

10.1 Overview of the MPO’s Financial Picture

Federal regulations under USDOT require a financial plan as an element of the Permian Basin’s 2045 MTP. The purpose of the financial plan is to demonstrate that proposed investments are reasonable in the context of anticipated future revenues over the life of the plan. Meeting this requirement in the financial planning realm is called “fiscal constraint.” The *Forward 45* MTP is fiscally constrained based on an in-depth analysis of anticipated revenues and escalated project costs due to inflation; furthermore, the transportation investments proposed in this plan are consistent with revenue forecasts. Anticipated revenues include funding from federal, state, and local sources. This Chapter provides detailed assumptions regarding revenue, total project cost (TPC), brief history of preventive maintenance examples, and future revenue needs used to develop the MTP financial plan. Funding for transportation improvements in Texas is driven by the Unified Transportation Program (UTP), which is a ten-year, mid-range planning document, used by TxDOT to guide the state’s project development. Transportation investment legislation was enacted in 2015 when House Bill 20 was passed by the Texas Legislature. The bill requires that TxDOT and all MPOs maintain a ten-year planning and programming cycle that includes the same time frame as the TxDOT UTP, i.e. a ten-year rolling period. HB 20 also requires the UTP to contain funding streams that provide a high degree of confidence to pay for projects in the ten-year window. This chapter includes a discussion of roadway and transit funding assumptions, based on the anticipated revenues available. The fiscally constrained list of projects in Chapter 9 contains transportation improvements as identified by Permian Basin MPO Policy Board, the TAC, staff, stakeholders, and the public who attended hearings and workshops during the development of the MTP. As stated in previous chapters, numerous opportunities for public and stakeholder input were offered during the preparation of the plan. The transportation improvements contained in this Chapter are intended to meet the anticipated needs within the ten-year and 25-year time frames, or other time periods; subject to amendment(s) by the MPO Policy Board.

10.2 Cost Estimates and Total Project Cost (TPC)

During the preparation of the previous *Vision 2040* MTP, the TAC and a working committee met frequently to establish a reasonable cost estimate for the types of projects being considered for inclusion into the MTP. These included projects such as overpasses, road widenings, added capacity projects and conversions from typical two-lane roadways to non-freeway corridors. Part of the staff and TAC responsibilities associated with the preparation of this *Forward 45* MTP and subsequent amendments was to generate a new projection of cost for the long list of projects. For this Amendment No. 3 the TAC met to discuss the revision during multiple workshops; each time the project cost estimates were refined, and the project selection list was amended. The new project list includes realistic assumptions of anticipated revenue and construction cost. **The project listing includes a reference to total project cost (TPC) in both Chapter 9 and this Chapter to indicate to stakeholders that the funding made available to the MPO is for construction purpose; other non-construction expenditures are paid for by others.**



Total Project Cost (TPC) is the total cost of all phases associated with a project including:

- Preliminary Engineering – Project development activities during which basic planning objectives are translated into specific, well-defined engineering criteria that transition a project into the final design process
- ROW Purchase – Cost of any real property required to construct or implement a project
- Construction Cost – Cost of the actual construction (labor and materials)
- Construction Engineering – Cost of the interpretation of plans and specifications and formulation of engineering decisions
- Contingencies – Estimated amount of any unforeseen costs associated with a project
- Indirect Cost – Expenses the provider or contractor incurs for operating its business as a whole. Indirect cost rates for providers selected to enter into an engineering contract are obtainable from TxDOT's Audit Office.
- Other Field – Used for any costs not defined above

Awareness of the TPC provides decision makers, stakeholders, and the public with a more accurate picture of the funds that will be necessary to complete a construction project. The construction cost is the only line item in the TPC that is paid for with the MPO's Category 2 funds. All of the non-construction project costs are paid for with TxDOT funding. Until a project is eligible to be fully funded and placed into the MPO's four-year TIP and the TxDOT STIP the full dollar amount of the TPC is not entirely known; this is especially true for outer year projects that are contained in the fiscally constrained project list. To reflect this in the MTP document, a statement has been made in Chapter 9 (and here) that 20% of the TPC will be necessary to provide the non-construction funding portions of any project. Because these funds are not coming from the MPO, they are not fiscally constrained.

