



# Permian Basin MPO

Metropolitan  
Planning  
Organization

**DRAFT**

**FY 2023-2026  
TRANSPORTATION IMPROVEMENT  
PROGRAM**

**Draft**

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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 (MOUSD) 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, MOUSD, 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), the subsequent Fixing America's Surface Transportation (FAST) Act and the most recent federal legislation known as the Infrastructure Investment and Jobs Act, or IIJA 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 2023-2026 TIP has been updated to reflect the provisions of the federal legislation 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)***

<b>Member Agency</b>	<b>Amount</b>
Martin County	<b>\$ 1.8M</b>
Ector County	<b>\$ 2.0M</b>
Midland County	<b>\$ 3.6M</b>
TxDOT	<b>\$ 9.1M</b>
City of Odessa	<b>\$ 2.5M</b>
City of Midland	<b>\$ 8.0M</b>
<b>Total</b>	<b>\$ 26.1M</b>

\*Includes Odessa, Midland, and Martin County 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, FAST Act, and IIJA legislation. These legislative actions, often called “highway bills” address the many challenges and funding needs 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, all three of these highway bills 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, MOU/D. 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, FAST Act and IIJA 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.

The IIJA added new areas of planning emphasis. These are:

- Tackling the Climate Crisis
- Equity and Justice 40 in Transportation planning
- Complete Streets
- Public Involvement
- Strategic Highway Network/ U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environment Linkage
- Data in Transportation Planning

## Performance Management

MAP-21, FAST Act, and IIJA 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 2023 – 2026 TIP Development:

- The Permian Basin MPO conducted a public meeting in person and virtually on Tuesday, May 10, 2022 at 8:30 a.m. to begin a 30-day public comment period. The public was encouraged to review and comment on the draft FY 2023-2026 TIP. Notice of the public meeting was placed in the Midland Reporter-Telegram and the Odessa American newspapers and on the MPO’s website and at locations shown in the Public Participation Plan.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the FY 2023-2026 TIP.
- A draft FY 2023-2026 TIP was available on the Permian Basin MPO website ([www.permianbasinmpo.com](http://www.permianbasinmpo.com)).
- In a regularly scheduled meeting of the Permian Basin MPO Policy Board Tuesday, June 20, 2022 interested parties were again given the opportunity to review and comment on the FY 2023-2026 TIP prior to the final approval by the Policy Board. The final FY 2023-2026 TIP was approved for submission into the TxDOT STIP on or before June 23, 2022.
- 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 and subsequent federal transportation bills 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 are required to meet the federal Performance Based Planning and Programming requirements to be considered for approval.

## Highway Safety (PM1)

**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

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

#### Target: Total number of serious injuries

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

#### Target: Fatalities per 100 million vehicle miles traveled

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

**Target: Serious Injuries per 100 million vehicle miles traveled**

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.

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

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 non-motorized fatalities and serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.

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.

In addition to the projects contained in the FY 2021-2024 TIP project listing, other safety improvements that carry over from the FY 2021-2024 TIP and are generally described in the MPO's Grouped CSJ projects (page) include:

- Roadway rehabilitation on BI 20, to including at grade crossing and drainage improvements at SH 158, SH 137, and Fairgrounds Rd.
- Roadway rehabilitation to SH 349 and 349 C, Loop 250, FM 1787, US385
- Bridge joint repair and bridge repair Roadway armoring with overlay on SH 349S
- Three railroad crossings to include grade reconfiguration and drainage improvements
- Traffic signal improvements at numerous locations
- Safety barriers in the medians of Loop 250, I-20 and Business 20, SH 191, and SH 302

## **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 Condition Performance Targets

Performance Measure	Baseline	2020 Target	Actual 2020 Reported Value	2022 Target	2022 Adjusted Target
<b>Pavement on IH</b>					
% in "good" condition			66.6%*	66.4%	66.5%
% in "poor" condition			0.1%*	0.3%	0.2%
<b>Pavement on non-IH NHS</b>					
% 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	
<b>NHS Bridge Deck Condition</b>					
% 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

