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

1:30 p.m., **Wednesday, April 29, 2026**
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, *City of Abilene (MPO Chairperson)*
Mayor Weldon Hurt, *City of Abilene (MPO Vice-Chairperson)*
Judge Phil Crowley, *Taylor County*
Mr. Jeremy Dearing, *TxDOT District Engineer*
Judge Dale Spurgin, *Jones County*

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

1. Call to Order.
Public comment on any item on the agenda.

2. Consideration and Take Action on the Minutes of the February 17, 2026 meeting.

3. Receive a Report, Hold a Discussion, and Take Action on Releasing Amendment 2 of the 2050 Metropolitan Transportation Plan for Public Comment.

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

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

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

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

8. Discussion of DOJ Delay of ADA Title II compliance for web content and mobile applications.

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

10. Discussion and review of reports:
- Financial Status
- Operation Report
  - Meetings – TEMPO
- Director's Report
  - Upcoming Work Tasks
    - 2025 Travel Demand Model Update
    - Public Participation Program Update

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

12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

13. Receive a Report, Hold a Discussion, and Take Action on the Amendment to the Bylaws as discussed April 16, 2024.

EXECUTIVE SESSION

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

RECONVENE

15. Adjournment.

CERTIFICATION

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

_____

NOTICE

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

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

MINUTES OF THE
ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY BOARD
February 17, 2026

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, February 17, 2026, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene Texas.

Policy Board Members Present: Judge Phil Crowley, Taylor County; Mr. Jeremy Dearing, Abilene District Engineer; Mayor Weldon Hurt, Mayor City of Abilene (Policy Board Vice-Chairman); Councilman Shane Price, Abilene City Councilman (Policy Board Chairman); Judge Dale Spurgin, Jones County.
Policy Board Members Absent: N/A
Staff of Member Agencies in Attendance: Mr. Bryce Turentine, P.E., TxDOT; Max Johnson, City of Abilene; Jeff Duebner, City of Abilene; Richard Halbert, City of Abilene; Jennifer Pacheco, City of Abilene;
MPO Staff in Attendance: Mr. Craig Casper, Abilene MPO Executive Director; Kelly Messer, First Assistant City Attorney; Ms. Shelley Futrelle, Executive Assistant (filling in for Rita Ryan).

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

2 & 3. Consideration and Take Action on the Minutes of August 19, 2025, and November 14, 2025 meetings. Judge Spurgin made a motion to approve both sets of minutes, with a second by District Engineer Dearing. **Motion Carried (5-0).**

4. Receive a Report, Hold a Discussion, and Take Action on the FY 2026 Performance Measures for Safety (PM 1), Pavement and Bridge Performance (PM 2), System Performance (PM 3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP). Mr. Casper presented the annual update of the safety performance measures. He explained that MPOs have the option to adopt their own metrics or adopt TxDOT's and CityLink's performance measures. The recommendation from the MPO TAC and staff is adopting the TxDOT and CityLink targets to ensure a unity of purpose among the agencies and recommending the Policy Board approve Resolution 26-01. Judge Crowley made a motion to approve Resolution 26-01 supporting all TxDOT and CityLink performance measures, with a second by Mayor Hurt. **Motion Carried (5-0)**.

5. Receive a Report, Hold a Discussion and Take Action on the Waldrop Interchange Safety Project and Pine Street Safety Project. Mr. Casper explained that based on TxDOT's crash reviews, project readiness, and project-cost effectiveness, the recommendation from the MPO TAC and staff is moving the Waldrop Interchange Safety Project ahead of the Pine Street project in prioritization. Waldrop Interchange safety project and an associated maintenance project will begin implementation in 2027 and the Pine Street project will be moved out of the TIP years to 2032 due to fiscal constraint reasons. Judge Spurgin made a motion to approve the change to remove Pine Street and add the Waldrop Interchange to the TIP and UTP, with a second by Mayor Hurt. **Motion Carried (5-0)**.

6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on Preliminary Submission of the FYs 2027-2030 Transportation Improvement Program (TIP). Mr. Casper presented the preliminary submission of the draft 2027-2030 TIP for informal fiscal review by TxDOT and the Federal Highway Administration. He noted that the last two

years of the existing 2025-2028 TIP were moved to 2027 and 2028. No projects are currently listed in 2029 and 2030 due to a lack of federal authorization at the state level. Mayor Hurt made a motion to approve the update to the TIP, with a second by Judge Crowley. **Motion Carried (5-0).**

7. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on the Ten-Year Unified Transportation Plan (UTP). Mr. Casper highlighted an 83% increase in project costs between 2016 and 2025, which directly impacts project implementation. He noted the UTP requests include the switching of the Pine Street and Waldrop Interchange projects as previously discussed, but otherwise, the UTP remains basically the same as what was approved the prior year. Judge Crowley made a motion to approve the changes to the UTP, with a second by District Engineer Dearing. **Motion Carried (5-0).**

8. Receive a Report, Hold a Discussion, and Take Action on the Amendment 1 of the FYs 2026-2027 Unified Planning Work Program (UPWP). Mr. Casper outlined the proposed amendment, which addresses Federal Highway Administration contingencies. Primary text changes involve removing carbon and equity requirements per a new executive order, increasing Task 2 funding for data gathering to support the expanded MPO boundary, and adding authorizations for out-of-state travel. District Engineer Dearing made a motion to approve the update to the UPWP, with a second by Judge Crowley. **Motion Carried (5-0).**

9. Discussion and review of transportation projects. Mr. Turentine presented TxDOT's updates, reviewing current construction, such as Buffalo Gap Road, and planned projects, including traffic signal improvements at South 14th and Sayles, a shared-use path on Arnold Boulevard, and the upcoming Judge Ely overpass for Interstate 20. City of Abilene staff reviewed current construction, including the South 27th signal improvements and Cypress Street reconstruction. Projects in design, such as the Old Anson Walkability project and North 18th, were also reviewed. Mr. Casper provided a brief CityLink update, noting that internal building repairs to restrooms were completed and the agency is looking to secure bids for a second facility close by.

10. Discussion and review of reports:

- Financial Status: Mr. Casper reported the MPO is currently under budget, heavily related to staffing levels and pending data requests.
- Operations / Directors Report: Mr. Casper highlighted the submittal of the Annual Project Expenditure Report (APER) and upcoming federal functional classification reviews starting in April. He shared 2060 population forecasts predicting region population growth. He additionally discussed the start of the Safety Action Plan utilizing TxDOT's new AASHTOWARE tool and summarized proposed federal transportation legislation returning the focus to safety and maintenance. He concluded by thanking Ms. Shelley for stepping in to assist while the Administrative Assistant was sick.

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

12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action. No comments were forthcoming.

13. Adjournment Chairman Price noted the next meeting is scheduled for April 21st and adjourned the meeting at 2:12 p.m.

To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 3: Release Amendment 2 to the 2050 MTP for Public Comment
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

The desired action is releasing this proposed Amendment #2 to the 2050 MTP for public review and comment. Amending the 2050 MTP is a prerequisite for including the Waldrop Interchange project into the 2027 TIP and the 2026 10-Year UTP. The 2050 Metropolitan Transportation Plan (MTP) is the region's strategic long-range blueprint. To maintain its usefulness, the 2050 MTP must function as a living document that evolves in response to emerging regional priorities and shifting federal/state funding opportunities. This memorandum details Amendment 2 to the Abilene MPO 2050 MTP to include Project CSJ 0034-01-144 into the 2027 program year.

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

Prior Actions

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

Background

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

1. TxDOT Coordination: MPO staff must coordinate directly with the TxDOT MPO Coordinator within the Regional Planning Branch to ensure technical feasibility and funding alignment.
2. Committee & Board Approval: The MPO Technical Advisory Committee (TAC) provides technical review, while the Policy Board provides the final approval required for all MTP modifications.
3. Public Involvement: Per federal mandates, the amendment must undergo the public involvement process outlined in the Adopted PPP to ensure transparency and stakeholder input on shifting priorities.

Alternatives

1) Not changing the 2050 MTP. Without this action, the region loses an opportunity to efficiently

utilize a mixture of funding. Funding would go to other less efficient and effective projects.

2) Amending the 2050 MTP moves the TIP and UTP forward as fiscally constrained. The changes add an Auxiliary Ln, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and Treadaway entrance ramp relocation.

2027-2030 STIP — **07/2026 Revision: Pending Approval**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	$ 12,280,000

LIMITS FROM 0.12 miles North of Buffalo Gap Exit Ramp
LIMITS TO SL 322 Entrance Ramp Waldrop
PROJECT DESCR Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and Treadaway entrance ramp relocation
PROJECT SPONSOR TxDOT
REVISION DATE 07/2026
MPO PROJ NUM S0063-06-CA
FUNDING CAT(S) 2, 1
REMARKS P7
PROJECT HISTORY

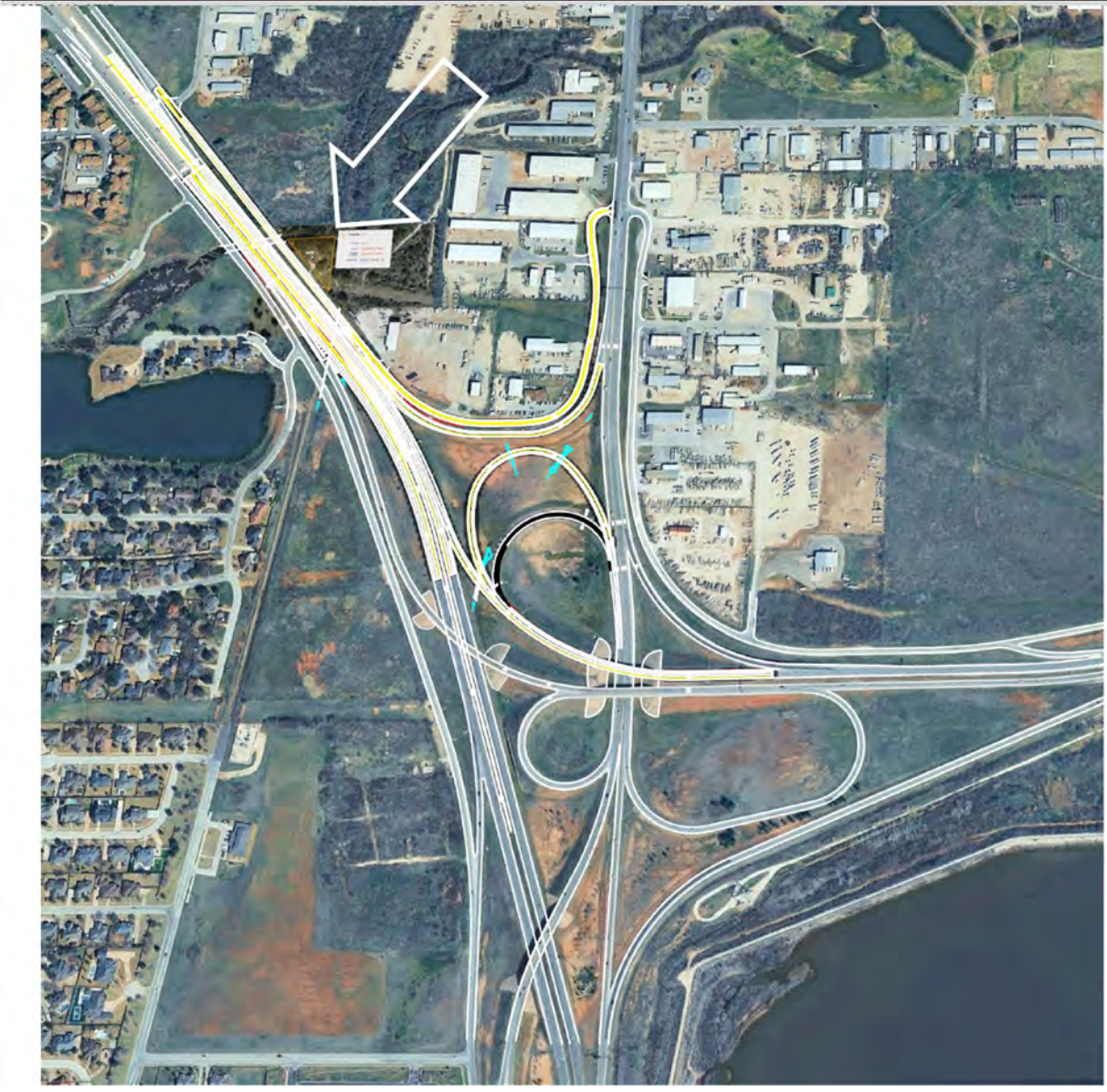
EST TOTAL PROJECT COST INFORMATION

PREL ENG	$ 371,229
ROW PURCH	$ 0
CONSTR	$ 12,280,000
CONST ENG	$ 0
CONTING	$ 0
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 12,651,229

COST OF APPROVED PHASES $ 12,280,000

PROPOSED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 4,000,000	$ 1,000,000	$ 0	$ 0	$ 0	$ 5,000,000
1	$ 5,824,000	$ 1,456,000	$ 0	$ 0	$ 0	$ 7,280,000
TOTAL	$ 9,824,000	$ 2,456,000	$ 0	$ 0	$ 0	$ 12,280,000



MPO Staff and the TAC recommend that the Policy Board release Amendment 2 to the 2050 MTP for public comments on the inclusion of CSJ 0034-01-144 into the 2050 MTP for implementation in 2027.

Proposed Motion

I recommend releasing Amendment 2 to the 2050 MTP for public review and comment.

Attachments

1) DRAFT Fiscally Constrained Project List for the 2050 MTP with Amendment 2

Facility	Limits From	Limits To	City/County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	PM#	CSJ	Comments	MPO Comments	Decision Lens Score (TxDOT Weighting)	Decision Lens Rank (TxDOT Weighting)	TAC Ranking
FM 1750	Industrial Blvd	1200' South of Colony Hill Rd	Abilene/ Taylor County	Intersection improvements add turn lanes	$ 5,270,004	$ 3,000,000	2026	S1750-C1-CA	Planned let July 1, 2026	$ 6,311,050	PM 1 PM 3	1655-01-036		HSIP project	**0.05978**	**15 (Tied)**	**1**
US 83	At	US 83/84 "Y" Interchange	Taylor County	Construct new grade separated interchange consisting of 4 proposed main lanes and 4 proposed frontage roads	$ 43,681,662	$ -	2025	S0083-G1-CA	Planned let Oct 8, 2025	$ 45,059,867	PM 1 PM 2 PM 3	0034-01-130			**0.15471**	**7**	**2A**
US 83	US 84	CR 160	Taylor County	Construct five lane Section	$ 46,478,846	$ -	2025	S0083-G65-CA	Projected let Oct 8, 2025	$ 52,558,234	PM 1 PM 3	0034-02-044		Companion Project to S0083-G1-CA (M46X)	**0.05978**	**15 (Tied)**	**2B**
IH 20	FM 600	SH 351	Abilene	Add two main lanes for a six lane freeway and construct overpass structures	$ 104,765,617	$ 20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	$ 136,385,894	PM 1 PM 2 PM 3	0006-06-109			**0.27743**	**4**	**3**
FM 89	Elm Creek	FM 707	Taylor County	Add continuous center turn lanes and right turn lanes at intersection	$ 5,400,000	$ 5,400,000	2026	S0089-F10-OI	Planned let Mar 1, 2026	$ 6,084,784	PM 1 PM 3	0699-01-067	Elm Creek 2.0 miles south of FM 707		**0.17319**	**6**	**4**
SL 322	At	Maple St	Abilene	Replace Bridge	$ 13,000,000	$ 13,000,000	2030	S0322-G2-BR	Planned let January 1, 2030	$ 13,000,000	PM 2	2398-01-063	Bridge project	In Dec 2023 added as CAT 4 funding	**0.05978**	**15 (Tied)**	**5**
SL 322	1100 ft North of SH 36	Lakeview Dr at Frontage Rd	Abilene	SL 322 improvement including SH 36 intersection improvement	$ 10,800,000	$ 10,800,000	2027	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023. Planned let May 1, 2027	$ 12,050,008	PM 3	2398-01-062			**0.05978**	**15 (Tied)**	**6**
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Abilene	Rehab and Widen Roadway	$ 14,493,439	$ 14,493,439	2033	S0707-F1-CA	Planned let January 1, 2033	$ 25,254,326	PM 1 PM 3	0663-01-024			**0.11350**	**9**	**7**
US 83	0.12 miles North of Buffalo Gap Exit Ramp	SL 322 Entrance Ramp Waldrop	Abilene/ Taylor County	Add Auxilary Ln, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and treadaway entrance ramp relocation.	$ 12,280,000	$ 5,000,000	2027	S0063-06-CA	Planned let FY 2027	$ 12,651,229	PM 1 PM 3	0034-01-144		MTP combination of projects: Safety Improvements ID'd in 2026 using funding rolled back 0033-08-045 + Project P38 from 2050 MTP Scoring	**0.10888**	**6**	**1**
BU 83D	At	Pine St	Abilene	Intersection Improvements	$ 5,600,000	$ 5,600,000	2027	S0083-F9-RM	2032	$ 6,238,682	PM 1	0033-08-045	Development of this project may be impacted by the development plans of Hardin-Simmons University (H-SU).	Rolled back to allow time for intersection type and use funding for Waldrop Intersection	**0.05978**	**15 (Tied)**	**8**
IH 20	SH 351	Callahan County Line	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 268,159,747	$ -	2035	S020-E24-CA	Environmental Review combined S020-E28-CA, Planned let 01/01/2035	$ 289,193,527	PM 1 PM 2 PM 3	0006-06-081			**0.34770**	**2**	**9**
FM 707	US 83	FM 1750	Abilene/Taylor County	Widen to a 5 Lane Section	$ 10,800,000	$ 10,800,000	2034	S0707-F2-CA	Planned let Jan 1 , 2034	$ 12,089,424	PM 1 PM 3	0663-02-011			**0.08591**	**13**	**10**
IH 20	Abilene West City Limits	Near Catclaw Creek	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 400,000,000	$ -	2036	S020-E27-CA	Environmental Review (planned let April 1, 2036)	$ 673,754,383	PM 1 PM 2 PM 3	0006-05-090			**0.40856**	**1**	**11**
IH 20	Near Catclaw Creek	FM 600	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 274,263,862	$ -	2033	S020-E26-CA	Environmental Review (planned let January 1, 2033)	$ 287,348,862	PM 1 PM 2 PM 3	0006-06-105			**0.31119**	**3**	**12**
US 83	Near Industrial Blvd	FM 89	Abilene	Reconstruct intersection realigning lanes and adding signals	$ 5,600,000	$ 5,600,000	2033	S0083-F12-RM	Planned let January 1, 2033	$ 5,600,000	PM 1	0034-01-143			**0.06423**	**14**	**13**
SL 322	IH 20	SH 351	Abilene	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	$ 75,000,000	$ -	2036	S0322-B1 (C2)-CA	Long Range Plan	$ 125,528,931	PM 3	TBD	More info needed to map	Freeway section planned in thoroughfare plan; may need to adjust description	**0.11171**	**10**	**14**
SL 322	West of SL 322	East of SL 322	Abilene	Construct Direct Connects at IH 20 and SL 322	$ 33,600,000	$ 33,600,000	2034	S0322-F11-RM	Plannd let March 1, 2034	$ 36,785,611	PM 1 PM 2 PM 3	0006-06-118	Citizen request 2024 MTP		**0.14717**	**8**	**15**
BU-20 (E Hwy 80)	SL 322	Elmdale Rd	Abilene	Rehabilitate , Add Shoulders, & Turn Lanes	$ 5,200,000	$ 5,200,000	2036	SB120-C1-RM	Long Range Plan	$ 8,949,770	PM 2 PM 3	TBD			**0.18615**	**5**	**16**
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$ 250,000,000	$ -	2036	S0083-B3-CA	Long Range Plan	$ 412,265,796	PM 3	TBD			**0.09810**	**11**	**17**
US 83 (Winters Frwy)	North of N 10th St	IH 20	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$ 250,000,000	$ -	2036	S0083-E7-CA	Long Range Plan	$ 408,263,216	PM 3	TBD			**0.09334**	**12**	**18**

To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 4: Release the 2027-2030 TIP for Public Comment
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

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

TxDOT TIP/STIP SCHEDULE

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

The TxDOT HQ must receive the final approved TIPs from all MPOs no later than July, 2026. This means that the public comments must be received and addressed before the Abilene MPO uploads the approved TIP. The current plan is to upload the same version of the TIP that is released to the public and modify it to the adopted version after public comments are addressed and approved by the Abilene MPO on June 16th. MPO Staff will update (and upload) the document to TxDOT after addressing all public comments during the TxDOT 30-day public comment period. This timetable also allows for minor adjustments moving projects (not adding) within the 4-year time period of the TIP. The Abilene MPO's TIP timetable will coincide with both the TxDOT 2026 UTP and FY 2027-2030 STIP development processes as these companion efforts are developed in unison.

ABILENE MPO PROPOSED TIP FUNDING BY YEAR

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

Eligible Projects List

The fiscally constrained list of projects in the 2050 MTP is Attachment 2 and was discussed in the previous Agenda Item (Item 3). This list of projects contains all the projects previously prioritized as part of the 2050 MTP approval. Projects from this list are the only non-operations or safety projects that can be proposed for implementation with federal funds in the DRAFT FY 2027-2030 TIP list of projects. If different projects are desired, they would need to be scored for ranking within the fiscally constrained list of project for possible inclusion within the 2050 MTP.