TPC is frequently updated as a project advances closer to its anticipated inclusion into the statewide TIP. The construction cost and non-construction costs are fully calculated prior to a project's year of expenditure (YOE).

Components of a Cost Estimate:

Base Estimate: Will be developed and documented by the districts, engineering judgement will be applied. They will be developed and based on the best information known at the time and the phase of the project.

Allowances: Items known to be required on the project but at a particular project development stage are not yet known or quantifiable.



Contingencies: Costs for unknowns and uncertainties should be documented and included in the engineer’s estimate.

Figure 10.1 Cost Estimating Worksheet

Description of Work	\$ Million	Increment
Widen Non-Freeway	4	per mile
Widen to Freeway with Frontage Roads	8	per mile
Construct New Interchange	30	unit
Reconstruct Interchange	13	unit
Interchange work involves a linear distance	8.4	per mile
Convert Frontage Roads from 2-way to 1-way	From Updated I-20 Study	
Widen Main Lanes for Added Capacity	From Updated I-20 Study	

10.3 Preventive Maintenance and Operations

This Chapter primarily describes financial revenues over the life of the MTP. A critical component of the overall planning effort is to ensure that investments of public funds are maintained over time and that operational improvements assist in the movement of people and goods and serve to increase longevity of the completed projects. The TxDOT Odessa District invested \$15,436,624 in FY 2018 and \$11,652,667 in FY 2019 in the MPO boundary. These funds are from the District’s allocated Category 1, Preventive Maintenance and Rehabilitation funds. Discussions with the TxDOT Odessa District staff indicate that these two years of maintenance funding are typical and that the MPO should continue to benefit from a range of \$12 million to \$16 million annually. These funds are managed entirely by the TxDOT Odessa District. Sample projects funded by the TxDOT Odessa District Category 1 funds include:

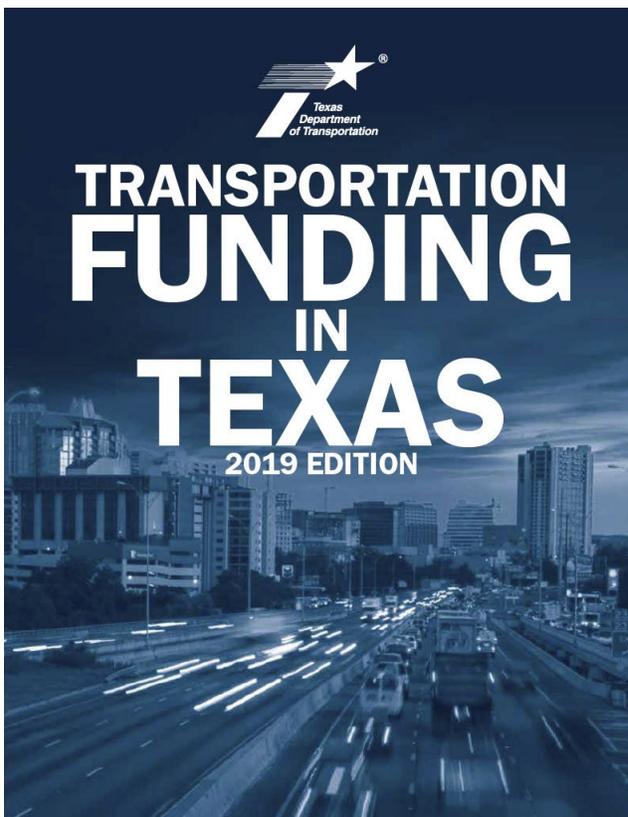
- BI 20 Roadway Rehabilitation from Loop 250 to Fairgrounds Rd.; Estimated LET Date, February 2020
- US 385 Roadway Rehabilitation from Yukon Road to SH 191 and 8th St. to I-20; Estimated LET Date, February 2020
- FM 1787 Roadway Restoration from US 385 to .3 Mi. East of FM 1492; LET Date, November 2018
- Loop 250 Widening and Rehabilitation from SH 158 to Midkiff Rd.; LET Date, October 2018
- BS-349 C Roadway Rehabilitation from Martin County Line to Loop 250; LET Date, May 2018
- BI-20 Roadway Rehabilitation from East Loop 338 to SH 158; Let Date, March 2018

