Permian Basin MPO Metropolitan Planning Organization

FY 2021-2024

TRANSPORTATION IMPROVEMENT PROGRAM

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Permian Basin MPO Membership and Structure

The Permian Basin Metropolitan Planning Organization (MPO) is a federally mandated organization developed to coordinate transportation planning activities across all modes. The MPO receives federal funds for planning and construction improvements. The Permian Basin MPO is the organization that sets the transportation priorities by bringing together government entities within the Midland and Odessa Metropolitan Area Boundary (MAB) (Appendix B) to make continuing, cooperative, and comprehensive transportation decisions. The entities include the Cities of Odessa and Midland; Counties of Ector, Midland, and Martin; Midland Odessa Urban Transit District (MOUTD) and the Texas Department of Transportation (TxDOT) Odessa District.

The Permian Basin MPO Technical Advisory Committee (TAC) provides technical assistance and delivers recommendations to the Policy Board and Permian Basin MPO Staff. The Permian Basin MPO Executive Director chairs the TAC which includes professional staff who serve as representatives of the member agencies. The TAC meets at the Permian Basin MPO Offices the first Thursday of every month at 8:00 am, unless otherwise noted on the MPO website.

The Permian Basin MPO Policy Board prioritizes and programs transportation projects in the MAB. The MPO Policy Board also provides direction to the Executive Director and is the policy-making entity for the Permian Basin MPO. The Policy Board meets at the Permian Basin MPO Offices (9601 Wright Drive, Midland, Texas) every third Monday of the month at 3:00 pm, unless otherwise noted on the MPO website. Following a Visioning Workshop in 2015, the Board adopted revised mission and vision statements to help guide their policies and actions.

Mission Statement

Provide leadership to the region in the planning, funding, and development of a safe, efficient multimodal transportation system.

Vision Statement

To develop a sustainable multimodal transportation system that meets the future needs of all users.

Transportation Improvement Program (TIP)

The Permian Basin MPO, working cooperatively with its member agencies, develops a work program of transportation projects known as the Transportation Improvement Program (TIP). The TIP lists projects developed through a cooperative, comprehensive, and continuing transportation planning process. The projects identified in the TIP must have a funding source and be listed in the Metropolitan Transportation Plan (MTP). The TIP is a short-range planning document that lists the transportation projects of the two cities, three counties, MOUTD, and the TxDOT Odessa District. The purposes of the TIP include:

- To identify improvements recommended for advancement during the four- year period;
- To identify transportation improvement priorities for both highway and transit facilities

and operations;

- To provide realistic estimates of total costs and identified revenues for the program period; and
- To reflect a cooperative, comprehensive, and continuing transportation planning process.

Funding for transportation improvements comes from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TxDOT, and local entities.

Year of Expenditure (YOE) Trends

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require that the Statewide Transportation Improvement Program (STIP), MTP and the TIP have financial plans that reflect "year of expenditure dollars" for revenue and project cost estimates for any STIP, MTP or TIP adopted, approved, or amended. To fully comply with all federal requirements, the Permian Basin MPO Policy Board approved a 2045 MTP and revisions which include a rate of inflation for highway and transit projects at 4% per year. The FY 2021-2024 TIP has been updated to reflect the provisions of the FAST Act as shown in this document and its amendments.

Total Project Costs (TPC)

To determine the TPC, the MPO utilized project programming information obtained from the TxDOT Design and Construction Information System (DCIS) database. Construction Engineering (CE), Contingency and Indirect Costs are anticipated to be 20%, 25%, or 30%, depending upon the roadway classification and type of work. Right-of-way costs are assumed to increase at a rate of 5% annually.

Methodology

For project costs to be forecasted and appropriately programmed, construction estimates will be prepared utilizing available current unit bid prices and inflated to a future construction cost utilizing the anticipated trends outlined in YOE Trends above. Once the anticipated future year construction cost is determined, the TPC will be established by increasing the YOE construction cost by 20%, 25%, or 30% for CE, Contingency and Indirect Costs plus the anticipated ROW cost. This approach will provide a consistent methodology to develop both construction costs, and total project costs.

Operations and Maintenance

MAP-21 and FAST Act regulations require the TIP to demonstrate appropriate system level estimates of funds to adequately operate and maintain Federal Aid highways. Most funds are used to pay operating and maintenance costs of the Federal Aid highways within the Permian Basin MPO boundary are State and City funds. Local agencies also utilize their funds to maintain the off-system or local road system. The table below demonstrates approximate annual funding levels for TxDOT, and each City or County allocated to the preservation of roadways eligible for

Federal Aid funding. Based on historical practices, each entity has ensured operation and maintenance needs were met with sufficient funding to maintain the system in a desirable condition. As operating costs escalate, each entity pledges to ensure revenue allocations are adequate to maintain the system.

Allocations for Operations and Maintenance
(Based on previous year budgets)

Member Agency	**Amount**
Martin County	$ 1.8M
Ector County	$ 2.0M
Midland County	$ 3.6M
TxDOT	$ 9.1M
City of Odessa	$ 2.5M
City of Midland	$ 8.0M
Total	***$ 26.1M***

*Includes Odessa, Midland, and Stanton sections of Odessa District, some portions are outside of the MPO boundary.

TIP Federal Regulations

Each TIP has been developed in accordance with the federal laws and associated regulations at the time of adoption. The TIP reflects changes in the planning process brought about by the MAP-21 and FAST Act legislation. These legislative actions, also known as "highway bills", address the many challenges that the transportation system faces today, such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. In addition, both MAP-21 and the FAST Act require performance standards be utilized in the transportation planning and decision-making process. Following the signing of the FAST Act, numerous codification changes were made to 23 CFR 450 which require MPOs and others to comply with FHWA specific performance standards including: public participation; consultation with agencies involved in tourism and natural disaster reduction; written and approved agreements between MPOs, TxDOT and the local transit provider, MOUTD. In addition, two new planning factors must be included, these are the reduction or mitigation of storm water, and the enhancement of travel and tourism. Also included are: consideration of inter-city bus services; performance measures and targets to assess the performance of the system; a system evaluation report; a link between the TIP and the achievement of performance targets as well as a link showing a tie between TIP listed projects and the performance targets in the MTP. Further, in compliance with MAP-21 and FAST Act requirements, the Permian Basin MPO has considered and applied strategies that will serve to advance the ten transportation planning factors identified under (23 CFR, Part 450.306 – Scope of Metropolitan Planning Process) as follows:

Planning Factors

The ten Planning Factors are as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation, and;
- Emphasize the preservation of the existing transportation system.
- Improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhancing travel and tourism.

Performance Management

MAP-21 and FAST Act performance measures aim to document progress toward accomplishment of national goals in the following seven areas;

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure and transit asset system in a state of good repair.
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability - To improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory

Purpose of Public Meetings

Public participation is an essential phase of project planning and selection. The process gives the public an opportunity to vocalize the needs of the region to the representatives of the Permian Basin MPO. The public involvement process assures the public is kept informed and can voice their concerns, interests, and priorities on transportation needs.

Public meetings are designed to provide an outlet to ask questions and to make formal comments on the proposed TIP. These meetings are also designed:

- To inform the public of the status of the planning and programming of transportation projects;
- To describe the recommended project locations and designs and to allow the public to determine how they may be impacted;
- To provide an opportunity to present information and to share the public's views before decisions are finalized and;
- To develop a record of public views and participation to present with recommendations to the Policy Board prior to finalization of the TIP.

Public Participation Plan

The Midland-Odessa Regional Transportation Study (MORTS) MPO adopted a formal Public Involvement Policy in February 1994 (Revised in 1999, 2007, and 2013). When the MPO was designated in 2005 as the Midland-Odessa Transportation Organization (MOTOR), this policy remained in effect and met the requirements for public participation in the planning process as established with the Transportation Equity Act for the 21st Century (TEA-21). To comply with subsequent federal mandates, the MOTOR MPO adopted a new Public Participation Plan on December 16, 2013 and subsequently on June 18, 2018 that provides a public participation process that:

- Requires a minimum public comment period of 45 days before the plan is adopted or revised;
- Provides timely information on regional transportation issues;
- Provides additional public access to technical and policy information by periodically holding meetings at convenient and accessible locations and times;
- Requires adequate public notice of public activities and time for public review at key decision points, including but not limited to approval of Permian Basin MPO's long range transportation plan (MTP) and TIP, including amendments;

- Demonstrates consideration and response to public input received during the planning and program development processes.