## MOUSD 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 MOUSD's Transit Asset Management Plan as adopted by the MOUSD Board and the MPO Policy Board. It is anticipated that the projects listed in the TIP project listing will be beneficial to the MOUSD 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. The MOUSD has adopted an agency safety plan to comply with federal regulations. The FTA requirements of the safety plan are indicated below:

### Public Transportation Agency Safety Plan (PTASP):

The PTASP Final Rule 49 CFR Part 673.11 (a)(3), requires that all public transportation providers

must develop an Agency Safety Plan (ASP) to include Safety Performance Targets (SPT), based on the safety performance measures established under the National Safety Plan (NSP). The Safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events and system reliability (State of Good Repair as developed and tracked in the TAM Plan).

### **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 and 2022.

## 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 a Level of Travel Time Reliability of 70% and Truck Travel Time reliability indices of 1.76 in 2022 as shown in the table below.

<b>Performance Measure 3 (National Highway System)</b>	<b>2022 Target (Using Travel Time Index)</b>
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

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

## **Conclusion – Performance Based Planning and Programming (PbPP)**

The PBMPO is the region’s multimodal transportation planning leader. To comply with mandates under the FAST Act and the IIJA, the MPO adopted TxDOT’s PM1 Safety Measures and Targets in January 2018 and readopted the published TxDOT targets in January 2019 and subsequently in 2020, 2021 and 2022; 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 amended in 2021. 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 2023-2026 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 2023-2026 TIP. Following approval by the Policy Board, the approved TIP was utilized to program projects within the area as follows:

- Widening of I-20 in Ector County from JBS Parkway to the county line
- Widening of I-20 in Midland County from the county line to CR 1250
- Purchase replacement buses for transit service within the urbanized area
- Intersection improvements at SH 158 and Wadley Avenue
- Intersection improvements at SH 158 and Briarwood Avenue
- An interchange at US 385 and SL 338
- Rail Crossing and realignment at CR 1250 and UPRR

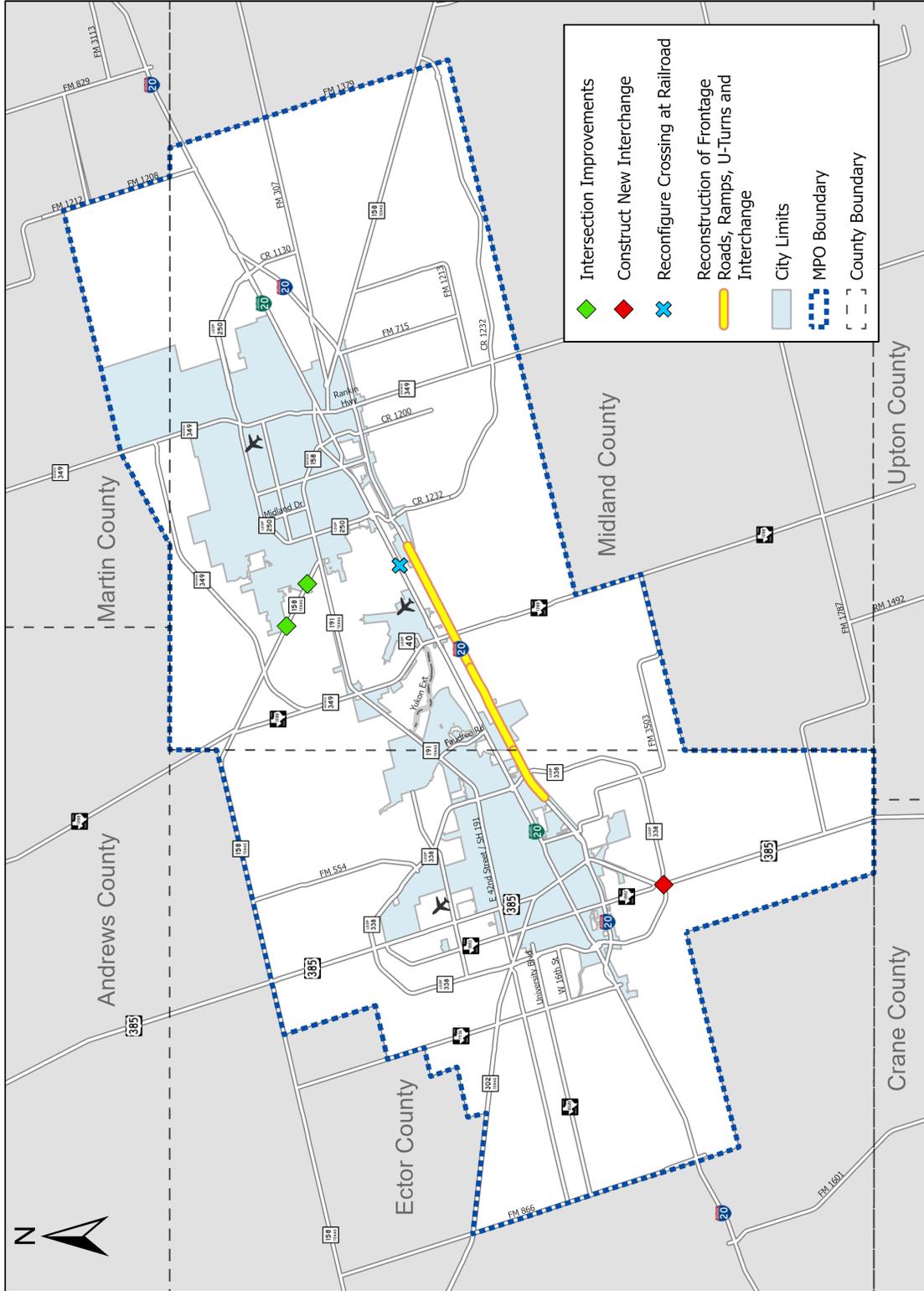
**FY 2021-2024 TIP:** Projects that were commenced or completed from the FY 2021-2024 TIP include the following:

- Construct New Interchange at SH 191 at Yukon Road
- Construct New Interchange at I-20 at Cotton Flat Road
- SL 250 at CR 1140 interchange - \$20,015,000
- Construct New Interchange at I-20 at CR 1250
- Construct New Interchange at I-20 at Midkiff
- Construct New Interchange at Loop 250 at CR 60/CR 1150
- Construct New Interchange at Loop 338 at Yukon Road
- Purchase small and large buses as fleet replacements for EZ-Rider public transit

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 at Loop 250 at CR 60/CR 1150
- \$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 2023-2026 TIP Project Locations



FY 2023 - 2026 TIP Projects



## **FY 2023-2026 TIP Funding Outline**

Projects included in the TIP must be selected from the *Forward 45* Plan and must also be included in the TxDOT 10-year Unified Transportation Program. 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
<b>1</b> <i>PREVENTIVE MAINTENANCE AND REHABILITATION</i>	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
<b>2</b> <i>METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS</i>	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
<b>3</b> <i>NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS</i>	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
<b>4</b> <i>STATEWIDE CONNECTIVITY CORRIDOR PROJECTS</i>	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
<b>5</b> <i>CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT</i>	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
<b>6</b> <i>STRUCTURES REPLACEMENT AND REHABILITATION</i>	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
<b>7</b> <i>METROPOLITAN MOBILITY AND REHABILITATION</i>	Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.	Develop & Construct
<b>8</b> <i>SAFETY</i>	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
<b>9</b> <i>TRANSPORTATION ALTERNATIVES PROGRAM</i>	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
<b>10</b> <i>SUPPLEMENTAL TRANSPORTATION PROJECTS</i>	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
<b>11</b> <i>DISTRICT DISCRETIONARY</i>	Projects eligible for federal or state funding selected at the district engineer's discretion.	Develop & Construct
<b>12</b> <i>STRATEGIC PRIORITY</i>	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/](http://apps.dot.state.tx.us/apps-cq/project_tracker/))

## GROUPED PROJECT CSJs

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

### 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	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
5000-00-957		
5000-00-958		
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 with 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<sup>1</sup>.  
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<sup>1</sup>.

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.