2027-2030 TIP/STIP Projects

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

ABILENE MPO - HIGHWAY PROJECTS
FY 2027

2027-2030 STIP			07/2026 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	$ 12,280,000

LIMITS FROM 0.12 miles North of Buffalo Gap Exit Ramp
LIMITS TO SL 322 Entrance Ramp Waldrop
PROJECT DESCR Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvement s, median traffic barrier and illumination work, and Treadaway entrance ramp rel ocation
PROJECT SPONSOR TxDOT
REVISION DATE 07/2026
MPO PROJ NUM S0063-06-CA
FUNDING CAT(S) 2, 1
REMARKS P7
PROJECT HISTORY

EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	$ 371,229			CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	$ 0	COST OF		2	$ 4,000,000	$ 1,000,000	$ 0	$ 0	$ 0	$ 5,000,000
CONSTR	$ 12,280,000	APPROVED		1	$ 5,824,000	$ 1,456,000	$ 0	$ 0	$ 0	$ 7,280,000
CONST ENG	$ 0	PHASES		TOTAL	$ 9,824,000	$ 2,456,000	$ 0	$ 0	$ 0	$ 12,280,000
CONTING	$ 0	$	12,280,000							
INDIRECT	$ 0									
BOND FIN	$ 0									
PT CHG ORD	$ 0									
TOTAL CST	$ 12,651,229									

2027-2030 STIP			07/2026 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ABILENE	ABILENE	TAYLOR	2398-01-062	2027	SL 322	C	ABILENE	$ 10,800,000

LIMITS FROM 1100 FT NORTH OF SH 36
LIMITS TO LAKEVIEW DR AT FRONTAGE RD
PROJECT DESCR SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT
PROJECT SPONSOR MPO/TxDOT
REVISION DATE 07/2026
MPO PROJ NUM S0322-F8-OI
FUNDING CAT(S) 2
REMARKS ESTIMATED LET DATE 05/2027
PROJECT HISTORY ADDED INTO FY 2025-2028 TIP

EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	$ 511,364			CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	$ 0	COST OF		2	$ 8,640,000	$ 2,160,000	$ 0	$ 0	$ 0	$ 10,800,000
CONSTR	$ 10,800,000	APPROVED		TOTAL	$ 8,640,000	$ 2,160,000	$ 0	$ 0	$ 0	$ 10,800,000
CONST ENG	$ 0	PHASES								
CONTING	$ 436,000	$	10,800,000							
INDIRECT	$ 302,644									
BOND FIN	$ 0									
PT CHG ORD	$ 0									
TOTAL CST	$ 12,050,008									

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

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

CSJ	Project	From Year	To Year
0006-06-081	Widen and replace overpasses of IH-20 to 6 lanes from SH 351 IH-20 to Callahan County Line.	2028	2035
0033-08-045	Improve intersection of 83D and Pine Street.	2027	2032
0663-01-024	Rehabilitate / widen FM 707 from FM 89 to US 83.	2028	2033
0034-01-143	Reconstruct Intersections of US 83 from Industrial Blvd to FM 89	2028	2033
0663-02-011	Widen FM 707 from US 83 to FM 1750	2027	2034

Fiscal Impact Considerations

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

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

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

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

Alternatives

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

Proposed Motion N/A

I move the Abilene MPO Policy Board release the 2027-2030 TIP for public review and comment.

Attachments

1) DRAFT 2027-2030 TIP Document

2) 2050 MTP Funded Project List

DRAFT 2027-2030 Transportation Improvement Program

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

Disclaimer

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

Table of Contents

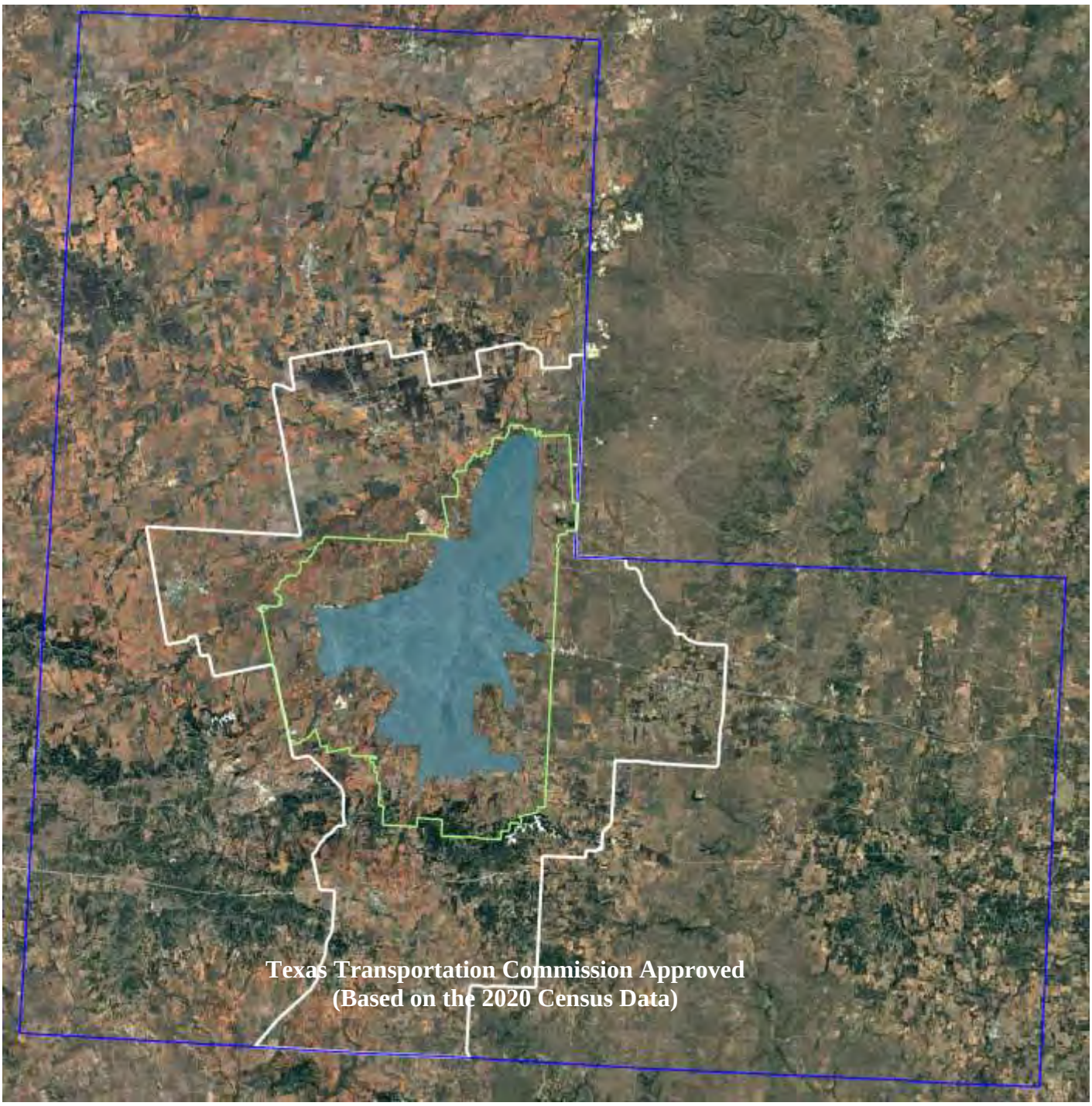
INTRODUCTION

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

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

METROPOLITAN PLANNING AREA

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

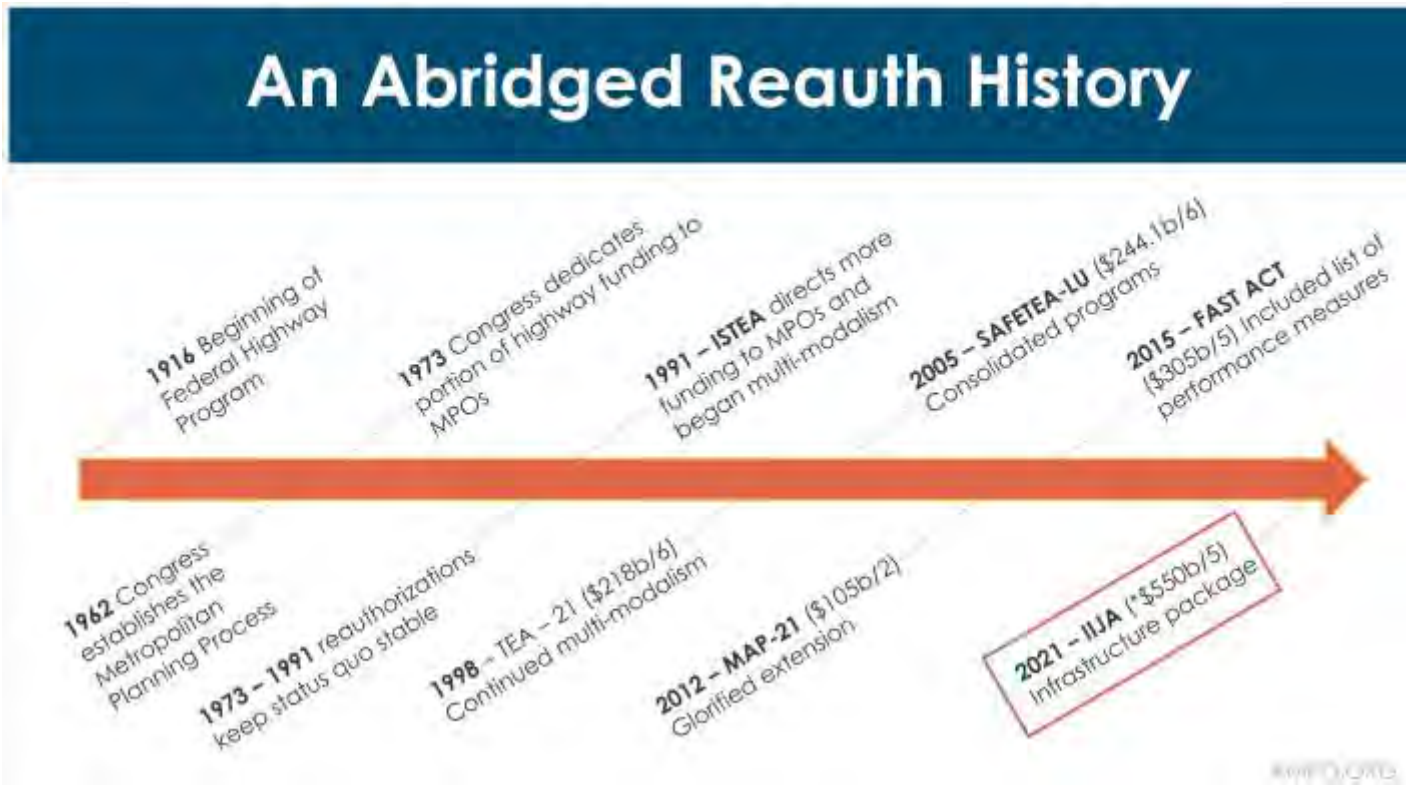

Texas Transportation Commission Approved
(Based on the 2020 Census Data)

HISTORY AND PERFORMANCE MEASURES

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

Planning Foundations (Pre-1991)

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



Intermodal Surface Transportation Efficiency Act (ISTEA)

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

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

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
In 2005, the SAFETEA-LU introduced a more structured approach to regional planning by requiring MPOs to consider eight specific transportation planning factors. These factors included: supporting economic vitality, increasing the safety and security of the system, increasing accessibility and mobility, protecting the environment, enhancing modal integration, promoting efficient management, and emphasizing the preservation of existing infrastructure.

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

1. **Safety**—achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. **Infrastructure condition**—maintain the highway infrastructure asset system in a state of good repair;
3. **Congestion reduction—**achieve a significant reduction in congestion on the National Highway System (NHS);
4. **System reliability**—improve the efficiency of the surface transportation system;
5. **Freight movement and economic vitality**—improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. **Environmental sustainability**—enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. **Reduced project delivery delays**—reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

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

Fixing America's Surface Transportation (FAST) Act

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC PARTICIPATION PROCESS

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

The public will afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published DATE Abilene Reporter-News announcing that the draft FYs 2027-2030 Transportation

Improvement Program (TIP) would be available for the public to review and comment on at the DATE Policy Board meeting. The notice also stated that signed, written comments would be received through DATE. No comments were received.

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

Additional information about the MPO's *2018 Public Participation Plan* can be found on the MPO website. This website is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, e-mail, phone call, visiting the office or contacting staff at any MPO meetings. The public is also encouraged join the e-mail lists for notification about upcoming meetings and events.

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

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

ADMINISTRATIVE AMENDMENTS TO THE TIP

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

PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

Projects are selected for inclusion in the TIP by advancing projects from the Metropolitan Transportation Plan, or MTP. The MTP is the MPO's overall long-range plan and is federally required to be updated every five (5) years. Projects are selected cooperatively using a formal process in accordance with identified

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

AIR QUALITY

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

AMERICANS WITH DISABILITIES ACT and SECTION 504 OF THE REHABILITATION ACT

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

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

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

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

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

FISCAL CONSTRAINT / FINANCIAL PLAN

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

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

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

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

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

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

Unless otherwise specified, costs involving capital facilities, such as roadways, transit terminals, and transit maintenance facilities are calculated by adding the estimated construction cost to the standard 10% of construction cost for preliminary engineering expenses and 15% of construction cost for right- of-way or other real estate. These estimates are based on averages and actual costs for individual projects may vary significantly.

TEXAS DOT FUNDING CATEGORIES

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. **Preventive Maintenance** Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete. **Rehabilitation** Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.	**Preventive Maintenance** A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance. 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area **Rehabilitation** 32.5% Three-year average lane miles of pavement with distress scores <70 20% vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor **See Table Note below.**	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

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

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula: **Category 2 Metropolitan (2M)** Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes **Category 2 Urban (2U)** Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

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

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes: – Texas highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – national Freight network – hurricane evacuation routes The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types: – Mobility corridors: high-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains	**Category 4 Rural Connectivity** Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis. **Category 4 Urban Connectivity** Funds distributed using the same formula as Category 2	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

FUNDING CATEGORY 5 - Non-Traditionally Funded Transportation Projects

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

FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge)

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

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

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

FUNDING CATEGORY 8 – Safety

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

FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

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

FUNDING CATEGORY 10 – Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 10 addresses a variety of transportation improvements through the following sub-programs: **Supplemental Transportation Projects (Federal)** Federal discretionary and congressional high-priority projects. **Carbon Reduction Program (CRP)** Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Federal Lands Access Program (FLAP)** Addresses transportation facilities located on, are adjacent to, or provide access to federal lands. **Texas Parks and Wildlife Department (TPWD)** Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. **Green Ribbon Program** Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA) Pedestrian Program** Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities. **Landscape Incentive Awards** Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects. **Railroad Grade Crossing and Replanking Program** Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	**Supplemental Transportation Projects (Federal)** Directed by federal legislation. **Carbon Reduction Program** TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population. **Federal Lands Access Program** Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state. **Texas Parks and Wildlife Department (TPWD)** Per Rider 21(c), funding is distributed as a statewide allocation. **Green Ribbon Program** Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA)** Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. **Landscape Incentive Awards** Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program. **Railroad Grade Crossing and Replanking Program** Condition of crossing's riding surface and benefit to cost per vehicle using crossing. **Railroad Signal Maintenance Program** Based on number of crossings and type of automatic devices present at each.	For **CRP**, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. For **FLAP**, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. **The Texas Parks and Wildlife Department** (TPWD) selects State Park Roads projects in coordination with TxDOT districts. **Green Ribbon** allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non- attainment or near non-attainment counties and managed by the TxDOT Design Division. **ADA** projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division. **Landscape Incentive Awards** are managed by the TxDOT Design Division.

FUNDING CATEGORY 11 – District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). **District Discretionary** Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. however, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. **Energy Sector** Safety and maintenance work on state highways impacted by the energy sector. **Border State Infrastructure Funding** Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. **District Safety** District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors. **Construction Cost Overruns/Change Order** Provides additional funding for costs that are realized at letting and during construction.	**District Discretionary** Minimum $2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns. **Energy Sector** Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected **Border State Infrastructure Funding** Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts. **District Safety** 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate **Construction Cost Overruns/Change Order** Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	**TxDOT Districts** select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. **The Texas Transportation Commission** allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. **Border State Infrastructure Funding** Project selection criteria include, but are not limited to: – number of land border ports of entry – number of incoming commercial trucks and railcars – number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY 12 – Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve: – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs. **Texas Clear Lanes** This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

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

PROJECT LISTINGS

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

PROJECT PHASES

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

FUNDED HIGHWAY PROJECTS

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ABILENE MPO - HIGHWAY PROJECTS
FY 2027

PAGE: 3 OF 3

2027-2030 STIP			07/2026 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ABILENE	ABILENE	TAYLOR	0034-01-144	2027	US 83	C	ABILENE	$ 12,280,000

LIMITS FROM: 0.12 miles North of Buffalo Gap Exit Ramp
LIMITS TO: SL 322 Entrance Ramp Wasrop
PROJECT DESCR: Add auxiliary lane, reconstruct SL 322 exit ramp, grade and drainage improvement s, median traffic barrier and demolition work, and Treadaway entrance ramp rel ocation
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2026
MPO PROJ NUM: S0003-06-CA
FUNDING CAT(S): 2, 1
REMARKS: P7
PROJECT HISTORY:

EST TOTAL PROJECT COST INFORMATION

PREL ENG	$ 371,229		
ROW PURCH	$ 0	COST OF APPROVED PHASES	$ 12,280,000
CONSTR	$ 12,280,000		
CONST ENG	$ 0		
CONTING	$ 0		
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 12,651,229		

PROPOSED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 4,800,000	$ 1,000,000	$ 0	$ 0	$ 0	$ 5,800,000
1	$ 5,024,000	$ 1,456,000	$ 0	$ 0	$ 0	$ 7,280,000
TOTAL	$ 9,824,000	$ 2,456,000	$ 0	$ 0	$ 0	$ 12,280,000

2027-2030 STIP			07/2026 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ABILENE	ABILENE	TAYLOR	2398-01-002	2027	SL 322	C	ABILENE	$ 10,800,000

LIMITS FROM: 1100 FT NORTH OF SH 36
LIMITS TO: LAKEVIEW DR AT FRONTAGE RD
PROJECT DESCR: SL 322 IMPROVEMENT INCLUDING SH 36 INTERSECTION IMPROVEMENT
PROJECT SPONSOR: MPO/TxDOT
REVISION DATE: 07/2026
MPO PROJ NUM: S0022-F5-CF
FUNDING CAT(S): 2
REMARKS: ESTIMATED LET DATE 8/2027
PROJECT HISTORY: ADDED INTO FY 2025-2028 TIP

EST TOTAL PROJECT COST INFORMATION

PREL ENG	$ 511,364		
ROW PURCH	$ 0	COST OF APPROVED PHASES	$ 10,800,000
CONSTR	$ 10,800,000		
CONST ENG	$ 0		
CONTING	$ 436,000		
INDIRECT	$ 302,644		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 12,050,008		

PROPOSED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 8,640,000	$ 2,160,000	$ 0	$ 0	$ 0	$ 10,800,000
TOTAL	$ 8,640,000	$ 2,160,000	$ 0	$ 0	$ 0	$ 10,800,000

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

FUNDED TRANSIT PROJECTS

HIGHWAY FINANCIAL SUMMARY

TIP Financial Summary

Funding Categories

District/MPO: ABL - Abilene MPO **STIP Window:** 2027 - 2030 **STIP Revision:** 7/1/2026

Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030	
		[illegible]	Authorized FY 2027	[illegible]	Authorized FY 2028	[illegible]	Authorized FY 2029	[illegible]	Authorized FY 2030	[illegible]	Total Authorized FY 2027 - 2030
1	Preventive Maintenance and Rehabilitation	$7,280,000	$7,280,000							$7,280,000	$7,280,000
2	Metropolitan and Urban Area Corridor Projects	$15,800,000	$15,800,000							$15,800,000	$15,800,000
3 Non-Traditional	Non-Traditionally Funded Transportation Projects									$0	$0
3 DB	Design Build									$0	$0
4	Statewide Connectivity Corridor Projects									$0	$0
5	Congestion Mitigation and Air Quality Improvement									$0	$0
6	Structures Replacement and Rehabilitation (Bridge)									$0	$0
7	Metropolitan Mobility and Rehabilitation									$0	$0
8	Safety									$0	$0
9	Transportation Alternatives Set-Aside Program									$0	$0
10	Supplemental Transportation Programs									$0	$0
11	District Discretionary									$0	$0
12	Strategic Priority									$0	$0
Other										$0	$0
SW PE	Statewide Budget PE									$0	$0
SW ROW	Statewide Budget ROW									$0	$0
	Funding Categories Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* 3 Non-Traditional funding category will include the total of all Non-Traditional funding categories except 3 TDC.Category 10 funding will include the total of all Category 10 funding except 10 TPWD.

Category 1- 12 Funding Source Breakdown

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

Non-Traditional Funding Source Breakdown

Category	Description	FY 2027 Programmed FY 2027	FY 2028 Programmed FY 2028	FY 2029 Programmed FY 2029	FY 2030 Programmed FY 2030	Total FY 2027 - 2030 Total Programmed FY
3 LC	Local Contributions					$0
3 RTR	Regional Toll Revenue					$0
3 TMF	Texas Mobility Fund					$0
Other						$0
SW PE	Statewide Budget PE					$0
SW ROW	Statewide Budget ROW					$0
Non-Traditional Funding Source Total		$0	$0	$0	$0	$0

FUNDED HIGHWAY PROJECTS MAP

To be updated at a later date.