In addition to the TxDOT financial commitment to maintenance and operations, both cities and all three counties also provide annual funding to maintain off system roads and neighborhood streets which improve safety and system reliability as well as continued economic value.



10.4 Constrained Funding Scenario

To provide the reader with additional information covering the TxDOT UTP process, the Texas Transportation Commission and TxDOT use the UTP as a ten-year plan to guide transportation project development. The UTP is developed annually in accordance with the Texas Administrative Code (TAC



§16.105) and is approved by the Texas Transportation Commission prior to August 31. The UTP authorizes projects for construction, development and planning activities and includes projects involving highways, aviation, public transportation, freight rail, ports, and state and coastal waterways.

The UTP is part of a comprehensive planning and programming process flowing from TxDOT's agency mission to project-level implementation. That is, the UTP is an intermediate programming document linking the planning activities of the Statewide Long-Range Transportation Plan (SLRTP), the Metropolitan Transportation Plans, and Rural Transportation Plan to the detailed programming activities under the Statewide Transportation Improvement Program (STIP), MPO Transportation Improvement Programs (TIP), and TxDOT's 24-month (2-year) construction letting schedule.

Specifically, the UTP is a listing of projects and programs that are planned to be constructed and/or developed within the first ten years of the State's 24-year SLRTP. Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT and its partners are making.

The Permian Basin MPO benefits directly from the inclusion of projects into the State's UTP. As stated, once a project is listed in the UTP, the listed activities can begin. Typically, by the time a project gets included in the UTP the idea behind it has been discussed and analyzed on a needs basis among the MPO's member agencies, interested parties, and the Policy Board. As part of this exercise in prioritizing projects and indicating fiscal constraint within the MTP, the TAC and Policy Board has prepared a list of projects for consideration into the MPO's priority project list. It is from this list that projects are chosen for inclusion into the UTP except that the Transportation Commission has the authority to provide funding for projects

that may not be listed in the MPO's project list using funding categories it has available.

The UTP development process includes the steps listed below,

- Establish strategic goals, performance measures, and approved targets
- Develop the planning cash forecast
- Determine the UTP funding distribution strategy
- Release the UTP planning targets
- Prioritize and select transportation projects locally
- Identify funding for the transportation projects
- Prioritize and select transportation projects at the state level
- Produce the UTP document and project listings
- Conduct UTP public meeting and public hearing
- Present to Texas Transportation Commission for adoption

Federal Funds

Revenues collected from federal motor fuels taxes are deposited in the federal Highway Trust Fund. These funds are appropriated by Congress through the Federal-Aid Highway Programs and distributed to each state. Most TxDOT projects are funded with both federal and state funds, with the most common share being 80% federal, 20% state. The Federal Highway Administration (FHWA) reimburses TxDOT for qualified project expenditures as they are paid out.

Federal Funds

Over one-third of TxDOT's budget is comprised of federal funds, which are deposited in the State Highway Fund. The state General Appropriations Act (GAA) includes federal funds in TxDOT's bill pattern as estimated reimbursements for payments on projects that meet certain federal requirements.

At the federal level, revenue collected from the federal tax on gasoline and diesel is deposited in the Highway Trust Fund. Highway Trust Fund dollars are distributed to states primarily through highway and transit formulas, in addition to discretionary allocations. For decades, federal aid for highways was supported solely by tax and fee revenue deposited in the Highway Trust Fund. Since 1993, the federal motor fuels tax rate has remained at 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel. These collections have not kept up with the rising demands on the nation's transportation system. Since 2008, the Highway Trust Fund has been supplemented with federal general revenue to compensate for the diminishing value of the federal gas tax.