<sup>1</sup> 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

## FY 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM PERMIAN BASIN MPO - HIGHWAY PROJECTS

2023-2028 STIP									
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 RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO						PROJECT SPONSOR TxDOT			
DESCR ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY						REVISION DATE 07/2022			
REMARKS Project Name: IH20_E_CR1300_E CR1250						MPO PROJ NUM RC-257			
						FUNDING CAT(S) 2, 12			
PROJECT HISTORY									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	1,700,300								
ROW PURCH \$	175,000	CO&T OF	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
CONSTR \$	86,300,000	APPROVED	2	\$ 4,875,000	\$ 1,625,000	\$ 0	\$ 0	\$ 0	\$ 6,500,000
CONST ENG \$	3,805,644	PHASES	12	\$ 63,840,000	\$ 15,960,000	\$ 0	\$ 0	\$ 0	\$ 79,800,000
CONTING \$	1,598,148		TOTAL	\$ 68,715,000	\$ 17,585,000	\$ 0	\$ 0	\$ 0	\$ 86,300,000
INDIRECT \$	2,548,815								
BOND FIN \$	0								
PT CHG ORD \$	6,384,602								
TOTAL COST \$	102,51,509								
2023-2028 STIP									
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 RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO						PROJECT SPONSOR TxDOT			
DESCR ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY						REVISION DATE 07/2022			
REMARKS Project Name: IH 20_ECTOR COUNTY LINE_EAST_CR1300						MPO PROJ NUM RC-256			
						FUNDING CAT(S) 2, 12, 3LC			
PROJECT HISTORY									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	7,460,479								
ROW PURCH \$	175,000	CO&T OF	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
CONSTR \$	149,500,000	APPROVED	2	\$ 4,400,000	\$ 1,100,000	\$ 0	\$ 0	\$ 0	\$ 5,500,000
CONST ENG \$	6,592,628	PHASES	12	\$ 113,600,000	\$ 28,400,000	\$ 0	\$ 0	\$ 0	\$ 142,000,000
CONTING \$	2,768,519		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000	\$ 2,000,000
INDIRECT \$	4,415,386		TOTAL	\$ 118,000,000	\$ 29,500,000	\$ 0	\$ 0	\$ 2,000,000	\$ 149,500,000
BOND FIN \$	0								
PT CHG ORD \$	11,060,232								
TOTAL COST \$	181,972,244								
2023-2028 STIP									
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 RECONSTRUCT FRONTAGE RDS., RAMPS, U-TURNS, INTERCHANGES, CONVERT FRONTAGE RDS TO						PROJECT SPONSOR TxDOT			
DESCR ONE-WAY OPERATION, WIDEN MAINLANES FROM 4 TO 6 LANES FOR ADDED CAPACITY						REVISION DATE 07/2022			
REMARKS Project Name: IH20_WIDEN_JBS PARKWAY_MIDLAND C/L \$						MPO PROJ NUM RC-258			
						FUNDING CAT(S) 2, 12			
PROJECT HISTORY									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	1,427,222								
ROW PURCH \$	110,000	CO&T OF	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
CONSTR \$	28,600,000	APPROVED	2	\$ 800,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000
CONST ENG \$	1,261,198	PHASES	12	\$ 22,080,000	\$ 5,520,000	\$ 0	\$ 0	\$ 0	\$ 27,600,000
CONTING \$	529,630		TOTAL	\$ 22,880,000	\$ 5,720,000	\$ 0	\$ 0	\$ 0	\$ 28,600,000
INDIRECT \$	844,682								
BOND FIN \$	0								
PT CHG ORD \$	2,115,870								
TOTAL COST \$	34,891,602								