GROUPED PROJECTS CSJs (HIGHWAY)

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

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

Table 1

GROUPED PROJECT CSJs

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

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

Table 1

GROUPED PROJECT CSJs

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

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

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

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

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

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

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

FUNDED TRANSIT PROJECTS

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

FY 2027 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations (TR-O1-2026)	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	**Federal (FTA) Funds**	$ 267,005.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year		**Fiscal Year Cost**	**$ 267,005.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 267,005.00
		TDCs Requested	$ 53,401.00
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

FY 2028 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations (TR-O1-2026)	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	**Federal (FTA) Funds**	$ 267,005.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year		**Fiscal Year Cost**	**$ 267,005.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 267,005.00
		TDCs Requested	$ 53,401.00
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Operations (TR-O1-2026)	**Federal (FTA) Funds**	$ 1,572,528.00
		State Funds from TxDOT	$ 370,988.00
		Other Funds	$ 786,264.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 2,729,780.00**
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	**Total Project Cost**	$ 2,729,780.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Planning (TR-P1-2026)	**Federal (FTA) Funds**	$ 65,000.00
		State Funds from TxDOT	$ -
		Other Funds	$ 13,000.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 78,000.00**
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	**Total Project Cost**	$ 78,000.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C1-2026)	**Federal (FTA) Funds**	$ 338,352.00
		State Funds from TxDOT	$ -
		Other Funds	$ 67,670.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 406,022.00**
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies,	**Total Project Cost**	$ 406,022.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)	Capital (TR-C2-2026)	**Federal (FTA) Funds**	$ 220,153.00
		State Funds from TxDOT	$ -
		Other Funds	$ 44,030.00
Apportionment Year	2025	**Fiscal Year Cost**	**$ 264,183.00**
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	**Total Project Cost**	$ 264,183.00
		TDCs Requested	$ -
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C3-2026)	**Federal (FTA) Funds**	$ 267,005.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year		**Fiscal Year Cost**	**$ 267,005.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 267,005.00
		TDCs Requested	$ 53,401.00
Sec 5309 ID Number	N/A	**TDCs Awarded (Date & Amount)**	$ -
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C3-2024)	**Federal (FTA) Funds**	$ 185,308.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year	2018	**Fiscal Year Cost**	**$ 185,308.00**
Project Phase		**Total Project Cost**	$ 185,308.00
Brief Project Description	Bus facility rehab/improvement, restrooms, bus shelters	**TDCs Requested**	$ 37,061.60
Sec 5309 ID Number	N/A	**TDCs Awarded**	$ -
Amendment Date & Action	May 2024 Apportionment year and funding info changed		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C5-2024)	**Federal (FTA) Funds**	$ 32,897.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year	2017	**Fiscal Year Cost**	**$ 32,897.00**
Project Phase			
Brief Project Description	Software and cashing system	**Total Project Cost**	$ 32,897.00
		TDCs Requested	$ 6,579.40
Sec 5309 ID Number	N/A	**TDCs Awarded**	$ -
Amendment Date & Action	May 2024 Added		

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)	Capital (TR-C6-2025)	**Federal (FTA) Funds**	$ 267,005.00
		State Funds from TxDOT	$ -
		Other Funds	$ -
Apportionment Year		**Fiscal Year Cost**	**$ 267,005.00**
Project Phase			
Brief Project Description	Bus facility construction/rehab, breakroom, restrooms, bus/equipment replacement.	**Total Project Cost**	$ 267,005.00
		TDCs Requested	$ 53,401.00
Sec 5309 ID Number	N/A	**TDCs Awarded**	$ -
Amendment Date & Action	May 2024 Added		

TRANSIT FINANCIAL SUMMARY

Transit Financial Summary

Abilene Metropolitan Planning Organization

FYs 2025 - 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Current as of 04/16/24

	Transit Program	FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			$0			$0			$0
2	Sec. 5307 - Urbanized Formula <200K	$2,631,033	$1,281,952	$3,912,985	$2,196,033	$1,281,952	$3,477,985	$2,196,033	$1,281,952	$3,477,985
3	Sec. 5309 - Discretionary			$0			$0			$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities			$0			$0			$0
5	Sec. 5311 - Nonurbanized Formula			$0			$0			$0
6	Sec. 5316 - JARC >200K			$0			$0			$0
7	Sec. 5316 - JARC <200K			$0			$0			$0
8	Sec. 5316 - JARC Nonurbanized			$0			$0			$0
9	Sec. 5317 - New Freedom >200K			$0			$0			$0
10	Sec. 5317 - New Freedom <200K			$0			$0			$0
11	Sec. 5317 - New Freedom Nonurbanized			$0			$0			$0
12	Other FTA 5339	$485,210	$0	$485,210	$267,005	$0	$267,005	$267,005	$0	$267,005
13	Regionally Significant or Other			$0			$0			$0
	Total Funds	$3,116,243	$1,281,952	$4,398,195	$2,463,038	$1,281,952	$3,744,990	$2,463,038	$1,281,952	$3,744,990
	Transportation Development Credits									
	Requested			$97,042			$53,401			$53,401
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2028			FY 2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			$0	$0	$0	$0
2	Sec. 5307 - Urbanized Formula <200K	$2,196,033	$1,281,952	$3,477,985	$9,219,132	$5,127,808	$14,346,940
3	Sec. 5309 - Discretionary			$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities			$0	$0	$0	$0
5	Sec. 5311 - Nonurbanized Formula			$0	$0	$0	$0
6	Sec. 5316 - JARC >200K			$0	$0	$0	$0
7	Sec. 5316 - JARC <200K			$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized			$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K			$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized			$0	$0	$0	$0
12	Other FTA 5339	$267,005	$0	$267,005	$1,286,225	$0	$1,286,225
13	Regionally Significant or Other			$0	$0	$0	$0
	Total Funds	$2,463,038	$1,281,952	$3,744,990	$10,505,357	$5,127,808	$15,633,165
	Transportation Development Credits						
	Requested			$53,401			$257,245
	Awarded			$0			$0

APPENDIX A: MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Abilene District Texas Department of Transportation	Abilene Metropolitan Planning Organization Policy Board Chairperson
_____	_____
Mr. Thomas G. Allbritton, P.E. District Engineer	Councilman Shane Price Policy Board Chairperson
_____	_____
Date	Date

APPENDIX B: HISTORY OF THE TIP AND TIP AMENDMENTS

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

APPENDIX C: ACRONYMS

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

APPENDIX D: PERFORMANCE MEASURES
PROJECT-BASED PLANNING AND PROGRAMMING (PBPP)

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

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

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

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

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

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

Transportation Improvement Program Project Analysis to Performance Measures

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

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

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

Safety (PM 1)

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

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

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

ABILENE
Metropolitan Planning Organization

R-2023-05

ATTACHMENT A

TxDOT Updated Safety Performance Targets for FY 2024

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

PROJECTS:

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

Infrastructure Condition (PM2)

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

Pavement Performance

Federal measures require reporting of the percentage of pavement which is found to be "Good" or "Poor" based on established criteria. Statewide targets for Interstate Highways (IH) are set on a 4-year basis (2022). Non-Interstate (Non-IH) targets are established for a 2-year and 4-year point in time. Pavement conditions are assessed each ⅒ (one tenth) of a mile utilizing certain metrics depending upon the specific pavement type present. Metrics used include:

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

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

Bridge Performance

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

- Deck
- Superstructure
- Substructure
- Culvert

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

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

ABILENE
Metropolitan Planning Organization

R-2023-02

ATTACHMENT A

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

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

PROJECTS:

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

System Reliability, Freight Movement and Economic Vitality (PM3)

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

Level of Travel Time Reliability (LOTTR or TTR)

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

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

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

Level of Truck Travel Time Reliability (LOTTTR or TTTR)

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

On February 9, 2023, TxDOT took executive action adopting state-wide performance measure targets for System Reliability, Freight Movement and Economic Vitality (PM 3) using TTR and TTTR.
On June 20, 2023, the Abilene MPO adopted the State established measures for System Reliability, Freight Movement and Economic Vitality.

ABILENE
Metropolitan Planning Organization

R-2023-03

ATTACHMENT A

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

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

PROJECTS:

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

Transit Asset Management (TAM)

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

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

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

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

Performance Targets & Measures

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

PROJECTS:

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

Public Transportation Agency Safety Plan

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

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

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

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

APPENDIX E: LISTING OF GROUPED PROJECTS

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

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

Facility	Limits From	Limits To	City/County	Work Description	Construction Cost	MPO Funding (Cat 2U)	Year of Expense	Local ID	Status	Total Cost*	PM#	CSJ	Comments	MPO Comments	Decision Lens Score (TxDOT Weighting)	Decision Lens Rank (TxDOT Weighting)	TAC Ranking
FM 1750	Industrial Blvd	1200' South of Colony Hill Rd	Abilene/ Taylor County	Intersection improvements add turn lanes	$ 5,270,004	$ 3,000,000	2026	S1750-C1-CA	Planned let July 1, 2026	$ 6,311,050	PM 1 PM 3	1655-01-036		HSIP project	**0.05978**	**15 (Tied)**	**1**
US 83	At	US 83/84 "Y" Interchange	Taylor County	Construct new grade separated interchange consisting of 4 proposed main lanes and 4 proposed frontage roads	$ 43,681,662	$ -	2025	S0083-G1-CA	Planned let Oct 8, 2025	$ 45,059,867	PM 1 PM 2 PM 3	0034-01-130			**0.15471**	**7**	**2A**
US 83	US 84	CR 160	Taylor County	Construct five lane Section	$ 46,478,846	$ -	2025	S0083-G65-CA	Projected let Oct 8, 2025	$ 52,558,234	PM 1 PM 3	0034-02-044		Companion Project to S0083-G1-CA (M46X)	**0.05978**	**15 (Tied)**	**2B**
IH 20	FM 600	SH 351	Abilene	Add two main lanes for a six lane freeway and construct overpass structures	$ 104,765,617	$ 20,000,000	2026	S020-E25-CA	Environmental Review (planned let June 1, 2026)	$ 136,385,894	PM 1 PM 2 PM 3	0006-06-109			**0.27743**	**4**	**3**
FM 89	Elm Creek	FM 707	Taylor County	Add continuous center turn lanes and right turn lanes at intersection	$ 5,400,000	$ 5,400,000	2026	S0089-F10-OI	Planned let Mar 1, 2026	$ 6,084,784	PM 1 PM 3	0699-01-067	Elm Creek 2.0 miles south of FM 707		**0.17319**	**6**	**4**
SL 322	At	Maple St	Abilene	Replace Bridge	$ 13,000,000	$ 13,000,000	2030	S0322-G2-BR	Planned let January 1, 2030	$ 13,000,000	PM 2	2398-01-063	Bridge project	In Dec 2023 added as CAT 4 funding	**0.05978**	**15 (Tied)**	**5**
SL 322	1100 ft North of SH 36	Lakeview Dr at Frontage Rd	Abilene	SL 322 improvement including SH 36 intersection improvement	$ 10,800,000	$ 10,800,000	2027	S0322-F8-OI	Moved from Illustrative List and updated description - Dec 19, 2023. Planned let May 1, 2027	$ 12,050,008	PM 3	2398-01-062			**0.05978**	**15 (Tied)**	**6**
FM 707	FM 89 (Buffalo Gap Rd)	US 83	Abilene	Rehab and Widen Roadway	$ 14,493,439	$ 14,493,439	2033	S0707-F1-CA	Planned let January 1, 2033	$ 25,254,326	PM 1 PM 3	0663-01-024			**0.11350**	**9**	**7**
US 83	0.12 miles North of Buffalo Gap Exit Ramp	SL 322 Entrance Ramp Waldrop	Abilene/ Taylor County	Add Auxilary Ln, reconstruct SL 322 exit ramp, grade and drainage improvements, median traffic barrier and illumination work, and treadaway entrance ramp relocation.	$ 12,280,000	$ 5,000,000	2027	S0063-06-CA	Planned let FY 2027	$ 12,651,229	PM 1 PM 3	0034-01-144		MTP combination of projects: Safety Improvements ID'd in 2026 using funding rolled back 0033-08-045 + Project P38 from 2050 MTP Scoring	**0.10888**	**6**	**1**
BU 83D	At	Pine St	Abilene	Intersection Improvements	$ 5,600,000	$ 5,600,000	2027	S0083-F9-RM	2032	$ 6,238,682	PM 1	0033-08-045	Development of this project may be impacted by the development plans of Hardin-Simmons University (H-SU).	Rolled back to allow time for intersection type and use funding for Waldrop Intersection	**0.05978**	**15 (Tied)**	**8**
IH 20	SH 351	Callahan County Line	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 268,159,747	$ -	2035	S020-E24-CA	Environmental Review combined S020-E28-CA, Planned let 01/01/2035	$ 289,193,527	PM 1 PM 2 PM 3	0006-06-081			**0.34770**	**2**	**9**
FM 707	US 83	FM 1750	Abilene/Taylor County	Widen to a 5 Lane Section	$ 10,800,000	$ 10,800,000	2034	S0707-F2-CA	Planned let Jan 1 , 2034	$ 12,089,424	PM 1 PM 3	0663-02-011			**0.08591**	**13**	**10**
IH 20	Abilene West City Limits	Near Catclaw Creek	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 400,000,000	$ -	2036	S020-E27-CA	Environmental Review (planned let April 1, 2036)	$ 673,754,383	PM 1 PM 2 PM 3	0006-05-090			**0.40856**	**1**	**11**
IH 20	Near Catclaw Creek	FM 600	Abilene	Add two main lanes for a six lane freeway and replace overpass structures	$ 274,263,862	$ -	2033	S020-E26-CA	Environmental Review (planned let January 1, 2033)	$ 287,348,862	PM 1 PM 2 PM 3	0006-06-105			**0.31119**	**3**	**12**
US 83	Near Industrial Blvd	FM 89	Abilene	Reconstruct intersection realigning lanes and adding signals	$ 5,600,000	$ 5,600,000	2033	S0083-F12-RM	Planned let January 1, 2033	$ 5,600,000	PM 1	0034-01-143			**0.06423**	**14**	**13**
SL 322	IH 20	SH 351	Abilene	Construct New 2 Lane Highway of Future 4 Lanes with Access Control	$ 75,000,000	$ -	2036	S0322-B1 (C2)-CA	Long Range Plan	$ 125,528,931	PM 3	TBD	More info needed to map	Freeway section planned in thoroughfare plan; may need to adjust description	**0.11171**	**10**	**14**
SL 322	West of SL 322	East of SL 322	Abilene	Construct Direct Connects at IH 20 and SL 322	$ 33,600,000	$ 33,600,000	2034	S0322-F11-RM	Plannd let March 1, 2034	$ 36,785,611	PM 1 PM 2 PM 3	0006-06-118	Citizen request 2024 MTP		**0.14717**	**8**	**15**
BU-20 (E Hwy 80)	SL 322	Elmdale Rd	Abilene	Rehabilitate , Add Shoulders, & Turn Lanes	$ 5,200,000	$ 5,200,000	2036	SB120-C1-RM	Long Range Plan	$ 8,949,770	PM 2 PM 3	TBD			**0.18615**	**5**	**16**
US 83 (Winters Frwy)	South of S 7th St	North of N 10th St	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$ 250,000,000	$ -	2036	S0083-B3-CA	Long Range Plan	$ 412,265,796	PM 3	TBD			**0.09810**	**11**	**17**
US 83 (Winters Frwy)	North of N 10th St	IH 20	Abilene	Widen existing US 83 freeway to six-lanes and reconstruct ramps	$ 250,000,000	$ -	2036	S0083-E7-CA	Long Range Plan	$ 408,263,216	PM 3	TBD			**0.09334**	**12**	**18**

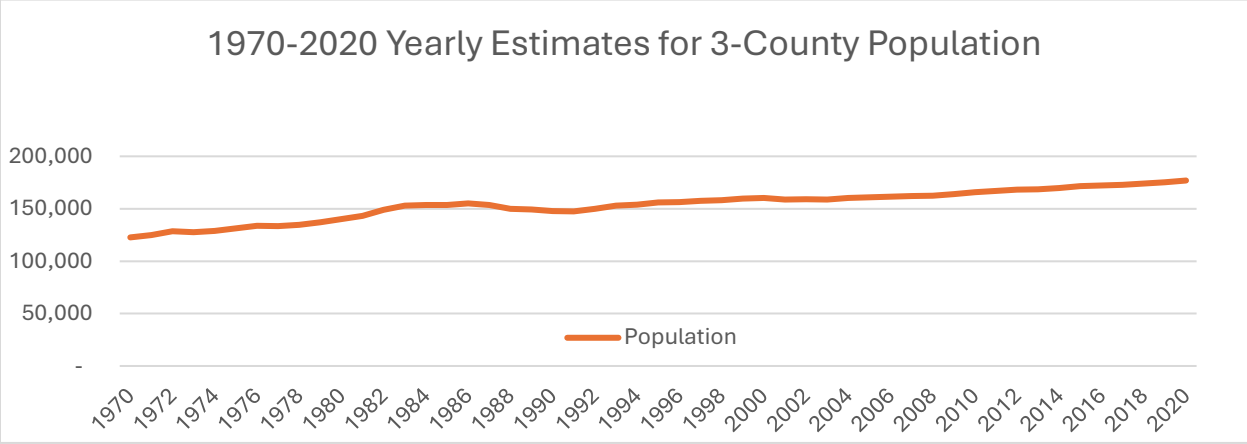
To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 5: SAF Control Totals
Action: Review, Discuss, and Possibly form an SAF Task Force

Summary

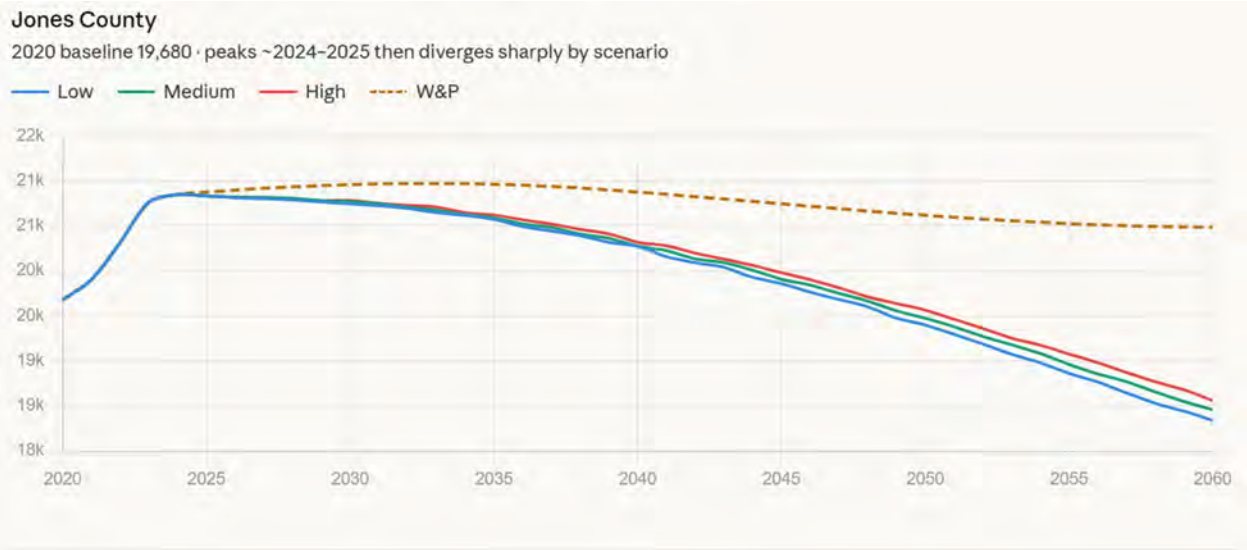
A primary purpose of this item is requesting formation of a Small Area Forecast Taskforce to assist the Abilene MPO Staff and Technical Advisory Committee with allocating households and jobs into the Transportation Analysis Zones in the 3-County Metropolitan Statistical Area. This Task Force should try to include members from: municipal and county staffs, Chambers of Commerce, Economic Development Organizations, utilities, school districts, and other related agencies or groups.

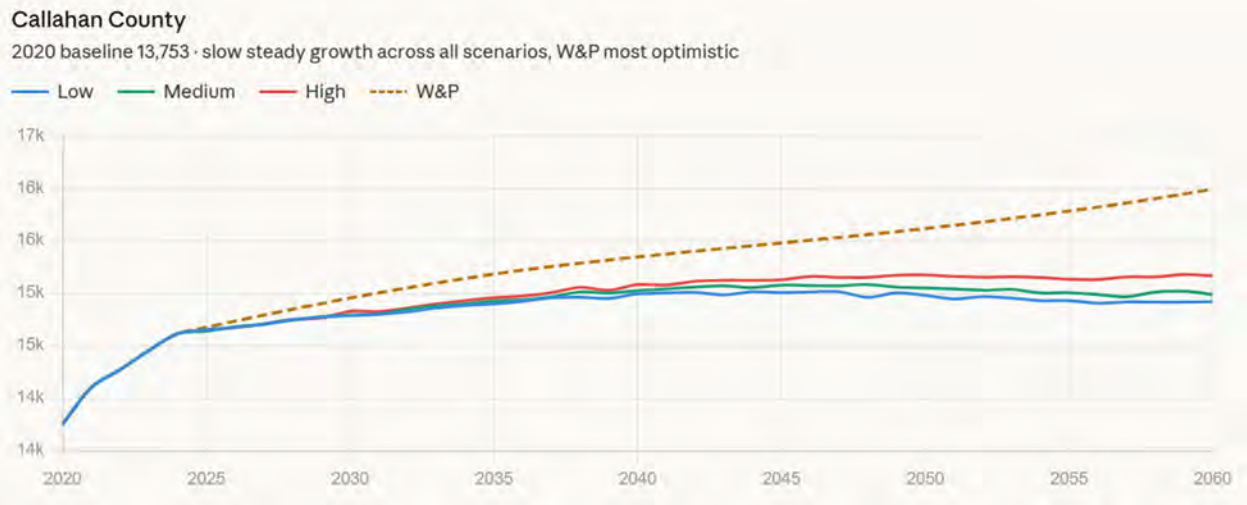
In the required performance-based Planning and Programming Process the amount, type and location of population and jobs are directly related to the locations, types and severity of transportation needs. Disaggregating the Texas Demographic Center (TDC) forecasted population and extrapolated jobs into the Transportation Analysis Zones is a vital initial step in updating the Travel Demand Model and is the foundation for the next Abilene MPO Metropolitan Transportation Plan and Transportation Improvement Program. The upcoming Travel Demand Model will use a 2025 base year, a 2030 interim year, and 2055 horizon year to identify traffic operations. In preparing for this update, TxDOT conducted Saturation Traffic Counts in 2025 for calibrating the Travel Demand Model. The 2024 Population Forecast from the TDC will provide the population as a control toral for each County.