In FY 2019, Texas will be the largest donor state receiving a smaller percentage from the federal Highway Trust Fund than the percentage contributed to the fund. Eleven percent of Highway Trust Fund revenues are generated in Texas, yet the state will only receive 8.95 percent of funds apportioned to states from the fund this fiscal year. This disproportion equals approximately \$939 million in highway funding attributed to fuel taxes paid in Texas but will be directed to other states' transportation programs in federal FY 2019.



State Funds

The State Highway Fund is TxDOT’s principal fund. Most of the taxes and fees deposited in the State Highway Fund are dedicated by the Texas Constitution to support state highways. The primary sources of State Highway Fund revenues are the state motor fuels tax, vehicle registration fees, sales taxes (Proposition 7), and the oil and gas production tax, also known as severance tax (Proposition 1). Revenues from Propositions 1 and 7 are held in special subaccounts of the State Highway Fund. These funds are realized at the MPO level when the distribution of Category 2 funds is made by the Transportation Commission. For the Permian Basin MPO, the main source of revenue is Category 2, Metro and Urban Area Corridor Projects. Larger MPOs benefit from additional funding from the remaining TxDOT categories shown below. The Category 2 funds are distributed based on several factors that affect the region. This is true for all MPOs, but not the case for Transportation Management Areas (TMAs). The Texas Administrative Code (Title 43, Part 1, Rule 16.154) contains a formula for the distribution of funds based on population, truck vehicle miles traveled, congestion, number of lane miles that are on-system, and safety using fatal and serious injury crashes as reported through the TxDOT Crash Record Information System. It is based on these factors that the Permian Basin MPO is allocated Category 2 funds for each year of the UTP. As stated earlier, the UTP is a ten-year planning document and reasonably forecasts funding over the ten-year period so that the MPO has the understanding of available funding to plan for mid-term transportation projects where the 25-year MTP is a long-range document, and the TIP covers a short, 4-year period. Table 10.1 below show the UTP funding made available through the UTP to the Permian Basin MPO in FY 2015 and FY 2020. In that six-year period, the total funding made available to all MPOs and rural highways in the TxDOT Districts has more than doubled.

The State Highway Fund

The State Highway Fund, also referred to as Fund 6, is TxDOT’s primary funding source. This fund receives state revenues in the form of taxes and fees. Some of these taxes and fees are dedicated by the state constitution to fund the acquisition of right of way, construction and maintenance of public roadways and are indicated below. In other words, constitutionally dedicated funds for the purpose of supporting public roadways may not be spent on other modes of transportation.

The State Highway Fund also contains subaccounts for Proposition 1 and 7 funding, the State Infrastructure Bank (SIB) funds, and regional subaccounts with toll revenue and revenues from Comprehensive Development Agreements (CDAs) that can only be used on projects within the region of the project generating the funds.

The State Highway Fund main account receives the following revenues:

- State Motor Vehicle Fuels Tax*
- Vehicle Registration Fees*
- Other, smaller revenues such as lubricant sales taxes*, permit fees for special vehicles, fees and interest* on certain funds
- Local project participation funds
- Federal highway* and other agency reimbursements