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2023-2025  
GROUPED PROJECTS  
MIDLAND-ODESSA METROPOLITAN PLANNING ORGANIZATION  
FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	MIDLAND	0453-02-079	SH 158	C			\$ 3,600,000	
LIMITS FROM AT CR 60/BRIARWOOD						REVISION DATE: 07/2022		
LIMITS TO:						MPO PROJ NUM: RC-236		
PROJECT INSTALL TRAFFIC SIGNAL						FUNDING CAT(S) : 1		
DESCR:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$ 164,367		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE: \$ 0		PHASES:		2	\$ 2,880,000	\$ 720,000	\$ 0	\$ 3,600,000
CONST COST: \$ 3,600,000		\$ 3,600,000		TOTAL:	\$ 2,880,000	\$ 720,000	\$ 0	\$ 3,600,000
CONSTR ENG: \$ 771,038								
CONTING: \$ 140,153								
JNR COSTS: \$ 97,278								
BND FINANCING: \$ 0								
TOTAL PRJ COST: \$ 3,887,112								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	MIDLAND	0005-02-112	BI 20-E	C			\$ 6,600,000	
LIMITS FROM AT CR 1250						REVISION DATE: 07/2022		
LIMITS TO:						MPO PROJ NUM:		
PROJECT TRAFFIC SIGNAL IMPROVEMENTS						FUNDING CAT(S): 1,8		
DESCR:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$ 303,534		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE: \$ 0		PHASES:		8-SAFETY:	\$ 540,000	\$ 60,000	\$ 0	\$ 600,000
CONST COST: \$ 6,600,000		\$ 6,600,000		TOTAL:	\$ 540,000	\$ 60,000	\$ 0	\$ 600,000
CONSTR ENG: \$ 748,492								
CONTING: \$ 301,734								
JNR COSTS: \$ 173,643								
BND FINANCING: \$ 0								
TOTAL PRJ COST: \$ 6,925,150								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	MIDLAND	0005-02-112	BI 20-E	C			\$ 6,600,000	
LIMITS FROM AT CR 1250						REVISION DATE: 07/2022		
LIMITS TO:						MPO PROJ NUM:		
PROJECT TRAFFIC SIGNAL IMPROVEMENTS						FUNDING CAT(S): 1,8		
DESCR:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$ 303,534		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE: \$ 0		PHASES:		8-SAFETY:	\$ 540,000	\$ 60,000	\$ 0	\$ 600,000
CONST COST: \$ 6,600,000		\$ 6,600,000		TOTAL:	\$ 540,000	\$ 60,000	\$ 0	\$ 600,000
CONSTR ENG: \$ 748,492								
CONTING: \$ 301,734								
JNR COSTS: \$ 173,643								
BND FINANCING: \$ 0								
TOTAL PRJ COST: \$ 6,925,150								

# Highway Financial Summary

## Permian Basin MPO - District 13 Initial FY 2023 - 2026 Transportation Improvement Program

### Funding by Category

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		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	\$0	\$0	\$13,000,000	\$13,000,000	\$0	\$0	\$21,000,000	\$21,000,000	\$34,000,000	\$34,000,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$4,000,000	\$4,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$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 Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$249,400,000	\$249,400,000	\$0	\$0	\$0	\$0	\$249,400,000	\$249,400,000
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		\$0	\$0	\$264,400,000	\$264,400,000	\$0	\$0	\$23,000,000	\$23,000,000	\$287,400,000	\$287,400,000

### Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
<b>Federal</b>	\$0	\$209,595,000	\$0	\$16,800,000	\$226,395,000
<b>State</b>	\$0	\$52,805,000	\$0	\$4,200,000	\$57,005,000
<b>Local Match</b>	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$2,000,000	\$0	\$2,000,000	\$4,000,000
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$0	\$264,400,000	\$0	\$23,000,000	\$287,400,000

\*Total funds for program years FY 2023-2026 from TxDOT 2020 Unified Transportation Program (UTP)