The Permian Basin MPO has updated its Public Participation Plan to comply with 23 CFR 450.316 (a) as amended. The MPO also:

- Commits to incorporate Environmental Justice elements and Title VI considerations by seeking out and considering the needs of the historically underserved populations, including, but not limited to low income and minority households and populations with Limited English Proficiency;
- Includes public comments as part of the adoption and amendment of Permian Basin MPO documents, including the MTP and TIP;
- Makes available to the public revisions to the MTP and the TIP;
- Allows for periodic review of the Public Participation Plan to assure compliance with Federal requirements;
- Allows for Federal Highway and Federal Transit Administrations to review the Public Participation Plan;
- Coordinates Permian Basin MPO's initiative with the Statewide Planning Involvement Process;
- Seeks out and considers comments from the public and from stakeholders (i.e. local and state emergency response agencies regarding safety programs);
- Identifies and coordinates with federal, state, tribal, wildlife, land management, economic development and regulatory agencies;
- Provides for consultation with all interested parties defined as citizens, affected public agencies, representatives of public transportation, freight shippers, providers of freight transportation services, private providers of transportation and users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and interested parties;
- Provides for visualization techniques to the maximum extent practicable; and
- Provides for an electronically accessible format.

Record of Public Participation

The Public Participation process included for FY 2021 – 2024 TIP Amendment No 2 Development:

- The Permian Basin MPO conducted a public meeting using an electronic meeting tool on Tuesday, September 7, 2021 at 8:30 a.m. to begin a 10-day public comment period. The

public was encouraged to review and comment on the draft FY 2021-2024 TIP Amendment No 2 during the public meeting and during the comment period. Notice of the public meeting was placed in the Midland Reporter-Telegram and the Odessa American newspapers and on the MPO's website.

- The public was given a minimum of ten (10) days to submit comments on the projects for consideration prior to the adoption of the FY 2021-2024 TIP Amendment No 2.
- A draft FY 2021-2024 TIP Amendment No. 2 was made available on the Permian Basin MPO website (www.permianbasinmpo.com).
- In a regularly scheduled meeting of the Permian Basin MPO Policy Board Monday September 20, 2021, interested parties were again given the opportunity to review and comment on the FY 2021-2024 TIP Amendment No. 2 prior to the final approval by the Policy Board. The final FY 2021-2024 TIP Amendment No. 2 was approved for submission into the TxDOT STIP on or before September 24, 2021.

The Public Participation process included for FY 2021 – 2024 TIP Amendment No 1 Development:

- The Permian Basin MPO conducted a public meeting using an electronic meeting tool on Wednesday, January 20, 2021 at 9:00 a.m. to begin a 10-day public comment period. The public was encouraged to review and comment on the draft FY 2021-2024 TIP Amendment No 1. Notice of the public meeting was placed in the Midland Reporter-Telegram and the Odessa American newspapers and on the MPO's website.
- The public was given a minimum of ten (10) days to submit comments on the projects for consideration prior to the adoption of the FY 2021-2024 TIP Amendment No 1.
- A draft FY 2021-2024 TIP Amendment No 1 was made available on the Permian Basin MPO website (www.permianbasinmpo.com).
- In a regularly scheduled meeting of the Permian Basin MPO Policy Board Tuesday, February 16, 2021 interested parties were again given the opportunity to review and comment on the FY 2021-2024 TIP Amendment No. 1 prior to the final approval by the Policy Board. The final FY 2021-2024 TIP Amendment No 1 was approved for submission into the TxDOT STIP on or before February 16, 2021.
- The approved documents and any amendments will remain on the Permian Basin MPO website for ongoing reference by the public.

Performance Measurement

The MAP-21 federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the FAST Act. State DOTs and MPOs are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. Among its project scoring criteria, the Permian Basin MPO will consider the following Performance Measures and Targets for selection of projects in its MTP and TIP development. TIPs that are amended after October 1, 2018 were required to meet the federal Performance Based Planning and Programming requirements to be considered for approval.

Highway Safety (PM1)

PBMPO will prioritize projects that support TxDOT's adopted safety performance measures and targets indicated below. The stated targets cover a five-year rolling average of vehicle-related fatal and incapacitating crashes within the project limits or within the project limits functional area.

1. Safety Measures,
2. Number of Fatalities,
3. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
4. Number of Serious Injuries,
5. Rate of Serious Injuries per 100 million VMT, and
6. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries.

FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2021 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,687 fatalities in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	3,732	FARS
2018	3,642	ARF
2019	3,610	CRIS
2020	4,068	Target
2021	3,384	Target
2021 Target expressed as 5-year average		3,687

As noted in the table above, the calendar year target for 2021 would be 3,384 fatalities.

Target: Total number of serious injuries

2021 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,151 serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	17,538	CRIS
2018	14,937	CRIS
2019	15,843	CRIS
2020	18,602	Target
2021	18,835	Target
2021 Target expressed as 5-year average		17,151

As noted in the table above, the calendar year target for 2021 would be 18,835 serious injuries.

FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled (MVMT)

2021 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.33 fatalities per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	1.37	FARS
2018	1.31	ARF
2019	1.26	CRIS
2020	1.48	Target
2021	1.25	Target
2021 Target expressed as 5-year average		1.33

As noted in the table above, the calendar year target for 2021 would be 1.25 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2021 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.06 serious injuries per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	6.42	CRIS
2018	5.30	CRIS
2019	5.53	CRIS
2020	6.56	Target
2021	6.51	Target
2021 Target expressed as 5-year average		6.06

As noted in the table above, the calendar year target for 2021 would be 6.51 serious injuries per 100 MVMT.

FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,316.40 non-motorized fatalities and serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	2,146	FARS-CRIS
2018	2,099	ARF-CRIS
2019	2,300	CRIS
2020	2,477	Target
2021	2,560	Target
2021 Target expressed as 5-year average		2,316.40

As noted in the table above, the calendar year target for 2021 would be 2,560 non-motorized fatalities and serious injuries.

In addition to the projects contained in the FY 2021 - 2024 TIP project listing, other safety improvements from the MPO's Grouped CSJ projects include:

- Significant roadway rehabilitation on BI 20, to include grade crossing and drainage improvements at SH 158, SH 137, and Fairgrounds Rd.
- Bridge rehabilitation at Scharbauer Draw at N Lamesa Rd and N Main St.
- Significant roadway rehabilitation to SH 349 and 349 C, Loop 250, FM 1787, US 385
- Bridge joint repair and bridge repair Roadway armoring with overlay on SH 349 S
- Three railroad crossings to include grade reconfiguration and drainage improvements
- Traffic signal installation at numerous locations
- Safety barriers in the medians of Loop 250, I-20, SH 191, and Business 20

Pavement and Bridge Condition Measures (PM2)

PBMPO will prioritize projects that support the adopted TxDOT performance measures and targets to maintain the condition of roads and bridges, and public transit vehicles and equipment.

Roads and Bridges Performance Measures

1. Percentage of Interstate System pavement in good or better condition
2. Percentage of Interstate System pavement in poor condition
3. Percentage of Non-Interstate National Highway System pavement in good condition
4. Percentage of Non-Interstate National Highway System pavement in poor condition
5. Percentage of Bridge Deck on the National Highway System in good condition
6. Percentage of Bridge Deck on the National Highway System in poor condition

Road and Bridge Performance Targets

Performance Measure	Baseline	2020 Target	Actual 2020 Reported Value	2022 Target	2022 Adjusted Target
Pavement on IH					
% in "good" condition			66.6%*	66.4%	66.5%
% in "poor" condition			0.1%*	0.3%	0.2%
Pavement on non-IH NHS					
% in "good" condition	54.5%	52.0%	55.2%*	52.3%	54.1%
% in "poor" condition	14.0%	14.3%	13.5%*	14.3%	14.2%
Performance Measure	Baseline	2020 Target		2022 Target	
NHS Bridge Deck Condition					
% in "poor" condition	0.9%	0.8%	1.3%	0.8%	1.5%
% in "good" condition	50.7%	50.6%	50.7%	50.4%	No adjustment

MOUTD Transit Asset Management Targets

1. Reduce Overall Maintenance Costs by 20%
2. Increase Fleet Spare Ratio to at least 20%
3. Reduce Road Calls by 50%
4. Improve Safety and Security of bus stops and address ADA Compliance

The above targets are incorporated in the MOUTD's Transit Asset Management Plan as adopted by the MOUTD Board and the MPO Policy Board. It is anticipated that the projects listed in the TIP project listing will be beneficial to the MOUTD due to anticipated safety improvements to road and bridge surface conditions and travel time reliability. The TIP transit projects will support the TAM targets by replacing buses and on-board surveillance equipment thereby improving safety and security and reducing road calls and maintenance costs.

System Performance Measures (PM3)

PBMPO will continue to support TxDOT's adopted system performance measures and targets indicated below. The stated targets include the years 2020 (actual) and 2022 (adjusted).

