator staff. SPCAA is primarily funded through federal grants (\$2,776,524; 53%) and local contracts (\$1,461,327; 28%), with additional funding coming from the state (\$743,431; 14%) and local sources (\$236,499; 5%).

General Public Demand Response Service

SPARTAN's demand response service is available from 8:00 a.m. through 5:00 p.m. Monday–Friday throughout Scurry and Mitchell counties. Reservations must be made at least 1 day in advance, but same day requests may be available based on availability. Fares are \$0.50 per mile for each one-way trip.

Existing Transportation Issues, Unmet Needs, and Coordination

Representatives from the four public transit providers were invited to participate in online focus groups to discuss the existing unmet needs for the region as a whole. One of the most significant issues mentioned was the confusion between urban and rural boundaries, particularly Abilene and City and Rural Rides. Agency representatives reported that the unclear boundaries led to misdirected calls, denied trips, and overall user frustration. Another issue mentioned by representatives was the state of infrastructure around transit pickup and dropoff locations. Some examples include the lack of sidewalks and inadequate wheelchair ramps to assist riders with entering and exiting vehicles.

A major unmet need identified by agency representatives were issues with NEMT trips. There are reported incidents of patients being charged \$40 one-way fares due to Medicaid NEMT not covering the trip, which is a significant barrier for riders. Moreover, there has been a steady need for trip assistance for jobseekers and disabled riders who do not qualify for certain workforce programs. This assistance could help provide opportunities for these riders to obtain jobs. Representatives also mentioned the lack of accessible fare machines for riders with disabilities.

Agency representatives mentioned that there is work to be done to improve the coordination between the public transit agencies in the region. They mentioned that increased coordination in trip planning could allow for riders to easily ride from one service area to another hassle-free. This issue is set to become even more prevalent with the building of AI data centers and other job centers in the rural areas surrounding Abilene.

More detailed information about the focus groups can be found in “Chapter 6 Assessment of Needs and Gaps.”

Non-emergency Medical Transportation (NEMT)

In Texas, Non-emergency Medical Transportation or NEMT, is organized via the region's managed care organizations (MCO's). Clients needing medical transportation call the transportation line for the MCO they are participating in. All counties in the West Central Texas region, except for Comanche, fall in the MRSA West service area. Comanche County falls in the

MRSA Central service area. Information for contacting each MCO's transportation phone line is as follows. The following information was updated 9/1/2026.

MRSA West

Wellpoint

Transportation Vendor: MTM

NEMT Phone Numbers (by program):

- STAR: 833-721-8184 (TTY 711)
- STAR+PLUS: 844-867-2837 (TTY 711)
- STAR Kids: 844-864-2443 (TTY 711)

How to Schedule a Trip: Clients must call their program-specific number at least 2 business days before the appointment (5 days for out-of-area travel). They must provide pickup address, provider details, appointment date/time, and accessibility needs.

Website: <https://www.wellpoint.com/tx/medicaid/extras/transportation>

Superior

Transportation Vendor: SafeRide

NEMT Phone Numbers:

- Schedule a ride: 1-855-932-2318 (TTY 7-1-1)
- "Where's My Ride?": 1-855-932-2319

How to Schedule a Trip: Members may schedule rides by calling SafeRide or by using the SafeRide online portal. Must provide member ID, DOB, provider info, pickup/drop-off locations, and appointment details.

Website:

<https://www.superiorhealthplan.com/members/medicaid/resources/transportation.html>

Molina

Transportation Vendor: SafeRide

NEMT Phone Numbers:

- Medicaid NEMT: 866-462-4857
-

How to Schedule a Trip: Members call SafeRide directly to set up rides. Must call at least 2 business days in advance, provide member ID, appointment information, and transportation needs.¹⁰

Website: <https://www.molinahealthcare.com/members/tx/en-us/mem/medicaid/contact.aspx>

MRSA Central (Comanche County)

Superior

Transportation Vendor: SafeRide

¹⁰ Texas Health and Human Services, n.d.

NEMT Phone Numbers:

- Schedule a ride: 1-855-932-2318 (TTY 7-1-1)
- “Where’s My Ride?”: 1-855-932-2319

How to Schedule a Trip: Members may schedule rides by calling SafeRide or by using the SafeRide online portal. Must provide member ID, DOB, provider info, pickup/drop-off locations, and appointment details.

United Healthcare

Transportation Vendor: SafeRide

NEMT Phone Numbers (by program):

- STAR+PLUS/STAR/CHIP: 888-462-6050

How to Schedule a Trip: Members must call at least 2 business days before routine appointments; long-distance trips require 5 business days. Provide all standard trip details (ID, appointment, pickup, needs).¹¹

Website: <https://www.uhcprovider.com/en/health-plans-by-state/texas-health-plans/tx-comm-plan-home/tx-cp-contact-us.html>

Blue Cross and Blue Shield of Texas

Transportation Vendor: ModivCare

NEMT Phone Number:

- Schedule rides: 1-866-824-1565 (TTY 711)
- General STAR NEMT information: Call ModivCare during business hours; rides operate 24/7.¹²

How to Schedule a Trip: Members must call at least 2 business days before the appointment and provide member ID, appointment details, pickup location, and any mobility-related needs.¹³

Website: <https://www.bcbstx.com/star/plan-details/transportation-services>

Molina Healthcare of Texas

Transportation Vendor: SafeRide

NEMT Phone Numbers:

- Medicaid NEMT: 866-462-4857

How to Schedule a Trip: Members call SafeRide directly to set up rides. Must call at least 2 business days in advance, provide member ID, appointment information, and transportation needs.¹⁴

Website: <https://www.molinahealthcare.com/members/tx/en-us/mem/medicaid/contact.aspx>

¹¹ United Healthcare Community Plan of Texas, n.d.

¹² BlueCross BlueShield of Texas, n.d.

¹³ BlueCross BlueShield of Texas, n.d.

¹⁴ Texas Health and Human Services, n.d.

Human Services Transportation

Disability in Action, Inc. provides accessible transportation services to individuals with transportation needs throughout the majority of West Central Texas counties. Services typically operate Monday through Thursday from 8:00 a.m. to 3:00 p.m. Fares are based on federal poverty guidelines, and anyone needing accessible transit may request rides.

Disabled American Veterans (DAV) provides free rides for Veterans who need transportation to scheduled medical appointments at VA Central Texas Health Care System facilities, serving communities throughout Central Texas. The service operates according to scheduled trip times coordinated through VA clinics and county Veterans Affairs offices, and Veterans must request a ride when scheduling their medical appointment so a seat can be reserved. Eligibility is limited to ambulatory Veterans and passengers must be able to move without driver's assistance. caregivers may ride only with prior authorization from a VA clinician. DAV vans run only for approved medical trips and follow strict safety guidelines, including mandatory seatbelt use and no additional stops beyond pickups, drop-offs, rest breaks, and emergencies.

Private Organizations

Taxi, For-Hire

Road Runner Taxi serves the city of Abilene with 24/7 taxi services through appointment and curbside pickup. The company provides local and out-of-town service. Reservations can be made online 48 hours in advance for out of town trips at www.roadrunnertaxitx.com, or by phone anytime, 1-325-232-3295.

Mr. Taxi serves the city of Brownwood and Brown County providing roadside pick-ups and scheduled rides. Pricing for trips is \$6 pick-up fee and \$2 per mile within the county. Out-of-town travel has a flat rate depending on the destination. Rides can be scheduled by phone at 1-325-646-1111.

Ride N' Safe Medical Transport is a private pay transportation service that provides transportation for rides that originate or end in Dallas/Fort Worth or Waco. Rides must be scheduled 24-48 hours in advance. Wheelchair accessible transportation is available. Rides can be scheduled online at <https://ridensafe.com> or by calling 1-817-778-9747.

Intercity

Greyhound operates several route services in the West Central area. Frequency of routes per day varies per location with some service operating 7 days a week. Greyhound serves multiple surrounding counties and long-distance trips across the US and into Mexico. There is a station located at State Highway 351 and Interstate 20 in Abilene. Tickets can be purchased online at the Greyhound website, through the Greyhound app, or by calling 1-800-231-2222 for English or 1-800-531-5332 for Spanish.

Flix Bus offers several route services with stops in Abilene and Sweetwater. Service can be booked from the Flix Bus website. Some Greyhound routes include service legs provided by Flix Bus which is owned by the same company (Flix SE). Some Flix Bus trips can also be scheduled

through the Greyhound website and reservation lines above; however, they do not offer identical services.

Shuttle and Charter Services, For-Hire

Texas Shuttle offers SUV, car and shuttle service. The company can pick up anywhere in Texas, 24/7. There are websites specific to [Abilene shuttle](#) and [Brownwood shuttle](#). Rides can be requested on these or the general website, <https://texasshuttle.com/texas-shuttle> or by calling 1-817-403-6196. Cost is quoted per trip.

Abilene Charter Bus Rental Company/Party Bus Plano offers charter and minibus rentals for groups traveling in the Abilene area as well as providing service statewide. Fleet sizes include 18-, 20-, 25- and 56-passenger buses. Services can be requested online at <https://www.partybusplano.com/abilene-charter-bus/> or by calling 214-396-1134. Cost is quoted per trip.

Abilene Shuttle Bus Company offers charter bus and shuttle bus rentals across Abilene and surrounding areas. Fleet sizes include 18-, 20-, 25-, 56-passenger buses. ADA-compliant features are free upon request. Services can be requested by calling 325-480-4244. Cost is quoted per trip. www.abileneshuttlebuscompany.com.

Bilbrey Tours offers motor coach charter services on a 56-passenger bus for private tours or trips by request. Reservations can be made through the website, <https://www.bilbreytours.com/> or by phone at 1-325-692-1308 or 1-888-992-1308. Cost is quoted per trip.

Party Bus Laredo offers bus, limo and sedan rentals. Services include local transportation and shuttle service in vehicles sizes between 6- to 56-passenger vehicles. Book reservations, view pricing or request a quote online at <https://www.partybuslaredo.com/> or by calling 1-866-258-9879.

App-Based

Rideshare Platforms

Lyft is a 24/7 rideshare service that provides demand response, curb-to-curb service. Payment is based on ride distance and current demand for service (surge pricing) and driver availability. Customers are required to set up an account and link a credit card to their account. Rides can be requested by downloading the Lyft app to a smart phone. No cash is exchanged between drivers and passengers.

Lyft also offers multiple programs tailored for other transportation needs of organizations and individuals. Three of these programs are highlighted as follows:

- **Lyft Silver** is designed to help older adults access the rideshare service with a simple app and vehicles that are easier to board.
- **Lyft Concierge** is used by organizations like hospitals, clinics, and insurance plans to request a ride on behalf of a client. Rides are paid for by the organization and can be tracked. Rides can be requested by the organization or clients can be allowed to schedule rides themselves with or without a mobile phone.
- **Lyft Healthcare** partners with healthcare entities to provide healthcare solutions including on demand rides for clients taken with or without app or delivery of prescriptions or care to the client's home.

For more information on these and other Lyft programs, go to <https://www.lyft.com>.

Uber is a 24/7 rideshare service that provides demand response, curbside service. Payment is based on ride distance and current demand for service (surge pricing) and driver availability. Customers are required to set up an account and link a credit card to their account. Rides can be requested by downloading the Uber app to a smart phone. Without a smart phone, rides can be requested by dialing 1-833-USE-UBER (1-833-873-8237). No cash is exchanged between drivers and passengers. For West Central TX, wait times may be longer due to less availability of vehicles and drivers so while rides can be scheduled in real time, it is suggested customer reserve their Uber up to 90 days in advance for the pickup time desired.

Uber also offers multiple programs tailored for other transportation needs of organizations and individuals. Two of these are:

- **Uber Health** partners with healthcare organizations to provide door-to-door non-emergency medical and wheelchair rides for patients.
- **Uber Transit** partners with transit agencies, cities and higher education institutions with technology, mobility solutions including meal delivery.

For more information on these and other Uber programs, go to <https://www.uber.com>.

Information and Referral

- **Rusted and Weathered Inc.** (West Texas Veteran Support Service)—Veterans' nonprofit based in the Abilene/Winters area; 2-1-1 listings show "transportation assistance" for veterans and families in West Texas.
- **Texas Health and Human Services (HHSC) Medical Transportation Program** (contract with public/private providers) provides no-cost rides to Medicaid-covered medical appointments for eligible participants. Services are generally available Monday through Friday, 8:00 a.m.–5:00 p.m., across the state including the counties of West Central Texas, coordinated through local contractors. Eligibility is limited to Medicaid recipients, Children with Special Health Care Needs, and Transportation for Indigent Cancer Patients.
- **West Central Texas Council of Governments (WCTCOG)—Area Agency on Aging (AAA)** offers information and referrals for senior and caregiver transportation across 19 counties of West Central Texas. Transportation is offered as part of the AAA's broader range of supportive programs, and service hours vary by provider. No standardized fares are listed because costs depend on the specific transportation service used. Eligibility is primarily for individuals aged 60+, Family Caregivers of a person 60+, caregivers 55+ raising children under 18, and Medicare beneficiaries.
- **United Way of Abilene—2-1-1 Texas** operates a referral service connecting residents to transportation resources such as senior rides, and medical transportation. The 2-1-1 line is available 24/7, free of charge, and assists anyone in need of transportation resources. Referred programs may have their own fares.
- **Cancer Services Network** supports individuals who have been diagnosed with cancer and serves residents across the counties of Brown, Callahan, Coleman, Comanche, Eastland, Fisher, Haskell, Jones, Kent, Knox, Mitchell, Nolan, Runnels, Scurry, Shackelford, Stephens, Stonewall, Taylor, and Throckmorton. As part of its assistance, the Cancer Services Network offers eligible clients a transportation stipend to help them travel to and from chemotherapy and radiation appointments.

- **Abilene VA Clinic** collaborates with Disabled American Veterans and local county Veterans Affairs offices to arrange transportation for Veterans and approved caregivers to ensure they can reach their scheduled medical appointments.
- **Scurry County Senior Center** provides transportation for seniors to meal services and local errands within Snyder. Services typically operate Monday through Friday, with rides to errands from 9:00 AM to 11:30 AM and transportation to meals from 11:30 AM to 1:00 PM. Transportation is provided at no cost to eligible senior citizens aged 60 and older.



CHAPTER 6

ASSESSMENT OF NEEDS AND GAPS





This chapter focuses on documenting existing transportation needs and gaps in the region. Needs refer to existing parts of the transportation network that are not working as well as it can be. Examples can include lack of evening service hours, long wait times or no service provided on Sundays. Gaps typically refer to geographic areas that lack service. This can be geographically delineated on a map or can present itself in the form of trip origins and destinations, where trips starting in one transportation provider's service area may not be able to be completed in another provider's service area.

Methodology

The lead agency and RPTCP team used the following methods for collecting data on needs and gaps.

- Stakeholder Focus Groups
- Online Public Survey
- Transit Needs Index Map

These efforts are summarized in depth in the following sections.

Stakeholder Focus Group Summary

Over the months of late January through March, the lead agency and RPTCP team held three focus groups. These consisted of transportation providers, planning organization representatives, workforce groups, and other regional support organizations such as the United Way. All focus groups were conducted virtually through Microsoft Teams.

Focus Group 1

The first focus group was held on Tuesday, January 27, 2026. This group had representatives from Central Texas Rural Transportation District, the Abilene Metropolitan Planning Organization, United Way, and Workforce Solutions of West Central Texas. The main themes involved urban/rural boundaries, trip affordability, service area boundaries, inconsistent agency coordination, and interest in a centralized mobility management system.

Focus Group 2

The second focus group was held on Wednesday, February 25, 2026. Participants consisted of transportation providers who could not attend the first focus group. This included Spartan Transit (South Plains Community Action Association), Double Mountain Coach (Aspermont Small Business Development Center), and CityLink (City of Abilene). The main themes involved fare

payment barriers, physical accessibility barriers, weather and infrastructure challenges, service area boundaries, microtransit expansion, and long-distance trip challenges.

Focus Group 3

The final focus group was held on Wednesday, March 25, 2026. This group consisted of a mix of advocacy groups, transit managers, and planning staff. Participants included, West Central Texas Council of Governments (Aging and Disability Resource Center), Abilene Metropolitan Planning Organization, City and Rural Rides, and Disability in Action. The main themes involved physical accessibility barriers, gaps outside and around Abilene's service area (urbanized area), user experience, and better service information tools and dissemination.

Focus Group Summary of Needs and Gaps

Overall, the focus groups highlighted the following needs and gaps affecting providers and riders in West Central Texas.

Service Boundary Areas

There was some confusion about where service area boundaries were. The use of the previous (now defunct) website was helpful since it contained a service area map. This resource is now needed by groups such as United Way in order to properly provide accurate information and referrals.

Cross-Boundary Trips

Cross-Boundary trips are not many, thus agencies typically stated that they fulfill these trips as needed. This implies that the agency goes above and beyond their own service areas to fulfill these trips. This is an area of potential coordination that may need to be structured and formalized amongst transportation providers.

Coordination

Coordination on trips (such as cross-boundary trips) and other mobility needs are inconsistent. This may be due to the recent abdication of the regional lead agency. Formalizing coordination through letters of agreement and regular meetings is an immediate strategy to implement.

Information Gaps

Information gaps, such as discussed by United Way, are apparent to both referral services and riders. Exploration of strategies such as a mobility management system, centralized call center, or other centralized systems are warranted.

Financial Resources

All transportation providers listed limited resources as a challenge. Additional financial resources need to be explored through the Section 5310 program and other grant programs.

Built Environment

Several discussions on improving accessibility came up in discussion. This may involve simple ramp additions coupled with accessible sidewalk improvements throughout the region.

Survey Results Summary

This section summarizes the results of the public needs and gaps survey. Detailed information regarding survey results is available in the Appendix (forthcoming). The primary goal of this survey was to gauge the transportation needs of riders within the region.

The RTPCP team placed survey link information on the West Central Texas RPTCP website in addition to distribution to stakeholders via emails from the lead agency CARR. The survey was available starting in late February and left open throughout the month of March.

Respondent Information

The survey received a total of 51 responses from across the West Central Texas region. The respondent pool was fairly representative of the region as a whole. Thirteen percent of respondents are considered seniors, close to 17.8% of seniors in the region. Moreover, 17% of the respondents identified as Hispanic or Latino, (22.8% demographically for the whole region). Income levels were consistent with the region; 21% of respondents are low income (annual household income less than \$15,000), comparable to 12.6% for the region. A major outlier in the respondents were people with disabilities: 56.4% of respondents said that they had a disability (physical, cognitive, visual, etc.), which is significantly higher than 16% in the region.

Existing Transportation

Figure 13 shows the existing modes used in the West Central Texas region. Private vehicles dominate the region as is consistent with majority of the state. Public on-demand and fixed-route services are popular, being used by approximately 24% of respondents. “Other” responses mostly include private vehicles, with one respondent saying they share rides/carpool.

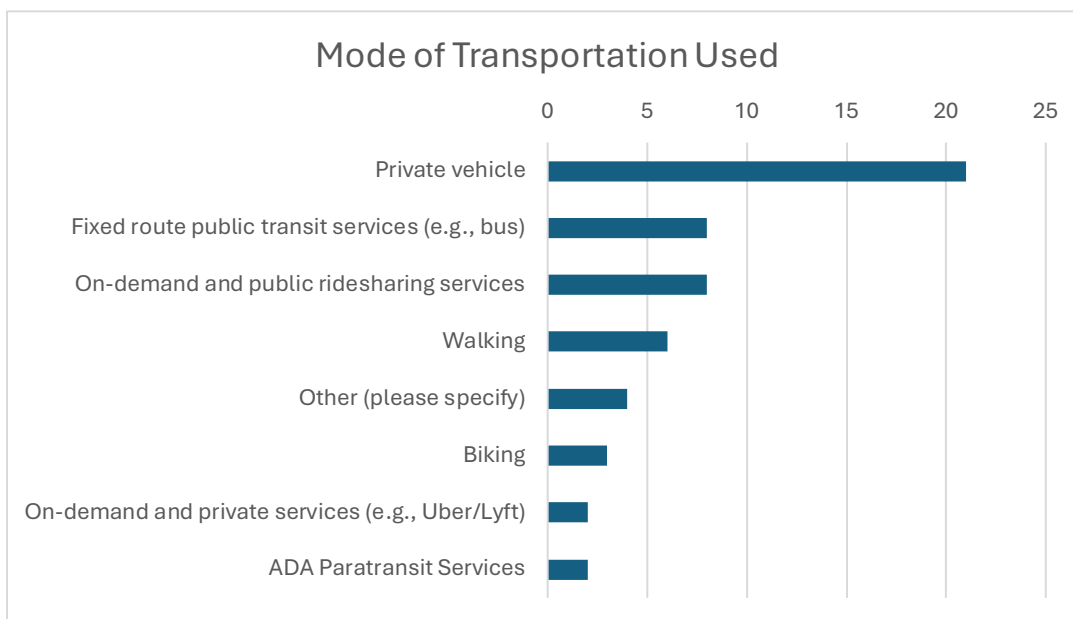


Figure 13. Q1: What Kinds of Transportation Do You Usually Use to Travel around Your Area? (Select All That Apply)

Figure 14 shows the counties where public transit services are most used. Taylor County, home to Abilene, is where respondents use public transportation the most. Brown County, home to Brownwood, and Jones County, just north of Abilene, both had high responses due to the high populations of the counties and proximity to urban areas.

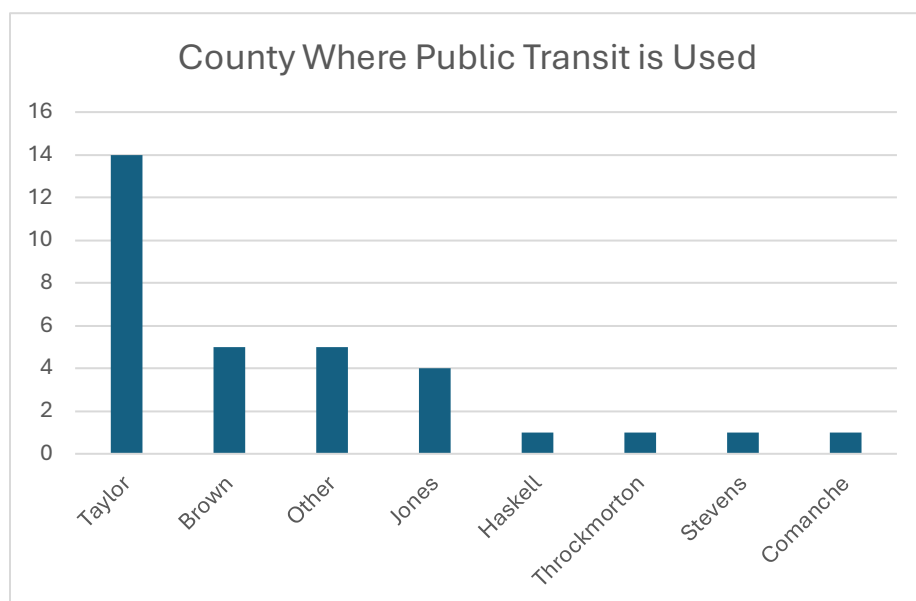


Figure 14. Q3: In Which County Do You Most Often Use Public Transportation Services? (Select One County Where You Usually Ride Transit. If More Than One Applies, Please Choose the County You Use Most Often)

Figure 15 and Figure 16 show the frequency of rides taken by respondents in the last three months. The highest ridership belongs to the CityLink fixed route bus system, in which around 36% of respondents take at least occasionally. Demand response services were also used, with a split between CityLink, City and Rural Rides, and Double Mountain Coach, depending on location. Other transportation providers such as Disability in Action, Medicaid NEMT, and Intercity Bus services did not show a lot of ridership among respondents.

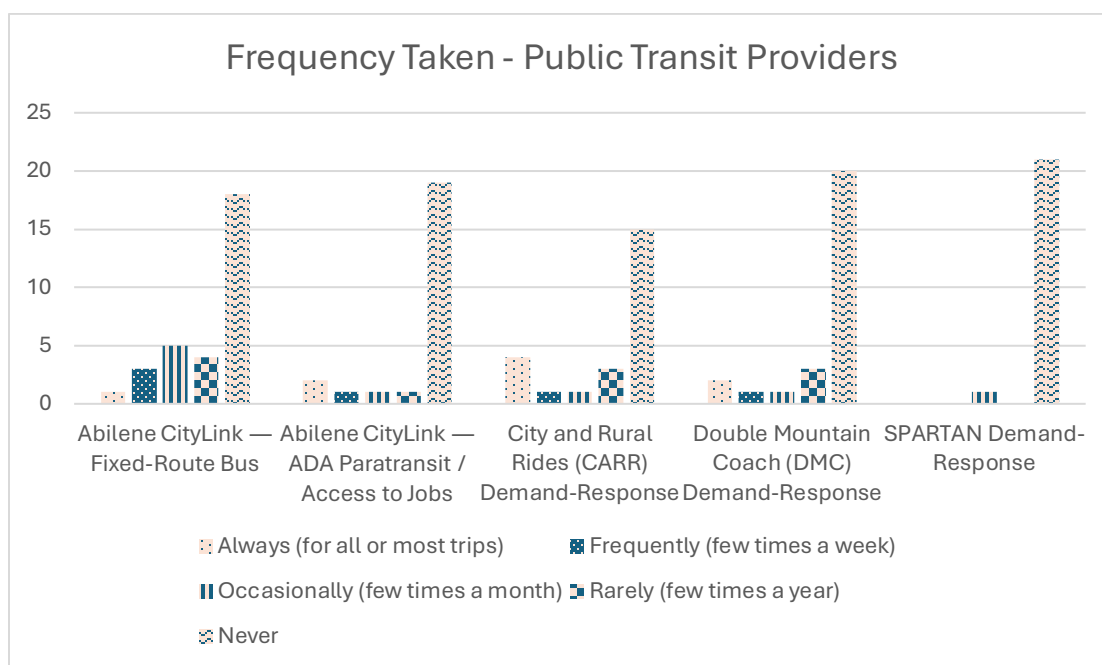


Figure 15. Q4: In the last 3 months, how often have you taken trips using the Following Public Transportation Services in Your Region? (Select All That Apply)—Part 1

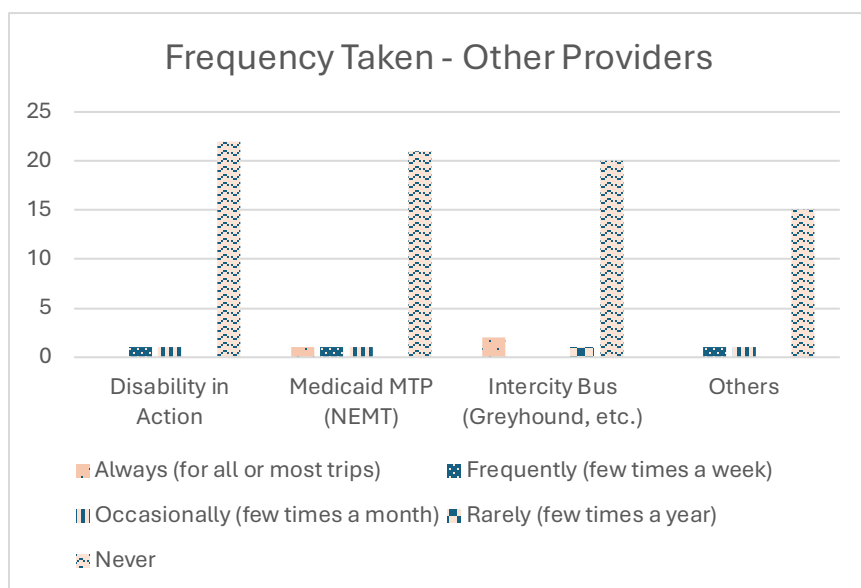


Figure 16. Q4: In the Last 3 Months, How Often Have You Taken Trips Using the Following Public Transportation Services in Your Region? (Select All That Apply)—Part 2

Figure 17 shows the main purposes that respondents use public transit. Over half of respondents (~54%) said that they use public transit for medical appointments, with commutes to and from work following closely behind. Other uses of public transit, such as errands, education, and recreation were indicated as being used in some instances.

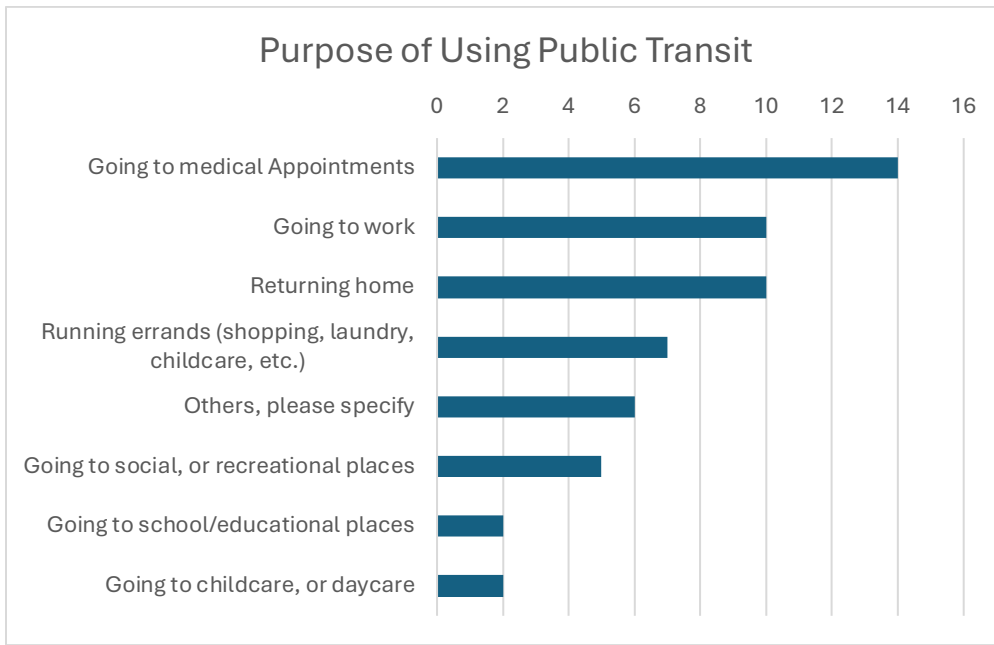


Figure 17. Q8: What Are the Main Purposes You Usually Use Public Transportation Services? (Select All That Apply)

Issues, Gaps, and Positives

Table 13 shows the average ranking of problems with the current transportation system. Respondents were asked to rank each issue, with 1 being “not a problem” and 5 being a “major problem.” The highest ranked issues have to do with the service schedules, including the lack of service on weekends and late at night and overall waiting time. Other significant issues include lack of access to key amenities, such as jobs, groceries, and medical appointments.

Table 13. Q9: Based on Your Experience, How Much of a Problem Is Each of the Following Areas When Using the Available Transportation Options in Your Region?

Issue	Average Ranking (Lower Is Better)
Lack of services at late hours of the day	3.26
Waiting time	3.21
Lack of service on weekends	3.09
Lack of access or limited access to job places	2.96
Marketing and outreach to familiarize people with available options	2.91
Lack of access or limited access to fresh food sources/groceries	2.74
Lack of access or limited access to medical appointments	2.65
Booking and scheduling a ride using website/mobile apps trip planners	2.48
Eligibility process for using the service	2.48
Lack of access or limited access to schools/educational destinations	2.45
Booking and scheduling a ride through the service call center/customer service	2.29
Sharing the ride with other passengers	2.21
Lack of access to a service with wheelchair accessible vehicles	1.87

Figure 18 shows the responses to the question on the positives of transit service in the region. The top positives mentioned were the affordability of rides, quality of drivers/staff, and the

accessibility of vehicles. The least selected align with the issues mentioned in Figure 17, including fixed-route and demand response service reliability and availability.

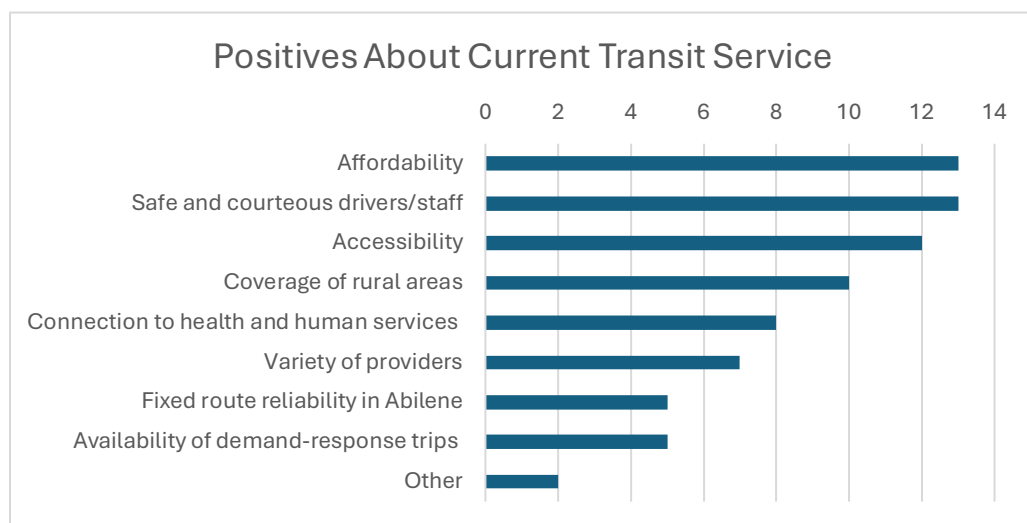


Figure 18. Q10: What Do You Like about the Current Public Transportation in Your Area? (Select All That Apply)

Figure 19 shows a map of counties identified by respondents as needing more public transportation. The highest number of responses indicate that Taylor County needs more public transportation service, most likely due to the large population living in or near Abilene. Other significant counties include Brown, Jones, and Coleman counties, all of which have significant populations and are close to regional health centers in Abilene.

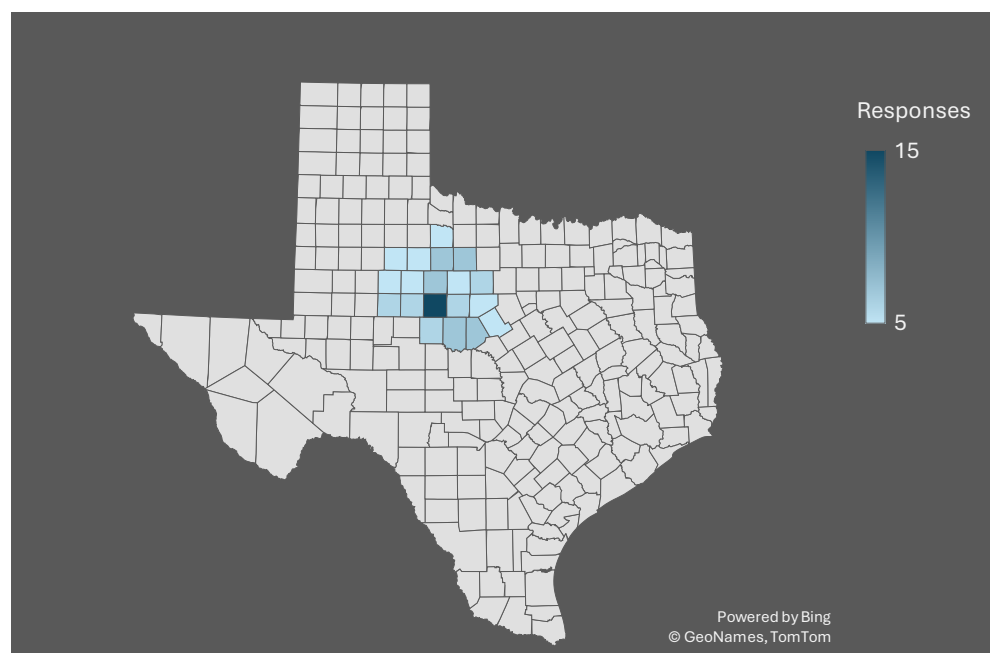


Figure 19. Q11: Which Counties Do You Think Need More Public Transportation Services? (Select All That Apply)

Transit Needs Assessment

The RPTCP team conducted a transit needs index analysis to highlight areas of mobility need in the region. This analysis uses data from the U.S. Census Bureau's American Community Survey 5-year estimates (2024). These demographic attributes include the following:

- Seniors (persons aged 65 and older)
- Low-income
- Zero-car households
- Persons with a disability

Figure 20 shows the analysis results. Applied at the Census Tract level, there are several areas of high transit need in Scurry, Mitchell, Haskell, Nolan, Jones, Stephens, Taylor, Callahan, Eastland, and Commanche. In addition, Coleman and Brown have pockets of very high transit need.

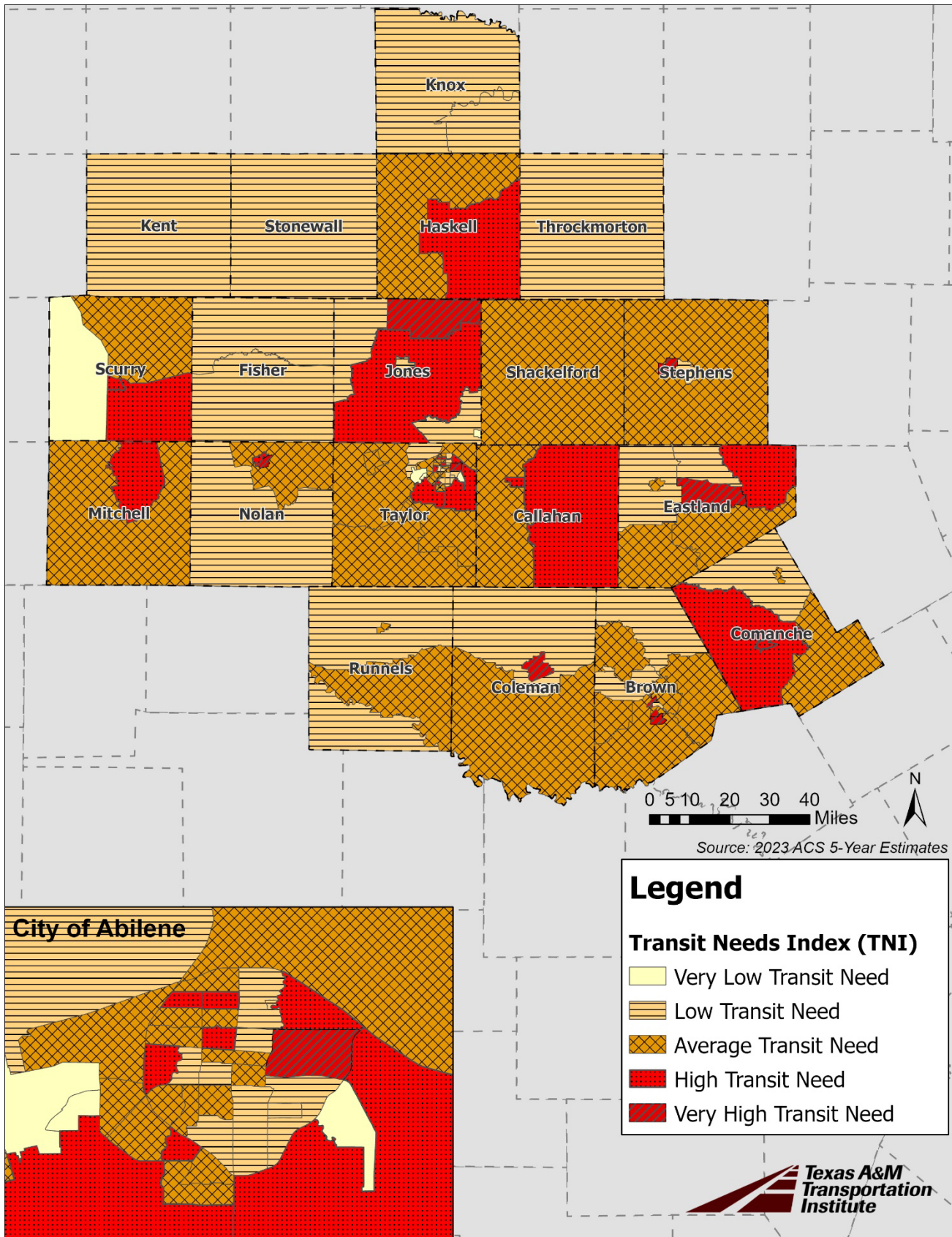


Figure 20. Transit Needs Index Map

Summary of Transit Needs and Gaps

From the focus groups, survey results and transit needs analysis, we can summarize the regional needs and gaps. This includes:

- Access to Cross-Boundary Trips
- More Agency Coordination
- Information Gaps
- Need for Additional Financial Resources
- Inaccessible Areas in the Built Environment
- Lack of Services at Late Hours in the Day
- Trip Pickup Waiting Times
- Lack of Service on Weekends
- Limited Access to Job Areas
- Lack of Marketing and Outreach About Transportation Options

An RCC meeting was held on May 28, 2026 virtually and included 10 participants in addition to the CTRTD leads and TTI staff. The purpose of this meeting was to prioritize the needs and caps previously identified and review the existing goals and strategies in the 2022-2026 HSTP.

Using an interactive PollEverywhere poll, participants ranked the needs and gaps identified above. The left side of Table 14, indicates the priority for each. As the RCC engaged providers and partner agencies, the customer survey needs and gaps were added to the right side of the table to ensure the plan reflects the priorities of customers as well. While there is some overlap, the needs and gaps marked N/A, were not comparable among the two groups of stakeholders.

Table 14. Needs and Gaps Prioritization

Stakeholder Ranking	Needs and Gaps	Customer Survey Ranking
1	More Agency Coordination	N/A
2	Lack of Services at Late Hours in the Day and weekends	1/3
3	Need for Additional Financial Resources	N/A
4	Limited Access to Job Areas	4
5	Inaccessible Areas in the Built Environment	N/A
6	Access to Cross-Boundary Trips	N/A
N/A	Lack of access to medical care and food	6/7
7	Information Gaps, Lack of Marketing and Outreach About Transportation Options	5
8	Trip Pickup Waiting Times	2
N/A	Booking and scheduling a ride using website/mobile apps trip planners	8

The second half of the meeting focused on reviewing current goals and strategies. The intent of this exercise was to get feedback from the group as to what strategies they would like to continue, which ones needed revision and what may be missing that is relevant for the updated plan. The input at this meeting provided the groundwork for drafting new goals and strategies and design an interactive workshop to refine these for implementation in the 2027-2031 plan.

The next chapter will document goals and strategies to address the needs and gaps found during this planning process. The goals and strategies development is an important step before feasible solutions can properly be implemented.



CHAPTER 7

GOALS, STRATEGIES, AND PROJECTS





After the May RCC meeting, CARR staff met with TTI and TXDOT to review the feedback from the meeting and generate new or revised goals, corresponding strategies and brainstorm other ideas to discuss in the upcoming workshop.

On June 23, 2026, CARR hosted an in-person workshop at the South Branch Abilene Library for the RCC and an expanded list of stakeholders. A meal was provided for participants, and a virtual option was available for those unable to attend in-person. There were 12 people in-person and 5 stakeholders online, 4 who participated in the entire meeting. There were 3 staff from TTI who facilitated the in-person and virtual workshop. The attendance list is found in the appendix.

After a brief overview of the plan process and the needs and gaps identified throughout the plan, draft goals and strategies were reviewed with the group. Participants discussed the goals and strategies as a group and added their comments, suggestions and additions to the pre-written goals and strategies on the papers posted in the room. A debrief was conducted in the room as people verbalized their input.

Similarly online, a virtual whiteboard was shown to participants and the group discussed new ideas, changes to existing ideas which were added by the facilitator to the whiteboard.

The goals approved by the group are as follows.

Goals

1. Increased cross-agency coordination

There was broad agreement that greater coordination is needed across the region. Stakeholders described coordination in several ways, including improving regional connections for community members and strengthening communication among transportation providers and partners.

Stronger coordination and information sharing among agencies can improve access to services, support more seamless transportation options, and help identify, and fill, service gaps.

2. Increased awareness of transportation services

Both RCC members and stakeholders emphasized the importance of educating service providers, partner organizations, and the public about available transportation options and how to access them. Better awareness of transportation services can help staff connect clients to the appropriate resources and supports. Enhanced communication can also help ensure agencies are aware of available services, route and fare changes, and opportunities to better serve riders.

Providing clear, accessible information in multiple formats can also help older adults, individuals with disabilities and the general public learn about and use available transportation services to reach essential destinations and activities.

3. Improved service and customer experience

Community survey responses highlighted several opportunities to improve the customer experience and service available. The most frequently identified needs included additional evening and weekend service, improved access to food, employment and healthcare, and reduced wait times.

While all goals in this plan are intended to improve the customer experience, this goal specifically focuses on addressing the priorities identified in the survey. By creating activities directly linked to these community-identified needs, the TCC can develop and measure activities that improve the customer's experience.

Strategies

1. Fund and support mobility management positions and networks.

The region identified mobility managers as critical positions for coordination activities. The detailed activities and projects identify the steps for creating an effective mobility manager network in the region.

2. Operational and capital funding to meet current and future system operating and capital needs.

Funding remains one of the highest priority needs in the region as providers seek to expand services to address the gaps identified in the community survey. Expanding service area, increasing days and hours of operation and reducing waiting time will likely require additional funding for staff, vehicles and operational capacity.

3. Promote awareness of transportation options, and how to access them.

Both the RCC and community survey identified a need to improve awareness of available transportation options through additional marketing and communication. Several projects and activities are identified to cross-promote services and leverage existing media sources to spread the word.

4. Conduct customer satisfaction surveys.

To continue to gauge the satisfaction of customers as well as identify emerging transportation needs, the group discussed standardizing a set of survey questions that can be used across agencies. Coordination survey efforts will allow transportation providers and other RCC members and partners to collect consistent feedback about transportation from clients. This approach can serve to improve the ability to measure customer experience, identify gaps and inform future transportation planning and improvements.

5. Hold joint training for staff to reduce costs and improve access to training for all staff across systems.

In an effort to improve the customer experience as well as operator and staff capacity, agencies discussed hosting joint training. This strategy may reduce costs overall, increase training availability, and make efficient use of limited staff time by offering more options. Training helps build staff knowledge, improve coordination and better serve customers.

6. Create a referral and tracking system for out-of-boundary trips or hard to fill trip requests.

Transportation providers and community partners often encounter trip requests that fall outside service boundaries or are difficult to accommodate due to scheduling, distance, or capacity limitations. These trips are not consistently documented or tracked. Establishing a formal referral and tracking system will enable agencies to record unmet needs and referral outcomes in a standard manner in a combined database. The information collected can be used to identify service gaps, common destinations, and other barriers to transportation to help guide future service enhancements, coordination efforts, and resource allocation.

7. Integrate technology across systems.

Transportation providers use a variety of technology platforms and data management systems which can limit coordination and information sharing. Working towards technology integration of existing and replacement software can support trip referrals, ride coordination, cost-sharing and general data exchange across the region.

Implementation of Strategies

Each goal and strategy was further expanded to include activities and projects to make them actionable. The RCC members and stakeholders reviewed and added to these activities to ensure their existing and future projects are reflected. As the RCC engages in plan review throughout the year, performance measures will be added to measure the success of implementation.

Strategy: Fund and Support Mobility Management Positions and Networks Goals 1, 2, and 3

Activities and projects are:

- Fund local mobility managers for each transit system, City and Rural Rides, SPARTAN, CityLink, Double Mountain Coach
- Define the position and role of Mobility Manager and create a network of mobility managers with each transit agency having a mobility manager
- Host mobility management forums across regions by rotating locations
- Secure funding to develop a software, networking platform to easily connect mobility managers and agencies to each other.
- Streamline communication in case of emergencies, service changes and other messages to allow for partners to better communicate with their clients/transit riders.

Strategy: Operational and Capital Funding to Meet Current and Future System Operating and Capital Needs Goals 1 and 3

Activities and projects are:

- Vehicle replacement for public entities in this region to update aging fleet, and new vehicles to increase capacity. and expand services for the aging community.
- Preventive maintenance to maintain and improve condition and longevity of current fleets.
- Capital purchases related to safety, security and necessary technology.
- Funding for facility maintenance and expansion.
- Operating funds for continued and expanded service based on identified needs.
- Providing cross-boundary trips. Educate leaders and consumers. Start discussions about the Abilene service gaps.
- Funding for program specific and gap service providers (like Aldersgate Enrichment Center).
- Create a coordinated approach to businesses for funds to support mobility management and local match.

Strategy: Promote Awareness of Transportation Options, and How to Access Them

Goals 1, 2, and 3

Activities and projects are:

- Funding to restore and update the West Central Texas, WCTXRides.com, website including the purchase of a domain name. Include resources on who operates transportation and how to connect to them and who may help riders pay for their trips. There can also be references to resources like 211 and Disability in Action.
- Provide outreach materials that may include social media posts, printed materials, resource fairs, and presentations to community groups *at their facilities.
- Cross advertise with partners on buses and at their facilities
- Partner with local media for social media posts and community/local news segments like Noon Notebook, Trends and Friends.
- Travel training for staff and consumers to familiarize them with the transportation systems available and how to use them. Materials may include videos on the website, publications on how to ride and how to request a Personal Care Attendant (PCA) ride with you.

Strategy: Conduct Customer Satisfaction Surveys

Goals 1 and 3

Activities and projects are:

- Coordinate common questions across the region for consistency and comparison.
- Mobility managers lead survey creation and dissemination
- Provide stamped envelopes for paper surveys to help with technology access

Strategy: Hold Joint Training for Staff to Reduce Costs and Improve Access to Training for All Staff across Systems

Goals 1 and 3

Activities and projects are:

- Maintenance training, driver training, general staff training

Strategy: Purchase or Develop a Referral System for Out-of-Boundary Trips or Hard to Fill Trip Requests

Goals 1 and 3

Activities and projects:

- Provide access to this referral system to transit providers as well as community partners and stakeholders

Strategy: Purchase New Software and Integrate Technology across Systems

Goals 1 and 3

Activities and projects are:

- Purchase software integrations that can communicate across the region and with other providers and NEMT Managed Care Organizations

Strategy Alignment

Table 15 shows the alignment between each strategy and goal and the unmet need it addresses. In addition, an estimated cost from low (\$) to high (\$\$\$) is assigned. Depending on the activity within each strategy, a range was given to indicate implementation activities may range from low to high cost. Similarly, the level of effort was estimated from low to high for each strategy. The party or parties responsible is also listed for each strategy. While the lead agency CTRTD is responsible for the overall plan process, the implementation of the coordination plan will take the support and efforts of all RCC members and regional stakeholders and partners.

Table 15. Strategies and Unmet Needs

Strategy	Goal	Needs(s) Addressed	Cost (\$-\$\$\$)	Effort (Low-Medium-High)	Responsible Party
A. Fund and support MM positions and network	1, 2, 3	• More agency coordination • Information gaps, lack of marketing and outreach • Access to cross-boundary trips	\$\$	Low-Medium	CARR lead Mobility Manager (MM) group
B. Operational and capital funding to meet current and future needs	1, 3	• -Lack of services at late hours in the day and weekend. • Need for additional financial resources. • Lack of access to medical care and food and job areas. • Across boundary trips. • Inaccessible areas in the built environment. • Trip pickup waiting times	\$-\$\$\$	High	All Transit Districts
C. Promote awareness of transportation options, and how to access them.	1, 2, 3	• More agency coordination • Information gaps, lack of marketing and outreach	\$	Low	CTRTRD could lead with MM group
D. Conduct customer satisfaction surveys.	1, 3	• More agency coordination • Trip pickup waiting times (?)	\$	Low	CTRTRD with MM group
E. Hold joint training for staff to reduce costs and improve access to training for all staff across systems.	1, 3	• More agency coordination	\$	Low-Medium	All Transit Districts
F. Create a referral and tracking system for out-of-boundary or hard to fill trips.	1, 3	• More agency coordination • Access to cross-boundary trips	\$\$	Medium	CTRTRD with MM group
G. Integrate technology across systems.	1, 3	• Booking and scheduling a ride using website/mobile apps/trip planners • Trip pickup waiting times	\$\$\$	High	All Transit Districts



CHAPTER 8

PRIORITIZATION OF PROJECTS AND STRATEGIES



At the June 23 workshop, in-person and online participants used a dot-prioritization exercise where they were provided 3 dots to place on any of the strategies to indicate their priority strategies. Voting dots could be placed on up to 3 strategies, noting that Section 5310 projects should be considered when prioritizing. The dot exercise was completed online with emojis reflecting each participant's choices.

The strategies were ranked by number of dots or votes received and listed in Table 16 by order of highest to lowest priority. These strategies are regional in scope and respond to the needs and gaps identified through the public and provider outreach during the planning process.

Operational and capital funding to meet current and future needs received the most votes and aligns with the gaps and needs identified that may require additional service hours, days or destinations and improve connections, provide better access to jobs, healthcare, and food, and improve the customer experience.

Table 16. Prioritized Strategies

Strategy	Goal	Votes Received	Priority
Operational and capital funding to meet current and future needs	1, 3	11	1
Promote awareness of transportation options, and how to access them.	1, 2, 3	5	Tied for 2
Create a referral and tracking system for out-of-boundary or hard to fill trips.	1, 3	5	Tied for 2
Fund and support MM positions and network	1, 2, 3	4	4
Integrate technology across systems.	1, 3	3	5
Hold joint training for staff to reduce costs and improve access to training for all staff across systems.	1, 3	2	6
Conduct customer satisfaction surveys.	1, 3	1	7



CHAPTER 9

RPTCP REVIEW AND ADOPTION—DRAFT NEXT STEPS FOR PUBLIC COMMENT PERIOD





Throughout the plan process, the public, stakeholders and transportation providers have been engaged through surveys and focus groups. The RCC has met several times to review the progress and provide their input on the plan goals and strategies and prioritization of needs and gaps and agree upon activities and action steps.

The RCC includes representation by the following:

- Public, private, and nonprofit transportation providers.
- Human service agencies.
- Advocacy groups for seniors and individuals with disabilities.
- Representatives from underserved populations.

The final draft of the complete plan is being made available on the [West Central Texas RPTCP website](#), distributed by email to the broad group of stakeholders and publicized to the general public.

A public hearing is scheduled for September 16, 2026 from 10-11 am Central Time at the Central Texas Rural Transit District, 1031 Early Blvd., Early, TX 76802. CARR will offer free rides to the meeting and refreshments.

In addition, a second opportunity for community feedback from older adults and people with disabilities was at the ADRC's Partners Power Summit held on September 30, 2026

Public comments will be recorded at each event or comments can be emailed to the following address WCT_CoordinationPlan@tti.tamu.edu. All comments need to be submitted by the end of the day Wednesday, October 7.

A summary of comments will be added to the final plan Chapter 9 and changes made to the plan and approved by the RCC as needed in response to the public comments.

The final plan will be approved in October by RCC members who have signed MOUs with the lead agency, CARR to help support and implement the plan. These members include the following in Table 17.

The final approved plan will be submitted to TxDOT to be posted on the TxDOT [Regional Public Transportation Coordination Planning](#) website.

The RCC will review the plan at least quarterly, measure progress toward plan goals and strategies as required by TxDOT and will make amendments as needed throughout the 5-year plan period.

Table 17. RCC Member Agencies with MOUs and Target Populations

RCC Member Agency	Target Population
City and Rural Rides—Lead Agency	General public/older adults/people with disabilities
City Link	General public/older adults/people with disabilities
SPARTAN Public Transit	General public/older adults/people with disabilities
Good Will of West Texas	People with disabilities
Double Mountain Coach	General public/older adults/people with disabilities
Disability in Action	People with disabilities
211 Texas—Abilene	General public
Abilene Metropolitan Planning Organization	General public
Cornerstone Community Action Agency	Low-income individuals
Abilene-Taylor County Public Health District	General public
West Central Texas Aging and Disability Resource Center (ADRC)	Older adults and people with disabilities

REFERENCES

- Abilene Metropolitan Planning Organization. (2024, December 17). Abilene MPO 2050 Metropolitan Transportation Plan.
https://www.abilenemopo.org/site_images/files/documents/MTP/MTP%202025-2050/Abilene_MTP_2050_Final_Approved_PBmeeting_12-17-24.pdf
- Amerigroup. (2021, April). How to obtain Nonemergency Medical Transportation (NEMT) Services at Network Providers.
https://www.myamerigroup.com/tx/txtx_caid_nemtchanges_eng.pdf
- Area Agency on Aging of West Central Texas. (2026, May). West Central Texas Area Agency on Aging Area Plan FFY2027 - 2029. <https://www.wctcog.org/wp-content/uploads/2026/03/Final-2027-2029-Area-Plan-Template-Final-Post-.pdf>
- BlueCross BlueShield of Texas. (n.d.). Transportation Services (Non-Emergency) for STAR and STAR Kids. <https://www.bcbstx.com/medicaid/benefits-and-coverage/transportation-star-starkids>
- Episcopal Health Foundation. (2025, March). Texas' Non-Emergency Medical Transportation Benefit: Utilization and Barriers to Use.
https://www.episcopalhealth.org/research_report/texas-non-emergency-medical-transportation-benefit-utilization-and-barriers-to-use/
- Federal Transit Administration. (2024). *FTA Circular C9070.1H - Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance*.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9070.1H-Circular-11-01-2024.pdf>
- Florida Department of Transportation. (2025). Florida Transit Information System (FTIS).
<https://www.ftis.org/>.
- Region 7 Coordinated Transportation Planning Council. (2022). *West Central Texas Regional Coordinated Plan Update*. <https://transitplanningtx.org/wp-content/uploads/2022/07/Region-7-West-Central-Texas-Abilene-2022-2026.pdf>
- Rodman, W., Edrington, S., Cardenas, J., Geiselbrecht, T., & Peterson, R. (2025, February). *Coordination Plan Guidebook - Step by Step Instructions for Updating and Maintaining Regional Coordinated Human Service Transportation Plans*.
<https://transitplanningtx.org/wp-content/uploads/2025/05/Coordination-Plan-Guidebook-May-2025.pdf>

Superior Healthplan. (n.d.). Superior's Medical Ride Program.