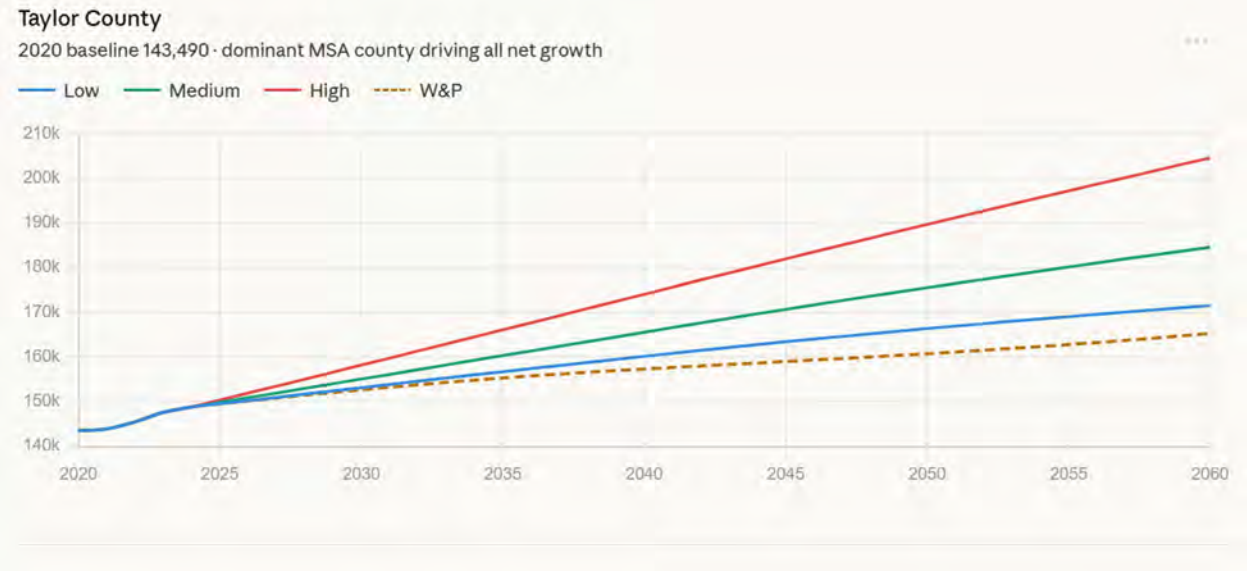
The 2055 SAF, with households and jobs allocated within each of the Transportation Analysis Zones (TAZs) must be adopted no later than Summer 2027 in order to develop the 2055 Metropolitan Transportation Plan. The historic estimated population change within the 3-County Abilene Metropolitan Statistical Area is shown below. The Woods and Poole (W&P) (private provider, not the Texas Demographic Center) forecast population and forecast jobs from 2025 through 2060 is also shown. The Texas Demographic Center developed three forecasts for population at the county level through 2060. These are shown near the bottom of this memo and Attachment 1 is the table of these forecasts. The mid-migration forecast is the most likely to occur, with the high and low forecasts providing a bracket of certainty. The Woods and Poole (W&P) is generally a lower forecast because the data they have access to is slightly older than the data that the TDC can access. The W&P update will likely, generally, increase the population slightly.



Analyzing the 4 forecasts for the combined MSA shows that the largest gain through Year 2060 is 61,000 people. The smallest gain is 28,000. There are many parts of Texas that are losing population, so this is a prosperous forecast.





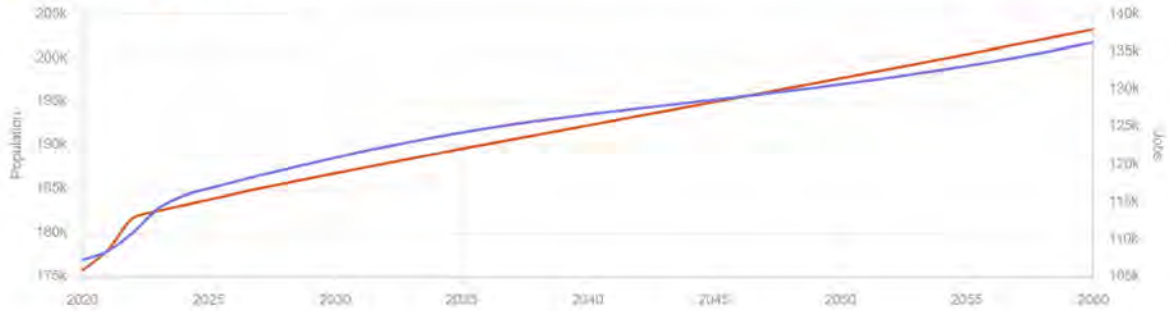


W&P is a highly regarded firm specializing in long-term county level socio-economic data projections. W&P's database for all U.S. counties contains both population and job locations by type for each county, every year through 2060 for more than 900 variables. Each year W&P updates the projections using updated data. In 2023, W&P was recognized by the National Association for Business Economics (NABE) as the most accurate macroeconomic forecaster in the nation. MPO staff suggests using the W&P ratio of population to jobs as the methodology for forecasting total employment, using a slightly modified version of the central population forecast from the Texas Demographic Center. Please note that the scale of the chart below is different for population and jobs.

EMPLOYMENT FORECAST VS POPULATION (W&P SCENARIO)

MSA Employment Growth — W&P Scenario

Jobs grow steadily from ~105k (2020) to ~138k (2060) — a consistent +~800 jobs/year



MSA-wide growth is certain across all scenarios

All four migration scenarios project a larger MSA population in 2060 than 2020 — ranging from +28k (Low) to +61k (High). W&P falls near the low end at ~+25k, suggesting conservative but steady growth.

Taylor County is the MSA engine

Taylor County (Abilene) accounts for ~81% of MSA population and is the only county with meaningful growth in all scenarios. It ranges from 171k (Low 2060) to 204k (High 2060), vs 143k in 2020.

Jones County faces long-run population decline

Under Low/Mid/High scenarios, Jones County peaks around 2024–2025 and then declines steadily — reaching 18,339–18,560 by 2060, down from a peak of ~20,850. Only the W&P scenario shows Jones County holding near flat (~20,487 by 2060). This is the most striking county-level divergence in the dataset.

Callahan County is stable with modest growth

Callahan grows slowly under all scenarios — from 13,753 in 2020 to roughly 14,920–15,992 by 2060 depending on scenario. W&P is the most optimistic, adding nearly 2,250 residents. Low and Mid scenarios show plateau-like behavior after ~2042.

Employment-to-population ratio tightens slightly

W&P employment grows from 105,813 to 137,931 (+30.4%) while W&P population grows from 176,923 to 201,757 (+14.0%). The employment-to-population ratio rises from 59.8% to 68.4%, implying improved labor market participation or job density over the forecast horizon.

Background

The Abilene MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data are a vital component of Long-Range Transportation

Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on "*the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity*" (23 CFR 450.324(e)).

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Abilene MPO uses macro-level forecasts from the Texas Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated issues.

There are two parts to a Small Area Forecast (SAF). First, the actual forecasts to future years are conducted by the Texas Demographic Center (TDC). Under the direction of the State Demographer, the Texas Demographic Center's Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released March 2024, consists of projections of resident population for each County in the State for each year from 2024 through 2060. This accommodates the 2055 planning horizon of the upcoming 2055 Abilene MPO's Metropolitan Transportation Plan (2055 MTP) and satisfies the requirement of using the most recent information.

The current forecast is not a single number per county per year. The TDC created three sets of forecasts, generally called Low, Moderate, and High. The central number (moderate) is the most likely to occur, but the low and high generally brackets the 90% certainty forecasts. The TDC is very accommodating and will travel to present information here if we desire it. MPO staff generally recommend using the middle of the 3 TDC numbers. Abilene MPO staff suggest slightly modifying the moderate number so a county does not decline in population from the peak. Once a county hits a peak population, maintain that population for the duration of the forecast. The reason behind this is the factors that impact the specific location of population losses are not well understood and, given the relative magnitude of the losses, well within the margin of error that the 3 forecasts prove of the overall 3-county population.

The second part of an SAF is disaggregating these County total forecasts into the Traffic Analysis Zones (TAZs). The finest grain forecast from the Texas State Demographer is the county level, but the Texas Water Development Board has forecasts to the level of water supply districts that our forecasts should generally conform to. After the Control Totals from the TDC are approved by the Abilene MPO Policy Board, a process to disaggregate them into the TAZs will begin. In order to avoid the issue of having to allocate socioeconomic data outside of areas with designated TAZs but within the county control forecast area, Abilene MPO Staff proposes creating TAZs for the entirety of the three counties during the update to the 2015 TAZs. This does not mean the travel model boundary would also be for all 3

counties. It makes it easier to account for all forecast population and jobs at a finer level of detail. The Abilene MPO will collaborate with TxDOT during the update of the TAZs from the 2015 geographies. In order to meet the next update to the Metropolitan Transportation Plan (due NLT December 2029, currently soft-scheduled for adoption September 2029) the final Small Area Forecast must be approved no later than August 2027. MPO staff previous experience with Small Area Forecasting is it takes between 12 and 24 months to from start to final approval, depending on controversy. The existing Population Forecast from the TDC will not be updated before the SAF must be adopted.

MPO Staff would like Policy Board feedback on convening a Small Area Forecast Task Force to help develop the Small Area Forecast process and help create future development scenarios. These scenarios will bracket some of the uncertainties and reduce the risk of making inefficient transportation investments by identifying needs that a common amongst several potential futures based on several different locations of population and jobs. Typically, these task forces include land and economic development officials from the forecast area, both public and private. The forecast must also be consistent with other sources of socio-economic information including the Texas Water Development Board.

Attachments

1) MSA and Individual County Population Tables

Low -Combined				Medium-Combined				High-Combined				2025 Wood and Poole			
Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population
Low	2020	MSA	176,923	Mid	2020	MSA	176,923	High	2020	MSA	176,923	W&P	2020	MSA	176,926
Low	2021	MSA	177,903	Mid	2021	MSA	177,903	High	2021	MSA	177,903	W&P	2021	MSA	177,918
Low	2022	MSA	180,048	Mid	2022	MSA	180,048	High	2022	MSA	180,048	W&P	2022	MSA	180,072
Low	2023	MSA	182,808	Mid	2023	MSA	182,808	High	2023	MSA	182,808	W&P	2023	MSA	182,838
Low	2024	MSA	184,260	Mid	2024	MSA	184,260	High	2024	MSA	184,260	W&P	2024	MSA	184,278
Low	2025	MSA	185,030	Mid	2025	MSA	185,305	High	2025	MSA	185,854	W&P	2025	MSA	185,049
Low	2026	MSA	185,715	Mid	2026	MSA	186,387	High	2026	MSA	187,408	W&P	2026	MSA	185,806
Low	2027	MSA	186,456	Mid	2027	MSA	187,435	High	2027	MSA	188,975	W&P	2027	MSA	186,536
Low	2028	MSA	187,252	Mid	2028	MSA	188,512	High	2028	MSA	190,557	W&P	2028	MSA	187,237
Low	2029	MSA	187,973	Mid	2029	MSA	189,573	High	2029	MSA	192,139	W&P	2029	MSA	187,918
Low	2030	MSA	188,660	Mid	2030	MSA	190,643	High	2030	MSA	193,807	W&P	2030	MSA	188,580
Low	2031	MSA	189,389	Mid	2031	MSA	191,627	High	2031	MSA	195,304	W&P	2031	MSA	189,219
Low	2032	MSA	190,097	Mid	2032	MSA	192,725	High	2032	MSA	196,922	W&P	2032	MSA	189,811
Low	2033	MSA	190,808	Mid	2033	MSA	193,761	High	2033	MSA	198,518	W&P	2033	MSA	190,387
Low	2034	MSA	191,516	Mid	2034	MSA	194,807	High	2034	MSA	200,080	W&P	2034	MSA	190,934
Low	2035	MSA	192,171	Mid	2035	MSA	195,836	High	2035	MSA	201,669	W&P	2035	MSA	191,452
Low	2036	MSA	192,830	Mid	2036	MSA	196,806	High	2036	MSA	203,186	W&P	2036	MSA	191,935
Low	2037	MSA	193,498	Mid	2037	MSA	197,853	High	2037	MSA	204,781	W&P	2037	MSA	192,378
Low	2038	MSA	194,146	Mid	2038	MSA	198,849	High	2038	MSA	206,373	W&P	2038	MSA	192,785
Low	2039	MSA	194,719	Mid	2039	MSA	199,834	High	2039	MSA	207,876	W&P	2039	MSA	193,167
Low	2040	MSA	195,426	Mid	2040	MSA	200,832	High	2040	MSA	209,422	W&P	2040	MSA	193,531
Low	2041	MSA	195,982	Mid	2041	MSA	201,870	High	2041	MSA	210,989	W&P	2041	MSA	193,882
Low	2042	MSA	196,596	Mid	2042	MSA	202,813	High	2042	MSA	212,587	W&P	2042	MSA	194,221
Low	2043	MSA	197,164	Mid	2043	MSA	203,810	High	2043	MSA	214,059	W&P	2043	MSA	194,555
Low	2044	MSA	197,728	Mid	2044	MSA	204,738	High	2044	MSA	215,580	W&P	2044	MSA	194,888
Low	2045	MSA	198,290	Mid	2045	MSA	205,644	High	2045	MSA	217,063	W&P	2045	MSA	195,224
Low	2046	MSA	198,803	Mid	2046	MSA	206,571	High	2046	MSA	218,603	W&P	2046	MSA	195,562
Low	2047	MSA	199,304	Mid	2047	MSA	207,467	High	2047	MSA	220,027	W&P	2047	MSA	195,899
Low	2048	MSA	199,766	Mid	2048	MSA	208,358	High	2048	MSA	221,475	W&P	2048	MSA	196,244
Low	2049	MSA	200,258	Mid	2049	MSA	209,185	High	2049	MSA	222,974	W&P	2049	MSA	196,603
Low	2050	MSA	200,755	Mid	2050	MSA	210,039	High	2050	MSA	224,420	W&P	2050	MSA	196,979
Low	2051	MSA	201,163	Mid	2051	MSA	210,877	High	2051	MSA	225,816	W&P	2051	MSA	197,370
Low	2052	MSA	201,622	Mid	2052	MSA	211,714	High	2052	MSA	227,224	W&P	2052	MSA	197,779
Low	2053	MSA	202,048	Mid	2053	MSA	212,538	High	2053	MSA	228,615	W&P	2053	MSA	198,202
Low	2054	MSA	202,436	Mid	2054	MSA	213,321	High	2054	MSA	230,050	W&P	2054	MSA	198,639
Low	2055	MSA	202,827	Mid	2055	MSA	214,121	High	2055	MSA	231,410	W&P	2055	MSA	199,094
Low	2056	MSA	203,226	Mid	2056	MSA	214,899	High	2056	MSA	232,816	W&P	2056	MSA	199,567
Low	2057	MSA	203,627	Mid	2057	MSA	215,719	High	2057	MSA	234,171	W&P	2057	MSA	200,072
Low	2058	MSA	203,992	Mid	2058	MSA	216,488	High	2058	MSA	235,558	W&P	2058	MSA	200,607
Low	2059	MSA	204,399	Mid	2059	MSA	217,272	High	2059	MSA	236,978	W&P	2059	MSA	201,170
Low	2060	MSA	204,776	Mid	2060	MSA	218,016	High	2060	MSA	238,295	W&P	2060	MSA	201,757

Callahan				Callahan				Callahan				Callahan			
Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population
Low	2020	Callahan	13,753	Mid	2020	Callahan	13,753	High	2020	Callahan	13,753	W&P	2020	Callahan	13,753
Low	2021	Callahan	14,104	Mid	2021	Callahan	14,104	High	2021	Callahan	14,104	W&P	2021	Callahan	14,106
Low	2022	Callahan	14,272	Mid	2022	Callahan	14,272	High	2022	Callahan	14,272	W&P	2022	Callahan	14,275
Low	2023	Callahan	14,455	Mid	2023	Callahan	14,455	High	2023	Callahan	14,455	W&P	2023	Callahan	14,455
Low	2024	Callahan	14,616	Mid	2024	Callahan	14,616	High	2024	Callahan	14,616	W&P	2024	Callahan	14,615
Low	2025	Callahan	14,654	Mid	2025	Callahan	14,640	High	2025	Callahan	14,648	W&P	2025	Callahan	14,675
Low	2026	Callahan	14,676	Mid	2026	Callahan	14,681	High	2026	Callahan	14,675	W&P	2026	Callahan	14,736
Low	2027	Callahan	14,706	Mid	2027	Callahan	14,707	High	2027	Callahan	14,708	W&P	2027	Callahan	14,793
Low	2028	Callahan	14,750	Mid	2028	Callahan	14,744	High	2028	Callahan	14,752	W&P	2028	Callahan	14,849
Low	2029	Callahan	14,773	Mid	2029	Callahan	14,779	High	2029	Callahan	14,765	W&P	2029	Callahan	14,902
Low	2030	Callahan	14,788	Mid	2030	Callahan	14,793	High	2030	Callahan	14,829	W&P	2030	Callahan	14,955
Low	2031	Callahan	14,801	Mid	2031	Callahan	14,804	High	2031	Callahan	14,826	W&P	2031	Callahan	15,005
Low	2032	Callahan	14,823	Mid	2032	Callahan	14,848	High	2032	Callahan	14,860	W&P	2032	Callahan	15,052
Low	2033	Callahan	14,860	Mid	2033	Callahan	14,882	High	2033	Callahan	14,898	W&P	2033	Callahan	15,098
Low	2034	Callahan	14,884	Mid	2034	Callahan	14,899	High	2034	Callahan	14,931	W&P	2034	Callahan	15,141
Low	2035	Callahan	14,901	Mid	2035	Callahan	14,927	High	2035	Callahan	14,958	W&P	2035	Callahan	15,182
Low	2036	Callahan	14,924	Mid	2036	Callahan	14,938	High	2036	Callahan	14,974	W&P	2036	Callahan	15,221
Low	2037	Callahan	14,958	Mid	2037	Callahan	14,967	High	2037	Callahan	15,006	W&P	2037	Callahan	15,255
Low	2038	Callahan	14,963	Mid	2038	Callahan	15,013	High	2038	Callahan	15,057	W&P	2038	Callahan	15,287
Low	2039	Callahan	14,952	Mid	2039	Callahan	15,003	High	2039	Callahan	15,030	W&P	2039	Callahan	15,317
Low	2040	Callahan	14,995	Mid	2040	Callahan	15,026	High	2040	Callahan	15,083	W&P	2040	Callahan	15,346
Low	2041	Callahan	15,004	Mid	2041	Callahan	15,042	High	2041	Callahan	15,079	W&P	2041	Callahan	15,374
Low	2042	Callahan	15,008	Mid	2042	Callahan	15,060	High	2042	Callahan	15,115	W&P	2042	Callahan	15,400
Low	2043	Callahan	14,986	Mid	2043	Callahan	15,072	High	2043	Callahan	15,124	W&P	2043	Callahan	15,427
Low	2044	Callahan	15,015	Mid	2044	Callahan	15,054	High	2044	Callahan	15,124	W&P	2044	Callahan	15,453
Low	2045	Callahan	15,007	Mid	2045	Callahan	15,079	High	2045	Callahan	15,129	W&P	2045	Callahan	15,479
Low	2046	Callahan	15,013	Mid	2046	Callahan	15,074	High	2046	Callahan	15,160	W&P	2046	Callahan	15,506
Low	2047	Callahan	15,015	Mid	2047	Callahan	15,072	High	2047	Callahan	15,152	W&P	2047	Callahan	15,532
Low	2048	Callahan	14,962	Mid	2048	Callahan	15,084	High	2048	Callahan	15,152	W&P	2048	Callahan	15,559
Low	2049	Callahan	15,004	Mid	2049	Callahan	15,059	High	2049	Callahan	15,173	W&P	2049	Callahan	15,587
Low	2050	Callahan	14,982	Mid	2050	Callahan	15,051	High	2050	Callahan	15,175	W&P	2050	Callahan	15,617
Low	2051	Callahan	14,947	Mid	2051	Callahan	15,042	High	2051	Callahan	15,161	W&P	2051	Callahan	15,648
Low	2052	Callahan	14,969	Mid	2052	Callahan	15,029	High	2052	Callahan	15,153	W&P	2052	Callahan	15,679
Low	2053	Callahan	14,955	Mid	2053	Callahan	15,038	High	2053	Callahan	15,157	W&P	2053	Callahan	15,713
Low	2054	Callahan	14,930	Mid	2054	Callahan	15,004	High	2054	Callahan	15,151	W&P	2054	Callahan	15,747
Low	2055	Callahan	14,931	Mid	2055	Callahan	15,006	High	2055	Callahan	15,134	W&P	2055	Callahan	15,783
Low	2056	Callahan	14,906	Mid	2056	Callahan	14,989	High	2056	Callahan	15,132	W&P	2056	Callahan	15,820
Low	2057	Callahan	14,918	Mid	2057	Callahan	14,967	High	2057	Callahan	15,156	W&P	2057	Callahan	15,860
Low	2058	Callahan	14,917	Mid	2058	Callahan	15,011	High	2058	Callahan	15,156	W&P	2058	Callahan	15,902
Low	2059	Callahan	14,916	Mid	2059	Callahan	15,021	High	2059	Callahan	15,179	W&P	2059	Callahan	15,945
Low	2060	Callahan	14,920	Mid	2060	Callahan	14,989	High	2060	Callahan	15,167	W&P	2060	Callahan	15,992