System Reliability Performance Measures

1. Percentage of person-miles traveled on the Interstate System rated "reliable"
2. Percentage of person-miles traveled on the Non-Interstate National Highway System rated "reliable"
3. Percentage of truck travel time on the Interstate System rated as "reliable"

System Reliability Targets

PBMPO will prioritize projects with an Interstate Highway Level of Travel Time Reliability of 70.0%; a non-Interstate Level of Travel Time Reliability of 70%; and a Travel Time reliability target of 1.30 for both Interstate and non-Interstate travel and for Truck Travel Time on the Interstate as shown in the table below.

Performance Measure	Baseline	2020 Target	Actual 2020 Reported Value	2022 Target	2022 Adjusted Target
NHS Travel Time Reliability					
IH Level of Travel Time Reliability	79.5%	61.2%	81.2%	56.6%	70.0%
Non-IH Level of Travel Time Reliability			83.0%	55.0%	70.0%
Truck Travel Time Reliability	1.40	1.70	1.44	1.79	1.76

Performance Measure 3 (National Highway System)	**2022 Target (Using Travel Time Index)**
Level of Travel Time Reliability – Interstate	TTI 1.3 or greater
Level of Truck Travel Time Reliability - Interstate	TTI 1.3 or greater
Non-Interstate Level of Travel Time Reliability	TTI 1.3 or greater

Conclusion – Performance Based Planning and Programming (PbPP)

The PBMPO is the region's multimodal transportation planning leader. In order to comply with mandates under the FAST Act, the MPO adopted TxDOT's PM1 Safety Measures and Targets in January 2018 and readopted the published TxDOT targets in January 2019, April 2020, and April 2021; the PM2 Road, Bridge and Transit Asset Management Measures and Targets as well as the PM3 System Reliability Measures and Targets were adopted in November 2018 and both PM2 and PM3 targets were amended in FY 2021. The Midland Odessa Urban Transit District operating as EZ-Rider in the two cities also approved a Transit Asset Management Plan and a Transit Safety Plan to comply with the FAST Act. The PBMPO Transportation Policy Board is committed to support, plan and program funding for projects and programs that contribute to the accomplishments of the PM1, PM2, and PM3 Targets. The MPO, along with its partners will continue to monitor the established targets for all performance measures and report achievements in accordance with scheduled reporting periods. Further, it is anticipated that the programming of projects contained in this FY 2021- 2024 TIP will improve the Performance Management Targets related to safety, system condition, and system performance.

How Projects are Selected

A list of fiscally constrained projects was prioritized by the Policy Board as part of the *Forward 45* Visualize. Plan. Implement. (MTP) adoption process.

Permian Basin MPO staff and the TAC met on numerous occasions to review these projects compared to other area projects listed in the MTP. Based on an analysis of traffic counts, mobility efficiency, crash potential, available funding sources, as well as being on the CMP network, the TAC voted unanimously to recommend the projects listed below for inclusion into the FY 2021-2024 TIP. Following approval by the Policy Board, the approved TIP was utilized to program projects within the area as follows:

- An interchange on I-20 at CR 1250 in Midland (Project Let)
- An interchange on Loop 338 at E. Yukon in northeast Odessa (Project Let)
- Reconfigure interchange at SH 191 at Loop 250 (Project Let)
- Purchase replacement buses for transit service within the urbanized area (Buses Purchased)
- An interchange on SH 191 at Yukon in Odessa (2022)
- Multiple projects on I-20 from JBS Parkway to east of SH 349 including reconfigured interchanges, U-turns, conversion to one-way frontage roads and widening from 4 to 6 lanes (2024)
- A reconstructed interchange at Cotton Flat Road at I-20 (2022 – partially funded by BUILD grant)
- A new overpass at SL 250 to 0.5 miles east of Midkiff Rd

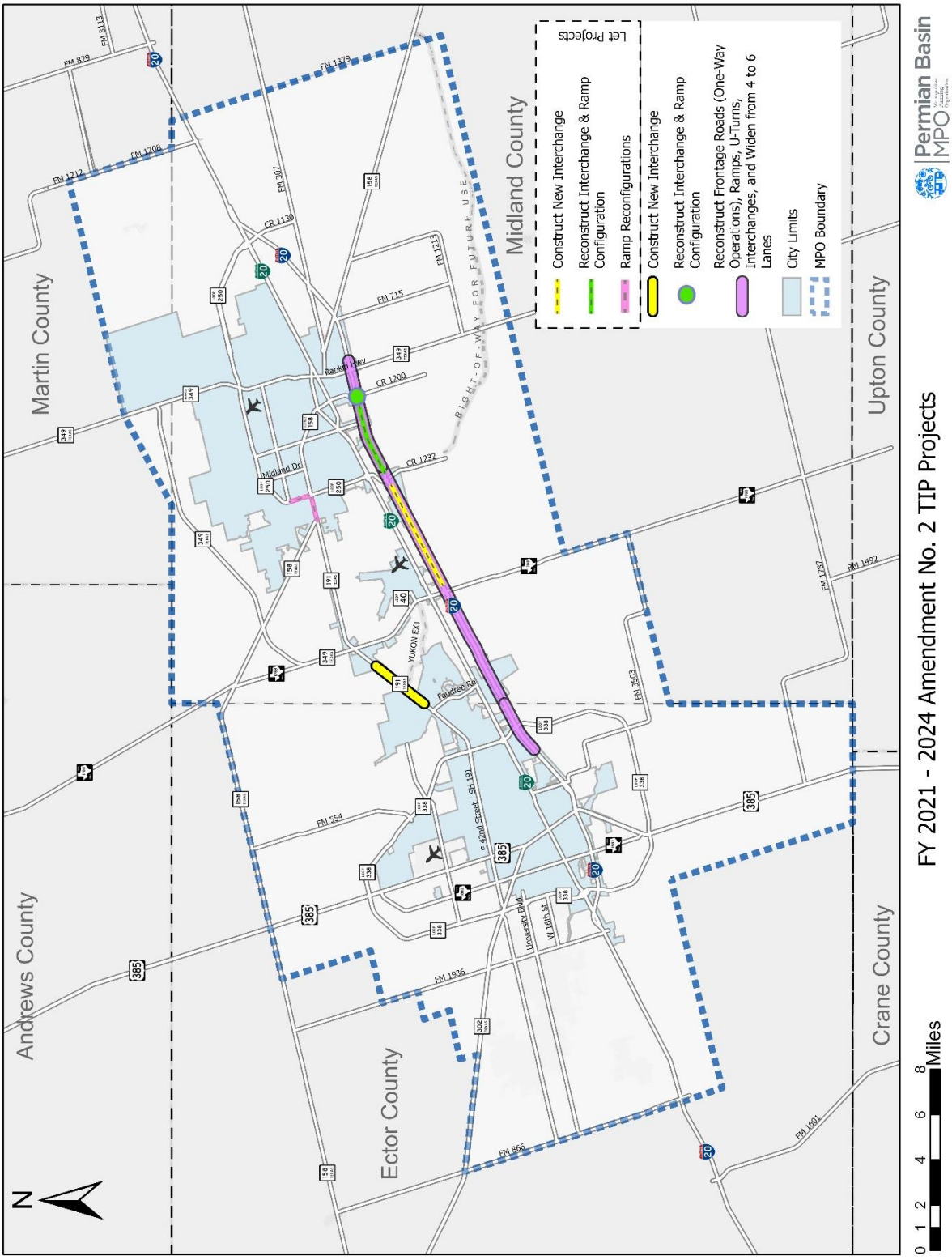
FY 2019-2022 TIP: Projects that were commenced or completed from the FY 2019-2022 TIP include the following:

- Midland Downtown Bicycle/Pedestrian Infrastructure - $627,038
- SL 250 at CR 1150 and CR 60 interchange - $21,500,000
- US 385 at N Loop 338 interchange - $18,064,110
- SL 250 at CR 1140 interchange - $20,015,000

It is also worth noting that local contributions from the Odessa Development Corporation and Midland Development Corporations are helping to advance many projects. These projects are:

- $2,000,000 for the interchange construction at US 385 at S Loop 338
- $2,000,000 for the new interchange at Loop 338 at E. Yukon
- $2,000,000 for I-20 improvements along the segment between the Ector County Line and FM 1788
- $2,000,000 for improvements at SH 191 and Loop 250