<https://www.superiorhealthplan.com/members/medicaid/resources/transportation.html>

Tex. Transp. Code § 461

Texas A&M University Hazard Reduction and Recovery Center. (2025). TX Critical Facilities – Childcare Centers. <https://arcg.is/1T8WLS1>

Texas Demographics Center. (2024). Texas Population Projections.

<https://demographics.texas.gov/Projections/>

Texas Department of Transportation. (2024, July 30). Connecting Texas 2050 - Statewide Long-Range Transportation Plan.

<https://www.txdot.gov/content/dam/docs/division/tpp/connecting-texas-2050-slntp-508c.pdf>

Texas Department of Transportation. (2026). Texas Education Boundaries. <https://gis-txdot.opendata.arcgis.com/datasets/texas-education-boundaries/explore?location=30.438627%2C-97.535259%2C11>

Texas State Independent Living Council. (2024, October). Texas State Plan for Independent Living FY2025-2027. <https://txsilc.org/wp-content/uploads/2024/10/Texas-FY25-FY27-Approved-SPIL.pdf>

Texas Health and Human Services. (n.d.). Center for Health Statistics Geographic Information System (GIS) Mapping Products and Spatial Data. <https://center-for-health-statistics-gis-map-collection-1-txdshsea.hub.arcgis.com/>

Texas Health and Human Services. (n.d.). Health plan transportation contact information. <https://www.hhs.texas.gov/services/health/medicaid-chip/medicaid-chip-members/nonemergency-medical-transportation-program/health-plan-transportation-contact-information>

United Healthcare Community Plan of Texas. (n.d.). Contact Us.

<https://www.uhcprovider.com/en/health-plans-by-state/texas-health-plans/tx-comm-plan-home/tx-cp-contact-us.html>

U.S. Census Bureau. (n.d.) OnTheMap. <https://onthemap.ces.census.gov>,

U.S. Census Bureau, U.S. Department of Commerce. (2023). Age and Sex - American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0101.

<https://data.census.gov/table/ACSST5Y2023.S0101>.

U.S. Census Bureau, U.S. Department of Commerce. (2023). Disability Characteristics - American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1810.

<https://data.census.gov/table/ACSST5Y2023.S1810>

U.S. Census Bureau, U.S. Department of Commerce. (2023). Language Spoken at Home - American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1601.

<https://data.census.gov/table/ACSST5Y2023.S1601>

U.S. Census Bureau, U.S. Department of Commerce. (2023). Poverty Status in the Past 12 Months - American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701.

<https://data.census.gov/table/ACSST5Y2023.S1701>

U.S. Census Bureau, U.S. Department of Commerce. (2023). Veteran Status - American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2101.

<https://data.census.gov/table/ACSST5Y2023.S2101>

DRAFT FINAL FOR PUBLIC COMMENT

APPENDIX A

MEMORANDUM OF UNDERSTANDING

West Central Texas Regional Coordination Transportation Planning—Region 7

To whom it may concern:

This letter is being submitted in regard to the 2026–2030, West Central Texas Regional Coordination Transportation Planning 5-year update.

As a stakeholder, I am committed to working collaboratively with the Stakeholder Committee and the lead agency in the planning, development, and implementation of this updated Regional Plan.

I will continue to support the Regional Coordination Transportation Planning in my capacity as a stakeholder. I pledge to attend quarterly meetings or designate an appropriate representative from our agency to participate on my behalf.

Sincerely,

Stakeholder Signature

Date

Print Name and Title

Organization Name

APPENDIX B

PUBLIC SURVEY FLYER

West Central Texas Transportation Survey



WE WANT TO HEAR FROM YOU



Tell us how to improve transportation in your area

QR Code for Survey



Please fill out our survey at the link below or use the QR Code:
https://tti.qualtrics.com/jfe/form/SV_40VNdYvppCae0m2

APPENDIX C

FOCUS GROUP QUESTIONNAIRE

West Central Texas Region Virtual Focus Group for Human Service Providers, Workforce Professionals, and Veterans' Organizations Interview Guide

Introduction

The Texas A&M Transportation Institute (TTI) is partnering with the West Central Texas Regional Coordinating Council (RCC) to develop an updated Regional Public Transportation Coordination Plan (RPTCP), which we will call “the plan” during our conversation today. The goal of this effort is to gather input from the community to coordinate all human services transportation for your region.

By identifying the needs of underserved members of your community, brainstorming new ways to meet these needs, and presenting them in the plan, you will unlock federal and state funding opportunities.

At the center of the coordination effort are the people in your community who rely on public transit for daily life. This includes seniors, people with disabilities, low-income residents, zero-vehicle households, youth, residents with limited English proficiency, veterans, and clients of workforce agencies.

This virtual focus group will capture your insights into the experiences of these transit users, and the data we collect will complement our analyses of geographic and demographic data as well as surveys of transportation service providers in the region. Together, these data points will paint a complete picture of the mobility landscape in West Central Texas. The RCC can then identify what is missing from the picture and fill in gaps with new mobility solutions that better serve transit users.

We look forward to the discussion today.

Mobility Gaps Identified in Previous Plan

- Transit service hours are not offered at times that users desire.
- Information about available services may not be clear or easy to find for the user.
- Transit services do not take users to the destinations they need to or would like to go.
- Transit users report needing more help getting in and out of transit vehicles that is currently being provided.
- There is room for improvement in user satisfaction data, as well as data on the perception users have of the reliability and efficiency of the transit service being provided.
- Transit agency leaders and staff are stretched thin and require additional resources to provide their desired level and quality of service to the community.

Questions for Discussion

1. Are your users facing any barriers to mobility in your service area? If so, what are they?

For example:

- Lack of public transit service available
 - Cost of public transit trips (fares)
 - Operating hours/days of transit service does not meet user needs
 - Eligibility restrictions
 - Trip requests being denied
 - Service area limitations preclude destinations users want to go.
 - Trip purpose restrictions
 - Inefficient routing leading to longer-than-necessary time onboard
 - Funding limitations
 - Affordability of private transportation services like TNCs
 - Availability of wheelchair-accessible vehicles
2. Have these mobility barriers changed since the last plan update? If yes, how so?
 3. Are there any public transit services in your region that are well-utilized? Are there any that receive high marks for user satisfaction?
 4. What changes are most needed to improve mobility in your region?

For example:

- Greater coordination among providers
- More funding for operations
- More funding for equipment (excluding vehicles), communications or outreach
- More Mobility Management or Travel Training

- Longer hours and/or more days of service
 - More drivers and/or vehicles
 - Loosening of restrictions related to:
 - User eligibility
 - Trip destination/service area
 - Trip purpose
 - Lower transit fares
 - Use of Uber, Lyft, and other TNCs
 - Technology for scheduling or dispatching
 - Better communication/information sharing with the public
5. Do you all do any of these things as part of coordinating transit services in your region?
- Co-sponsor transit user trips
 - Participate in a Local Coordinating Council (LCC)
 - Joint procurement
 - Joint training
 - Joint dispatch and/or scheduling
 - Shared backup vehicles
 - Shared maintenance
 - Joint use of vehicles
 - Joint grant applications funding
 - Driver sharing
6. What obstacles exist for your coordination efforts?

For example:

- Buy-in from decision-makers (elected or appointed)
 - Statutory barriers to pooling funds
 - Restrictions on the use of vehicles
 - Liability/insurance concerns
 - Local control issues
 - Billing/accounting issues
 - Unique characteristics or needs of users in the region
7. If West Central Texas won a large grant to improve public transit and human service transportation in the region, what is the first challenge you would tackle? What solution would you develop or envision? implement to address it?

Summary of Focus Groups

West Central Texas Focus Group 1

January 27, 2026

Participants

Name	Email	Organization
Craig Casper	craig.casper@abilenetx.gov	Executive Director - Abilene MPO
Lexus Carroll	lexus@cityandruralrides.com	Lead Agency Rep – CTRTD/City and Rural Rides
Rebecca Aldape	rebecca@unitedwayabilene.org	2-1-1 Texas A Call for Help United Way of Abilene
Lexus Carroll	lexus@cityandruralrides.com	City and Rural Rides
Maurine Carrion	maurine.carrion@wfswct.org	Workforce Solutions West Central Texas

Key Takeaways

Participants consistently emphasized the **confusion surrounding urban versus rural service boundaries** across the West Central Texas region. Many users do not understand where the “urban/rural line” exists or why it matters. Although CityLink maintains a map showing which areas are urbanized and which are not, residents rarely know whether they live inside city limits—information that determines whether they should contact CityLink or City and Rural Rides (CARR) for service. Providers noted that these boundaries feel like “invisible lines” to users, yet they carry significant operational and funding implications.

Service providers reported that **unclear boundaries lead to frequent misdirected calls, denied trip requests, and user frustration**, especially for those who live near the edges of service areas or need to travel into Abilene. Staff from 211 and other human service agencies said a **searchable map or website tool**—one that clearly shows which provider covers which trip—would be highly beneficial. A previous regional website attempted to provide this information, but it lacked true trip-planning capability and is no longer active. Participants agreed that a boundary-clarification tool would also help call-takers at 211, who often have to guess whether users are urban or rural.

Several providers expressed that **coordination challenges are linked to boundary confusion at the planning level as well**. Questions remain about the MPO boundary and where TxDOT officially recognizes transitions between service areas; one participant mentioned that clarifications from the state have been pending “on the Governor’s desk” for over a year. Participants emphasized that planning boundaries should align more closely with **demand patterns and real-world trip needs**.

User Needs and Barriers

Multiple participants shared stories illustrating unmet mobility needs. For example, one dialysis patient faced a **\$40 one-way fare** because Medicaid NEMT did not cover the required trip. Staff often refer

callers to Uber in such cases, but rides are frequently too expensive. Participants asked whether organizations should **follow up with callers whose transportation needs go unmet**, suggesting that user outcomes sometimes fall through the cracks.

Trip denials are common when users request destinations **outside of defined service areas**, or on days/times when service is unavailable. City and Rural Rides reported high denial rates for intercounty travel because of **limited vehicle availability and driver shortages**, even though demand for these trips remains strong. As the region expands—such as with the inclusion of Lampasas County—providers expect service pressure to increase.

Another mobility barrier relates to regional connection options. Intercity bus service has **only one location in Abilene**, forcing riders from places like Brownwood, Comanche, or Stephenville to travel significant distances just to connect to the broader network.

Workforce and Human Service Agency Needs

Staff working with disabled clients and jobseekers reported a steady need for **gas cards, bus passes, and trip assistance**, especially for customers who do not qualify for certain VR or workforce programs. They frequently refer clients to 211, but again noted that boundary confusion leads to inconsistent or unhelpful referrals.

Several emerging developments—such as a new AI facility to be built in a rural area—will require **future coordination across rural and urban providers**. Participants noted that CityLink will eventually need to design new routes or solutions to meet this job-related demand.

Coordination: Current Realities and Desired Improvements

Across the group, there was strong agreement that **coordination happens inconsistently**, often depending on personal relationships rather than systemwide processes. Some providers described positive working relationships with CityLink, while others said agencies “stopped being willing to help” with certain cross-jurisdiction rides, leaving CARR to complete them independently. Many felt that coordination has become “a back-burner issue” even though needs are growing.

A major point of discussion was the potential for a **centralized dispatch or mobility management system**—a single number or platform where callers could request trips, and mobility managers would direct or schedule rides. TTI facilitators described the model used by Rappahannock Rapidan, VA (RTC), as a possible template. Most participants believed such a system could significantly improve user experience and reduce confusion.

However, they were clear about structural challenges:

- Providers use **different phone systems and scheduling software**.
- Agencies maintain distinct policies, practices, and operational cultures.
- Some providers may be unwilling to move toward shared resources or joint dispatching.

Participants noted that while joint training or shared radio systems could help, deeper coordination would require strong leadership, technical investment, and buy-in from all agencies.

Additional Needs and Priorities

Participants identified several pressing needs for improving regional mobility:

- More frequent and flexible intercity and intercounty service.

- Expanded service hours and days to meet workforce demands.
- Clearer user information, particularly through technology tools.
- More drivers and vehicles, as well as funding for operations.
- Support for elderly and technology-limited users who need assistance navigating systems.

When asked about the first priority they would address with new funding, most participants pointed to **centralized dispatch**, better **coordination mechanisms**, and **clarification of regional boundaries** as foundational steps that would enable all other service improvements.

West Central Texas – Focus Group 2 Summary

February 25, 2026

Participants

- Brian Baker – SPARTAN
- Joe Fernandez – Abilene (Taylor County)
- Patti Sedberry – Double Mountain Coach (Aspermont - 7 counties)
- Cheryl Weaver – Double Mountain Coach (Aspermont - 7 counties)
- Jimmy Cardenas - TTI
- Carrie Diamond - TTI
- Lindsey Teel – TTI

Key Takeaways

1. Mobility Barriers in the Region

- Accessibility & Payment Systems
 - City of Abilene Engages with the local ADA Board
 - Working to advance *cashless fare payment* options.
 - A barrier emerged when accessible fare machines (which included Braille) exceeded budget limits.
 - Seeking more affordable machines that are fully accessible for blind/low vision and hearing-impaired riders.
 - A new accessible app solution has been identified and is expected to launch *May/June*.
- Physical Access Barriers
 - Many riders using wheelchairs or mobility devices lack adequate *wheelchair ramps* at home.
 - SPARTAN coordinates with Area Agencies on Aging (AAA) and Councils of Government to build ramps, but the need remains high.

- Severe weather—especially storms and flooding—can wash out roads and impede pickups.
- Interested in learning which organizations to contact for ramp-building support.
- Potential resources discussed: Lubbock Council of Governments funding; United Way of Abilene.
- In rural areas, churches often volunteer to build ramps.
- Weather-Related Barriers
 - Mudding, flooding, and ice storms routinely disrupt service.
 - Citylink and Spartan both had to suspend operations during recent ice events; Some staff served as bus drivers during recent winter storms.
- Out-of-Area Travel Challenges
 - SPARTAN makes frequent trips to Abilene (three times a week), mainly for dialysis.
 - Challenges include:
 - ❖ Urban systems not running outside city boundaries
 - ❖ Demand for reverse commute or urban-to-rural trips
 - ❖ Vast geographic distances
 - ❖ Shrinking population affecting formula funding
 - SPARTAN has moved riders across three different transit systems when needed.
 - Balancing user needs with funding constraints is increasingly difficult.
 - Double Mountain Coach
 - Seven-county service area totals ~30,000 people.
 - Many riders require long-distance medical trips, including to Fort Worth and Dallas.

2. Changes in Mobility Barriers Since Last Plan Update

- Spartan
 - Conditions are largely the same as five years ago.
 - Future changes may come with *data centers* entering the region.
 - Medical trips remain a challenge due to complex funding streams, pushing many riders toward rideshare services.
- Employment Shifts
 - In 2012, a major meat-packing company contracted with SPARTAN to transport displaced workers 70 miles to another plant.
 - The company subsidized costs, and trips were operated as PTN 128 commuter routes.
 - This model could inform future discussions with data centers.

3. Well-Utilized and Well-Liked Transit Services

- Abilene ADA Demand Response
 - Highly popular among ADA riders—described as one of their biggest successes.
 - Abilene’s leadership is considering fare increases and labels the ADA demand response service as “platinum,” which is of concern because riders cannot afford premium pricing.
 - Microtransit:
 - Two zones currently operating using Spare.
 - Demand is strong, but expansion costs are high.
 - Abilene aims to extend Spare across all demand-response operations to improve accessibility, support cashless payments, and generate data needed to justify new zones.
 - Technology is progressing but not fully ready.

APPENDIX D

STAKEHOLDER AND TRANSPORTATION PROVIDER SURVEY

Regional Public Transportation Coordination Plan Update, West Central Texas Region

A. Organization and Contact Information

1. Identification of organization:

- a. Organization name: _____
- b. Address: _____
- c. City: _____ State: _____ Zip: _____
- d. Telephone: _____ Fax: _____
- e. Name of individual responding to survey: _____
- f. Email of respondent contact: _____
- g. Title of respondent contact: _____
- h. Agency website: _____

2. Please check the box that best describes your organization. (Check only one.)

- | | |
|---|---|
| ☐ a. Publicly sponsored transit agency | ☐ l. NEMT provider |
| ☐ b. Human service agency–public | ☐ m. Independent living center |
| ☐ c. Human service agency–nonprofit | ☐ n. Wheelchair/stretchers service |
| ☐ d. Medical center/health clinic | ☐ o. Public housing |
| ☐ e. Nursing home | ☐ p. Transitional housing |
| ☐ f. Adult day care | ☐ q. Workforce development |
| ☐ g. Municipal office on aging | ☐ r. Local government office |
| ☐ h. Nonprofit senior center | ☐ s. Other (specify) _____ |

- ☐ i. Faith based organization
- ☐ j. Private nonprofit
- ☐ k. Public nonprofit

3. Under what legal authority does your organization operate?

- ☐ a. Local government department or unit (city or county)
- ☐ b. Private nonprofit organization
- ☐ c. Transportation authority
- ☐ d. Private, for-profit
- ☐ e. Other (please specify): _____

4. What are the major functions/services of your organization? (Check all that apply.)

- | | |
|---|---|
| ☐ a. Transportation | ☐ k. Job placement |
| ☐ b. Health care | ☐ l. Residential facilities |
| ☐ c. Social services | ☐ m. Income assistance |
| ☐ d. Nutrition | ☐ n. Screening |
| ☐ e. Counseling | ☐ o. Information/referral |
| ☐ f. Day treatment | ☐ p. Recreation/social |
| ☐ g. Job training | ☐ q. Homemaker/chore |
| ☐ h. Employment | ☐ r. Housing |
| ☐ i. Rehabilitation services | ☐ s. Veterans' services |
| ☐ j. Diagnosis/evaluation | ☐ t. Other (please specify): _____ |

5. What is the geographic service area for the organization?

- ☐ Specific counties (please specify):

☐ All of _____	☐ Parts of _____:
☐ All of _____	☐ Parts of _____:
☐ All of _____	☐ Parts of _____:
☐ All of _____	☐ Parts of _____:
☐ All of _____	☐ Parts of _____:
- ☐ Specific municipalities (please specify): _____
- ☐ Other (please specify): _____

B. Description of Transportation and Mobility Management Services

6. Which mode(s) of transportation service delivery best describes your transportation service(s)? (Check all that apply.)

- ☐ a. Fixed-route–bus
- ☐ b. Fixed-route–rail
- ☐ c. Dial-a-ride–demand response, advance reservation
- ☐ d. Taxi vouchers/user-side subsidy programs
- ☐ e. Volunteer driver program
- ☐ f. ADA complementary paratransit
- ☐ g. Flex transit (route deviation or point deviation)
- ☐ h. Microtransit–on-demand/same-day, general public
- ☐ i. Alternative services–on-demand for ADA paratransit customers
- ☐ g. Vanpool
- ☐ h. Micromobility–bike or scooter sharing
- ☐ i. Ferry transit
- ☐ j. Intercity bus/rail
- ☐ k. Other (please specify): _____

7. What statement best describes how these services are provided?

- ☐ a. We operate the service(s) with our own fleet and employee drivers.
- ☐ b. We contract out operations—a contractor operates our own fleet of vehicles.
Name of operations contractor(s): _____
- ☐ c. We contract out operations or purchase service from another provider—a contractor/provider operates their own fleet of vehicles.
Name of contractor(s)/provider(s): _____
- ☐ d. We use nondedicated providers (e.g., taxis, Lyft, Uber, NEMT carriers) for the entire service.
Name of provider(s): _____
- ☐ e. We use nondedicated providers (e.g., taxis, Lyft, Uber, NEMT carriers) for the some of the service (e.g., as overflow providers).
Name of provider(s): _____
- ☐ f. We use staff cars.
- ☐ g. We use volunteer drivers, driving their own cars.
- ☐ h. We use volunteer drivers, driving their agency vehicles.
- ☐ i. We distribute transit/paratransit passes to clients.

8. Do any other organizations purchase rides on your transportation service? (Check one.)

☐ Yes ☐ No

If yes, which organizations? _____

9. Does your organization provide any mobility management services for others in the community? (Check all that apply.)

- ☐ a. Driver training programs
- ☐ b. One-call/one-click service coordination
- ☐ c. Services for individuals with disabilities or seniors (e.g., travel training)
- ☐ d. Joint fare programs
- ☐ e. Funding agreements
- ☐ f. Educational programs
- ☐ g. Other (please specify): _____

C. Transportation Service Policies

10. Does your organization impose eligibility limitations on those people who are provided transportation? (Check one.)

☐ Yes ☐ No

If yes, please define the rider eligibility requirements for your transportation programs. (Please describe how these might differ for different services or programs in the Notes.)

- ☐ General public
- ☐ County or municipal residents
- ☐ Seniors age _____ and above
- ☐ Individuals with disabilities (all)
- ☐ Individuals with intellectual or developmental disabilities
- ☐ Individuals with low income/Medicaid beneficiaries
- ☐ Individuals living in zero-car households
- ☐ Youths
- ☐ Residents with limited English proficiency
- ☐ Veterans
- ☐ Clients of workforce agencies
- ☐ Other (please specify): _____

Notes: _____

11. Must individuals be pre-certified or prequalified to access your transit services? (Check one.)

☐ Yes ☐ No

If yes, what are the eligibility/qualification standards? _____

12. Does your organization impose trip purpose limitations or prioritization in scheduling/serving trips? (Check one.)

☐ Yes ☐ No

If yes, please define the trip eligibility requirements or prioritizations for your transportation programs. (Please describe how these limitations or prioritizations might differ for different services or programs in the Notes.)

☐ Nonemergency medical trips

☐ Work trips

☐ Day program (waiver transportation) trips

☐ Trips to our senior center/agency

☐ Other (please specify): _____

Notes: _____

13. What are the daily hours and days of operation for your transportation services? (Check days and list hours of operation in the space provided.)

Service	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Service begins	_____	_____	_____	_____	_____	_____	_____
Service ends	_____	_____	_____	_____	_____	_____	_____

14. Does your organization charge a fare or fee to the passenger for providing transportation services? (Check one.)

☐ Yes ☐ No

If yes, what is the fare structure? _____

15. Does the organization provide any discounts for older adults, individuals with disabilities, or other categories? (Please specify other categories.)

☐ Yes ☐ No

If yes, what is the discount? _____

16. Does your organization accept any donations from older adults or other passengers to offset the cost of providing transportation services? (Check one.)

☐ Yes ☐ No

If yes, what is the suggested donation amount? _____

17. How do clients/customers request your transportation services?

- ☐ Phone call
- ☐ Internet reservation (please specify software): _____
- ☐ Smart phone app (please specify app): _____
- ☐ Arrangement by a third party (please describe): _____
- ☐ Customers access the service at a designated bus stop or station

18. What is your advance reservation policy? (Check one.)

- ☐ Same-day on-demand (for immediate fulfillment); no advance notice is required
- ☐ Same-day but _____ hours in advance
- ☐ 1 day before travel
- ☐ 24 hours before travel
- ☐ 2 days before travel
- ☐ 3 days before travel
- ☐ 4 days before travel
- ☐ 5 days before travel
- ☐ 1 week before travel
- ☐ Other (please specify): _____

19. How often do you have space available to accommodate last minute/late reservations? (Check one.)

- ☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

Please explain: _____

20. If you have an advance reservation policy, will you accommodate same day reservations if space is available? (Check one.)

- ☐ Yes ☐ Yes but only for emergencies ☐ No

Please explain: _____

21. Do you accept requests for subscription service (i.e., recurring, standing orders)? (Check one.)

- ☐ Yes ☐ No

If yes, please note any specific policies related to subscription requests (e.g., minimum number of days per week): _____

22. For demand-responsive services, define the level of driver assistance provided to your riders. (Check all that apply.)

- ☐ Curb-to-curb assistance (i.e., drivers will assist passengers in and out of vehicles only)
- ☐ Door-to-door assistance (i.e., drivers will assist passengers to the entrance of their origin or destination)

- ☐ Door-thru-door assistance (i.e., drivers will go into the origin or destination entrance with the passenger)
- ☐ Personal care attendants or escorts are provide to those passengers who require such services
- ☐ Passengers are permitted to travel with their own personal care attendants or escorts
- ☐ Driver will help with a limited number of bags

D. Vehicle Inventory and Utilization

23. Please provide the following information for the vehicles used in the provision of transportation services provided directly by your agency or your contractor operating your vehicles.

Vehicle Type	Number of Vehicles Total ¹	Number of Vehicles Owned	Number of Vehicles Leased	Number of Vehicles Wheelchair Accessible (Owned or Leased)	Number of Volunteer Vehicles
a. Sedans					
b. Minivans (up to 7 seats)					
c. Standard 15-passenger vans					
d. 8–14 seat vehicles (e.g., Ford Transits or Dodge ProMasters)					
e. Converted 15-passenger vans (e.g., raised roof)					
f. Light-duty bus (body-on-chassis type construction seating between 16–24 passengers)					
g. Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)					
h. Medium- or heavy-duty transit bus					
i. Other (please specify): _____					

¹ The number of vehicles owned and leased should sum to equal the total number of vehicles.

24. Please provide a fleet inventory for the vehicles in Question 23 (exclude volunteer vehicles). An example of the characteristics is included below.

Vehicle	Make	Model	Model Year	Maximum Seats	Maximum Wheelchair Seats	LTD Miles
1						
2						
3						
4						
5						

Vehicle	Make	Model	Model Year	Maximum Seats	Maximum Wheelchair Seats	LTD Miles
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

25. Please complete the following weekday and weekend utilization charts for the vehicles in Question 23 (excluding volunteer vehicles).

Weekdays

	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Vehicle																					
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					

16																				
17																				
18																				
19																				
20																				

Weekends (or Saturday or Sunday)

	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Vehicle																					
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
16																					
17																					
18																					
19																					
20																					

E. Supporting Technology

26. For demand-responsive transportation services, what type of technology is used for booking, scheduling, and dispatching functions?

Vendor and system name: _____

27. What type of communications device/system is used between drivers and dispatchers? (Check all that apply.)

- ☐ a. Cellular phones
- ☐ b. Two-way mobile radios
- ☐ c. Mobile data terminals
- ☐ d. Tablets or smart phones
- ☐ e. Routing software
- ☐ f. Other (please specify): _____

28. Do you utilize any technology for booking, cancellations, and/or estimates times of arrival notices? (Check all that apply.)

- ☐ a. Mobile app (please specify): _____
- ☐ b. Interactive voice recognition technology (please specify): _____
- ☐ c. AI technology (please specify): _____
- ☐ d. Other (please specify): _____

F. Vehicle Operators

29. How many full-time and part-time employee drivers are used for service delivery?

- ☐ a. Full-time drivers: _____
- ☐ b. Part-time drivers: _____

30. What special training requirements must drivers complete before providing services?

Please explain: _____

31. Do part-time drivers have any additional responsibilities at your organization that would limit their availability for additional driving tasks? (Check one.)

- ☐ Yes
- ☐ No

G. Ridership and Service Statistics

32. Please provide your organization's annual passenger statistics. If possible, use data for the most recent 12-month period for which data is available. Complete questions (a) through (d).

Unduplicated Persons/Passenger Trips	Services for the General Public	Limited Eligibility Services
a. Total number of persons ¹ provided transportation		

Unduplicated Persons/Passenger Trips	Services for the General Public	Limited Eligibility Services
b. Total number of passenger trips ² (most recent fiscal year)		
c. Total number of trips ² for which riders use a wheelchair (subset of b)		
d. Time period: ____/____/____ through ____/____/____		

¹ A *person* is an unduplicated count of unique individuals receiving service (a person riding the vehicle 200 trips per year is counted as one person).

² A *trip* equals one person getting on a vehicle one time from an origin to a destination. Most riders make two or more trips per day, getting on once to go somewhere and then getting on again to return.

33. How many annual vehicle service hours were provided by your vehicle fleet when providing passenger transportation during the last calendar or fiscal year? (Estimates are acceptable.)

Total annual vehicle service hours: _____

34. How many annual vehicle service miles did your vehicle fleet travel when providing passenger transportation services during the last calendar or fiscal year? (Estimates are acceptable.)

Total annual vehicle service miles: _____

35. What are the top five trip demand generators for your customers or clients; that is, to which five destinations do your customers or clients travel most often?

Destination	Address	City	ZIP Code	Avg. Weekday Ridership	Avg. Saturday Ridership	Avg. Sunday Ridership

36. Are you able to accommodate all the requests from your riders?

☐ Yes ☐ No

If no, what are the biggest obstacles? (Check all that apply.)

- ☐ a. Not enough funding to meet the demand
- ☐ b. High cost of operating/contracting for transportation services
- ☐ c. Driver recruitment/retention challenges
- ☐ d. Not enough vehicles
- ☐ e. Limited service area and service hours
- ☐ f. Funding source parameters (e.g., limited trip purpose eligibility)
- ☐ g. Other (please specify): _____

H. Operating Costs and Revenues

37. What were your transportation operating and capital expenses in the last calendar or fiscal year?

Category	[Calendar/Fiscal Year]
a. Transportation operation expenses	
• Administration	%
• Operations	%
• Maintenance (facilities and equipment)	%
Operating expenses subtotal	\$
b. Transportation capital expenses ¹	\$
Total operating and capital expenses	\$

¹ Capital expenses include one-time purchases of vehicles, facilities, software, communications equipment, bus shelters, passenger amenities, etc.

38. If transportation is one of many programs you offer, what percentage of your total budget is spent on the transportation services described in this survey response?

Transportation is _____% of our total agency annual budget.

39. Please identify the percentage of your transportation budget that comes from each applicable source in the following table. (Estimates are acceptable.)

Transportation Operating Revenue Source	Percentage of Total FY 2025 Transportation Operating Budget
a. Fares collected from passengers as cash or purchased tickets/tokens (include client fees and/or general public fares)	
b. Revenues collected as cash or purchased ticket/tokens by third parties on behalf of passengers	
c. Reimbursements for services obtained from third parties (e.g., Medicaid reimbursements)	
d. City government appropriations	
e. County government appropriations	
f. State government appropriations	
g. Grants directly received by the organization	
• FTA Section 5307	
• FTA Section 5310	
• Title III (Older Americans Act)	
• Medicaid	
• Other (please specify):	
• Other (please specify):	
h. United Way	
i. Passenger donations	
j. Fundraising	
k. Contributions from charitable foundations, etc.	
l. Other (please specify):	

40. If your agency purchases or sponsors client transportation services from third parties, please identify them in the following table. (If the third party is a private individual, do not list their name; instead, sum all such entries in the *private individuals* category.)

Name of Third Party	Total Number of Trips Purchased	Rate and Basis of Payment (e.g., Per Mile, Per Trip) ¹	Total Amount Paid Last Fiscal Year
Public transit agency (please specify): _____			
Municipality (please specify): _____			
Human service agency (please specify): _____			
Private carrier (please specify): _____			
Private individuals			

¹ If rates differ by trip type (e.g., ambulatory vs. nonambulatory), specify each rate and ridership separately. Also, specify rate structures that incorporate more than one structure (e.g., base plus per mile rate).

I. Assessment of Unmet Needs and Gaps

41. What other significant barriers in the region or community limit your riders' (or clients') mobility? (Check all that apply.)

- ☐ a. Lack of public transportation service in our area
- ☐ b. The affordability of those transportation services
- ☐ c. Limited hours and days of existing services
- ☐ d. Client eligibility restrictions imposed by various funding sources
- ☐ f. Trip destination limits (e.g., beyond municipality; imposed by funding sources)
- ☐ g. Trip purpose eligibility restrictions imposed by funding sources
- ☐ h. Inconvenient or lengthy path of travel
- ☐ i. Other (please specify): _____

42. Other than your service, what other transportation services in the existing transportation network provide the most useful mobility options for your riders/clients?

Public Transportation Services

- ☐ a. Fixed-route bus services provided by: _____
- ☐ b. Rail services provided by: _____
- ☐ c. Dial-a-ride services provided by: _____
- ☐ d. Taxi voucher/user-side subsidy program provided by: _____
- ☐ e. Volunteer driver program provided by: _____

- ☐ f. ADA paratransit service provided by: _____
- ☐ g. Flex transit services provided by: _____
- ☐ h. Microtransit services provided by: _____
- ☐ i. Alternative services provided by: _____
- ☐ j. Taxis and other nonmetered livery services provided by: _____
- ☐ k. Other (please specify): _____

Public Human Service Agencies

- ☐ l. Medicaid nonemergency medical transportation programs
- ☐ m. Veterans/disabled veterans nonemergency medical transportation services
- ☐ n. Other (please specify): _____

Senior Centers, Day Programs, Hospitals

- ☐ o. Senior centers
- ☐ p. Day programs
- ☐ q. Hospital transportation programs
- ☐ r. Other (please specify): _____

Private Carriers

- ☐ s. Taxis
- ☐ t. Transportation network companies (e.g., Uber, Lyft)
- ☐ u. Nonemergency medical transportation carriers (for hire)
- ☐ v. Other (please specify): _____

43. What top three enhancements are most needed to improve mobility in your service area? (Select three.)

- ☐ a. Greater coordination among providers
- ☐ b. More funding for operations
- ☐ c. More funding for equipment (excluding vehicles), communications, or outreach
- ☐ d. Mobility management
 - ☐ Regionwide transportation brokerage for multiple programs
 - ☐ Regionwide one-call/one-click services for trip discovery, planning, and booking
 - ☐ Travel training resources
 - ☐ County mobility managers
- ☐ e. Longer hours and/or more days of service
- ☐ f. More drivers and/or vehicles
- ☐ g. Loosening of eligibility restrictions
 - ☐ Client/customer eligibility

- ☐ Eligible trip destination/service area limits
- ☐ Eligible trip purposes
- ☐ h. Lower fares on existing services
- ☐ i. Use of Uber, Lyft and/or other ridesourcing companies
- ☐ j. Technology for scheduling or dispatching
- ☐ k. Other (please specify): _____

44. What type of transportation coordination activities do you currently participate in?

- ☐ a. Provision of coordinated service for client/customer/constituent trips
- ☐ b. Local coordination committee
- ☐ c. Regional transportation authority's project advisory committee
- ☐ d. Information and referral
- ☐ e. Joint procurement
- ☐ f. Joint training
- ☐ g. Joint dispatch and/or scheduling
- ☐ h. Shared backup vehicles
- ☐ i. Shared maintenance
- ☐ j. Joint use of vehicles
- ☐ k. Joint grant applications funding
- ☐ l. Driver sharing (paid or volunteer)
- ☐ m. Other (please specify): _____

Please explain your coordination activities further, naming the other participating organizations.

45. What issues, if any, have your coordination efforts encountered? (Check all that apply.)

- ☐ a. Statutory barriers to pooling funds
- ☐ b. Restrictions placed on the use of vehicles
- ☐ c. Liability/insurance concerns
- ☐ d. Local control issues
- ☐ e. Billing/accounting issues
- ☐ f. Unique characteristics of client populations
- ☐ g. Other (please specify): _____

46. In your opinion, what are the greatest coordination and mobility obstacles in your service area?

47. In your opinion, what enhancements are most needed to improve the public transit and human service transportation in your service area?

48. On a scale of one to five, with five indicating the strongest support, is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders in your area? (Circle one.)

Weak support		----->			Strong support
1	2	3	4	5	

49. On a scale of one to five, with five indicating the strongest perception, do you and members of the governing board perceive there to be real and tangible benefits to be realized if local organizations worked together to better coordinate the delivery of services? (Circle one.)

Weak perception	----->			Strong perception
1	2	3	4	5

If yes, what are the potential benefits in your opinion? -----

50. If there are any other issues, concerns, or information relevant to this issue, please feel free to elaborate in the space below.

51. If you would like to provide more detailed information and feedback, please provide your name and contact telephone number in the space below so that we can schedule an interview. If there are other people you would recommend for a focus group or further conversation, please provide their names and contact information in the space below also.

Thank you for your participation!

APPENDIX E

TRANSPORTATION PROVIDER SURVEY RESPONSES

Section A. Organization and Contact Information

Table 1. Section A—Organization and Contact Information

ID	Q1: Organization Name (City)	Q2/Q3: Organization Type & Legal Authority	Q4: Major Functions/ Services	Q5: Primary Service Area(s)
P-01	Cisco College (Abilene)	Other: Community College	Other: Education	N/A
P-02	Central Texas RTD (Coleman)	Publicly sponsored transit agency; Local government department or unit	Transportation	Brown, Callahan, Coleman, Comanche, Eastland, Erath, Mills, Hamilton, Nolan, San Saba, Runnels, Shackelford, Stephens, parts of Taylor
P-03	SPARTAN Public Transit (Levelland)	Publicly sponsored transit agency; Private nonprofit	Transportation	Lubbock, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Bailey, Crosby, Dickens, King, Yoakum, Terry, Lynn, Garza, Scurry, Mitchell
P-04	Workforce Solutions of West Central Texas (Abilene)	Workforce development	Job training, employment, rehabilitation services, job placement, information/referral, veteran's services	All 19 counties in WCT service area

Section B. Description of Transportation and Mobility Management Services

Table 2. Section B—Description of Transportation and Mobility Management Services

ID	Q6: Modes Operated	Q7: How services are provided	Q8: Purchased Rides?	Q9: Mobility management services
P-01	BLANK	BLANK	BLANK	BLANK
P-02	Dial-a-ride—demand response, advance reservation	We operate the service(s) with our own fleet and employee drivers.	Yes	Services for individuals with disabilities or seniors (e.g., travel training), Funding agreements
P-03	Dial-a-ride—demand response, advance reservation, Other: Commuter	We operate the service(s) with our own fleet and employee drivers	Yes	Services for individuals with disabilities or seniors (e.g., travel training)
P-04	Taxi vouchers/user-side subsidy programs	We distribute transit/paratransit passes to clients.	No	BLANK

Section C: Transportation Service Policies

Table 3. Section C—Transportation Service Policies (Part 1 of 4)

ID	Q10: Eligibility Limitations?	Q11. Pre-certified/ prequalified?	Q12: Trip purpose limits?	Q13: Days/Hours of operation
P-01	BLANK	BLANK	BLANK	BLANK
P-02	No	Yes; CTRTD does provide HHSC Medical transportation services, who must qualify through their insurance and be approved by MCOs. Other providers such as Senior Citizens Center and Area Agency on Aging have an application process in order to pay for their riders to access our transit services. CTRTD itself has no pre-certified or prequalified requirements.	No	<u>General:</u> M-F; 7:30 a.m.–5:30 p.m. <u>Within City Limits of Brownwood & Early:</u> M-F; 6 a.m.–6 p.m. Sat; 8 a.m.–2 p.m. <u>Holidays:</u> New Years Day, Independence Day, Day after Thanksgiving, Martin Luther King Day, Labor Day, Christmas Eve, Good Friday, Veterans Day, Christmas, Memorial Day, Thanksgiving Day
P-03	No	No	No	<u>General:</u> M-Sat; 8 a.m.–5 p.m.
P-04	Yes; Clients of workforce agencies	Yes; WIOA	Yes; work trips	BLANK

Table 4. Section C—Transportation Service Policies (Part 2 of 4)

ID	Q14: Fares	Q15: Discount for Certain Groups	Q16: Accept Donations	Q17: How to request services
P-01	BLANK	BLANK	BLANK	BLANK
P-02	Yes; \$1.00 per every 5 miles (rates may vary for non-normal service hours/distances) No charge for personal care attendant. Prepaid tickets are available for \$20.00 in value of \$24.00 on rides. No fare charge if coordinated agreements are set up for payment by human service agencies, other business, universities, or organizations.	No	Yes; No suggested amount	Phone call, Arrangement by third party (MCO/MTP utilize portal to provide trips for CARR acceptance)
P-03	Yes; \$1 each way locally, \$6 each way out-of-town route, or \$.50/mile if not on a route	No	No	Phone call, Internet reservation and smart phone app (QRyde), arrangement by third party (NEMT Broker portals or Social Workers), Customers access the service at a designated bus stop or station
P-04	No	No	No	Customers access the service at a designated bus stop or station

Table 5. Section C—Transportation Service Policies (Part 3 of 4)

ID	Q18: Advance Reservation Policy	Q19: Space for last minute requests?	Q20: Same-day reservations?	Q21: Subscription services?
P-01	BLANK	BLANK	BLANK	BLANK
P-02	Other; CTRTD accepts requests for service Monday through Friday from 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m. The deadline for the next day's schedule is 12:00 p.m. Reservations may be scheduled in advance. Reservations are scheduled based upon vehicle and seating capacity. Medical transportation recipients must contact their Health Plan to determine eligibility and to schedule transportation services. Public transportation may not be performed between MTP approved rides due to funding source requirements. When scheduling a trip, the following information is required: Passenger Name, Emergency Contact, Date of Birth, Destination Name, Address, Destination Address, Phone Number, Request Time	Sometimes; CTRTD may accept same day service Monday through Friday 8:00 a.m. to 2:30 p.m. The dispatcher will attempt to schedule the origin and return trip into existing schedules by utilizing the following criteria: • The vehicle must have available seating and space for mobility devices. • The vehicle must be in the vicinity and/or location of the origin and destination to accommodate the request without disrupting prescheduled passengers. • The Request time must be available to accommodate the request without disrupting prescheduled passengers. • The dispatcher may refuse and/or deny the request for same day service if unable to add to the existing schedule or it otherwise causes operation issues.	Yes	Yes; None
P-03	Same-day on-demand (for immediate fulfillment); no advance notice is required (only two cities), 1 day before travel (before 3 p.m.)	Sometimes; Depends on location	Yes	Yes

ID	Q18: Advance Reservation Policy	Q19: Space for last minute requests?	Q20: Same-day reservations?	Q21: Subscription services?
P-04	1 day before travel	Sometimes	Yes, but only for emergencies	No

Table 6. Section C—Transportation Service Policies (Part 3 of 4)

ID	Q22: Level of Driver Assistance Provided
P-01	BLANK
P-02	Door-to-door assistance (i.e., drivers will assist passengers to the entrance of their origin or destination), Passengers are permitted to travel with their own personal care attendants or escorts, Driver will help with a limited number of bags
P-03	Curb-to-curb assistance (i.e., drivers will assist passengers in and out of vehicles only), Door-to-door assistance (i.e., drivers will assist passengers to the entrance of their origin or destination), Passengers are permitted to travel with their own personal care attendants or escorts, Driver will help with a limited number of bags
P-04	BLANK

Section D: Vehicle Inventory and Utilization

Respondent P-01

BLANK

Respondent P-02

Q23: Please provide the following information for the vehicles used in the provision of transportation services provided directly by your agency or your contractor operating your vehicles.

Vehicle Type	Number of Vehicles Total ¹	Number of Vehicles Owned	Number of Vehicles Leased	Number of Vehicles Wheelchair Accessible (Owned or Leased)	Number of Volunteer Vehicles
a. Sedans	7	7	0	0	0
b. Minivans (up to 7 seats)	0	0	0	0	0
c. Standard 15-passenger vans	0	0	0	0	0
d. 8–14 seat vehicles (e.g., Ford Transits or Dodge ProMasters)	14	14	0	14	0
e. Converted 15-passenger vans (e.g., raised roof)	0	0	0	0	0
f. Light-duty bus (body-on-chassis type construction seating between 16–24 passengers)	52	52	0	52	0

Vehicle Type	Number of Vehicles Total ¹	Number of Vehicles Owned	Number of Vehicles Leased	Number of Vehicles Wheelchair Accessible (Owned or Leased)	Number of Volunteer Vehicles
g. Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)	2	2	0	2	0
h. Medium- or heavy-duty transit bus	0	0	0	0	0
i. Other (please specify): _____					

Q24: Please provide a fleet inventory for the vehicles in Question 23 (exclude volunteer vehicles).

Vehicle ID#	Make	Model	Year	Maximum Seats No Wheelchairs	Maximum Wheelchair Seats	LTD MILES
1002	Chevrolet	Impala Sedan	2019	3	0	N/A
1003	Chevrolet	Impala Sedan	2019	3	0	N/A
1004	Chevrolet	Impala Sedan	2019	3	0	N/A
1005	Chevrolet	Impala Sedan	2019	3	0	N/A
1313	Toyota	Camry Sedan	2023	5	0	N/A
1314	Toyota	Camry Sedan	2023	5	0	N/A
1316	Toyota	Camry Sedan	2023	5	0	N/A
1409	FORD	TRANSIT	2022	5	5/1 WC	N/A
1410	FORD	TRANSIT	2022	5	5/1 WC	N/A
1411	FORD	TRANSIT	2022	5	5/1 WC	N/A
1412	FORD	TRANSIT	2022	5	5/1 WC	N/A
1413	FORD	TRANSIT	2022	5	5/1 WC	N/A
1415	FORD	TRANSIT	2022	5	5/1 WC	N/A
1500	Ford	Starcraft Type 11	2015	24	24/1 WC	N/A
1501	Ford	Starcraft Type 11	2015	24	24/1 WC	N/A
1502	Ford	Starcraft Type 11	2015	24	24/1 WC	N/A
1503	Ford	Starcraft Type 11	2015	24	24/1 WC	N/A
1504	Starcraft	Starcraft Type 11	2024	30	24/1 WC	N/A
1505	Starcraft	Starcraft Type 11	2024	30	24/1 WC	N/A
1510	Ford	Champion Challenger	2017	11	11/3 WC	N/A
1511	Ford	Champion Challenger	2017	11	11/3 WC	N/A
1513	Ford	Champion Challenger	2017	11	11/3 WC	N/A
1514	Ford	Champion Challenger	2017	11	11/3 WC	N/A
1515	Ford	Glaval Universal	2018	13	13/2 WC	N/A
1516	Ford	Glaval Universal	2018	13	13/2 WC	N/A
1517	Ford	Glaval Universal	2018	13	13/2 WC	N/A
1518	Ford	Glaval Universal	2019	15	15/2 WC	N/A
1519	Ford	Glaval Universal	2019	15	15/2 WC	N/A

Vehicle ID#	Make	Model	Year	Maximum Seats No Wheelchairs	Maximum Wheelchair Seats	LTD MILES
1520	Ford	Glaval Universal	2019	15	15/2 WC	N/A
1521	Ford	Glaval Universal	2019	15	15/2 WC	N/A
1522	Ford	Glaval Universal	2019	15	15/2 WC	N/A
1523	Ford	Glaval Universal	2019	15	15/2 WC	N/A
1524	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1525	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1526	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1527	Ford	Glaval Universal 25	2019	12	12 S/2WC	N/A
1528	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1529	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1530	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1531	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1532	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1533	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1534	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1535	Ford	Glaval Universal 25	2019	12	12 S/2 WC	N/A
1536	Ford	Glaval Universal 25	2021	12	12 S/2 WC	N/A
1537	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1538	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1539	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1540	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1541	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1542	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1543	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1544	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1545	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1546	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1547	Ford	E450 Glaval	2021	12	12S/2 WC	N/A
1548	Ford	E450 Glaval— Universal 25	2023	11	11S/3WC	N/A
1549	Ford	E450 Glaval— Universal 25	2025	12	12/2WC	N/A
1550	Ford	E450 Glaval— Universal 25	2023	11	11S/3WC	N/A
1551	Ford	E450 Glaval— Universal 25	2023	11	11S/3WC	N/A
1552	Ford	E450 Glaval— Universal 25	2023	11	11S/3WC	N/A
1553	Ford	Glaval—Universal 20	2024	11	11S/2 WC	N/A
1554	Ford	Glaval—Universal 20	2024	11	11S/2 WC	N/A
1555	Ford	Glaval Universal	2024	11	11/3 WC	N/A
1556	Ford	Glaval—Universal 20	2024	11	11/3 WC	N/A
1557	Ford	Glaval—Universal 20	2025	12	12/2WC	N/A
R-126	Dodge Ram	Promaster 1500	2019	6	6/1 WC	N/A

Vehicle ID#	Make	Model	Year	Maximum Seats No Wheelchairs	Maximum Wheelchair Seats	LTD MILES
R-129	Dodge Ram	Promaster 1500	2019	6	6/1 WC	N/A
L-159	Ford	Champion Challenger 3500	2015	6	6/3 WC	N/A
L-160	Ford	E450 Cutaway	2015	6	6/3 WC	N/A
163	Ford	Champion	2017	6	6/3 WC	N/A
L-169	Ford	Champion	2017	6	6/3 WC	N/A
L-173	Ford	E450 Cutaway Elkhart	2019	6	6/3 WC	N/A
266	Ford	Transit 350 Mobility Van	2019	5	5/1 WC	N/A
267	Ford	Econoline E-450 Mobility Van	2016	20	20/1 WC	N/A

Q25: Please complete the following weekday and weekend utilization charts for the vehicles in Question 23 (excluding volunteer vehicles).

INFORMATION NOT AVAILABLE THROUGH TRIPMASTER DISPATCHING SOFTWARE BY HOURS AND VEHICLE. VEHICLE USE DEPENDENT UPON CUSTOMER NEED, LOCATION, AND SERVICE HOURS FOR THE SPECIFIC DAY.

Respondent P-03

Q23: Please provide the following information for the vehicles used in the provision of transportation services provided directly by your agency or your contractor operating your vehicles.

Vehicle Type	Number of Vehicles Total ¹	Number of Vehicles Owned	Number of Vehicles Leased	Number of Vehicles Wheelchair Accessible (Owned or Leased)	Number of Volunteer Vehicles
a. Sedans					
b. Minivans (up to 7 seats)	3	3		3	
c. Standard 15-passenger vans					
d. 8–14 seat vehicles (e.g., Ford Transits or Dodge ProMasters)	5	5		5	
e. Converted 15-passenger vans (e.g., raised roof)					
f. Light-duty bus (body-on-chassis type construction seating between 16–24 passengers)	34	34		34	

Vehicle Type	Number of Vehicles Total ¹	Number of Vehicles Owned	Number of Vehicles Leased	Number of Vehicles Wheelchair Accessible (Owned or Leased)	Number of Volunteer Vehicles
g. Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)	5	5		5	
h. Medium- or heavy-duty transit bus					
i. Other (please specify): _____					

Q24: Please provide a fleet inventory for the vehicles in Question 23 (exclude volunteer vehicles).

BLANK

Q25: Please complete the following weekday and weekend utilization charts for the vehicles in Question 23 (excluding volunteer vehicles).

BLANK

Respondent P-04

BLANK

Section E: Supporting Technology

Table 7. Section E—Supporting Technology

ID	Q26: Technology Used for Booking/Scheduling (DR Services)	Q27: Communications Device/System Used	Q28: Technology for Booking, etc.
P-01	BLANK	BLANK	BLANK
P-02	Foxster—CTS Software Trip Master	Cellular telephones, two-way mobile radios, tables/smart phones, routing software	Other: Trip Master
P-03	QRyde by HBSS	Cellular telephones, two-way mobile radios, tables/smart phones	Mobile App, Interactive Voice Recognition Technology (QRyde)
P-04	BLANK	BLANK	BLANK

Section F: Vehicle Operators

Table 8. Section F—Vehicle Operators

ID	Q29: Number of Drivers	Q30. Training Requirements	Q31: Drivers have additional responsibilities?
P-01	BLANK	BLANK	BLANK
P-02	Full Time: 46 Part Time: 7	Orientation (see below)	No

ID	Q29: Number of Drivers	Q30. Training Requirements	Q31: Drivers have additional responsibilities?
		Day 4 Virtual @ Satellite Office 9a-4p (Lunch on their own 12-1) Safety & Sensitivity w/PASS certified Staff Member - Log Time Sheet - PASS - Presentation - Hands-On Training w/Seat Belt Cutter - Fire Extinguisher Requirements (visual training) - Vehicle Safety Tote (visual training) - Log Time Sheet Day 5 @ Stephenville Satellite Office 9a-4p (Lunch on their own 12-1) Hands-On Pre Trip & PASS Training w/PASS certified Staff Member - Log Time Sheet - Bring Training Laptops on the last day of NEO - Hands-On Securement & Lift Training - Issue Petty Cash (if applicable/review reconciliation form) - Hands-On How to Read the Schedule Assignment Sheet (review email) - Submit Attestations to Credentialing - Submit Vehicle Travel Mileage Report - Observe w/Driver (only if hours are needed) - Log Time Sheet Days to Follow Observing w/Driver Trainer until MCO Approved - Log Time Sheet - First and Last Task of Every Day - See Schedule Assignment Sheet (email) Once MCO Approved – 2-5 Days Behind The Wheel w/Driver Trainer Last steps to complete Driver Training: Driver Trainer Checklist & Driver Trainer on the Job Training Summary to be completed and filed in the training folder. Schedule Road Observation with Driver Trainer. Complete after two weeks independently working in the field. Submit the Road Observation Form to the Driver's Supervisor when completed. A copy will be filed in the training folder. Page 2	
P-03	Full Time: 30 Part Time: 5	PASS and a lot of other background checks—two week training to include driver shadowing	No
P-04	BLANK	BLANK	BLANK

Section G: Ridership and Service Statistics

Respondent P-01

BLANK

Respondent P-02

Q32: Please provide your organization's annual passenger statistics. If possible, use data for the most recent 12-month period for which data is available.

Unduplicated Persons/Passenger Trips	Services for the General Public	Limited Eligibility Services
a. Total number of persons provided transportation	2,998	N/A
b. Total number of passenger trips (most recent fiscal year)	121,304	N/A
c. Total number of trips for which riders use a wheelchair (subset of b)	16,467	N/A
d. Time period: ___08/01/24 through 07/31/25___		

Q33: Annual Vehicle Service Hours Last Fiscal Year: 55,819

Q34: Annual Vehicle Service Miles Last Fiscal Year: 1,379,791

Q35: Top Five Trip Demand Generators

Destination	Address	City	ZIP Code	Avg. Weekday Ridership	Avg. Saturday Ridership	Avg. Sunday Rider-ship
Wal Mart	401 W Commerce St 2765 W Washington	Brownwood Stephenville	76801 76401	12	3 Brown-wood only	0
Aldersgate	254 Tod Bishop Trail	Early	76802	10	0	0
Senior Citizens Center	110 S Greenleaf	Brownwood	76801	16	0	0
Janie Clements Industries (Center for Life Resources)	3401 Milam Dr	Brownwood	76801	21	0	0
Tarleton State University	1333 W Washington	Stephenville	76401	35	0	0

Q36: Are you able to accommodate all the requests from your riders? If no, what are the biggest obstacles?

No: a. Not enough funding to meet the demand, high cost of operating/contracting for transportation services, driver recruitment/retention challenges, limited service area and service hours, funding source parameters, Other (please specify): local match requirements

Respondent P-03

BLANK

Respondent P-04

BLANK

Section H: Operating Costs and Revenues

Respondent P-01

BLANK

Respondent P-02

Q37: Operating and Capital Expenses from last Fiscal Year

Category	[Calendar/Fiscal Year]
a. Transportation operation expenses	
• Administration	17 %
• Operations	59 %
• Maintenance (facilities and equipment)	6 %
Operating expenses subtotal	\$4,925,872
b. Transportation capital expenses	\$1,053,828
Total operating and capital expenses	\$5,979,700

Q38: Percentage of Total Budget Spent on Transportation Services: 100%

Q39: Please identify the percentage of your transportation budget that comes from each applicable source in the following table

Transportation Operating Revenue Source	Percentage of Total FY 2025 Transportation Operating Budget
a. Fares collected from passengers as cash or purchased tickets/tokens (include client fees and/or general public fares)	\$113,278
b. Revenues collected as cash or purchased ticket/tokens by third parties on behalf of passengers	
c. Reimbursements for services obtained from third parties (e.g., Medicaid reimbursements)	\$1,529,680
d. City government appropriations	0
e. County government appropriations	0
f. State government appropriations	\$719,376
g. Grants directly received by the organization	
• FTA Section 5307	0
• FTA Section 5310	\$758,847
• Title III (Older Americans Act)	\$6,093
• Medicaid	0
• Other (please specify): FTA Section 5309 and 5339	\$473,436
• Other (please specify): FTA Section 5311	\$2,066,536
h. United Way	\$1,216
i. Passenger donations	0
j. Fundraising	0
k. Contributions from charitable foundations, etc.	0
l. Other (please specify): Local Contracts/Agreements	\$66,535
Indirect Transit funding (proceeds of vehicle disposals and facility use)	\$244,703

Q40: If your agency purchases or sponsors client transportation services from third parties, please identify them in the following table

N/A

Respondent P-03

BLANK

Respondent P-04

BLANK

Section I: Assessment of Unmet Needs and Gaps

Table 9. Section I—Assessment of Unmet Needs and Gaps (Table 1 of

ID	Q41: Significant Barriers in Region	Q42: Services in Region with Useful Mobility Options	Q43: Top Three Enhancements Needed	Q44: Types of Coordination
P-01	Lack of public transportation service in our area, limited hours and days of existing services, trip destination limits (e.g., beyond municipality; imposed on funding sources), inconvenient or lengthy path of travel	BLANK	Greater coordination among providers, longer hours and/or more days of service, loosening of eligibility restrictions	BLANK
P-02	Limited hours and days of existing services, trip destination limits (e.g., beyond municipality; imposed on funding sources), inconvenient or lengthy path of travel	Taxis and other nonmetered livery services, Medicaid nonemergency medical transportation, Transportation network companies (e.g., Uber, Lyft)	More funding for operations, more funding for equipment (excluding vehicles), communications, or outreach, mobility management (county mobility managers)	Provision of coordinated service for client/customer/constituent trips, local coordination committee, information and referral
P-03	BLANK	BLANK	BLANK	BLANK

ID	Q41: Significant Barriers in Region	Q42: Services in Region with Useful Mobility Options	Q43: Top Three Enhancements Needed	Q44: Types of Coordination
P-04	Lack of public transportation service in our area, affordability of those transportation services, limited hours and days of existing services, trip purpose eligibility restrictions imposed by funding sources, inconvenient or lengthy path of travel	Fixed Route (CityLink), Dial-a-ride services (CARR), Medicaid nonemergency medical transportation programs, taxis, Transportation network companies (e.g., Uber, Lyft)	More funding for operations, lower fares on existing services, use of Uber, Lyft, and/or other ridesourcing companies	Provision of coordinated service for client/customer/constituent trips, information and referral

ID	Q45: Coordination Issues Encountered	Q46: Greatest Obstacles	Q47: Enhancements Needed
P-01	BLANK	BLANK	BLANK
P-02	Statutory barriers to pooling funds, restrictions placed on the use of vehicles, liability/insurance concerns	- Lack of coordination between intercity bus and rural transportation as intercity buses are extremely limited in rural areas. - Service levels including days, hours of operation, and service area. - Limited-service area coverage in certain areas. - Unpredictable delays such as mechanical breakdowns, weather, traffic, and inadequate infrastructure. - Different scheduling and dispatching systems - Funding	- Increase frequency of transportation between counties and across other providers' service areas. - Modernize payment systems, scheduling systems, and driver communications systems - Increase security measures - Safe and reliable Vehicles - Additional Mobility Management personnel - Maintenance funding for vehicles and facilities - Need for additional Operations funding
P-03	BLANK	BLANK	BLANK
P-04	Unique characteristics of client populations	Brownwood/Sweetwater—Available times, wait time to secure rides	Brownwood and Sweetwater—establish public transit

Q48: On a scale of one to five, with five indicating the strongest support, is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders in your area?