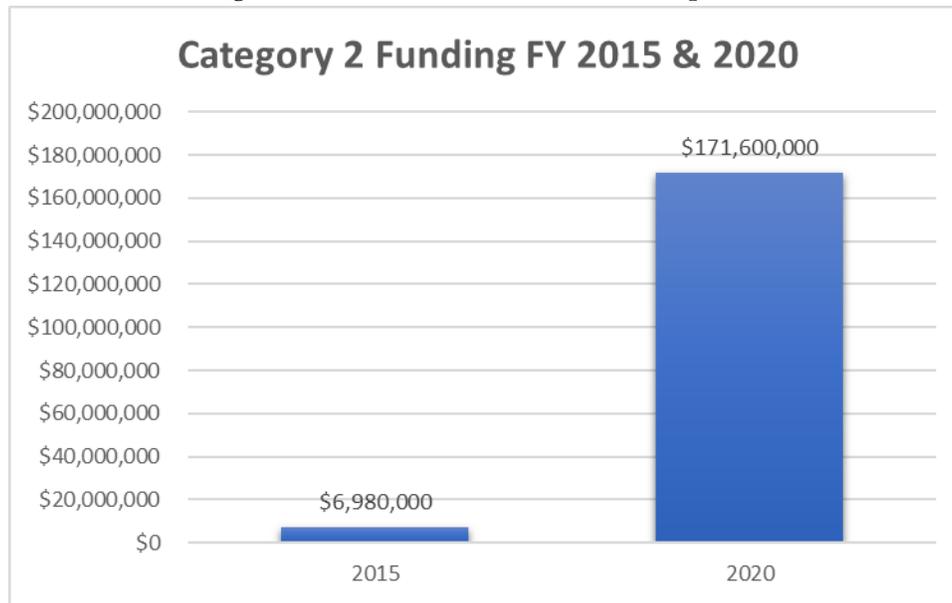
State Highway Fund subaccounts hold the following:

- Proposition 1 funds*
- Proposition 7 funds*
- SIB loan repayments and interest
- Regional toll revenue and revenue from CDAs

* Indicates revenues that are dedicated by the Texas Constitution to fund public roadway projects.



Table 10.1 Available Funding for the MPO FY 2015 & 2020 Comparison



The TxDOT Category 2 funds authorized for programming of the MPO’s projects are utilized to address mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category as further described in Chapter 9, Project Selection and Projects. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

Although Category 2 funds are the most consistent revenue source for the Permian Basin MPO, in recent years the TxDOT Odessa District has coordinated with the MPO to program funding from Category 4- Statewide Urban Connectivity, to pay for on-system projects in the MPO boundary. Furthermore, the Texas Transportation Commission (TTC) has programmed significant amounts of Category 12-Strategic Priority funding to major projects including I-20, US 385, SL 250, and SL 338. The Category 12 funds provided to the MPO serve to expedite project implementation. The TTC made these funds available due to the MPO leveraging its Category 2 funds as well as funds provided by both the Midland and Odessa Economic Development Corporations. Additionally, the TxDOT Odessa District typically spends one-third of its annual Category 11 allocation in the MPO boundary as well, these are District Discretionary funds. For historical reference, the TxDOT UTP approved for FY 2015 showed a total of \$6,980,000 of Category 2 funding whereas the FY 2020 UTP shows \$171,600,000, representing an increase of 245 times the 2015 amount, as shown in Table 10.1. The 2023-2032 TxDOT UTP indicates a total funding amount of \$85,064,891,753 or approximately 14.3% over the 2022-2031 period total of \$74,427,065,898. It is anticipated that the additional funds will continue through the life cycle of the IIJA Act and beyond; accordingly, the MPO has listed projects in Chapter 9 and herein that slightly exceed the conservative revenue calculations and assumptions shown in this Chapter.



Non-Traditional Funding

The cities in the Permian Basin MPO region have a history of contributing local funds to assist with the construction of prioritized projects as determined by the Policy Board. In 2005, the Odessa Development Corporation (ODC) contributed \$5 million for the construction of an overpass at John Ben Shepperd Parkway to link the major north-south corridor with an emerging industrial park located south of the Union Pacific Railroad tracks and accessing I-20. At that time, the TxDOT Odessa District was preparing to delay construction until funding became available. The Development Corporation realized that in order to construct the project, it would be necessary to find additional funds from local, non-state sources. In 2018 both the ODC and the Midland Development Corporation (MDC) donated \$15 million of locally generated funds to contribute toward important projects including Loop 250 at CR 1150 in Midland, US 385 at N. Loop 338 in Odessa, Loop 250 at CR 1140 in Midland, and Loop 250 at SH 158 in Midland. Local funds from the City of Odessa and Ector County were also provided for a traffic signal and grade improvement project at 52nd/56th Streets at Loop 338 in Odessa. It is anticipated that this trend will continue and that this funding source can be reasonably programmed at a rate of \$1 million per year from both entities combined. This type of funding is listed in the TxDOT UTP as Category 3, Non-Traditional sources.