FY 2021-2024 TIP Project Location



FY 2021 - 2024 Amendment No. 2 TIP Projects

FY 2021-2024 TIP Funding Outline

Fiscally Constrained Projects FY 2021-2024 Amendment No. 2

Est. Let Year	Project	Highway	Limits	Description	Length	Sponsor	MPO ID	CSJ	UTP Allocation Category 2U	UTP Allocation Category 3	UTP Allocation Category 4	UTP Allocation Category 8	UTP Allocation Category 10	UTP Allocation Category 12 PER	UTP Allocation Category 12	UTP Allocation Category 11	Total Authorized
2021 - project let	IH 20 - Phase I - Midland	IH 20	SL 250 to 0.5 miles east of Midkiff Rd	Replace existing underpass with a 4-lane wide overpass structure, urban median, Y-ramps configuration	1.5	TxDOT	RC-04*	0005-14-067	$14,160,000	$2,000,000	$12,000,000					$8,640,000.00	$36,800,000
2021 - project let	IH 20 - Phase I - Midland	IH 20	At CR 1250	Construct new interchange	1	TxDOT	RC-50b* int3	0005-14-084			$29,550,000					$20,450,000.00	$50,000,000
2021 - project let	SH 158 -Freeway Ramp Improvements	SH 158	Avalon Drive to LP 250	Ramp reconfiguration	1	City of Midland	RC-86a	0463-02-075	$11,630,000	$1,000,000							$12,630,000
2021 - project let	SL 250 - Freeway Ramp Improvements	SL 250	BS 158-B to Wadley Ave	Ramp reconfiguration	1	City of Midland	RC-86a	1188-02-100	$11,630,000	$1,000,000							$12,630,000
2022	SH 191 - Yukon Road Interchange	SH 191	At Yukon Rd	Construct new interchange	3	City of Odessa	RC-42d	2296-02-026	$13,120,000		$12,000,000						$25,120,000
2022	Interchange at Cotton Flat Rd - Midland	IH 20	At Cotton Flat Road	Reconstruct of frontage roads, ramps, u turns and interchange	1	TXDOT	RC-255	0005-14-100			$14,233,858		$25,000,000				$39,233,858
2024	I-20 Project 3c - Widen Freeway - Midland	IH 20	Ector Co. line to East of CR 1300	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	4	TxDOT	RC-256	0005-14-093	$5,500,000	$2,000,000				$99,300,000	$42,700,000		$149,500,000
2024	I-20 Project 3d - Widen Freeway - Midland	IH 20	East of CR 1300 to East of CR 1250	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	5	TxDOT	RC-257	0005-14-094	$6,500,000					$31,200,000	$48,600,000		$86,300,000
2024	I-20 Project 3c - Widen Freeway - Ector	IH 20	East of JBS Pkwy to Midland Co. Line	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	2	TxDOT	RC-258	0005-13-064	$1,000,000					$20,000,000	$7,600,000		$28,600,000
2024	I-20 Project 3b - Widen Freeway - Midland	IH 20	East of CR 1250 to East of SH 349	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	5.6	TxDOT	RC-259	0005-14-092	$6,250,000					$69,550,000			$75,800,000
Year 1-4 Totals									**$69,790,000**	**$6,000,000**	**$67,783,858**	**$0**	**$25,000,000**	**$220,050,000**	**$98,900,000**	**$29,090,000**	**$516,613,858**

*Total funds for program years FY 2021-2024 from TxDOT 2022 Unified Transportation Program (UTP)

Projects included in the TIP must be selected from the *Forward 45* Plan. During the preparation of the MTP, the Permian Basin MPO staff completed an extensive public involvement process to determine the needs within the region. This community involvement process resulted in a plan for the growth of the region over the 25-year period. A list of the transportation investments needed to make the Plan a reality was included. Key investments in the *Forward 45* Plan, and subsequent amendments, include the following initiatives:

- Improve regional mobility, safety, and accessibility around the region with investments such as:
  - Upgrading major roadways to freeway design standards
  - Adding inter-city and expanded transit service
  - Building a regional bicycle/pedestrian system to connect both cities
- Improve interstate mobility, safety, and accessibility by making investments such as:
  - Adding interchanges on I-20; Upgrading interchanges on I-20
  - Converting frontage roads to one-way
- Distribute traffic in ways that reduce the impacts of congestion on primary corridors through initiatives such as:
  - Limiting access points to a few well-designed intersections
  - Constructing strategic connections to promote economic development
- Expand transit and ridesharing choices by making improvements such as:
  - Constructing downtown transit centers
  - Expanding existing transit services
  - Enhance regional gateways from I-20 into downtown areas.

With the guidance of the TAC and the Policy Board, a set of evaluation guidelines for ranking each project was developed. This ranking process complies with state and federal regulations. An evaluation based on these guidelines was done for each project in the MTP. Projects were discussed in detail with the TAC and priority projects were approved by the Policy Board. It is the Permian Basin MPO's intent to invest in all types of projects and transportation modes to benefit the region. More detailed information regarding the list of fiscally constrained projects can be found in Chapter 9 of the *Forward 45* Plan.

NOTE: All project listings are fiscally constrained to available resources in accordance with federal regulations.

Air Quality Issues

The federal Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U. S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. The Permian Basin MPO urbanized

area is in attainment with all National Ambient Air Quality Standards in all categories.

Funding Categories & Project Development Authority

The rules that govern the distribution and use of transportation funds are outlined in the Transportation Code and Texas Administrative Code. Under these codes TxDOT develops the UTP to cover a 10-year period to guide the development and funding authorization for construction of transportation projects throughout the state. TxDOT applies and distributes funding into 12 categories, each with its own description and development authority. Below are the definitions of the different types of development authority, followed by a table further describing each funding category.

- Plan Authority: Projects authorized for environmental studies and route/right-of-way determination.
- Develop Authority: Projects authorized for P. S. & E. preparation, ROW acquisition and utility adjustments; but not authorized for construction.
- Construct Authority: Projects authorized for P.S. & E. preparation, ROW acquisition, utility adjustments and construction.

TxDOT UTP Funding Categories & Development Authority

CATEGORY	DESCRIPTION	Development Authority
1 *PREVENTIVE MAINTENANCE AND REHABILITATION*	Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices.	Construct Only
2 *METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS*	Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.	Plan, Develop & Construct
3 *NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS*	Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.	Plan, Develop & Construct
4 *STATEWIDE CONNECTIVITY CORRIDOR PROJECTS*	Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports.	Plan, Develop & Construct
5 *CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT*	Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.	Develop & Construct
6 *STRUCTURES REPLACEMENT AND REHABILITATION*	Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.	Plan, Develop & Construct
7 *METROPOLITAN MOBILITY AND REHABILITATION*	Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.	Develop & Construct
8 SAFETY	Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.	Construct Only
9 *TRANSPORTATION ALTERNATIVES PROGRAM*	Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.	Construct Only
10 *SUPPLEMENTAL TRANSPORTATION PROJECTS*	Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.	Construct Only
11 *DISTRICT DISCRETIONARY*	Projects eligible for federal or state funding selected at the district engineer's discretion.	Develop & Construct
12 *STRATEGIC PRIORITY*	Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.	Plan, Develop & Construct

Statewide CSJs (Control Section Job)

The eleven categories identified in the table below are statewide CSJs which TxDOT has selected to let construction projects under to ensure that project scheduling does not exceed available funding. The use of statewide CSJs for these categories will provide a more efficient method of programming and letting projects and decreases the necessity for local TIP and STIP amendments. Detailed information on these projects and their status can be found on the TxDOT Project Tracker website (http://apps.dot.state.tx.us/apps-cq/project_tracker/)

Statewide Project Control Section Job (CSJ) Numbers

Revised April 16, 2018

Proposed CSJ	Grouped Project by 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 Acquisition	Right of Way acquisition for any project that is not added capacity 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, non-added capacity) or drainage improvements associated with rehabilitation
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.
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 Systems 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.

Proposed CSJ	Grouped Project by Category	Definition
5000-00-916	Bicycle and Pedestrian	. Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities
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	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, 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 3]

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance wiht control measures in the applicable implementation plan.

Statewide Project Control Section Job (CSJ) Exempt Projects

CODE OF FEDERAL REGULATIONS
TITLE 40 -- PROTECTION OF ENVIRONMENT

§ 93.126 Exempt projects.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 of this section is not exempt if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

TABLE 2. -- EXEMPT PROJECTS

SAFETY

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway safety improvements program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

MASS TRANSIT

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles[1].
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (for example, radios, fare boxes, lifts, and so forth).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.

Statewide Project Control Section Job (CSJ) Exempt Projects Continued

Reconstruction or renovation of transit buildings and structures (f rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights of way.

Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet[1].

Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.

Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

Planning and technical studies.

Grants for training and research programs.

Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

[1] In PM [10] nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Highway Construction Project Listings

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15:42:47 PM

PERMIAN BASIN MPO - HIGHWAY PROJECTS
FY 2022

2021-2024 STIP — 11/2021 Revision: Revising

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	0005-14-100	2022	IH 20	C	MIDLAND	$ 39,233,857

LIMITS FROM AT COTTON FLAT ROAD
LIMITS TO .
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-96
FUNDING CAT(S) 10, 4
PROJECT DESCR RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, AND INTERCHANGE
REMARKS P7 BUILD GRANT $25 MILLION; Project Name: IH20_AT COTT ON FLAT_INTERCHANGE
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,072,795
ROW PURCH	$ 0
CONSTR	$ 39,233,858
CONST ENG	$ 2,102,407
CONTING	$ 784,677
INDIRECT	$ 1,226,756
BOND FIN	$ 0
PT CHG ORD	$ 2,283,411
TOTAL CST	$ 47,703,904

COST OF APPROVED PHASES $ 39,233,857

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
10	$ 25,000,000	$ 0	$ 0	$ 0	$ 0	$ 25,000,000
4	$ 0	$ 14,233,857	$ 0	$ 0	$ 0	$ 14,233,857
TOTAL	$ 25,000,000	$ 14,233,857	$ 0	$ 0	$ 0	$ 39,233,857

2021-2024 STIP — 11/2021 Revision: Revising

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	2296-02-026	2022	SH 191	C	ODESSA	$ 25,120,000

LIMITS FROM AT YUKON RD
LIMITS TO
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-42d
FUNDING CAT(S) 2U,4
PROJECT DESCR CONSTRUCT NEW INTERCHANGE
REMARKS P7 Project Name: SH 191_AT YUKON ROAD
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,230,880
ROW PURCH	$ 0
CONSTR	$ 25,120,000
CONST ENG	$ 1,248,464
CONTING	$ 1,821,911
INDIRECT	$ 728,480
BOND FIN	$ 0
PT CHG ORD	$ 1,355,949
TOTAL CST	$ 31,505,684

COST OF APPROVED PHASES $ 25,120,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2U	$ 10,496,000	$ 2,624,000	$ 0	$ 0	$ 0	$ 13,120,000
4	$ 9,600,000	$ 2,400,000	$ 0	$ 0	$ 0	$ 12,000,000
TOTAL	$ 20,096,000	$ 5,024,000	$ 0	$ 0	$ 0	$ 25,120,000

FY 2024

2021-2024 STIP — **11/2021 Revision: Revising**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	0005-14-094	2024	IH 20	C	MIDLAND	$ 86,300,000

LIMITS FROM EAST OF CR 1300
LIMITS TO EAST OF CR 1250
PROJECT DESCR RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-95
FUNDING CAT($) 2U,12
REMARKS Project Name: IH20_LOOP 250 W_0.3 MILES E OF SH 349
P7 $31.2M CAT 12 PERMIAN
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,700,300
ROW PURCH	$ 175,000
CONSTR	$ 86,300,000
CONST ENG	$ 3,805,644
CONTING	$ 1,596,148
INDIRECT	$ 2,548,815
BOND FIN	$ 0
PT CHG ORD	$ 6,384,602
TOTAL CST	$ 102,512,509

COST OF APPROVED PHASES $ 86,300,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2U	$ 4,875,000	$ 1,625,000	$ 0	$ 0	$ 0	$ 6,500,000
12	$ 63,840,000	$ 15,960,000	$ 0	$ 0	$ 0	$ 79,800,000
TOTAL	$ 68,715,000	$ 17,585,000	$ 0	$ 0	$ 0	$ 86,300,000

2021-2024 STIP — **11/2021 Revision: Revising**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	0005-14-093	2024	IH 20	C	MIDLAND	$ 149,500,000

LIMITS FROM ECTOR COUNTY LINE
LIMITS TO EAST OF CR 1300
PROJECT DESCR RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-95
FUNDING CAT($) 2U,12,3LC
REMARKS Project Name: IH20_ECTOR COUNTY LINE_LOOP 250 WEST
P7 $99.3M CAT 12 PERMIAN
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 7,460,479
ROW PURCH	$ 175,000
CONSTR	$ 149,500,000
CONST ENG	$ 6,592,628
CONTING	$ 2,768,519
INDIRECT	$ 4,415,386
BOND FIN	$ 0
PT CHG ORD	$ 11,060,232
TOTAL CST	$ 181,972,244

COST OF APPROVED PHASES $ 149,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2U	$ 4,400,000	$ 1,100,000	$ 0	$ 0	$ 0	$ 5,500,000
12	$ 113,600,000	$ 28,400,000	$ 0	$ 0	$ 0	$ 142,000,000
3LC	$ 0	$ 0	$ 0	$ 0	$ 2,000,000	$ 2,000,000
TOTAL	$ 118,000,000	$ 29,500,000	$ 0	$ 0	$ 2,000,000	$ 149,500,000

2021-2024 STIP — **11/2021 Revision: Revising**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	ECTOR	0005-13-064	2024	IH 20	C	ODESSA	$ 28,600,000

LIMITS FROM EAST OF JBS PKWY
LIMITS TO MIDLAND COUNTY LINE
PROJECT DESCR RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-95
FUNDING CAT($) 2U,12
REMARKS Project Name: IH20_WIDEN_JBS PARKWAY_MIDLAND C/L $
P7 20M CAT 12 PERMIAN
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,427,222
ROW PURCH	$ 110,000
CONSTR	$ 28,600,000
CONST ENG	$ 1,261,198
CONTING	$ 529,630
INDIRECT	$ 844,682
BOND FIN	$ 0
PT CHG ORD	$ 2,115,870
TOTAL CST	$ 34,888,602

COST OF APPROVED PHASES $ 28,600,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2U	$ 800,000	$ 200,000	$ 0	$ 0	$ 0	$ 1,000,000
12	$ 22,080,000	$ 5,520,000	$ 0	$ 0	$ 0	$ 27,600,000
TOTAL	$ 22,880,000	$ 5,720,000	$ 0	$ 0	$ 0	$ 28,600,000

2021-2024 STIP — **11/2021 Revision: Revising**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	0005-14-092	2024	IH 20	C	MIDLAND	$ 75,800,000

LIMITS FROM EAST OF CR 1250
LIMITS TO EAST OF SH 349
PROJECT DESCR RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY
PROJECT SPONSOR TxDOT
REVISION DATE 11/2021
MPO PROJ NUM RC-96
FUNDING CAT($) 2U,12
REMARKS Project Name: IH20_LOOP 250 W_E OF SH 349 $69.55M
P7 Is CAT 12 PERMIAN
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 3,714,200
ROW PURCH	$ 0
CONSTR	$ 75,800,000
CONST ENG	$ 3,039,580
CONTING	$ 1,076,360
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 2,963,780
TOTAL CST	$ 86,593,920

COST OF APPROVED PHASES $ 75,800,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2U	$ 5,000,000	$ 1,250,000	$ 0	$ 0	$ 0	$ 6,250,000
12	$ 55,640,000	$ 13,910,000	$ 0	$ 0	$ 0	$ 69,550,000
TOTAL	$ 60,640,000	$ 15,160,000	$ 0	$ 0	$ 0	$ 75,800,000

Highway Financial Summary

FY 2021 - 2024 Amendment No. 2 Transportation Improvement Program

Funding by Category

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$37,420,000	$37,420,000	$13,120,000	$13,120,000	$0	$0	$19,250,000	$19,250,000	$69,790,000	$69,790,000
3	Non-Traditionally Funded Transportation Project	$4,000,000	$4,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000	$6,000,000	$6,000,000
3DB	Design Build (DB)										
4	Statewide Connectivity Corridor Projects	$41,550,000	$41,550,000	$26,233,857	$26,233,857	$0	$0	$0	$0	$67,783,857	$67,783,857
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP / TASA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$0	$0	$25,000,000	$25,000,000	$0	$0	$0	$0	$25,000,000	$25,000,000
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$29,090,000	$29,090,000	$0	$0	$0	$0	$0	$0	$29,090,000	$29,090,000
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$318,950,000	$318,950,000	$318,950,000	$318,950,000
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$112,060,000	$112,060,000	$64,353,857	$64,353,857	$0	$0	$340,200,000	$340,200,000	$516,613,857	$516,613,857

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$27,840,000	$45,096,000	$0	$270,560,000	$343,496,000
State	$80,220,000	$19,257,857	$0	$67,640,000	$167,117,857
Local Match	$0	$0	$0	$0	$0
CAT 3 - Local Contributions (LC)	$4,000,000	$0	$0	$2,000,000	$6,000,000
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Strategy 102 Budget	$0	$0	$0	$0	$0
Total	$112,060,000	$64,353,857	$0	$340,200,000	$516,613,857

Annotations

1. *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
2. The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
3. You can add / delete funding source rows as needed.
4. All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

NOTE #1: Allocation of construction funds; as well as programming of projects in these funding categories will be identified in the Statewide TIP in the Statewide CSJ portion of the document.

NOTE #2: Permian Basin MPO is only eligible for funding in Category 2U

NOTE #3: District-wide Projects identified for Prev. Maintenance & Rehab activities or landscape development and are funded from CAT 1 or CAT 11 Work Categories will be identified in the region's Rural TIP.