Weak support	→				Strong support
1	2	3	4	5	

Respondent P-01: 3

Respondent P-02: 2

Respondent P-03: BLANK

Respondent P-04: 3

Q49: On a scale of one to five, with five indicating the strongest perception, do you and members of the governing board perceive there to be real and tangible benefits to be realized if local organizations worked together to better coordinate the delivery of services?

Weak perception				Strong perception
1	2	3	4	5

Respondent P-01: 5. Gaps can be filled in by different providers

Respondent P-02: 3. Improved access for passengers in our service area to get to other larger cities, Improved coordination, Reduced duplications in service

Respondent P-03: BLANK

Respondent P-04: 5

Q50: Any other issues, concerns, or information?

Respondent P-01:

Respondent P-02: Need for funding increases on the Federal and State levels, lowering of local match requirements on Federal awards.

Respondent P-03: BLANK

Respondent P-04: BLANK

APPENDIX F

PUBLIC SURVEY ON TRANSPORTATION NEEDS AND GAPS

Title of Research Study: West Central Texas Regional Public Transportation Coordination Plan: Public Feedback Survey

Principal Investigator: James Cardenas

Why am I being asked to take part in this research study?

You are invited to participate in this study because we are trying to gather information for improving transportation coordination.

You were selected as a possible participant in this study because you're a resident of West Central Texas. You must be 18 years of age or older to participate.

Why is this research being done?

The purpose of the research is to update the 5-year regional transportation coordination plan.

How long will the research last?

It will take about 10–15 minutes to complete survey.

What happens if I say, “Yes, I want to be in this research”?

If you decide to participate, please check “I Agree to Participate and am over 18 years of age”, then complete the survey.

What happens if I do not want to be in this research?

Your participation in this study is voluntary. You can decide not to participate in this research and it will not be held against you. You can leave the study at any time.

Is there any way being in this study could harm me?

There are no sensitive questions in this survey that should cause discomfort. However, you can skip any question you do not wish to answer, or exit the survey at any point.

What happens to the information collected for the research?

Efforts will be made to limit the use and disclosure of your personal information, including research study and other records, to people who have a need to review this information. We cannot promise complete privacy. Organizations that may inspect and copy your information include the TAMU HRPP/IRB and other representatives of Texas A&M Transportation Institute (TTI) who are directly involved in this research.

Your information will be kept confidential to the extent allowed by law. The results of the research study may be published but your identity will remain confidential. All survey data will be stored securely on password-protected computers and locked cabinets at TTI offices. Data will be retained for seven years following TAMU retention rules. Only the research team and compliance offices at Texas A&M may access these files upon request.

No direct personal identifiers will be collected.

Who can I talk to?

Please feel free to ask questions regarding this study. You may contact James Cardenas, the Principal Investigator, later if you have additional questions or concerns at +15124071141 or by emailing j-cardenas@tti.tamu.edu.

You may also contact the Human Research Protection Program at Texas A&M University (which is a group of people who review the research to protect your rights) by phone at 1-979-458-4067, toll free at 1-855-795-8636, or by email at irb@tamu.edu for:

- additional help with any questions about the research
- voicing concerns or complaints about the research
- obtaining answers to questions about your rights as a research participant
- concerns in the event the research staff could not be reached
- the desire to talk to someone other than the research staff

If you want a copy of this consent for your records, you can print it from the screen.

- If you wish to participate, please click the **“I Agree to Participate and am over 18 years of age”** button and you will be taken to the survey.
- If you do not wish to participate in this study, please select **“I Disagree”** or select **X** in the corner of your browser.

Public and Human Services Transportation

Q1. What kinds of transportation do you usually use to travel around your area (car, bus, taxi)? *Select all that apply.*

- ☐ Fixed route public transit services (e.g., bus) (1)
- ☐ On-demand and public ridesharing services (2)
- ☐ On-demand and private services (e.g., Uber/Lyft) (3)
- ☐ ADA Paratransit Services (4)
- ☐ Taxi (5)
- ☐ Private vehicle (6)
- ☐ Walking (7)
- ☐ Biking (8)
- ☐ Other (please specify) (9) _____

Q2. In which county do you most often use public transportation services? (Select one county where you usually ride transit. If more than one applies, please choose the county you use most often.)

- ☐ Brown (1)
- ☐ Callahan (2)
- ☐ Coleman (3)
- ☐ Comanche (4)
- ☐ Eastland (5)
- ☐ Fisher (6)
- ☐ Haskell (7)
- ☐ Jones (8)
- ☐ Kent (9)
- ☐ Knox (10)

- ☐ Mitchell (11)
- ☐ Nolan (12)
- ☐ Runnels (13)
- ☐ Scurry (14)
- ☐ Shackelford (15)
- ☐ Stephens (16)
- ☐ Stonewall (17)
- ☐ Taylor (18)
- ☐ Throckmorton (19)
- ☐ Other (20) _____

Q3. In the last 3 months, how often have you taken trips using the following public transportation services in your region? *Select all that apply.*

	Never	Rarely (few times a year)	Occasionally (few times a month)	Frequently (few times a week)	Always (for all or most trips)
Abilene CityLink—Fixed-Route Bus					
Abilene CityLink—ADA Paratransit/Access to Jobs					
City and Rural Rides (CARR) Demand-Response					
Double Mountain Coach (DMC) Demand-Response					
SPARTAN (SPCAA) Demand-Response					
Aspermont Small Transit System					
Disability in Action—Paratransit					

	Never	Rarely (few times a year)	Occasionally (few times a month)	Frequently (few times a week)	Always (for all or most trips)
Medicaid MTP—Non-Emergency Medical Transportation (8)					
Intercity Bus—Greyhound (9)					
Other providers (please specify) (10)					

Q4. What days in a week do you usually use the public transportation services? *Select all that apply.*

- ☐ Weekday (1)
- ☐ Saturdays (2)
- ☐ Sundays (3)

Q5. What times of the day do you usually use public transportation services? *Select all that apply.*

- ☐ Early morning (1)
- ☐ Late morning (2)
- ☐ Noon (3)
- ☐ Afternoon (4)
- ☐ Early evening (5)
- ☐ Late evening (6)

Q6. What are the main purposes you usually use public transportation services? *Select all that apply.*

- ☐ Running errands (shopping, laundry, childcare, etc.) (1)
- ☐ Going to work (2)
- ☐ Going to medical Appointments (3)
- ☐ Going to school/educational places (4)

- ☐ Going to social, or recreational places (5)
- ☐ Going to childcare, or daycare (6)
- ☐ Returning home (7)
- ☐ Others, please specify (8) _____

Public Transportation in Your Area

Q7. Based on your experience, how much of a problem is each of the following areas when using the available transportation options in your region? (Rank 1–5, with 1 = not a problem and 5 = major problem.)

	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)
Lack of access or limited access to medical appointments					
Lack of access or limited access to fresh food sources/groceries					
Lack of access or limited access to job places					
Lack of access or limited access to schools/educational destinations					
Lack of service on weekends					
Lack of services at late hours of the day					
Booking and scheduling a ride using website/mobile apps trip planners					
Booking and scheduling a ride through the service call center/customer service					
Waiting time					
Lack of access to a service with wheelchair accessible vehicles					
Sharing the ride with other passengers					

	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)
Eligibility process for using the service					
Marketing and outreach to familiarize people with available options					

Q8. What do you like about the current public transportation in your area? *(Select all that apply)*

- ☐ Affordability—Fares are low and make travel accessible to many riders (1)
- ☐ Accessibility—Vehicles are ADA-compliant and serve seniors, people with disabilities, and veterans (2)
- ☐ Coverage of rural areas—Demand-response services reach smaller towns and rural counties (3)
- ☐ Fixed route reliability in Abilene—CityLink buses run on set schedules during weekdays and weekends (4)
- ☐ Availability of demand-response trips—On-call curb-to-curb or door-to-door service is available in many counties (5)
- ☐ Connection to health and human services—Transit helps residents reach medical, aging, and veterans’ services (6)
- ☐ Variety of providers—Multiple transit providers (CityLink, City and Rural Rides, Double Mountain Coach, SPARTAN, etc.) offer different options across the region (7)
- ☐ Safe and courteous drivers/staff—Drivers are trained and supportive of rider needs (8)
- ☐ Other (please specify) (9) _____

Q9. What improvements could make taking public transportation easier in your area?

Q10. Which counties do you think need more public transportation services? *(Select all that apply)*

- ☐ Brown (1)

- ☐ Callahan (2)
- ☐ Coleman (3)
- ☐ Comanche (4)
- ☐ Eastland (5)
- ☐ Fisher (6)
- ☐ Haskell (7)
- ☐ Jones (8)
- ☐ Kent (9)
- ☐ Knox (10)
- ☐ Mitchell (11)
- ☐ Nolan (12)
- ☐ Runnels (13)
- ☐ Scurry (14)
- ☐ Shackelford (15)
- ☐ Stephens (16)
- ☐ Stonewall (17)
- ☐ Taylor (18)
- ☐ Throckmorton (19)
- ☐ Other (please specify) (20) _____

Q11. Are there destinations in your area that you cannot reach using public transportation?

Q12. Do you have any other suggestions or comments about public transportation in your area?

Sociodemographic Attributes

Q13. Do you currently have any disability? Check all that apply.

- ☐ No disability (1)
- ☐ Physical (e.g., impairments to mobility and flexibility) (2)
- ☐ Visual (3)
- ☐ Hearing (4)
- ☐ Cognitive (e.g., impairments to learning, thinking, and concentrating) (5)
- ☐ Mental health-related (e.g., anxiety, depression, and bipolar disorder) (6)
- ☐ Other(s) (please specify) (7) _____
- ☐ Prefer not to answer (8)

Q14. What age group are you in?

- ☐ 18-24 (1)
- ☐ 25-34 (2)
- ☐ 35-44 (3)
- ☐ 45-54 (4)
- ☐ 55-64 (5)
- ☐ 65-74 (6)

- ☐ 75-84 (7)
- ☐ 85 and above (8)
- ☐ Prefer not to answer (9)

Q15. What sex were you assigned at birth on your original birth certificate?

- ☐ Male (1)
- ☐ Female (2)
- ☐ Prefer not to answer (3)

Q16. Are you of Hispanic, Latino, or Spanish origin?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Prefer not to answer (3)

Q17. Which of the following best describes you? *Select all that apply.*

- ☐ American Indian or Alaska Native (1)
- ☐ Asian (2)
- ☐ Black or African American (3)
- ☐ Native Hawaiian or Pacific Islander (4)
- ☐ White (5)
- ☐ Other (please specify) (6) _____
- ☐ Prefer not to answer (7)

Q18. What is your gross annual household income (i.e., income before deductions and taxes)?

- ☐ Less than \$10,000 (1)
- ☐ \$10,000 to \$14,999 (2)
- ☐ \$15,000 to \$24,999 (3)
- ☐ \$25,000 to \$34,999 (4)

- ☐ \$35,000 to \$49,999 (5)
- ☐ \$50,000 to \$74,999 (6)
- ☐ \$75,000 to \$99,999 (7)
- ☐ \$100,000 to \$149,999 (8)
- ☐ \$150,000 to \$199,999 (9)
- ☐ \$200,000 or more (10)
- ☐ Prefer not to answer (11)

Q19. What is your current employment status? *Select all that apply.*

- ☐ Work part time (1)
- ☐ Work full time (2)
- ☐ Homemaker/unpaid caregiver (3)
- ☐ Student (4)
- ☐ Retired (5)
- ☐ Unemployed and not looking for work (6)
- ☐ Unemployed and looking for work (7)
- ☐ Other (please specify) (8) _____
- ☐ Prefer not to answer (9)

Q20. What is the highest level of education you've completed?

- ☐ Some high school (1)
- ☐ High school or GED (2)
- ☐ Associate's degree or trade school certification (3)
- ☐ Bachelor's degree, Master's degree, or Doctorate degree (4)
- ☐ Prefer not to answer (5)

Q21. What is your current home zip code? (This will help us know what transit providers are in your region.)

**We thank you for your time spent taking this survey.
Your response has been recorded.**

APPENDIX G

RESULTS FROM PUBLIC SURVEY

Public and Human Services Transportation

Q1. What kinds of transportation do you usually use to travel around your area (car, bus, taxi)? *Select all that apply.*

Table 10. Question 1, Public Survey—Mode of Transportation Used

Mode of Transportation Used	Count	Percentage
Private vehicle	21	61.8%
Fixed route public transit services (e.g., bus)	8	23.5%
On-demand and public ridesharing services	8	23.5%
Walking	6	17.6%
Other (please specify)	4	11.8%
Biking	3	8.8%
On-demand and private services (e.g., Uber/Lyft)	2	5.9%
ADA Paratransit Services	2	5.9%
Total Responses	34	

Other (please specify):

- While I have a vehicle, I am a business owner, advocating for patients who depend on public transportation and will answer for those whose voices are often ignored.
- Carr
- My own vehicle
- Sharing rides with people, or friends & carpooling

Q2. In which county do you most often use public transportation services? (Select one county where you usually ride transit. If more than one applies, please choose the county you use most often.)

Table 11. Question 2, Public Survey—County

County	Count	Percentage
Taylor	14	43.8%
Brown	5	15.6%
Other	5	15.6%
Jones	4	12.5%
Haskell	1	3.1%
Throckmorton	1	3.1%
Stevens	1	3.1%
Comanche	1	3.1%
Total	32	

Other (please specify):

- N/A
- We have patients in Taylor, Jones, Brown, Callahan, Fisher, Coleman, and Eastland Counties who depend on public transport.
- None
- Abilene

Q3. In the last 3 months, how often have you taken trips using the following public transportation services in your region? *Select all that apply.*

Table 12. Question 3, Public Survey—Transit Agency and Mode

Transit Agency & Mode	Frequency	Count
Abilene CityLink—Fixed-Route Bus	Never	15
	Rarely (few times a year)	3
	Occasionally (few times a month)	3
	Frequently (few times a week)	3
	Always (for all or most trips)	1
Abilene CityLink—ADA Paratransit/Access to Jobs	Never	14
	Rarely (few times a year)	1
	Occasionally (few times a month)	1
	Frequently (few times a week)	1
	Always (for all or most trips)	2
City and Rural Rides (CARR) Demand-Response	Never	13
	Rarely (few times a year)	3
	Occasionally (few times a month)	0
	Frequently (few times a week)	0
	Always (for all or most trips)	3
	Never	15

Transit Agency & Mode	Frequency	Count
Double Mountain Coach (DMC) Demand-Response	Rarely (few times a year)	3
	Occasionally (few times a month)	1
	Frequently (few times a week)	1
	Always (for all or most trips)	2
Disability in Action	Never	22
	Rarely (few times a year)	0
	Occasionally (few times a month)	1
	Frequently (few times a week)	1
	Always (for all or most trips)	0
Medicaid MTP (NEMT)	Never	21
	Rarely (few times a year)	0
	Occasionally (few times a month)	1
	Frequently (few times a week)	1
	Always (for all or most trips)	1
Intercity Bus (Greyhound, etc.)	Never	20
	Rarely (few times a year)	1
	Occasionally (few times a month)	0
	Frequently (few times a week)	0
	Always (for all or most trips)	2
Others	Never	15
	Rarely (few times a year)	0
	Occasionally (few times a month)	1
	Frequently (few times a week)	1
	Always (for all or most trips)	0

Q4. What days in a week do you usually use the public transportation services? *Select all that apply.*

Table 13. Question 4, Public Survey—Days of Week

Days of Week	Count
Weekday	22
Saturday	6
Sunday	1
Total	29

Q5. What times of the day do you usually use public transportation services? *Select all that apply.*

Table 14. Question 5, Public Survey—Times of Day

Times of Day	Count
Early Morning	14
Late Morning	11
Noon	9

Times of Day	Count
Afternoon	13
Early Evening	5
Late Evening	2
Total	54

Q6. What are the main purposes you usually use public transportation services? *Select all that apply.*

Table 15. Question 6, Public Survey—Purposes for Using Transit

Purposes for Using Transit	Count
Going to medical appointments	14
Returning home	10
Going to work	10
Running errands (shopping, laundry, childcare, etc.)	7
Others, please specify	6
Going to social or recreational places	6
Going to school/educational places	2
Going to childcare or daycare	2
Total	57

Others (please specify):

- help agencies
- I would only use public transportation if my personal vehicle was at the shop or not working.
- None
- Taking a client to familiarize them with public transportation
- On out of town/state vacation or business trips.
- Abilene Adaptive Recreation MHMR

Public Transportation in Your Area

Q7. Based on your experience, how much of a problem is each of the following areas when using the available transportation options in your region? (Rank 1–5, with 1 = not a problem and 5 = major problem.)

Table 16. Question 7, Public Survey—Problems in Region

Problems in Region	1 (no problem)	2	3	4	5 (major problem)
Lack of services at late hours of the day	6	3	2	3	9
Waiting time	5	2	6	5	6
Lack of service on weekends	8	1	3	3	8
Lack of access or limited access to job places	8	1	4	4	6
Marketing and outreach to familiarize people with available options	6	5	4	1	7

Problems in Region	1 (no problem)	2	3	4	5 (major problem)
Lack of access or limited access to fresh food sources/groceries	8	2	4	6	3
Lack of access or limited access to medical appointments	9	1	5	5	3
Booking and scheduling a ride using website/mobile apps trip planners	9	4	4	2	4
Eligibility process for using the service	8	3	8	1	3
Lack of access or limited access to schools/educational destinations	8	3	7	1	3
Booking and scheduling a ride through the service call center/customer service	12	1	6	2	3
Sharing the ride with other passengers	11	3	5	4	1
Lack of access to a service with wheelchair accessible vehicles	14	2	4	2	1

Q8. What do you like about the current public transportation in your area? *Select all that apply.*

Table 17. Question 8, Public Survey—Positives About Transit

Positives About Transit	Count
Affordability—Fares are low and make travel accessible to many riders	13
Safe and courteous drivers/staff—Drivers are trained and supportive of rider needs	13
Accessibility—Vehicles are ADA-compliant and serve seniors, people with disabilities, and veterans	12
Coverage of rural areas—Demand-response services reach smaller towns and rural counties	10
Connection to health and human services—Transit helps residents reach medical, aging, and veterans' services	8
Variety of providers—Multiple transit providers offer different options across the region	7
Fixed route reliability in Abilene—CityLink buses run on set schedules during weekdays and weekends	5
Availability of demand-response trips—On-call curb-to-curb or door-to-door service is available in many counties	5
Other (please specify)	2
Total	75

Q9. What improvements could make taking public transportation easier in your area?

Free Response:

- Be more timely
- Easier guide to understand routes and schedule.
- More access, several locations that service the homeless or low-income population have lost their bus stop, making it exponentially harder for people to receive much-needed services.
- More door to door services for the elderly. Easier access for high school students.

- If y'all ran on Sundays and later than 6 p.m.
- more stops, service on Sunday
- Curbside pickup with appropriate transportation with an accompanied aid to help those who are unable to get in and out of the vehicle on their own.
- offer pubic transportation early mornings for those participating in special Olympics
- More funding to pay a better wage to hire and improve driver retention.
- City Link allowing rural options in Abilene—some people in Abilene work in other counties.
- Consistency and communication
- To be able to call same day and get a ride
- City and Royal rise used to go back to the old schedule because this new schedule isn't working at all.
- More bus routes, Extended running time for buses including evening/night, Buses for the weekend, More buses to work places like the Abilene Business park where a lot of warehouses employ a lot of people, More bus routes to other places of work, doctors office/clinics like Abilene public health,
- More routes and faster route times
- Availability
- rides that take you to more outlying area. Services more often and later into the day
- Running more busses. Right now I don't mind the increase in cost. It should not go up anymore. Very polite drivers.
- More affordable, for it to be available after work hours too, to have better sidewalks to walk from bus stops to surrounding locations, bike lanes, more sidewalks
- The ADA bus is often late for scheduled rides, making me either late to work, or causing me to have to sit at work for long periods of time. There was even an Adult Protective Services report filed by my boss due to me having to sit waiting for sometimes over an hour after work. Due to my intellectual disability, this is dangerous for me unless I have someone with me to help me.
- none

Q10. Which counties do you think need more public transportation services? (*Select all that apply*)

Table 18. Question 10, Public Survey—Counties That Need More Transit

Counties That Need More Transit	Count
Brown	7
Callahan	6
Coleman	7
Comanche	5

Counties That Need More Transit	Count
Eastland	5
Fisher	5
Haskell	7
Jones	7
Kent	5
Knox	5
Mitchell	6
Nolan	6
Runnels	6
Scurry	5
Shackelford	5
Stephens	6
Stonewall	5
Taylor	15
Throckmorton	7
Other (please specify)	2

Other (please specify)

- All of them
- Do not know

Q11. Are there destinations in your area that you cannot reach using public transportation?

Free Response:

- Yes
- There are individuals who lives in other counties that have limited transportation to be able to come to Abilene for appointments or for essentials.
- Grocery stores, medical providers, schools, and the health department
- No
- Yes don't have a ride to work on Sundays because y'all are closed makes it hard for me to get to work I can't walk due to health problems
- 3309 Sherry Lane
- Specific areas are unknown at this time
- N/A
- Yes—when in Abilene and needing to go out of the area
- Patients often describe the difficulties getting from out of town into Abilene for work and getting children to childcare and education, even within the city.
- yes a lot of warehouses like abimar, business park, Coca-Cola, etc. a lot it's hard to get to work with a bus in Abilene
- No, but you might be walking a bit to complete the trip
- Breckenridge & Graham for some people

- outside of the loop of Abilene.
- None that i am aware of.
- Yes, I have a relative who needs transportation from Sweetwater to Clyde. The CARR bus only runs from Sweetwater to Abilene.
- no

Q12. Do you have any other suggestions or comments about public transportation in your area?

Free Response:

- As the big country grows, it is important that we consider active and public transportation as the infrastructure develops to accommodate everyone living here.
- Working with high school parents and young adult parents, without access to reliable, transportation a system that made it easier and quicker for them to utilize the public transportation system would be very helpful. Some of our parents would utilize the system more, if there was door to door and they didn't have deal with carrying a car seat to a fixed route stop that might be several blocks away.
- No
- Should be open 7 days a week and at least until 10 p.m. Some people rely on y'all for transportation to and from work.
- No
- I would suggest providing this survey in an environment to reach a larger public transport audience. You could post a flyer with a QR code at the citylink bus stops.
- i enjoy everything about double mountain coach, the office staff, drivers and vehicles are great
- Feel free to reach out to me at ceo@texasmethadone.com if I can provide more details.
- They need to have one bus go One Direction one bus go another direction instead of all the buses go 456 directions. They need to have a driver make the schedule and not a computer.
- Need more buses and longer hours and weekends
- At least we have something to use. It doesn't give you many time options which means a lot of lost wait time to get there early enough to make an appointment.
- I feel that that it really helps people in rural areas to get to the services they need to help them.
- all good
- it is there but creates new barriers to clients.
- Don't know of any but thank you for asking.

- needs to be more affordable, for it to be available after work hours too, to have better sidewalks to walk from bus stops to surrounding locations, bike lanes, more sidewalks
- no

Sociodemographic Attributes

Q13. Do you currently have any disability? Check all that apply.

Table 19. Question 13, Public Survey—Disability

Disability Status	Count
No disability	16
Mental health-related (e.g., anxiety, depression, and bipolar disorder)	8
Visual	4
Physical (e.g., impairments to mobility and flexibility)	4
Cognitive (e.g., impairments to learning, thinking, and concentrating)	4
Hearing	1
Other(s) (please specify)	1
Prefer not to answer	1
Total	39

Other (please specify)

- Down Syndrome

Q14. What age group are you in?

Table 20. Question 14, Public Survey—Respondent Age

Respondent Age	Count
18-24	1
25-34	4
35-44	10
45-54	4
55-64	4
65-74	3
75-84	1
Prefer not to answer	2

Q15. What sex were you assigned at birth on your original birth certificate?

Table 21. Question 15, Public Survey—Respondent Sex

Respondent Sex	Count
Male	5
Female	22
Prefer not to answer	2

Q16. Are you of Hispanic, Latino, or Spanish origin?

Table 22. Question 16, Public Survey—Respondent Hispanic/Latino

Respondent Hispanic/Latino	Count
Yes	5
No	21
Prefer not to answer	3

Q17. Which of the following best describes you? *Select all that apply.*

Table 23. Question 17, Public Survey—Respondent Race

Respondent Race	Count
White	24
Black/African American	1
Asian	2
American Indian/Alaska Native	1
Native Hawaiian/Pacific Islander	1
Other	1
Prefer not to answer	2

Q18. What is your gross annual household income (i.e., income before deductions and taxes)?

Table 24. Question 18, Public Survey—Respondent Income

Respondent Income	Count
Less than \$10,000	2
\$10,000 to \$14,999	4
\$15,000 to \$24,999	5
\$25,000 to \$49,999	5
\$50,000 to \$74,999	3
\$75,000 to \$99,999	3
\$100,000 to \$149,999	1
\$150,000 to \$199,999	1
Prefer not to answer	5

Q19. What is your current employment status? *Select all that apply.*

Table 25. Question 19, Public Survey—Respondent Employment Status

Respondent Employment Status	Count
Work full time	12
Work part time	4
Student	1
Retired	4
Unemployed and not looking for work	1
Unemployed and looking for work	1
Other (please specify)	3

Respondent Employment Status	Count
Prefer not to answer	3

Other (please specify)

- I have special needs but I am able to do a lot on my own but need help with transportation to weekend events that are early morning or late evening.
- All are my patients' categories
- Disabled

Q20. What is the highest level of education you've completed?

Table 26. Question 20, Public Survey—Respondent Education

Respondent Employment Status	Count
Some high school	2
High school or GED	8
Associate's degree or trade school certification	4
Bachelor's degree, Master's degree, or Doctorate degree	10
Prefer not to answer	3

Q21. What is your current home zip code? (This will help us know what transit providers are in your region.)

Responses:

- 79606
- 79510
- 79601
- 76801
- 79601
- 79603
- 79601
- 79501
- 76801
- 79601
- 79520
- 79601
- 79528
- 76801
- 79605
- 79536
- 79605
- 76491
- 79605
- 76483

- 79606
- 79605
- 79553

APPENDIX H

TNI ANALYSIS—RAW DATA

Raw Data Tables

COUNTYFP	GEOID	Disa- bility	Poverty	Popula- tion 65+	HH with no vehicle	Disa- bility index	Disa- bility index *weight	Poverty index	Poverty index *weight	Popula- tion 65+ index	Popula- tion 65+ index *weight	HH with no vehicle index	HH with no vehicle index* weight	TNI	TNI category
441	48441013501	362	140	700	46	0.72	0.18	0.35	0.09	1.25	0.31	0.81	0.20	0.78	Average transit need
441	48441013602	336	409	533	16	0.67	0.17	1.03	0.26	0.95	0.24	0.28	0.07	0.73	Low transit need
441	48441013601	740	479	486	38	1.47	0.37	1.20	0.30	0.87	0.22	0.67	0.17	1.05	Average transit need
441	48441012701	542	161	1142	51	1.08	0.27	0.40	0.10	2.04	0.51	0.90	0.22	1.10	Average transit need
441	48441012702	542	129	938	13	1.08	0.27	0.32	0.08	1.67	0.42	0.23	0.06	0.83	Average transit need
441	48441013502	854	281	1041	10	1.69	0.42	0.71	0.18	1.86	0.46	0.18	0.04	1.11	Average transit need
49	48049951200	662	330	941	24	1.31	0.33	0.83	0.21	1.68	0.42	0.42	0.11	1.06	Average transit need
49	48049950600	1103	1243	427	190	2.19	0.55	3.12	0.78	0.76	0.19	3.34	0.83	2.35	Very high transit need
49	48049950300	859	267	840	20	1.70	0.43	0.67	0.17	1.50	0.37	0.35	0.09	1.06	Average transit need
49	48049950900	901	721	676	198	1.79	0.45	1.81	0.45	1.21	0.30	3.48	0.87	2.07	Very high transit need
49	48049950500	532	311	578	35	1.06	0.26	0.78	0.20	1.03	0.26	0.61	0.15	0.87	Average transit need
275	48275950200	300	193	322	22	0.60	0.15	0.48	0.12	0.57	0.14	0.39	0.10	0.51	Low transit need
275	48275950100	253	171	297	28	0.50	0.13	0.43	0.11	0.53	0.13	0.49	0.12	0.49	Low transit need
59	48059030102	855	332	932	20	1.70	0.42	0.83	0.21	1.66	0.42	0.35	0.09	1.14	Average transit need
59	48059030101	930	514	922	55	1.85	0.46	1.29	0.32	1.65	0.41	0.97	0.24	1.44	High transit need
93	48093950101	478	267	324	51	0.95	0.24	0.67	0.17	0.58	0.14	0.90	0.22	0.77	Average transit need
93	48093950102	491	85	676	26	0.97	0.24	0.21	0.05	1.21	0.30	0.46	0.11	0.71	Low transit need
49	48049950201	325	244	387	0	0.64	0.16	0.61	0.15	0.69	0.17	0.00	0.00	0.49	Low transit need
49	48049950202	770	383	680	35	1.53	0.38	0.96	0.24	1.21	0.30	0.61	0.15	1.08	Average transit need

West Central Texas Regional Public Transportation Coordination Plan 2026

COUNTYFP	GEOID	Disa- bility	Poverty	Popula- tion 65+	HH with no vehicle	Disa- bility index	Disa- bility index *weight	Poverty index	Poverty index *weight	Popula- tion 65+ index	Popula- tion 65+ index *weight	HH with no vehicle index	HH with no vehicle index* weight	TNI	TNI category
133	48133950400	336	385	491	81	0.67	0.17	0.97	0.24	0.88	0.22	1.42	0.36	0.98	Average transit need
133	48133950100	602	520	488	112	1.19	0.30	1.31	0.33	0.87	0.22	1.97	0.49	1.33	High transit need
133	48133950500	458	545	408	23	0.91	0.23	1.37	0.34	0.73	0.18	0.40	0.10	0.85	Average transit need
133	48133950302	373	113	426	11	0.74	0.19	0.28	0.07	0.76	0.19	0.19	0.05	0.49	Low transit need
133	48133950301	515	68	661	34	1.02	0.26	0.17	0.04	1.18	0.29	0.60	0.15	0.74	Average transit need
133	48133950202	798	734	1189	145	1.58	0.40	1.84	0.46	2.12	0.53	2.55	0.64	2.02	Very high transit need
133	48133950201	165	120	247	47	0.33	0.08	0.30	0.08	0.44	0.11	0.83	0.21	0.47	Low transit need
253	48253020200	445	259	432	6	0.88	0.22	0.65	0.16	0.77	0.19	0.11	0.03	0.60	Low transit need
253	48253020400	580	745	685	180	1.15	0.29	1.87	0.47	1.22	0.31	3.16	0.79	1.85	Very high transit need
253	48253020101	184	86	352	14	0.37	0.09	0.22	0.05	0.63	0.16	0.25	0.06	0.36	Low transit need
253	48253020102	0	0	41	0	0.00	0.00	0.00	0.00	0.07	0.02	0.00	0.00	0.02	Very low transit need
253	48253020300	369	349	433	7	0.73	0.18	0.88	0.22	0.77	0.19	0.12	0.03	0.63	Low transit need
253	48253020500	768	322	1226	38	1.52	0.38	0.81	0.20	2.19	0.55	0.67	0.17	1.30	High transit need
399	48399950500	307	183	409	14	0.61	0.15	0.46	0.11	0.73	0.18	0.25	0.06	0.51	Low transit need
399	48399950600	782	413	970	35	1.55	0.39	1.04	0.26	1.73	0.43	0.61	0.15	1.23	Average transit need
399	48399950100	188	105	362	23	0.37	0.09	0.26	0.07	0.65	0.16	0.40	0.10	0.42	Low transit need
399	48399950200	364	303	326	52	0.72	0.18	0.76	0.19	0.58	0.15	0.91	0.23	0.74	Average transit need
83	48083950700	444	341	567	53	0.88	0.22	0.86	0.21	1.01	0.25	0.93	0.23	0.92	Average transit need
83	48083950300	958	634	1067	172	1.90	0.48	1.59	0.40	1.90	0.48	3.02	0.76	2.10	Very high transit need
83	48083950600	321	179	404	5	0.64	0.16	0.45	0.11	0.72	0.18	0.09	0.02	0.47	Low transit need
151	48151950400	313	254	393	35	0.62	0.16	0.64	0.16	0.70	0.18	0.61	0.15	0.64	Low transit need
151	48151950300	367	120	399	35	0.73	0.18	0.30	0.08	0.71	0.18	0.61	0.15	0.59	Low transit need
441	48441013300	415	948	562	29	0.82	0.21	2.38	0.60	1.00	0.25	0.51	0.13	1.18	Average transit need
441	48441013402	967	344	1518	87	1.92	0.48	0.86	0.22	2.71	0.68	1.53	0.38	1.76	High transit need
441	48441011700	480	294	238	129	0.95	0.24	0.74	0.18	0.42	0.11	2.27	0.57	1.10	Average transit need
429	48429950500	607	234	1010	0	1.20	0.30	0.59	0.15	1.80	0.45	0.00	0.00	0.90	Average transit need

West Central Texas Regional Public Transportation Coordination Plan 2026

COUNTYFP	GEOID	Disa- bility	Poverty	Popula- tion 65+	HH with no vehicle	Disa- bility index	Disa- bility index *weight	Poverty index	Poverty index *weight	Popula- tion 65+ index	Popula- tion 65+ index *weight	HH with no vehicle index	HH with no vehicle index* weight	TNI	TNI category
353	48353950100	452	209	582	91	0.90	0.22	0.53	0.13	1.04	0.26	1.60	0.40	1.01	Average transit need
353	48353950500	520	222	573	11	1.03	0.26	0.56	0.14	1.02	0.26	0.19	0.05	0.70	Low transit need
353	48353950200	521	628	635	131	1.03	0.26	1.58	0.39	1.13	0.28	2.30	0.58	1.51	High transit need
353	48353950400	747	536	855	201	1.48	0.37	1.35	0.34	1.53	0.38	3.53	0.88	1.97	Very high transit need
353	48353950300	522	1084	279	88	1.04	0.26	2.72	0.68	0.50	0.12	1.55	0.39	1.45	High transit need
415	48415950600	756	551	693	83	1.50	0.37	1.38	0.35	1.24	0.31	1.46	0.36	1.39	High transit need
415	48415950300	573	309	1134	71	1.14	0.28	0.78	0.19	2.02	0.51	1.25	0.31	1.30	High transit need
415	48415950200	161	20	176	6	0.32	0.08	0.05	0.01	0.31	0.08	0.11	0.03	0.20	Very low transit need
415	48415950100	627	531	557	40	1.24	0.31	1.33	0.33	0.99	0.25	0.70	0.18	1.07	Average transit need
335	48335950200	989	520	862	25	1.96	0.49	1.31	0.33	1.54	0.38	0.44	0.11	1.31	High transit need
441	48441980000	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Very low transit need
417	48417950300	606	363	641	84	1.20	0.30	0.91	0.23	1.14	0.29	1.48	0.37	1.18	Average transit need
59	48059030200	848	548	1057	66	1.68	0.42	1.38	0.34	1.89	0.47	1.16	0.29	1.53	High transit need
207	48207950300	617	340	733	97	1.22	0.31	0.85	0.21	1.31	0.33	1.70	0.43	1.27	High transit need
207	48207950400	425	386	507	26	0.84	0.21	0.97	0.24	0.90	0.23	0.46	0.11	0.79	Average transit need
335	48335950400	369	479	458	48	0.73	0.18	1.20	0.30	0.82	0.20	0.84	0.21	0.90	Average transit need
429	48429950300	353	260	326	54	0.70	0.18	0.65	0.16	0.58	0.15	0.95	0.24	0.72	Low transit need
429	48429950200	694	693	495	282	1.38	0.34	1.74	0.44	0.88	0.22	4.95	1.24	2.24	Very high transit need
447	48447950300	203	222	390	25	0.40	0.10	0.56	0.14	0.70	0.17	0.44	0.11	0.52	Low transit need
49	48049950700	299	160	135	42	0.59	0.15	0.40	0.10	0.24	0.06	0.74	0.18	0.49	Low transit need
49	48049951300	747	341	842	25	1.48	0.37	0.86	0.21	1.50	0.38	0.44	0.11	1.07	Average transit need
49	48049950100	379	184	599	5	0.75	0.19	0.46	0.12	1.07	0.27	0.09	0.02	0.59	Low transit need
49	48049950800	403	208	379	131	0.80	0.20	0.52	0.13	0.68	0.17	2.30	0.58	1.08	Average transit need
49	48049951000	589	423	407	50	1.17	0.29	1.06	0.27	0.73	0.18	0.88	0.22	0.96	Average transit need

West Central Texas Regional Public Transportation Coordination Plan 2026

COUNTYFP	GEOID	Disa- bility	Poverty	Popula- tion 65+	HH with no vehicle	Disa- bility index	Disa- bility index *weight	Poverty index	Poverty index *weight	Popula- tion 65+ index	Popula- tion 65+ index *weight	HH with no vehicle index	HH with no vehicle index* weight	TNI	TNI category
49	48049951100	570	479	980	171	1.13	0.28	1.20	0.30	1.75	0.44	3.00	0.75	1.77	High transit need
441	48441013404	984	368	1263	17	1.95	0.49	0.92	0.23	2.25	0.56	0.30	0.07	1.36	High transit need
433	48433950300	208	105	319	17	0.41	0.10	0.26	0.07	0.57	0.14	0.30	0.07	0.39	Low transit need
93	48093950200	588	478	1049	44	1.17	0.29	1.20	0.30	1.87	0.47	0.77	0.19	1.25	Average transit need
93	48093950400	302	222	467	55	0.60	0.15	0.56	0.14	0.83	0.21	0.97	0.24	0.74	Average transit need
93	48093950300	611	867	747	73	1.21	0.30	2.18	0.54	1.33	0.33	1.28	0.32	1.50	High transit need
441	48441012802	333	228	355	82	0.66	0.17	0.57	0.14	0.63	0.16	1.44	0.36	0.83	Average transit need
441	48441012801	494	745	228	125	0.98	0.25	1.87	0.47	0.41	0.10	2.20	0.55	1.36	High transit need
441	48441012900	115	71	0	0	0.23	0.06	0.18	0.04	0.00	0.00	0.00	0.00	0.10	Very low transit need
441	48441011000	165	158	114	7	0.33	0.08	0.40	0.10	0.20	0.05	0.12	0.03	0.26	Low transit need
441	48441010100	622	928	555	85	1.23	0.31	2.33	0.58	0.99	0.25	1.49	0.37	1.51	High transit need
441	48441013401	554	637	280	87	1.10	0.27	1.60	0.40	0.50	0.12	1.53	0.38	1.18	Average transit need
441	48441013200	289	229	380	13	0.57	0.14	0.58	0.14	0.68	0.17	0.23	0.06	0.51	Low transit need
441	48441010200	430	434	139	17	0.85	0.21	1.09	0.27	0.25	0.06	0.30	0.07	0.62	Low transit need
441	48441010300	653	865	288	23	1.30	0.32	2.17	0.54	0.51	0.13	0.40	0.10	1.10	Average transit need
441	48441010400	362	416	353	179	0.72	0.18	1.05	0.26	0.63	0.16	3.15	0.79	1.38	High transit need
441	48441010500	552	683	535	114	1.10	0.27	1.72	0.43	0.95	0.24	2.00	0.50	1.44	High transit need
441	48441010600	496	481	569	14	0.98	0.25	1.21	0.30	1.02	0.25	0.25	0.06	0.86	Average transit need
441	48441010700	615	596	520	27	1.22	0.31	1.50	0.37	0.93	0.23	0.47	0.12	1.03	Average transit need
441	48441010800	171	520	168	47	0.34	0.08	1.31	0.33	0.30	0.07	0.83	0.21	0.69	Low transit need
441	48441010900	1043	1592	1176	282	2.07	0.52	4.00	1.00	2.10	0.52	4.95	1.24	3.28	Very high transit need
441	48441011200	561	1123	264	109	1.11	0.28	2.82	0.71	0.47	0.12	1.92	0.48	1.58	High transit need
441	48441011300	670	568	593	32	1.33	0.33	1.43	0.36	1.06	0.26	0.56	0.14	1.09	Average transit need
441	48441011400	763	603	751	91	1.51	0.38	1.52	0.38	1.34	0.34	1.60	0.40	1.49	High transit need

West Central Texas Regional Public Transportation Coordination Plan 2026

COUNTYFP	GEOID	Disa- bility	Poverty	Popula- tion 65+	HH with no vehicle	Disa- bility index	Disa- bility index *weight	Poverty index	Poverty index *weight	Popula- tion 65+ index	Popula- tion 65+ index *weight	HH with no vehicle index	HH with no vehicle index* weight	TNI	TNI category
441	48441011500	230	307	512	28	0.46	0.11	0.77	0.19	0.91	0.23	0.49	0.12	0.66	Low transit need
441	48441011600	408	356	294	23	0.81	0.20	0.89	0.22	0.52	0.13	0.40	0.10	0.66	Low transit need
441	48441011900	435	581	253	118	0.86	0.22	1.46	0.36	0.45	0.11	2.07	0.52	1.21	Average transit need
441	48441012000	264	21	688	14	0.52	0.13	0.05	0.01	1.23	0.31	0.25	0.06	0.51	Low transit need
441	48441012100	451	468	192	0	0.89	0.22	1.18	0.29	0.34	0.09	0.00	0.00	0.60	Low transit need
441	48441012200	451	381	197	15	0.89	0.22	0.96	0.24	0.35	0.09	0.26	0.07	0.62	Low transit need
441	48441012300	616	640	625	26	1.22	0.31	1.61	0.40	1.12	0.28	0.46	0.11	1.10	Average transit need
441	48441012400	467	174	540	21	0.93	0.23	0.44	0.11	0.96	0.24	0.37	0.09	0.67	Low transit need
263	48263950100	168	56	242	6	0.33	0.08	0.14	0.04	0.43	0.11	0.11	0.03	0.25	Low transit need
441	48441012500	518	465	778	78	1.03	0.26	1.17	0.29	1.39	0.35	1.37	0.34	1.24	Average transit need
441	48441012600	321	219	859	41	0.64	0.16	0.55	0.14	1.53	0.38	0.72	0.18	0.86	Average transit need
441	48441013000	29	15	16	0	0.06	0.01	0.04	0.01	0.03	0.01	0.00	0.00	0.03	Very low transit need
441	48441013100	575	629	654	25	1.14	0.29	1.58	0.40	1.17	0.29	0.44	0.11	1.08	Average transit need

APPENDIX I

RESULTS FROM GOALS AND STRATEGIES WORKSHOP

Draft Goals and Strategies for RCC and Stakeholders Review (Rev. 7/9/26)

The goals and strategies below were developed from the entire public engagement process, the May 28, 2026, RCC meeting and vetted by the RCC and stakeholders at the June 23, 2026, workshop. RCC representatives and stakeholders who were online and in person for that meeting reviewed the goals and strategies and suggested changes and additions.

These goals and strategies are regional in scope and respond to the needs and gaps identified through the public and provider outreach during the planning process. Relative cost and effort attributed to each strategy is in the table below and activities are listed as bullets below each strategy.

RCC members and stakeholders should review this final draft for accuracy in reflecting their input on the coordination activities for the region, and RCC members and stakeholders will be completing over the next 5 years. The RCC members can decide to add to each strategy who will be the responsible party, if there is a funding source they want attributed to a strategy, what performance measures will indicate success and an implementation timeline if they want that in the plan. Input on this draft should be received by Wednesday, July 29.

Once this is reviewed, the final chapters of the plan will be written. The RCC, stakeholders and the public will have a final chance to review, edit and approve the final plan version later this year.

Goals

1. Increased cross-agency coordination

2. Increased awareness of transportation services
3. Improved service and customer experience

Strategies

- A. Fund and support mobility management positions and networks.
- B. Operational and capital funding to meet current and future system operating and capital needs
- C. Promote awareness of transportation options, and how to access them
- D. Conduct customer satisfaction surveys.
- E. Hold joint training for staff to reduce costs and improve access to training for all staff across systems.
- F. Create a referral and tracking system for out-of-boundary trips or hard to fill trip requests.
- G. Integrate technology across systems

Table 27. Strategies and Unmet Needs

Strategy	Goal	Needs(s) Addressed	Cost (\$-\$\$\$)	Effort (Low-Medium-High)
A. Fund & support MM positions & network	1, 2, 3	• More agency coordination • Information gaps, lack of marketing and outreach • Access to cross-boundary trips	\$\$	Low-Medium CTRTD lead MM group
B. Operational & funding to meet current & future capital needs	1, 3	• Lack of services at late hours in the day & weekend. • Need for additional financial resources. • Lack of access to medical care & food and job areas. • Across boundary trips. • Inaccessible areas in the built environment. • Trip pickup waiting times	\$-\$\$\$	High All Transit Districts
C. Promote awareness of transportation options, and how to access them.	1, 2, 3	• More agency coordination • Information gaps, lack of marketing and outreach	\$	Low CTRTD could lead with the MM group
D. Conduct customer satisfaction surveys.	1, 3	• More agency coordination • Trip pickup waiting times (?)	\$	Low CTRTD with MM group

Strategy	Goal	Needs(s) Addressed	Cost (\$-\$\$\$)	Effort (Low-Medium-High)
E. Hold joint training for staff to reduce costs & improve access to training for all staff across systems.	1, 3	• More agency coordination	\$	Low-Medium LOW I think joint training is a good thing, but possibility would be difficult with coordinating training due to staff availability and service hours. And the mileage between all agencies.
F. Create a referral and tracking system for out-of-boundary or hard to fill trips.	1, 3	• More agency coordination • Access to cross-boundary trips	\$\$	Medium CTRTD with MM group
G. Integrate technology across systems.	1, 3	• Booking & scheduling a ride using website/mobile apps/trip planners • Trip pickup waiting times	\$\$\$	High All Transit Districts Technology is expensive and all agencies run differently.

Implementation of Strategies

Each strategy has several activities and projects identified by the RCC and stakeholders for implementation of the strategy and measurement of success.

The RCC and stakeholders should review these for accuracy and that they accurately reflect ideas from the workshop, inclusion of projects currently or potentially funded with Section 5310 funding. Edits, modifications and additions should be submitted by July 29, 2026.

Comments and additions from the June 23, 2026, workshop are reflected by the * below.

Strategies

- A. Fund and support mobility management positions and networks. (5310 funding is involved) **Goals 1, 2, & 3**

Activities

- Fund local mobility managers for each transit system, Citi Link, City & Rural Rides, SPARTAN and Double Mountain Coach

- Create a network of mobility managers with *each transit agency having a mobility manager
- Host mobility management forums across regions by *rotating locations
- Secure funding to develop a software, networking platform to easily connect mobility managers and agencies to each other.
- *Streamline communication in case of emergencies, service changes and other messages to allow for partners to better communicate with their clients/transit riders.

Strategy

- B. Operational and capital funding to meet current and future system operating and capital needs (5310 funding is involved) **Goals 1 & 3**

Activities

- Vehicle replacement for public entities in this region to update aging fleet, and new vehicles to increase capacity and expand services for the aging community.
- Preventive maintenance to maintain and improve condition and longevity of current fleets.
- Capital purchases related to safety, security and necessary technology
- Operating funds for continued and expanded service based on identified needs.
- Providing cross-boundary trips. Educate leaders and consumers. Start discussions about the Abilene service gaps.
- Funding for program specific and gap service providers (like Aldersgate Enrichment Center).
- *Create a coordinated approach to businesses for funds to support mobility management and local match

Strategy

- C. Promote awareness of transportation options, and how to access them. (5310 funding is involved) **Goals 1, 2, & 3**

Activities

- Funding to restore and update the West Central Texas website. Include resources on who operates transportation and how to connect to them and who may help riders pay for their trips. There can also be references to resources like 211 and Disability in Action.
- Provide outreach materials that may include social media posts, printed materials, *resource fairs, and presentations to community groups *at their facilities.
- *Cross advertise with partners on buses and at their facilities

- *Partner with local media for social media posts and community/local news segments like Noon Notebook, Trends & Friends.
- Travel training for staff and consumers to familiarize them with the transportation systems available and how to use them. *Materials may include videos on the website, publications on how to ride and how to request a Personal Care Attendant (PCA) ride with you.

Strategy

D. Conduct customer satisfaction surveys. **Goals 1 & 3**

Activities

- Coordinate common questions across the region for consistency and comparison.
- * Mobility managers lead survey creation and dissemination
- * Provide stamped envelopes for paper surveys to help with technology access

Strategy

E. Hold joint training for staff to reduce costs and improve access to training for all staff across systems. **Goals 1 & 3**

- *Maintenance training, driver training, general staff training

Strategy

F. Purchase or develop a referral system for out-of-boundary trips or hard to fill trip requests. **Goals 1 & 3**

- *Provide access to this referral system to transit providers as well as community partners and stakeholders

Strategy

G. Purchase new software and integrate technology across systems. **Goals 1 & 3**

- *Purchase software integrations that can communicate across the region and with other providers and NEMT Managed Care Organizations

Prioritization of Strategies

Using an activity using dots to indicated priority, the in-person and virtual attendees ranked the strategies which are listed by number of votes received. The higher priority

strategies have the potential to address more unmet needs. They are designed to improve regional connections, provide better access to jobs, healthcare, and food, improve the customer experience and benefit the region and those who live there.

Throughout this process, new partners have joined to identify gaps and help implement coordinated solutions and a strong agency lead in City and Rural Rides has stepped up to drive the process, engage new partners and work on progress to the identified goals in the 2027-2031 plan.

Table 28. Prioritized Strategies

Strategy	Goal	Votes Received	Priority
Operational & funding to meet current & future capital needs	1, 3		1
Fund & support MM positions & network	1, 2, 3		2/3
Promote awareness of transportation options, and how to access them.	1, 2, 3		2/3
Create a referral and tracking system for out-of-boundary or hard to fill trips.	1, 3		4
Integrate technology across systems.	1, 3		5
Hold joint training for staff to reduce costs & improve access to training for all staff across systems.	1, 3		6
Conduct customer satisfaction surveys.	1, 3		7

RPTCP Finalization and Adoption

Once the goals and strategies from the workshop are reviewed by the RCC and stakeholders, the final chapters will be written including this information.

A public hearing/comment period should be noticed and sent out broadly to municipalities, consumers and other partners. The draft can be placed on the website and TXDOT can promote the comment period on their website. Review will be less than 1 month. During this time, the RCC and stakeholders will be reviewing on the final draft as well. Final discussion of the plan and changes or edits is planned for the RCC meeting being held virtually on August 27.

Stakeholder and consumer involvement will be documented and a summary of all comments and feedback during review period will be created. Any changes or actions taken to modify the final plan draft will be noted. The RCC will discuss feedback and revised the plan as needed.

The revised plan will have a final review by the RCC which includes representation by the following:

- Public, private, and nonprofit transportation providers.

- Human service agencies.
- Advocacy groups for seniors and individuals with disabilities.
- Representatives from underserved populations.

Once the plan is reviewed and revised as needed, RCC members with MOUs will approve and sign the plan.

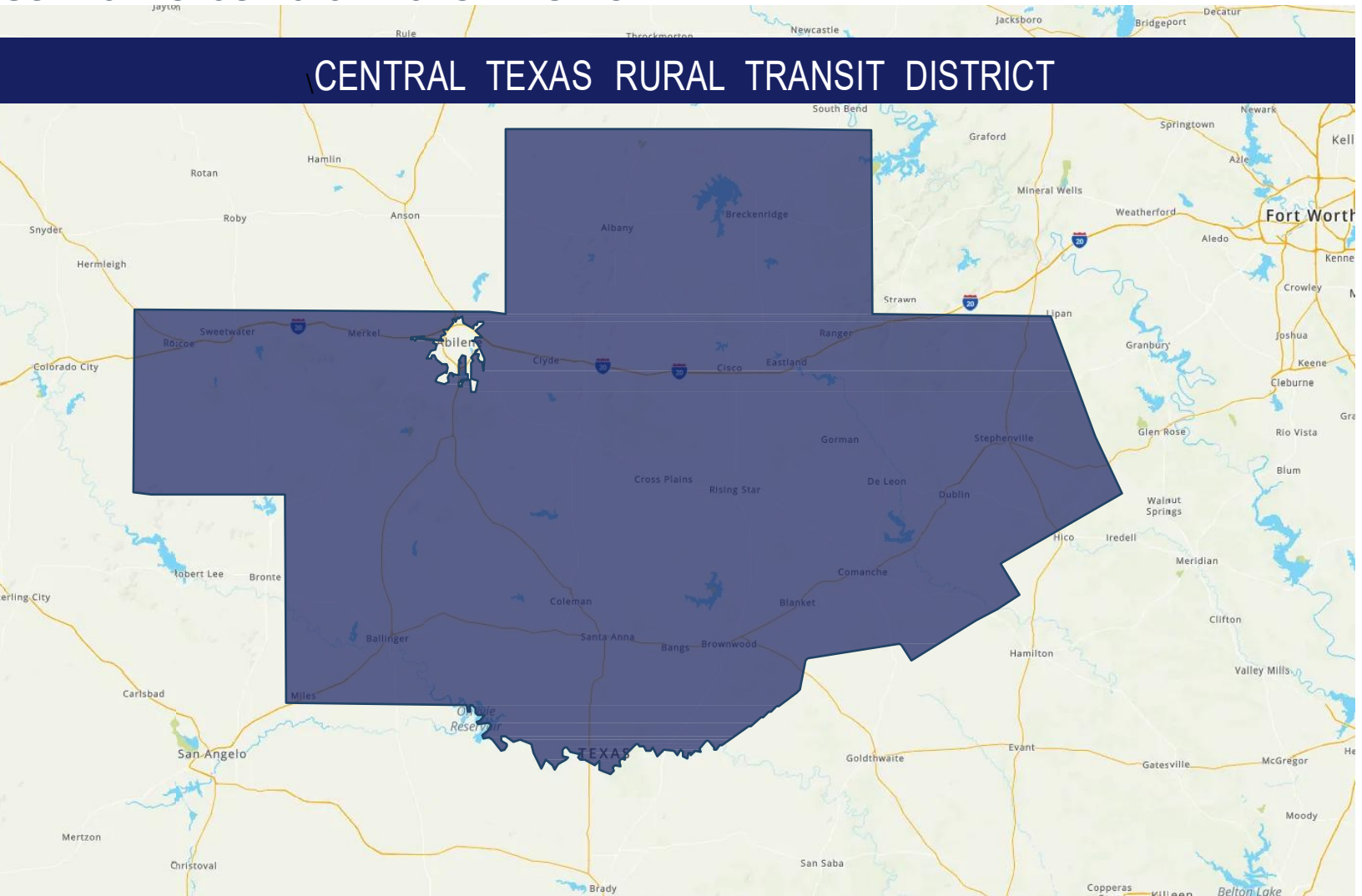
Sign in Sheet West Central Texas Region Coordination Planning Meeting 6/23/2026

Name	Agency	Phone number	Email address
Crystal McCutchen	Abilene-Taylor County Public Health Dist	325-771-8714	crystal.mccutchen@abiltc.gov
Patricia Sedberry	ASBDC	940-989-3538	psedberry@asbdc.net
Mariana Guevara	New Horizons	325-352-6405	mariana.guevara@newhorizonsinc.com
Semendra Smendore	SPARTAN	806 898 6018	Spcac Smendore@spcac.org
Brian Baker	SPARTAN	806 598 6104	bbaker@spcac.org
Sasha Smendore	WCT-ADLC		smendore@westcentraltexas.org
Kim Copeland	Zingage	325-665-6575	Kcopeland@zingage.org
Rhonda Kelton	CRTD		
Virtual			
Carrie Diamond			
Luann Chastain			lchastain@bettyhardwick.org
Amy Shows			ashows@goodwillwesttexas.org
Terry Daniel			
Jose Fernandez			

APPENDIX J

PUBLIC TRANSPORTATION PROVIDER PROFILES

Central Texas Rural Transit District



The Central Texas Rural Transit District (CTRTD) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1998 and therefore receives state funding for rural transit services. City and Rural Rides (CARR), CTRTD's public transit program, serves rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Hamilton, Lampasas, Mills, San Saba, Nolan, Runnels, Shackelford, and Stephens Counties. The Abilene urbanized area falls entirely into Taylor County and is served by CityLink, which the City of Abilene operates.