Jones				Jones				Jones				Jones			
Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population
Low	2020	Jones	19,680	Mid	2020	Jones	19,680	High	2020	Jones	19,680	W&P	2020	Jones	19,680
Low	2021	Jones	19,901	Mid	2021	Jones	19,901	High	2021	Jones	19,901	W&P	2021	Jones	19,903
Low	2022	Jones	20,313	Mid	2022	Jones	20,313	High	2022	Jones	20,313	W&P	2022	Jones	20,316
Low	2023	Jones	20,763	Mid	2023	Jones	20,763	High	2023	Jones	20,763	W&P	2023	Jones	20,765
Low	2024	Jones	20,848	Mid	2024	Jones	20,848	High	2024	Jones	20,848	W&P	2024	Jones	20,850
Low	2025	Jones	20,833	Mid	2025	Jones	20,834	High	2025	Jones	20,833	W&P	2025	Jones	20,875
Low	2026	Jones	20,814	Mid	2026	Jones	20,819	High	2026	Jones	20,817	W&P	2026	Jones	20,898
Low	2027	Jones	20,803	Mid	2027	Jones	20,816	High	2027	Jones	20,815	W&P	2027	Jones	20,918
Low	2028	Jones	20,789	Mid	2028	Jones	20,808	High	2028	Jones	20,796	W&P	2028	Jones	20,934
Low	2029	Jones	20,765	Mid	2029	Jones	20,780	High	2029	Jones	20,781	W&P	2029	Jones	20,948
Low	2030	Jones	20,746	Mid	2030	Jones	20,769	High	2030	Jones	20,783	W&P	2030	Jones	20,959
Low	2031	Jones	20,725	Mid	2031	Jones	20,747	High	2031	Jones	20,751	W&P	2031	Jones	20,967
Low	2032	Jones	20,695	Mid	2032	Jones	20,707	High	2032	Jones	20,728	W&P	2032	Jones	20,970
Low	2033	Jones	20,648	Mid	2033	Jones	20,675	High	2033	Jones	20,710	W&P	2033	Jones	20,971
Low	2034	Jones	20,617	Mid	2034	Jones	20,627	High	2034	Jones	20,647	W&P	2034	Jones	20,969
Low	2035	Jones	20,573	Mid	2035	Jones	20,589	High	2035	Jones	20,621	W&P	2035	Jones	20,963
Low	2036	Jones	20,493	Mid	2036	Jones	20,522	High	2036	Jones	20,568	W&P	2036	Jones	20,953
Low	2037	Jones	20,445	Mid	2037	Jones	20,484	High	2037	Jones	20,520	W&P	2037	Jones	20,939
Low	2038	Jones	20,393	Mid	2038	Jones	20,409	High	2038	Jones	20,462	W&P	2038	Jones	20,921
Low	2039	Jones	20,318	Mid	2039	Jones	20,363	High	2039	Jones	20,412	W&P	2039	Jones	20,899
Low	2040	Jones	20,273	Mid	2040	Jones	20,276	High	2040	Jones	20,318	W&P	2040	Jones	20,876
Low	2041	Jones	20,159	Mid	2041	Jones	20,226	High	2041	Jones	20,280	W&P	2041	Jones	20,851
Low	2042	Jones	20,092	Mid	2042	Jones	20,135	High	2042	Jones	20,198	W&P	2042	Jones	20,825
Low	2043	Jones	20,041	Mid	2043	Jones	20,092	High	2043	Jones	20,131	W&P	2043	Jones	20,799
Low	2044	Jones	19,930	Mid	2044	Jones	20,009	High	2044	Jones	20,063	W&P	2044	Jones	20,772
Low	2045	Jones	19,859	Mid	2045	Jones	19,907	High	2045	Jones	19,982	W&P	2045	Jones	20,745
Low	2046	Jones	19,764	Mid	2046	Jones	19,843	High	2046	Jones	19,903	W&P	2046	Jones	20,719
Low	2047	Jones	19,683	Mid	2047	Jones	19,751	High	2047	Jones	19,813	W&P	2047	Jones	20,692
Low	2048	Jones	19,603	Mid	2048	Jones	19,666	High	2048	Jones	19,712	W&P	2048	Jones	20,665
Low	2049	Jones	19,475	Mid	2049	Jones	19,557	High	2049	Jones	19,637	W&P	2049	Jones	20,641
Low	2050	Jones	19,401	Mid	2050	Jones	19,476	High	2050	Jones	19,565	W&P	2050	Jones	20,618
Low	2051	Jones	19,297	Mid	2051	Jones	19,381	High	2051	Jones	19,464	W&P	2051	Jones	20,596
Low	2052	Jones	19,189	Mid	2052	Jones	19,273	High	2052	Jones	19,362	W&P	2052	Jones	20,577
Low	2053	Jones	19,075	Mid	2053	Jones	19,181	High	2053	Jones	19,254	W&P	2053	Jones	20,558
Low	2054	Jones	18,982	Mid	2054	Jones	19,083	High	2054	Jones	19,176	W&P	2054	Jones	20,542
Low	2055	Jones	18,863	Mid	2055	Jones	18,963	High	2055	Jones	19,078	W&P	2055	Jones	20,526
Low	2056	Jones	18,768	Mid	2056	Jones	18,856	High	2056	Jones	18,980	W&P	2056	Jones	20,512
Low	2057	Jones	18,645	Mid	2057	Jones	18,770	High	2057	Jones	18,874	W&P	2057	Jones	20,502
Low	2058	Jones	18,531	Mid	2058	Jones	18,656	High	2058	Jones	18,769	W&P	2058	Jones	20,494
Low	2059	Jones	18,442	Mid	2059	Jones	18,550	High	2059	Jones	18,680	W&P	2059	Jones	20,489
Low	2060	Jones	18,339	Mid	2060	Jones	18,457	High	2060	Jones	18,560	W&P	2060	Jones	20,487

Taylor				Taylor				Taylor				Taylor			
Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population	Migration Scenario	Year	Area Name	Total Population
Low	2020	Taylor	143,490	Mid	2020	Taylor	143,490	High	2020	Taylor	143,490	W&P	2020	Taylor	143,493
Low	2021	Taylor	143,898	Mid	2021	Taylor	143,898	High	2021	Taylor	143,898	W&P	2021	Taylor	143,909
Low	2022	Taylor	145,463	Mid	2022	Taylor	145,463	High	2022	Taylor	145,463	W&P	2022	Taylor	145,481
Low	2023	Taylor	147,590	Mid	2023	Taylor	147,590	High	2023	Taylor	147,590	W&P	2023	Taylor	147,618
Low	2024	Taylor	148,796	Mid	2024	Taylor	148,796	High	2024	Taylor	148,796	W&P	2024	Taylor	148,813
Low	2025	Taylor	149,543	Mid	2025	Taylor	149,831	High	2025	Taylor	150,373	W&P	2025	Taylor	149,499
Low	2026	Taylor	150,225	Mid	2026	Taylor	150,887	High	2026	Taylor	151,916	W&P	2026	Taylor	150,172
Low	2027	Taylor	150,947	Mid	2027	Taylor	151,912	High	2027	Taylor	153,452	W&P	2027	Taylor	150,825
Low	2028	Taylor	151,713	Mid	2028	Taylor	152,960	High	2028	Taylor	155,009	W&P	2028	Taylor	151,454
Low	2029	Taylor	152,435	Mid	2029	Taylor	154,014	High	2029	Taylor	156,593	W&P	2029	Taylor	152,068
Low	2030	Taylor	153,126	Mid	2030	Taylor	155,081	High	2030	Taylor	158,195	W&P	2030	Taylor	152,666
Low	2031	Taylor	153,863	Mid	2031	Taylor	156,076	High	2031	Taylor	159,727	W&P	2031	Taylor	153,247
Low	2032	Taylor	154,579	Mid	2032	Taylor	157,170	High	2032	Taylor	161,334	W&P	2032	Taylor	153,789
Low	2033	Taylor	155,300	Mid	2033	Taylor	158,204	High	2033	Taylor	162,910	W&P	2033	Taylor	154,318
Low	2034	Taylor	156,015	Mid	2034	Taylor	159,281	High	2034	Taylor	164,502	W&P	2034	Taylor	154,824
Low	2035	Taylor	156,697	Mid	2035	Taylor	160,320	High	2035	Taylor	166,090	W&P	2035	Taylor	155,307
Low	2036	Taylor	157,413	Mid	2036	Taylor	161,346	High	2036	Taylor	167,644	W&P	2036	Taylor	155,761
Low	2037	Taylor	158,095	Mid	2037	Taylor	162,402	High	2037	Taylor	169,255	W&P	2037	Taylor	156,184
Low	2038	Taylor	158,790	Mid	2038	Taylor	163,427	High	2038	Taylor	170,854	W&P	2038	Taylor	156,577
Low	2039	Taylor	159,449	Mid	2039	Taylor	164,468	High	2039	Taylor	172,434	W&P	2039	Taylor	156,951
Low	2040	Taylor	160,158	Mid	2040	Taylor	165,530	High	2040	Taylor	174,021	W&P	2040	Taylor	157,309
Low	2041	Taylor	160,819	Mid	2041	Taylor	166,602	High	2041	Taylor	175,630	W&P	2041	Taylor	157,657
Low	2042	Taylor	161,496	Mid	2042	Taylor	167,618	High	2042	Taylor	177,274	W&P	2042	Taylor	157,996
Low	2043	Taylor	162,137	Mid	2043	Taylor	168,646	High	2043	Taylor	178,804	W&P	2043	Taylor	158,329
Low	2044	Taylor	162,783	Mid	2044	Taylor	169,675	High	2044	Taylor	180,393	W&P	2044	Taylor	158,663
Low	2045	Taylor	163,424	Mid	2045	Taylor	170,658	High	2045	Taylor	181,952	W&P	2045	Taylor	159,000
Low	2046	Taylor	164,026	Mid	2046	Taylor	171,654	High	2046	Taylor	183,540	W&P	2046	Taylor	159,337
Low	2047	Taylor	164,606	Mid	2047	Taylor	172,644	High	2047	Taylor	185,062	W&P	2047	Taylor	159,675
Low	2048	Taylor	165,201	Mid	2048	Taylor	173,608	High	2048	Taylor	186,611	W&P	2048	Taylor	160,020
Low	2049	Taylor	165,779	Mid	2049	Taylor	174,569	High	2049	Taylor	188,164	W&P	2049	Taylor	160,375
Low	2050	Taylor	166,372	Mid	2050	Taylor	175,512	High	2050	Taylor	189,680	W&P	2050	Taylor	160,744
Low	2051	Taylor	166,919	Mid	2051	Taylor	176,454	High	2051	Taylor	191,191	W&P	2051	Taylor	161,126
Low	2052	Taylor	167,464	Mid	2052	Taylor	177,412	High	2052	Taylor	192,709	W&P	2052	Taylor	161,523
Low	2053	Taylor	168,018	Mid	2053	Taylor	178,319	High	2053	Taylor	194,204	W&P	2053	Taylor	161,931
Low	2054	Taylor	168,524	Mid	2054	Taylor	179,234	High	2054	Taylor	195,723	W&P	2054	Taylor	162,350
Low	2055	Taylor	169,033	Mid	2055	Taylor	180,152	High	2055	Taylor	197,198	W&P	2055	Taylor	162,785
Low	2056	Taylor	169,552	Mid	2056	Taylor	181,054	High	2056	Taylor	198,704	W&P	2056	Taylor	163,235
Low	2057	Taylor	170,064	Mid	2057	Taylor	181,982	High	2057	Taylor	200,141	W&P	2057	Taylor	163,710
Low	2058	Taylor	170,544	Mid	2058	Taylor	182,821	High	2058	Taylor	201,633	W&P	2058	Taylor	164,211
Low	2059	Taylor	171,041	Mid	2059	Taylor	183,701	High	2059	Taylor	203,119	W&P	2059	Taylor	164,736
Low	2060	Taylor	171,517	Mid	2060	Taylor	184,570	High	2060	Taylor	204,568	W&P	2060	Taylor	165,278

To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 6: Federal Functional Classification
Action: Review, Discuss, Provide Suggestions

Summary

The Federal-Aid Highway Act of 1973 required the use of Federal Functional Classification (FFC) to update and modify the federal-aid highway system. This is still a requirement. Under federal statutes and regulations, state transportation agencies have the primary responsibility for designating and updating public roadway FFC in rural and urban areas to clearly define the role each element of the roadway plays in serving access and mobility needs.

Table 1. Hierarchy of Functional Classifications

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

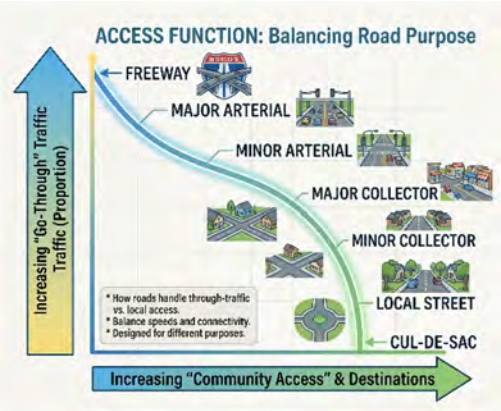
Source: Texas DOT

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

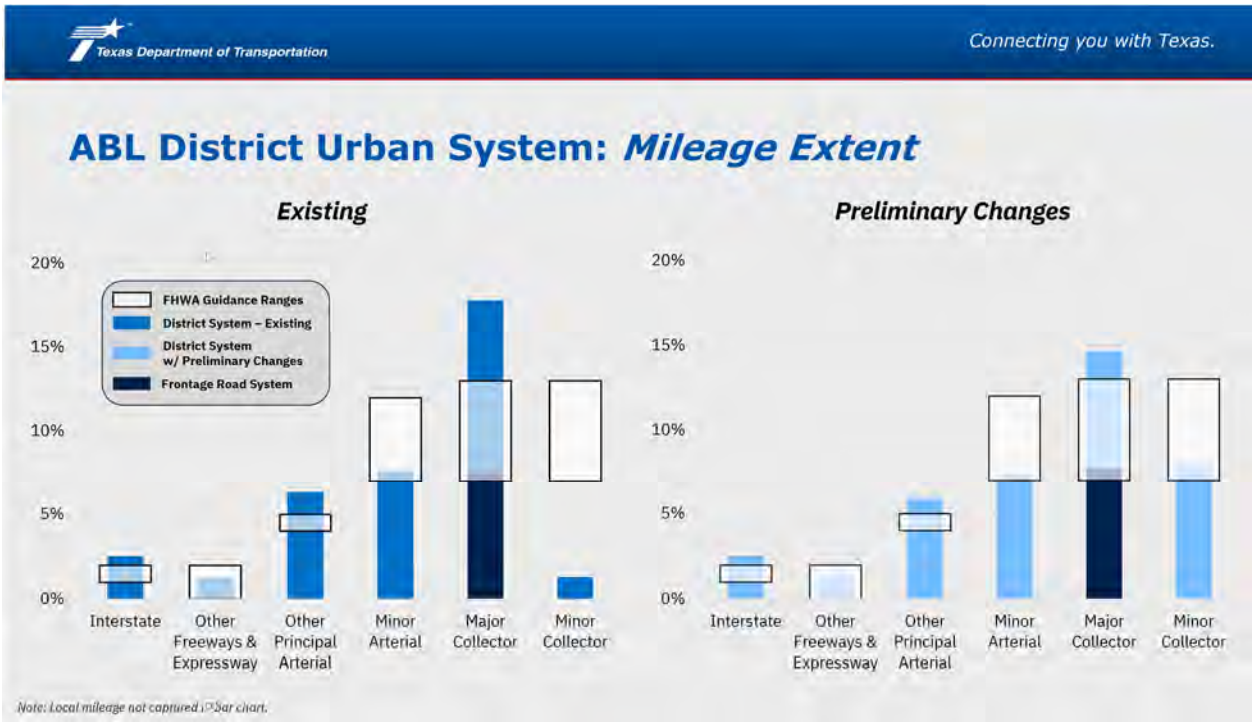
Background

States and their partners should re-evaluate the functional classification of the road system at least every 10 years, coinciding with the decennial census. FHWA highly recommends completing this process within 2 years of the formal approval of the adjusted boundaries so that all States are coordinated with the same census. FHWA considers the State DOT the authority during this process and relies upon it to take an active leadership role.

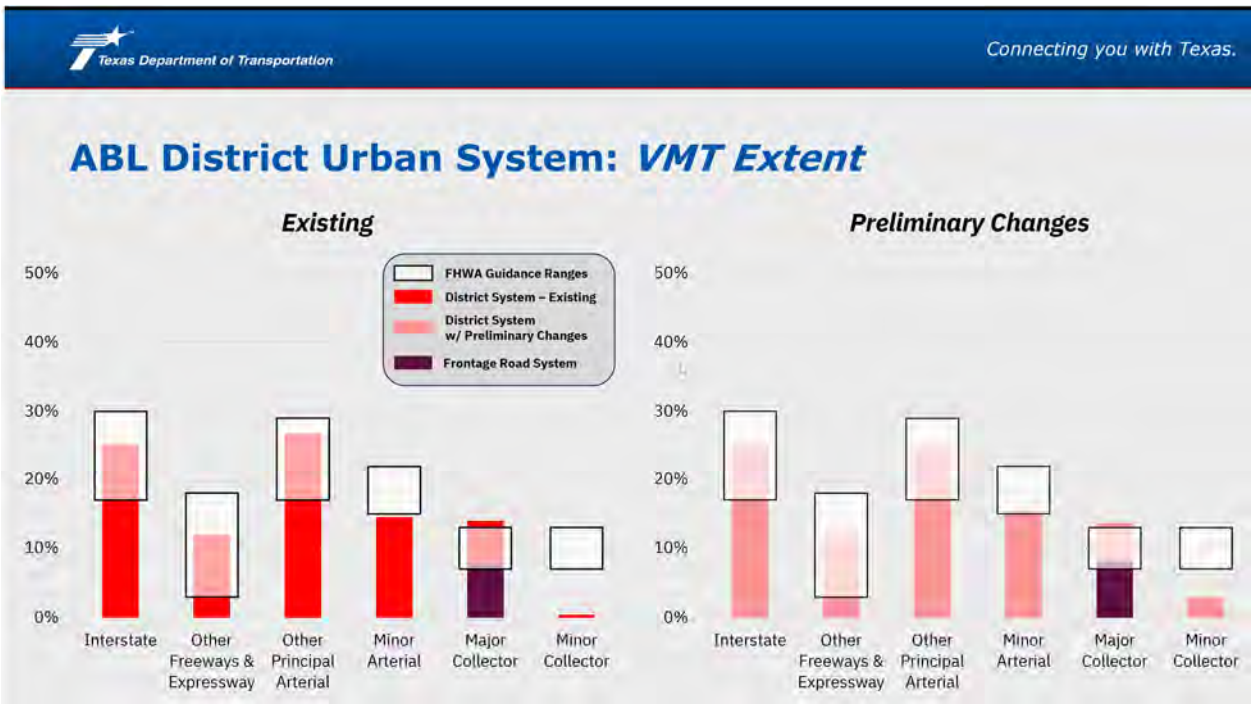
The framework used to designate Federal Functional Classification (FCC) is dictated by TxDOT's Transportation Planning and Programming (TPP) Division. It was developed from the updated Federal Functional Classification System Change Request Standard Operating Procedure (SOP) adopted in November 2024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



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



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



TxDOT Context Classifications

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

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

Figure 3-3: TxDOT Context Classifications

TxDOT Connected Roadway Classification System

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

CRCS level description

TXDOT - ROADWAY READINESS LEVELS FOR CV & AV DEPLOYMENT

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

Public information from the Texas Department of Transportation (TxDOT)

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

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

Attachments

1) Overview of the Statewide Federal Functional Classification Assessment
2) Existing Federal Functional Classification
3) Proposed Changes to Federal Functional Classification

Statewide Functional Classification Assessment

Project Overview

The Texas Department of Transportation (TxDOT) is conducting a statewide assessment to evaluate the current Functional Classification of the statewide roadway network. The assessment is focused on developing and implementing a data-driven approach that actively engages stakeholders and incorporates a thorough technical review to accurately classify over 325,000 centerline miles across the State.