Transit Project Listing

The Federal Transit Act has been codified in the U.S. Code. Federal agencies have adopted a new series of numbers to describe transit programs. The following table displays this information. This proposed program will serve as the final program unless amended.

CONVERSION TABLE

49 U. S. C. Section	Description
5309	Discretionary
5307	Urbanized Program
5310	Elderly/Disabled Program
5311	Rural/Non-urbanized Program
5313	State Planning
5339	Bus and Bus Facilities

Fiscal Year 2021 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	813,344
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	-
PROJECT DESCRIPTION	ADA PARATRANSIT		OTHER SOURCES	$	203,336
			TOTAL PROJECT COST	$	1,016,681
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,300,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	162,500
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE		OTHER SOURCES	$	162,500
			TOTAL PROJECT COST	$	1,625,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	540,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	135,000
PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	$	135,000
			TOTAL PROJECT COST	$	810,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,200,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	400,000
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	$	800,000
			TOTAL PROJECT COST	$	2,400,000

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	213,378
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	26,672
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	$	26,672
			TOTAL PROJECT COST	$	266,723
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	139,888
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	99,888
			TOTAL PROJECT COST	$	239,776
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	239,776	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$	425,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	425,000
CAPITAL	$	425,000	CREDITS REQUESTED	$	63,750
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2020		FTA FUNDING CATEGORY	Section 5339(b)	
MPO PROJECT NUMBER			FTA FUNDS	$	3,440,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-

PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	3,440,000
CAPITAL	$	3,440,000	CREDITS REQUESTED	$	516,000
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2021		FTA FUNDING CATEGORY	Section 5304	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	55,000
PROJECT DESCRIPTION	Regional Planning		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	55,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2022 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	813,344
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	-
PROJECT DESCRIPTION	ADA PARATRANSIT		OTHER SOURCES	$	203,336
			TOTAL PROJECT COST	$	1,016,681
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,300,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	162,500
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE		OTHER SOURCES	$	162,500
			TOTAL PROJECT COST	$	1,625,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	540,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	135,000
PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	$	135,000
			TOTAL PROJECT COST	$	810,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,200,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	400,000
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	$	800,000
			TOTAL PROJECT COST	$	2,400,000

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	213,378
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	26,672
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	$	26,672
			TOTAL PROJECT COST	$	266,723
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	139,888
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	99,888
			TOTAL PROJECT COST	$	239,776
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	239,776	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$	425,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	425,000
CAPITAL	$	425,000	CREDITS REQUESTED	$	63,750
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2022		FTA FUNDING CATEGORY	Section 5304	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	15,000

PROJECT DESCRIPTION	Regional Planning		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	15,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2023 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	813,344
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	-
PROJECT DESCRIPTION	ADA PARATRANSIT		OTHER SOURCES	$	203,336
			TOTAL PROJECT COST	$	1,016,681
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,300,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	162,500
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE		OTHER SOURCES	$	162,500
			TOTAL PROJECT COST	$	1,625,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	540,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	135,000
PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	$	135,000
			TOTAL PROJECT COST	$	810,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,200,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	400,000
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	$	800,000
			TOTAL PROJECT COST	$	2,400,000

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	213,378
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	26,672
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	$	26,672
			TOTAL PROJECT COST	$	266,723
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	139,888
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	99,888
			TOTAL PROJECT COST	$	239,776
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	239,776	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$	425,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	425,000
CAPITAL	$	425,000	CREDITS REQUESTED	$	63,750
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2023		FTA FUNDING CATEGORY	Section 5304	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	15,000

PROJECT DESCRIPTION	Regional Planning		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	15,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2024 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	813,344
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	-
PROJECT DESCRIPTION	ADA PARATRANSIT		OTHER SOURCES	$	203,336
			TOTAL PROJECT COST	$	1,016,681
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,300,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	162,500
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE		OTHER SOURCES	$	162,500
			TOTAL PROJECT COST	$	1,625,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	540,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	135,000
PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	$	135,000
			TOTAL PROJECT COST	$	810,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$	1,200,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT		$	400,000
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	$	800,000
			TOTAL PROJECT COST	$	2,400,000

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024	FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER		FTA FUNDS	$	213,378
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$	26,672
PROJECT DESCRIPTION	CAPITAL	OTHER SOURCES	$	26,672
		TOTAL PROJECT COST	$	266,723
CAPITAL	$ -	CREDITS REQUESTED	$	-
OPERATING	$ -	CREDITS AWARDED	$	-
ADMINISTRATION	$ -	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024	FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER		FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$	139,888
PROJECT DESCRIPTION	Elderly and Disabled Transportation	OTHER SOURCES	$	99,888
		TOTAL PROJECT COST	$	239,776
CAPITAL	$ -	CREDITS REQUESTED	$	-

OPERATING	$	239,776	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$	425,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	425,000
CAPITAL	$	425,000	CREDITS REQUESTED	$	63,750
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5304	
MPO PROJECT NUMBER			FTA FUNDS	$	-
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	15,000
PROJECT DESCRIPTION	Regional Planning		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$	15,000
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Transit Financial Summary

All Figures are in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2021			FY 2022		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	4,066,722	724,172	4,790,895	4,066,722	724,172	4,790,895
2	Sec. 5310 - Elderly &Individuals w/Disabilities	0	139,888	139,888	0	139,888	139,888
3	Sec. 5304 - Regional Planning	0	55,000	55,000	0	15,000	15,000
4	Sec. 5339 - Bus & Bus Facilities	3,865,000	0	3,865,000	425,000	0	425,000
5	Other FTA	0	0	0	0	0	0
6	Regionally Significant or Other	0	0	0	0	0	0
	Total Funds	$7,931,722	$919,060	$8,850,783	$4,491,722	$879,060	$5,370,783
Transportation Development Credits							
	Requested		579,750			63,750	
	Awarded						

FY 2023			FY 2024		
Federal	State/Other	Total	Federal	State/Other	Total
4,066,722	724,172	4,790,895	4,066,722	724,172	4,790,895
0	139,888	139,888	0	139,888	139,888
0	15,000	15,000	0	15,000	15,000
425,000	0	425,000	425,000	0	425,000
0	0	0	0	0	0
0	0	0	0	0	0
$4,491,722	$879,060	$5,370,783	$4,491,722	$879,060	$5,370,783
	63,750			63,750	

The projects contained in the above table are the Program of Projects (POP) for the Midland Odessa Urban Transit District, providing public transit services under the name EZ-Rider.

Contact Information

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APPENDIX A

TEXAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the Permian Basin Metropolitan Planning Organization for the Midland and Odessa urbanized areas 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 this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49
7. 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.

John Speed, PE Odessa District Engineer Texas Department of Transportation	Debi Hays Permian Basin MPO Policy Board Chairperson
Date	Date

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

APPENDIX B

SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS

(Due on or after 05-27-18}

Permian Basin MPO

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program). (Ref: 23 CFR 450.316(a))

The Permian Basin MPO adopted a new Public Participation Plan on June 18, 2018. The new planning document now lists a) public ports. The MPO works with the Midland International Air and Space Port for short and long-range planning purposes. The airport facility is a major destination for inbound and outbound freight service; it is also the only facility of its size in the west Permian Basin region. In addition, the new PPP now includes reference to intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash- out program, shuttle program, or telework program. The MPO is aware of intercity bus services provided by EZ-Rider between the cities of Midland and Odessa and the Greyhound Bus service operating out of the EZ-Rider facility near the international airport. The addition of Greyhound services completes an additional step toward the EZ-Rider location becoming a multi-modal center. Further, the MPO is aware of limited vanpool/shuttle service being provided by the major oil companies and a fast-food restaurant chain. These were further documented in the 2045 MTP update. There is not a transit benefits program, a parking cash-out program, or telework program in the Midland Odessa area at this time.

An amended Public Participation Plan was adopted on June 18, 2018. A link to the Plan and to this supplemental documentation for FAST Act compliance may be found at www.permianbasinmpo.com.

2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

The Permian Basin MPO maintains an annual membership with both the Odessa and the Midland Chambers of Commerce. Staff regularly attends Chamber meetings and events. Part of the function of both Chambers is to promote tourism. The Chambers also have transportation committees; the MPO discusses transportation needs and potential projects with representatives of both committees and the MPO makes regular presentations to the Chamber committees as well as the Economic Development Corporation Boards of both cities. The MPO staff also maintains regular contact with the Homeland Security office located in the Permian Basin Regional Planning Commission offices as well as the Midland Co. Emergency Services coordinator. Ector County eliminated the position of Emergency Services coordinator in 2015. On May 5, 2018, the City of Midland held a training event at the international airport to allow for participants to understand and share roles and responsibilities related to airport disasters. Several hundred operations staff and volunteers attended and worked the mock disaster event.