CARR operates demand response curb-to-curb service for the general public. Door-to-door service is available upon advance request. In addition, CARR delivers non-emergency medical transportation service and other transportation under contracts with the Texas Department of Health and Human Services, Modivcare, SafeRide, Medical Transportation Management, Aldersgate Enrichment Services, Disability in Action, Center for Life Resources, and Erath County Senior Citizens. In addition, CARR has agreements to provide deviated route services to Howard Payne University and Tarleton State University which is also open to the General Public. CARR can provide connections to the services.

The administrative and operations center of CARR are located in Coleman and Early. The governing body of CARR is an 15-member board of directors. Each member (either the county judge or a designated representative) represents one of the 15 counties in CARR's service area.

Service Information
(Central Texas Rural Transit District)

General-Public Demand-Response Service

City and Rural Rides service is available in rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Hamilton, Lampasas, Mills, Nolan, Runnels, San Saba, Shackelford, and Stephens Counties.

Reservations are accepted Monday through Friday from 8:00 a.m. to 12:00 p.m. and from 1:00 p.m. to 5:00 p.m.

The deadline for the next day's scheduling is 12:00 p.m. (noon). The same-day request is subject to availability. Reservations are scheduled based upon vehicle and seating capacity.

Fare Structure

One-Way Trip

Base Fare: \$1.00 ^a, \$10.00 ^b

Ticket Pass

Regular Pass: \$20.00 ^c

Fare Media

Notes:
^a Every five miles
^b Day pass
^c For value of \$24 pre-paid pass ticket

Operating Time (Excluding Holidays)

Operating Days by Mode



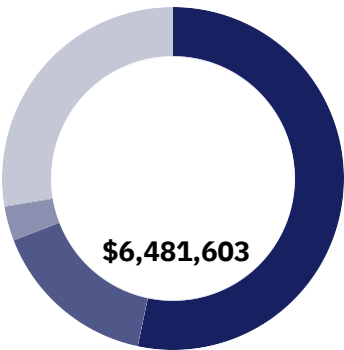
Operating Hours by Mode



Days and times vary by mode. Please visit the website for full information: <https://www.texastransitdashboard.com/transit-district/central-texas-rural-transit-district/>

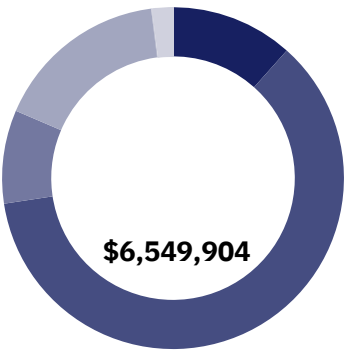
FY 2021-2025 Financial Status ⁵

Revenues in Fiscal Year 2025



	Federal	53.31%
	State	15.83%
	Local	3.26%
	Contract	27.60%

Expenditures in Fiscal Year 2025

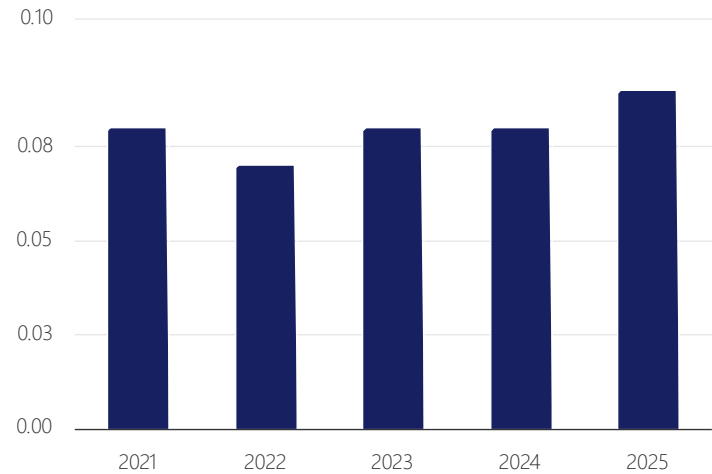


	Capital Expenses	11.59%
	Operating	61.02%
	Maintenance	8.83%
	Administrative	16.57%
	Planning	1.99%

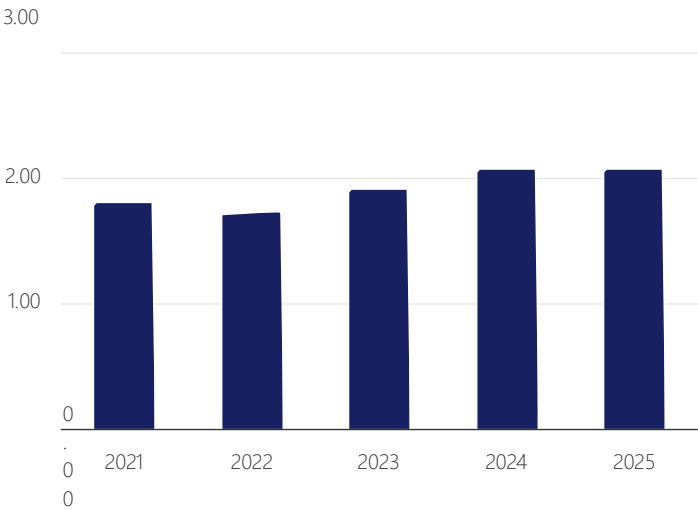
FY 2021-2025 Performance Measures ⁵

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

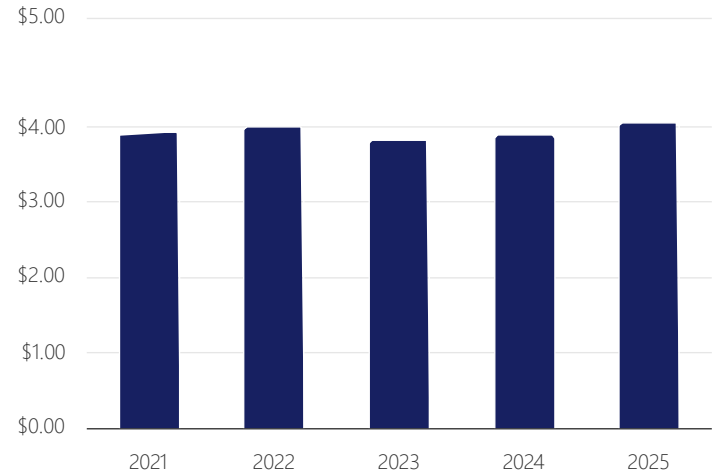


Unlinked Passenger Trips per Revenue Hour

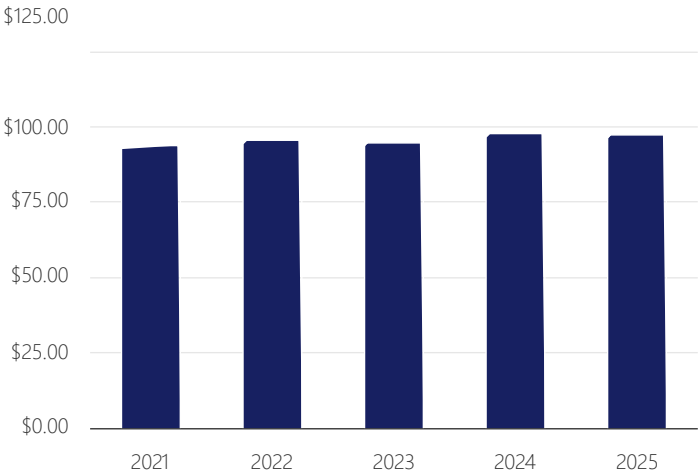


Efficiency in the Past 5 Years

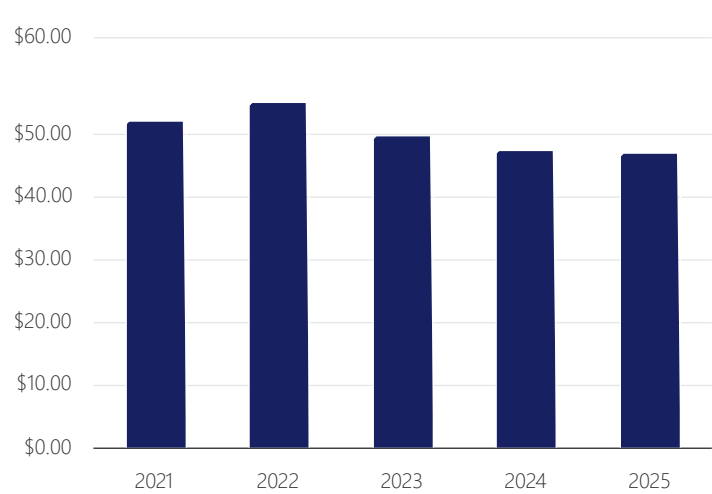
Operating Cost per Revenue Mile



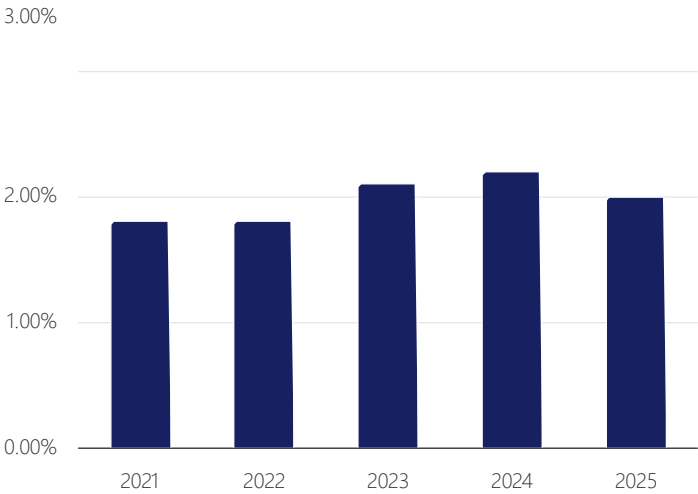
Operating Cost per Revenue Hour



Operating Cost per Passenger



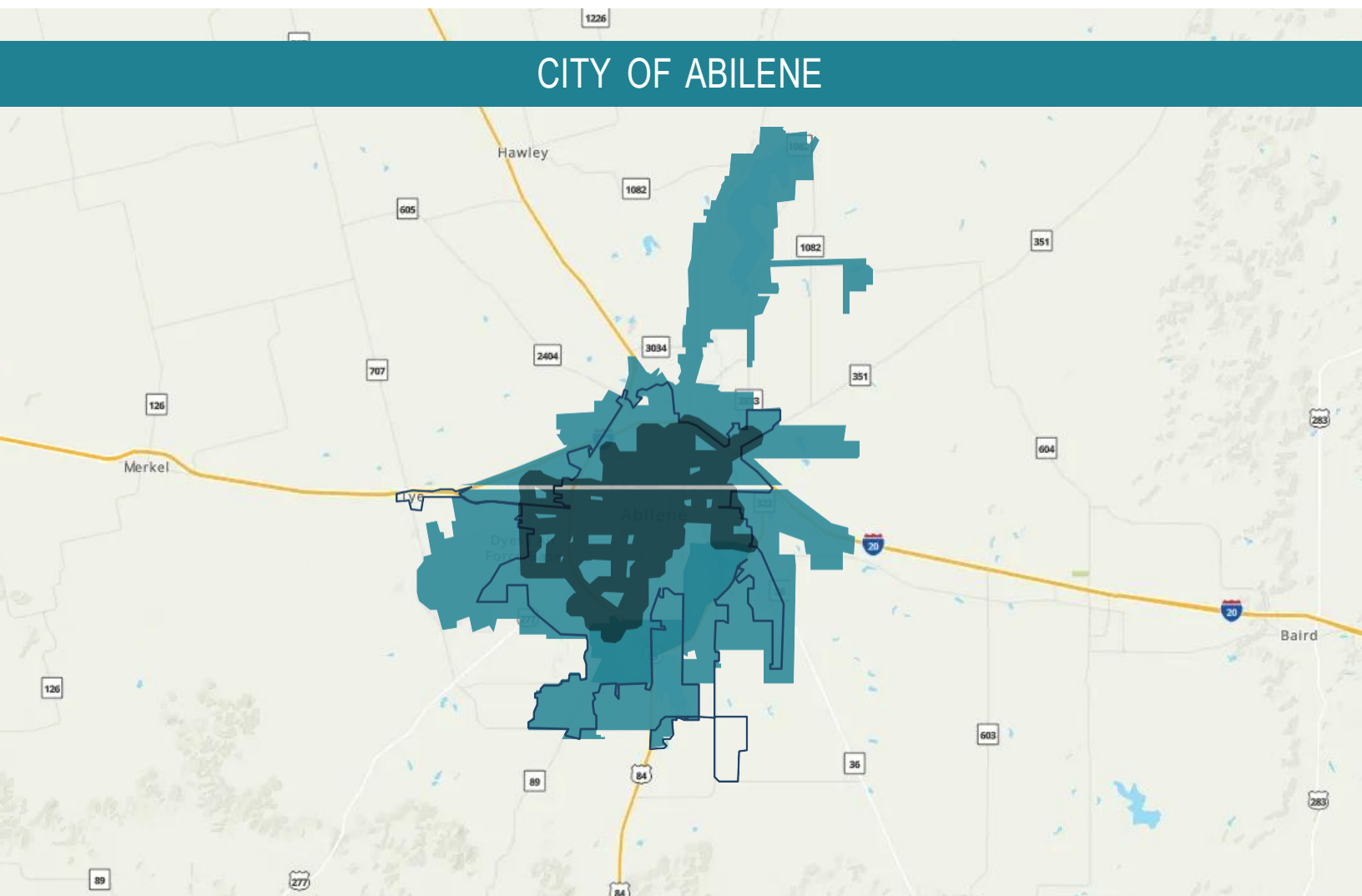
Fare Recovery Ratio



Projects in FY2026-2029 ¹

IMPLEMENTATION FISCAL YEAR	PROJECT NAME	COST
	Service Expansion Hamilton, Mills, and San Saba Counties	
	Vehicle Replacement	
	Vehicle Replacement	

City of Abilene



The City of Abilene serves as an urban transit district (UTD) for the Abilene urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Transit Management of Abilene, Inc., known as CityLink, is the public transit provider in the UTD, providing fixed-route local bus service, flexible transit service, ADA paratransit service, and demand-response service within the city limits of Abilene. The service area includes parts of Jones and Taylor Counties. The rural areas of Jones County are served by the Aspermont Small Business Development Center, Inc. (ASBDC), and the rural areas of Taylor County are served by the Central Texas Rural Transit District (CTRTD). CityLink partners with ASBDC's Double Mountain Coach and CTRTD's City and Rural Rides to deliver public transportation for people in the region.

CityLink is administrated by the City of Abilene Transportation Services Department and is governed by the seven-member Abilene City Council. Daily operations of CityLink are managed and operated under a contract with Transdev as the sub-corporation Transit Management of Abilene, Inc.

Service Information (City of Abilene: Public Works Department)

Local Bus Service

7 weekday bus routes and 6 Saturday routes are available in Abilene.

Fare Structure

One-Way Trip

Base Fare: \$1.75

Reduced Fare: \$1.25 ^a, \$0.75 ^b, Free ^c

Ticket Pass

Regular Pass: \$3.75 ^d, \$53.00 ^e

Reduced Pass: \$29.50 ^{eb}, \$23.50

Fare Media

General-Public Demand-Response Service

Available within the city limits of Abilene.

Reservations must be made at least 1 day in advance.

Fare Structure

One-Way Trip

Base Fare: \$3.25 ^g

Extra Fare (in addition to Base Fare): \$3.75 ^h, \$6.50 ^f

Ticket Pass

Regular Pass: \$32.50 ^{gi}, \$70.00 ^{hj}

Fare Media

ADA Paratransit Service

Available throughout Abilene, but primary service area includes areas within ¾ mile on both sides of the fixed-route service.

Reservations must be made at least 1 day in advance.

Fare Structure

One-Way Trip

Base Fare: \$2.50

Extra Fare (in addition to Base Fare): \$1.25 ^k

Ticket Pass

Regular Pass: \$25.00 ⁱ, \$75.00 ^j

Fare Media

Microtransit

Fare Structure

One-Way Trip

Extra Fare (in addition to Base Fare): \$2.50 ^f

Ticket Pass

Regular Pass: \$4.00 ^d

Fare Media

Limited-Eligibility Demand-Response Service

Fare Structure

One-Way Trip

Base Fare: \$1.50

Notes:

^a Youth (5-18 years old)

^b Seniors and disabled riders with CityLink ID card

^c Children (4 years old or younger)

^d Day pass

^e Monthly pass

^f No-show fee

^g Work/school trips

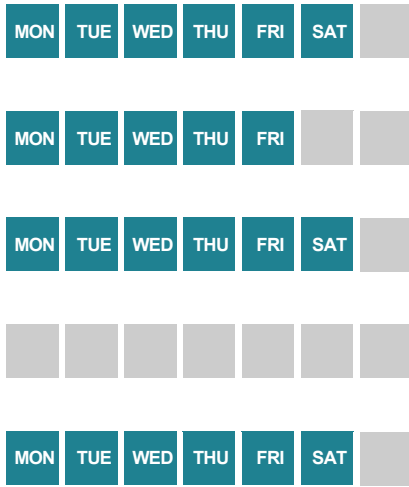
^h General trips

ⁱ 10-ride book

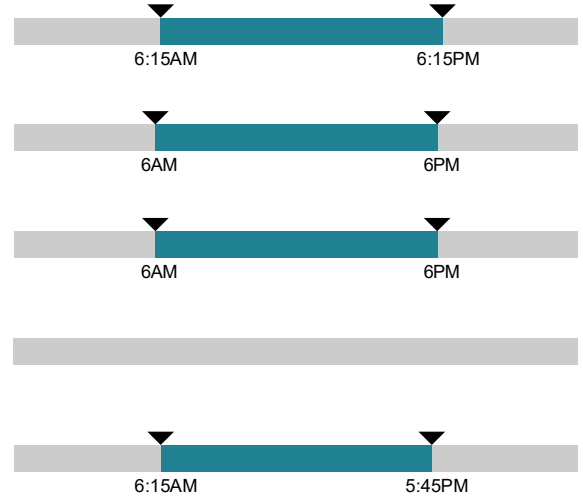
^j 20-ride book

^k In extended service area

Operating Days by Mode



Operating Hours by Mode



Days and times vary by mode. Please visit the website for full information: <https://www.texastransitdashboard.com/transit-district/city-of-abilene/>

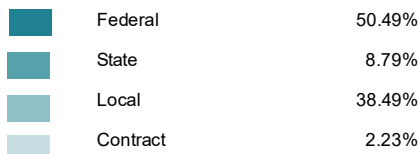
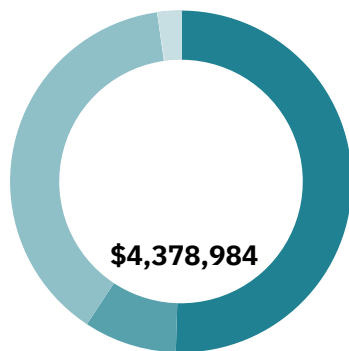
City of Abilene: Public Works Department

Address | 1189 S. 2nd St.

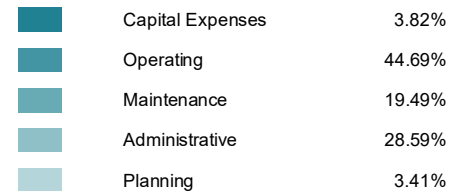
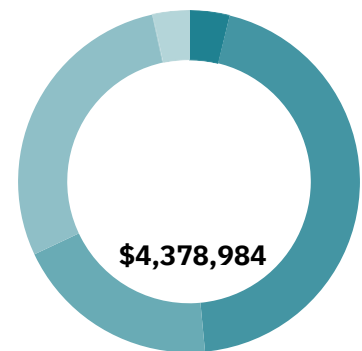
Contact | Joe Fernandez
General Manager
Phone: (325) 721-
2442

FY 2021-2025 Financial Status ⁵

Revenues in Fiscal Year 2025

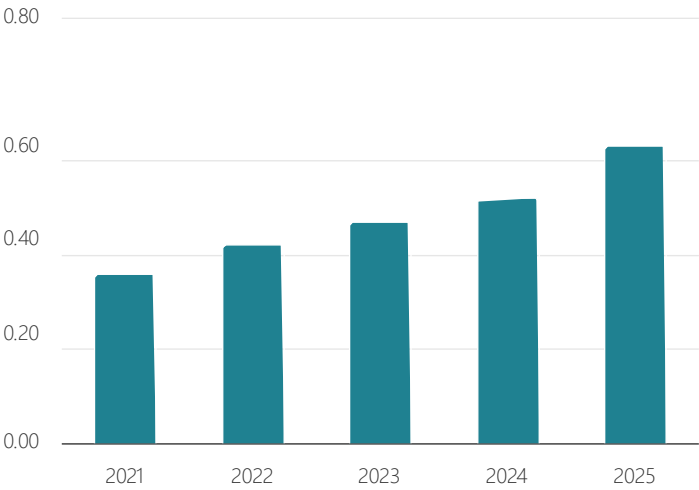


Expenditures in Fiscal Year 2025

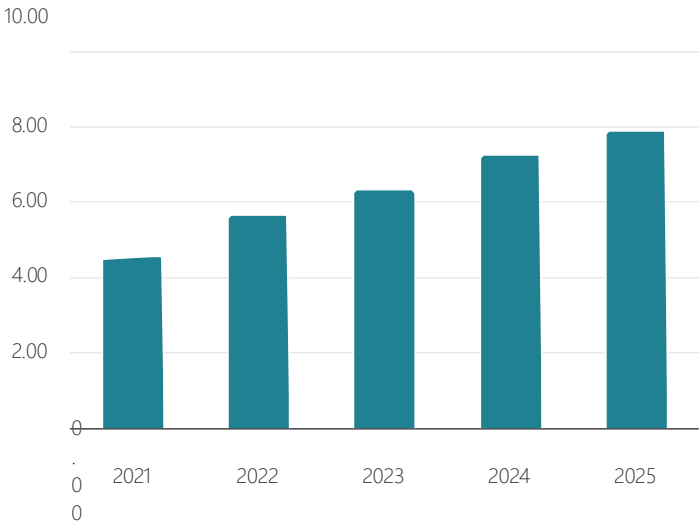


FY 2021-2025 Performance Measures ⁵

Unlinked Passenger Trips per Revenue Mile

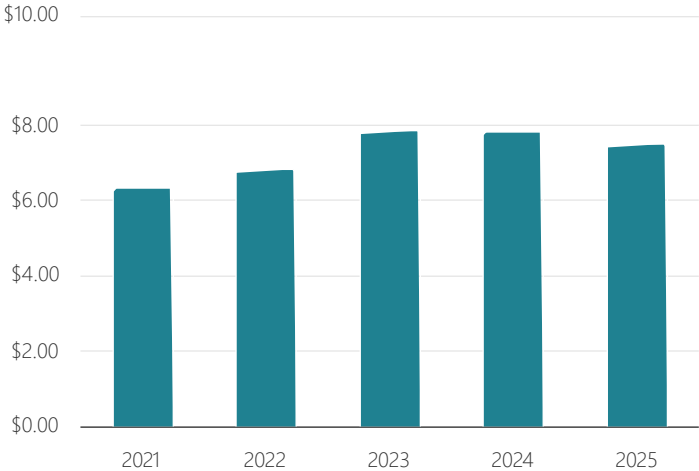


Unlinked Passenger Trips per Revenue Hour

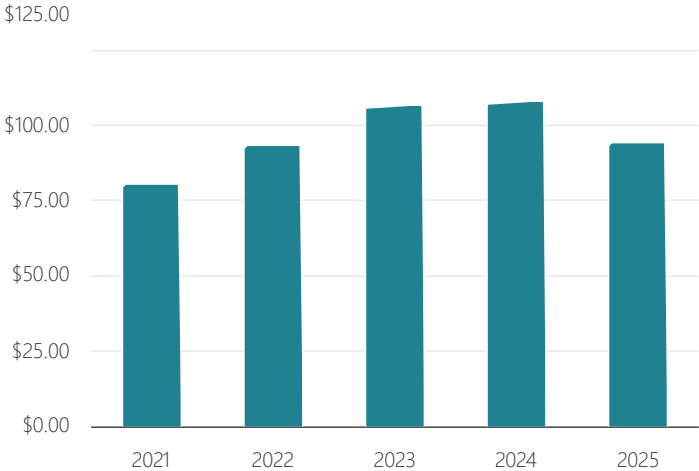


Efficiency in the Past 5 Years

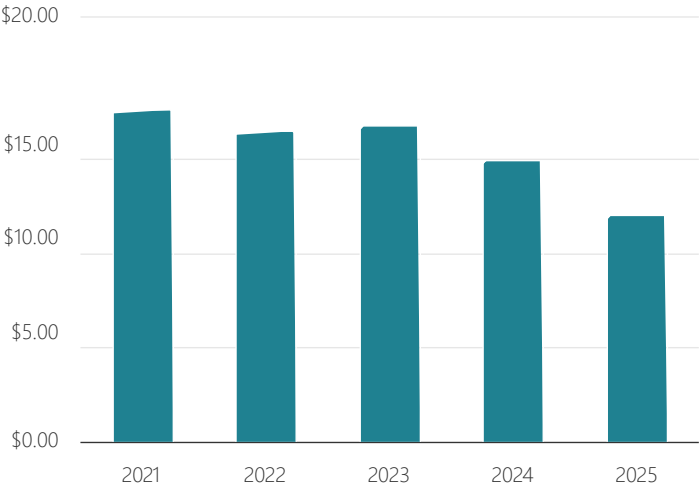
Operating Cost per Revenue Mile



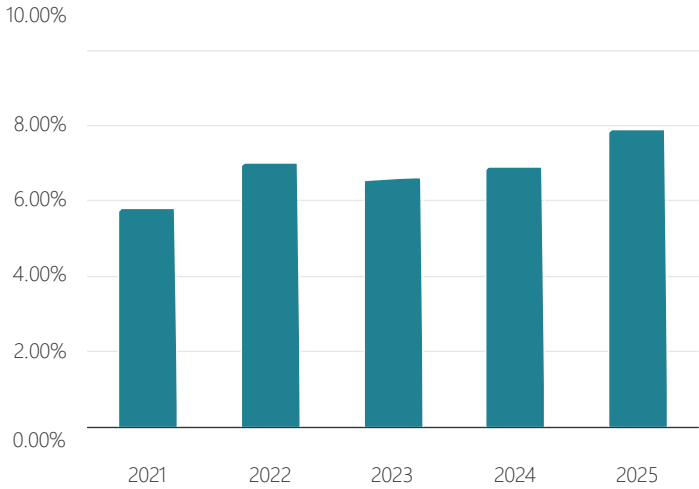
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



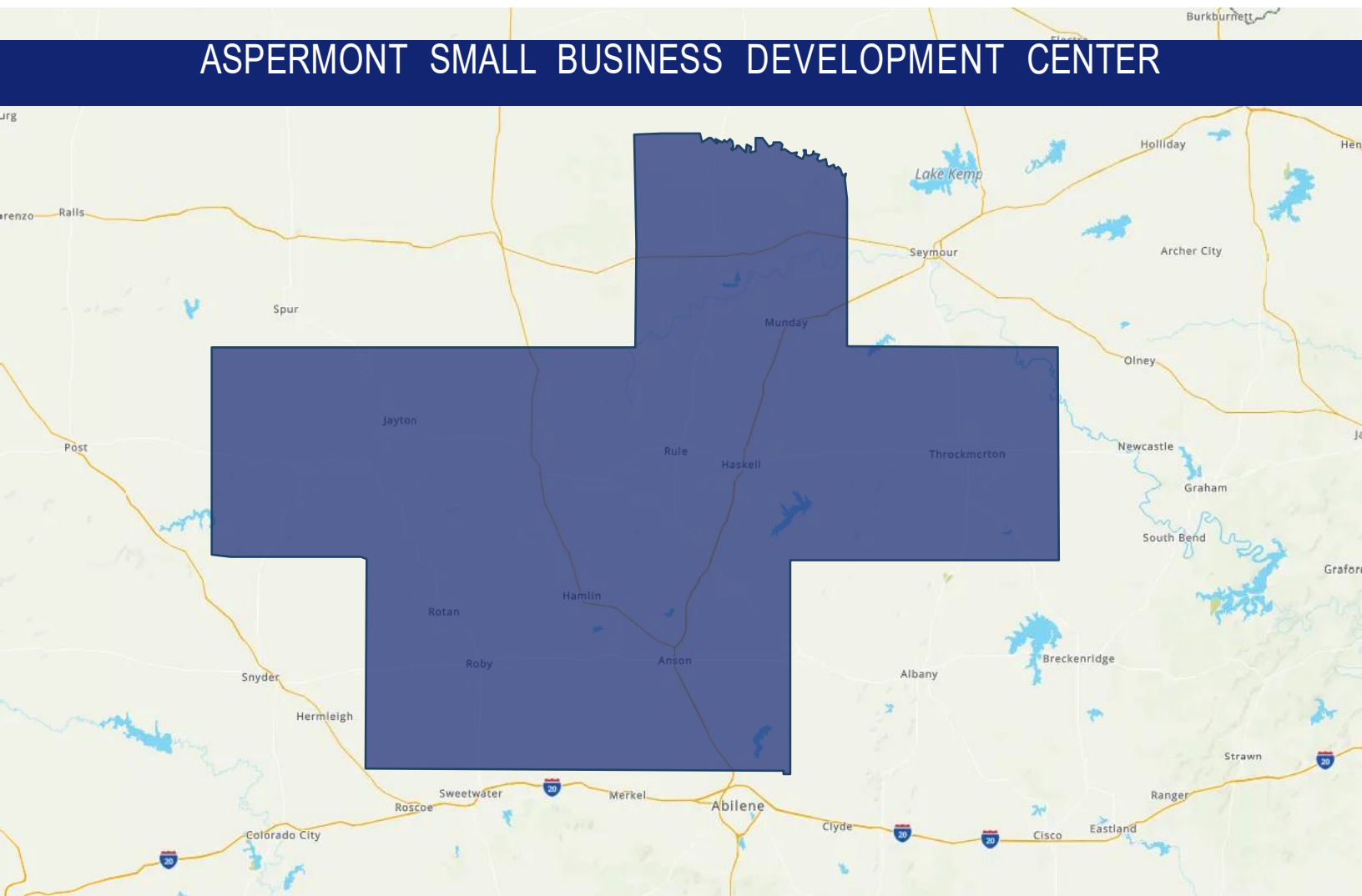
Projects in FY2026-2029 ¹

IMPLEMENTATION FISCAL YEAR	PROJECT NAME	COST
	ADA Unit Purchases	
	Asphalting of Bus Parking Lot	
	Camera Systems for 15 units	

Data Sources:

- ¹ TTI survey data.
- ³ TTI estimation based on (1) the 2018-2022 American Community Survey 5-Year Estimates, and (2) the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁴ TTI estimation based on the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁵ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2021-2025 Data.
- ⁶ TTI survey data. Staff counts include the number of full-time employees and part-time employees as of the last day in the fiscal year. The agency reported both public agency and private contractor employees who are dedicated at least 50% to the management or operation of the public transit services described in the profile. Staff counts does not include

Aspermont Small Business Development Center



The Aspermont Small Business Development Center, Inc. (ASBDC) is a rural transit district authorized by Texas Transportation Code Chapter 458 and therefore receives state funding for rural transit service. ASBDC, located in Aspermont, provides demand-response service for the general public in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties through its transportation program, Double Mountain Coach. Double Mountain Coach is also a subcontractor of American Medical Response, Inc., SafeRide, and Modivcare, providing non-emergency medical transportation for eligible Medicaid participants in the region. In Jones County, the areas within the city limits of Abilene are served by the public transit system CityLink, operated by the City of Abilene urban transit district.

The ASBDC Board of Directors consists of 21 members from the seven counties. Each county is represented by an elected public official, a representative of the low-income population, and a representative of a private group or organization. The ASBDC executive director is responsible for the Double Mountain Coach's overall management and daily operations.

Service Information (Aspermont Small Business Development Center)

General-Public Demand-Response Service

Double Mountain Coach is available in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties.

Reservations must be made at least 1 day in advance.

Fare Structure

One-Way Trip

Base Fare: \$1.00 ^a

Extra Fare (in addition to Base Fare):

\$2.00 ^b, \$4.00 ^c, \$6.00 ^d, \$8.00 ^e, \$10.00 ^f, \$0.10 ^g

Fare Media

- Notes:
- ^a Within the same city and trip distance is less than 5 miles

^b 6-20 miles

^c 21-40 miles

^d 41-60 miles

^e 61-80 miles

^f 81-100 miles

^g Per mile for 100 miles and over

Operating Time (Excluding Holidays)

Operating Days by Mode



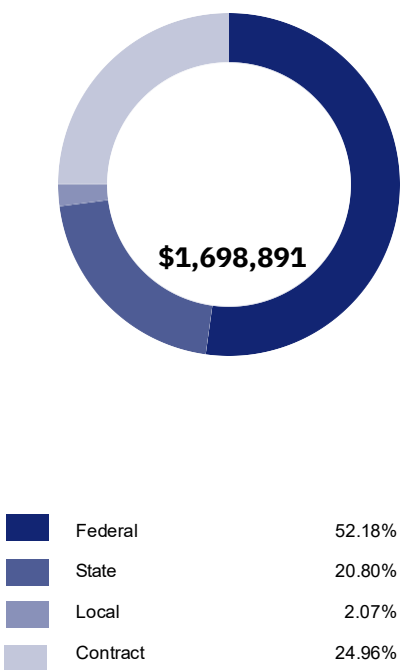
Operating Hours by Mode



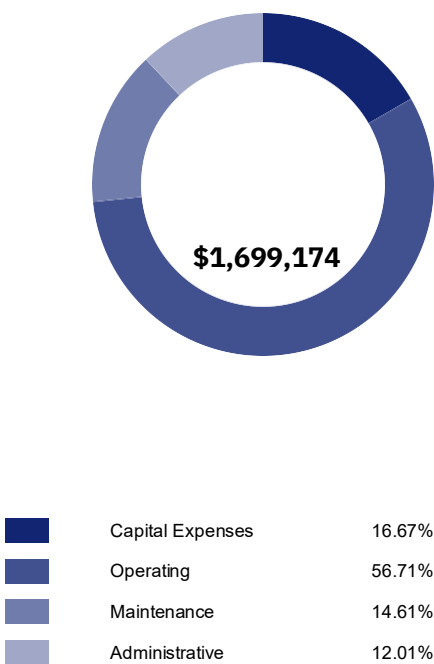
Days and times vary by mode. Please visit the website for full information: <https://www.texastransitdashboard.com/transit-district/aspermont-small-business-development-center/>

FY 2021-2025 Financial Status ⁵

Revenues in Fiscal Year 2025

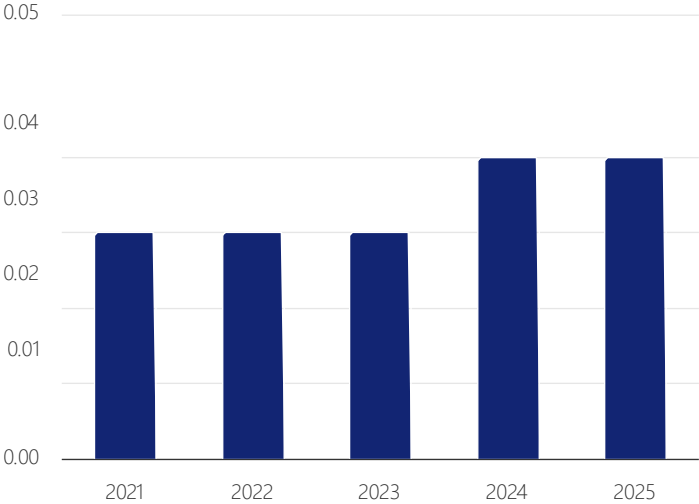


Expenditures in Fiscal Year 2025

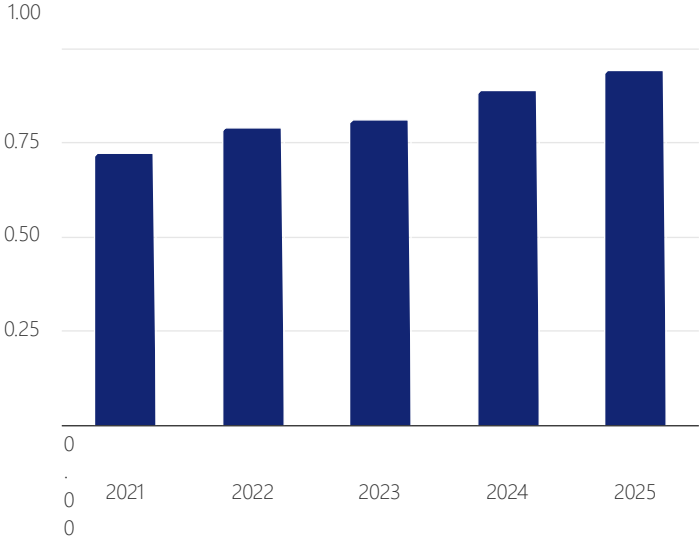


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

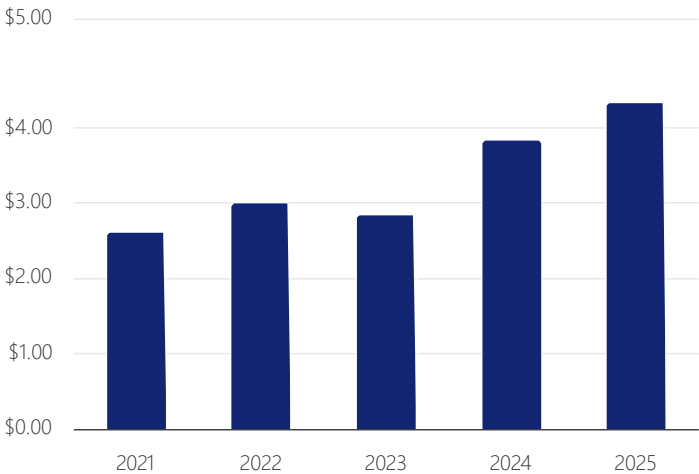


Unlinked Passenger Trips per Revenue Hour

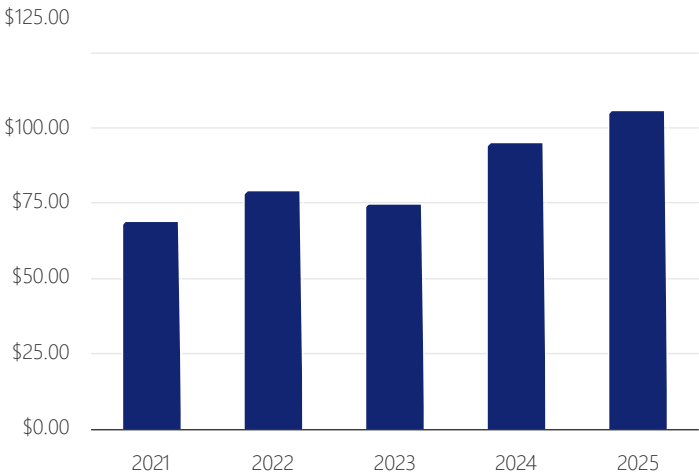


Efficiency in the Past 5 Years

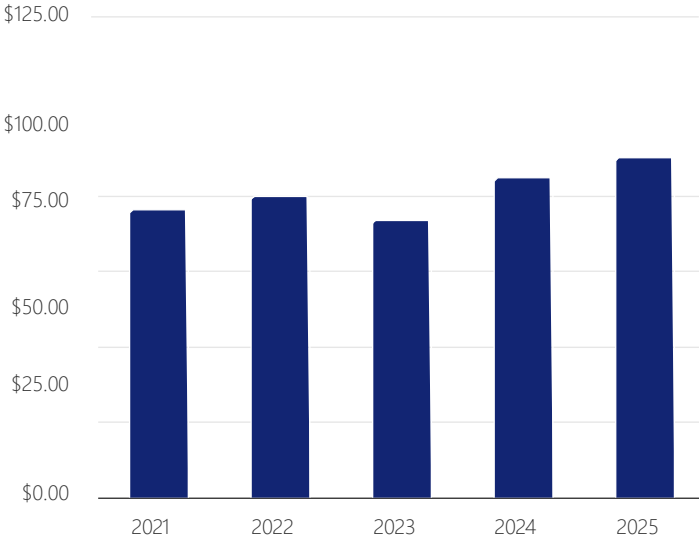
Operating Cost per Revenue Mile



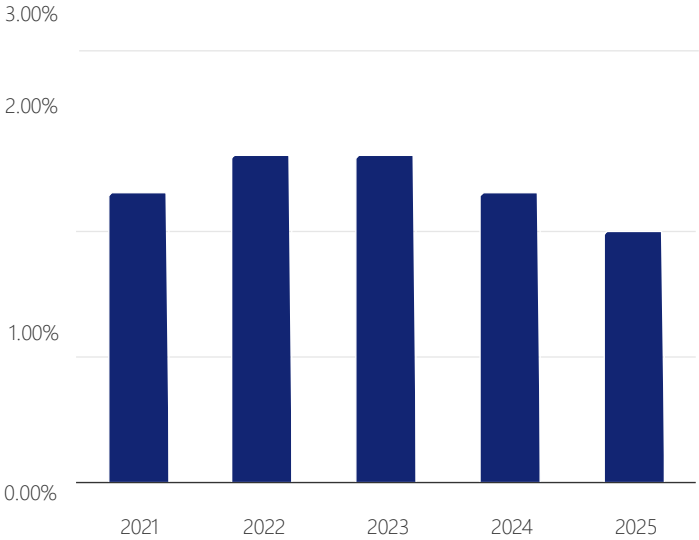
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



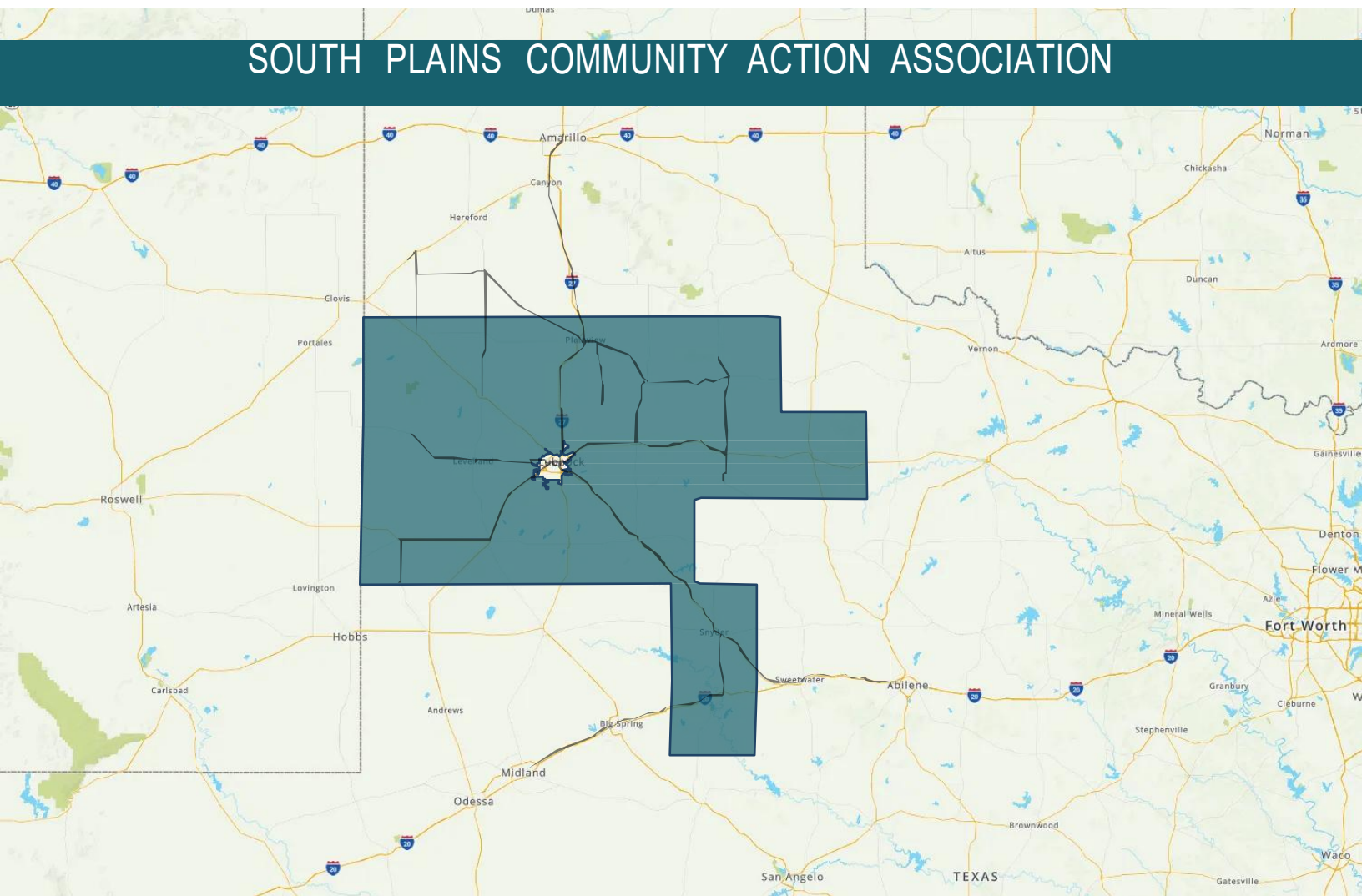
Projects in FY2026-2029 ¹

IMPLEMENTATION FISCAL YEAR	PROJECT NAME	COST
No transit projects reported		

Data Sources:

- ¹ TTI survey data.
- ³ TTI estimation based on (1) the 2018-2022 American Community Survey 5-Year Estimates, and (2) the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁴ TTI estimation based on the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁵ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2021-2025 Data.
- ⁶ TTI survey data. Staff counts include the number of full-time employees and part-time employees as of the last day in the fiscal year. The agency reported both public agency and private contractor employees who are dedicated at least 50% to the management or operation of the public transit services described in the profile. Staff counts does not include

South Plains Community Action



South Plains Community Action Association, Inc. (SPCAA) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 2010 and therefore receives state funding for rural transit services. SPARTAN Transportation, a division of SPCAA, serves rural areas of Lubbock County and all of Bailey, Cochran, Crosby, Dickens, Floyd, Garza, Hale, Hockley, King, Lamb, Lynn, Mitchell, Motley, Scurry, Terry, and Yoakum Counties. The Lubbock urbanized area falls entirely into Lubbock County and is served by City Transit Management Company, Inc. (Citibus).

SPARTAN Transportation operates demand-response service for the general public throughout the service area and commuter bus service (SPC Express) traveling from Lubbock to the South Plains College Reese and Levelland campuses. SPARTAN also operates commuter bus service for employees of Cargill Meat Packing plant living in Plainview and working in Friona. Two buses serve employees of two different shifts at the plant Monday–Friday with some Saturdays. SPARTAN can customize commuter service for companies to serve their employees. SPARTAN also provides Tripper School Transportation for subscribed students attending schools in Brownfield, Levelland, and Littlefield. In addition to directly operated service, SPARTAN purchases transit services from a few non-profit organizations through the 5310 program.

SPARTAN can provide connections to intercity bus service, such as Greyhound in Lubbock as Greyhound's rural

stops in SPARTAN's service area have been significantly reduced.

SPARTAN Transportation's administrative and dispatching offices are located in Levelland. Satellite transportation Centers in the rural areas are located in the county seats and/or the largest city of each county. The governing body of SPARTAN Transportation is the SPCAA Board of Directors and the South Plains Rural Transit District Board of Directors.



Rural Transit District Services

Rural Transit District

- **Service Area Population**³: 193,111
- **Service Area Land Area**⁴: 15,315 Sq. Miles
- **Unlinked Passenger Trips**⁵: 115,175
- **Revenue Fleet**⁵: 47 Vehicles
- **Non-Operator Staff**⁶: 13
- **Operator Staff**⁶: 35

Service Information (SPCAA: SPARTAN Transportation Services)

Commuter Bus Service

College Commuter Route (*SPC Express*)
The SPC Express connects Lubbock with South Plains College campuses in Levelland and Reese.

Fare Structure

One-Way Trip
Base Fare: \$2.00 ^a, \$2.00 ^{b c}

Ticket Pass
Regular Pass:
\$45.00 ^{d a}, \$100.00 ^{d b c}, \$165.00 ^{e a}, \$300.00 ^{f a}, \$375.00 ^{e b c}, \$700.00 ^{f b c}

Fare Media

General-Public Demand-Response Service

Available throughout the service area.
Reservations must be made at least 1 day and up to 30 days in advance. Same day requests for transportation are honored based on vehicle and driver availability.

Fare Structure

One-Way Trip
Base Fare: \$1.00 ^g, \$6.00 ^h, \$0.50 per mile ⁱ

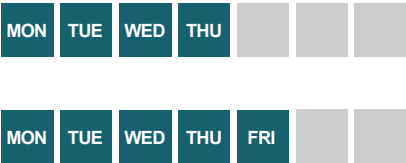
Fare Media

- Notes:
- ^a Lubbock to Reese
 - ^b Lubbock to Levelland
 - ^c Levelland to Reese and Lubbock
 - ^d Monthly pass
 - ^e Semester pass

- ^f School year pass
- ^g Local trips are \$0.50 per mile in rural Lubbock
- ^h Out-of-town route
- ⁱ

Operating Time (Excluding Holidays)

Operating Days by Mode



Operating Hours by Mode

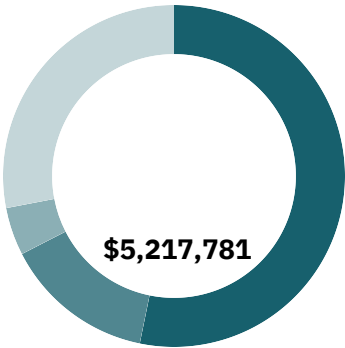


Days and times vary by mode. Please visit the website for full information: <https://www.texastransitdashboard.com/transit-district/south-plains-community-action-association/>



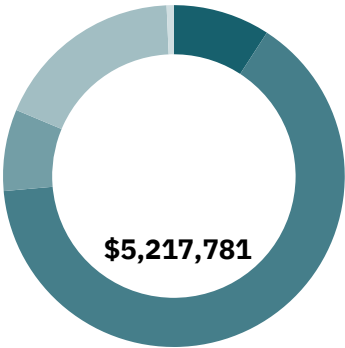
FY 2021-2025 Financial Status ⁵

Revenues in Fiscal Year 2025



Federal	53.21%
State	14.25%
Local	4.53%
Contract	28.01%

Expenditures in Fiscal Year 2025

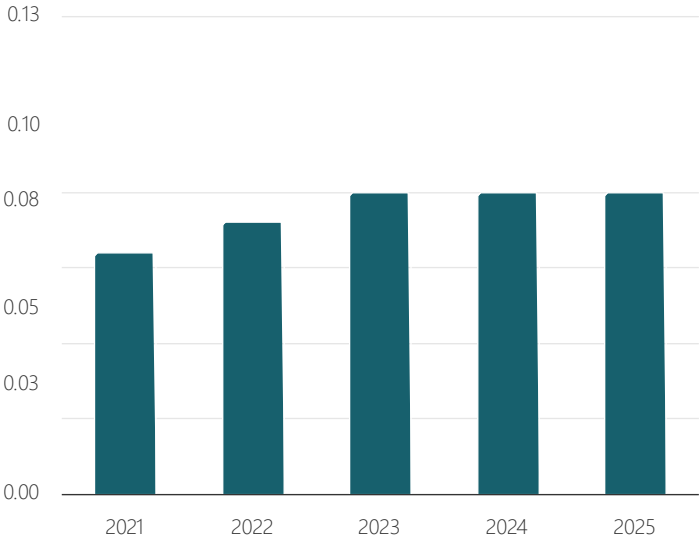


Capital Expenses	9.16%
Operating	64.43%
Maintenance	7.71%
Administrative	18.01%
Purchased Trans.	0.68%

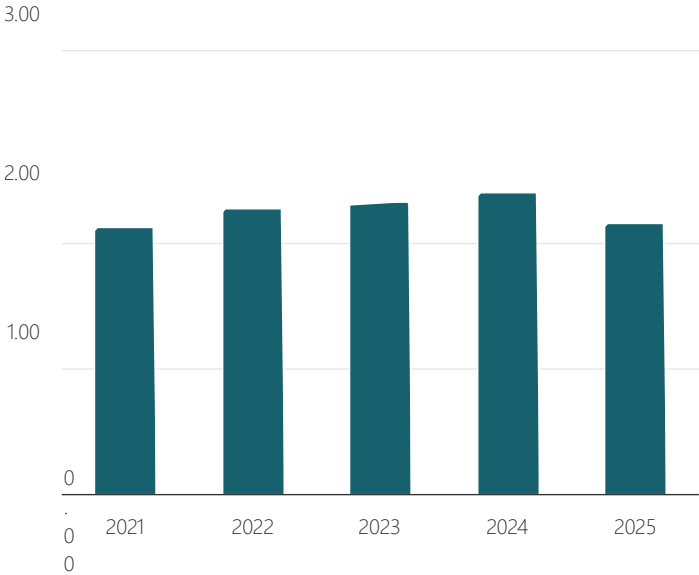
FY 2021-2025 Performance Measures ⁵

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

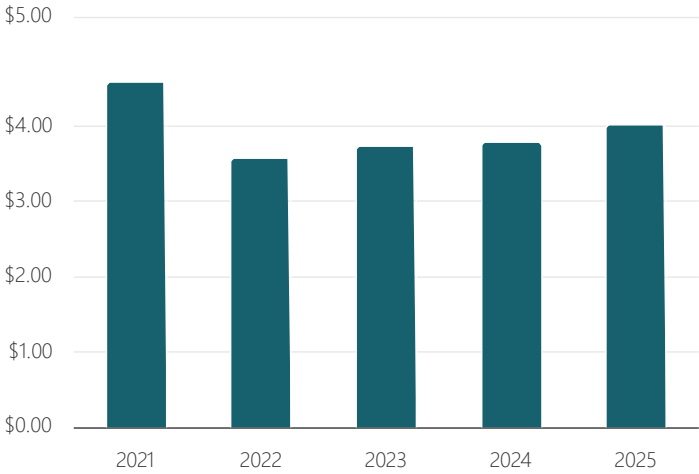


Unlinked Passenger Trips per Revenue Hour

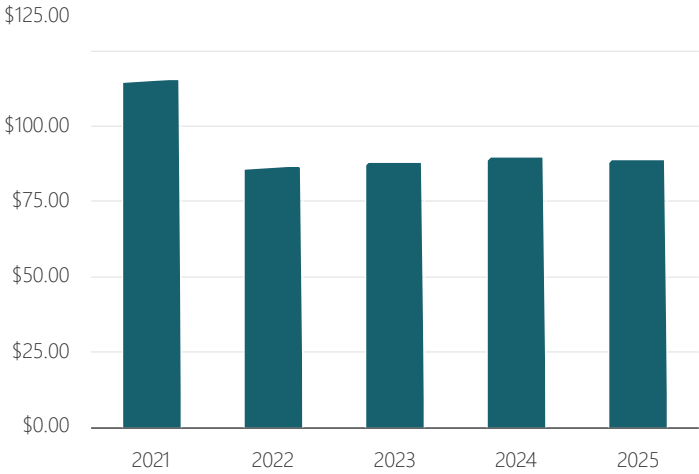


Efficiency in the Past 5 Years

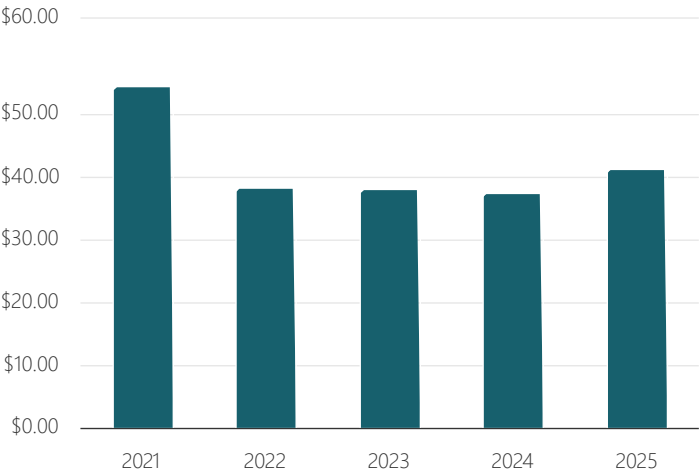
Operating Cost per Revenue Mile



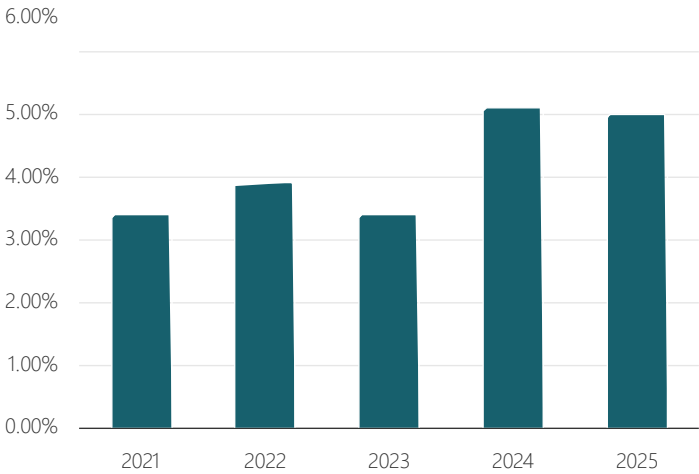
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in FY2026-2029 ¹

IMPLEMENTATION FISCAL YEAR	PROJECT NAME	COST
No transit projects reported		

Data Sources:

- ¹ TTI survey data.
- ³ TTI estimation based on (1) the 2018-2022 American Community Survey 5-Year Estimates, and (2) the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁴ TTI estimation based on the U.S. Census Bureau 2024 TIGER/Line Shapefiles.
- ⁵ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2021-2025 Data.
- ⁶ TTI survey data. Staff counts include the number of full-time employees and part-time employees as of the last day in the fiscal year. The agency reported both public agency and private contractor employees who are dedicated at least 50% to the management or operation of the public transit services described in the profile. Staff counts does not include

APPENDIX K

PUBLIC MEETING POSTER (IN PDF FORMAT)

PUBLIC MEETING NOTICE

— YOUR VOICE MATTERS! —

Gathering comments on the Goals & Strategies of the
West Central Texas Regional Coordination Plan

 September 16, 2026  10:00 AM - 11:00 AM  Central Texas Rural
Transit District
1031 Early Blvd
Early, TX 76802

 CITY AND RURAL RIDES

 Refreshments
Provided

 Schedule your free
ride to the meeting

To schedule a free ride to the
meeting, schedule by noon on 9/15.