Guidance[1] developed by the Federal Highway Administration (FHWA) outlines criteria, policy recommendations, and procedures for assigning the functional classification of a roadway. Key concepts from the FHWA guidance include level of access versus mobility, system continuity, traffic volumes, urban versus rural designation, the land use a route serves, spacing between routes, and speed limit.

Determining a route's Functional classification involves a combination of art and science. Quantitative data, such as geometric features and traffic volumes, are more straightforward to measure and guidance thresholds can be developed for each functional classification type. On the other hand, qualitative data such as system continuity, land use, and route spacing relies on sets of rules or more descriptive qualities to determine the roadway classification.

Who is involved?

A variety of planning partners are involved in the statewide functional classification assessment to provide informed consent and alignment of the proposed changes across the State. Engagement with stakeholders is a key pillar of this assessment and includes coordination with TxDOT, FHWA, and Metropolitan Planning Organizations (MPOs).

What impacts are associated with the Functional Classification of a roadway?

Besides determining eligibility for funding under the Federal-aid program, functional classification data is used for numerous planning, programming, and design purposes. Listed below include several applications that functional classification is used for, but functional classification is not determined with these in mind.

- Roadway Performance Measures
- Federal and State funding programs
- Project Prioritization
- Program Budgeting
- Design Considerations
- Traffic Counting Locations
- Maintenance Planning

[1] https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

FHWA Guidance: Typical Characteristics

FHWA provides guidance on typical characteristics associated with each functional classification category. The table below reflects the guidance by FHWA and customization of AADT ranges for Texas that align with the travel demand on the roadway network. These guidelines are used throughout the assessment process.

		Arterials				Collectors		Local
		Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	
Lane Width (feet)		12	11-12		10-12		10-11	8-10
Shoulder Width (feet)	Inside	4-12	0-6	0				
	Outside	10-12	8-12		4-8	1-6	1-4	0-2
AADT *	Rural	18,000–65,000	8,000–23,000	3,000–14,000	1,100–8,000	200–2,000	150–900	15–300
	Urban	65,000–250,000	29,000–90,000	8,000–29,000	3,000–18,000	1,100–8,000	300–2,700	25–600
	Metro	75,000-350,000	35,000-130,000	15,000-50,000	5,000-25,000	2,000-15,000	600-5,000	75-900
Divided/Undivided		Divided	Undivided/Divided		Undivided			
Access		Fully Controlled	Partially/Fully Controlled	Partially/ Uncontrolled	Uncontrolled			
TxDOT Statewide Planning Map Color								

** AADT values reflect customized ranges for Texas and differ from 2023 FHWA Guidance.*

Example of Quantitative Criteria

An example scenario is shown below where the quantitative criteria was analyzed. Maverick Road in the Pharr District is classified as a major collector with the following attributes: AADT = 1,094 vehicles per day, shoulder width = 0 feet, undivided, and lane width = 10.35′. All of these characteristics equate to a Minor Collector based on FHWA typical characteristics and should be downgraded to a minor collector.

Source: TxDOT Statewide Planning Map

Source: Google Earth

Data-Driven Assessment Approach

As part of the statewide assessment, a multi-step process was developed to incorporate available quantitative data while utilizing more qualitative concepts for classification. Four general steps were used to work through the quantitative and qualitative data for this assessment, as shown below, to calculate an overall "score" per roadway segment.

Round #1
Quantitative

Data Types:
- Access Control
- Highway Design

Level of Analysis:
- Segment-Level

Round #2
Quantitative

Data Types:
- AADT
- Speed Limits
- Lane Width
- Shoulder Widths
- Number of Lanes

Level of Analysis:
- Segment-Level

Round #3
Qualitative

Data Types:
- Statewide Networks
- Bordering States
- Traffic Generators

Level of Analysis:
- System-Wide

Round #4
Qualitative

Data Types:
- Route Spacing
- System Mileage
- System Continuity
- Regional Significance

Level of Analysis:
- System-Wide

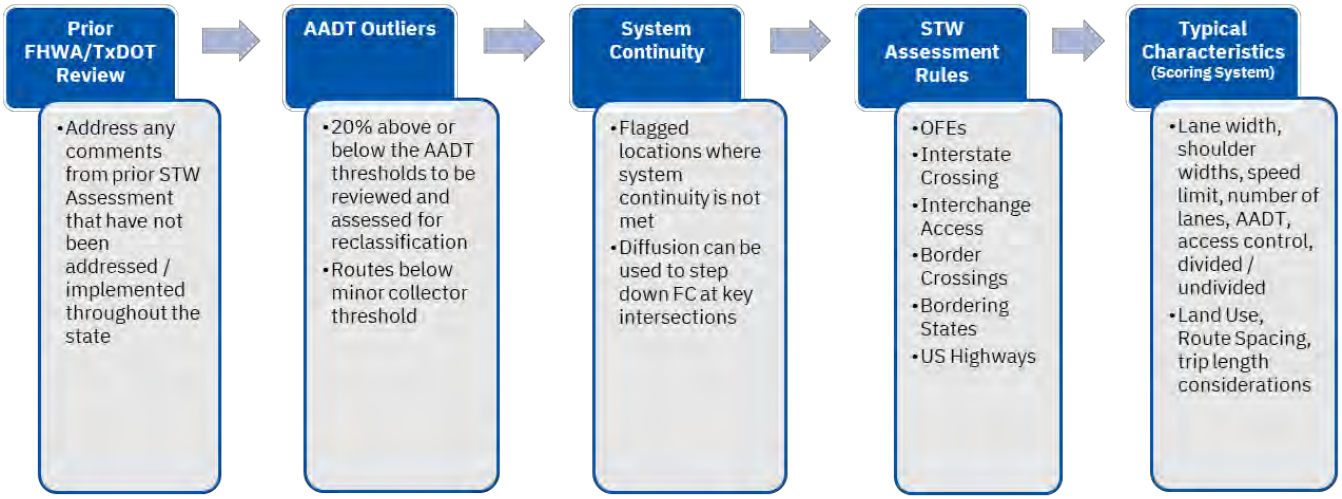
FHWA Guidance: Mileage and Vehicle Miles Traveled (VMT) Ranges

FHWA offers guidelines for mileage and VMT ranges for the Federal functional classifications of roads, which are based on an analysis of HPMS data and were adjusted to represent reasonable ranges (see table below for ranges applicable to Texas). The statewide assessment aims to better align the state of Texas to these metrics.

		Arterials				Collectors		Local
		Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	
Mileage Extent	Rural	1%-2%	0%-2%	2%-5%	3%-7%	10%-17%	5%-13%	66%-74%
	Urban	1%-2%	0%-2%	4%-5%	7%-12%	7%-13%	7%-13%	67%-76%
Vehicle Miles Traveled (VMT) Extent	Rural	18-34%	0%-8%	12%-29%	12%-19%	12%-24%	3%-10%	7%-20%
	Urban	17-30%	3%-18%	17%-29%	15%-22%	7%-13%	7%-13%	6%-24%

Order of Operations

The following is a breakdown on the steps being assessed during this project to identify potential changes and work towards alignment with FHWA Guidance for the functional classification of roadways in Texas.



Low Volume Thresholds

Per FHWA-TX feedback from the Pilot District effort, low volume routes (i.e. routes where the AADT falls below the minimum Minor Collector threshold) will go through a separate scoring system to identify if the route should be a Local Road or be classified as a Minor Collector (or higher). A scoring system with Primary and Secondary Factors was developed to assess the low volume routes (see below). If a route meets 3 or more Primary Factors, then the route can be classified as a Minor Collector (or higher). Secondary Factors are applied when either System Continuity or Land Use criteria are met as Primary Factors, but the route does not score 3 or more total. If either System Continuity or Land Use are met AND the route meets 2 or more Secondary Factors, then the route can be classified as a Minor Collector (or higher).

Score	Primary Factors				
	System Continuity	Land Use	Usage (AADT)	Access	Trip Characteristics
0	Downgrading would **not** cause a system continuity violation	This route does **not** provide access to a significant land use	Low to Moderate Truck % < 10%	Does **not** provide access to higher classified routes	Does **not** support longer distance trips
1	Downgrading would cause a system continuity violation	This route provides access to a significant land use	High Truck % >= 10%	Provides access to higher classified routes (i.e. IH, US, SH, FM Routes, Ramps, Frontage Roads)	Can support longer distance trips

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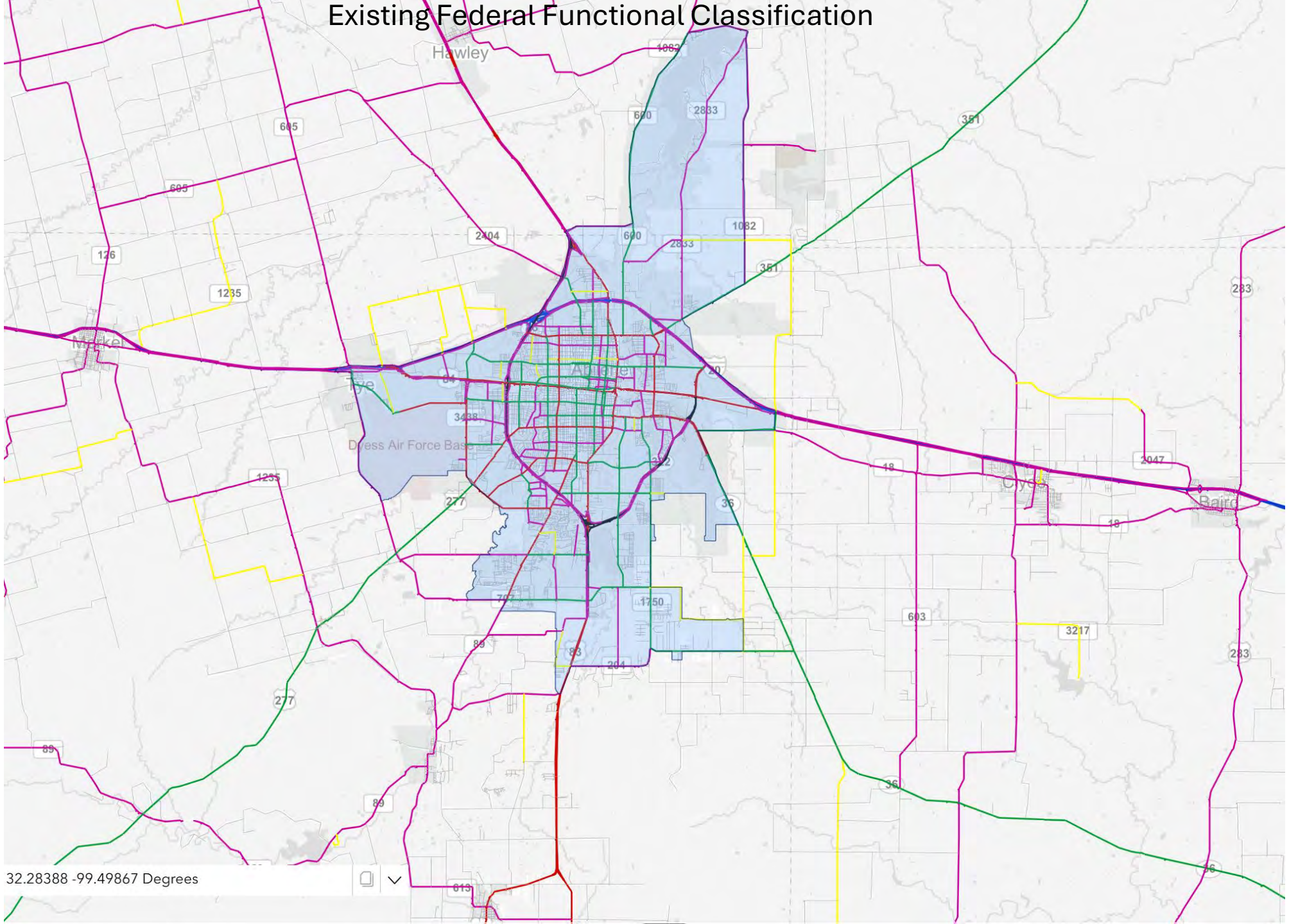
Score	Secondary Factors			
	System Mileage	Roadway Characteristics	Route Spacing	Significance Level
0	Existing FC is **over** the recommended FHWA mileage ranges	Lane Width < 10, no shoulder, roadway is not paved	An adjacent, parallel route is assigned the same functional classification	Route is currently an off-system roadway
1	Existing FC is **within or below** the recommended FHWA mileage ranges	Lane Width >= 10, shoulder present, > 1 lane in each direction, paved road	An adjacent, parallel route is **not** assigned the same functional classification	Route is currently an **on-system** roadway

Rationale: Proposed FC Change

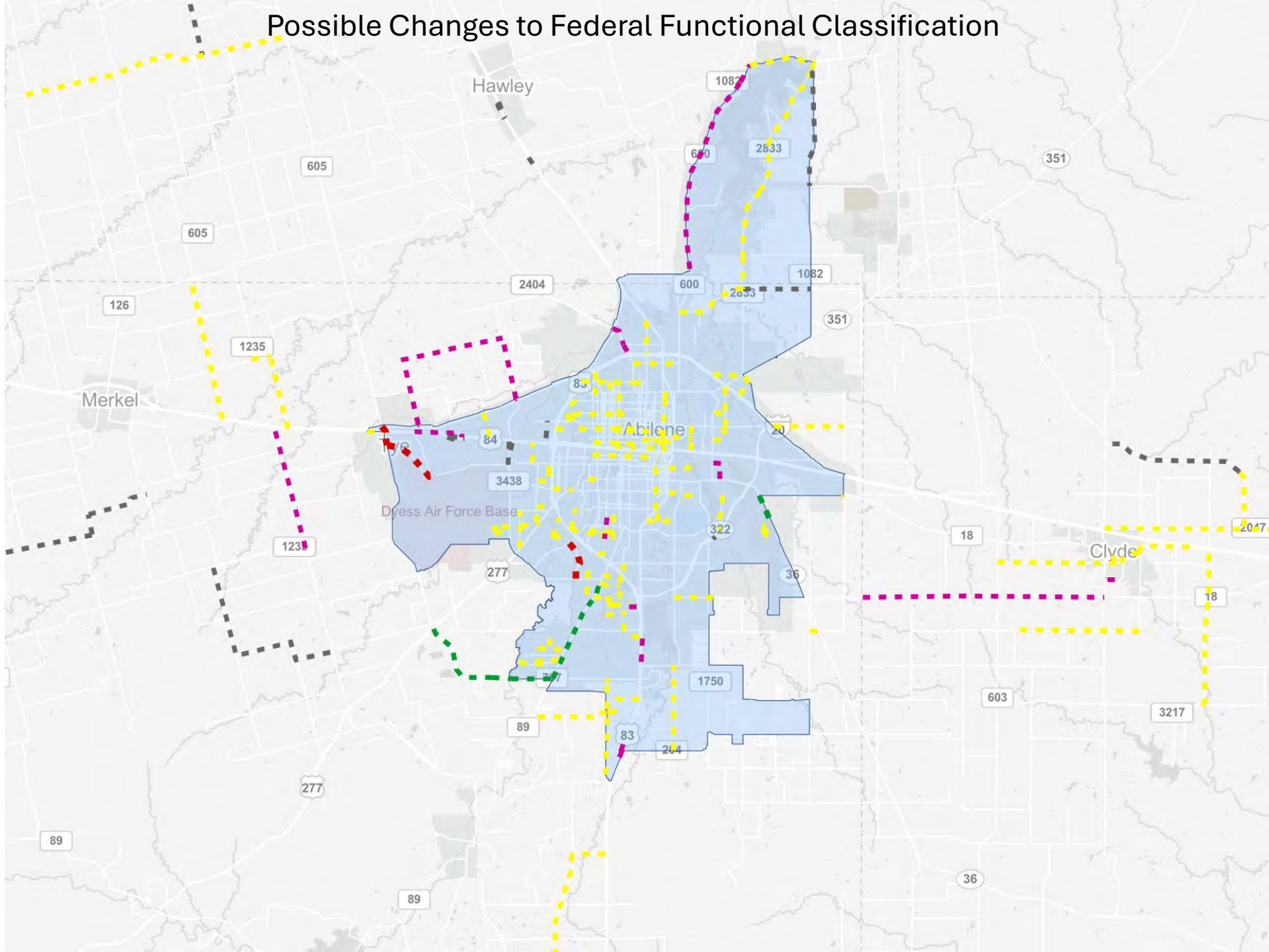
Each functional classification change that was identified through the data-driven assessment approach was recommended based on a combination of the available quantitative and qualitative data, criteria ranges, and system-wide analyses. The rationale attribute associated with each proposed functional classification change provides the primary reason that the change was recommended for a particular roadway. A detailed description of each rationale category is provided in the table below.

Rationale	Description
AADT Outlier	AADT for the current functional classification was identified as significantly outside of the criteria range.
Low Volume Threshold	AADT for the route fell below the Minor Collector threshold for an urban or rural facility, respectively, and was downgraded to a Local roadway.
Address System Continuity	A system continuity issue was identified, and the functional classification change remedied the immediate issue within the roadway network.
Maintain System Continuity	Due to an adjacent functional classification change, another functional classification change was needed to maintain system continuity.
FHWA/TxDOT Review	The functional classification change was identified by prior FHWA and TxDOT statewide comprehensive reviews.
Typical Characteristics	Typical roadway characteristics were aligned with the proposed functional classification compared to the existing classification.
Interchange Connection	The route provides direct connection to an interchange.
Meets OFE Criteria	The route includes 3 or more consecutive interchanges and no at-grade intersections, indicating a full access control facility.
Crosses Interstates/Freeways	The route provides connection and mobility across a full or partial access-controlled facility.
Route Spacing	The proposed functional classification provides more regular and logical spacing of each roadway class and to avoid assigning the same functional classification to closely spaced, parallel routes.
Route Length	The route provides either longer or shorter travel distances and better aligns with the proposed functional classification.
NHS Applicability	This route is not on the National Highway System (NHS) and is a Principal Arterial or the route is on the NHS and is not a Principal Arterial.
US Highway	The route is a US Highway roadway.
Land Use	The land use surrounding the adjacent route is the supporting reason for a change in functional classification.
Maintain Bordering State FC	A review of the functional classification of a bordering state's roadway identifies a change in functional classification is recommended to maintain continuity.
Maintain Bordering District FC	A review of the functional classification of a bordering District's roadway identifies a change in functional classification is recommended to maintain continuity.
Border Crossing	This route provides a connection to a border crossing between Texas and Mexico.
Port Connection	This routes provides a connection to a port.
Evacuation Route	This route is identified as an evacuation route.
Technical Correction	The change is due to an update needed within the TxDOT Roadway Inventory.
Other	The reasons for these changes can vary outside of the rationales listed above, such as ramp connections or recent roadway upgrades.

Existing Federal Functional Classification



Possible Changes to Federal Functional Classification



To: Abilene MPO Technical Advisory Committee (TAC)
From: Craig Casper, Executive Director
Subject: Item 7: Discussion of Safe Streets for All Grant
Action: Review, Discuss, Provide Direction

Summary

The US Department of Transportation released the fiscal year (FY) 2026 Notice of Funding Opportunity (NOFO) for the Safe Streets and Roads for All (SS4A) program. This grant program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. State Departments of Transportation are NOT eligible for these funds; although they are very valuable partners on grant applications. Almost $1 billion is made available by this NOFO. Applications must be submitted via Valid Eval, an online application portal used by USDOT, No Later Than May 26, 2025.

It is important to note 2 things: 1) This program requires a 20% non-federal match. 2) The Abilene MPO area does NOT have an eligible Action Plan permitting application for an Implementation Grant.

Executive Summary	Funds for the fiscal year (FY) 2026 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators.
Objective	The purpose of this notice is to solicit applications for SS4A.
Eligible Applicants	• Metropolitan planning organizations; • Political subdivisions of a State or territory (e.g., cities, towns, counties); • Federally recognized Tribal governments; and • A multijurisdictional group of entities described in any of the aforementioned three types of entities.
Eligible Project Types	• Develop a comprehensive safety action plan (Action Plan). • Conduct supplemental safety planning to enhance an Action Plan. • Carry out demonstration activities to inform the development of, or an update to, an Action Plan. • Perform planning, design, and development activities for projects and strategies identified in an Action Plan. • Implement projects and strategies identified in an Action Plan that address roadway safety problems.
Funding Details	*Total Funds:* This Notice makes available up to $993,488,194 for FY 2026 grants: *Implementation Grants*: $687,809,874 is available. • Expected number of awards: 40 to 70 • Expected funding range: $2,500,000 to $25,000,000 *Planning and Demonstration Grants*: $305,678,320 is available. • Expected number of awards: 400 to 700 • Expected funding range: $100,000 to $5,000,000 DOT reserves the right to make more, or fewer, awards. DOT reserves the discretion to alter minimum and maximum award sizes upon receiving the full pool of applications and assessing the needs of the program in relation to the SS4A grant priorities in Section D.vi: Grant Priorities. DOT may increase the overall amount of funding if additional funds become available.

Although the West Central Texas Council of Governments was awarded funds to develop an Action Plan; as stated on the SS4A Grant webpage *"FY25 award recipients who are developing new Action Plans should expect between 18 months and 3 years to complete an Action Plan using SS4A funds, which includes the time to establish a grant agreement and the time to develop an Action Plan. Action Plans themselves may take between 12 to 24 months to be completed. Implementation Grant applicants must have an eligible, complete Action Plan in place before they are eligible to apply."*

Background

The Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) competitive grant program with $5 billion in appropriated funds over 5 years, 2022-2026. Through this important funding source, USDOT is empowering Tribal, local, and regional efforts to save lives and reduce serious injuries on our roadways.