Anticipated funding for the MTP planning period comes primarily from four sources: Categories 2, 3, 4, and 11, as shown in Table 10.3. The TTC has provided additional Category 12 funding for some major improvements on I-20 and at other interchange locations on the Loop roads in both cities; however, there is no assumption made for an average annual allocation in future years. These reasonably expected funding levels from the sources shown in Table 10.3 meet the fiscal constraint requirement under federal legislation.

Table 10.2 Anticipated Annual Revenue FY 2033-2045

Category	Revenue
Category 2 – Urban Mobility	\$17.6 million/year
Category 3 – Non-Traditional	\$1 million/year
Category 4 – Urban Connectivity	\$8.4 million/year
Category 11 – District Discretionary	\$1 million/year
Total	\$28 million/year

In order to provide a conservative assessment of revenue, the MPO estimates that funding for the remaining thirteen years of the *Forward 45* MTP will increase at a modest rate reflecting the TxDOT UTP historic growth. the MPO. Thus, at the current rate of funding shown in Table 10.2 of \$28.5 million per year, the MPO would benefit from \$364 million for highway funding over a thirteen-year period. Table 10.1 shown the list of projects contained in the 2023-2032 UTP. During the TAC workshops it was noted



that the member agencies are experiencing bids for work that exceed the engineer’s cost estimate. In many cases, the cost excess is between 20 and 30%. To account for this concern, the TAC members established new anticipated costs for projects that are in the UTP. This is reflected in Tables 9.1 and 10.1 as “Overage”. The Tables indicate that the overage exceeds \$40 million (\$40,300,000) over the ten-year period. With the overage considered, the thirteen-year revenue estimate was reduced by the same amount, thus leaving available revenue at \$323,700,000. This sum was used to prepare Tables 9.2 and 10.2. Transit funding and funding sources are described below and in Table 10.4.

For reference, the 2023-2032 UTP contains a list of TTC approved investments, cost estimates, funding sources, and a general timing of projects over a ten-year period ending in FY 2032. The ten-year project list includes funding as follows:

- \$176,808,714 of programmed funding from Category 2;
- \$8,000,000 of Category 3 funds;
- \$87,898,406 of Category 4 funds; and
- \$524,950,000 of Category 12 as shown in Table 10.3.

Estimated Revenue	\$364,000,000
UTP Overage (2023-2032)	(\$40,300,000)
Available Revenue	\$323,700,000
New Estimate	\$378,400,000
Estimate Over Available Revenue	(\$54,700,000)
% Over Available Revenue	17%

Note:

Tables 9.2 and 10.3 do not show that TxDOT Transportation Commission Strategic Priority (Category 12) funds will be dedicated to the MPO’s projects; however, there has been a consistent infusion of funds from this source for many years. Additionally, there are four projects in the UTP and the MTP on the I-20 corridor that are not fully funded by TxDOT. These projects remain in the UTP and are listed in this document with full knowledge that the revenue available to the MPO cannot cover the cost and that these will be paid for with TxDOT funds. The non-I-20 projects listed in this MTP are reasonably fiscally constrained based on the assumptions made concerning IJJA funding and additional investment by TxDOT to fully fund priority projects.