Please request accessibility assistance by 9/10/26.
Call 1-800-710-2277



To: Abilene MPO Technical Advisory Committee
From: Craig Casper, Executive Director
Subject: Item 5: Discuss the 2027 Public Participation Program
Action: Review, Discuss, and Possible Recommendations for Staff

Summary

This item is requesting a discussion on the Draft Public Participation Plan (PPP). The 2027 PPP identifies the types and steps in outreach and involvement activities for updating both the 2050 Metropolitan Transportation Plan (2050 MTP) process and updates to the Transportation Improvement Programs (TIPs). The primary outreach efforts outlined in the PPP are developing an online conversation with the regional community and going to other groups' meetings instead of inviting them to our meeting. This use of community conversations is the current best practice for receiving input. By federal law the public review period for this document is a minimum of 45 days.

Prior Actions

The current PPP was written in 2013 and reviewed in 2018. Since that time requirements for on-line outreach and visualizations have been adopted. There have also been requirements to reduce the focus on Discrimination, Equity and Inclusiveness. TxDOT completed the Statewide Strategic Public Engagement Guidance in January 2024 that was also incorporated into this update the document.

Background

Several Federal and State laws and regulations guide the public participation efforts of the Abilene MPO and ensure that input into its various planning and programming activities is received. The federal transportation legislation, called the IIJA, continues the FAST ACT requirements that MPO public participation plans: "*be developed in consultation with all interested parties,*" and "*provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.*" It further directs MPOs "*to the maximum extent practicable*" to "*hold any public meetings at convenient and accessible locations and times,*" to "*employ visualization techniques to describe plans,*" and to "*make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information.*" Section 4 of the 2027 PPP outlines the proposed policies and principles for public outreach. These follow state and federal requirements.

Engaging the public has become increasingly difficult for the Abilene MPO and most other transportation planning agencies. Across many public involvement efforts, low levels of participation are due to a lack of public awareness about the importance of their participation, as well as increases in more enjoyable interests and obligations that compete for their time. These outreach challenges are magnified when trying to engage traditionally hard to reach populations such as low-income and minority communities. Additional challenges include time and mobility constraints, social isolation, and distrust of and cynicism about an increasingly polarized government. Finding methods to overcome these challenges and meaningfully engage the public is critical. This means that the soonest the PPP is approved will be during the December PB meeting, although pushing into 2027 is likely. A PPP defines the processes that the Abilene MPO will use to provide all interested or potentially impacted citizens with meaningful opportunities to participate in the metropolitan transportation planning and programming processes.

Alternatives

- 1) N/A

Recommended Action to the Policy Board

N/A

Attachments

- 1) Draft 2027 Public Participation Program

ABILENE METROPOLITAN PLANNING ORGANIZATION

2026 PUBLIC PARTICIPATION PLAN (PPP)

Public participation for the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Community Preference Research Program

DRAFT FOR 45-DAY PUBLIC REVIEW AND COMMENT

Adopted by the Transportation Policy Board on [ADOPTION DATE]

Supersedes the Public Participation Plan adopted [DATE OF PRIOR PPP]

Abilene Metropolitan Planning Organization
209 South Danville Drive, Suite B-212
Abilene, Texas 79605
(325) 437-9999 | abilenempo@abilenetx.gov | www.abilenempo.org

ABILENE METROPOLITAN PLANNING ORGANIZATION

2026 PUBLIC PARTICIPATION PLAN (PPP)

Adopted by the Transportation Policy Board on [ADOPTION DATE]

In cooperation with:

The U.S. Department of Transportation
The Federal Highway Administration
The Federal Transit Administration
The Texas Department of Transportation, Abilene District
The City of Abilene and CityLink Transit
Taylor County, Jones County, and Callahan County

FUNDING AND DISCLAIMER

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in any development depicted herein, nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.

The Abilene MPO does not discriminate on the basis of race, color, national origin, sex, age, religion, or disability in its programs or activities. This document is available in accessible formats and in Spanish upon request. Call (325) 437-9999 or email abilenempo@abilenetx.gov.

TABLE OF CONTENTS

SECTION I. INTRODUCTION	5
What This Plan Covers	6
Why This Is Hard, and Why It Matters	7
SECTION II. FEDERAL AND STATE REQUIREMENTS	9
Federal Surface Transportation Authorization	9
Title VI of the Civil Rights Act of 1964 and Related Nondiscrimination Statutes	9
Americans with Disabilities Act of 1990 and Section 504	10
Code of Federal Regulations	10
State Requirements	12
SECTION III. THE ORGANIZATION OF THE ABILENE MPO	13
Transportation Policy Board	13
Technical Advisory Committee	14
MPO Staff	14
Other Advisory Committees, Task Forces, and Panels	15
SECTION IV. POLICIES AND PRINCIPLES OF THE PUBLIC PARTICIPATION PLAN	16
Goals of the Public Participation Plan	16
Policies of the Abilene MPO's Public Participation Plan	16
SECTION V. REVISIONS TO MPO DOCUMENTS AND PUBLIC COMMENT PERIODS	20
Types of Revisions	20
Public Comment Periods	21
Documents Covered by This Plan	22
SECTION VI. ACHIEVING PUBLIC PARTICIPATION	24
General Approach	24
Planning for Participation	25
The Community Preference Research Program	26
Planning and Programming Roadmap: Key Decisions	28
SECTION VII. METHODS OF OUTREACH AND PARTICIPATION	39
Outreach Methods	39
Methods of Engagement	40
Accessibility and Language Assistance	41
Virtual Public Involvement	42
SECTION VIII. EVALUATING THE EFFECTIVENESS OF THIS PLAN	43
APPENDIX A. TRANSPORTATION LEXICON	45
APPENDIX B. TITLE VI NONDISCRIMINATION AND COMPLAINT PROCEDURES	48
Policy	48

When to File	48
Where to File	48
Required Elements of a Complaint	48
Complaint Process	49
APPENDIX C. PARTICIPATION STANDARDS FOR THE OPEN ONLINE CONVERSATION..	50
Purpose and Limits	50
Conversation Design	50
Recruitment	50
Moderation.....	51
Performance Floors and Targets.....	51
Data, Privacy, and Public Records	52
Closure and Reporting	52
APPENDIX D. RECORD OF PUBLIC COMMENT AND ADOPTION	53
Development of This Plan	53
Comments Received and Disposition	53
Adoption.....	53

Right-click the table and select Update Field in Microsoft Word to refresh page numbers after editing.

SECTION I. INTRODUCTION

Metropolitan Planning Organizations (MPOs) exist to give the residents of an urbanized area a structured voice in how federal transportation funds are planned, prioritized, and programmed in their region. Federal law requires an MPO for every urbanized area with a population of more than 50,000. The Abilene Metropolitan Planning Organization ([Abilene MPO](#)) is the designated MPO for the Abilene urbanized area and the surrounding metropolitan planning area in Taylor, Jones, and Callahan counties. Its Transportation Policy Board is the forum in which the cities, the counties, the Texas Department of Transportation (TxDOT), and the region's transit provider make cooperative transportation decisions.

Transportation planning in Abilene began in late 1964 with the Abilene Urban Transportation Study, initiated under the Federal-Aid Highway Act of 1962. On July 2, 1974, the Governor of Texas designated the City of Abilene as the Metropolitan Planning Organization for the urbanized area, a designation that became continuous in 1988. The policy body that grew out of the 1973 continuing-phase agreement adopted the name Abilene MPO Transportation Policy Board in 1993 and continues today as the provider of overall transportation policy guidance to the MPO. In June 2026, the Policy Board was reorganized to six voting members and five non-voting members, and the Technical Advisory Committee was expanded to reflect the full three-county planning area.

The Abilene MPO is responsible for carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process described in 23 U.S.C. 134 and 49 U.S.C. 5303, as implemented by 23 CFR Part 450. The foundational products of that process are:

1. A documented process for involving the public in transportation decision-making (this Public Participation Plan);
2. The Unified Planning Work Program (UPWP), which is the MPO's two-year work plan and budget;
3. The Metropolitan Transportation Plan (MTP), which has a horizon of at least 20 years and is updated at least every five years;
4. The Transportation Improvement Program (TIP), which is the fiscally constrained four-year program of projects; and
5. Coordination of all of these products with the statewide planning process and the Statewide Transportation Improvement Program (STIP).

The Abilene MPO is not a Transportation Management Area (TMA); the Abilene urbanized area has fewer than 200,000 residents. A federally required Congestion Management Process is therefore not applicable, although the MPO monitors congestion and reliability as part of its performance-based planning. The metropolitan planning area is in attainment for all National Ambient Air Quality Standards, so transportation conformity determinations are not applicable. This plan states both areas that are not applicable so that the public and reviewing agencies do not mistake their absence for an omission.

What This Plan Covers

As required by [23 CFR 450.316](#), the MPO develops and uses a documented participation plan that defines the process for providing individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and all other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

This 2026 PPP identifies the outreach and involvement activities for three bodies of work:

- **The next update of the Metropolitan Transportation Plan.** The current 2025–[2050 MTP](#) was adopted December 17, 2024. Its update must be adopted before December 2029. The MPO will conduct that update using a decision sequence, described in Section VI, in which candidate interventions are stress-tested across a range of plausible futures rather than optimized for a single forecast.
- **Transportation Improvement Program development and amendment,** beginning with the FY 2027–2030 TIP and continuing through subsequent two-year cycles.
- **The Community Preference Research Program,** a multi-stage sequence of public involvement activities, beginning with an open online conversation in residents' own words and ending with a probability-sample survey, that provides the community-derived values, priorities, and acceptability thresholds the MTP and TIP decision sequence requires.

The policies in this document are:

1. The Abilene MPO shall actively engage the public in the transportation planning process according to state and federal law and the policies outlined in this plan.
2. The Abilene MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
3. The Abilene MPO shall encourage the involvement of all area residents in the transportation planning process.
4. The Abilene MPO shall strive to continuously improve public participation and shall evaluate the effectiveness of this plan.
5. The Abilene MPO, as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, shall ensure that no person, on the grounds of race, color, national origin, sex, age, religion, or disability, is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any of its programs or activities. These prohibitions extend from the MPO to its sub-recipients, contractors, and consultants.
6. The Abilene MPO shall state plainly, for every key decision in its planning and programming process, whether that decision is open to public influence, is a matter of agency consultation, or is a technical step with no practical opportunity for public input, so that residents can direct their effort to the decisions they can actually affect.

7. The Abilene MPO shall keep its public involvement record free of synthetic, simulated, or machine-generated (AI) input. Every statement, comment, vote, survey response, and interview in the participation record shall come from a person. That person may validly use a machine to aid their submission, but automated input is not allowed.

Why This Is Hard, and Why It Matters

Engaging the public has become increasingly difficult for the Abilene MPO and for most other transportation agencies. Across many public involvement efforts, low participation can be traced to a lack of awareness about why participation matters, and to the many interests and obligations that compete for people's time. These challenges are magnified when trying to reach people who have traditionally been underserved by the transportation system: households without a vehicle, people with limited English proficiency, shift workers, rural residents of Jones and Callahan counties, military families at Dyess Air Force Base who rotate through the region, and residents who distrust government or have concluded that participating changes nothing. The Abilene MPO takes the last group seriously. A resident who has been asked for input three times and never seen a decision change is behaving rationally when they stop showing up.

Finding ways to overcome these challenges is critical as the MPO moves to a planning process that asks residents not only what they want but how much of one thing they would give up for another. Those trade-off answers, gathered from a sample that resembles the region rather than from whoever attends a meeting, are what allow the Policy Board to adopt a plan that performs acceptably for the different publics of the region across a range of futures, and to say so honestly.

At the heart of every approach in this plan is building trust and a reputation for being open and transparent. The behavior of MPO staff, consultants, and committee members will determine the success or failure of the public participation effort. Behaviors cannot be faked. The behaviors this plan expects are:

- **Transparency**, to open up the process so that all parties understand how decisions are being made and what information is being considered, and to approach problems as colleagues.
- **Openness** to different stakeholders, ideas, input, and ways of working with people, regardless of who they are.
- **Humility**, to suspend judgment and assumptions, to value the contributions of others, and to take the attitude of a learner.
- **Respect** for individuals, their experience, their points of view, their emotions, and their needs.
- **Honesty**, to always provide truthful and timely information, including plain statements of where a decision is technical and the public's influence is small.
- **Reliability**, to put forth the effort it takes to make a participatory process work and to do what was promised.
- **Flexibility**, to recognize that not every contingency can be anticipated and that the process will have to adjust.

- **Resiliency**, to move the process forward through difficult and controversial circumstances.

PREDRAFT

SECTION II. FEDERAL AND STATE REQUIREMENTS

Several federal and state laws and regulations guide the public participation efforts of the Abilene MPO. The MPO's obligations rest on statute and regulation. Executive orders and agency guidance documents change with administrations; where this plan describes a practice that originated in an executive order or guidance document, the MPO continues that practice as a matter of Title VI compliance and local policy, not because the order remains in force.

Federal Surface Transportation Authorization

The metropolitan planning provisions of federal law are codified at [23 U.S.C. 134](#) (highways) and [49 U.S.C. 5303](#) (transit). These sections are periodically amended by multi-year surface transportation authorization acts. The Infrastructure Investment and Jobs Act (IIJA, [Public Law 117-58](#)), enacted November 15, 2021, is the most recent full authorization; its program authorities were set to expire September 30, 2026, and at the time this plan was drafted Congress was acting on a short-term extension while a successor bill is developed. The public participation requirements in 23 U.S.C. 134(i)(6) and 49 U.S.C. 5303(i)(6) have been carried forward unchanged through every authorization since 1991, and the MPO does not expect a successor act to reduce them. This plan cites the codified statute and regulation so that it remains accurate through an extension or a new authorization.

The statute directs each MPO to have a participation plan that provides the public and "affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to be involved in the metropolitan transportation planning process." It further directs MPOs, to the maximum extent practicable, to hold public meetings at convenient and accessible locations and times, to employ visualization techniques to describe plans, and to make public information available in electronically accessible formats.

Title VI of the Civil Rights Act of 1964 and Related Nondiscrimination Statutes

[Title VI](#) (42 U.S.C. 2000d) requires that transportation planning and programming be nondiscriminatory on the basis of race, color, or national origin. The Civil Rights Restoration Act of 1987 extended Title VI to all programs of a recipient of federal assistance, whether or not the individual program is federally funded. Related federal statutes extend the prohibition to sex (23 U.S.C. 324), age (Age Discrimination Act of 1975), and disability (Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990). U.S. DOT implements Title VI at 49 CFR Part 21 and FHWA at 23 CFR Part 200.

Title VI's national-origin protection is the basis for providing meaningful access to people with limited English proficiency (LEP). The MPO maintains a Limited English Proficiency Plan and a Title VI Program, both available at the MPO office and on the MPO website, and provides language assistance as described in Section VII. Detailed nondiscrimination procedures and the complaint process are in Appendix B.

[23 CFR 450.316\(a\)\(1\)\(vii\)](#) separately directs the MPO to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. The MPO treats this as a planning obligation independent of any executive order: the transportation needs of households without a vehicle, of people who cannot drive, and of neighborhoods where past investment decisions fell hardest are identified, analyzed, and reported in the MTP and TIP.

Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973

The ADA and Section 504 of the Rehabilitation Act require that programs, meetings, and information be accessible to people with disabilities. The MPO facilitates participation by people with disabilities using the following practices:

- Meetings, public hearings, and formal events are held in facilities accessible to persons with disabilities, including wheelchair-accessible entrances, restrooms, and elevators where applicable.
- Every public notice includes a statement that individuals with disabilities will be accommodated upon request, with the phone number and email address to use.
- Requests for accommodation should be made at least 48 hours before a meeting or event. Requests for sign-language interpretation, real-time captioning, or documents in alternate formats should be made at least five business days in advance so that the service can be scheduled; the MPO will honor later requests whenever a provider can be secured.
- In collaboration with CityLink, the MPO can arrange transportation to public meetings for individuals with disabilities within the CityLink service area.
- The MPO website is maintained to be accessible under Section 508 of the Rehabilitation Act and the Web Content Accessibility Guidelines, and documents posted for public comment are provided in accessible formats.

Code of Federal Regulations

The Code of Federal Regulations contains the general and permanent rules published in the Federal Register by federal agencies. Three sections of 23 CFR Part 450 govern this plan directly.

[23 CFR 450.316](#) — Interested Parties, Participation, and Consultation

The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs such as carpool, vanpool, transit benefit, shuttle, or telework programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The plan shall be developed in consultation with all interested

parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

1. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed MTP and TIP;
2. Providing timely notice and reasonable access to information about transportation issues and processes;
3. Employing visualization techniques to describe MTPs and TIPs;
4. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the Internet;
5. Holding any public meetings at convenient and accessible locations and times;
6. Demonstrating explicit consideration and response to public input received during the development of the MTP and the TIP;
7. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
8. Providing an additional opportunity for public comment if the final MTP or TIP differs significantly from the version that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen;
9. Coordinating with the statewide transportation planning public involvement and consultation processes; and
10. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

When significant written and oral comments are received on the draft MTP or TIP (including the financial plans), a summary, analysis, and report on the disposition of comments shall be made part of the final MTP or TIP. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted. Copies of the approved plan shall be provided to FHWA and FTA for informational purposes and posted on the Internet.

Section 450.316 also requires the MPO to consult with agencies and officials responsible for other planning activities affected by transportation, including state and local agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, emergency response, tourism, and natural disaster risk reduction; to coordinate with recipients of assistance under 49 U.S.C. Chapter 53 and with agencies that receive non-DOT federal assistance to provide non-emergency transportation; to involve Indian Tribal governments and Federal land management agencies where the planning area includes their lands; and, to the extent practicable, to document the roles, responsibilities, and key decision points for these consultations. The Abilene metropolitan planning area contains no Tribal lands and no Federal public lands other than Dyess Air Force Base, which is a Department of Defense installation represented on the Technical Advisory Committee.

23 CFR 450.324 — Development and Content of the Metropolitan Transportation Plan

Paragraph (j) requires the MPO to provide all of the interested parties listed above with a reasonable opportunity to comment on the MTP using the participation plan developed under 450.316(a), and to publish or otherwise make the MTP readily available for public review, including in electronically accessible formats. Paragraph (i) expressly permits the MPO to develop multiple scenarios for consideration as part of the MTP; the decision sequence in Section VI relies on that authority and requires no waiver or pilot status. Paragraph (f)(10) requires the MTP to discuss types of potential environmental mitigation activities, developed in consultation with the relevant resource agencies.

23 CFR 450.326 — Development and Content of the Transportation Improvement Program

Paragraph (b) requires the MPO to provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by 450.316(a), and to publish or otherwise make the TIP readily available for public review, including in electronically accessible formats. Because the Abilene MPO is neither a TMA nor in a nonattainment area, the requirement for a formal public meeting during TIP development does not apply; the MPO nonetheless offers the TIP for comment at a public meeting of the Policy Board as described in Section V.

State Requirements

- **Texas Open Meetings Act (Texas Government Code Chapter 551).** Meetings of the Transportation Policy Board and the Technical Advisory Committee are open to the public. Notice of each meeting is posted in a place readily accessible to the general public, and on the MPO website, at least three business days before the meeting, excluding weekends and holidays. Meetings include a designated opportunity for public comment.
- **Texas Public Information Act (Texas Government Code Chapter 552).** Records of the MPO, including comments received, moderation and outreach logs, survey data files, and meeting recordings, are records of a governmental body and are presumed open, subject to the exceptions in the Act. Personal identifying information collected in the course of public involvement is handled as described in Section VII and Appendix C.
- **Texas Transportation Code Chapter 472, Subchapter D, and Section 201.9911** (House Bill 20, 84th Legislature), which require each MPO to develop a ten-year plan for the use of funds allocated to the region and to use performance-based project selection.
- **TxDOT Metropolitan Planning Organization Planning and Programming Handbook**, which sets the documentation and amendment procedures the MPO follows for the UPWP, MTP, TIP, and STIP.
- **Texas Government Code Section 551.128**, under which the MPO records and posts Policy Board meetings.

SECTION III. THE ORGANIZATION OF THE ABILENE MPO

The Abilene MPO is a collaborative assembly of the City of Abilene, Taylor County, Jones County, Callahan County, the smaller cities of the planning area, TxDOT, CityLink, and Dyess Air Force Base. The City of Abilene is the designated MPO and serves as the MPO's fiscal agent and host agency. The MPO is governed by its Bylaws, most recently amended in June 2026, which are available at the MPO office and on the MPO website.

Transportation Policy Board

The Transportation Policy Board (Policy Board) is the policy body established by 23 CFR 450.104 and the MPO Bylaws. Its members are the principal elected officials of the general-purpose local governments in the planning area and the TxDOT Abilene District Engineer. Each voting member has one vote. The City of Abilene Council Member position is filled by the Council Member designated by action of the City Council; all other positions are held by the individuals who hold the named offices. The Board elects a Chairperson and Vice-Chairperson from among its voting members for two-year terms; the Chairperson must be an elected official.

Voting Members (6)	Non-Voting Members (5)
Callahan County Judge	U.S. Representative, Texas District 19
City of Abilene Mayor	U.S. Representative, Texas District 25
City of Abilene Council Member	State Senator, District 28
Jones County Judge	State Senator, District 10
Taylor County Judge	State Representative, District 71
TxDOT Abilene District Engineer	

The functions of the Policy Board, defined in Article Two of the Bylaws, are to:

- Provide general policy guidance for the transportation planning process;
- Review and approve the Transportation Improvement Program and the Unified Planning Work Program and revise them as necessary;
- Take appropriate action on the recommendations of the planning coordinators or their staff, including those relative to certification and recertification of the planning process;
- Meet as necessary to perform its function as the forum for cooperative transportation decision-making in the Abilene metropolitan area;
- Hold a public meeting to discuss the status of the planning process at least once a year; and
- Designate such technical committees or task forces as it finds necessary to carry out the planning process.

Under the MPO's planning agreement with TxDOT, the MPO also adopts the Metropolitan Transportation Plan and its revisions; documents its planning activities in a UPWP that meets federal requirements; prepares an Annual Performance and Expenditure Report; forecasts, collects, and maintains socioeconomic, roadway, and travel data in cooperation with TxDOT;

and develops an MTP, TIP, and UPWP consistent with the Statewide Long-Range Transportation Plan and with 23 U.S.C. 134 and 49 U.S.C. 5303.

Policy Board meetings are held on the schedule posted on the MPO website, generally at Abilene City Hall, and are live-streamed and recorded. The Board does not meet monthly; because of this, the comment periods in Section V are set in calendar days and run independently of the meeting schedule.

Technical Advisory Committee

The Technical Advisory Committee (TAC) reviews and makes recommendations to the Policy Board on all technical matters and on any other issues assigned to it by the Board. Members are appointed on the basis of the technical knowledge needed to perform the MPO's planning activities. Following the June 2026 reorganization, the TAC includes the following voting positions, each of which may be filled by a designee:

Local governments	City of Abilene and CityLink	TxDOT, regional, and federal partners
Taylor County Commissioner Jones County Commissioner Callahan County Commissioner Mayors of Buffalo Gap, Clyde, Hawley, Impact, Lawn, Merkel, Tuscola, and Tye	City Engineer Planning and Development Services Director Public Works Director Traffic Engineer Transportation Director Abilene Transit System (CityLink) General Manager	TxDOT Abilene Area Engineer TxDOT Director of Maintenance TxDOT Director of Transportation Operations TxDOT Director of Transportation Planning and Development Dyess Air Force Base Civil Engineer West Central Texas Council of Governments representative Abilene Chamber of Commerce representative MPO Executive Director

The TAC assists the Policy Board with the technical tasks of developing the UPWP, MTP, and TIP and recommends their adoption; reviews transportation-related studies within the planning area; and advises the Policy Board on technical matters and, when specifically authorized, on policy matters with accompanying recommendations and supporting rationale. TAC meetings are open to the public and are noticed under the Texas Open Meetings Act.

MPO Staff

The MPO staff, led by the Executive Director, carries out the day-to-day activities of the MPO, including data collection, document preparation, public involvement, and coordination with TxDOT and member agencies. The Executive Director is the MPO's Title VI coordinator and the point of contact for accommodation requests, language assistance, and complaints.

Other Advisory Committees, Task Forces, and Panels

The Policy Board may establish standing or ad hoc committees, task forces, and expert panels to assist in its work. These may include Board members, public officials, residents, and other individuals the Board considers appropriate. Two kinds of bodies are anticipated under this plan and are described in Section VI: technical task forces convened for steps that are technical in nature (for example, agreeing on socioeconomic control totals or the financial plan), and expert or Delphi panels convened to bound the range of external conditions the MTP must be tested against. Membership and meeting summaries of every such body are posted on the MPO website. Standing committees may have separate bylaws, which must be ratified by the Policy Board.

PREDRAFT

SECTION IV. POLICIES AND PRINCIPLES OF THE PUBLIC PARTICIPATION PLAN

Public involvement processes must be appropriate, accessible, transparent, accountable, meaningful, and inclusive of the region's population and its needs. This plan sets the policies and principles that guide the MPO's communication and coordination with residents, neighborhood and community organizations, private and public agencies, transportation providers, and other members of the public. It is also a tool for planners and decision-makers: it tells them where in the process input is sought, what kind of input is useful at that point, and what the MPO owes the public in return.

Goals of the Public Participation Plan

The purpose of this plan is to include residents, community and neighborhood groups, non-profit organizations, business groups, transportation providers, and federal, state, and local agencies in a proactive, predictable planning effort that provides access to key transportation decisions early and throughout the process. Involving the public early reduces the time and cost of preparing plans and projects, and it produces plans that the region can defend when conditions change. This plan allows the public to voice ideas, concerns, and priorities and to help decision-makers weigh the trade-offs that shape the transportation system of the future.

Policies of the Abilene MPO's Public Participation Plan

Policy 1: The MPO shall actively engage the public in the transportation planning process according to state and federal law and the policies outlined in this plan.

Policy 1.1 — Informing Interested Parties. The MPO shall make a good-faith effort to inform those who are interested in or affected by transportation decisions about reasonable opportunities to provide input. To accomplish this, the MPO shall maintain up-to-date contact information for the interested parties listed in Section VI under "Planning for Participation," and shall add any person or organization that asks to be notified.

Policy 1.2 — Consultation with Agencies and Officials. The MPO shall make a good-faith effort to consult with agencies responsible for other planning activities affected by transportation, including federal, state, and local agencies responsible for land use management, natural resources, conservation and historic preservation, emergency response, tourism, natural disaster risk reduction, and environmental protection. The agencies consulted, and the decisions at which they are consulted, are listed in Section VI.

Policy 1.3 — Coordination with Statewide Planning. The MPO shall coordinate its metropolitan planning process with the statewide transportation planning, public involvement, and consultation activities of TxDOT and with any other planning activity affected by transportation.

Policy 1.4 — Visualization. The MPO shall employ visualization and communication techniques that depict transportation plans and the trade-offs among them. These may include

charts, graphs, maps, GIS displays, interactive dashboards, renderings, and comparisons of how candidate investment programs perform under different futures.

Policy 2: The MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.

Policy 2.1. The MPO shall make all publications and work products available electronically on the MPO website and in hard copy at the MPO office.

Policy 2.2. MPO staff shall be available to provide general and project-specific information at the MPO office during normal business hours and, on request and with reasonable notice, after hours and at locations convenient to a requesting community group.

Policy 2.3. The MPO shall maintain a website that is accessible to individuals with disabilities and is updated to provide the most current and accurate planning information available, including the schedule of key decisions in Section VI and the status of each.

Policy 3: The MPO shall encourage the involvement of all area residents in the transportation planning process.

Policy 3.1. The MPO shall identify target audiences, including individuals with disabilities, households without vehicles, low-income households, minority households, residents with limited English proficiency, rural residents of the planning area, and military households, and shall tailor outreach to reach them.

Policy 3.2. The MPO shall make a good-faith effort to hold public meetings at sites convenient to potentially affected residents, including sites outside the City of Abilene when the subject affects Jones or Callahan county residents.

Policy 3.3. The MPO shall make a good-faith effort to attend and participate in existing meetings of organizations and coalitions serving these communities, rather than expecting those communities to come to the MPO.

Policy 3.4. When the MPO gathers input that will be used to set weights, thresholds, or priorities, it shall do so from a sample designed to resemble the region's population, and shall report how closely the participants matched the region.

Policy 4: The MPO shall strive to continuously improve public participation and shall evaluate the effectiveness of this plan.

Policy 4.1. The MPO shall continuously evaluate and adjust its public involvement strategies and techniques, using the measures in Section VIII.

Policy 4.2. This plan shall be reviewed, and adopted with appropriate revisions after a 45-day public comment period, before every Metropolitan Transportation Plan update and at least every five years.

Policy 5: The MPO shall ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any of its programs or activities.

Policy 5.1. The MPO shall maintain a procedure under which complaints alleging discrimination in MPO programs, services, or activities can be filed by persons who are not MPO employees (Appendix B).

Policy 5.2. Any person who believes the MPO, or any entity receiving federal financial assistance from or through the MPO, has subjected them or a class of individuals to unlawful discrimination may file a complaint.

Policy 5.3. The MPO shall follow the timelines set by U.S. DOT, FHWA, FTA, TxDOT, and the Department of Justice for processing complaints.

Policy 5.4. The MPO shall collect and analyze data on the populations affected by its plans and programs, shall report in the MTP and TIP how the benefits and burdens of the adopted program fall across the region, and shall keep that documentation available for federal and state review.

Policy 6: The MPO shall disclose, for each key decision, the real opportunity for public influence.

Policy 6.1. Section VI lists every key decision in the MPO's long-range planning and programming process and states, for each, whether the public can influence the decision, whether the decision is made in consultation with partner agencies, or whether the decision is technical with no practical opportunity for public input. Technical steps are still documented on the website.

Policy 6.2. The MPO shall not ask the public an open-ended question at a decision the public cannot influence. Broad questions raise expectations and draw input toward subjects where no influence is possible.

Policy 6.3. When the MPO seeks the public's tolerance of a decision that is not any group's first choice, it shall say so. The standard the MPO works toward is informed consent: participants understand the trade-offs, have been heard, and can accept the decision even when it is not the one they preferred. The MPO does not represent informed consent as consensus.

Policy 7: The MPO shall keep the participation record free of synthetic input.

Policy 7.1. The MPO may use computational tools, including simulated respondents, to test survey wording before it is fielded and to stress-test how a proposed program might be received. Those tools are internal quality-control methods. Their outputs shall be stored separately from, and never combined with, comments, votes, survey responses, or interviews received from people.

Policy 7.2. No output of a synthetic or simulated process shall appear in a public involvement summary, a comment disposition report, a participation record submitted to TxDOT, FHWA, or FTA, or any count of participants. Where the MPO reports on internal testing, it shall do so in a separately labeled technical appendix.

Policy 7.3. Comments submitted to the MPO by a person using software to write them are that person's comments and are accepted as such. This policy governs the MPO's own conduct, not the public's.

PREDRAFT

SECTION V. REVISIONS TO MPO DOCUMENTS AND PUBLIC COMMENT PERIODS

Any Abilene MPO member agency may request the consideration of a revision to the MTP, TIP, UPWP, Ten-Year Plan, or this PPP on its own behalf or on behalf of a non-member agency, private group, business, or individual. Private parties work through the MPO member agency that represents them. Requests are submitted in writing to the MPO Executive Director. The Executive Director may also initiate a revision to keep a document in conformance with federal, state, and regional requirements.

Types of Revisions

A revision is a change to an adopted document between scheduled updates. The Abilene MPO follows the TxDOT STIP revision procedures and recognizes three tiers of revision.

Tier 1: Amendment (Formal Revision)

A major revision that requires a public comment period, Policy Board approval, and, for the MTP and TIP, a demonstration of fiscal constraint. An amendment is required for:

- Addition or deletion of a project;
- Addition or deletion of a project phase (preliminary engineering, right-of-way, construction, transfer);
- A change in the scope of a federally funded project, or of a regionally significant state-funded project, such as a change in project limits or termini or in the number of through lanes;
- A major change in the federal funding source, such as moving a project from state to federal funding or from one federal category to another that requires federal action;
- A change in federal funding amount greater than 50 percent of the approved federal cost estimate where the revised cost estimate is \$1,500,000 or more;
- A change to the evaluation criteria, weights, thresholds, or robustness screens adopted in the MTP (see Section VI, PRO-4); or
- Any other change the Policy Board determines to be significant given the particulars of a project and its forecast effects.

Tier 2: Administrative Modification

A minor revision that does not require a public comment period or Policy Board action, is approved by the Executive Director, and is reported to the TAC and Policy Board at their next meetings. An administrative modification is used for:

- Changes to a project identifier or Control-Section-Job (CSJ) number, or the addition of a CSJ;
- A minor change in funding source, such as moving from federal to 100 percent state funding, or between state categories, or between federal categories where no federal action is required;

- A change in federal funding amount that is not greater than 50 percent of the approved federal cost estimate, or where the revised cost estimate is less than \$1,500,000;
- Addition of a grouped project using a statewide CSJ, or addition of a project to a statewide program;
- A change in limits, scope, letting date, or TIP year for a state-funded project within the four years of the approved STIP; or
- A change in TIP year for a project within the four years of the approved STIP.

Tier 3: Editorial Adjustment

Correction of typographical, grammatical, or formatting errors that do not change the content of a document. Editorial adjustments require no comment period and no Policy Board action, and are noted in the document's revision log.

Public Comment Periods

The Policy Board of the Abilene MPO does not meet every month. For that reason, every comment period in this plan is set in calendar days and begins when the draft document is posted on the MPO website and notice is published, not when a Board meeting occurs. The Policy Board takes action at its first regular or special meeting after the comment period closes. A comment period that would end on a weekend or a holiday is extended to the next business day. Written comments may be submitted by email, by mail, in person at the MPO office, and through the comment form on the MPO website; oral comments may be given at any TAC or Policy Board meeting during the comment period. Every notice states the closing date and time of the period.

Document	Action	Minimum comment period	Notification
Public Participation Plan (PPP)	Adoption, update, or Tier 1 amendment	45 calendar days (23 CFR 450.316(a)(3))	MPO website; social media; notice to the interested-parties list; legal notice in the newspaper of general circulation; notice to county clerks
Metropolitan Transportation Plan (MTP)	Adoption or scheduled update	30 calendar days, plus a public hearing before the Policy Board	Same as above, plus notice to partner agencies and the media list
Metropolitan Transportation Plan (MTP)	Tier 1 amendment	15 calendar days	MPO website; social media; interested-parties list; legal notice
Transportation Improvement Program (TIP)	Adoption or scheduled update	30 calendar days	Same as MTP adoption
Transportation Improvement Program (TIP)	Tier 1 amendment	15 calendar days	MPO website; social media; interested-parties list; legal notice

Document	Action	Minimum comment period	Notification
Unified Planning Work Program (UPWP)	Adoption, update, or Tier 1 amendment	15 calendar days	MPO website; interested-parties list
Ten-Year Plan (Texas Transportation Code 201.9911)	Adoption or update	15 calendar days	MPO website; interested-parties list
Key decisions in Section VI that carry a comment period	Approval by the Policy Board	As stated in Section VI (generally 30 calendar days)	MPO website; social media; interested-parties list
Annual reports (Annual Listing of Obligated Projects, Annual Performance and Expenditure Report, performance target reports)	Acceptance	None required; presented at open meetings and posted	MPO website

Abbreviated Comment Periods

With increased emphasis on expediting project delivery and funding obligation, there may be rare occasions when an urgent revision of the MTP, TIP, UPWP, or Ten-Year Plan is required because of funding deadlines. In those cases the Executive Director may authorize an abbreviated comment period of not less than seven calendar days. The notice and the Policy Board agenda item will state plainly that the period is abbreviated and why. Longer periods are always preferred and will be offered whenever the deadline allows. The 45-day period for this plan cannot be abbreviated.

Significant Changes After the Comment Period

If the final MTP or TIP differs significantly from the version made available for public comment and raises new material issues that interested parties could not reasonably have foreseen, the MPO will provide an additional comment period of at least 15 calendar days on the revised document before adoption, as required by 23 CFR 450.316(a)(1)(viii).

Disposition of Comments

Every comment received during a comment period is logged, acknowledged, and answered. For the MTP and TIP, a summary, analysis, and report on the disposition of significant comments is included in the adopted document, as required by 23 CFR 450.316(a)(2). For every other document and key decision, the comment log and the MPO's responses are posted on the MPO website with the adopted item and presented to the Policy Board before it acts. The disposition report states what was changed in response to comment and what was not, and why.

Documents Covered by This Plan

Metropolitan Transportation Plan. A long-range plan with a horizon of at least 20 years, updated at least every five years, and developed through the decision sequence in Section VI.

The MTP is fiscally constrained and includes the financial plan, the adopted investment program by tranche, the vulnerability statement, and the monitoring and adaptation program.

Transportation Improvement Program. A fiscally constrained four-year program of highway and transit projects, developed every two years and amended as needed. The TIP is drawn from the adopted MTP using the same criteria, weights, and thresholds, and is incorporated without change into the STIP.

Unified Planning Work Program. The MPO's two-year work program and budget, developed every two years and amended as necessary. Federal rules do not require public review of the UPWP; the MPO offers a 15-day comment period because the UPWP is where the activities in this plan are funded and scheduled.

Ten-Year Plan. The plan required by Texas Transportation Code Section 201.9911 for use of the funds allocated to the region, of which the first four years are the TIP.

Public Participation Plan. This document. It is reviewed before every MTP update and at least every five years.

Other plans and studies. Modal and topical plans developed by the MPO, including the regional safety plan, the resiliency plan, the coordinated human services transportation plan, active transportation and freight plans, and corridor studies, are developed within the MTP process and share its outreach. Where a plan is developed on its own schedule, the MPO provides a 30-day comment period before adoption.

SECTION VI. ACHIEVING PUBLIC PARTICIPATION

"Public participation is any process that involves the public in problem solving or decision-making and uses public input to make decisions." — International Association for Public Participation

Public participation is a process, not a single event. It is a series of activities over the full life of a planning process that both informs the public and obtains input from them. Meaningful participation means seeking input at the specific points where it will shape a decision. It is not appropriate or useful to simply ask the public "what do you want?" Broad questions raise expectations and draw input toward subjects where no influence is possible. Sometimes the opportunity for influence is small; at other times the public can determine the outcome. This section tells residents which is which.

There is no "general public." The region is made up of many publics whose values differ and whose priorities conflict. A household that depends on CityLink, a rancher whose access road floods, a shift worker at a plant on the east side, a military family that will leave in three years, and a retiree on a fixed income do not want the same transportation system, and it is not the MPO's job to pretend they do. The MPO's job is to learn what each of those publics needs, to tell the Policy Board honestly where those needs conflict, to help the Board choose an investment program that every public can tolerate, and then to report back to each public how its concerns were weighed.

General Approach

The MPO uses public outreach and communication to increase transparency and to build credibility with policymakers and the public. This includes day-to-day responses to residents by email, phone, and in person; monitoring social media; conducting community outreach; and holding public meetings and hearings as needed, with particular attention to residents traditionally underserved by the transportation system. The MPO will:

- Monitor, evaluate, and implement Title VI compliance across its plans and programs;
- Collect and analyze data on the populations affected by its programs and on how the transportation system serves them, and identify ways to mitigate adverse effects;
- Maintain and expand its database of residents and organizations in underserved areas to make outreach effective;
- Use visualization to translate data into graphics that communicate the trade-offs among investment choices; and
- Publish, at the start of each MTP cycle, the roadmap of key decisions below with target dates, and keep it current as the schedule changes.

Outreach on individual projects after they enter the TIP is undertaken by the sponsoring agency (TxDOT, a city, a county, or CityLink) in accordance with that agency's own procedures and the National Environmental Policy Act. The MPO's role at that stage is to make its planning record available so that decisions made during long-range planning can be carried into project development rather than relitigated.

Planning for Participation

Research and the MPO's own experience indicate that it is better to do a limited public involvement effort well than a large one poorly. Within a performance-based planning process the standard is providing objective information so that different audiences can understand the issues and the trade-offs. The general steps the MPO uses are:

1. Lay out the entire process and when stakeholders participate. Meaningful participation requires that outreach be built into each step of the decision process, that it start early so that stakeholders and decision-makers are on the same footing, and that stakeholders have an equal opportunity to identify goals, needs, and the criteria that will be used to decide. The roadmap later in this section is that layout.

2. Identify the target audiences. The MPO identifies the audiences for engagement using Census and American Community Survey data, transit ridership data, consultation with elected officials, advisory committees, and partner agencies, and institutional knowledge from previous efforts. A "stakeholder" is anyone with a stake in the outcome; in practice it is the subset of the public with an elevated interest in the topic or who represent constituencies whose views are needed. The MPO maintains up-to-date contact information for:

Residents and community	Transportation users and providers	Government and institutions
Residents who have expressed an interest Neighborhood and homeowners associations, including North Abilene associations Civic groups and service clubs Faith communities, including Spanish-language congregations Social service organizations Special interest groups and other interested parties Libraries (for public display) Local media (television, radio, print, online)	Representatives of users of public transportation, and CityLink riders Representatives of users of pedestrian walkways and bicycle facilities, including the Steamboat Cycling Club Representatives of individuals with disabilities and of older adults Representatives of public transportation employees Private freight shippers and providers of freight transportation services, including trucking and heavy-haul firms Private providers of transportation, including intercity bus, taxi and rideshare, and employer-based carpool, vanpool, shuttle, and telework programs Major employers, plants, and wind and energy operators Human service transportation providers and the West Central Texas Council of Governments	Elected officials of the cities and counties Local government planning, engineering, and public works staff Independent school districts Abilene Christian University, Hardin-Simmons University, McMurry University, Cisco College, and Texas State Technical College Dyess Air Force Base public affairs and family readiness Abilene Chamber of Commerce and economic development organizations Abilene Regional Airport Native American Tribal governments that have asked to be notified of activities in Texas, through TxDOT

3. Interview stakeholders and build relationships before designing outreach. No effective participation process can be designed without first learning about the stakeholders it

will engage. At the start of each MTP cycle the MPO interviews likely stakeholders directly about their concerns, interests, and values, and lets them get to know the MPO. This is also where cultural and language differences are identified and planned for.

Engage local leaders. The MPO will hold sub-regional briefings for elected officials and municipal staff in each county to explain the MPO's role and their community's role within it and to solicit input on regional needs. Staff will meet one-on-one with newly elected officials.

Engage underserved populations. The MPO's process must seek out and consider the needs of those traditionally underserved by the transportation system. Many of these residents do not know or trust the MPO. In low-trust situations the MPO begins by partnering with a trusted third party, such as a congregation, a clinic, a school, or an employer, to help create and distribute information. The primary goal is trust; the secondary goal is more participants and more participation from each.

Consult stakeholder agencies. The MPO shall make a good-faith effort to consult with agencies responsible for other planning activities affected by transportation. The MPO maintains contact information for, and invites into the decisions marked "Agency consultation" in the roadmap, the following:

Federal	State	Regional and local
Federal Highway Administration and Federal Transit Administration	Texas Department of Transportation (Abilene District and Transportation Planning and Programming Division)	West Central Texas Council of Governments
U.S. Army Corps of Engineers	Texas Parks and Wildlife Department	City of Abilene Planning and Development Services, Public Works, and CityLink
U.S. Fish and Wildlife Service	Texas Historical Commission	Taylor, Jones, and Callahan county judges and commissioners
U.S. Environmental Protection Agency	Texas Commission on Environmental Quality	Local emergency management coordinators
Natural Resources Conservation Service (U.S. Department of Agriculture)	Texas Water Development Board	Development Corporation of Abilene and county economic development organizations
Federal Emergency Management Agency	Texas Division of Emergency Management	Abilene Convention and Visitors Bureau
Department of Defense, through Dyess Air Force Base	Texas Demographic Center	Water districts and utilities
	Texas General Land Office	Independent school districts

The Community Preference Research Program

The decision sequence in the roadmap below asks the Policy Board to adopt an investment program that performs acceptably for each of the region's publics across a range of futures. That requires three things the MPO cannot assert on its own: what the publics of the region are, how each of them weighs competing goals, and what level of performance each would accept. The Community Preference Research Program is the sequence of public involvement activities that produces those inputs. It is planned to take roughly fourteen months from design to application, running through the early decisions of the MTP update, and its results are adopted at LRP-3.

The program is deliberately ordered. Residents write statements in their own words before any survey question exists. The survey is tested, first on internal tools and then with residents in interviews and a pilot, before it is fielded. Weights and thresholds are estimated only from the probability-sample survey. The stages are:

No.	Activity	Public role	What the public gets back
1	Design and measurement plan. The value dimensions to be measured, the trade-off method, the analysis plan, and the data-management plan are fixed and published before any resident is asked anything.	Technical. No public input; the measurement plan is posted so that anyone can see what will be asked and why.	The measurement plan and analysis plan, on the website.
2	Open online conversation. A twelve-week conversation on an open-source deliberation platform in which residents submit short statements about what the region should fix, build, protect, or leave alone, and vote agree, disagree, or pass on others' statements. Participation is anonymous and requires no account. Staffed tablets at the transit center, libraries, employers, the sale barn, and county events reach residents who would not find the conversation online. Standards for this stage are in Appendix C.	Open to every resident. The floor is 400 participants and 150 approved statements, with every county represented and at least eight distinct recruitment channels; the target is 1,000 participants.	A public summary of what residents said, the statements that divide the region, and the statements every group agreed on; a weekly moderation report; the full anonymized export, archived as a public record.
3	Survey construction. Residents' own phrasing from Stage 2 is used to write the survey items. The eight value dimensions are care and harm, fairness, liberty, property rights, tolling and cost, freedom and access, localism, and growth. Items also cover transportation quality of life and a forced trade-off block.	Technical. The item codebook records which items came from resident statements.	The codebook, on the website, after the survey is frozen.
4	Internal pretest. The draft survey is administered to simulated respondents to find items that are unclear, circular, or fail to run through the analysis pipeline. This stage tests the instrument, not the public.	None. Outputs are stored separately from all human data under Policy 7 and never enter the participation record.	A pretest memo stating what the pretest can and cannot establish, in a separately labeled technical appendix.
5	Cognitive interviews. Eight to twelve residents, recruited to over-represent the groups least likely to appear elsewhere (transit-dependent adults, shift workers, rural Jones and Callahan residents, Spanish-dominant speakers, adults over seventy, military households), read each question aloud and explain what they take it to mean. The Spanish instrument is tested with Spanish-dominant participants.	By invitation, through the Stage 2 outreach channels.	Revised wording, with the reason for every change.
6	Pilot survey. A small address-based mail-to-web sample, with paper and Spanish options, tests the instrument on real residents. This is the first point at	Sampled households. Every household drawn receives a letter explaining the study and how to respond.	A frozen instrument and a change log.

No.	Activity	Public role	What the public gets back
	which an item may be dropped for failing to discriminate.		
7	Main survey. A probability sample of 500 to 800 completed responses drawn from every address in the three counties, stratified so that rural, low-vehicle, low-income, and Hispanic areas are represented, weighted to Census and ACS controls, and geocoded to the traffic analysis zone. Mail-to-web with paper return, Spanish administration, and a toll-free help line.	Sampled households. Response rates are reported by stratum so that the public can see who answered.	A topline report, cross-tabulations by county, mapped results, and the weighting memo. The respondent file is retained under the MPO records schedule with all identifying information removed.
8	Analysis. Residents are grouped by their values, not by their demographics; each group's priorities and acceptable performance levels are then profiled. Criterion weights are estimated with uncertainty intervals. The "consensus floor," the outcomes every group agrees on, is reported separately from the differences.	Technical. The analysis follows the plan published at Stage 1; any departure is documented.	A technical report and a plain-language public summary of the region's publics and what each of them needs.
9	Application. The weights, thresholds, and consensus floor are adopted at LRP-3 and carried into project scoring at PRO-4. The public involvement record submitted with the MTP is the record of Stages 2, 5, 6, and 7 only.	30-day comment period at LRP-3 on the derivation procedure and, once results exist, on the numeric thresholds.	The adopted weights and thresholds, and a statement of how each public's values were reflected.

WHAT THE CONVERSATION AND SURVEY ARE NOT

The online conversation is not a survey and produces no estimate of how many residents hold a view. The "opinion groups" the platform reports are patterns among the people who happened to participate, not shares of the population, and the MPO will not describe them as either.

The value groups identified at Stage 8 are descriptions of how residents weigh transportation trade-offs. They are not political labels, are not assigned to any individual, and are not used to target anyone. The MPO never attempts to re-identify a respondent and never joins survey data to any other record that could permit it.

Planning and Programming Roadmap: Key Decisions

For residents to give the MPO useful input, and for the MPO to make the best use of it, potential participants must know where and how they can influence the decisions they care about, before those decisions are reached. The MPO's process is organized around named key decisions, each publicly approved by the Policy Board and each traceable. The decision names and numbering follow the Federal Highway Administration's PlanWorks Decision Guide, revised so that each decision approves a test of candidate programs against a range of plausible futures rather than a bet on a single forecast. What the public is asked, and when, is stated for each decision. No

roadmap survives contact with a multi-year process unchanged; when the schedule or sequence changes, the MPO will update the roadmap on its website and explain the change.

PLAIN-LANGUAGE GUIDE TO THE TERMS USED BELOW

A future is a set of conditions the region does not control: how many people and jobs arrive, how much revenue is available, what fuel and construction cost, what the weather does. The MPO tests plans against many futures. No future is called "most likely." Futures are stress cases, not predictions.

A portfolio is a candidate set of projects and policies, within the money the region can expect. Portfolios are what the region controls. The plan adopts a portfolio; it does not adopt a future.

Robust means a portfolio performs acceptably across many futures, rather than best in one. **Satisficing** means meeting a community-set minimum level of performance in every future, instead of maximizing performance in one forecast. Those minimum levels come from the Community Preference Research Program.

The vulnerability statement is the plan's own stress-test warning label: the conditions under which the adopted portfolio would fall short, written in plain language and adopted with the plan.

Signposts and triggers are the "if this, then that" of the plan: observable indicators that a vulnerability is emerging, threshold values that mean it has arrived, and the response the Policy Board pre-committed to when it does.

Core projects are needed in nearly every future and are funded. **Contingent projects** are prepared and costed but funded only when their signpost fires.

Informed consent means participants understand the trade-offs, have been heard, and can tolerate the decision even if it is not their preferred choice. It is the standard the MPO works toward at decisions where no option is anyone's first choice. It is not consensus, and the MPO will not call it that.

Each key decision below lists what the Policy Board approves, the public's role, agency consultation where it applies, and the comment period. Decisions marked "Technical" carry no practical opportunity for public influence; the MPO says so rather than staging a meeting that could not change the result. Every decision is documented on the MPO website.

Preliminary Technical Steps

Socioeconomic control totals. One of the first steps in an MTP update is forecasting the amount, type, and location of population and jobs through the plan horizon. There are several sources for these forecasts and all of them will be wrong; the value lies in understanding their differences. A technical task force of local staff and TxDOT resolves data issues in this highly technical step. Under the approach below, divergent forecasts are kept as the ends of the range the plan is tested against rather than averaged into a single estimate. *Public role: technical; the forecasts and their sources are posted.*

Metropolitan planning area boundary. The planning area must include the Census urbanized area and the contiguous area expected to become urbanized within the plan horizon,

and is set by agreement between the Policy Board and the Governor. A technical task force assists. *Public role: technical; the proposed boundary and the basis for it are posted, and the adopting resolution is acted on at an open meeting.*

Long-Range Transportation Planning Phase

LRP-1. Approve Scope of the MTP Process

What the Policy Board approves. The framework for the MTP update: (a) the commitment to evaluate investments across a range of futures rather than a single forecast; (b) the initial classification of every factor as something the region does not control (an external condition), something it does control (an investment or policy lever), a modeled relationship, or a performance measure; and (c) the data, modeling, and participation program the update requires, including the Community Preference Research Program.

What changed from PlanWorks and why. Deciding to plan under uncertainty is itself a decision and is made in public at the start, not discovered mid-process. Getting federal, state, and local agencies to endorse the fairness of the test early prevents disputes about project eligibility later.

Public role	Open. The proposed scope, including the plain-language list of what the region does and does not control, is released for comment. Stakeholder interviews and sub-regional briefings for local officials occur during this decision. Residents can comment on whether the right factors are on the right lists.
Agency consultation	TxDOT, FHWA, FTA, the U.S. Army Corps of Engineers, state and federal wildlife and water agencies, the Texas Demographic Center, economic development and land use agencies, and the Texas Historical Commission are invited to endorse the ranges they will supply.
Comment period	30 calendar days before Policy Board action.

LRP-2. Approve Vision and Goals

What the Policy Board approves. The region's transportation vision and a set of goals written so that each can be measured and scored in every future the plan is tested against. A goal that cannot be measured cannot be tested. The decision states explicitly that goal attainment will be evaluated across many futures.

What changed from PlanWorks and why. The purpose is unchanged from PlanWorks; the form is sharpened. Values are gathered from the region's publics in a usable form, because a test against thresholds that were never collected from a representative sample is theater rather than analysis.

Public role	Open, and the most important opportunity in the process for residents to state what they want and need. The online conversation (Stage 2) is the first opportunity to inform the MTP and opens this decision. The MPO also attends existing community meetings, holds workshops in each county, and briefs elected officials. After outreach, the proposed vision and goals are released for comment.
Comment period	30 calendar days on the proposed vision and goals before Policy Board action, in addition to the twelve-week conversation.

LRP-3. Approve Robustness Criteria, Scoring Rules, and Performance Measures

What the Policy Board approves. Four elements: (1) the federal and regional performance measures; (2) the modeling approach, including which external conditions will be varied and roughly how many combinations will be tested, and the method for discovering which combinations cause a portfolio to underperform; (3) the scoring rules that combine many measures into one acceptability judgment for each of the region's value groups; and (4) the robustness tests, of which the satisficing rule decides and the others are reported as cross-checks. The Board first approves the procedure for deriving thresholds from the Community Preference Research Program; a follow-up action sets the numeric thresholds once survey results exist.

What changed from PlanWorks and why. This is the first inverted decision. PlanWorks criteria compare scenarios against one another under one future; these criteria compare outcomes to community-derived acceptability thresholds across all futures. The question changes from "which agency-submitted project is best" to "which interventions are good enough, in the places that matter." Designating one test as deciding is a value judgment, so it is made in public rather than left to the analyst.

Public role	Open, and the point at which public input is most influential. The weights and thresholds come from the probability-sample survey (Stages 6–7), not from staff. The criteria, scoring rules, and derivation procedure are released for comment; the numeric thresholds are released for a second comment period when the survey closes. Results are posted for future reference.
Agency consultation	TxDOT, FHWA, FTA, and partner agencies are asked to concur in the fairness of the evaluation before it is applied.
Comment period	30 calendar days on the criteria and procedure; 30 calendar days on the numeric thresholds.

LRP-4. Approve Deficiencies and Vulnerabilities Across Futures

What the Policy Board approves. The list of transportation deficiencies identified across the full range of futures, reported by location, by how often the deficiency appears, and by the likely type of intervention. Deficiencies that appear in most or all futures are near-certain and warrant investment; deficiencies that appear only under specific conditions are candidates for monitoring and contingent strategies. Safety, asset condition, and resilience deficiencies are identified through their own analyses, not only through congestion.

What changed from PlanWorks and why. A deficiency list built against one or two forecasts commits the region to problems that may never arrive and misses problems that are not foreshadowed. Testing many futures is what makes it possible to tell core investments from contingent ones.

Public role	Open. Residents identify specific problem locations and issues through an online map-based comment tool, the online conversation, and the survey, beginning early and continuing through this decision. The draft deficiency list is released for comment.
Agency consultation	Land use, environmental, emergency management, economic development, and historic preservation agencies contribute the non-transportation needs and constraints that shape the list.
Comment period	30 calendar days before Policy Board action.