Below are links to local events, festivals and tourism supporting agencies:

www.mctmidland.org	Midland Community Theater
www.midlandtxchamber.com	Midland Chamber of Commerce
www.odessachamber.com	Odessa Chamber of Commerce
www.midlandhcc.com	Midland Hispanic Chamber of Commerce
www.odessahcc.com	Odessa Hispanic Chamber of Commerce
www.noelartmuseum.org	Noel Art Museum - Odessa
www.milb.com	Midland Rockhounds Minor League Baseball
www.acmidland.com	Celebration of the Arts
www.artisanartwalk.com	Artisan Art Walk

www.highskywing.org	High Sky Wing Vintage WWII Aircraft Summer
www.summermummers.com	Mummers Theatre Arts
www.jackalopes.org	Odessa Jackalopes Minor League Hockey
www.sibleynaturecenter.org	Sibley Nature Center trails and nature display
www.petroleummuseum.org	History of the Permian Basin Oil and Gas Industry
www.museumsw.org	Museum of the Southwest - Midland
www.odessameteorcrater.com	Meteor Crater site in west Odessa
www.l20wildlifepreserve.org	Jenna Welch Wildlife Preserve - Midland
www.greyhound.com	Greyhound Bus Service
www.ez-rider.org	City bus service in Odessa and Midland and connecting the two cities

Midland and Odessa are important destinations for tourism in the west Texas region. Natural disaster risk reduction is important to life and property in the region. The cities of Odessa and Midland maintain professional development staff members who review potential flooding when development is being proposed by a land owner. Agreements are in place between the City of Midland and Midland County for the City to manage all FEMA related flooding and development review within the entire County. Odessa reviews development plans and considers flooding and other mitigation efforts; Ector County contracts out for its engineering and development review needs. The cities mainly use the street system to manage drainage; TxDOT maintains a similar approach to drainage.

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

A Memorandum of Understanding was agreed upon and signed on May 21, 2018 by three planning agencies: TxDOT, Permian Basin MPO, and the Midland Odessa Urban Transit District. The MOUTD operates EZ-Rider fixed route, intercity and paratransit services in the cities of Midland and Odessa. The Memorandum includes a list of responsibilities for each of the three agencies. All parties will:

a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.

b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP and TIP.

c. Ensure TxDOT, the Public Transportation Operator, and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

TxDOT will

a. Work in consultation with the MOUTD and the MPO in developing the financial plan for the TIP and MTP.

b. Assist in the validation of data used as input into the MTP.

c. Provide the MPO with the annual list of obligated projects.

d. Serve on the MPO Technical Committee and Policy Boar d.

e. Notify the MPO of changes to projects that would affect the MTP or TIP.

f. In consultation with the MPO and MOUTD, update the MTP and TIP in accordance with State and Federal laws. TxDOT will also work in consultation with the MPO and MOUTD in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

MOUTD will

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.

b. Assist in validation of data used as input into the MTP.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit obligated projects.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.

i. Establish transit asset management performance targets and share with the MPO and other interested parties.

Permian Basin MPO will work in consultation with MOUTD and TxDOT in developing the financial plan for the MTP.

a. Work in consultation with MOUTD and TxDOT in developing the financial plan for the TIP.

b. Conduct Technical Committee and Policy Board meetings as required and necessary.

c. In consultation with MOUTD and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

d. Invite Transit Districts to participate in all public participation processes.

e. Conduct comprehensive, cooperative and continuous transportation planning for the Permian Basin MPA.

f. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO M PA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206{a)(9&10) and 306(b)(9&10))

   a) The Permian Basin MPO maintains two professional staff positions to assist with GIS mapping needs. The GIS tool is used to identify flood plains, playa lakes and listed contamination sites in the vicinity of future projects programming. These factors are important when the MPO is considering investment in the transportation system. TxDOT manages the storm- water runoff on the on-system roads. All projects are compliant with TxDOT design manual or the local public agency design guides.

   b) The Permian Basin MPO will add links to its website to include upcoming tourist events and also other relevant data and maps. Staff will coordinate with Colleges and Universities and other major event sponsors to assist with the efficient movement of traffic. The MPO recognizes that its transit partner, El-Rider has recently added a Greyhound freight and passenger service terminal to the developing multi-modal center located near the Midland International Air and Space Port. New stakeholders to the MPO include the Permian Road Safety Coalition which is made up of approximately twelve major and independent oil companies located in the Permian Basin; the Coalition has existed since the summer of 2015. It works with oil field companies, including transportation providers, DPS, TxDOT and the MPO to host training and information events throughout the region.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))

   The Permian Basin MPO incorporates transit planning and transit needs into its project selection process. EZ-Rider, formally known as the Midland Odessa Urban Transit District is the MPO's transit planning partner. An intercity bus route feasibility study was completed in 2009. A service between Midland and Odessa has been operating as EZ-Express and EZ-Connect.

Ridership has increased since operations began in 2015. In 2017 Greyhound opened operations for freight and passenger service at the EZ-Rider facility multi-modal location near the Midland International Air and Space Port. The Permian Basin MPO incorporates transit planning and transit needs into its project selection process.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))

The Permian Basin MPO's *Vision 2040* Metropolitan Transportation Plan (MTP) includes several chapters which describe the existing transportation system and related facilities. Operation and maintenance are covered in this portion of the document. The MPO maintains a gee-database of the network and works with its transportation partners to keep records of maintenance activities performed on the network. This includes routine maintenance work, reconstruction and new construction for the network. Monthly reports are provided to the MPO at the Policy Board meetings. The reports include a description of work completed or underway in the Cities of Odessa and Midland, TxDOT, Ector and Midland and Martin Counties within the MPO planning boundary. In the existing facilities section of the MTP, the MPO has identified strategies and local funding sources to help maintain the current and future network.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

The Safety and Transit Asset Management (TAM) performance targets will be used to evaluate how the systems are performing. The TxDOT safety targets have been adopted by the Permian Basin MPO and will be used to select projects to help reduce crashes and make the network function in a safer manner for all modes. The TAM targets have not yet been adopted by the EZ-Rider transit provider. Once adopted, they will be used to keep the fleet in better running condition and make the public transit system more reliable. As PM2 and PM3 targets are developed and adopted, they will have a long- term effect to ensure that the network operates in a better and safer overall condition. The PM3 targets will also help the system to move freight more efficiently and help with air quality standards.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

The FAST Act requires that the MTP include a system evaluation report. As the MPO sets targets, it will have a baseline from which to evaluate the future performance. By identifying the targets and maintaining relevant data bases, the MTP can start addressing these individual factors designed and implemented to improve system performance. This evaluation report can serve as both documentation and a reference for future evaluation reports.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and326(d))

The projects in the TIP include consideration of safety. Five interchanges listed in the FY 2019-2022 TIP directly address safety by constructing new and safe ramp conditions and safe bridge heights and eliminate at-grade crossings. The Permian Basin MPO has experienced numerous bridge strikes in the past five years on 1-20. Two of the locations being considered for interchange construction are along the 1-20 corridor. In addition to the five important interchange locations, approximately 12 miles of the 1-20 corridor will be converted to one-way operation in order to improve safety along this critical freight and people movement corridor.

A recently completed TASA project was listed in the FY 2019-2022 TIP; the funds were used to improve pedestrian and bicycle safety in the downtown Midland area. A corridor connecting Midland and Odessa for non-motorized transportation is also under consideration by the MPO. A second phase for this study began in October 2020.

10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

    Following the passage of the Texas HB 20 in 2015 and the FAST Act, the MPO implemented a scoring system designed to be used in the project selection process. This proved to be very useful in the selection of projects in the FY 2021-2024 TIP. Now that the FAST Act targets are being implemented by MPO's and states, decision makers will be better able to align project selection with overall system goals.

11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

    N/A (State DOT) These are for statewide measures and targets.

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208{e))

    N/A (State DOT) This is for statewide plans.

END OF DOCUMENT January 12, 2021

APPENDIX C

History of the TIP and TIP Amendments

The MPO Policy Board approved the FY 2021-2024 TIP on June 15, 2020.

Amendment No. 1 was approved on February 16, 2021 by the Permian Basin MPO Policy Board. The main purpose of the amendment was to remove certain projects along the I-20 corridor to remain fiscally constrained during the FY 2021-2024 period.

Amendment No. 2 was approved on September 20, 2021 by the Permian Basin MPO Policy Board. The main purpose of the amendment was to remove two projects and to add the I-20 projects back into the FY 2021-2024 time period; these were previously removed in February 2021. The TIP Amendment No. 2 is fiscally constrained. Projects listed in the TxDOT UTP but outside of the FY 2021-2024 time frame are shown in Exhibit D. Some of these projects are only partially funded.