Table 10.3 Fiscally Constrained Priority Projects 2023-2032

Fiscally Constrained Projects FY 2023-2026 Amendment No. 3																						
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	UTP Allocation Category 11	YOE*	Map ID					
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				\$142,000,000		\$149,500,000	7A					
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					\$79,800,000		\$86,300,000	7B					
2024	I-20 Project 3c - Widen Freeway - Ector	IH 20	East of IBS 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					\$27,600,000		\$28,600,000	7C					
2026	SL 338 S - New Interchange	US 385	At S.I. 338	Construct new interchange	1.0	TxDOT	RC-49	0229-01-042	\$21,000,000	2,000,000						\$23,000,000	7D					
2026	SH 158 at Wadley Ave - Traffic Signal	SH 158	At Wadley Ave	Install Traffic Signal	1	TxDOT	RC-234	0463-02-080	\$3,600,000							\$3,600,000	7E					
2026	SH 158 at CR 60/Brianwood - Traffic Signal	SH 158	CR 60/Brianwood	Install Traffic Signal	1	TxDOT	RC-236	0463-02-079	\$3,600,000							\$3,600,000	7F					
Year 1-4 Totals													\$41,200,000	\$4,000,000	\$0	\$0	\$0	\$0	\$249,400,000	\$0	\$294,600,000	

*YOE = Year of Expenditure



Table 10.3 Fiscally Constrained Priority Projects 2023-2032 (cont.)

FY 2027 - 2032 MTP Amendment No. 3 Draft																		
2023 UTP ID	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 11	UTP Allocation Category 12	Total Authorized	New Estimate	Over Total Authorization*	MPO Map ID
23	2027	BI 20-E - Fuelde Road Interchange	BI 20-E	At Fuelde Rd	Construct new interchange	1	City of Odessa	RC-15*	0005-02-119	\$8,370,000	\$2,000,000	\$10,750,000			\$11,130,000	\$39,200,000	\$18,080,000	A
8	2028	SH 302 - W 8th Street Interchange	SH 302	At W 8th St	Construct new interchange	1	City of Odessa	RC-131	2224-02-110	\$19,760,000	\$2,000,000				\$11,760,000	\$28,000,000	\$6,240,000	B
9	2028-2031	Safety Improvements (Medians) - Odessa	SH 191	UP 338 E to UP 338 W	Safety Improvements - Medians	11.8	Odessa	RC-261	2205-02-058	\$6,000,000					\$6,000,000	\$6,000,000	\$0	C
20	2029	SH 349 - Upgrade Non-Freeway	SH 349	SH 191 to BI 20-E	Upgrade to standards non-freeway	4	TxDOT	RC-52*4	1728-02-043	\$6,966,960					\$6,966,960	\$0	\$6,966,960	D
20	2029	SH 349 - Upgrade Non-Freeway	SH 349	BI 20-E to IH 20	Upgrade to standards non-freeway	1	TxDOT	RC-52*6	1728-02-035	\$1,433,040					\$1,433,040	\$0	\$1,433,040	E
5	2028-2031	I-20	IH 20	N. I-20 Service Road at Murphy Street to Moss	Traffic Signal at Moss Ave	N/A	TxDOT	RC-265	0004-02-137	\$750,000					\$750,000	\$750,000	\$0	F
19	2028-2031	SH 158	At CR 120	SH 158 at CR 120	Intersection at CR 120	N/A	Midland County	RC-251	0463-02-493	\$4,000,000					\$4,000,000	\$4,000,000	\$0	G
24	2028-2031	BI 20-E at Avalon Dr.	Avalon Dr.	BI 20 at Avalon Dr	Intersection improvement	N/A	City of Midland	RC-235	0005-02-125	\$3,000,000					\$3,000,000	\$4,400,000	\$1,400,000	H
25	2028-2031	BS 1588	FM 888	Andrew Hwy at Midland Dr.	Intersection improvement	N/A	City of Midland	RC-232	0463-02-481	\$3,600,000					\$3,600,000	\$5,600,000	\$2,000,000	I
10	2030	Interchange at SH 191 - Odessa	SH 191	At SH 191 - Odessa	Interchange at SH 191	-	City of Odessa	RC-137 INT B	2224-02-116	\$5,900,000					\$24,500,000	\$28,000,000	\$0	J
11	2030 Not Fully Funded	Upgrade to Freeway - Odessa	SH 191	Yukon Rd E to US 385 N	Upgrade to Freeway	-	City of Odessa	RC-134	2224-02-117	\$17,700,000					\$17,700,000	\$31,200,000	\$13,500,000	K
21	2030 Not Fully Funded	Interchange at Todd Rd - Midland	SH 150	At Todd Rd	Interchange at Todd Rd	-	Midland	RC-17	1188-02-111	\$18,500,000					\$18,500,000	\$25,989,208	\$7,489,208	L
4	2019 Not Fully Funded	IH 20 - Phase 1 - Odessa	IH 20	West of FM 1936 to Monahans Draw	Widen Freeway to 6 lanes, Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation.	6	TxDOT	RC-27	0004-02-135	\$11,790,000					\$71,090,000	\$24,448,000	\$141,648,000	M
6	2018 Not Fully Funded	IH 20 - Phase 1 - Odessa	IH 20	Monahans Draw to East of BS Phwy	Widen Freeway to 6 lanes, Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation.	4	TxDOT	RC-28	0003-13-063	\$11,790,000					\$44,200,000	\$185,920,000	\$129,970,000	N
14	2017-2029 Not Fully Funded	IH 20 - Phase 3 - Midland	IH 20	East of CR 1240 to East of SH 349	Widen Freeway to 6 lanes, Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation.	6	TxDOT	RC-239	0005-14-091	\$6,250,000					\$30,227,471	\$133,513,600	\$87,036,129	O
16	2019-2031 Not Fully Funded	IH 20 Project 5 - Widen Freeway - Midland	IH 20	East of SH 349 to East of FM 1208	Widen Freeway to 6 lanes, Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation.	4	TxDOT	RC-260	0005-15-093	\$13,790,000					\$58,250,000	\$43,840,000	\$271,840,000	P
	2024-2029	Regional Collaboration Program**		Waco Roadway	ITS project to synchronize signals across I40	-	TxDOT	RS-20	-						\$0	\$0	\$0	\$400,289,208
	2024-2029	SH 191 - Phase 1 - Odessa**		Various	Improve interchanges of interchanges	-	TxDOT	RS-001	-						\$0	\$0	\$0	Overage Not Including I-20 projects listed
										\$19,080,000	\$4,000,000	\$10,750,000	\$0	\$226,227,471	\$380,057,471	\$1,050,840,808	\$870,783,337	