LRP-5 / PRO-1. Approve the Financial Plan (one decision serving the TIP, the UTP, and the MTP)

What the Policy Board approves. A single Financial Plan establishing (a) the revenue forecast by source and category for the plan horizon and the TIP window; (b) the project cost estimation method, including year-of-expenditure inflation by tranche; (c) the restrictions, eligibility rules, and match provisions of each source; and (d) the documented range around revenue that the plan will be tested against. The fiscal-constraint demonstrations of the MTP, the TIP, the Ten-Year Plan, and the STIP all cite this one resolution.

What changed from PlanWorks and why. PlanWorks routed the programming-phase revenue decision into the plan's financial assumptions; this plan makes them one decision, taken once, eliminating divergent financial assumptions between plan and program. Fiscal constraint is demonstrated on the adopted point forecast exactly as today; the range is analytical.

Public role	Technical during development. A group of transportation funding experts from TxDOT, CityLink, and local governments prepares the plan; there is no practical opportunity for public input on the revenue forecasts themselves, and the MPO does not stage one. The draft Financial Plan, with its assumptions in plain language (for example, what a 4 percent inflation rate does to a project cost over 25 years), is released for comment before adoption.
Agency consultation	TxDOT and CityLink cooperatively develop the estimates of reasonably available funds, as 23 CFR 450.324(f)(11) requires.
Comment period	30 calendar days before Policy Board action.

LRP-6. Approve Strategies (the Interventions Library)

What the Policy Board approves. The library of candidate interventions, both projects and policies, developed to address the approved deficiencies. Each intervention is coded with its cost under the Financial Plan, its eligible funding sources, and the range over which its effect will be tested. Interventions are classed as core (addressing deficiencies present in nearly all futures) or contingent (addressing conditional deficiencies, prepared and costed but committed only when a signpost fires).

What changed from PlanWorks and why. Static strategy lists force a binary: fund it or do not. Contingent strategies let the region prepare for futures it will not pay for unless they arrive, which is the fiscal expression of robustness.

Public role	Open for proposals. Interventions proposed by residents during earlier outreach are collected and combined with those from local governments and partners. The library is posted and comments are accepted throughout its development. The most expensive alternative for each need is carried to preserve fiscal constraint, but no alignment is presupposed.
Agency consultation	Resource agencies contribute a combined map of conservation, economic development, and land use priority areas so that interventions avoid conflicts with partner plans.
Comment period	30 calendar days on the draft library before Policy Board action.

LRP-7. Approve the Experimental Design: Futures Ensemble and Candidate Portfolios

What the Policy Board approves. The test the plan will be put through: (a) the ranges of the external conditions, including divergent third-party forecasts kept as the ends of the range rather than averaged; (b) the candidate portfolios assembled from the library within the Financial Plan; and (c) the run plan by which every portfolio is evaluated against every future. The approval states in plain language that no future is designated most likely, preferred, or adopted.

What changed from PlanWorks and why. The most completely inverted decision. In PlanWorks the scenario is the candidate plan; here the scenario is the test condition and the portfolio is the candidate. Decision-makers approve the fairness and breadth of the test rather than being asked to bet on a single future.

Public role	Open. Residents and stakeholders can comment on whether the range of futures is wide enough and whether the candidate portfolios reflect the interests of the region's publics. Each portfolio is named in terms the public can understand (for example, "maintain first," "safety first").
Agency consultation	Agencies that supplied ranges at LRP-1 confirm them here.
Comment period	30 calendar days before Policy Board action.

LRP-8. Adopt the Robust Plan Portfolio

What the Policy Board approves. The fiscally constrained investment program that meets the adopted thresholds for each of the region's value groups across the widest range of futures, selected within the Financial Plan. Adopted with it are the vulnerability statement (the conditions under which the portfolio of interventions falls short), the signposts that will show those conditions emerging, and the contingent strategies pre-approved to respond. Where no portfolio satisfies every group, the Board adopts the one satisfying the most and records which groups it fails and by how much. Claims of optimality are excluded from the adoption documentation.

What changed from PlanWorks and why. The choice criterion changes from best-under-the-forecast to acceptable-across-the-range, and the adoption must disclose its own failure

conditions in terms the public can understand. A plan that admits what would change the interventions does not have to be defended as prophecy.

Public role	Open, with the standard of informed consent. Each generation of portfolio refinement is posted for comment, and MPO staff are available to present the trade-offs of each to community organizations and stakeholder groups until the regionally least-unacceptable portfolio is identified. The vulnerability statement is written for residents, not analysts.
Comment period	30 calendar days on the proposed portfolio and vulnerability statement before Policy Board action.

LRP-9. Make Conformity Determination by the MPO

What the Policy Board approves. Not applicable. The Abilene metropolitan planning area is in attainment for all National Ambient Air Quality Standards, and no transportation conformity determination is required. The decision is retained in the sequence so that the roadmap remains complete should the area's status change.

Public role	Not applicable.
Comment period	Not applicable.

LRP-10. Adopt the Metropolitan Transportation Plan

What the Policy Board approves. The complete MTP, including the Financial Plan, the adopted portfolio by tranche (the first six years by individual year of expenditure, then four five-year tranches), the vulnerability statement, the signposts and contingent strategies, the performance targets, the environmental mitigation discussion, the comment disposition report, and the public involvement record. The robustness documentation is adopted as part of the plan, not attached as a technical appendix, so it carries the same authority as the project tables and survives staff and Board turnover.

Public role	Open. A public hearing is held before the Policy Board, and MPO staff present both the process and the outcome to community organizations and stakeholder groups on request. If comments produce significant changes, an additional comment period is provided.
Comment period	30 calendar days and a public hearing before adoption; at least 15 additional calendar days if the final plan differs significantly from the draft.

LRP-11. Make Conformity Determination by FHWA and FTA

What the Policy Board approves. Not applicable, on the same basis as LRP-9.

Public role	Not applicable.
Comment period	Not applicable.

LRP-12. Approve the Monitoring, Signposts, and Adaptation Program

What the Policy Board approves. A new decision with no PlanWorks counterpart: (1) the signposts to be tracked, using data the MPO already reports every one to two years; (2) the trigger values that signal a needed change; (3) the pre-committed responses, such as advancing a contingent project between tranches or funding a corridor study; (4) the reporting roles, assigned within existing annual cycles; and (5) the rule by which monitoring results feed the scoping of the next plan. A trigger that fires obligates an implementing agency, not the MPO, so those agencies concur in the trigger values and responses before adoption and their concurrence is part of the record.

What changed from PlanWorks and why. Without this decision, robustness analysis produces a static document and the adaptation logic evaporates the day after adoption. Pre-committing in public to what will be done when conditions change makes later action fast instead of contentious, and lets the public trace it rather than experience it as starting over.

Public role	Open. Residents may propose signposts (conditions they want watched) and comment on the trigger values and the pre-committed responses. The annual signpost report is presented at an open meeting of the Policy Board and posted.
Agency consultation	TxDOT, CityLink, the cities, and the counties concur in the triggers and responses that would obligate them.
Comment period	30 calendar days before Policy Board action.

Programming Phase

Programming is where robustness survives or dies. An MTP selected for robustness and then programmed using different criteria has been overwritten, not implemented. The programming phase therefore uses the scoring rules, thresholds, and robustness screens adopted at LRP-3 without modification. The TIP is the execution phase of the plan, with one addition: grouped projects, which state law allows TxDOT to program without individual listing, are reported to the Policy Board with their performance contribution before they enter the STIP, so that the answer to "why is this project needed?" traces back to the adopted plan.

PRO-1. Approve Revenue Sources

What the Policy Board approves. Unified with LRP-5. The Financial Plan adopted there is the revenue basis for the TIP and is not re-decided here.

Public role	See LRP-5.
Comment period	See LRP-5.

PRO-2. Verify Cost Consistency

What the Policy Board approves. A checkpoint at the opening of each TIP cycle at which MPO and TxDOT staff certify to the TAC and Policy Board that the cost methodology applied to TIP candidates is the one adopted in the Financial Plan. If costs have moved outside the adopted

year-of-expenditure ranges, staff bring a Financial Plan amendment rather than adjusting quietly.

Public role	Technical. The certification is presented at an open meeting and posted.
Comment period	None; a Financial Plan amendment, if needed, carries a 15-day comment period.

PRO-3. Approve the Project List from the Adopted Plan

What the Policy Board approves. The universe of projects eligible to request funding in the TIP, drawn from the adopted MTP and sorted into core (funded), contingent (funded only when a trigger has fired), and excluded, with each project placed in a tranche. Projects that are not in the MTP's fiscally constrained list cannot enter the TIP without an MTP amendment, which includes performance analysis and, because the MTP must remain constrained, removal of projects of similar cost. Grouped project candidates are listed with their performance contribution.

Public role	Open. The initial list is released as it exists in the adopted MTP. Residents and sponsors may suggest how additional projects could be considered; if projects are to be added, the MTP amendment process and its comment period begin.
Comment period	30 calendar days before Policy Board action.

PRO-4. Approve Project Prioritization

What the Policy Board approves. The prioritized project list, produced by applying the scoring rules, thresholds, and robustness screens adopted at LRP-3 without modification or new criteria. If a new criterion is genuinely required, it triggers a formal MTP amendment beginning at LRP-3. Where robust projects exceed available funding, the highest-performing combination that fits the budget in each tranche is selected by transparent constrained-portfolio methods operating only within the sets the Board has already endorsed as robust.

What changed from PlanWorks and why. Changing rules during programming for short-term political or budgetary convenience is prohibited by this plan. Consistency between plan and program is what federal review tests.

Public role	Open. The scoring and ranking are released for comment with a specific request for information that could raise or lower individual project scores. Any new information that comes to light is applied to all pertinent projects; the MPO does not rescore one project in isolation.
Comment period	30 calendar days before Policy Board action; an additional 15 days if rescoring produces significant changes.

PRO-5. Reach Informed Consent on the Draft TIP

What the Policy Board approves. The draft TIP, selected against category-constrained funding by tranche. The draft lists each project's robustness result from PRO-3 so that the

adaptation pathway stays visible, and states the trade-off that early-year selections may reduce flexibility in later years.

What changed from PlanWorks and why. Renamed from "Reach Consensus." Satisficing portfolios are suboptimal by construction, and the MPO seeks stakeholders' informed tolerance rather than endorsement.

Public role	Open. Staff present the draft to the TAC, the Policy Board, member governments, and stakeholder groups. The draft is released for comment with the selection process and the reasons for each project's placement.
Comment period	30 calendar days before Policy Board action.

PRO-6. Adopt the TIP

What the Policy Board approves. The TIP, after comments are addressed and the disposition report prepared. The first tranche bridges two TIP cycles, so every new TIP includes a performance check on its first four years to confirm the projects are still needed. Scoring criteria cannot be altered at this stage.

Public role	Open meeting of the Policy Board with opportunity for public comment.
Comment period	The PRO-5 period; an additional 15 days if the final TIP differs significantly from the draft.

PRO-7. Approve the TIP by the Governor and Incorporate into the Draft STIP

What the Policy Board approves. A state action. The Governor or designee, through TxDOT, confirms that the TIP meets state and federal requirements and incorporates it into the STIP without change. The transmittal package includes the robustness documentation and the Financial Plan so that state and federal reviewers see one consistent fiscal story.

Public role	None at the MPO level; the MPO posts its transmittal.
Comment period	None.

PRO-8. Reach Informed Consent on the Draft STIP

What the Policy Board approves. A state-led step in which TxDOT releases the draft STIP for public comment. The MPO verifies that its projects appear correctly and supports the state comment process by posting the STIP comment opportunity and forwarding comments it receives.

Public role	Through TxDOT's statewide public involvement process, which the MPO publicizes.
Comment period	Set by TxDOT.

PRO-9. Approve the STIP with Respect to Fiscal Constraint

What the Policy Board approves. A federal action. FHWA and FTA find that the STIP meets fiscal-constraint requirements. Because the MTP, TIP, and STIP submission all rest on the single Financial Plan, the fiscal story tested at every level is the same story.

Public role	None.
Comment period	None.

Amendments After Adoption

Amendments to the MTP and TIP after adoption follow Section V. An amendment that would add a project not in the adopted portfolio, or change a criterion, weight, or threshold, re-enters the roadmap at the affected decision and carries that decision's comment period. An amendment that executes a pre-committed response to a signpost that has fired is still a Tier 1 amendment with its 15-day comment period, but the public record already contains the reason: the Policy Board decided in advance, in public, what it would do.

SECTION VII. METHODS OF OUTREACH AND PARTICIPATION

Outreach and participation methods are as diverse as the communities an MPO serves. What works for one community or one decision may not work for another. This requires the MPO to tailor outreach to the circumstances and to keep changing its methods as the ways people communicate change. None of the techniques below is "the solution"; each is part of a strategy that uses several approaches at once. By offering information in a variety of formats, the MPO reaches more people than any single method could.

The MPO uses proactive engagement whenever possible: attending festivals, fairs, markets, the sale barn, and other events; speaking to community organizations, congregations, employers, and clubs; engaging riders at the CityLink transfer center; and partnering with organizations that already have the trust of the communities the MPO needs to reach. The purpose is to take the MPO to the public and to broaden the number and diversity of people reached. In every outreach effort the MPO will:

- Make personal connections in the target communities to build trust and credibility;
- Identify the audience that needs to give or receive information;
- Make the event worth the participant's time; and
- Engage partner organizations with standing in the target community to promote and encourage participation.

Outreach Methods

Local media. All legal notices are published in the *Abilene Reporter-News*, the newspaper of general circulation for the region. Notices of comment periods and major decisions are also sent to the region's television stations (KTXS, KTAB, and KRBC), to KACU public radio and other local radio, to Spanish-language outlets serving the region, and to the community newspapers of Jones and Callahan counties [confirm current list: e.g., the *Western Observer* (Anson), the *Merkel Mail*, the *Clyde Journal*]. Radio and television are used when a larger audience is needed; community papers distribute targeted information.

Website. The MPO website (www.abilenempo.org) is the official platform for informing the public. It provides meeting schedules, agendas, packets, minutes, and recordings; drafts released for comment and the closing date of each comment period; adopted plans and programs; the roadmap of key decisions and the status of each; the comment form; and the physical and mailing address, phone number, and email address of the MPO. Every notice the MPO issues includes the website address. Online participation has surpassed in-person participation in most public involvement efforts, and the MPO treats the website as its primary public meeting room, while recognizing that not every resident has reliable internet access.

Social media. The MPO maintains accounts on Facebook (facebook.com/AbileneMPO) and X (@abilenempo) and posts meeting announcements, comment-period notices, and links to the online conversation and surveys. Social media allows direct, unfiltered communication with residents and lets partners amplify the MPO's messages at no cost. It complements, and does

not replace, other outreach. Comments received on social media during a comment period are logged as comments.

Interested-parties list. The MPO maintains an email and postal list of every person and organization that has asked to be notified, plus the stakeholder categories in Section VI. Anyone may join by contacting the MPO. Notices of every comment period and public meeting go to the list.

Partner channels. For each major outreach effort the MPO designs channel-specific materials, such as seat-back cards on CityLink buses, break-room cards at major employers, bulletin inserts for congregations, parent communications through school districts, base bulletins at Dyess Air Force Base, and printed cards at county courthouses, extension offices, rural post offices, and volunteer fire departments. Participation is tracked by channel so that under-performing channels can be reinforced during the effort rather than after it.

Newsletter and speakers. The MPO publishes a periodic newsletter and offers staff as speakers to service organizations, classrooms, chambers, and civic groups, both to explain the MPO's work and to hear the concerns of those groups.

Methods of Engagement

The traditional public meeting, whether hearing, open house, or town hall, is the most widely used technique and one about which significant doubt exists. Such meetings are criticized as failing to attract enough participants, drawing mainly the most vocal supporters and opponents, ignoring the time and cost constraints that limit participation, and serving as a legal formality rather than a forum for input. They can leave residents feeling that their opinions will not influence the decision, and at worst they pit neighbors against one another. The MPO will continue to hold public meetings where the law requires them and where they are useful, and will rely on the methods below to reach the residents public meetings miss.

Regularly scheduled Policy Board and TAC meetings. Every meeting includes a designated opportunity for public comment on MPO issues and serves as a comment forum for any draft document during its comment period. Meetings are noticed under the Texas Open Meetings Act, and Policy Board meetings are live-streamed and archived on the City of Abilene video platform.

Open online conversation. Described in Section VI and Appendix C. Used at the start of each MTP cycle to collect residents' statements in their own words and to identify the statements that divide the region and the statements it shares. Anonymous, open to everyone, and supported by staffed tablets for residents without devices.

Probability-sample survey. Described in Section VI. Used to derive the weights and thresholds that the MTP and TIP apply. The address-based sample is drawn from every household in the three counties and weighted to Census controls, so the MPO can report how closely respondents resemble the region. Self-selected online surveys are used for other purposes but never to set weights or thresholds.

Cognitive interviews. One-on-one sessions in which residents read survey questions aloud and explain what they take them to mean, used before any survey is fielded. Participants are recruited to over-represent the groups least likely to appear elsewhere.

Stakeholder interviews. One-on-one conversations with people whose knowledge, position, or experience gives them insight into a topic, used at the start of each MTP cycle and at LRP-1. These reveal concerns and ideas that would not surface in response to a fixed set of questions.

Workshops and small-group meetings. Interactive sessions, including sub-regional workshops in each county, that allow discussion among residents, staff, and decision-makers. Splitting large workshops into small groups working on specific problems is an effective way of capturing creative ideas.

Focus groups. Small, balanced groups convened to discuss a specific issue in depth, used to test the wording of trade-off questions and to understand the reasoning behind survey results. Virtual sessions are offered to reduce travel and childcare barriers.

Task forces and technical panels. Agency-created groups representing diverse interests, used for technical steps (control totals, boundary, financial plan) and, where a vocal group begins to monopolize the public dialogue, to ensure balanced representation. A neutral facilitator is used when needed.

Expert (Delphi) panels. Structured, iterative consultation of experts used to bound the range of external conditions the plan is tested against, such as growth, revenue, technology, and hazard ranges.

Map-based comment tools. Online and in-person map displays that allow residents to pinpoint problem locations and opportunities, used at LRP-4.

Community surveys. Intercept, printed, web, phone, and text-message surveys used for general opinion research and to evaluate the effectiveness of this plan. Their limitations are stated when results are reported.

Telephone town halls. Used when the MPO needs to hear from a cross-section of the region at once on an issue that affects everyone; all who call in may leave a comment and receive a reply.

Speakers bureau where the MPO staff attend existing meetings. The most direct way to reach residents who will/can not come to the MPO.

Accessibility and Language Assistance

- Public meetings are held in buildings that comply with the Americans with Disabilities Act, in locations accessible by CityLink where possible, and at times that do not exclude working residents. Presentations and supporting documents are available at every meeting.
- Requests for accommodation should be made at least 48 hours in advance; requests for sign-language interpretation, real-time captioning, or alternate-format documents at least five business days in advance. The MPO honors later requests whenever a provider can be secured. Every notice includes the phone number and email address for requests.

- The MPO provides Spanish-language versions of comment notices, comment forms, survey instruments, and public summaries, and provides interpretation at public meetings on request. Other languages are provided on request under the MPO's Limited English Proficiency Plan. Staff can assist residents who cannot use a device to enter a statement or comment, which is logged as staff-entered on the resident's behalf.
- When in-person meetings are not feasible because of weather, a public-health event, or facility unavailability, the MPO holds virtual meetings and provides a printed-materials and comment drop option at the MPO office.

Virtual Public Involvement

Virtual public involvement expanded rapidly during the pandemic and has become the primary means by which most residents participate. The MPO uses its website, social media, live-streamed and recorded meetings, virtual workshops, the online conversation, online map-based comment tools, and web-based surveys. As the MPO gathers more data and expands its analysis capability, staff will provide that information to the public in interactive form, including a data dashboard that reports system performance and the status of the signposts adopted at LRP-12. Video recordings of Policy Board meetings are posted in accordance with Texas Government Code Section 551.128. Virtual tools complement rather than replace in-person and print methods, because not every resident has internet access.

SECTION VIII. EVALUATING THE EFFECTIVENESS OF THIS PLAN

23 CFR 450.316(a)(1)(x) requires the MPO to periodically review the effectiveness of its participation procedures. The MPO evaluates this plan in two ways: an annual summary to the Policy Board, and a full review before each MTP update.

Annual summary. At the end of each fiscal year MPO staff report to the Policy Board, and post on the website, the following measures for the year:

- Number of comment periods held, their lengths, and the number of comments received in each, by method (web form, email, mail, in person, social media) and by language;
- Attendance at public meetings, workshops, and events, by location and county;
- Website page views for documents released for comment, and social media reach and engagement for comment-period notices;
- Number of accommodation and language-assistance requests received and fulfilled;
- For the Community Preference Research Program, the participation, statement, county-coverage, and channel figures against the floors and targets in Appendix C, and the survey response rates by stratum;
- The number of comments that resulted in a change to a document, and the number that did not, with the reasons; and
- Median time from receipt of a comment to the MPO's response.

Comment-period survey. Each comment form asks, optionally, how the respondent learned of the opportunity, whether the materials were understandable, and whether the respondent believes their input will be considered. Responses inform the next outreach effort.

Full review. Before each MTP update, and at least every five years, the MPO reviews this plan against the annual summaries, changes in federal and state requirements, demographic change, and the experience of the previous MTP cycle, and adopts revisions after a 45-day comment period. The review specifically asks whether the participation record for the previous plan resembled the region, which publics were under-represented, and what this plan should change to reach them.

PREDRAFT

APPENDIX A. TRANSPORTATION LEXICON

Terms used in this plan. Terms marked with an asterisk have a specific meaning in the MPO's decision process that may differ from common usage.

3-C	The continuing, cooperative, and comprehensive metropolitan planning process required by 23 U.S.C. 134.
ADA	Americans with Disabilities Act of 1990.
ALOP	Annual Listing of Obligated Projects: the list of projects for which federal funds were obligated in the preceding fiscal year.
APER	Annual Performance and Expenditure Report, submitted to TxDOT each year.
CityLink	The fixed-route and paratransit public transportation system operated by the City of Abilene.
Contingent project*	A project that addresses a deficiency present only under specific future conditions. Prepared and costed in the MTP, but funded only when its signpost fires.
Core project*	A project that addresses a deficiency present in nearly every future tested. Funded in the adopted portfolio.
CSJ	Control-Section-Job number: TxDOT's unique identifier for a project.
Financial Plan*	The single Policy Board resolution, adopted at LRP-5/PRO-1, that establishes reasonably available revenue, cost estimation methods, funding restrictions, and the revenue range the plan is tested against. Cited by the MTP, TIP, Ten-Year Plan, and STIP.
Fiscal constraint	The requirement that a plan or program spend only funds that can reasonably be expected to be available, in year-of-expenditure dollars.
Future*	A combination of external conditions the region does not control, used as a test case. Not a prediction.
FHWA / FTA	Federal Highway Administration; Federal Transit Administration.
Group-informed consensus*	In the online conversation, a statement with high agreement within every opinion group, not merely high agreement overall.
Informed consent*	The standard at decisions where no option is anyone's first choice: participants understand the trade-offs, have been heard, and can tolerate the decision. Distinct from consensus.
LEP	Limited English proficiency.
MPA	Metropolitan Planning Area: the urbanized area plus the contiguous area expected to become urbanized within the plan horizon.
MPO	Metropolitan Planning Organization.
MTP	Metropolitan Transportation Plan: the region's long-range plan, with a horizon of at least 20 years.
Opinion group*	In the online conversation, a cluster of participants with similar voting patterns. An artifact of that conversation, not a share of the population.

Participation record*	The documentation of public involvement submitted with the MTP and TIP: notices, outreach logs, participation statistics, comments, and their disposition. Contains no synthetic input (Policy 7).
PBPP	Performance-based planning and programming.
Portfolio*	A candidate set of projects and policies within the Financial Plan. What the region controls and what the plan adopts.
Probability sample	A sample in which every household in the region has a known chance of selection, allowing results to be weighted to represent the region.
Robust*	Performing acceptably across many futures, rather than best in one.
Satisficing*	Meeting a community-set minimum level of performance in every future, rather than maximizing performance in one forecast.
Scenario*	In this plan, a test condition (see Future), not a candidate plan (see Portfolio). Readers of older MPO documents should note the change.
Signpost / trigger*	A signpost is an observable indicator that a plan vulnerability is emerging; a trigger is the threshold value at which the Policy Board's pre-committed response is executed.
STIP	Statewide Transportation Improvement Program, into which the TIP is incorporated without change.
Synthetic pretest*	Administration of a draft survey to simulated respondents to find defective items before any resident is asked. An internal quality-control method whose outputs never enter the participation record.
TAC	Technical Advisory Committee.
Ten-Year Plan	The plan required by Texas Transportation Code 201.9911 for the use of funds allocated to the region; the first four years are the TIP.
TIP	Transportation Improvement Program: the fiscally constrained four-year program of projects.
Title VI	Title VI of the Civil Rights Act of 1964, prohibiting discrimination on the basis of race, color, or national origin in federally assisted programs; extended by related statutes to sex, age, and disability.
TMA	Transportation Management Area: an urbanized area of more than 200,000 population. The Abilene MPO is not a TMA.
Tranche*	A time band of the adopted portfolio: the first six years by individual year of expenditure, then four five-year bands. Later tranches are less certain of funding.
Transportation Policy Board	The policy body of the Abilene MPO, referred to as the Policy Board.
TxDOT	Texas Department of Transportation.
UPWP	Unified Planning Work Program: the MPO's two-year work program and budget.
UZA	Census-designated urbanized area of 50,000 or more residents.
Value group*	One of the region's publics, identified from the survey by how its members weigh transportation trade-offs. Also called a preference profile. Not assigned to individuals and not used to target anyone.

Vulnerability statement*	The plain-language statement, adopted with the MTP, of the conditions under which the adopted portfolio would fall short.
Year of expenditure	Costs and revenues expressed in the dollars of the year in which they are expected to occur, using an agreed inflation rate.

PREDRAFT

APPENDIX B. TITLE VI NONDISCRIMINATION AND COMPLAINT PROCEDURES

Detailed information is in the Abilene MPO Title VI Program and Limited English Proficiency Plan, available at the MPO office and on the MPO website [insert link and adoption dates].

Policy

As a recipient of federal financial assistance, and under Title VI of the Civil Rights Act of 1964 and related nondiscrimination statutes, the Abilene MPO ensures that no person shall, on the grounds of race, color, national origin, sex, age, religion, or disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of its programs or activities. All programs funded in whole or in part with federal financial assistance are subject to Title VI, and the Civil Rights Restoration Act of 1987 extends this to all programs of the MPO regardless of funding source. The Executive Director is the MPO's Title VI coordinator.

This procedure allows persons who are not MPO employees to file complaints alleging discrimination in the MPO's programs, services, or activities. Any person who believes the MPO, or any entity that receives federal financial assistance from or through the MPO (sub-recipients, contractors, or consultants), has subjected them or a class of individuals to unlawful discrimination may file a complaint. The MPO follows the timelines set by U.S. DOT, FHWA, FTA, TxDOT, and the Department of Justice.

When to File

A complaint must be filed within 180 calendar days of the alleged act of discrimination, or of its discovery, or, where there has been a continuing course of conduct, of the date that conduct stopped. Filing means a written complaint is postmarked, emailed, or delivered before the end of the 180-day period. The complaint form and consent/release form must be dated and signed. Complaints received after 180 days will be returned with a letter explaining why they cannot be processed and identifying other agencies to which a report may be made.

Where to File

Signed complaint forms may be mailed or delivered to: Abilene Metropolitan Planning Organization, Attn: Executive Director / Title VI Coordinator, 209 South Danville Drive, Suite B-212, Abilene, Texas 79605; or emailed to abilenempo@abilenetx.gov. On request, reasonable accommodations will be made for persons unable to complete the form because of disability or limited English proficiency. A complaint may be filed by a representative on behalf of a complainant. Persons not satisfied with the MPO's findings may seek remedy from TxDOT's Civil Rights Division, FHWA, FTA, or the U.S. Department of Justice.

Required Elements of a Complaint

- Name, address, and phone number of the complainant;
- Name, address, and organization of the person or persons alleged to have discriminated;

- Date of the alleged discriminatory act or acts;
- Basis of the complaint (race, color, national origin, sex, age, religion, or disability);
- A statement of the complaint; and
- A signed consent/release form.

Complaint Process

1. **Receipt.** Complaints must be in writing and signed by the complainant or a designated representative. A complainant who cannot complete the form because of disability or limited English proficiency will be assisted on request, and a form will be mailed to anyone without internet access. The complainant is notified if the form is incomplete.
2. **Logging.** The complaint is entered in the MPO complaint log with basic tracking data.
3. **Jurisdiction.** The Executive Director reviews the complaint to confirm that it states a basis covered by this procedure, was filed within 180 days, and concerns an MPO program or activity. If the program is not an MPO program, every attempt is made to identify the correct agency and, with the complainant's consent, forward the complaint. If the complaint is transportation-related and names the MPO or a sub-recipient, a copy is forwarded to the TxDOT Civil Rights Division, 125 East 11th Street, Austin, Texas 78701.
4. **Acknowledgment.** Within 10 working days of receipt the MPO sends the complainant written confirmation, requesting any additional information needed or explaining why the complaint cannot be processed. A copy of the acknowledgment and the complaint is forwarded to the TxDOT Civil Rights Division for information.
5. **Investigation.** The Executive Director determines the fact-finding process appropriate to the complaint, which may include interviews of the complainant and others, review of planning, public involvement, and technical documentation, review of analysis methods and demographic data, consultation with state and federal agencies, and consultation with the City of Abilene's legal counsel. Where the Executive Director is the subject of the complaint, the City of Abilene designates an alternate investigator.
6. **Determination.** The investigation is completed within 60 days of receipt of a complete complaint unless circumstances warrant otherwise. A report of findings and a recommended resolution is prepared.
7. **Notification.** Within 10 days of completing the investigation the complainant is notified in writing of the decision and of the right to appeal to state and federal agencies. A copy of the letter and the report of findings is forwarded to the TxDOT Civil Rights Division.

APPENDIX C. PARTICIPATION STANDARDS FOR THE OPEN ONLINE CONVERSATION

This appendix sets the public commitments the MPO makes when it hosts the open online conversation described in Section VI. It is written as a standard the MPO holds itself to, so that residents can judge whether the conversation was run fairly.

Purpose and Limits

The conversation collects transportation statements in residents' own words, identifies the statements that divide the region and the statements it shares, and creates a documented public involvement activity under this plan and 23 CFR 450.316. It is the raw material for survey construction. It does not produce estimates of how many residents hold a view, does not produce criterion weights or population segments, and will not be represented as doing any of those things in any MPO document.

Conversation Design

- One prompt, in plain language, asking what the region should fix, build, protect, or leave alone with the limited money it has; a seed set of statements balanced for and against within each of the eight value dimensions; and one idea per statement, in plain language, with no planning vocabulary.
- Anonymous participation with no login required. Statement submission enabled. Submitted statements are held until approved by a moderator; voting on approved statements is available immediately.
- A distinct entry link for each recruitment channel, so that participation can be attributed to a channel without identifying any participant.
- A landing page that states who is asking, why, what will happen to the input, and what will not happen: no names, no attribution, no individual follow-up. The landing page also states whether the conversation will remain publicly hosted after it closes.
- A Spanish-language interface, with Spanish statements accepted and approved as written. If Spanish-language participation is below the threshold at the mid-course check, a parallel Spanish conversation is opened with the translated seed set, and the statement corpora, not the vote matrices, are merged.
- The conversation is hosted on an open-source platform. Data is exported weekly from the fourth week onward so that a change in hosting terms or availability is a recoverable event. The MPO owns all exported data.

Recruitment

Self-selection is the central risk. Every channel exists to reach a population that would not find the conversation on its own. The MPO tracks participation by channel weekly and redirects effort to channels that under-perform. Channels include, at minimum: general public (MPO, City, counties, media); CityLink riders (seat-back cards, transfer center signage, staffed tablet at the transfer center); healthcare waiting rooms; Dyess Air Force Base (base bulletin, spouse and

family networks); the region's colleges and universities; rural Jones and Callahan county residents (extension offices, Farm Bureau, sale barn, courthouses, rural post office boards, volunteer fire departments); employers and shift workers; congregations, including Spanish-language congregations; school districts; the Chamber and economic development organizations; libraries (staffed tablet); and North Abilene neighborhood associations. Six to eight staffed tabling events with tablets are held at locations across the three counties. Staff may enter a statement on behalf of a participant who cannot use a device, logged as staff-entered.

Moderation

1. Two trained MPO moderators review every submitted statement within 24 hours on weekdays and 48 hours on weekends.
2. A statement is approved if it is on topic, contains one idea, is under the length limit, contains no personal information, names no identifiable individual or business, contains no profanity or harassment, and is not a near-duplicate of an approved statement. Otherwise it is rejected, and every rejection is logged with the reason. Borderline rejections require two-person concurrence.
3. Moderators never edit a statement. An edited statement is no longer what the participant said.
4. After launch, staff submit no statements except to fill a documented coverage gap, and any such statement is logged as staff-authored.
5. A one-paragraph moderation summary is published weekly: statements submitted, approved, and rejected, with the reasons for rejection by category.
6. Interim opinion-group results are not published during the conversation, because publishing them invites organized voting to move them.
7. Board members and staff are welcome as participants with no special role; anonymity means there is no way to distinguish them.

Performance Floors and Targets

Measure	Floor	Target
Participants	400	1,000
Approved statements	150	250
Approved statements per value dimension	15	30
Median votes per participant	15	25
County coverage	Each county at least 10 percent of participants	Roughly proportional to population
Channels with 20 or more participants	8	12
Spanish-language participation	Set from the ACS limited-English-proficiency share for the three counties [insert]	Proportional

Measure	Floor	Target
Opinion groups	Report whatever emerges	No target; a target would invite tuning

Mid-course check. At the seventh week the MPO triggers supplemental outreach if any dimension has fewer than 15 approved statements, any county is under 10 percent of participants, fewer than eight channels have 20 or more participants, or Spanish-language participation is below threshold. The mid-course memo and any actions taken are posted.

Data, Privacy, and Public Records

- No personal information is collected. Participation is anonymous. Channel tags identify a distribution channel, not a person.
- The conversation export, the moderation log, and the outreach log are records of a governmental body, subject to the Texas Public Information Act, and are retained under the MPO's records schedule.
- The landing page informs participants that statements are public, may be quoted without attribution, and may be used to develop a later survey.
- The MPO does not attempt to re-identify participants and does not combine the export with any other dataset that could permit it.
- No synthetic or simulated data is ever stored with, joined to, or reported alongside the conversation export (Policy 7).

Closure and Reporting

Statement submission closes at the end of the tenth week and voting at the end of the eleventh. In the twelfth week the MPO exports and archives the full dataset with the moderation and outreach logs; produces the conversation report (opinion groups, majority statements, group-informed consensus statements, most divisive statements, and coverage by dimension and channel); codes every approved statement to a value dimension for survey construction; publishes a plain-language public summary that reports what residents said and does not report opinion groups as population shares; and assembles the participation record package for this plan's file: the public notice, the outreach log by channel with dates and counts, participation statistics, the moderation policy and log, the public summary, and a statement of how the results were used.

APPENDIX D. RECORD OF PUBLIC COMMENT AND ADOPTION

To be completed after the 45-day comment period.

Development of This Plan

This plan was developed in consultation with interested parties as required by 23 CFR 450.316(a)(1). The draft was released for a 45-day public comment period beginning [DATE] and ending [DATE]. Notice was published in the *Abilene Reporter-News* on [DATE], posted on the MPO website and social media on [DATE], sent to the interested-parties list on [DATE], and posted with the Taylor, Jones, and Callahan county clerks on [DATE]. The draft was presented to the Technical Advisory Committee on [DATE] and to the Transportation Policy Board on [DATE].

Comments Received and Disposition

No.	Date	Source	Summary of comment	MPO response and disposition
1				
2				
3				

Adoption

Adopted by the Abilene MPO Transportation Policy Board on [ADOPTION DATE] by Resolution [NUMBER]. Copies provided to the Federal Highway Administration, the Federal Transit Administration, and the Texas Department of Transportation for informational purposes and posted at www.abilenempo.org.

 [Name], Chair, Transportation Policy Board
 Executive Director

Craig T. Casper, AICP, CTP, CEP,



To: Abilene MPO Technical Advisory Committee
From: Craig Casper, Executive Director
Subject: Item 6: Discuss the 2027-2028 Unified Planning Work Program
Action: Review, Discuss, and Possible Recommendations for Staff

Summary

This item is a discussion on the Pre-Draft Unified Planning Work Program (UPWP). A Unified Planning Work Program (UPWP) is a federally mandated, operational budget and statement of work that outlines all multimodal transportation planning activities to be undertaken by a Metropolitan Planning Organization (MPO) over a one- or two-year period. It serves as the mechanism through which an MPO programs federal planning funds, establishes regional priorities, assigns operational responsibilities, and ensures transparency with state and federal partner agencies. Along with the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), the UPWP is one of the three foundational documents every MPO must maintain.

This 2027-2028 UPWP is the document that defines the Abilene MPO's work program. It was developed by MPO staff, and will be reviewed by the TAC and approved by the MPO's Policy Board. TxDOT TPP provides MPO's with a template to use for the development of the UPWP.

This document also provides the foundation for Task Orders that will be undertaken by the consulting firms selecting during the RFQ process.

Prior Actions

The current UPWP was Approved in August 2025 and Amended (#1) in February 2026.

Background

The UPWP fulfills three core roles within regional transportation planning:

Operational Work Plan: Details specific studies, regional travel demand modeling, public involvement campaigns, and data collection initiatives.

Financial Management Tool: Budgets anticipated revenues from federal, state, and local sources against project expenditures, ensuring fiscal accountability and grant compliance.

Interagency Coordination Mechanism: Identifies all transportation planning work conducted within the MPO Planning Area, and helps coordinate work efforts between the MPO, Texas Department of Transportation, CityLink, and local municipalities and counties.

Alternatives

- 1) N/A

Recommended Action to the Policy Board

N/A

Attachments

- 1) Draft 2027-2028 Unified Planning Work Program



Abilene Metropolitan Planning Organization

AMENDED

FISCAL YEAR 2027 AND FISCAL YEAR 2028

UNIFIED PLANNING WORK PROGRAM

Abilene Metropolitan Planning Organization

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS

Non-Transportation Management Area (Non-TMA)

AIR QUALITY STATUS

Attainment

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

This UPWP complies with federal and state requirements, is true and correct, and is adopted by the Abilene MPO Policy Board: [Adoption date]

Federal Approval: [Federal approval date]

Once adopted and approved, this document supersedes previous versions of the UPWP.

**Abilene MPO | 209 S Danville Dr., Ste. B-212 | Abilene, TX 79605 | (325) 437-9999 |
www.abilenempo.org**

Table of Contents

This table of contents is a Word field. To populate or refresh it, click anywhere inside the table below and use Update Table under the References tab. Update it before submitting the UPWP.

Table of Contents	2
Executive Summary	6
Introduction	8
A. Purpose	8
B. Definition of Area	9
C. Organization	10
D. Non-MPO Involvement	11
E. Planning Priorities	12
Task 1: Administration and Management	15
A. Objective	15
B. Expected Products	15
C. Previous Work	16
D. Subtasks	16
Subtask 1.1: Monthly Billing and Financial Management	16
Subtask 1.2: Public, Local, State, and Federal Agency Communication and Outreach	17
Subtask 1.3: Agency Direction and Refinement	18
Subtask 1.4: Direct Expenses	18
Task 2: Data Development and Maintenance	20
A. Objective	20
B. Expected Products	20
C. Previous Work	21
D. Subtasks	21
Subtask 2.1: PM 1: Crashes and Safety Data	21
Subtask 2.2: PM 2: Infrastructure Condition	22
Subtask 2.3: PM 3: System Performance Data	22
Subtask 2.4: Geographic Information System: Community and Environment Data	23
Subtask 2.5: Roadway Network, Traffic Volume, and Travel Time Data	24
Subtask 2.6: Traffic Analysis Zones and Small Area Forecast	24
Task 3: Short Range Planning	26
A. Objective	26
B. Expected Products	26
C. Previous Work	26
D. Subtasks	27

Subtask 3.1: Unified Transportation Program Coordination and Annual Input.....	27
Subtask 3.2: Transportation Improvement Program Amendment and Update.....	27
Subtask 3.3: Financial Plan Development and Update	28
Task 4: Metropolitan Transportation Plan	30
A. Objective.....	30
B. Expected Products.....	30
C. Previous Work.....	31
D. Subtasks	31
Subtask 4.1: Plan Scope, Schedule, and Interagency Consultation	31
Subtask 4.2: Vision, Goals, and Measurable Objectives	32
Subtask 4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds	32
Subtask 4.4: Model Enhancement and Futures Analysis Capability.....	33
Subtask 4.5: Community Preference Research and Public Participation.....	34
Subtask 4.6: Needs and Deficiency Identification	35
Task 5: Special Studies.....	36
A. Objective.....	36
B. Expected Products.....	36
C. Previous Work.....	36
D. Subtasks	36
Subtask 5.1: Regional Safety Action Plan	36
Subtask 5.2: Regional Resiliency Plan.....	37
Subtask 5.3: Microtransit Services Study	38
Budget Summary — Fiscal Year 2027.....	39
Task 1: Administration and Management.....	42
A. Objective.....	42
B. Expected Products.....	42
C. Previous Work.....	43
D. Subtasks	43
Subtask 1.1: Monthly Billing and Financial Management	43
Subtask 1.2: Public, Local, State, and Federal Agency Communication and Outreach	44
Subtask 1.3: Agency Direction and Refinement.....	44
Subtask 1.4: Direct Expenses	45
Task 2: Data Development and Maintenance	46
A. Objective.....	46
B. Expected Products.....	46
C. Previous Work.....	46

D. Subtasks.....	47
Subtask 2.1: PM 1: Crashes and Safety Data.....	47
Subtask 2.2: PM 2: Infrastructure Condition	48
Subtask 2.3: PM 3: System Performance Data	48
Subtask 2.4: Geographic Information System: Community and Environment Data.....	49
Subtask 2.5: Roadway Network, Traffic Volume, and Travel Time Data	50
Subtask 2.6: Traffic Analysis Zones and Small Area Forecast.....	50
Task 3: Short Range Planning.....	52
A. Objective.....	52
B. Expected Products.....	52
C. Previous Work.....	52
D. Subtasks.....	53
Subtask 3.1: Unified Transportation Program Coordination and Annual Input.....	53
Subtask 3.2: Transportation Improvement Program Amendment and Update.....	53
Subtask 3.3: Financial Plan Development and Update	54
Task 4: Metropolitan Transportation Plan	56
A. Objective.....	56
B. Expected Products.....	56
C. Previous Work.....	57
D. Subtasks	57
Subtask 4.1: Plan Scope, Schedule, and Interagency Consultation	57
Subtask 4.2: Vision, Goals, and Measurable Objectives	57
Subtask 4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds	58
Subtask 4.4: Model Enhancement and Futures Analysis Capability.....	58
Subtask 4.5: Community Preference Research and Public Participation.....	59
Subtask 4.6: Needs and Deficiency Identification	59
Subtask 4.7: Strategy and Investment Portfolio Development.....	60
Subtask 4.8: Plan Documentation, Public Review, and Adoption.....	60
Subtask 4.9: Monitoring, Indicators, and Plan Maintenance Program.....	61
Task 5: Special Studies.....	63
A. Objective.....	63
B. Expected Products.....	63
C. Previous Work.....	63
D. Subtasks	63
Subtask 5.1: Regional Safety Action Plan	63
Subtask 5.2: Regional Resiliency Plan.....	64

Subtask 5.3: Microtransit Services Study	65
Budget Summary — Fiscal Year 2028.....	67
Appendix A.....	70
Abilene MPO Policy Board Membership.....	70
Technical Advisory Committee (TAC) Membership	70
MPO Staff	70
Appendix B.....	71
Metropolitan Planning Area Boundary Map.....	71
Appendix C.....	72
Debarment Certification (Negotiated Contracts).....	72
Appendix D	73
Lobbying Certification.....	73
Appendix E.....	74
Certification of Contract and Procurement Procedures Compliance	74
Appendix F.....	75
Certification of Internal Ethics and Compliance Program.....	75
Appendix G	76
Amendment Summary	76
Appendix H	77
Completed UPWP Checklist	77

Executive Summary

The Unified Planning Work Program is the federally required scope of work identifying the transportation planning activities that will be conducted by the Abilene MPO staff or within the MPO Planning Area Boundary by local or state planning agencies during Federal Fiscal Years 2027 and 2028, regardless of the source of funding, where those activities affect the regional transportation system. This UPWP is the basis on which the Federal Highway Administration and the Federal Transit Administration authorize planning funds, and Federal regulation requires that a UPWP include, at a minimum, a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the sources of funds (23 CFR 450.308).

This work program is the timeframe between October 1, 2026 and September 30, 2028. It is organized as two complete and separate one-year work programs. Part One covers Fiscal Year 2027 and Part Two covers Fiscal Year 2028. Each part contains the full five-task structure, its own subtasks, and its own budget summary, so that each fiscal year can be reviewed, amended, reported against, and audited independently.

The Abilene MPO is a Non-Transportation Management Area MPO in an air quality attainment area. The metropolitan planning area includes: the City of Abilene, the City of Buffalo Gap, the City of Clyde, the City of Hawley, the City of Impact, the City of Lawn, the City of Merkel, the City of Tuscola, the City of Tye, the Dyess Air Force Base, adjacent rural areas in Jones County, adjacent rural areas in Taylor County, and adjacent rural areas in Callahan County.

Five tasks organize the work for each year in the Texas DOT UPWP Template. Task 1, Administration and Management, describes financial management, agency communication and outreach, agency direction, and direct expenses. Task 2, Data Development and Maintenance, includes crash and safety information, infrastructure condition, and operational system (TSMO) performance datasets underlying federal performance reporting, together with the geographic, network, zonal, and demographic data that metropolitan forecasting depends. Task 3, Short Range Planning, incorporates continuing coordination with TxDOT for the Unified Transportation Program, developing and amending the Transportation Improvement Program, and developing and maintaining the regional financial plan. Task 4, Metropolitan Transportation Plan, is both amending and updating the MPO long-range plan and any associated analysis they require. Task 5, Special Studies, are specific projects outside the normal flow of work. In this case they are the Regional Safety Action Plan, the Regional Resiliency Plan, and the Microtransit Services Study.

The two years are sequenced deliberately. Fiscal Year 2027 is principally a data and analysis year: acquiring, cleaning, and documenting the datasets each federal performance area requires; revising the traffic analysis zone structure; developing a new Small Area Forecast; rebuilding and validating the regional travel demand model; and conducting the community preference research that establishes what levels of performance residents of this region consider acceptable. Fiscal Year 2028 applies that foundation and establishes baseline conditions: identifying deficiencies, developing and evaluating candidate investment programs, and carrying the updated Metropolitan Transportation Plan through public review and adoption.

The analytical objective of that sequence is a set of investment decisions that do not depend on a single forecast being correct. Candidate investment programs are evaluated against a range of plausible future conditions rather than against one assumed future, and the adopted plan will state: the conditions under which the interventions underperform, the indicators that reveal when those conditions are emerging, and the responses the MPO process identified to respond to the possible

emerging conditions in advance. Fiscal constraint is continuously demonstrated against the adopted and updated revenue forecasts in the MPO financial plan, exactly as it is today; the range analyses serve a separate analytical purposes and the two are deliberately designed to coexist. Federal planning regulations expressly permit scenario approaches in metropolitan plan development at 23 CFR 450.324(i).

Funding for this work program is paid for with Transportation Planning Funds, which include FHWA PL-112 funds and FTA Section 5303 funds; FTA Section 5307 funds administered by CityLink Transit; FTA Section 5304 funds where applicable; and local funds. TxDOT applies transportation development credits sufficient to provide the required non-federal share of Transportation Planning Funds. The 2.5 percent Safe and Accessible Transportation Options set-aside is drawn from PL funds within the Transportation Planning Funds total and is programmed in Task 5. [Funding totals and the summary of funding sources will be inserted upon completion of the budget.]

Exhibit 1: Funding Source Summary

Funding Source	Federal Share	State Share	Local Share	Total Funds
TPF*	TBD	TBD	TBD	TBD
FTA Section 5307	TBD	TBD	TBD	TBD
FTA Section 5304	TBD	TBD	TBD	TBD
Local Funds	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD

*TxDOT uses Transportation Development Credits (TDCs) to fulfill the required TPF non-federal share.

Exhibit 2: Expenditure Summary

Expenditure Source	2027 Federal Funding	2027 State Funding	2028 Federal Funding	2028 State Funding
Task 1	TBD	TBD	TBD	TBD
Task 2	TBD	TBD	TBD	TBD
Task 3	TBD	TBD	TBD	TBD
Task 4				
Task 5	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD

*TxDOT uses Transportation Development Credits (TDCs) to fulfill the required TPF non-federal share.

Introduction

Federally required regional transportation planning began with the Federal-Aid Highway Act of 1962, which created the continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas and required urban areas of more than fifty thousand people to prepare transportation plans as a condition of receiving federal highway funds. On January 23, 1969, an agreement between the City of Abilene and the State of Texas established what is now the Abilene Metropolitan Planning Organization (MPO). No federal reimbursement to the Abilene MPO can occur for work that is not explicitly identified in the approved UPWP.

The Abilene MPO is the regional transportation planning body for the City of Abilene, the City of Buffalo Gap, the City of Clyde, the City of Hawley, the City of Impact, the City of Lawn, the City of Merkel, the City of Tuscola, the City of Tye, the Dyess Air Force Base, rural areas in Jones County, rural areas in Taylor County, and rural areas in Callahan County. The Abilene MPO consists of federal, state, and local agencies working together to avoid conflicting plans, duplicated projects, and funding conflicts among transportation priorities in the metropolitan planning area. As the designated metropolitan planning organization, the Abilene MPO is responsible for carrying out the “...continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution” (23 CFR 450.300).

UPWPs in Texas are organized into Tasks. Tasks 1 through 5 describe activities carried out by or on behalf of the Abilene MPO and are formatted to show the objective, expected products, previous work, subtasks, and funding for each. This work program is organized as two complete and separate one-year work programs. Part One covers Fiscal Year 2027 and Part Two covers Fiscal Year 2028. Each part repeats the full five-task structure so that each fiscal year can be reviewed, amended, and reported against on its own terms without reference to the other.

A. Purpose

The Unified Planning Work Program describes the transportation planning work and resulting products, who will perform the work, the time frames for completing the work, the cost of the work, and the sources of funds for all transportation planning conducted within the Abilene MPO planning area boundaries, regardless of the source of funds. The UPWP functions as the fiscally constrained scope of work that the Abilene MPO uses to conduct the regional transportation planning process between October 1, 2026 and September 30, 2028.

Federal law establishes a performance-based approach to transportation decision-making. National performance goals address safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance measures also apply to transit systems receiving federal funding through the Transit Asset Management (TAM) Plan and the Public Transportation Agency Safety Plan (PTASP). TxDOT establishes statewide targets for each measure, and MPOs then choose to set their own regional targets or to support the state targets. The Abilene MPO, CityLink Transit, and TxDOT have cooperatively established the practices, support systems, and working relationships necessary to implement performance-based planning and programming.

During the two years covered by this work program, the Abilene MPO is deliberately strengthening the evidence base beneath that performance-based approach. Fiscal Year 2027 is a data and analysis year. The MPO will acquire, clean, and document the safety, infrastructure condition, system performance, demographic, and network data required by federal reporting, and will rebuild the analytical tools that convert those data into forecasts. Fiscal Year 2028 applies those tools to the update of the Metropolitan Transportation Plan and to the special studies that support it. The sequence is intentional: the region cannot evaluate investment choices credibly against goals it has not measured, using forecasts it cannot reproduce.

This work program addresses the planning factors listed in 23 CFR 450.306(b) across its five tasks. Public involvement is conducted under the adopted Public Participation Plan and is described in Task 1 and Task 4. The Abilene MPO carries out this work in cooperation with CityLink Transit, the public transportation operator for the metropolitan planning area, consistent with 23 CFR 450.314(a).

B. Definition of Area

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently urbanized or, by federal definition, the contiguous geographic area likely to become urbanized within the twenty-year forecast period covered by the Metropolitan Transportation Plan. The U.S. Census Bureau shows the Abilene urban area covers 106.79 square miles. The planning area includes, the City of Abilene, the City of Buffalo Gap, the City of Clyde, the City of Hawley, the City of Impact, the City of Lawn, the City of Merkel, the City of Tuscola, the City of Tye, the Dyess Air Force Base, rural areas in Jones County, rural areas in Taylor County, and rural areas in Callahan County.

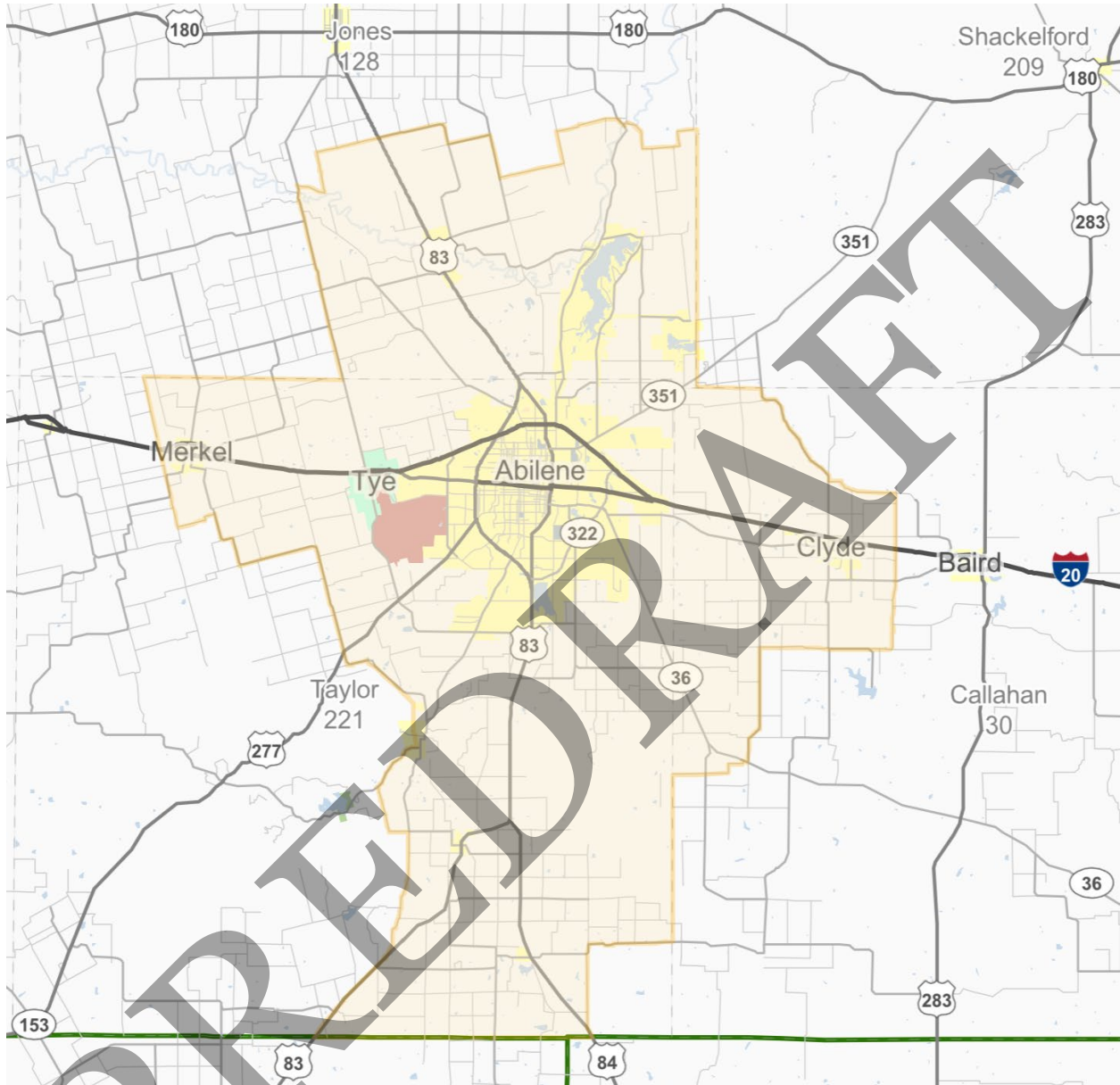
The MPO began reviewing its metropolitan planning area boundary in early 2022 in partnership with the Texas A&M Transportation Institute, and AECOM was engaged in September 2023 to complete the boundary revision process. The Policy Board approved the proposed changes on April 16, 2024, and the technical memorandum and revised boundary information were submitted to TxDOT on June 25, 2024. TxDOT forwarded the boundary expansion request to the Governor's Office on October 3, 2024. If and when the revised boundary is approved, the expansion will include Callahan County and the Cities of Buffalo Gap, Clyde, Hawley, Lawn, Merkel, and Tuscola. Work described in this UPWP that depends on the expanded boundary is scoped so that it can proceed on the current approved boundary and be extended if approval occurs during the period of this work program.