The purpose of the SS4A grant program is to improve roadway safety by significantly reducing and eventually eliminating roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan (referred to as an "Action Plan") and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, emergency vehicles, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives. The SS4A program provides funding for two types of grants, Planning and Demonstration Grants, and Implementation Grants.

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement an Action Plan. Having an Action Plan in place is the foundation of the SS4A grant program. The goal of an Action Plan is to develop a holistic, well-defined strategy to eliminate roadway fatalities and serious injuries in a locality, Tribal area, or region. Planning and Demonstration Grants may also fund supplemental safety Action Plan activities and/or safety demonstration activities in support of an Action Plan. Implementation Grants provide Federal funds to implement projects and strategies identified in an eligible Action Plan to address a roadway safety problem. Projects and strategies may be infrastructural, behavioral, and/or operational activities. Planning and Demonstration Grants do not include implementation activities.

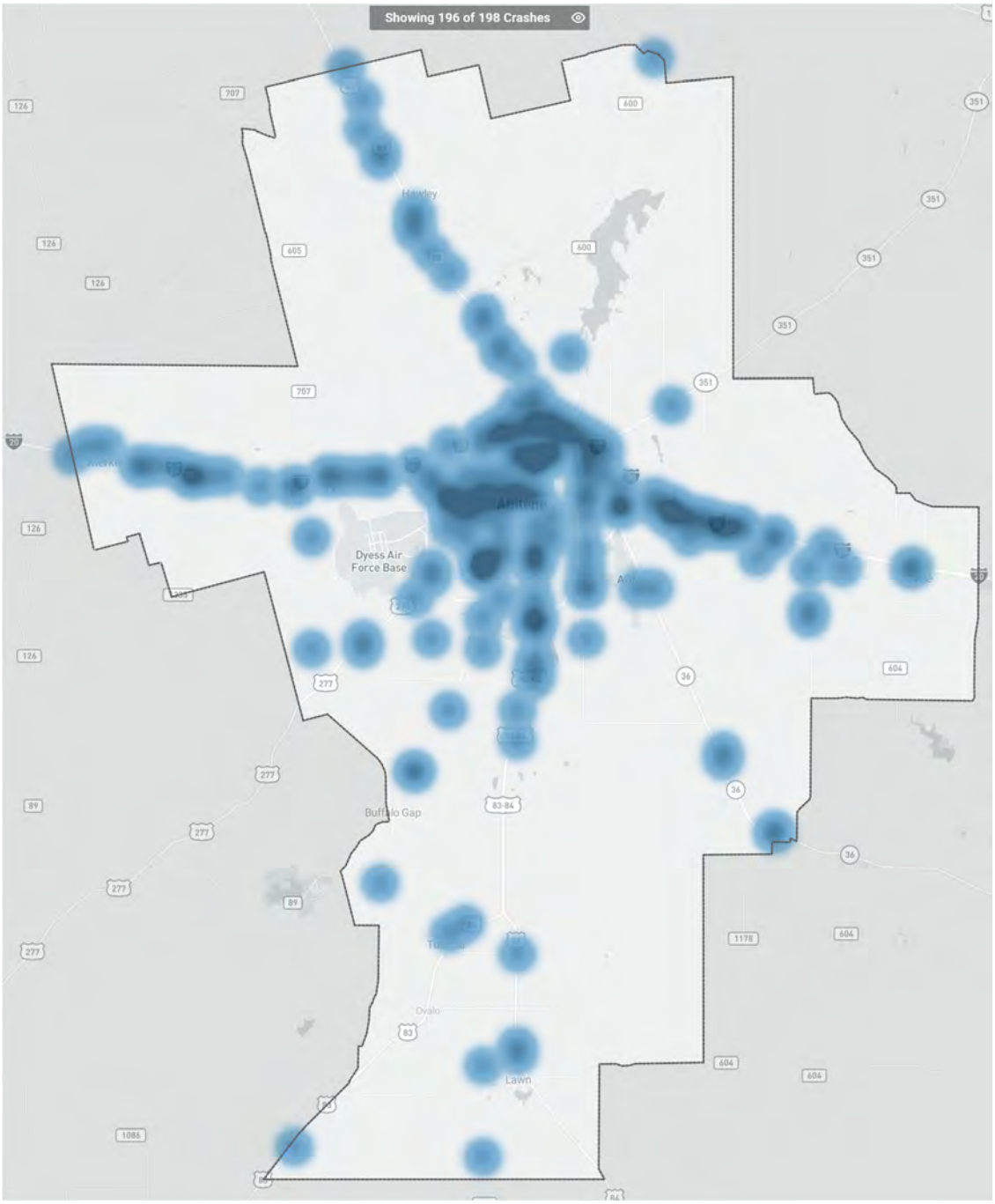
The principles in the USDOT Order, "Ensuring Reliance Upon Sound Economic Analysis in USDOT's Policies, Programs and Activities," are one of several Selection Considerations that USDOT may use when selecting SS4A grant applications for award. Applicants may address principles from this USDOT Order as appropriate in their application narrative but, as described above, applications will be rated according to the selection criteria described in the NOFO; Award Considerations will be used to prioritize projects among other highly-rated proposals.

Attachments

1) Table of NEW MPO Planning Boundary Historical Crashes

Item 7 Attachment 1 New MPO Boundary Crash Summary

	Total Crashes	Fatal Crashes	Fatalities	Serious Injuries	@Intersections	Non-TxDOT
2019	3,391	15	15	112	1,584 - 46.71%	1,655 - 48.81%
2020	3,171	21	21	73	1,483 - 46.77%	1,509 - 47.59%
2021	3,513	26	27	123	1,652 - 47.03%	1,734 - 49.36%
2022	3,380	26	31	103	1,566 - 46.33%	1,618 - 47.87%
2023	3,450	14	15	107	1,728 - 50.09%	1,724 - 49.97%
2024	3,404	22	25	115	1,724 - 50.65%	1,621 - 47.62%
2025	2,898	14	14	107	1,457 - 50.28%	1,301 - 44.89%
2026-March 31	722	6	7	32	333 - 46.12%	323 - 44.74%
19-23	16,905	102	109	518	8,013 - 47.40%	8,321 - 49.22%
21-25	16,645	102	112	555	8,127 - 48.83%	8,189 - 49.20%
23-Current	10,563	56	61	369	5,284 - 50.02%	5,006 - 47.39%



The above map shows the 10-Year Fatal Crash Locations

To: Abilene MPO Policy Board (PB)
From: Craig Casper, Executive Director
Subject: Item 8: Title II of the Americans with Disabilities Act Review,
Action: Discuss, Provide Direction

Summary

"*The Department of Justice ("Department") is revising the regulations implementing Title II of the Americans with Disabilities Act ("ADA") to extend the compliance dates for the requirements for web content and mobile application ("app") accessibility that were adopted on April 24, 2024. The compliance date for State and local government entities with a total population of 50,000 or more is extended from April 24, 2026, to April 26, 2027. The compliance date for public entities with a total population of less than 50,000, or any special district government, is extended from April 26, 2027, to April 26, 2028."* These extensions ensure that public entities have sufficient time to implement the digital standards necessary for pedestrians with disabilities to access the information required for independent transportation and community usability.

To ensure physical accessibility, public entities must adhere to the Public Right-of-Way Accessibility Guidelines (PROWAG). The fundamental component of these guidelines is the Pedestrian Access Route (PAR). A PAR must provide a minimum width of 48 inches and a surface that is stable, firm, and slip-resistant. This specific width allows a person using a mobility device to be passed by another pedestrian, while the surface requirements prevent "caster entrapment" and minimize the exhaustive effort required for manual wheelchair users. Furthermore, PROWAG requires one curb ramp per crosswalk at intersections. This avoids the use of "diagonal" or "apex" ramps, which often route users into the middle of the roadway rather than within the safety of the crosswalk.

Specific requirements from the U.S. Department of Transportation (USDOT) also govern transit facilities to ensure they remain usable. Transit boarding and alighting areas must meet three critical dimensional and slope standards:

- A minimum length of 96 inches measured perpendicular to the curb.
- A minimum width of 60 inches measured parallel to the street.
- Slope requirements where the area parallel to the street matches the grade of the street, while the slope perpendicular to the street does not exceed 1:48 (2.1%).

Background

The Access Board developed PROWAG over three decades of research and collaboration:

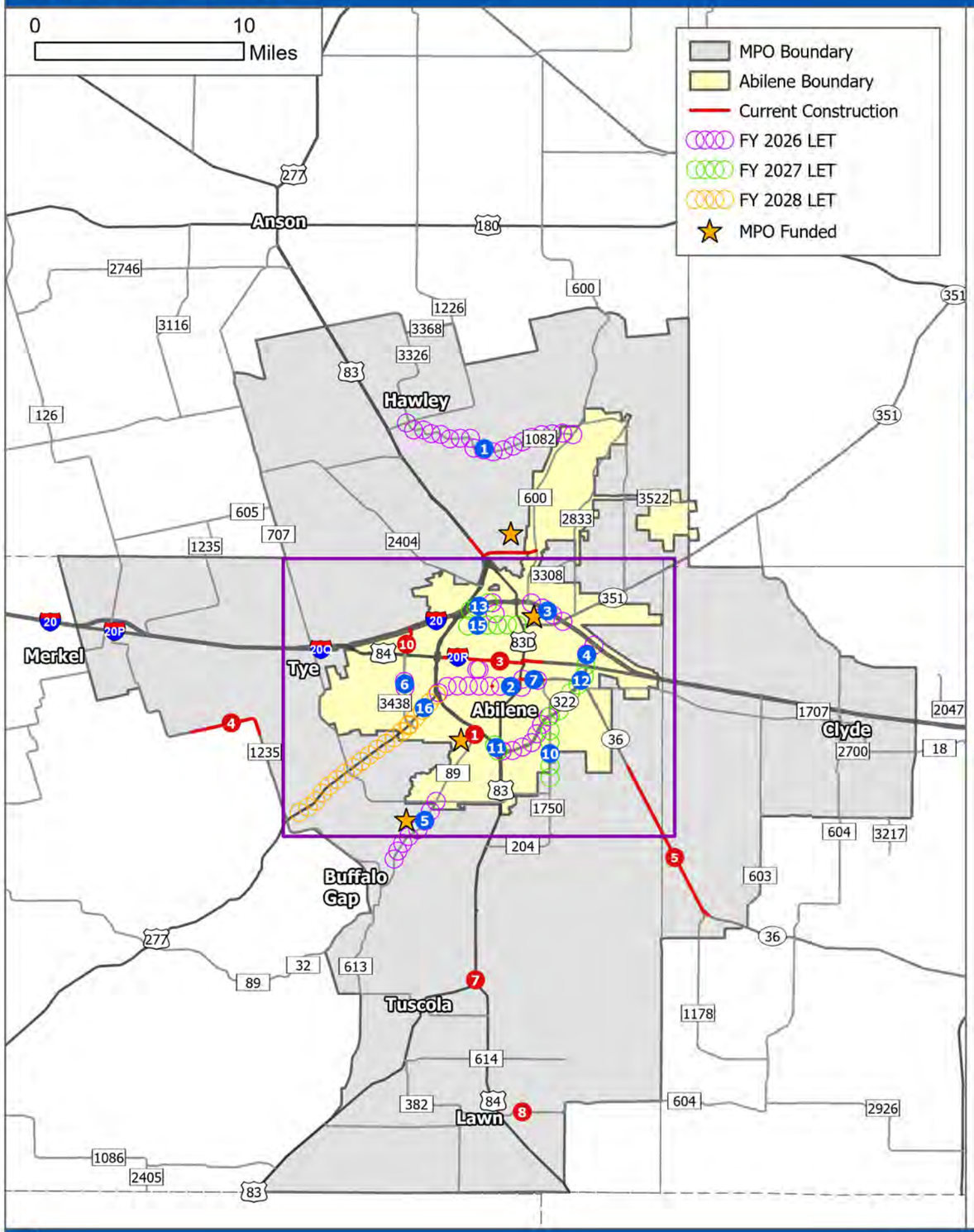
- 1990: Enactment of the Americans with Disabilities Act (ADA).
- 1992 / 1994: The Board issued initial and interim guidelines for State and local government facilities.
- 1999: The Board established a federal advisory committee to recommend specific guidelines for public rights-of-way.

- 2001: The advisory committee presented its "Building a True Community" Consensus Report.
- 2011: The Board published the Notice of Proposed Rulemaking (NPRM).
- 2013: The Board issued a Supplemental Notice of Proposed Rulemaking (SNPRM) to include Shared Use Paths.
- 2017: Presidential action via Executive Order 13771 ceased rulemaking work.
- 2021: Executive Order 13992 resumed the rulemaking process.
- August 8, 2023: The Access Board published the Final Rule in the Federal Register.
- On December 18, 2024 the United States Department of Transportation (DOT) issued the final rule adopting the Public Right-of-Way Accessibility Guidelines (PROWAG) standards for new construction and alterations of transit stops in the public right-of-way.
- On April 20, 2026 the United States Department of Justice (DOJ) ***extended*** the compliance dates for the requirements for web content and mobile application (“app”) accessibility until April 26, 2027.

The Access Boards 2023 Final Rule became effective on October 7, 2023. The Access Board creates the guidelines, they become enforceable when the Department of Justice (DOJ) or the Department of Transportation (USDOT) adopt them into their specific regulations. Once adopted, these standards provide a mandatory roadmap for all levels of government to eliminate barriers in public infrastructure.

Abilene MPO

090 2026

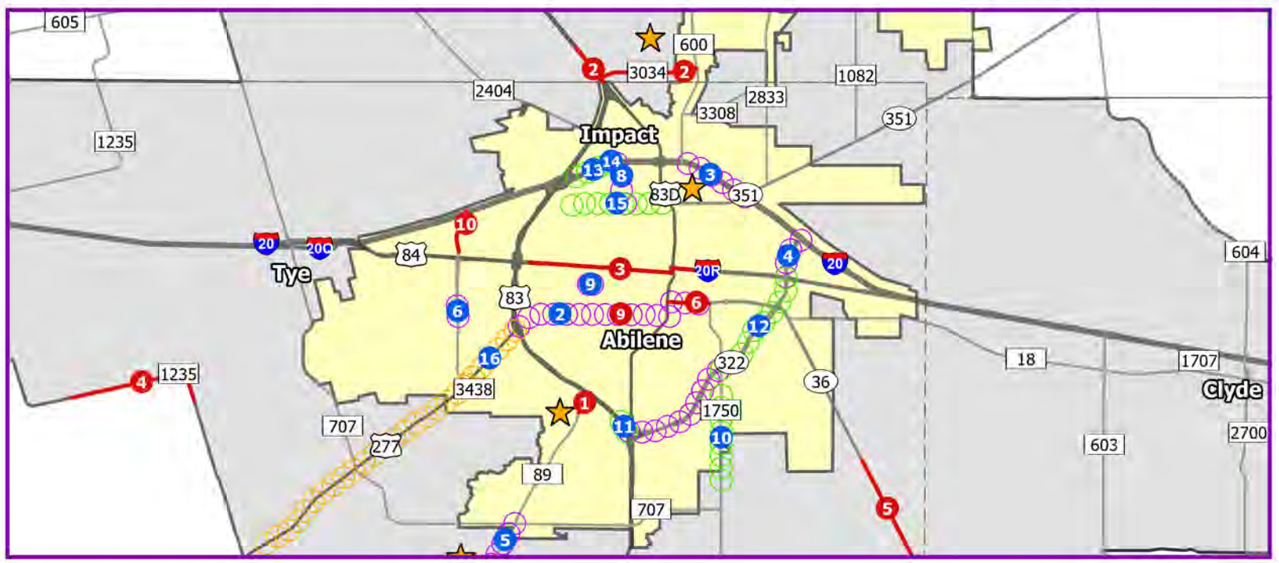


CURRENT CONSTRUCTION

PROJECT	PROJECT ID	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	CONTRACTOR
1	069901052	FM 89	WIDEN ROAD - ADD LANES	REBECCA LN	JUST NORTH OF US 83	A.L. HELMCAMP, INC.
2	003305089	US 83	WIDEN ROAD - ADD SHOULDERS	1.0 MILES NORTH OF FM 3034	NEAR W SUMMIT RD	FNF CONSTRUCTION, INC.
2	003305089	FM 3034	WIDEN ROAD - ADD SHOULDERS	US 83	FM 600	FNF CONSTRUCTION, INC.
3	090800106	VARIOUS	REPLACING RAIL CROSSING AND SIGNALS	VARIOUS	ABILENE DISTRICT	BONTKE BROTHERS CONSTRUCTION CO
4	066303031	FM 1235	WIDEN ROAD - ADD SHOULDERS	CR 306	CR 300	J.H. STRAIN & SONS, INC.
5	018101069	SH 36	WIDEN ROAD - ADD LANES	CR 123	FM 603	A.L. HELMCAMP, INC.
6	018101067	SH 36	BICYCLE AND PEDESTRIAN IMPROVEMENTS	BU 83D	FM 1750	J.H. STRAIN & SONS, INC.
7	003401130	US 83/84	CONSTRUCT INTERCHANGE	AT	US 83/84 "Y" INTERCHANGE	JAMES CONSTRUCTION
8	097403014	FM 604	REPLACE BRIDGE	AT	JIM NED CREEK	J.H. STRAIN & SONS, INC.
9	090833104	SOUTH 14TH ST	TRAFFIC SIGNAL IMPROVEMENTS	SAYLES BLVD		WILLIS ELECTRIC CO., LP
10	227001027	FM 3438	INSTALL ILLUMINATION	IH 20 NORTH FRONTAGE ROAD	NEAR 5 POINTS PARKWAY	WILLIS ELECTRIC CO., LP

PLANNED PROJECTS

PROJECT	PROJECT ID	ROADWAY	TYPE OF WORK	LIMITS FROM	LIMITS TO	FY LET
1	097502023	FM 1082	WIDEN ROAD - ADD SHOULDERS	FM 1226	FM 600	2026
2	090833115	SOUTH 14TH ST	SIGNAL IMPROVEMENTS,LEDS & GPS CLOCKS	SOUTH CLACK ST	S. TREADAWAY BLVD	2026
3	000606109	IH 20	WIDEN FREEWAY	FM 600	SH 351	2026
4	239801064	SL 322	PREVENTIVE MAINTENANCE	IH 20	US 83	2026
5	069901065	FM 89	WIDEN ROAD - ADD LANES AND SHOULDERS	ELM CREEK	FM 707	2026
6	227001029	FM 3438	BICYCLE AND PEDESTRIAN IMPROVEMENTS	HARTFORD ST	600 FT N OF LITTLE ELM CREEK	2026
7	018101071	SH 36	HAZARD ELIMINATION & SAFETY	AT	MAPLE ST	2026
8	090833112	OLD ANSON RD	CONSTRUCT PEDESTRIAN INFRASTRUCTURE	W STAMFORD ST	AMBLER AVE	2026
9	090833116	SOUTH 7TH ST	SIGNAL IMPROVEMENTS,LEDS & GPS CLOCKS	AT BARROW INTERSECTION	AT BARROW INTERSECTION	2026
10	165501036	FM 1750	INTERSECTION IMPROVEMENTS WITH RIGHT AND/OR LEFT T	INDUSTRIAL BLVD	1200' SOUTH OF COLONY HILL RD	2027
11	003401144	US 83	FREEWAY OPERATIONAL IMPROVEMENTS	0.12 MI NORTH OF BUFFALO GAP EXIT RAMP	SL 322 ENTRANCE RAMP WALDROP	2027
12	239801062	SL 322	INTERSECTION IMPROVEMENT	NORTH OF SH 36 (BI 20)	FM 1750	2027
13	000605132	IH 20	RAMP REALIGN	AT	OLD ANSON RD	2027
14	000605131	IH 20	RAMP REALIGN	AT	WB ENTRANCE RAMP OLD ANSON RD	2027
15	090833114	AMBLER AVE	INSTALL TRAFFIC SIGNAL	INTERSECTION OF WILLIS	INTERSECTION OF PINE	2027
16	040706049	US 277	RESURFACE ROADWAY	US 83	FM 3438	2028



N

LEGEND

- CITY ROADS
- TXDOT ROADS
- PRIVATE ROADS
- CITY LIMITS
- INTERSECTION

LEGEND

- 25/26 - UNDER CONSTRUCTION
- 26/27 - PROPOSED FOR CONSTRUCTION

DESIGNED BY:	R. HARBERT
DRAWN BY:	M. MILLER
CHECKED BY:	R. HARBERT
HORIZ. SCALE:	NTS
VERT. SCALE:	NTS
DRAWING NAME:	MPO MAP
DATE:	04/2026

CURRENT PROJECT MAP

MAP OF IMPROVEMENTS FILTERED BY CONSTRUCTION STATUS

CITY OF ABILENE, TEXAS

PUBLIC WORKS DEPT./ENGINEERING DIV.