10.3.1 Forecasted Transit Revenues

Forecasted Revenues to Midland Odessa Urban Transit District (MOUTD)

The MOUTD is the umbrella agency through which EZ-Rider provides urban transit services in the Midland and Odessa urbanized areas. Revenue received by EZ-Rider is through Federal Transit Administration’s (FTA) Urbanized Area Formula Grants (Section 5307). The funds are used for transit capital, operating assistance and for transportation related planning. Also, discretionary grants such as Bus and Bus Facilities (Section 5339) are awarded to EZ-Rider as a form of funding commonly used for additional buses, vehicle replacement and facilities.

Given that Section 5339 grants are discretionary and in order to remain conservative in estimating future transit revenues, only Section 5307 funding was projected for the Permian Basin MPO region. Transit revenues are shown below.

Available funding for EZ Rider operating and capital expenses, from 2019 to 2045 are shown in Table 10.4. Operating funding for EZ Rider is drawn from Section 5307 sources:

- FTA Section 5307 (Urbanized Area Formula Program)
- State Funds
- Local Funds
- Operating Revenue

Table 10.4 EZ-Rider Base Allocations 2020-2045

EZ-Rider Base Activities	2020-2025	2026-2035	2036-2045	2020-2045
Category	Projected Amount	Projected Amount	Projected Amount	Projected Amount
Section 5307: Operations	\$ 18,000,000	\$ 35,100,000	\$ 42,900,000	\$ 96,000,000
Section 5307: Maintenance	\$ 17,200,000	\$ 33,700,000	\$ 41,100,000	\$ 92,000,000
Section 5307: Planning	\$ 4,900,000	\$ 9,500,000	\$ 11,800,000	\$ 26,200,000
TOTAL	\$ 40,100,000	\$ 78,300,000	\$ 95,800,000	\$ 214,200,000