APPENDIX D: EXTENDED PROJECT LISTING*

FY 2025 - 2030 Amendment No. 2

FY	Project	Highway	Limits	Description	Length	Sponsor	MPO ID	CSJ	UTP Allocation Category 2U	UTP Allocation Category 3	UTP Allocation Category 4	UTP Allocation Category 8	UTP Allocation Category 10	UTP Allocation Category 11	UTP Allocation Category 12 PER	UTP Allocation Category 12	Total Authorized	Remaining Funding (TBD)
2026-2031	Interchange at Faudree Road - Odessa	BI 20-E	At Faudree Rd	Construct new interchange	1	City of Odessa	RC-15a*	0005-02-119	$8,370,000	$2,000,000	$10,750,000						$21,120,000	
2026-2031	Interchange at W 8th Street - Odessa	SH 302	At W 8th St	Construct new interchange	1	City of Odessa	RC-131	2224-01-110	$19,760,000	$2,000,000							$21,760,000	
2026-2031 Not Fully Funded	I-20 Project 4 - Widen Freeway - Ector	IH 20	West of FM 1936 to Monahans Draw	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes.	6	TxDOT	RC-27	0004-07-135	$9,750,000						$71,050,000		$80,800,000	$54,025,600
2026-2031 Not Fully Funded	I-20 Project 4 - Widen Freeway - Ector	IH 20	Monahans Draw to East of JBS Pkwy	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes.	4	TxDOT	RC-28	0005-13-063	$9,750,000						$44,200,000		$53,950,000	$87,741,200
2026-2031 Not Fully Funded	I-20 Project 5 - Widen Freeway - Midland	IH 20	East of SH 349 to East of FM 1208	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes.	11.8	TxDOT	RC-260	0005-15-093	$9,750,000						$58,250,000		$68,000,000	$190,720,000
2026-2031	Safety Improvements (Medians) - Odessa	SH 191	LP 338 E to LP 338 W	Safety Improvements -Medians	1	TxDOT	RC-261	2296-01-058	$6,000,000								$6,000,000	
2026-2031	Non-Freeway Improvements - Midland	SH 349	SH 191 to BI 20-E	Upgrade to standards non-freeway	4	TxDOT	RC-52*a	1718-07-043	$6,966,960								$6,966,960	
2026-2031	Non-Freeway Improvements - Midland	SH 349	BI 20-E to IH 20	Upgrade to standards non-freeway	1	TxDOT	RC-52*b	1718-01-035	$1,433,040								$1,433,040	
2026-2031	Traffic signal at Moss Ave - Odessa	IH 20	N. I-20 Service Road/Murphy Street to IH 20/Moss Ave	Install traffic signal at intersection	1	TxDOT	RC-295	0004-07-137	$750,000								$750,000	
2026-2031	Interchange at SL 338 - Odessa	US 385	At South SL 338	Construct new interchange	1	TxDOT	RC-09	0229-01-042	$21,000,000	$2,000,000							$23,000,000	
2026-2031	Safety Improvements (Medians) - Odessa	FM 1882	SS 450 to 42nd Street	Safety Improvements -Medians	1	TxDOT	RC-252	2005-01-029									$0	$2,000,000
2026-2031	Safety Improvements (Medians) - Odessa	FM 1882	2nd St to SS 450	Safety Improvements -Medians	2	TxDOT	RC-253	2005-03-008	$4,000,000								$4,000,000	
2026-2031	Intersection at CR 60 - Midland	SH 158	At CR 60 / Briarwood	Intersection Improvements	1	TxDOT	RC-236	0463-02-079	$3,600,000								$3,600,000	
2026-2031	Intersection at Wadley Ave - Midland	SH 158	At Wadley Ave	Intersection Improvements	1	TxDOT	RC-234	0463-02-080	$3,600,000								$3,600,000	
2026-2031	Intersection at SH 158 - Midland	SH 158	At CR 120	Intersection Improvements	1	TxDOT	RC-251	0463-03-053	$4,000,000								$4,000,000	
2026-2031	Rail/Highway Crossing - Midland	BI 20-E	At CR 1250	Reconfigure offset at Rail/Highway crossing	1	TxDOT	RC-137	0005-02-112	$6,000,000			$600,000					$6,600,000	
2026-2031	Intersection at Avalon Dr - Midland	BI 20-E	At Avalon Dr	Intersection Improvements	1	TxDOT	RC-235	0005-02-125	$3,000,000								$3,000,000	
2026-2031	Intersection at FM 868 - Midland	BS 158-B	At FM 868	Intersection Improvements	1	TxDOT	RC-232	0463-02-081	$3,600,000								$3,600,000	
2026-2031	Interchange at 52nd/56th - Odessa	SL 338	At 52nd/56th Street	Construct new interchange	1	TxDOT	RC-13* int b	2224-01-116	$5,500,000							$22,500,000	$28,000,000	
2026-2031 Not Fully Funded	Upgrade to Freeway - Odessa	SL 338	Yukon Rd to US 385 N	Convert Non-Freeway to Freeway	5	TxDOT	RC-134	2224-01-117	$4,500,000								$4,500,000	$13,425,736
2026-2031 Not Fully Funded	Interchange at Todd Rd - Midland	SL 250	At Todd Rd	Construct new interchange	1	TxDOT	RC-17	1188-02-111	$4,500,000								$4,500,000	$21,469,208
2026-2031	Regional Synchronization Program**	-	MPO Boundary	ITS project to synchronize signals across MAB	-	TxDOT	RE-20	-									$0	$3,000,000.00
2026-2031	Six Union Pacific Railroad Intersections**	-	Various	Improve intersections at railroad crossings	-	TxDOT	RR-001	-									$0	$3,000,000.00
Years 5-10 Totals									**$135,830,000**	**$6,000,000**	**$10,750,000**	**$600,000**	**$0**	**$0**	**$173,500,000**	**$22,500,000**	**$349,180,000**	**$375,381,744**
Years 1-4 Totals (From TIP)									**$69,790,000**	**$6,000,000**	**$67,783,858**	**$0**	**$25,000,000**	**$29,090,000**	**$220,050,000**	**$98,900,000**	**$516,613,858**	**0**
FY 2022 UTP									**$205,620,000**	**$12,000,000**	**$78,533,858**	**$600,000**	**$25,000,000**	**$29,090,000**	**$393,550,000**	**$121,400,000**	**$865,793,858**	**$375,381,744**

**** These projects are planned outside of the FY 2021-2024 TIP window.***

APPENDIX E
Transportation Commission Minute Order

TEXAS TRANSPORTATION COMMISSION

All Counties | **MINUTE ORDER** | Page 1 of 1

All Districts

Transportation Code, §201.991 provides that the Texas Department of Transportation (department) shall develop a Unified Transportation Program (UTP) covering a period of 10 years to guide the development of and authorize construction of transportation projects. Transportation Code, §201.602 requires the Texas Transportation Commission (commission) to annually conduct a public hearing on its highway project selection process and the relative importance of the various criteria on which the commission bases its project selection decisions. The commission has adopted rules located in Title 43, Texas Administrative Code, Chapter 16, governing the planning and development of transportation projects, which include guidance regarding public involvement related to the project selection process and the development of the UTP. These rules also require the commission to review both the transportation allocation funding formulas and criteria for allocation of funds at least as frequently as every four years and adopt the UTP not later than August 31 of each year.

The commission has reviewed the formulas and criteria set out in the rules and determined that both continue to be appropriate.

The department conducted a statewide virtual public meeting on July 7, 2020, and a statewide virtual public hearing on July 28, 2020, to receive comments and testimony concerning the development of the 2021 UTP and the project selection process.

The 2021 UTP, which is attached as Exhibit A, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2021 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. Projects listed that have been authorized by previous legislative action or prior actions of the commission are still approved and their inclusion in the UTP in no way modifies that prior approval. The remaining funding levels and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that the 2021 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2020 UTP for fiscal years 2021-2030.

IT IS FURTHER ORDERED that the executive director is hereby authorized to develop the projects funded in the UTP to the appropriate level of authority, to include any necessary agreements, right of way acquisitions, utility adjustments, and relocation assistance, subject to the policies of the department and all applicable federal and state laws governing the acquisition of real property.

IT IS FURTHER ORDERED that pursuant to Transportation Code, §222.052, the commission may accept financial contributions from political subdivisions of the state for development of projects in the 2021 UTP.

Submitted and reviewed by:

DocuSigned by:
Peter Smith
186CA618CEED410...
Director, Transportation Planning and Programming Division

Recommended by:

DocuSigned by:
James M Bass
A36629BA547D4BD...
Executive Director

115814 Aug 27 2020

Minute Number | Date Passed

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