Revision:	Date:

SHEET 1

OF 1

City of Abilene Proposed Project for 2026/2027

PUBLIC WORKS PROJECTS UNDER CONSTRUCTION

	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE
1	Cypress Street Reconstruction	TIRZ	95%	Tienert	$ 9,548,653.00
2	S. 14th St. Phase II (Willis to Sayles)	Street Maintenance Fee	12%	J.H. Strain & Sons Inc.	$ 2,226,202.06
3	S. 14th & Sayles HSIP	HSIP Funds	0%	Willis Electric Company	$ 1,900,000.00
4	Butterfield Meadows Alley Reconstruction Phase I	Street Maintenance Fee	62%	Epic Construction	$ 409,926.00
5	S4 SODA (Preventative Maintenance)	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	$ 1,357,269.50
6	N9 (College Heights)	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	$ 2,860,553.10
	GRAND TOTAL				**$ 18,302,603.66**

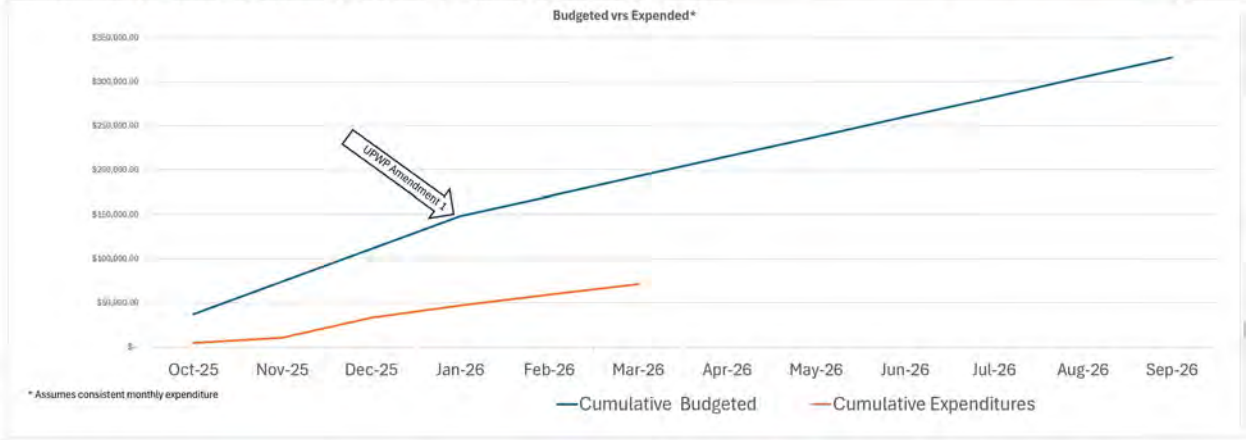
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN FY 2026/2027

	PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE
1A	Maple (S. 27th to ES 11th)	2021 Bond	99% Designed	2026	$ 12,000,000.00
1B	Maple (Loop 322 to S. 27th)	2021 Bond	99% Designed	2027	$ 12,000,000.00
2	S10B (C.W. Gill Park)	Street Maintenance Fee	99% Designed	2026	$ 2,100,000.00
3	Old Anson Rd. Walkability Project	TASA Grant	99% Designed	2026	$ 1,900,000.00
4	N. 18th St. (Willis to Mockingbird)	Street Maintenance Fee	100% Designed	2026	$ 886,174.10
5	S6 Lonestar (Preventative Maintenance)	Street Maintenance Fee	50% Designed	2026	$ 340,000.00
6	Barrow St. (Phase I - S. 2nd to S. 11th)	Street Maintenance Fee	50% Designed	2026	$ 3,700,000.00
7	S. 25th St. (Ross Ave. to Buffalo Gap Rd.)	Street Maintenance Fee	50% Designed	2026	$ 330,000.00
	GRAND TOTAL				**$ 33,256,174.10**

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

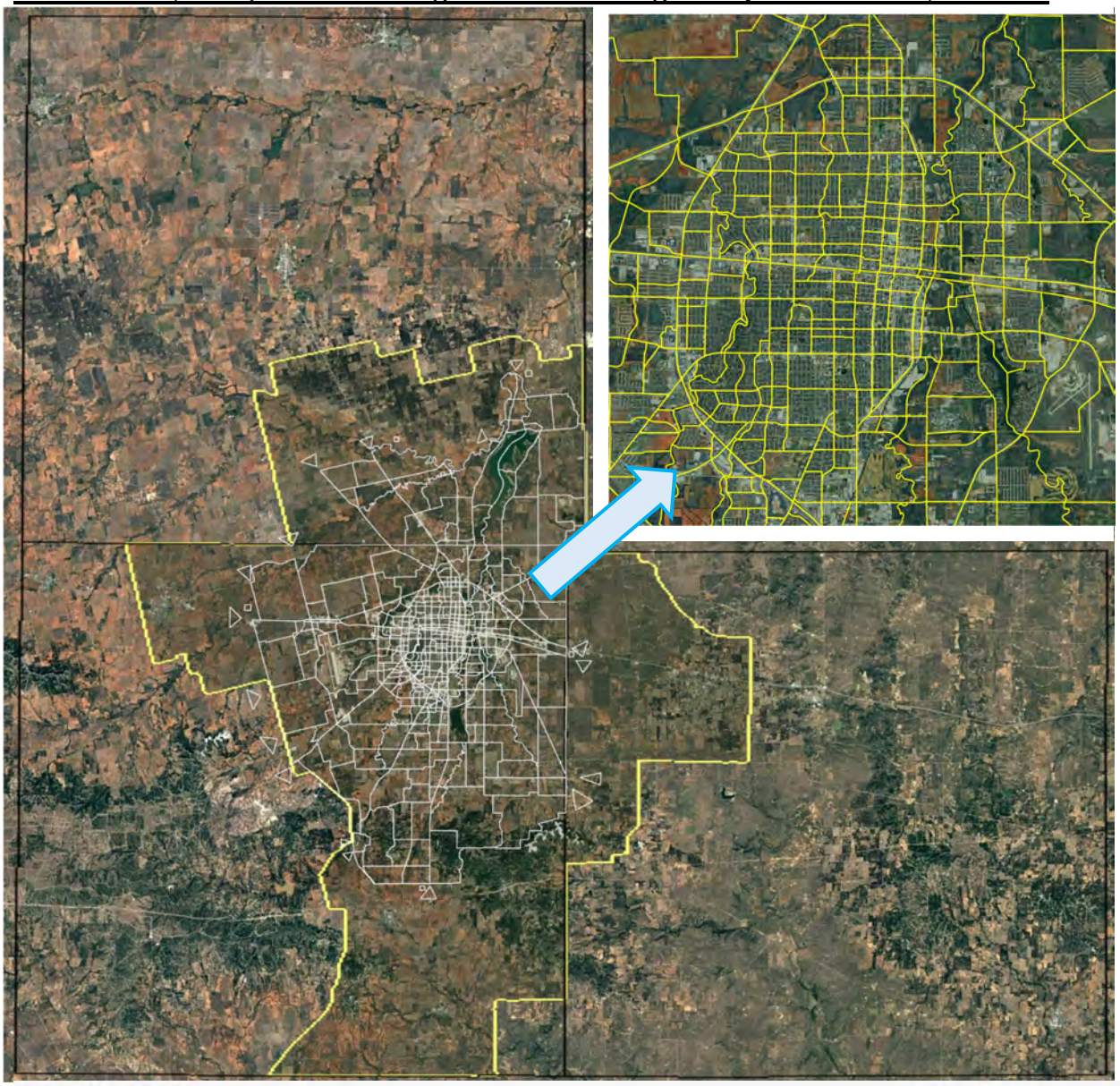
Financial

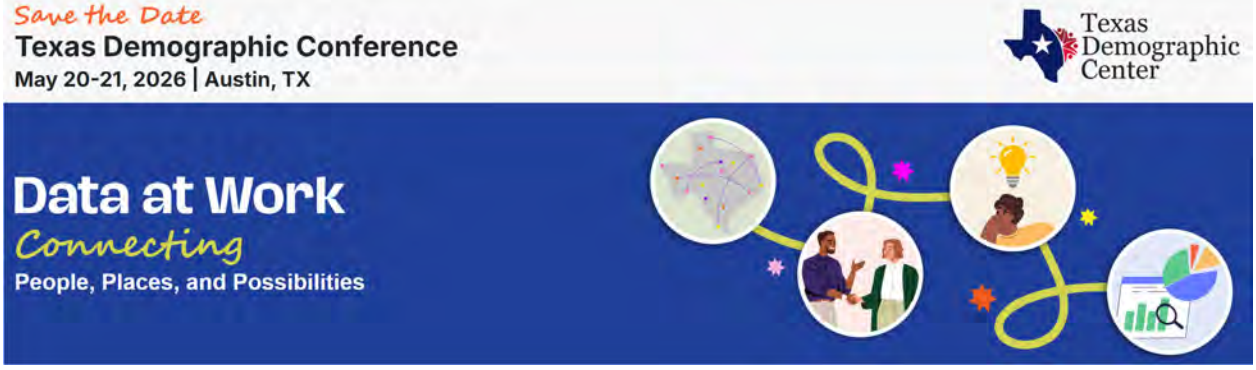
	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Yearly Total
Cumulative Budgeted	$ 37,000.00	$ 74,000.00	$ 111,000.00	$ 148,000.00	$ 170,407.00	$ 192,814.00	$ 215,221.00	$ 237,628.00	$ 260,035.00	$ 282,442.00	$ 304,849.00	$ 327,256.00	$ 327,256.00
Cumulative Expenditures	$ 4,390.58	$ 10,272.20	$ 33,046.78	$ 46,831.88	$ 59,141.31	$ 71,105.52							$ 71,105.52



Operations

Three County Area, MPO Planning Area and existing Transportation Analysis Zones





- Texas' Future in Numbers: County Population Projections and Beyond
- Texas Economic and Revenue Trends: Current Insights & Projections

Meetings

TEMPO
Association of Texas Metropolitan Planning Organizations

EXECUTIVE DIRECTORS MEETING

March 24-25

- Item 1: TEMPO Bylaws: Changed 1 of the non-TMA slots to At-Large
- Item 2: Eliminated Subcommittees that haven't met in over 2 years
- Item 3: Began scan of status of MPO Bylaws in Texas
- Item 4: Reauthorization Discussion
- Item 5: TxDOT Update
    - Sharepoint Site
    - MPO Handbook
    - STIP Handbook
    - 2027-2030 STIP Development
    - Title VI
    - ADA

Federal Transportation Reauthorization

IIJA ends in 155 days: September 30, 2026.

House Transportation Chair Sam Graves is targeting April 29 as the markup date for the surface transportation reauthorization bill with a topline of $500 billion to $550 billion. If that number holds, the bill would be well below the 2021 bipartisan infrastructure law, which totaled $1.2 trillion. Graves has said he wants the upcoming bill to be more traditional than the previous one with more focus on roads and bridges.

The Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437) is currently being pushed for inclusion in the upcoming 2026 federal surface transportation reauthorization bill. The bipartisan bill was officially introduced in the U.S. House on February 9, 2026, by Representatives Robert Bresnahan (R-PA) and Kristen McDonald Rivet (D-MI).

The Local Officials in Transportation Coalition

National Association of Counties

Association of Metropolitan Planning Organizations

National League of Cities

National Association of Development Organizations

U.S. Conference of Mayors

National Association of Regional Councils

1. Streamline Delivery of Key Formula Funds Directly to Regional Organizations and Local Governments

America's local governments and regional planning organizations play an integral role in our nation's transportation system, planning, coordinating, and delivering projects that keep communities connected and regional economies thriving. Regional planning organizations develop comprehensive plans and allocate federal highway and transit funds, while local governments own and maintain roughly 75 percent of our roads (3.1 million miles) and approximately half of the nation's bridges.

A. Changes to Formula Funding

Local governments and regional organizations see firsthand where pavement is cracking, bridges are aging, and traffic patterns are shifting. Local and regional leaders identify community-specific challenges and understand the unique needs that vary block-by-block, expanding across entire counties and regions. This attention allows them to translate federal investments into clear benefits for residents like safer streets, smoother commutes, connections to good paying jobs, and resilient corridors that bolster economic opportunity. Yet too often, federal formula funding Congress provides to support this essential work gets stuck in lengthy approval chains and administrative hurdles, delaying projects, driving up costs, and leaving communities desperate for critical repairs and upgrades.

B. Changes to Formula Funding: Safety

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. The addition of SS4A funding and policy intent to HSIP will complement the existing highway safety program.

C. Changes to Formula Funding: Innovation

As federal policy evolves to incorporate emerging technologies, it is critical that any new funding programs are structured to empower regions and locals directly. Suballocating funds to metropolitan areas and local governments ensures that investments are responsive to on-the-ground needs, encourage regional innovation, and align technology deployment with broader transportation planning and community goals.

2. Maintain Competitive Federal Funding Access for Local Governments and Regional Organizations

Local governments own and maintain roughly 75 percent of our roads and nearly half of our bridges, and they are now core partners in thousands of competitively awarded transportation projects across the country supported by federal discretionary funding to make America safer, better connected, and more economically competitive. Expanding competitive access to transportation funding has been transformational for big and bold infrastructure projects as well as economically transformative projects across the country for more than a decade with the BUILD program, and several IIJA programs followed this model.

3. Strengthen Transportation Planning, Performance, and Project Delivery Overview

Planning is the foundation of effective project delivery: it builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development. This assures taxpayers that every dollar is wisely spent. Clear visibility into how funds are allocated and spent builds public trust and enables policymakers and practitioners to adjust strategies in real time, ensuring investments remain aligned with our shared national goals.

4. Dedicated Formula Funding for Rural Transportation Planning

While the Moving Ahead for Progress in the 21st Century Act (MAP-21) recognized Rural Transportation Planning Organizations (RTPOs) as part of the federal transportation planning framework, it did not provide any dedicated funding to support their work. Today, more than 300 RTPOs across the country conduct critical transportation planning activities for rural regions, including developing long-range plans, identifying project priorities, coordinating with local governments, supporting economic development goals, and ensuring rural voices are included in state and federal decision-making.

5. Streamline Environmental Processes and Permitting for Smaller Projects and Rebuilding

America's infrastructure environmental processes require streamlining, and Congress should establish an expedited, flexible environmental review and permitting pathway, particularly for smaller-scale transportation projects and projects that are rebuilding in the existing and established right-of-way that would lead to safer outcomes for transportation users. For many transportation projects arriving at a categorical exclusion is highly likely, but each project must move through the current burdensome process, wasting time and resources. Prioritizing early coordination and standardizing documentation can help accelerate project delivery without compromising essential environmental protections. By streamlining the environmental and permitting process, Congress can ensure federal investments yield timely, cost-effective transportation infrastructure improvements.

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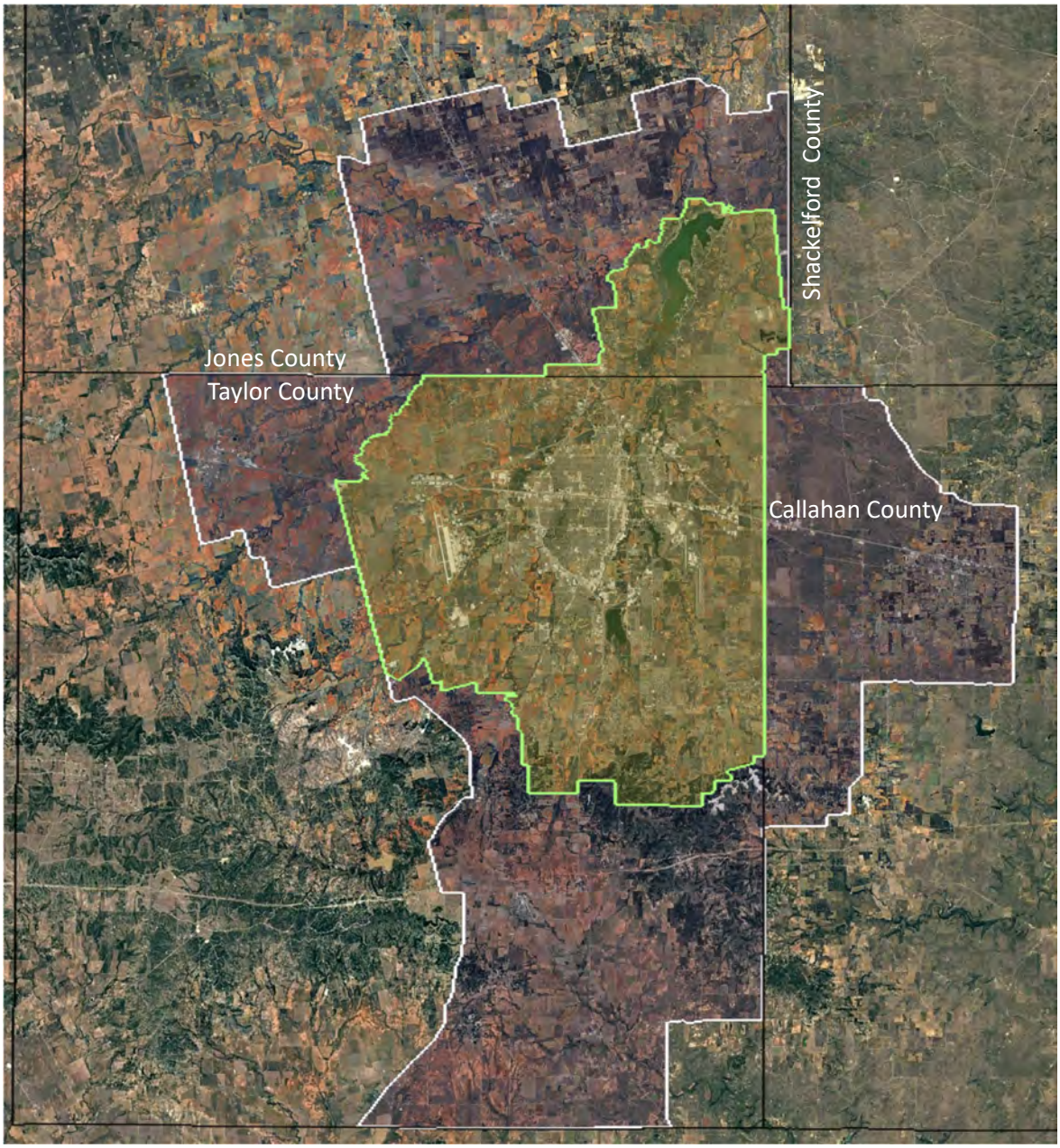
To: Abilene MPO Policy Board
From: Craig Casper, Executive Director
Subject: Item 13 Amendment to the Abilene MPO Bylaws
Action: Review, Discuss, and Possible Action

Summary

The desired action is approving the previously discussed and tentatively approved Amendment to the Abilene MPO Bylaws. This action is required to address the new MPO Planning Area Boundary and the changes in membership that result from the expansion of the boundary. The exhibit below shows both the previous Abilene MPO Planning Area boundary (in yellow) and the newly approved Planning Area



boundary (in green with a white boundary). The expansion into Callahan County necessitates Policy Board membership from the Callahan County Judge.

Prior Actions

This amendment was proposed, discussed, and given tentative approval during the April 16, 2024 Policy Board meeting.

Background

As stated in CFR§ 450.312 Metropolitan Planning Area boundaries.

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

1. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

2. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

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

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

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

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

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

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

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

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

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

Alternatives

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

Proposed Motion

I recommend the Policy Board approve the Amendment to the Bylaws as presented during the April 16, 2024 Policy Board meeting and shown in Attachment 2.

Attachments

1) Existing Bylaws from 2019
2) Bylaws as presented during the April 16, 2024 Policy Board meeting.

BYLAWS

OF THE

ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY BOARD

FOR

TAYLOR COUNTY, TEXAS

JONES COUNTY, TEXAS

ABILENE, TEXAS

IMPACT, TEXAS

TYE, TEXAS

As Revised October 22, 2019

Effective October 22, 2019

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ARTICLE ONE

INTRODUCTION

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

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

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

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

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PURPOSE OF THE TRANSPORTATION POLICY BOARD

Section 2.01 Board Functions

Functions of this Board will include the following:

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

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Section 3.01 Organization

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

Voting members:

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

Non-voting members:

- US Representative District 19
- State Senator District 24
- State Senator District 28
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The City of Abilene Council Member position shall be occupied by the Council Member designated by action of the City Council. All other positions on the Transportation Policy Board shall be occupied by the individuals who hold the positions.

Section 3.02 No Compensation

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

Section 3.03 Officers

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

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Section 4.01 Planning Coordinators

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

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

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

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

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

Section 4.02 MPO Staff

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

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RULES OF PROCEDURE

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

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Section 6.01 Open Meetings

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

Section 6.02 Notice

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

Section 6.03 Quorum

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

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

Section 6.05 Briefing Session

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

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Other than members of the Transportation Policy Board, and members of the Technical Advisory Committee, each person who wishes to address the Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairperson. The Chairperson may exercise discretion in allowing or not allowing additional time to any speaker.

The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairperson may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

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

Section 6.07 Records

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

ARTICLE SEVEN

TECHNICAL ADVISORY COMMITTEE

Section 7.01 Responsibilities

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

Section 7.02 Organization

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

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

Voting members

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

Non-voting members

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

Section 7.03 No Compensation

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

Section 7.04 Officers

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

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

Section 7.05 Quorum

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

Section 7.06 Rules of Procedure

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

ARTICLE EIGHT

AMENDMENTS TO BYLAWS

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

ARTICLE NINE

PARAGRAPH HEADINGS AND TABLE OF CONTENTS

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

ARTICLE TEN

RULES OF CONDUCT AND ETHICS

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

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

ATTEST: _____
Chairperson

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

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

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

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

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

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

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

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

Section 7.05 Quorum numbers were changed.

Section 7.07 Meetings was added to allow a virtual option.

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

Recommendation from the Technical Advisory Committee (TAC)
N/A.

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

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

ABILENE

M. P. O.

Abilene Metropolitan Planning Organization Policy Board

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

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

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

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

ARTICLE EIGHT

AMENDMENTS TO BYLAWS

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

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

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

ATTEST: _____
Chairperson

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

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