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

Exhibit 3: 2020 Census Population by Jurisdiction

Jurisdiction	2020 Census Population
City of Abilene	125,182
Taylor County	143,208
Jones County	19,663
Callahan County	13,708

Exhibit 4: Abilene MPO Planning Area Boundary Map



C. Organization

The Abilene Metropolitan Planning Organization is the Governor-designated MPO for the Abilene urban area. The City of Abilene is the fiscal agent for the Abilene MPO. The Abilene MPO Policy Board is the forum in which the public, municipalities, counties, the transit agency, state agencies, and private agencies address regional transportation issues within the Governor-approved planning area boundary. The Policy Board takes the approval actions required of a metropolitan planning organization and is responsible for ensuring that federally funded projects, plans, programs, and studies comply with federal and state law, informed by public comment and by the recommendations of the Technical Advisory Committee and MPO staff.

In November 2010 the Policy Board was reorganized from seventeen members to five voting members, and the Technical Advisory Committee was established. In June 2026 the Policy Board was expanded to six voting members. They are: the Mayor of the City of Abilene, a City of Abilene Council Member, the Callahan County Judge, the Jones County Judge, the Taylor County Judge, and the TxDOT Abilene District Engineer. Three elected state and federal legislators serve as non-voting members: the U.S. Representative for District 19, the State Senator for District 28, and the State Representative for District 71.

The Technical Advisory Committee reviews and makes recommendations to the Policy Board on technical matters and on other issues assigned to it by the Policy Board. Membership includes: the Abilene Chamber of Commerce, the Abilene Transit System General Manager or designee, a Callahan County Commissioner or designee, the City of Abilene City Engineer or designee, the City of Abilene Planning and Development Services Director or designee, the City of Abilene Public Works Director or designee, the City of Abilene Traffic Engineer or designee, the City of Abilene Transportation Director or designee, the City of Buffalo Gap Mayor or designee, City of Clyde Mayor or designee, the City of Hawley Mayor or designee, the City of Impact Mayor or designee, the City of Lawn Mayor or designee, the City of Merkel Mayor or designee, the City of Tuscola Mayor or designee, the City of Tye Mayor or designee, the Dyess Air Force Base Civil Engineer or designee, a Jones County Commissioner or designee, a Taylor County Commissioner or designee, the TxDOT Abilene Area Engineer or designee, the TxDOT Director of Maintenance or designee, the TxDOT Director of Transportation Operations or designee, the TxDOT Director of Transportation Planning and Development or designee, the West Central Texas Council of Governments representative, and the Abilene MPO Executive Director. Non-voting members include the Federal Highway Administration, the Federal Transit Administration, the Texas Commission on Environmental Quality, the TxDOT MPO Coordinator, and the TxDOT Public Transportation Coordinator. Committee members identify the transportation planning studies they are undertaking or intend to undertake during the period of this work program where those studies may lead to changes affecting the regional transportation system.

The MPO staff is authorized for two full-time and one part-time employees responsible for the day-to-day activities of the MPO. The Executive Director is responsible for the direction and administration of the MPO. The Transportation Planner and Office Assistant provide planning, technical, and clerical support. A memorandum of understanding among the Abilene MPO, TxDOT, and the City of Abilene as the operator of CityLink Transit defines the roles of each entity in transportation planning within the Abilene MPO planning area. Current Policy Board, Technical Advisory Committee, and staff membership lists appear in Appendix A.

D. Non-MPO Involvement

The MPO draws on the knowledge and expertise of Technical Advisory Committee members, including members from the private sector. The MPO may obtain legal and professional services from private consultants to supplement staff planning efforts for the tasks and subtasks described in this document,

consistent with 23 CFR 450.310(f). All civic and professional groups are encouraged to participate in the regional transportation planning process.

Two consultant engagements shape the two years of this work program. The first supports the update of the Metropolitan Transportation Plan and the analytical work that underlies it, including model enhancement, forecast development, and the community preference research described in Task 4. The second supports the special studies described in Task 5. Scopes for both are written so that data, models, code, documentation, and survey instruments produced under them are delivered to the MPO in usable and reproducible form, and remain the property of the MPO.

Meeting notices, mailings, and local news and media coverage encourage residents to attend. Meeting notices, agendas, and minutes are available at <https://www.abilenempo.org/>. The Abilene MPO uses virtual public involvement tools across its processes and products to broaden participation, and pairs them with in-person opportunities for residents who do not have reliable access to computers or mobile devices.

E. Planning Priorities

The Abilene MPO's planning priorities for Fiscal Years 2027 and 2028 are set by three conditions: a Metropolitan Transportation Plan that must be updated before it lapses in December 2029; a data and forecasting foundation that requires rebuilding before that update can be defended; and an evaluation practice changed from a single forecast and technical-staff sourced performance thresholds into than a defensible range of forecast conditions and thresholds derived from residents.

Highway planning priorities. The MPO will maintain and update the data inventory of the metropolitan roadway network, traffic volume data, and travel time data across the metropolitan planning area, using data sources licensed by TxDOT where those licenses extend to MPO use. Safety is a first-tier performance area: the region will build a locally calibrated crash analysis capability and a Regional Safety Action Plan during this work program. Pavement and bridge condition will be tracked against state and regional targets so that preservation needs can be compared against expansion needs on common terms.

Transit planning priorities. The MPO will continue coordination with CityLink Transit on short-range service planning, on the Transit Asset Management Plan and Public Transportation Agency Safety Plan targets, and on the Microtransit Services Study described in Task 5. Transit performance data will be integrated with the regional data program in Task 2 rather than maintained separately, so that transit and roadway investments can be evaluated within the same analytical framework.

Analytical priorities. The current planning process, like most, evaluates investment options against a single socioeconomic forecast and a single revenue forecast. Over a twenty-plus year horizon that approach commits the region to a prediction rather than to a strategy. During this work program the MPO will develop the capability to test candidate investment programs against a range of plausible future conditions — population and employment growth, revenue availability, travel behavior, technology, and hazard exposure — rather than against one assumed future. The distinction that organizes this work is between conditions the region does not control and the investments and policies the region does control. Task 2 builds the data and Task 4 builds the analysis. The intent is a plan that states plainly the conditions under which it would underperform, identifies observable indicators that those conditions are emerging, and identifies in advance what the region would do about them.

Public participation priorities. Performance thresholds that are asserted by technical staff rather than derived from residents cannot support the analysis described above. The MPO will conduct community preference research during this work program to establish, empirically, what levels of performance residents of this region consider acceptable and what trade-offs they are willing to make among safety,

travel time, condition, and resilience. That research is described in Task 4 and is conducted under the adopted Public Participation Plan.

PRED DRAFT

PART ONE

FISCAL YEAR 2027

Unified Planning Work Program

October 1, 2026 through September 30, 2027

PREDRAFT

Task 1: Administration and Management

Pre-Approval Reminders

- Equipment purchases over \$10,000 and purchases related to land and buildings must be approved by TxDOT in compliance with 2 CFR §200.439.
- Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b).
- Food and beverage purchases for MPO meetings or events must be approved by TxDOT before these purchases are incurred, as authorized by 2 CFR §200.208(c)(6).
- Legal services require federal approval according to 2 CFR §200.455(a).

All expenses requiring pre-approval must be approved by the appropriate agency before any related costs are incurred. Inclusion of these expenses in the UPWP does not constitute approval by TxDOT or federal partners.

A. Objective

The purpose of this task is to provide administrative and financial support to the regional transportation planning process, to secure the tools and services the process requires, to provide opportunities for public input, and to facilitate interagency cooperation and coordination. This task covers the general operations of the MPO, including financial management, procurement, contract administration, personnel administration, interagency coordination, travel and training, public communication, and the direct expenses required to operate the agency.

During FY 2027 this task also carries the administrative load of two procurements and the associated contract management: the consultant engagement supporting the Metropolitan Transportation Plan update and analytical development described in Task 4, and the special studies described in Task 5. Contract scope development, selection, negotiation, and ongoing contract administration are performed under this task; the technical work performed under those contracts is budgeted in the tasks it serves.

B. Expected Products

Service: ongoing monitoring and, as necessary, amendment of the FY 2027 UPWP throughout FY 2027.

Deliverable, as necessary: approved amendments to the FY 2027 UPWP and the associated resolutions of approval.

Deliverable: development, submission, and approval of the subsequent UPWP.

Deliverable: the FY 2026 Annual Performance and Expenditure Report (APER), due December 15.

Deliverable: the FY 2026 Annual Listing of Obligated Projects (ALOP), due within ninety days of the close of the fiscal year.

Deliverable: FY 2027 self-certification.

Deliverable: monthly billing statements and supporting documentation submitted to TxDOT.

Deliverables, as applicable: Policy Board and Technical Advisory Committee meeting packets, agendas, presentations, and minutes.

Service: facilitation of public meetings and of the public participation process throughout FY 2027.

Service and deliverable: maintenance of the Abilene MPO website and of regularly updated website content throughout FY 2027.

Service: staff attendance and participation in in-state and out-of-state training, educational courses, and meetings throughout FY 2027.

Deliverable: executed consultant contracts supporting Task 4 and Task 5, together with the associated procurement record.

C. Previous Work

The MPO prepared and submitted monthly billing statements and maintained the administrative and fiscal operations of the agency. Staff developed presentations, meeting handouts, agenda packets, project maps, and supporting materials for the Policy Board and Technical Advisory Committee, and completed the monthly, quarterly, and annual reports required by state and federal agencies. Staff attended workshops, meetings, conferences, and training sessions. Office supplies and minor equipment were acquired as needed.

The MPO maintained its website and social media accounts and produced the MPO Insider newsletter. The FY 2026 and FY 2027 UPWP was adopted August 19, 2025 and received federal approval September 25, 2025; Amendment 1 was adopted by the Policy Board on February 17, 2026. Staff recruitment continued against a persistent vacancy in the Transportation Planner position, which has constrained the agency's technical capacity and contributed to the unexpended balances reported in the FY 2026 and FY 2027 work program.

Development of the consultant procurement supporting the Metropolitan Transportation Plan update and the associated analytical work was initiated in FY 2026. Elements of that solicitation are ongoing and carry into FY 2027.

D. Subtasks

Subtask 1.1: Monthly Billing and Financial Management

This subtask covers the financial administration of the Abilene MPO, including preparation and submission of monthly billing to TxDOT, maintenance of financial records and supporting documentation, timesheet administration, budgeting and financial planning, tracking of obligations and expenditures by task and subtask, and preparation of the financial content of the Annual Performance and Expenditure Report. It also covers the procurement and contract administration functions of the agency: development of solicitation documents, evaluation and selection procedures, contract negotiation, invoice review, and deliverable acceptance.

The City of Abilene serves as fiscal agent. City of Abilene staff and independent auditors perform the financial, administrative, and managerial support functions necessary for fiscal oversight and facilitation of planning activities, including internal and independent audits. The City of Abilene maintains a Cost Allocation Plan for indirect services provided by central departments, prepared by an independent firm at the City's request. Actual expenditure information is drawn from the City's year-end financial statements, and the statistics used to allocate costs are developed through full counts or, in some cases, representative sample period counts.

During FY 2027 this subtask carries additional procurement workload associated with the consultant engagements supporting Task 4 and Task 5. Because those engagements span more than one fiscal year, this subtask also maintains the multi-year obligation tracking necessary to demonstrate that committed funds remain available across fiscal year boundaries.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Monthly billing statements and supporting documentation; maintained financial records; FY 2026 APER financial content; procurement and contract administration records; multi-year obligation tracking.

Schedule: Monthly and ongoing throughout FY 2027. APER financial content due December 15.

Responsible Agency: Abilene MPO / City of Abilene

Who will Perform the Work: MPO staff; City of Abilene finance staff; independent auditors

Subtask 1.2: Public, Local, State, and Federal Agency Communication and Outreach

This subtask covers the communication and coordination work that connects the MPO to the public and to the agencies whose decisions affect, or are affected by, the regional transportation system. It includes preparation for and conduct of Policy Board and Technical Advisory Committee meetings; preparation of agendas, packets, presentations, and minutes; publication of legal notices, press releases, and advertisements; maintenance of the MPO website and social media presence; production of newsletters and other public information materials; and facilitation of citizen participation in all MPO processes.

This subtask also covers maintenance and periodic evaluation of the adopted Public Participation Plan. The Public Participation Plan describes how and when the public is given the opportunity to participate in each stage of the planning process, and it is the governing document for the community preference research described in Task 4. Because that research introduces participation methods the current plan does not fully describe — including facilitated small-group sessions and a statistically valid regional survey — the Public Participation Plan will be reviewed and, if necessary, amended to describe those methods, the compensation of participants where applicable, and the manner in which results are reported back to the public and to decision-makers.

Interagency coordination under this subtask includes participation in TxDOT district and division coordination meetings, the Texas Association of Metropolitan Planning Organizations, and regional forums convened by the West Central Texas Council of Governments; coordination with Dyess Air Force Base and with the Department of Defense on the Strategic Highway Network; coordination with federal land management agencies on access routes and connectivity to federal lands; and participation in city council, county commission, and stakeholder meetings across the region.

During FY 2027 this subtask carries early consultation with TxDOT, FHWA, FTA, resource agencies, and local jurisdictions on the scope and methods of the Metropolitan Transportation Plan update. Securing agreement from state and federal partners on the fairness and breadth of the evaluation approach at the beginning of the update is substantially less costly than resolving disagreement about it during project eligibility review or programming.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Meeting notices, agendas, packets, presentations, and minutes; published legal notices and press releases; maintained website and social media content; newsletters; Public Participation Plan review and, as necessary, amendment; interagency coordination record.

Schedule: Ongoing throughout FY 2027. Public Participation Plan review second and third quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance as necessary

Subtask 1.3: Agency Direction and Refinement

This subtask covers the direction and management of the agency itself: development, maintenance, and amendment of the Unified Planning Work Program; preparation of the Annual Performance and Expenditure Report and the Annual Listing of Obligated Projects; preparation of self-certification documentation; staff supervision, personnel administration, and recruitment; professional development, training, and travel; and the periodic evaluation of the MPO's own processes against the results they produce.

Professional development under this subtask includes attendance at meetings, workshops, seminars, and conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, the Texas Association of Metropolitan Planning Organizations, TxDOT, the National Highway Institute, the Transportation Research Board, and software and geographic information system training providers. Training may include travel costs for elected officials. Out-of-state travel will receive prior approval from TxDOT in accordance with 43 TAC §16.52(b).

During FY 2027 the training program is directed at the analytical capabilities this work program requires. Staff training will emphasize crash analysis methods, asset condition analysis, travel demand model operation and validation, and exploratory analysis methods for evaluating investment programs across a range of future conditions. The intent is that the MPO retains the ability to operate, interrogate, and defend the tools developed under Task 2 and Task 4 rather than depending on a consultant to do so.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted and amended UPWP documents and resolutions; FY 2026 APER; FY 2026 ALOP; FY 2027 self-certification; training and travel records; process evaluation memoranda.

Schedule: Ongoing throughout FY 2027. APER due December 15; ALOP due within ninety days of fiscal year close.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff

Subtask 1.4: Direct Expenses

This subtask covers the direct costs of operating the Abilene MPO. It includes lease of workspace and meeting space accessible to the public and to other public agencies; electric, water, and telephone utilities; janitorial services; insurance; advertising; meeting facilities; and the purchase or lease of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters, software, and support and maintenance agreements necessary to conduct transportation planning for the MPO area.

This subtask also covers data and software licensing that is not attributable to a single analytical product, including geographic information system licensing, and any subscription or license costs for regional data platforms that are not provided under a TxDOT statewide license. Data acquisitions that are attributable to a specific performance area are budgeted in Task 2.

Equipment purchases of \$10,000 or more per unit, and purchases related to land and buildings, require prior written approval from TxDOT in compliance with 2 CFR §200.439. Food and beverage purchases for MPO meetings or events require TxDOT approval before the purchase is incurred, as authorized by 2 CFR §200.208(c)(6). Legal services require federal approval in accordance with 2 CFR

§200.455(a). Inclusion of any of these expenses in this work program does not constitute approval by TxDOT or by federal partners.

Anticipated direct expenses in FY 2027 include replacement of the large-format plotter used for map production and replacement of the office copier. Both are expected to exceed the \$10,000 threshold and will be submitted for TxDOT approval before purchase.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Operating facilities and services; acquired supplies, equipment, and software; executed license and maintenance agreements; TxDOT pre-approval documentation as applicable.

Schedule: Ongoing throughout FY 2027.

Responsible Agency: Abilene MPO / City of Abilene

Who will Perform the Work: MPO staff; City of Abilene

PRELIMINARY DRAFT

Task 2: Data Development and Maintenance

A. Objective

The purpose of this task is acquiring, cleaning, documenting, and maintaining data for every other task in this work program. The Abilene MPO uses a systematic data program sufficient to meet federal performance-based planning and programming requirements and to support analysis at a level that allows comparison between individual investments and identification of trade-offs among them. Data are organized around the federal performance areas so that the same information serves target-setting, project evaluation, and public reporting without duplication.

The Abilene MPO primarily acquires data through continuing and collaborative arrangements with member agencies, and purchases or licenses data directly only where collaboration cannot supply it. Several of the data sources described in this task are available to the MPO under statewide licenses held by TxDOT. Where that is the case, the MPO's cost is the staff and consultant time required to extract, process, validate, and document the data rather than the acquisition cost of the data itself, and this task is scoped accordingly.

Fiscal Year 2027 is the primary data development year of this work program. The emphasis is on establishing complete, documented, and reproducible datasets in each performance area, on rebuilding the geographic and demographic foundations the region's forecasting depends on, and on documenting the provenance and known limitations of each dataset. A dataset that cannot be reproduced cannot support a decision that will be challenged.

B. Expected Products

Deliverable: cleaned and documented regional crash dataset supporting PM 1 target setting and the Regional Safety Action Plan.

Deliverable: pavement and bridge condition dataset for the National Highway System and the regionally significant network, supporting PM 2 target setting.

Deliverable: system performance and travel time reliability dataset supporting PM 3 target setting.

Deliverable: maintained and extended geographic information system covering the transportation network, community characteristics, and environmental features of the planning area.

Deliverable: updated roadway network inventory with traffic volume and travel time attributes.

Deliverable: revised traffic analysis zone structure and updated Small Area Forecast of population, households, and employment.

Deliverable: adopted regional performance measure targets, or documented concurrence with statewide targets, in each federal performance area on the applicable reporting cycle.

Deliverable: data documentation describing the source, vintage, processing steps, and known limitations of each maintained dataset.

Service: technical assistance to member agencies, consultants, and the public in the use of MPO data throughout FY 2027.

C. Previous Work

The MPO maintained its geographic information system, continued development of the sidewalk inventory using aerial imagery and field verification, and produced maps supporting project listings, board materials, and public meetings. Performance measures were monitored and reported in coordination with TxDOT and CityLink Transit. CityLink captured daily and monthly operational statistics supporting reporting to city, state, and federal entities, and used that data to evaluate microtransit zones, on-call service areas, fixed route adjustments, and bus stop and shelter placement.

Travel demand model maintenance continued in coordination with TxDOT and the Texas A&M Transportation Institute, including preliminary work on network extension to the proposed metropolitan planning area boundary. This work is ongoing and continues in FY 2027.

Crash data acquisition and cleaning were carried out on an as-needed basis rather than as a maintained program. Infrastructure condition data and system performance data were used as reported by TxDOT rather than assembled and validated regionally. Establishing all three as maintained, documented, and locally validated programs is the principal new work in this task in FY 2027.

D. Subtasks

Subtask 2.1: PM 1: Crashes and Safety Data

This subtask establishes and maintains the crash and safety dataset supporting the federal Safety performance measures. Unlike the other federal performance areas, the safety measures apply to all public roads rather than only to the National Highway System, so the dataset must cover the full regional network.

MPO staff, with consultant assistance, will acquire crash records from the TxDOT Crash Records Information System covering the most recent available reporting years, clean and geolocate those records against the regional roadway network, and reconcile them with local law enforcement records where discrepancies appear. The cleaned dataset will be loaded into the AASHTOWare Safety platform and into the Vision Zero Suite platform so that network screening, systemic analysis, and countermeasure evaluation can be performed regionally rather than relying solely on statewide outputs.

The subtask includes supporting data acquisition necessary for exposure-based analysis: traffic volumes, turning movement counts at locations of interest, and roadway geometry and control attributes. It includes the annual adoption of Safety performance measure targets or documented concurrence with statewide targets, and participation in multidisciplinary safety initiatives at the local, regional, and state level.

In FY 2027 the emphasis is on establishing the dataset and calibrating the analysis platform to local conditions. Crash prediction methods that are not calibrated to the region will misidentify locations, and a safety program built on a mis calibrated model will spend money in the wrong places. Calibration outputs, including the calibration factors themselves and the data used to derive them, will be documented so that they can be reviewed and reproduced.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Cleaned, geolocated, and documented regional crash dataset; calibrated crash analysis platform and calibration documentation; network screening outputs; adopted PM 1 targets or documented concurrence with statewide targets.

Schedule: Data acquisition and cleaning first and second quarters; calibration and validation third quarter; target adoption on the federal annual cycle. Ongoing throughout FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; Texas A&M Transportation Institute

Subtask 2.2: PM 2: Infrastructure Condition

This subtask establishes and maintains the pavement and bridge condition dataset supporting the federal Infrastructure Condition performance measures. The MPO will acquire pavement condition data from TxDOT's pavement management system for the Interstate and non-Interstate National Highway System within the metropolitan planning area, and will acquire bridge condition data from the National Bridge Inventory. The MPO will coordinate with the City of Abilene, Taylor County, Jones County, and the Cities of Impact and Tye to assemble condition data for regionally significant facilities that fall outside the National Highway System.

Assembling condition data for the off-system network is the substantive work in this subtask. Federal reporting requires only the National Highway System, but the majority of the region's roadway mileage, and the majority of the maintenance obligation facing local governments, sits off that system. A plan that compares preservation needs against expansion needs cannot do so credibly if half the network has no condition data behind it.

In FY 2027 the MPO will assemble the available data, identify the gaps, and establish a documented and repeatable method for characterizing condition on facilities where formal condition data are not collected. Where local agencies collect condition data in incompatible formats or on incompatible cycles, the MPO will work with those agencies to establish a common reporting convention rather than attempting to normalize incompatible data after the fact. The subtask includes the biennial adoption of Infrastructure Condition targets or documented concurrence with statewide targets.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Pavement and bridge condition dataset covering the National Highway System and the regionally significant network; documented off-system condition characterization method; adopted PM 2 targets or documented concurrence with statewide targets.

Schedule: Data acquisition first and second quarters; off-system assembly and method development second through fourth quarters; target adoption on the federal biennial cycle.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 2.3: PM 3: System Performance Data

This subtask establishes and maintains the system performance dataset supporting the federal System Performance and Freight performance measures, including travel time reliability on the Interstate and non-Interstate National Highway System and truck travel time reliability on the Interstate System.

The MPO will extract, validate, and document travel time and speed data from the Regional Integrated Transportation Information System (RITIS), from INRIX, and from StreetLight Data, using the statewide licenses held by TxDOT where those licenses extend to MPO use. Because these three sources are derived from different underlying data and use different segmentation and imputation methods, the subtask includes explicit reconciliation: comparison of the three against one another and against

locally collected counts and travel times, and documentation of where and by how much they diverge. Reporting a reliability figure without knowing which source produced it, and how that source behaves on low-volume rural segments, is a reporting exercise rather than an analytical one.

The subtask also includes origin-destination and trip pattern extraction supporting travel demand model validation and corridor analysis, and the collection of transit performance data in coordination with CityLink Transit so that transit and roadway performance can be evaluated on common terms.

In FY 2027 the emphasis is on establishing the extraction and validation procedures, documenting them so they can be repeated by staff, and producing the first fully documented regional system performance dataset. The subtask includes the biennial adoption of System Performance targets or documented concurrence with statewide targets.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Validated and documented system performance and travel time reliability dataset; source reconciliation memorandum; origin-destination and trip pattern extracts; transit performance data; adopted PM 3 targets or documented concurrence with statewide targets.

Schedule: Extraction procedure development first and second quarters; validation and reconciliation third quarter; ongoing extraction thereafter; target adoption on the federal biennial cycle.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit

Subtask 2.4: Geographic Information System: Community and Environment Data

This subtask maintains and extends the Abilene MPO geographic information system, with particular attention to two categories of data that the region's current analytical capability does not adequately cover: community characteristics and environmental features.

Community data include population, household, income, age, disability, vehicle availability, and employment characteristics drawn from the decennial Census, the American Community Survey, and state and local sources, mapped at a geography fine enough to support distributional analysis. The purpose is to allow the MPO to answer, with evidence, who bears the costs and who receives the benefits of a proposed investment program, and to satisfy Title VI and Americans with Disabilities Act analysis and reporting obligations. This subtask covers the data; the analysis that uses it is performed in Task 4.

Environmental data include floodplain and flood risk extents, water resources, protected and sensitive habitat, historic and cultural resources, and known contaminated sites, assembled from federal, state, and local sources in cooperation with the agencies that maintain them. The purpose is to support planning and environmental linkages, to identify constraints and hazard exposure early enough in the planning process to affect investment choices rather than late enough only to affect project delivery, and to support the Regional Resiliency Plan described in Task 5.

The subtask also covers general geographic information system operations: maintenance of the public-facing mapping presence, management and organization of internal geospatial data, map production for board materials and public meetings, technical assistance to member agencies, and maintenance of geographic information system software and licensing.

In FY 2027 the emphasis is on assembling the community and environmental layers, establishing data-sharing arrangements with the agencies that maintain the source data, and publishing what can

appropriately be published. Sensitive resource locations will be handled according to the restrictions imposed by the agencies that supply them.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained and extended geographic information system; community characteristics data layers; environmental and hazard data layers; data-sharing agreements; published public mapping content; maps and visual materials for board and public use.

Schedule: Ongoing throughout FY 2027, with layer assembly concentrated in the first three quarters of FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; City of Abilene; TxDOT; state and federal resource agencies

Subtask 2.5: Roadway Network, Traffic Volume, and Travel Time Data

This subtask maintains the roadway network inventory that carries the attributes every regional analysis depends on: functional classification, number of lanes, cross-section, posted speed, intersection control, annual average daily traffic, and observed travel time. The network is maintained as a single geospatial dataset that serves the travel demand model, the crash analysis platform, the condition dataset, and public mapping, rather than as separate networks maintained for separate purposes and reconciled after the fact.

Traffic volume data are assembled from TxDOT counts, from local agency counts, and from the estimated volume products available through the data sources described in Subtask 2.3. Where estimated volumes are used, the subtask includes validation against observed counts and documentation of the resulting confidence. Travel time data are drawn from the same sources and attached to the network at a segmentation consistent with the model network.

In FY 2027 the MPO will rebuild the network from current sources, extend it to cover the proposed metropolitan planning area so that the extension is ready when and if the boundary is approved, reconcile it against the model network and the crash analysis network, and document the reconciliation. The MPO will also establish the count program: which locations are counted, on what cycle, by which agency, and how the results enter the inventory.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained roadway network inventory with attributes; annual average daily traffic dataset with validation documentation; travel time dataset; network reconciliation memorandum; documented regional count program.

Schedule: Network rebuild and reconciliation first through third quarters of FY 2027; maintenance and refresh ongoing throughout both fiscal years.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 2.6: Traffic Analysis Zones and Small Area Forecast

This subtask maintains the zonal geography and the demographic forecast that drive regional travel forecasting. It covers revision of the traffic analysis zone structure, development and maintenance of

base-year socioeconomic data by zone, and development and maintenance of the Small Area Forecast allocating forecast population, households, and employment to zones across the plan horizon.

The existing traffic analysis zone structure predates the 2020 Census geography, does not reflect current development patterns, and does not extend to the proposed metropolitan planning area. Revision will align zones with current Census geography and with local jurisdiction boundaries, provide finer resolution where development activity or analytical interest warrants it, and extend coverage to the proposed boundary. Zone revision is sequenced ahead of forecast development because a forecast allocated to the wrong geography cannot be repaired by refining the forecast.

The Small Area Forecast will be developed from regional control totals reconciled with the Texas Demographic Center, with local comprehensive planning, with school district and utility projections, and with employment data from state and commercial sources. The allocation method, the assumptions behind it, and the data supporting it will be documented in sufficient detail that a reviewer outside the agency can reproduce the result. Local jurisdictions and the Technical Advisory Committee will review and reconcile the forecast against their own planning assumptions before it is used.

In FY 2027 the MPO will complete zone revision, assemble base-year socioeconomic data, and develop the Small Area Forecast together with its documentation. The forecast will be developed with explicit and documented ranges around its principal assumptions — regional growth rate, employment composition, and the geographic distribution of development — rather than as a single allocated result. Those ranges are the input to the futures analysis described in Task 4, and establishing them at the point the forecast is built is substantially cheaper than reconstructing them later.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Revised traffic analysis zone structure; base-year socioeconomic data by zone; Small Area Forecast of population, households, and employment with documented assumption ranges; forecast methodology documentation; Technical Advisory Committee review record.

Schedule: Zone revision first and second quarters FY 2027; base-year data second quarter; forecast development and review third and fourth quarters FY 2027; maintenance FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; Texas Demographic Center; local jurisdictions; Texas A&M Transportation Institute

Task 3: Short Range Planning

A. Objective

The purpose of this task is to carry out the planning activities associated with near-term implementation: the Abilene MPO's participation in the development of the TxDOT Unified Transportation Program, development and amendment of the Transportation Improvement Program, and development and maintenance of the financial plan on which both the Transportation Improvement Program and the Metropolitan Transportation Plan depend.

These three activities are grouped because they share a single financial foundation. The revenue forecast, the project cost estimation method, and the year-of-expenditure inflation assumptions used to demonstrate fiscal constraint in the Transportation Improvement Program are the same assumptions used to demonstrate fiscal constraint in the Metropolitan Transportation Plan. Maintaining them as one document rather than as separate assumptions developed at separate times removes the most common source of inconsistency between an MPO's plan and its program, and inconsistency between plan and program documents is a recurring finding in federal review.

In FY 2027 the emphasis is on establishing the financial plan as a maintained document and on the annual cycle of Unified Transportation Program input and Transportation Improvement Program amendment.

B. Expected Products

Process and deliverable: amendments to the current Transportation Improvement Program as needed, processed on the TxDOT quarterly State Transportation Improvement Program revision cycle.

Process and deliverable: Abilene MPO submission of project priorities and supporting performance evidence to the TxDOT Unified Transportation Program annual update.

Deliverable: adopted financial plan establishing the revenue forecast by source and program category, the project cost estimation methodology including year-of-expenditure inflation, the restrictions and eligibility rules attached to each source, and documented uncertainty ranges around revenue.

Deliverable: fiscal constraint demonstration for the Transportation Improvement Program.

Service: coordination with CityLink Transit on the programming of transit projects and on the transit elements of the Transportation Improvement Program.

Service: project development meetings and public participation activities supporting Transportation Improvement Program development and amendment.

C. Previous Work

The FY 2027–2030 Transportation Improvement Program was developed during FY 2026, released for public review in May 2026, and approved by the Policy Board in June 2026. Amendments to the preceding Transportation Improvement Program were processed on the TxDOT quarterly revision cycle throughout FY 2026.

The MPO participated in the TxDOT Unified Transportation Program annual update cycle and coordinated with the TxDOT Abilene District on the identification and staging of regional projects. The MPO supported the Regionally Coordinated Transportation Planning Committee and coordinated with CityLink Transit on transit project programming.

Financial assumptions supporting fiscal constraint were developed separately for the Transportation Improvement Program and for the Metropolitan Transportation Plan. Consolidating them into a single maintained financial plan is new work in FY 2027.

D. Subtasks

Subtask 3.1: Unified Transportation Program Coordination and Annual Input

The Unified Transportation Program is TxDOT's ten-year project development plan. It is a state document; the Abilene MPO's role is to supply regional priorities, supporting performance evidence, and concurrence, and to ensure that the projects programmed for this region in the Unified Transportation Program are consistent with the adopted Metropolitan Transportation Plan and Transportation Improvement Program.

Under this subtask MPO staff will coordinate with the TxDOT Abilene District and with the TxDOT Transportation Planning and Programming Division through the annual Unified Transportation Program development cycle; prepare and submit regional project priorities together with the performance evidence supporting them; review draft Unified Transportation Program listings for consistency with adopted regional documents and report discrepancies; present the regional listing to the Technical Advisory Committee and the Policy Board; and maintain the ten-year regional project listing that the MPO publishes.

This subtask also covers the Abilene MPO's review of projects that TxDOT programs as grouped items rather than as individually listed projects. Grouped programming covers a substantial share of the preservation, safety, and operations investment in this region, and those investments are precisely the ones that determine whether the region meets its infrastructure condition and safety targets. Under this work program the MPO will request and review the composition of grouped items affecting the metropolitan planning area, together with the performance contribution expected from them, before those items are incorporated into the State Transportation Improvement Program. The purpose is to be able to answer why a project is needed by reference to adopted regional evidence, and to avoid first learning of investments in this region from the Annual Listing of Obligated Projects at the close of the fiscal year.

In FY 2027 the MPO will establish the review procedure for grouped items in coordination with the TxDOT Abilene District and document what information is requested, when, and in what form.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Regional project priority submission with supporting performance evidence; consistency review memoranda; grouped project composition and performance review; maintained ten-year regional project listing; committee and board presentations.

Schedule: On the TxDOT Unified Transportation Program annual development cycle; ongoing coordination throughout FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff; TxDOT Abilene District; TxDOT Transportation Planning and Programming Division

Subtask 3.2: Transportation Improvement Program Amendment and Update

This subtask covers development, amendment, and administration of the Transportation Improvement Program, the fiscally constrained four-year program of projects receiving federal funds or that are regionally significant.

Under this subtask MPO staff will monitor the adopted Transportation Improvement Program; process amendments and administrative revisions as needed on the TxDOT quarterly State Transportation Improvement Program revision cycle; conduct the public participation activities associated with amendment and development; coordinate with CityLink Transit on the transit elements of the program; prepare the fiscal constraint demonstration; and prepare the Annual Listing of Obligated Projects in coordination with Subtask 1.3.

In FY 2027 the emphasis is on administration and amendment of the adopted FY 2027–2030 Transportation Improvement Program. Staff will also establish the documentation conventions that the next program will use: recording for each project the deficiency it addresses, the performance measures it affects, and the evidence supporting its expected contribution. Establishing these conventions during a maintenance year rather than during a development year is deliberate.

Public participation for amendments follows the adopted Public Participation Plan, with the level of participation scaled to the significance of the amendment.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Processed Transportation Improvement Program amendments and administrative revisions; State Transportation Improvement Program uploads; fiscal constraint demonstration; project documentation conventions; public participation record.

Schedule: Amendments on the TxDOT quarterly revision cycle. Documentation convention development second and third quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance as necessary; CityLink Transit; TxDOT

Subtask 3.3: Financial Plan Development and Update

This subtask develops and maintains the Abilene MPO's financial plan as a single document serving both the Transportation Improvement Program and the Metropolitan Transportation Plan. The financial plan establishes four things: the revenue forecast by source and program category, covering both the plan horizon and the Transportation Improvement Program window; the project cost estimation methodology, including year-of-expenditure inflation; the restrictions, eligibility rules, and match provisions attached to each funding source; and documented uncertainty ranges around the revenue forecast.

The statutory fiscal constraint demonstrations for the Metropolitan Transportation Plan, the Transportation Improvement Program, and any state-required mid-range program all cite this one document. Fiscal constraint is demonstrated exactly as it is today, against the adopted forecast. The documented uncertainty ranges serve a separate analytical purpose described in Task 4 and are not the compliance demonstration; the two coexist without conflict.

Cost estimation is organized in tranches. The Transportation Improvement Program window uses year-by-year inflation estimates matched to project delivery schedules, so that fiscal constraint carries cleanly from one program cycle to the next. Beyond that window, five-year blocks use a single average annual inflation rate for the block, which accounts for compound cost growth without asserting a precision that long-term economic forecasting does not support.

In FY 2027 the MPO will develop the financial plan, reconcile it against the assumptions currently embedded in the adopted Transportation Improvement Program and Metropolitan Transportation Plan, document the differences, and bring it to the Technical Advisory Committee and Policy Board

for adoption. Revenue range development will draw on TxDOT forecasts, Federal Transit Administration apportionment history, and state and local revenue sources, and will document the basis for the range in each case.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted financial plan document; revenue forecast by source and program category with documented ranges; project cost estimation methodology; funding source eligibility and match documentation; reconciliation memorandum; adopting resolution.

Schedule: Development first through third quarters FY 2027; committee and board adoption fourth quarter FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit

PRELIMINARY DRAFT

Task 4: Metropolitan Transportation Plan

A. Objective

The purpose of this task is to update the Abilene Metropolitan Transportation Plan and to develop and operate the analytical capability that the update requires. The current plan, the 2050 Metropolitan Transportation Plan, was adopted December 17, 2024 and lapses in December 2029. The update carried out under this work program is scheduled to allow adoption well ahead of that date, with the technical and participation work performed in FY 2027 and the plan development, evaluation, documentation, and adoption performed in FY 2028 and continuing into the following work program as necessary.

Because the Metropolitan Transportation Plan lapse date falls within three years of this work program, travel demand model development is included in this task in accordance with TxDOT guidance. Data acquisition and maintenance supporting the model, including network, traffic volume, travel time, zonal geography, and demographic forecast data, are carried in Task 2. Model development, enhancement, and application are carried here.

The update pursues a specific analytical objective. A long-range plan evaluated against a single demographic forecast and a single revenue forecast is a bet on those forecasts. Over a horizon of more than twenty years, in a region whose growth depends on decisions made outside it, that bet is unlikely to pay and expensive to unwind. The update will instead evaluate candidate investment programs against a range of plausible future conditions and select for performance that holds across that range. The plan will state the conditions under which it would underperform, identify observable indicators that those conditions are emerging, and identify in advance the responses the region would make. Federal planning regulation expressly permits scenario approaches in metropolitan plan development at 23 CFR 450.324(i); nothing in this approach requires waiver or regulatory relief, and fiscal constraint continues to be demonstrated against the adopted forecast in the financial plan maintained under Subtask 3.3.

B. Expected Products

Deliverable: adopted scope, schedule, and methodology for the Metropolitan Transportation Plan update, including the interagency consultation record.

Deliverable: adopted vision, goals, and measurable objectives.

Deliverable: adopted evaluation criteria, scoring rules, performance measures, and the procedure by which performance thresholds are derived.

Deliverable: enhanced regional travel demand model with validation documentation.

Deliverable: coupled analysis capability linking travel, land use, revenue, and hazard assumptions, with a metamodel enabling repeated analysis at manageable cost.

Deliverable: community preference research design, instruments, and results, including small-group session findings and regional survey results.

Deliverable: documented set of future conditions to be tested, with ranges and the sources supporting them.

Service: public participation activities supporting each of the above, conducted under the adopted Public Participation Plan.

C. Previous Work

The 2050 Metropolitan Transportation Plan was adopted by the Policy Board on December 17, 2024. Consultants and MPO staff worked throughout FY 2024 on that document. CityLink Transit conducted long-range transit planning activities including feasibility discussions, land acquisition considerations, and evaluation of current property. Complete streets elements were advanced through TxDOT and City of Abilene project delivery, including placement of sidewalks, multi-use paths, and bicycle facilities within projects.

Ongoing maintenance of the adopted plan and updates to the ten-year regional listing continued through FY 2026. Development of the consultant solicitation supporting this update began in FY 2026 and carries into FY 2027.

The analytical capability described in this task does not currently exist at the Abilene MPO. Model enhancement, coupled analysis, and community preference research are new work beginning in FY 2027.

D. Subtasks

Subtask 4.1: Plan Scope, Schedule, and Interagency Consultation

This subtask establishes the scope, schedule, methodology, and consultation framework for the Metropolitan Transportation Plan update, and brings them to the Technical Advisory Committee and Policy Board for approval at the outset rather than allowing them to be settled by default as the update proceeds.

Approval covers three things. First, the analytical framework: the commitment to evaluate candidate investment programs against a range of plausible future conditions rather than against a single forecast. Second, the initial classification of the factors the analysis will handle, distinguishing conditions the region does not control — demographic growth, economic composition, revenue availability, travel behavior, technology adoption, hazard exposure, and federal and state policy decisions — from the investments and policies the region does control. Third, the data and tooling program the analysis requires, which is scoped jointly with Task 2.

The classification is not a formality. Factors the region can in fact influence are frequently treated as external, and the error propagates through every subsequent step. Crash frequency, for example, is routinely treated as a condition to be forecast when it is substantially a consequence of investment choices the region controls.

Interagency consultation is conducted at this stage rather than at the end. TxDOT, FHWA, FTA, the U.S. Army Corps of Engineers, state wildlife and environmental agencies, economic development agencies, land use agencies, and historic preservation agencies will be invited into scoping as technical contributors, and asked to concur in the ranges the analysis will use for the conditions they are authoritative on. The MPO does not own those ranges. Bounding them is a consultation task, and obtaining partner agreement on the fairness of the evaluation at the beginning is substantially less expensive than resolving disagreement about it during project eligibility review.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted plan scope, schedule, and methodology; factor classification document; data and tooling program; interagency consultation record and concurrence documentation; adopting resolution.

Schedule: First and second quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; FHWA; FTA; state and federal resource agencies; local jurisdictions

Subtask 4.2: Vision, Goals, and Measurable Objectives

This subtask reviews and updates the regional vision and goals and expresses them in a form the analysis can use. Goals will be stated with measurable outcomes attached, so that attainment can be scored consistently. A goal that cannot be measured cannot be tested, and a plan that cannot demonstrate whether its goals are being met cannot support the monitoring program described in Subtask 4.9.

Vision and goal development is grounded in the community preference research described in Subtask 4.5 and in the participation activities conducted under the Public Participation Plan. The MPO will pay explicit attention to residents whose transportation needs are not well served by the current system and who are not well represented in conventional public meetings, because a set of regional values assembled from the people who attend meetings is a set of values held by the people who attend meetings.

The adopted goals will state explicitly that attainment is evaluated across the range of future conditions approved under Subtask 4.1, so that decision-makers and the public encounter that framing before results arrive rather than at the point of adoption.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted regional vision, goals, and measurable objectives; supporting participation record; adopting resolution.

Schedule: Second and third quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds

This subtask develops and brings forward for approval the criteria and methods by which candidate investments and investment programs will be evaluated. Four elements are approved.

Performance measures. The federal performance measures maintained under Task 2, together with any additional regional measures the goals require.

Analytical approach. The coupled model system described in Subtask 4.4, the range of future conditions to be varied, and the method by which combinations of conditions that cause a candidate program to underperform will be identified. Approval at this stage covers the methods; the specific ranges and the analysis plan are approved under Subtask 4.4.

Scoring rules. The method by which multiple performance measures are combined into a single judgment about a candidate program, including how the region handles measures that cannot substitute for one another. A program that performs well on average across measures while failing badly on one is not equivalent to a program that performs adequately on all of them, and the scoring method will reflect that distinction explicitly rather than by accident.

Performance thresholds. The minimum level of performance a candidate program must reach to be considered acceptable. This subtask approves the procedure by which those thresholds are derived from community preference research, not the numeric values; the values are brought forward once the

research described in Subtask 4.5 is complete. Thresholds asserted by technical staff rather than derived from residents cannot support the conclusion that a program is acceptable, and a robustness test conducted against invented thresholds is presentation rather than analysis.

This is the point at which the evaluation question changes. Under conventional practice the question is which of the submitted projects performs best under the forecast. Under this approach the question is which investments perform acceptably, in the places that matter, across the range of conditions the region might actually encounter. The MPO will seek concurrence from state and federal partners on the fairness of the evaluation approach at this stage, for the reasons described in Subtask 4.1.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted evaluation criteria, scoring rules, and performance measures; documented threshold derivation procedure; partner concurrence record; adopting resolution.

Schedule: Third and fourth quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; FHWA; FTA

Subtask 4.4: Model Enhancement and Futures Analysis Capability

This subtask develops the analytical capability the plan update requires. It has three components.

Travel demand model enhancement. The regional travel demand model will be updated to the revised traffic analysis zone structure and network developed under Task 2, extended to the proposed metropolitan planning area, recalibrated and validated against current observed counts and travel times, and documented in sufficient detail that an outside reviewer can validate its development and use. Enhancements to be evaluated include additional time-of-day resolution, intersection control representation, and improved treatment of transit and non-motorized travel. Model work is conducted in coordination with TxDOT and the Texas A&M Transportation Institute.

Coupled analysis. The travel model will be linked to the land use allocation, revenue, and hazard assumptions that drive it, so that a change in an assumption propagates through the analysis rather than being applied by hand at the end. This is what allows a candidate investment program to be evaluated under a different demographic future or a different revenue future without rebuilding the analysis each time.

Metamodel development. Evaluating many candidate programs against many combinations of conditions is not feasible with full model runs alone. The MPO will develop a metamodel — a statistical approximation of the full model, fitted to a designed set of full runs — that allows the broader analysis to be conducted at manageable cost, with full runs reserved for validation and for the final candidate programs. TMIP-EMAT is the intended platform. Nothing in this approach presumes large-MPO computing resources; the analysis can be modest in scale, and the workflow tolerates model segments that must be run by hand.

This subtask also brings forward for approval the specific ranges of the conditions to be tested and the plan by which candidate programs will be evaluated against them. No tested future is designated as most likely, preferred, or adopted. These are stress conditions, not predictions, and the approval documentation will say so in plain language. Where credible third-party forecasts diverge, they are retained as the outer bounds of the tested range rather than averaged into a single figure that no forecaster produced.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Enhanced, recalibrated, and validated regional travel demand model with documentation; coupled analysis capability; metamodel with fitting and validation documentation; approved set of tested conditions with ranges and sources; approved analysis plan.

Schedule: Model enhancement first through third quarters FY 2027; coupled analysis and metamodel development third and fourth quarters FY 2027; continuing into FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; Texas A&M Transportation Institute

Subtask 4.5: Community Preference Research and Public Participation

This subtask conducts the research that establishes what levels of transportation system performance residents of this region consider acceptable, and what trade-offs they are willing to make among competing objectives. It is conducted under the adopted Public Participation Plan and supplies the performance thresholds required by Subtask 4.3.

The research proceeds in two phases. The first phase uses facilitated small-group sessions to test the wording and comprehensibility of trade-off questions and to capture the reasoning residents apply to them. Sessions will be conducted virtually as well as in person to reduce barriers related to travel time, work schedules, and caregiving responsibilities, and participants will be compensated for their time. Compensating participants is a recognition that a resident's ninety minutes is a real input to the planning process, and it materially improves participation from residents who do not otherwise attend.

The second phase fields a regional survey designed for statistical validity, with a target sample sufficient to characterize the region and to support analysis by geography and demographic group. The instrument segments respondents by the values and priorities they bring to transportation decisions rather than treating the region as a single undifferentiated public, and uses forced trade-off items to establish thresholds empirically. An example of such an item is whether a respondent would accept a stated increase in daily travel time in exchange for the elimination of severe crashes on a corridor, with the stated increase randomized across respondents so that the analysis can detect whether reported thresholds move with the starting value rather than assuming they do not.

The limitations of this instrument will be documented rather than papered over. Trade-off items of this kind are hypothetical, respondents bear no cost for their answers, and safety framing tends to draw agreement. Starting values are randomized, modules open with a statement of how the results will be used, and the first-phase sessions pre-test wording. What Subtask 4.3 approves is accordingly the derivation procedure and its sensitivity, not a set of point values presented as fact.

Results are reported publicly and back to participants. Where different segments of the region want materially different things, that disagreement is reported as a finding rather than resolved by averaging.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Research design and instruments; small-group session findings; regional survey dataset and results report; documented threshold derivation; public reporting materials; participation record.

Schedule: Design and small-group sessions second and third quarters FY 2027; survey field and analysis third and fourth quarters FY 2027; reporting fourth quarter FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.6: Needs and Deficiency Identification

This subtask begins the identification of transportation deficiencies within the metropolitan planning area. In FY 2027 the work is preparatory: establishing the analytical procedure by which deficiencies will be identified in each performance area, assembling the base-year deficiency picture from the datasets developed under Task 2, and testing the procedure before it is applied across the full range of conditions in FY 2028.

Deficiencies will be identified separately in each performance area rather than derived from congestion analysis alone. Safety, asset condition, reliability, resilience, and access each require a distinct analytical procedure, and each identifies different locations. A deficiency list assembled only from congested locations will systematically miss the locations where people are being killed and the locations where the asset base is failing.

The procedure established here will report each deficiency by location, by performance area, and by the conditions under which it appears, so that in FY 2028 the analysis can distinguish deficiencies that are present under nearly every tested condition from those that appear only under particular combinations. That distinction is what makes the difference between an investment the region should commit to and an investment the region should prepare for.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Documented deficiency identification procedure for each performance area; base-year regional deficiency inventory; procedure test results.

Schedule: Fourth quarter FY 2027, continuing into FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Task 5: Special Studies

A. Objective

The purpose of this task is to conduct focused planning studies that address specific regional questions and that supply evidence to the Metropolitan Transportation Plan update, the Transportation Improvement Program, and the region's performance-based planning obligations. Three studies are carried in this work program: a Regional Safety Action Plan, a Regional Resiliency Plan, and a Microtransit Services Study.

Each of these studies is scoped so that its outputs enter the analytical framework described in Task 4 rather than terminating as standalone documents. A safety plan whose findings do not reach the project evaluation, a resiliency plan whose hazard exposure findings do not reach the deficiency analysis, and a transit study whose service findings do not reach the plan are each a report rather than a planning product.

In FY 2027 the emphasis is on the analytical foundation of each study: data assembly, method development, and the participation work each requires.

B. Expected Products

Deliverable: Regional Safety Action Plan analytical foundation, including network screening results, systemic risk analysis, and countermeasure evaluation.

Deliverable: Regional Resiliency Plan hazard exposure and network criticality analysis.

Deliverable: Microtransit Services Study existing conditions and demand analysis.

Service: public and stakeholder participation supporting each study.

Deliverable: documentation of how each study's outputs enter the Task 4 analysis.

C. Previous Work

The FY 2026 and FY 2027 work program carried four special studies: MPO Boundary Expansion, Transit Multimodal Facility, Safety Action Plan, and Microtransit Services Study. The boundary expansion technical work was completed and submitted; approval by the Governor remains pending. Work on the Safety Action Plan and the Microtransit Services Study was initiated and is ongoing.

A Resiliency Plan was programmed in the FY 2026 and FY 2027 work program. Work had not commenced as of the preparation of this document and is carried forward here.

Consultant procurement supporting these studies was initiated in FY 2026 and continues into FY 2027.

D. Subtasks

Subtask 5.1: Regional Safety Action Plan

This subtask develops a Regional Safety Action Plan for the Abilene metropolitan planning area. The plan establishes the region's approach to reducing fatalities and serious injuries on all public roads, identifies the locations and crash types that account for the region's serious outcomes, identifies the

countermeasures appropriate to them, and establishes how safety evidence enters regional project evaluation and programming.

The plan draws on the crash dataset and calibrated analysis platform developed under Subtask 2.1. Analysis includes network screening to identify locations with more severe crashes than exposure would predict; systemic analysis to identify roadway and intersection characteristics associated with severe outcomes across the network, including at locations where a crash has not yet occurred; and evaluation of countermeasures against local conditions and local cost. Systemic analysis matters particularly in a region of this size, where crash counts at any individual location are small enough that ranking locations by crash count is close to ranking them by chance.

The plan also documents how the MPO works with partner agencies and stakeholders to communicate safety information to decision-makers and the public, and identifies current and planned initiatives, projects, strategies, and countermeasures addressing safety in the planning area.

This subtask carries the Abilene MPO's 2.5 percent Safe and Accessible Transportation Options set-aside. The set-aside is derived from FHWA PL funds and must be used on planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities. The safety analysis, countermeasure evaluation, and network completeness assessment conducted under this subtask address pedestrian, bicycle, and transit access alongside vehicular safety, and the portion of this subtask attributable to those activities is identified as set-aside expenditure in the funding summary tables. The Abilene MPO does not seek to opt out of the set-aside requirement during this work program.

FY 2027 work covers data preparation, network screening, systemic analysis, countermeasure evaluation, and stakeholder participation.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Network screening results; systemic risk analysis; countermeasure evaluation; stakeholder participation record; draft plan elements.

Schedule: First through fourth quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; Texas A&M Transportation Institute; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 5.2: Regional Resiliency Plan

This subtask develops a Regional Resiliency Plan addressing the ability of the regional transportation network to withstand and recover from disruption, with emphasis on network redundancy during extreme weather events and on the facilities whose loss would isolate parts of the region.

The plan draws on the hazard and environmental data developed under Subtask 2.4 and the network data developed under Subtask 2.5. Analysis includes identification of facilities exposed to flood and other hazards; assessment of network criticality, meaning which facilities carry travel that has no reasonable alternative route; combination of the two to identify the facilities where exposure and criticality coincide; and evaluation of the investment and operational responses available, including redundancy, hardening, and operational strategies.

Hazard exposure is treated in the Metropolitan Transportation Plan update as one of the conditions the region does not control and must plan across, rather than as a separate topic addressed in a separate chapter. The exposure ranges developed under this subtask, in consultation with the

floodplain, water, and emergency management agencies that maintain the underlying data, supply that element of the Task 4 analysis directly.

The plan is developed in cooperation with TxDOT, FHWA, local planning partners, and regional emergency management, and is coordinated with the West Central Texas Council of Governments.

FY 2027 work covers hazard exposure analysis, network criticality analysis, agency consultation, and development of the exposure ranges supplied to Task 4.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Hazard exposure analysis; network criticality analysis; combined exposure and criticality findings; documented exposure ranges for Task 4; agency consultation record.

Schedule: Second through fourth quarters FY 2027.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; FHWA; West Central Texas Council of Governments; local emergency management

Subtask 5.3: Microtransit Services Study

This subtask conducts a strategic evaluation of the relationship between fixed-route and microtransit service in the Abilene metropolitan planning area. The study examines the feasibility and consequences of shifting portions of the current fixed-route system to more flexible, demand-responsive service; identifies where each service model performs better against the region's access, cost, and ridership objectives; and develops a strategy for the optimization, expansion, and refinement of microtransit services.

The study is conducted in coordination with CityLink Transit and draws on the transit performance data maintained under Subtask 2.3 and the community characteristics data developed under Subtask 2.4. Analysis includes existing service performance by route and by zone; travel demand and origin-destination patterns for the populations most dependent on transit; cost and service level comparison between the two service models under equivalent assumptions; and assessment of access outcomes, particularly for residents with limited vehicle availability, older adults, and residents with disabilities.

Rider and non-rider participation is a substantive element of the study rather than a review of a finished recommendation. A service change evaluated only against operating cost and boardings will systematically undervalue the trips that current service does not serve because it cannot.

Study findings enter the Metropolitan Transportation Plan update as transit interventions in the library developed under Subtask 4.7, evaluated on the same terms as other investments.

FY 2027 work covers existing conditions analysis, demand analysis, and rider and non-rider participation.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Existing conditions and service performance analysis; demand and origin-destination analysis; rider and non-rider participation findings.

Schedule: First through fourth quarters FY 2027.

Responsible Agency: City of Abilene CityLink Transit

Who will Perform the Work: CityLink Transit staff and consultant, with MPO staff assistance

Budget Summary – Fiscal Year 2027

All amounts in the following tables are shown as [To be determined] pending completion of the financial programming for this work program. Amounts will be inserted prior to Policy Board consideration.

Table 1: FY 2027 Budget Summary

UPWP Task	TPF*	FTA §5307	FTA §5304	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
Task 1: Administration and Management	TBD	TBD	TBD	TBD	TBD	TBD
1.1: Monthly Billing and Financial Management	TBD	TBD	TBD	TBD	TBD	TBD
1.2: Public, Local, State, and Federal Agency Communication and Outreach	TBD	TBD	TBD	TBD	TBD	TBD
1.3: Agency Direction and Refinement	TBD	TBD	TBD	TBD	TBD	TBD
1.4: Direct Expenses	TBD	TBD	TBD	TBD	TBD	TBD
Task 2: Data Development and Maintenance	TBD	TBD	TBD	TBD	TBD	TBD
2.1: PM 1: Crashes and Safety Data	TBD	TBD	TBD	TBD	TBD	TBD
2.2: PM 2: Infrastructure Condition	TBD	TBD	TBD	TBD	TBD	TBD
2.3: PM 3: System Performance Data	TBD	TBD	TBD	TBD	TBD	TBD
2.4: Geographic Information System: Community and Environment Data	TBD	TBD	TBD	TBD	TBD	TBD
2.5: Roadway Network, Traffic Volume, and Travel Time Data	TBD	TBD	TBD	TBD	TBD	TBD
2.6: Traffic Analysis Zones and Small Area Forecast	TBD	TBD	TBD	TBD	TBD	TBD
Task 3: Short Range Planning	TBD	TBD	TBD	TBD	TBD	TBD
3.1: Unified Transportation Program Coordination and Annual Input	TBD	TBD	TBD	TBD	TBD	TBD
3.2: Transportation Improvement Program Amendment and Update	TBD	TBD	TBD	TBD	TBD	TBD
3.3: Financial Plan Development and Update	TBD	TBD	TBD	TBD	TBD	TBD
Task 4: Metropolitan Transportation Plan	TBD	TBD	TBD	TBD	TBD	TBD
4.1: Plan Scope, Schedule, and Interagency Consultation	TBD	TBD	TBD	TBD	TBD	TBD
4.2: Vision, Goals, and Measurable Objectives	TBD	TBD	TBD	TBD	TBD	TBD
4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds	TBD	TBD	TBD	TBD	TBD	TBD

UPWP Task	TPF*	FTA §5307	FTA §5304	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
4.4: Model Enhancement and Futures Analysis Capability	TBD	TBD	TBD	TBD	TBD	TBD
4.5: Community Preference Research and Public Participation	TBD	TBD	TBD	TBD	TBD	TBD
4.6: Needs and Deficiency Identification	TBD	TBD	TBD	TBD	TBD	TBD
Task 5: Special Studies	TBD	TBD	TBD	TBD	TBD	TBD
5.1: Regional Safety Action Plan	TBD	TBD	TBD	TBD	TBD	TBD
5.2: Regional Resiliency Plan	TBD	TBD	TBD	TBD	TBD	TBD
5.3: Microtransit Services Study	TBD	TBD	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD	TBD	TBD

*TPF includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply transportation development credits sufficient to provide the required non-federal share. Because the credits reflect neither cash nor work hours, they are not reflected in the funding tables. The 2.5% Safe and Accessible Set-Aside is drawn from the FHWA PL funds within TPF.

Table 2: FY 2027 Funding Source Summary

Funding Source	Federal Share	State Share	Local Share	Total Funds
TPF*	TBD	TBD	TBD	TBD
FTA Section 5307	TBD	TBD	TBD	TBD
FTA Section 5304	TBD	TBD	TBD	TBD
Local Funds	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD

*TxDOT uses Transportation Development Credits (TDCs) to fulfill the required TPF non-federal share.

Table 3: FY 2027 TPF Summary

FY	Carryover from Previous FY (WO #3)	Estimated New TPF (WO #1 and #2)	Estimated Total Available TPF (All WOs)	Total Programmed Amount (UPWP Total)	Estimated Unexpended Carryover
FY 2027	TBD	TBD	TBD	TBD	TBD

Total Estimated TPF Available: [To be determined]

Total TPF Programmed: [To be determined]

Estimated Carryover for Future UPWP: [To be determined]

PART TWO

FISCAL YEAR 2028

Unified Planning Work Program

October 1, 2027 through September 30, 2028

PREDRAFT

Task 1: Administration and Management

Pre-Approval Reminders

- Equipment purchases over \$10,000 and purchases related to land and buildings must be approved by TxDOT in compliance with 2 CFR §200.439.
- Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b).
- Food and beverage purchases for MPO meetings or events must be approved by TxDOT before these purchases are incurred, as authorized by 2 CFR §200.208(c)(6).
- Legal services require federal approval according to 2 CFR §200.455(a).

All expenses requiring pre-approval must be approved by the appropriate agency before any related costs are incurred. Inclusion of these expenses in the UPWP does not constitute approval by TxDOT or federal partners.

A. Objective

The purpose of this task is to provide administrative and financial support to the regional transportation planning process, to secure the tools and services the process requires, to provide opportunities for public input, and to facilitate interagency cooperation and coordination. This task covers the general operations of the MPO, including financial management, procurement, contract administration, personnel administration, interagency coordination, travel and training, public communication, and the direct expenses required to operate the agency.

During FY 2028 this task carries contract administration for the consultant engagements initiated in FY 2027 and the administrative work associated with adopting the updated Metropolitan Transportation Plan, including notice, publication, and record-keeping requirements.

B. Expected Products

Service: ongoing monitoring and, as necessary, amendment of the FY 2028 UPWP throughout FY 2028.

Deliverable, as necessary: approved amendments to the FY 2028 UPWP and the associated resolutions of approval.

Deliverable: development, submission, and approval of the subsequent UPWP.

Deliverable: the FY 2027 Annual Performance and Expenditure Report (APER), due December 15.

Deliverable: the FY 2027 Annual Listing of Obligated Projects (ALOP), due within ninety days of the close of the fiscal year.

Deliverable: FY 2028 self-certification.

Deliverable: monthly billing statements and supporting documentation submitted to TxDOT.

Deliverables, as applicable: Policy Board and Technical Advisory Committee meeting packets, agendas, presentations, and minutes.

Service: facilitation of public meetings and of the public participation process throughout FY 2028.

Service and deliverable: maintenance of the Abilene MPO website and of regularly updated website content throughout FY 2028.

Service: staff attendance and participation in in-state and out-of-state training, educational courses, and meetings throughout FY 2028.

Deliverable: contract administration record, including invoices, progress reports, and deliverable acceptance documentation for active consultant engagements.

C. Previous Work

The MPO administered the FY 2027 work program, prepared and submitted monthly billing statements, and completed the FY 2026 Annual Performance and Expenditure Report and Annual Listing of Obligated Projects. Staff supported Policy Board and Technical Advisory Committee meetings throughout the year and maintained the agency website, newsletter, and social media presence.

Consultant procurements supporting the Metropolitan Transportation Plan update and the special studies described in Task 5 were completed during FY 2027 and contracts were executed. Contract administration for those engagements is ongoing and continues into FY 2028.

The FY 2027 UPWP was monitored throughout the year and amended as necessary. Work on this FY 2028 work program was carried out under Subtask 1.3.

D. Subtasks

Subtask 1.1: Monthly Billing and Financial Management

This subtask covers the financial administration of the Abilene MPO, including preparation and submission of monthly billing to TxDOT, maintenance of financial records and supporting documentation, timesheet administration, budgeting and financial planning, tracking of obligations and expenditures by task and subtask, and preparation of the financial content of the Annual Performance and Expenditure Report. It also covers the procurement and contract administration functions of the agency: development of solicitation documents, evaluation and selection procedures, contract negotiation, invoice review, and deliverable acceptance.

The City of Abilene serves as fiscal agent. City of Abilene staff and independent auditors perform the financial, administrative, and managerial support functions necessary for fiscal oversight and facilitation of planning activities, including internal and independent audits. The City of Abilene maintains a Cost Allocation Plan for indirect services provided by central departments, prepared by an independent firm at the City's request. Actual expenditure information is drawn from the City's year-end financial statements, and the statistics used to allocate costs are developed through full counts or, in some cases, representative sample period counts.

During FY 2028 this subtask maintains multi-year obligation tracking for active consultant engagements and reconciles committed against expended amounts as those engagements complete.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Monthly billing statements and supporting documentation; maintained financial records; FY 2027 APER financial content; procurement and contract administration records; multi-year obligation tracking.

Schedule: Monthly and ongoing throughout FY 2028. APER financial content due December 15.

Responsible Agency: Abilene MPO / City of Abilene

Who will Perform the Work: MPO staff; City of Abilene finance staff; independent auditors

Subtask 1.2: Public, Local, State, and Federal Agency Communication and Outreach

This subtask covers the communication and coordination work that connects the MPO to the public and to the agencies whose decisions affect, or are affected by, the regional transportation system. It includes preparation for and conduct of Policy Board and Technical Advisory Committee meetings; preparation of agendas, packets, presentations, and minutes; publication of legal notices, press releases, and advertisements; maintenance of the MPO website and social media presence; production of newsletters and other public information materials; and facilitation of citizen participation in all MPO processes.

This subtask also covers maintenance and periodic evaluation of the adopted Public Participation Plan. The Public Participation Plan describes how and when the public is given the opportunity to participate in each stage of the planning process, and it is the governing document for the community preference research described in Task 4. Because that research introduces participation methods the current plan does not fully describe — including facilitated small-group sessions and a statistically valid regional survey — the Public Participation Plan will be reviewed and, if necessary, amended to describe those methods, the compensation of participants where applicable, and the manner in which results are reported back to the public and to decision-makers.

Interagency coordination under this subtask includes participation in TxDOT district and division coordination meetings, the Texas Association of Metropolitan Planning Organizations, and regional forums convened by the West Central Texas Council of Governments; coordination with Dyess Air Force Base and with the Department of Defense on the Strategic Highway Network; coordination with federal land management agencies on access routes and connectivity to federal lands; and participation in city council, county commission, and stakeholder meetings across the region.

During FY 2028 this subtask carries the public comment process for the draft Metropolitan Transportation Plan, including publication, comment collection, documented response to comments, and reporting of results back to participants.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Meeting notices, agendas, packets, presentations, and minutes; published legal notices and press releases; maintained website and social media content; newsletters; Public Participation Plan review and, as necessary, amendment; interagency coordination record.

Schedule: Ongoing throughout FY 2028. Public Participation Plan review as necessary FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance as necessary

Subtask 1.3: Agency Direction and Refinement

This subtask covers the direction and management of the agency itself: development, maintenance, and amendment of the Unified Planning Work Program; preparation of the Annual Performance and Expenditure Report and the Annual Listing of Obligated Projects; preparation of self-certification documentation; staff supervision, personnel administration, and recruitment; professional development, training, and travel; and the periodic evaluation of the MPO's own processes against the results they produce.

Professional development under this subtask includes attendance at meetings, workshops, seminars, and conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, the Texas Association of Metropolitan Planning Organizations, TxDOT, the

National Highway Institute, the Transportation Research Board, and software and geographic information system training providers. Training may include travel costs for elected officials. Out-of-state travel will receive prior approval from TxDOT in accordance with 43 TAC §16.52(b).

During FY 2028 the training program supports the application of those capabilities to the Metropolitan Transportation Plan update, and supports continuity of technical knowledge across staff transitions. Where a consultant produces a model, dataset, or analytical procedure, staff participation in its development is treated as part of the deliverable rather than as an optional courtesy.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted and amended UPWP documents and resolutions; FY 2027 APER; FY 2027 ALOP; FY 2028 self-certification; training and travel records; process evaluation memoranda.

Schedule: Ongoing throughout FY 2028. APER due December 15; ALOP due within ninety days of fiscal year close.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff

Subtask 1.4: Direct Expenses

This subtask covers the direct costs of operating the Abilene MPO. It includes lease of workspace and meeting space accessible to the public and to other public agencies; electric, water, and telephone utilities; janitorial services; insurance; advertising; meeting facilities; and the purchase or lease of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters, software, and support and maintenance agreements necessary to conduct transportation planning for the MPO area.

This subtask also covers data and software licensing that is not attributable to a single analytical product, including geographic information system licensing, and any subscription or license costs for regional data platforms that are not provided under a TxDOT statewide license. Data acquisitions that are attributable to a specific performance area are budgeted in Task 2.

Equipment purchases of \$10,000 or more per unit, and purchases related to land and buildings, require prior written approval from TxDOT in compliance with 2 CFR §200.439. Food and beverage purchases for MPO meetings or events require TxDOT approval before the purchase is incurred, as authorized by 2 CFR §200.208(c)(6). Legal services require federal approval in accordance with 2 CFR §200.455(a). Inclusion of any of these expenses in this work program does not constitute approval by TxDOT or by federal partners.

Anticipated direct expenses in FY 2028 are limited to recurring operating costs, license renewals, and replacement of equipment that reaches end of service life during the year. Any purchase reaching the \$10,000 threshold will be submitted for TxDOT approval before purchase.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Operating facilities and services; acquired supplies, equipment, and software; executed license and maintenance agreements; TxDOT pre-approval documentation as applicable.

Schedule: Ongoing throughout FY 2028.

Responsible Agency: Abilene MPO / City of Abilene

Who will Perform the Work: MPO staff; City of Abilene

Task 2: Data Development and Maintenance

A. Objective

The purpose of this task is to acquire, clean, document, and maintain the data on which every other task in this work program depends. The Abilene MPO uses a systematic data program sufficient to meet federal performance-based planning and programming requirements and to support analysis at a level that allows comparison between individual investments and identification of trade-offs among them. Data are organized around the federal performance areas so that the same information serves target-setting, project evaluation, and public reporting without duplication.

The Abilene MPO acquires data through collaborative arrangements with member agencies wherever those arrangements exist, and purchases or licenses data directly only where collaboration cannot supply it. Several of the data sources described in this task are available to the MPO under statewide licenses held by TxDOT. Where that is the case, the MPO's cost is the staff and consultant time required to extract, process, validate, and document the data rather than the acquisition cost of the data itself, and this task is scoped accordingly.

Fiscal Year 2028 shifts the emphasis from establishment to maintenance and application. The datasets developed in FY 2027 are refreshed on their federal reporting cycles, extended where the metropolitan planning area boundary has changed, and supplied to the Metropolitan Transportation Plan update described in Task 4. Documentation established in FY 2027 is maintained as the data change.

B. Expected Products

Deliverable: cleaned and documented regional crash dataset supporting PM 1 target setting and the Regional Safety Action Plan.

Deliverable: pavement and bridge condition dataset for the National Highway System and the regionally significant network, supporting PM 2 target setting.

Deliverable: system performance and travel time reliability dataset supporting PM 3 target setting.

Deliverable: maintained and extended geographic information system covering the transportation network, community characteristics, and environmental features of the planning area.

Deliverable: updated roadway network inventory with traffic volume and travel time attributes.

Deliverable: revised traffic analysis zone structure and updated Small Area Forecast of population, households, and employment.

Deliverable: adopted regional performance measure targets, or documented concurrence with statewide targets, in each federal performance area on the applicable reporting cycle.

Deliverable: data documentation describing the source, vintage, processing steps, and known limitations of each maintained dataset.

Service: technical assistance to member agencies, consultants, and the public in the use of MPO data throughout FY 2028.

C. Previous Work

The MPO established maintained datasets in each federal performance area during FY 2027. Crash data covering the most recent available reporting years were acquired, cleaned, geolocated, and loaded

into the regional crash analysis platform. Pavement and bridge condition data were assembled for the National Highway System and the regionally significant network. System performance and travel time data were extracted, validated, and documented. The roadway network inventory was updated with traffic volume and travel time attributes.

The traffic analysis zone structure was revised and a new Small Area Forecast of population, households, and employment was developed, together with the documentation necessary to reproduce it. Geographic information system layers covering community characteristics and environmental features were developed and published.

Elements not completed in FY 2027 and continuing into FY 2028 include extension of network and zonal data to the expanded metropolitan planning area, which remains contingent on Governor approval of the revised boundary, and validation of the crash analysis platform against locally observed conditions.

D. Subtasks

Subtask 2.1: PM 1: Crashes and Safety Data

This subtask establishes and maintains the crash and safety dataset supporting the federal Safety performance measures. Unlike the other federal performance areas, the safety measures apply to all public roads rather than only to the National Highway System, so the dataset must cover the full regional network.

MPO staff, with consultant assistance, will acquire crash records from the TxDOT Crash Records Information System covering the most recent available reporting years, clean and geolocate those records against the regional roadway network, and reconcile them with local law enforcement records where discrepancies appear. The cleaned dataset will be loaded into the AASHTOWare Safety platform and into the Vision Zero Suite platform so that network screening, systemic analysis, and countermeasure evaluation can be performed regionally rather than relying solely on statewide outputs.

The subtask includes supporting data acquisition necessary for exposure-based analysis: traffic volumes, turning movement counts at locations of interest, and roadway geometry and control attributes. It includes the annual adoption of Safety performance measure targets or documented concurrence with statewide targets, and participation in multidisciplinary safety initiatives at the local, regional, and state level.

In FY 2028 the dataset is refreshed with the most recent reporting year, the calibration is revalidated, and the outputs supply the deficiency analysis described in Task 4 and the Regional Safety Action Plan described in Task 5. Safety deficiencies are analyzed as a distinct category rather than being folded into congestion analysis, because the locations that produce serious injuries and the locations that produce delay are frequently not the same locations.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Cleaned, geolocated, and documented regional crash dataset; calibrated crash analysis platform and calibration documentation; network screening outputs; adopted PM 1 targets or documented concurrence with statewide targets.

Schedule: Data acquisition and cleaning first and second quarters; calibration and validation third quarter; target adoption on the federal annual cycle. Ongoing throughout FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; Texas A&M Transportation Institute

Subtask 2.2: PM 2: Infrastructure Condition

This subtask establishes and maintains the pavement and bridge condition dataset supporting the federal Infrastructure Condition performance measures. The MPO will acquire pavement condition data from TxDOT's pavement management system for the Interstate and non-Interstate National Highway System within the metropolitan planning area, and will acquire bridge condition data from the National Bridge Inventory. The MPO will coordinate with the City of Abilene, Taylor County, Jones County, and the Cities of Impact and Tye to assemble condition data for regionally significant facilities that fall outside the National Highway System.

Assembling condition data for the off-system network is the substantive work in this subtask. Federal reporting requires only the National Highway System, but the majority of the region's roadway mileage, and the majority of the maintenance obligation facing local governments, sits off that system. A plan that compares preservation needs against expansion needs cannot do so credibly if half the network has no condition data behind it.

In FY 2028 the dataset is refreshed, the off-system characterization method established in FY 2027 is applied across the network, and outputs supply the asset condition component of the deficiency analysis described in Task 4. Condition forecasting under alternative preservation funding levels is developed under Task 4 using this dataset.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Pavement and bridge condition dataset covering the National Highway System and the regionally significant network; documented off-system condition characterization method; adopted PM 2 targets or documented concurrence with statewide targets.

Schedule: Data acquisition first and second quarters; off-system assembly and method development second through fourth quarters; target adoption on the federal biennial cycle.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 2.3: PM 3: System Performance Data

This subtask establishes and maintains the system performance dataset supporting the federal System Performance and Freight performance measures, including travel time reliability on the Interstate and non-Interstate National Highway System and truck travel time reliability on the Interstate System.

The MPO will extract, validate, and document travel time and speed data from the Regional Integrated Transportation Information System (RITIS), from INRIX, and from StreetLight Data, using the statewide licenses held by TxDOT where those licenses extend to MPO use. Because these three sources are derived from different underlying data and use different segmentation and imputation methods, the subtask includes explicit reconciliation: comparison of the three against one another and against locally collected counts and travel times, and documentation of where and by how much they diverge. Reporting a reliability figure without knowing which source produced it, and how that source behaves on low-volume rural segments, is a reporting exercise rather than an analytical one.

The subtask also includes origin-destination and trip pattern extraction supporting travel demand model validation and corridor analysis, and the collection of transit performance data in coordination with CityLink Transit so that transit and roadway performance can be evaluated on common terms.

In FY 2028 the extraction procedures established in FY 2027 are applied to refresh the dataset, and outputs supply the mobility and reliability components of the deficiency analysis described in Task 4.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Validated and documented system performance and travel time reliability dataset; source reconciliation memorandum; origin-destination and trip pattern extracts; transit performance data; adopted PM 3 targets or documented concurrence with statewide targets.

Schedule: Extraction procedure development first and second quarters; validation and reconciliation third quarter; ongoing extraction thereafter; target adoption on the federal biennial cycle.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit

Subtask 2.4: Geographic Information System: Community and Environment Data

This subtask maintains and extends the Abilene MPO geographic information system, with particular attention to two categories of data that the region's current analytical capability does not adequately cover: community characteristics and environmental features.

Community data include population, household, income, age, disability, vehicle availability, and employment characteristics drawn from the decennial Census, the American Community Survey, and state and local sources, mapped at a geography fine enough to support distributional analysis. The purpose is to allow the MPO to answer, with evidence, who bears the costs and who receives the benefits of a proposed investment program, and to satisfy Title VI and Americans with Disabilities Act analysis and reporting obligations. This subtask covers the data; the analysis that uses it is performed in Task 4.

Environmental data include floodplain and flood risk extents, water resources, protected and sensitive habitat, historic and cultural resources, and known contaminated sites, assembled from federal, state, and local sources in cooperation with the agencies that maintain them. The purpose is to support planning and environmental linkages, to identify constraints and hazard exposure early enough in the planning process to affect investment choices rather than late enough only to affect project delivery, and to support the Regional Resiliency Plan described in Task 5.

The subtask also covers general geographic information system operations: maintenance of the public-facing mapping presence, management and organization of internal geospatial data, map production for board materials and public meetings, technical assistance to member agencies, and maintenance of geographic information system software and licensing.

In FY 2028 the layers are maintained and refreshed, extended to the expanded metropolitan planning area if the revised boundary has been approved, and supplied to the distributional and resilience analysis described in Task 4 and Task 5.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained and extended geographic information system; community characteristics data layers; environmental and hazard data layers; data-sharing agreements; published public mapping content; maps and visual materials for board and public use.

Schedule: Ongoing throughout FY 2028, with layer refresh and extension to the expanded boundary, if approved, concentrated in the first three quarters of FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; City of Abilene; TxDOT; state and federal resource agencies

Subtask 2.5: Roadway Network, Traffic Volume, and Travel Time Data

This subtask maintains the roadway network inventory that carries the attributes every regional analysis depends on: functional classification, number of lanes, cross-section, posted speed, intersection control, annual average daily traffic, and observed travel time. The network is maintained as a single geospatial dataset that serves the travel demand model, the crash analysis platform, the condition dataset, and public mapping, rather than as separate networks maintained for separate purposes and reconciled after the fact.

Traffic volume data are assembled from TxDOT counts, from local agency counts, and from the estimated volume products available through the data sources described in Subtask 2.3. Where estimated volumes are used, the subtask includes validation against observed counts and documentation of the resulting confidence. Travel time data are drawn from the same sources and attached to the network at a segmentation consistent with the model network.

In FY 2028 the network is maintained, refreshed with the year's count and travel time data, and supplied to the model enhancement and analysis described in Task 4. Changes to the network arising from project completion or from boundary approval are incorporated as they occur.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained roadway network inventory with attributes; annual average daily traffic dataset with validation documentation; travel time dataset; network reconciliation memorandum; documented regional count program.

Schedule: Maintenance and refresh ongoing throughout FY 2028, incorporating network changes from project completion or boundary approval as they occur.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 2.6: Traffic Analysis Zones and Small Area Forecast

This subtask maintains the zonal geography and the demographic forecast that drive regional travel forecasting. It covers revision of the traffic analysis zone structure, development and maintenance of base-year socioeconomic data by zone, and development and maintenance of the Small Area Forecast allocating forecast population, households, and employment to zones across the plan horizon.

The existing traffic analysis zone structure predates the 2020 Census geography, does not reflect current development patterns, and does not extend to the proposed metropolitan planning area. Revision will align zones with current Census geography and with local jurisdiction boundaries, provide finer resolution where development activity or analytical interest warrants it, and extend

coverage to the proposed boundary. Zone revision is sequenced ahead of forecast development because a forecast allocated to the wrong geography cannot be repaired by refining the forecast.

The Small Area Forecast will be developed from regional control totals reconciled with the Texas Demographic Center, with local comprehensive planning, with school district and utility projections, and with employment data from state and commercial sources. The allocation method, the assumptions behind it, and the data supporting it will be documented in sufficient detail that a reviewer outside the agency can reproduce the result. Local jurisdictions and the Technical Advisory Committee will review and reconcile the forecast against their own planning assumptions before it is used.

In FY 2028 the forecast is maintained, revised where new information warrants, and supplied to the analysis described in Task 4. If the metropolitan planning area boundary is approved during FY 2028, zone structure and forecast are extended to the expanded area.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Revised traffic analysis zone structure; base-year socioeconomic data by zone; Small Area Forecast of population, households, and employment with documented assumption ranges; forecast methodology documentation; Technical Advisory Committee review record.

Schedule: Maintenance and revision ongoing throughout FY 2028; extension of zone structure and forecast to the expanded boundary if approved during FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; Texas Demographic Center; local jurisdictions; Texas A&M Transportation Institute

Task 3: Short Range Planning

A. Objective

The purpose of this task is to carry out the planning activities associated with near-term implementation: the Abilene MPO's participation in the development of the TxDOT Unified Transportation Program, development and amendment of the Transportation Improvement Program, and development and maintenance of the financial plan on which both the Transportation Improvement Program and the Metropolitan Transportation Plan depend.

These three activities are grouped because they share a single financial foundation. The revenue forecast, the project cost estimation method, and the year-of-expenditure inflation assumptions used to demonstrate fiscal constraint in the Transportation Improvement Program are the same assumptions used to demonstrate fiscal constraint in the Metropolitan Transportation Plan. Maintaining them as one document rather than as separate assumptions developed at separate times removes the most common source of inconsistency between an MPO's plan and its program, and inconsistency between plan and program documents is a recurring finding in federal review.

In FY 2028 the emphasis shifts to development of the next Transportation Improvement Program, which draws its project list from the Metropolitan Transportation Plan updated under Task 4 and applies the same evaluation criteria and thresholds adopted during that update.

B. Expected Products

Process and deliverable: amendments to the current Transportation Improvement Program as needed, processed on the TxDOT quarterly State Transportation Improvement Program revision cycle.

Process and deliverable: Abilene MPO submission to the TxDOT Unified Transportation Program annual update, and development of the subsequent Transportation Improvement Program.

Deliverable: adopted financial plan establishing the revenue forecast by source and program category, the project cost estimation methodology including year-of-expenditure inflation, the restrictions and eligibility rules attached to each source, and documented uncertainty ranges around revenue.

Deliverable: fiscal constraint demonstration for the Transportation Improvement Program.

Service: coordination with CityLink Transit on the programming of transit projects and on the transit elements of the Transportation Improvement Program.

Service: project development meetings and public participation activities supporting Transportation Improvement Program development and amendment.

C. Previous Work

The MPO established the regional financial plan as a single maintained document during FY 2027, establishing the revenue forecast by source, the project cost estimation methodology with year-of-expenditure inflation, the eligibility and match provisions attached to each source, and documented uncertainty ranges around the revenue forecast.

Amendments to the FY 2027–2030 Transportation Improvement Program were processed on the TxDOT quarterly revision cycle throughout FY 2027, and the MPO participated in the Unified Transportation Program annual update cycle.

Development of the subsequent Transportation Improvement Program begins in FY 2028 and draws on the Metropolitan Transportation Plan update carried out under Task 4.

D. Subtasks

Subtask 3.1: Unified Transportation Program Coordination and Annual Input

The Unified Transportation Program is TxDOT's ten-year project development plan. It is a state document; the Abilene MPO's role is to supply regional priorities, supporting performance evidence, and concurrence, and to ensure that the projects programmed for this region in the Unified Transportation Program are consistent with the adopted Metropolitan Transportation Plan and Transportation Improvement Program.

Under this subtask MPO staff will coordinate with the TxDOT Abilene District and with the TxDOT Transportation Planning and Programming Division through the annual Unified Transportation Program development cycle; prepare and submit regional project priorities together with the performance evidence supporting them; review draft Unified Transportation Program listings for consistency with adopted regional documents and report discrepancies; present the regional listing to the Technical Advisory Committee and the Policy Board; and maintain the ten-year regional project listing that the MPO publishes.

This subtask also covers the Abilene MPO's review of projects that TxDOT programs as grouped items rather than as individually listed projects. Grouped programming covers a substantial share of the preservation, safety, and operations investment in this region, and those investments are precisely the ones that determine whether the region meets its infrastructure condition and safety targets. Under this work program the MPO will request and review the composition of grouped items affecting the metropolitan planning area, together with the performance contribution expected from them, before those items are incorporated into the State Transportation Improvement Program. The purpose is to be able to answer why a project is needed by reference to adopted regional evidence, and to avoid first learning of investments in this region from the Annual Listing of Obligated Projects at the close of the fiscal year.

In FY 2028 the review procedure established in FY 2027 is applied, and the results inform the Transportation Improvement Program development described in Subtask 3.2.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Regional project priority submission with supporting performance evidence; consistency review memoranda; grouped project composition and performance review; maintained ten-year regional project listing; committee and board presentations.

Schedule: On the TxDOT Unified Transportation Program annual development cycle; ongoing coordination throughout FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff; TxDOT Abilene District; TxDOT Transportation Planning and Programming Division

Subtask 3.2: Transportation Improvement Program Amendment and Update

This subtask covers development, amendment, and administration of the Transportation Improvement Program, the fiscally constrained four-year program of projects receiving federal funds or that are regionally significant.

Under this subtask MPO staff will monitor the adopted Transportation Improvement Program; process amendments and administrative revisions as needed on the TxDOT quarterly State Transportation Improvement Program revision cycle; conduct the public participation activities associated with amendment and development; coordinate with CityLink Transit on the transit elements of the program; prepare the fiscal constraint demonstration; and prepare the Annual Listing of Obligated Projects in coordination with Subtask 1.3.

In FY 2028 the emphasis is on development of the subsequent Transportation Improvement Program. The project list will be drawn from the Metropolitan Transportation Plan updated under Task 4, and evaluated using the criteria, scoring rules, and performance thresholds adopted during that update rather than criteria developed separately at the programming stage. Where a project cannot be traced to the adopted plan, that fact will be stated. Where the region determines that a new evaluation criterion is genuinely required, it will be adopted through amendment of the Metropolitan Transportation Plan rather than introduced at the programming stage, so that plan and program continue to be evaluated on the same basis.

Program development will also identify, for each year of the program, projects that are committed and projects that are held in reserve pending a specific and identified condition. Sequencing matters: a commitment made in the first years of a program can foreclose options in its later years, and that consequence is not visible when projects are evaluated one at a time.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Processed Transportation Improvement Program amendments and administrative revisions; State Transportation Improvement Program uploads; fiscal constraint demonstration; draft and adopted subsequent Transportation Improvement Program; project documentation conventions; public participation record.

Schedule: Amendments on the TxDOT quarterly revision cycle. Program development first through fourth quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance as necessary; CityLink Transit; TxDOT

Subtask 3.3: Financial Plan Development and Update

This subtask develops and maintains the Abilene MPO's financial plan as a single document serving both the Transportation Improvement Program and the Metropolitan Transportation Plan. The financial plan establishes four things: the revenue forecast by source and program category, covering both the plan horizon and the Transportation Improvement Program window; the project cost estimation methodology, including year-of-expenditure inflation; the restrictions, eligibility rules, and match provisions attached to each funding source; and documented uncertainty ranges around the revenue forecast.

The statutory fiscal constraint demonstrations for the Metropolitan Transportation Plan, the Transportation Improvement Program, and any state-required mid-range program all cite this one document. Fiscal constraint is demonstrated exactly as it is today, against the adopted forecast. The documented uncertainty ranges serve a separate analytical purpose described in Task 4 and are not the compliance demonstration; the two coexist without conflict.

Cost estimation is organized in tranches. The Transportation Improvement Program window uses year-by-year inflation estimates matched to project delivery schedules, so that fiscal constraint carries cleanly from one program cycle to the next. Beyond that window, five-year blocks use a single average

annual inflation rate for the block, which accounts for compound cost growth without asserting a precision that long-term economic forecasting does not support.

In FY 2028 the financial plan is updated with current revenue information and cost experience, and serves as the fiscal foundation for both the Metropolitan Transportation Plan update and the Transportation Improvement Program development carried out this year. If observed project costs have moved outside the year-of-expenditure ranges adopted in the plan, staff will bring a formal amendment rather than allowing plan and program assumptions to diverge.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted financial plan document; revenue forecast by source and program category with documented ranges; project cost estimation methodology; funding source eligibility and match documentation; reconciliation memorandum; adopting resolution.

Schedule: Update and amendment as necessary throughout FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit

Task 4: Metropolitan Transportation Plan

A. Objective

The purpose of this task is to update the Abilene Metropolitan Transportation Plan and to develop and operate the analytical capability that the update requires. The current plan, the 2050 Metropolitan Transportation Plan, was adopted December 17, 2024 and lapses in December 2029. The update carried out under this work program is scheduled to allow adoption well ahead of that date, with the technical and participation work performed in FY 2027 and the plan development, evaluation, documentation, and adoption performed in FY 2028 and continuing into the following work program as necessary.

Because the Metropolitan Transportation Plan lapse date falls within three years of this work program, travel demand model development is included in this task in accordance with TxDOT guidance. Data acquisition and maintenance supporting the model, including network, traffic volume, travel time, zonal geography, and demographic forecast data, are carried in Task 2. Model development, enhancement, and application are carried here.

The update pursues a specific analytical objective. A long-range plan evaluated against a single demographic forecast and a single revenue forecast is a bet on those forecasts. Over a horizon of more than twenty years, in a region whose growth depends on decisions made outside it, that bet is unlikely to pay and expensive to unwind. The update will instead evaluate candidate investment programs against a range of plausible future conditions and select for performance that holds across that range. The plan will state the conditions under which it would underperform, identify observable indicators that those conditions are emerging, and identify in advance the responses the region would make. Federal planning regulation expressly permits scenario approaches in metropolitan plan development at 23 CFR 450.324(i); nothing in this approach requires waiver or regulatory relief, and fiscal constraint continues to be demonstrated against the adopted forecast in the financial plan maintained under Subtask 3.3.

B. Expected Products

Deliverable: deficiency and vulnerability analysis identifying, by location and by performance area, the deficiencies present across the tested range of future conditions and those that appear only under specific conditions.

Deliverable: intervention library with cost bands, eligible funding sources, and expected performance contribution for each candidate investment.

Deliverable: candidate investment portfolios assembled within the adopted financial plan, and the analysis of each against the tested range of future conditions.

Deliverable: recommended investment program with supporting documentation, including a statement of the conditions under which it would underperform.

Deliverable: monitoring program identifying indicators, thresholds, reporting responsibilities, and pre-identified responses.

Deliverable: draft Metropolitan Transportation Plan document released for public review.

Deliverable: documented response to public comment.

Service: public participation activities supporting plan development and adoption, conducted under the adopted Public Participation Plan.

C. Previous Work

During FY 2027 the MPO adopted the scope, schedule, and methodology for the plan update; adopted vision, goals, and measurable objectives; and adopted evaluation criteria, scoring rules, and the procedure by which performance thresholds are derived. The regional travel demand model was enhanced and validated, and the coupled analysis capability and metamodel were developed. Community preference research was designed, fielded, and reported. The set of future conditions to be tested was documented and approved.

Elements continuing from FY 2027 into FY 2028 include refinement of the metamodel against full model runs, extension of model geography contingent on approval of the revised metropolitan planning area boundary, and any additional community preference research indicated by the FY 2027 results.

Plan development, portfolio analysis, documentation, public review, and adoption are the substance of FY 2028 work under this task.

D. Subtasks

Subtask 4.1: Plan Scope, Schedule, and Interagency Consultation

This subtask maintains the scope, schedule, and consultation framework adopted in FY 2027 and carries the ongoing coordination the update requires. It covers schedule management across the plan development activities described in the remaining subtasks; continuing consultation with TxDOT, FHWA, FTA, resource agencies, and local jurisdictions as analysis results become available; and any amendment of the approved scope or methodology that the FY 2027 results indicate is necessary.

Where the analysis produces a result that a partner agency disputes, the disagreement is documented and brought forward rather than resolved privately, so that the record shows what was contested and how it was addressed.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained plan schedule; continuing interagency consultation record; scope or methodology amendments as necessary.

Schedule: Ongoing throughout FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; FHWA; FTA; resource agencies; local jurisdictions

Subtask 4.2: Vision, Goals, and Measurable Objectives

This subtask maintains the vision, goals, and measurable objectives adopted in FY 2027 and carries them into the plan document. Where the analysis conducted under Subtasks 4.6 through 4.8 shows that a stated objective cannot be met under any affordable investment program, that finding is reported to the Policy Board and the public rather than absorbed by quietly restating the objective.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Maintained vision, goals, and measurable objectives; objective attainment findings; plan document content.

Schedule: Ongoing throughout FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds

This subtask brings forward for adoption the numeric performance thresholds derived from the community preference research completed in FY 2027, using the derivation procedure approved in FY 2027, together with the sensitivity analysis showing how the thresholds respond to reasonable variation in the derivation.

Once adopted, the criteria, scoring rules, and thresholds govern the evaluation in this task and the programming carried out under Task 3. They are not modified during plan development or during programming. If the region determines that a new criterion is genuinely required, adopting it is a public amendment that returns to this subtask, so that the plan and the program continue to be evaluated on the same basis. Changing evaluation rules partway through a process, for reasons of schedule or budget convenience, is the mechanism by which an analytically grounded plan becomes an unexplained one.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted numeric performance thresholds with sensitivity analysis; maintained evaluation criteria and scoring rules; adopting resolution.

Schedule: First quarter FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.4: Model Enhancement and Futures Analysis Capability

This subtask completes and operates the analytical capability developed in FY 2027. Remaining development includes refinement of the metamodel against additional full model runs, validation of metamodel performance against the full model across the range of tested conditions, extension of model geography if the revised metropolitan planning area boundary is approved during the year, and documentation sufficient for MPO staff to operate and defend the analysis after the consultant engagement ends.

Operation includes the analytical runs supporting Subtasks 4.6, 4.7, and 4.8: evaluation of each candidate investment program against each tested combination of conditions, and identification of the combinations under which each program fails to meet the adopted thresholds.

All model files, code, configuration, input data, and documentation are delivered to the MPO in reproducible form as a condition of acceptance. An analysis the MPO cannot rerun is an analysis the MPO cannot defend.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Completed and validated metamodel with documentation; analytical run results; delivered model files, code, and documentation; staff operating documentation.

Schedule: First through third quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; Texas A&M Transportation Institute

Subtask 4.5: Community Preference Research and Public Participation

This subtask conducts the public participation activities supporting plan development and adoption, and any additional community preference research indicated by the FY 2027 results.

Participation activities include presentation of the deficiency and vulnerability findings, presentation of candidate investment programs and the trade-offs among them, the formal public review of the draft plan, collection and documented disposition of comments, and reporting back to participants and to the segments of the region identified in the FY 2027 research.

Materials will present the analysis in terms residents can use. Where the plan performs acceptably it will say so; where it underperforms under stated conditions it will say that as well, in plain language, together with the indicators that would show those conditions emerging and the responses the region has identified in advance. The MPO will seek informed consent rather than consensus: an investment program selected to perform acceptably across a range of conditions is by construction not the best available program under any single condition, and the appropriate standard is that residents understand the trade-off, feel heard, and can tolerate the outcome, not that they prefer it.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Public participation materials and record; additional research results as necessary; documented comment disposition; reporting to participants.

Schedule: Ongoing throughout FY 2028; formal public review of the draft plan third and fourth quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.6: Needs and Deficiency Identification

This subtask identifies transportation deficiencies across the full range of tested conditions, applying the procedure established in FY 2027 and the datasets maintained under Task 2.

Each deficiency is reported by location, by performance area, and by the frequency with which it appears across the tested conditions. Deficiencies present under nearly every tested condition are reported as such; these warrant commitment. Deficiencies that appear only under particular combinations of conditions are reported separately, together with the combinations that produce them; these warrant monitoring and prepared response rather than immediate commitment.

The subtask also produces the vulnerability findings that Subtask 4.8 carries into the adopted plan: the specific combinations of conditions under which the region's performance falls below the adopted thresholds, stated in terms that identify what would have to happen for the region to have a problem.

Safety, asset condition, reliability, resilience, and access deficiencies are identified through distinct analytical procedures and reported as first-tier findings, not as secondary consequences of congestion analysis.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Deficiency analysis by location, performance area, and frequency across tested conditions; vulnerability findings; supporting analytical documentation.

Schedule: First and second quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.7: Strategy and Investment Portfolio Development

This subtask develops the library of candidate interventions and assembles them into candidate investment programs.

The intervention library covers the full range of responses available to the region, including capacity, operations and management, safety countermeasures, preservation, transit, and active transportation investments, together with the policies the region controls. Each intervention is coded with the attributes the analysis requires: location, the deficiency it addresses, expected performance contribution, cost band under the methodology adopted in the financial plan, eligible funding sources, and the tranche in which it would be delivered.

Interventions are distinguished as core or contingent. Core interventions address deficiencies present across nearly all tested conditions and are candidates for commitment. Contingent interventions address deficiencies that appear only under particular conditions; they are developed and costed to the same standard but are committed only if the associated condition materializes. Developing and costing an intervention the region does not commit to funding is not wasted effort: it is what allows the region to act quickly when circumstances change, rather than beginning analysis at the moment a response is already overdue.

Candidate investment programs are assembled from the library within the fiscal constraint established in the financial plan maintained under Subtask 3.3, organized in tranches. Where the set of interventions meeting the adopted thresholds exceeds available funding, selection among them uses transparent constrained-portfolio methods applied to the weights and thresholds adopted under Subtask 4.3. Those methods rank within sets the analysis has already identified as acceptable; they do not set the criteria and they do not override them.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Intervention library with attributes, cost bands, and eligible funding sources; core and contingent classification; candidate investment portfolios by tranche within fiscal constraint.

Schedule: Second and third quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit; local jurisdictions

Subtask 4.8: Plan Documentation, Public Review, and Adoption

This subtask carries the recommended investment program through evaluation, documentation, public review, and adoption.

The recommended program is the fiscally constrained investment program that meets the adopted performance thresholds across the widest range of tested conditions. Where no candidate program meets the thresholds for every segment of the region identified in the preference research, the recommendation identifies the program meeting the most, states which segments it fails and by how much, and carries that statement into the adopted plan rather than into a technical appendix.

Adoption documentation states the finding as performance across the stated range of conditions. Claims that the program is optimal are excluded, because a program selected to hold up across a range of conditions is not optimal under any one of them, and asserting otherwise creates a defense the region cannot sustain when conditions change. The adopted plan carries with it the statement of the conditions under which it would underperform, the indicators that would show those conditions emerging, and the responses identified in advance under Subtask 4.9. These are part of the plan and carry the same authority as the project tables; they survive staff and board turnover only if they are adopted rather than attached.

The subtask includes preparation of the draft plan document, the public review process conducted under Subtask 4.5, documented disposition of comments, preparation of the final document, and presentation to the Technical Advisory Committee and Policy Board for adoption. Fiscal constraint is demonstrated against the adopted revenue forecast in the financial plan. The Abilene metropolitan planning area is in attainment for transportation-related pollutants and no conformity determination is required.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Analysis of candidate programs against tested conditions; recommended investment program; draft Metropolitan Transportation Plan document; documented comment disposition; final plan document; fiscal constraint demonstration; adopting resolution.

Schedule: Third and fourth quarters FY 2028, continuing into the subsequent work program as necessary.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance

Subtask 4.9: Monitoring, Indicators, and Plan Maintenance Program

This subtask develops the monitoring and maintenance program adopted as part of the plan. Without it, the analysis carried out under this task produces a static document and its findings expire the day after adoption.

The program has five components. First, indicators: observable, regularly reported metrics that track whether the conditions identified in the vulnerability findings are emerging. Second, thresholds: the values at which an indicator signals that a response is warranted. Third, pre-identified responses: the specific actions the region has agreed in advance to take when a threshold is reached, drawn from the contingent interventions developed under Subtask 4.7, which may include advancing or deferring investments between tranches, initiating corridor study, or amending the plan. Fourth, reporting responsibilities: who reports each indicator, on what cycle, assigned within existing annual reporting obligations so that monitoring does not create a new cost center. Fifth, a rule connecting monitoring results forward, so that what is observed during this plan cycle shapes the scoping of the next one.

Contingent responses frequently commit implementing agencies rather than the MPO. Where a pre-identified response would obligate TxDOT, a municipality, a county, or CityLink Transit to act, that agency concurs in the threshold value and in the response before adoption, and its concurrence forms part of the adopted record. A trigger the implementing agency has not agreed to is a statement of hope.

The purpose of adopting this program publicly rather than maintaining it as staff practice is traceability. Adjustments to investment priorities that spend money and change sequence are more defensible, and substantially faster, when the region committed to them in public before the circumstance arose than when they are introduced afterward and appear arbitrary.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Adopted monitoring program identifying indicators, thresholds, pre-identified responses, and reporting responsibilities; implementing agency concurrence record; adopting resolution.

Schedule: Third and fourth quarters FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; CityLink Transit; local jurisdictions

PRELIMINARY DRAFT

Task 5: Special Studies

A. Objective

The purpose of this task is to conduct focused planning studies that address specific regional questions and that supply evidence to the Metropolitan Transportation Plan update, the Transportation Improvement Program, and the region's performance-based planning obligations. Three studies are carried in this work program: a Regional Safety Action Plan, a Regional Resiliency Plan, and a Microtransit Services Study.

Each of these studies is scoped so that its outputs enter the analytical framework described in Task 4 rather than terminating as standalone documents. A safety plan whose findings do not reach the project evaluation, a resiliency plan whose hazard exposure findings do not reach the deficiency analysis, and a transit study whose service findings do not reach the plan are each a report rather than a planning product.

In FY 2028 the emphasis is on completion, adoption where applicable, and integration of findings into the Metropolitan Transportation Plan update.

B. Expected Products

Deliverable: completed Regional Safety Action Plan, presented for adoption.

Deliverable: completed Regional Resiliency Plan, presented for adoption.

Deliverable: completed Microtransit Services Study with recommendations.

Service: public and stakeholder participation supporting completion and adoption of each study.

Deliverable: integration of study findings into the Metropolitan Transportation Plan update.

C. Previous Work

During FY 2027 the analytical foundations of all three studies were developed. Safety network screening, systemic risk analysis, and countermeasure evaluation were completed using the crash dataset and calibrated analysis platform developed under Subtask 2.1. Hazard exposure and network criticality analysis were completed using the environmental and network data developed under Subtasks 2.4 and 2.5. Existing conditions and demand analysis for the Microtransit Services Study were completed in coordination with CityLink Transit.

Participation activities supporting each study were conducted during FY 2027 and are continuing.

Completion, adoption, and integration of findings into the Metropolitan Transportation Plan update are the substance of FY 2028 work under this task.

D. Subtasks

Subtask 5.1: Regional Safety Action Plan

This subtask develops a Regional Safety Action Plan for the Abilene metropolitan planning area. The plan establishes the region's approach to reducing fatalities and serious injuries on all public roads, identifies the locations and crash types that account for the region's serious outcomes, identifies the

countermeasures appropriate to them, and establishes how safety evidence enters regional project evaluation and programming.

The plan draws on the crash dataset and calibrated analysis platform developed under Subtask 2.1. Analysis includes network screening to identify locations with more severe crashes than exposure would predict; systemic analysis to identify roadway and intersection characteristics associated with severe outcomes across the network, including at locations where a crash has not yet occurred; and evaluation of countermeasures against local conditions and local cost. Systemic analysis matters particularly in a region of this size, where crash counts at any individual location are small enough that ranking locations by crash count is close to ranking them by chance.

The plan also documents how the MPO works with partner agencies and stakeholders to communicate safety information to decision-makers and the public, and identifies current and planned initiatives, projects, strategies, and countermeasures addressing safety in the planning area.

This subtask carries the Abilene MPO's 2.5 percent Safe and Accessible Transportation Options set-aside. The set-aside is derived from FHWA PL funds and must be used on planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities. The safety analysis, countermeasure evaluation, and network completeness assessment conducted under this subtask address pedestrian, bicycle, and transit access alongside vehicular safety, and the portion of this subtask attributable to those activities is identified as set-aside expenditure in the funding summary tables. The Abilene MPO does not seek to opt out of the set-aside requirement during this work program.

FY 2028 work covers completion of the plan document, public review, presentation for adoption, and integration of the safety findings into the deficiency analysis and intervention library developed under Task 4.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Completed Regional Safety Action Plan; public review record; adopting resolution; documented integration into Task 4 analysis.

Schedule: First through third quarters FY 2028; adoption fourth quarter FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; Texas A&M Transportation Institute; TxDOT; City of Abilene; Taylor County; Jones County

Subtask 5.2: Regional Resiliency Plan

This subtask develops a Regional Resiliency Plan addressing the ability of the regional transportation network to withstand and recover from disruption, with emphasis on network redundancy during extreme weather events and on the facilities whose loss would isolate parts of the region.

The plan draws on the hazard and environmental data developed under Subtask 2.4 and the network data developed under Subtask 2.5. Analysis includes identification of facilities exposed to flood and other hazards; assessment of network criticality, meaning which facilities carry travel that has no reasonable alternative route; combination of the two to identify the facilities where exposure and criticality coincide; and evaluation of the investment and operational responses available, including redundancy, hardening, and operational strategies.

Hazard exposure is treated in the Metropolitan Transportation Plan update as one of the conditions the region does not control and must plan across, rather than as a separate topic addressed in a separate chapter. The exposure ranges developed under this subtask, in consultation with the

floodplain, water, and emergency management agencies that maintain the underlying data, supply that element of the Task 4 analysis directly.

The plan is developed in cooperation with TxDOT, FHWA, local planning partners, and regional emergency management, and is coordinated with the West Central Texas Council of Governments.

FY 2028 work covers response evaluation, completion of the plan document, public review, presentation for adoption, and integration of resilience findings into the deficiency analysis and intervention library developed under Task 4.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Response evaluation; completed Regional Resiliency Plan; public review record; adopting resolution; documented integration into Task 4 analysis.

Schedule: First through third quarters FY 2028; adoption fourth quarter FY 2028.

Responsible Agency: Abilene MPO

Who will Perform the Work: MPO staff, with consultant assistance; TxDOT; FHWA; West Central Texas Council of Governments; local emergency management

Subtask 5.3: Microtransit Services Study

This subtask conducts a strategic evaluation of the relationship between fixed-route and microtransit service in the Abilene metropolitan planning area. The study examines the feasibility and consequences of shifting portions of the current fixed-route system to more flexible, demand-responsive service; identifies where each service model performs better against the region's access, cost, and ridership objectives; and develops a strategy for the optimization, expansion, and refinement of microtransit services.

The study is conducted in coordination with CityLink Transit and draws on the transit performance data maintained under Subtask 2.3 and the community characteristics data developed under Subtask 2.4. Analysis includes existing service performance by route and by zone; travel demand and origin-destination patterns for the populations most dependent on transit; cost and service level comparison between the two service models under equivalent assumptions; and assessment of access outcomes, particularly for residents with limited vehicle availability, older adults, and residents with disabilities.

Rider and non-rider participation is a substantive element of the study rather than a review of a finished recommendation. A service change evaluated only against operating cost and boardings will systematically undervalue the trips that current service does not serve because it cannot.

Study findings enter the Metropolitan Transportation Plan update as transit interventions in the library developed under Subtask 4.7, evaluated on the same terms as other investments.

FY 2028 work covers service model comparison, development of recommendations, completion of the study document, and integration of findings into Task 4.

Funds: [To be determined]

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Service model comparison; recommendations; completed Microtransit Services Study; documented integration into Task 4 analysis.

Schedule: First through third quarters FY 2028.

Responsible Agency: City of Abilene CityLink Transit

Who will Perform the Work: CityLink Transit staff and consultant, with MPO staff assistance

PREDRAFT

Budget Summary – Fiscal Year 2028

All amounts in the following tables are shown as [To be determined] pending completion of the financial programming for this work program. Amounts will be inserted prior to Policy Board consideration.

Table 1: FY 2028 Budget Summary

UPWP Task	TPF*	FTA §5307	FTA §5304	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
Task 1: Administration and Management	TBD	TBD	TBD	TBD	TBD	TBD
1.1: Monthly Billing and Financial Management	TBD	TBD	TBD	TBD	TBD	TBD
1.2: Public, Local, State, and Federal Agency Communication and Outreach	TBD	TBD	TBD	TBD	TBD	TBD
1.3: Agency Direction and Refinement	TBD	TBD	TBD	TBD	TBD	TBD
1.4: Direct Expenses	TBD	TBD	TBD	TBD	TBD	TBD
Task 2: Data Development and Maintenance	TBD	TBD	TBD	TBD	TBD	TBD
2.1: PM 1: Crashes and Safety Data	TBD	TBD	TBD	TBD	TBD	TBD
2.2: PM 2: Infrastructure Condition	TBD	TBD	TBD	TBD	TBD	TBD
2.3: PM 3: System Performance Data	TBD	TBD	TBD	TBD	TBD	TBD
2.4: Geographic Information System: Community and Environment Data	TBD	TBD	TBD	TBD	TBD	TBD
2.5: Roadway Network, Traffic Volume, and Travel Time Data	TBD	TBD	TBD	TBD	TBD	TBD
2.6: Traffic Analysis Zones and Small Area Forecast	TBD	TBD	TBD	TBD	TBD	TBD
Task 3: Short Range Planning	TBD	TBD	TBD	TBD	TBD	TBD
3.1: Unified Transportation Program Coordination and Annual Input	TBD	TBD	TBD	TBD	TBD	TBD
3.2: Transportation Improvement Program Amendment and Update	TBD	TBD	TBD	TBD	TBD	TBD
3.3: Financial Plan Development and Update	TBD	TBD	TBD	TBD	TBD	TBD
Task 4: Metropolitan Transportation Plan	TBD	TBD	TBD	TBD	TBD	TBD
4.1: Plan Scope, Schedule, and Interagency Consultation	TBD	TBD	TBD	TBD	TBD	TBD
4.2: Vision, Goals, and Measurable Objectives	TBD	TBD	TBD	TBD	TBD	TBD
4.3: Evaluation Criteria, Scoring Rules, and Performance Thresholds	TBD	TBD	TBD	TBD	TBD	TBD

UPWP Task	TPF*	FTA §5307	FTA §5304	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
4.4: Model Enhancement and Futures Analysis Capability	TBD	TBD	TBD	TBD	TBD	TBD
4.5: Community Preference Research and Public Participation	TBD	TBD	TBD	TBD	TBD	TBD
4.6: Needs and Deficiency Identification	TBD	TBD	TBD	TBD	TBD	TBD
4.7: Strategy and Investment Portfolio Development	TBD	TBD	TBD	TBD	TBD	TBD
4.8: Plan Documentation, Public Review, and Adoption	TBD	TBD	TBD	TBD	TBD	TBD
4.9: Monitoring, Indicators, and Plan Maintenance Program	TBD	TBD	TBD	TBD	TBD	TBD
Task 5: Special Studies	TBD	TBD	TBD	TBD	TBD	TBD
5.1: Regional Safety Action Plan	TBD	TBD	TBD	TBD	TBD	TBD
5.2: Regional Resiliency Plan	TBD	TBD	TBD	TBD	TBD	TBD
5.3: Microtransit Services Study	TBD	TBD	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD	TBD	TBD

*TPF includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply transportation development credits sufficient to provide the required non-federal share. Because the credits reflect neither cash nor work hours, they are not reflected in the funding tables. The 2.5% Safe and Accessible Set-Aside is drawn from the FHWA PL funds within TPF.

Table 2: FY 2028 Funding Source Summary

Funding Source	Federal Share	State Share	Local Share	Total Funds
TPF*	TBD	TBD	TBD	TBD
FTA Section 5307	TBD	TBD	TBD	TBD
FTA Section 5304	TBD	TBD	TBD	TBD
Local Funds	TBD	TBD	TBD	TBD
TOTAL	TBD	TBD	TBD	TBD

*TxDOT uses Transportation Development Credits (TDCs) to fulfill the required TPF non-federal share.

Table 3: FY 2028 TPF Summary

FY	Carryover from Previous FY (WO #3)	Estimated New TPF (WO #1 and #2)	Estimated Total Available TPF (All WOs)	Total Programmed Amount (UPWP Total)	Estimated Unexpended Carryover
FY 2028	TBD	TBD	TBD	TBD	TBD

Total Estimated TPF Available: [To be determined]

Total TPF Programmed: [To be determined]

Estimated Carryover for Future UPWP: [To be determined]

APPENDICES

PREDRAFT

Appendix A

Abilene MPO Policy Board Membership

Voting Member	Member's Title	Representing
CROWLEY, Phil	County Judge (elected)	Taylor County
DEARING, Jeremy	P.E., District Engineer	TxDOT, Abilene District
HURT, Weldon	Mayor (elected)	City of Abilene
PRICE, Shane	City Council Member (elected)	City of Abilene
SPURGIN, Dale	County Judge (elected)	Jones County
[Name]	County Judge (elected)	Callahan County

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

Membership is to be confirmed and updated prior to adoption. The City of Abilene Council Member position is occupied by the Council Member designated by action of the City Council. All other positions are occupied by the individuals holding the stated offices.

Technical Advisory Committee (TAC) Membership

[Insert current Technical Advisory Committee membership: names, positions, and the municipality or agency represented. Confirm and update prior to adoption.]

MPO Staff

Member's Name	Member's Title
CASPER, Craig T.	Executive Director
RYAN, Rita	Office Assistant III
[Vacant]	Transportation Planner

Appendix B

Metropolitan Planning Area Boundary Map

Governor or Governor's Designee Approved — October 17, 2006 (based on 2020 Census data)

[Insert Metropolitan Planning Area Boundary Map]

A revised boundary was approved by the Abilene MPO Policy Board on April 16, 2024 and submitted to the Governor's Office through TxDOT on October 3, 2024. Approval is pending as of the adoption of this UPWP. This appendix will be updated by amendment upon approval.

PREDRAFT

Appendix C

Debarment Certification (Negotiated Contracts)

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

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

**federal, state or local*

Title of elected official / Name / Entity or Agency Date

Abilene MPO Policy Board

Abilene Metropolitan Planning Organization

Appendix D

Lobbying Certification

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

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Title of elected official / Name / Entity or Agency

Date

Abilene MPO Policy Board

Abilene Metropolitan Planning Organization

Appendix E

Certification of Contract and Procurement Procedures Compliance

I, Craig T. Casper, Executive Director, a duly authorized officer/representative of the Abilene Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” as it may be revised or superseded.

Title of elected official / Name / Entity or Agency

Date

Abilene MPO Policy Board

Abilene Metropolitan Planning Organization

Attest:

Craig T. Casper

Executive Director — Abilene Metropolitan Planning Organization

Appendix F

Certification of Internal Ethics and Compliance Program

I, Craig T. Casper, Executive Director, a duly authorized officer/representative of the Abilene Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees, and that the internal ethics and compliance program satisfies the requirements of 43 TAC §31.39 “Required Internal Ethics and Compliance Program” and 43 TAC §10.51 “Internal Ethics and Compliance Program” as it may be revised or superseded.

Title of elected official / Name / Entity or Agency Date

Abilene MPO Policy Board

Abilene Metropolitan Planning Organization

Attest:

Craig T. Casper

Executive Director — Abilene Metropolitan Planning Organization

Appendix G

Amendment Summary

Policy Board Action Date	TxDOT or Federal Approval Date	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting – DBE Goal	UPWP Amendment Summary

This appendix is omitted unless there has been a UPWP amendment approved by the Abilene MPO Policy Board.

PRELIMINARY DRAFT

Appendix H

Completed UPWP Checklist

[Insert completed UPWP Checklist with all submissions, including amendments.]

PRED DRAFT