**END OF CURRENT TIP HIGHWAY  
PROJECT LIST**

**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 10 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**

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



## Fiscal Year 2023 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 846,203
PROJECT SPONSOR	MOULD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$ 325,132
		TOTAL PROJECT COST	\$ 1,171,335
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 1,930,074
PROJECT SPONSOR	MOULD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE	OTHER SOURCES	\$ 482,518
		TOTAL PROJECT COST	\$ 2,412,592
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 674,989
PROJECT SPONSOR	MOULD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PLANNING	OTHER SOURCES	\$ 168,747
		TOTAL PROJECT COST	\$ 843,736
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ -
PROJECT SPONSOR	MOULD	STATE FUNDS FROM TXDOT	\$ 712,058
PROJECT DESCRIPTION	OPERATING	OTHER SOURCES	\$ 223,602
		TOTAL PROJECT COST	\$ 935,660
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 779,752
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	CAPITAL	OTHER SOURCES	\$ -
		TOTAL PROJECT COST	\$ 779,752
CAPITAL	\$ -	CREDITS REQUESTED	\$ 219,553
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2023	FTA FUNDING CATEGORY	Section 5310
MPO PROJECT NUMBER		FTA FUNDS	\$ -
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXDOT	\$ 40,000
PROJECT DESCRIPTION	Travel Training	OTHER SOURCES	\$ 40,000
		TOTAL PROJECT COST	\$ 80,000
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	\$ 370,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	Bus replacement	OTHER SOURCES	\$ -
		TOTAL PROJECT COST	\$ 370,000
CAPITAL	\$ -	CREDITS REQUESTED	\$ 55,500
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2022	FTA FUNDING CATEGORY	Section 5307/Flex Funds
MPO PROJECT NUMBER		FTA FUNDS	\$ 850,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	Fleet Replacement	OTHER SOURCES	\$ -
		TOTAL PROJECT COST	\$ 850,000
CAPITAL	\$ -	CREDITS REQUESTED	\$ 127,500
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	\$ 863,127
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$ 371,131
		TOTAL PROJECT COST	\$ 1,234,258
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2024	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 2,029,919
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE	OTHER SOURCES	\$ 507,480
		TOTAL PROJECT COST	\$ 2,537,399
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2024	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 688,489
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -

PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	\$ 172,122
			TOTAL PROJECT COST	\$ 860,611
CAPITAL	\$ -	-	CREDITS REQUESTED	\$ -
OPERATING	\$ -	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	-	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ -
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ 712,058
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	\$ 149,267
			TOTAL PROJECT COST	\$ 861,325
CAPITAL	\$ -	-	CREDITS REQUESTED	\$ -
OPERATING	\$ -	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	-	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ 734,103
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	\$ -
			TOTAL PROJECT COST	\$ 734,103
CAPITAL	\$ -	-	CREDITS REQUESTED	\$ 146,821
OPERATING	\$ -	-	CREDITS AWARDED	\$ -

ADMINISTRATION	\$	-	CREDITS AWARDED DATE
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FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5310
MPO PROJECT NUMBER			FTA FUNDS	\$
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	-
PROJECT DESCRIPTION	Travel Training		OTHER SOURCES	\$
			TOTAL PROJECT COST	40,000
				\$
CAPITAL	\$	-	CREDITS REQUESTED	-
OPERATING	\$	239,776	CREDITS AWARDED	\$
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	-

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

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## Fiscal Year 2025 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 880,390
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$ 420,171
		TOTAL PROJECT COST	\$ 1,300,561
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 2,134,930
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE	OTHER SOURCES	\$ 533,733
		TOTAL PROJECT COST	\$ 2,668,663
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 702,258

PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	\$ 175,565
			TOTAL PROJECT COST	\$ 877,823
CAPITAL	\$ -	-	CREDITS REQUESTED	\$ -
OPERATING	\$ -	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	-	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ 985,910
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ 712,058
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	\$ 70,532
			TOTAL PROJECT COST	\$ 1,768,500
CAPITAL	\$ -	-	CREDITS REQUESTED	\$ -
OPERATING	\$ -	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	-	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ 583,250
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	\$ -
			TOTAL PROJECT COST	\$ 583,250

CAPITAL	\$	-	CREDITS REQUESTED	\$ 116,650
OPERATING	\$	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	
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FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5310
MPO PROJECT NUMBER			FTA FUNDS	\$ -
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ 40,000
PROJECT DESCRIPTION	Travel Training		OTHER SOURCES	\$ 40,000
			TOTAL PROJECT COST	\$ 80,000
CAPITAL	\$	-	CREDITS REQUESTED	\$ -
OPERATING	\$ 239,776		CREDITS AWARDED	\$ -
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	
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FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5339
MPO PROJECT NUMBER			FTA FUNDS	\$ 375,000
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	\$ -
			TOTAL PROJECT COST	\$ 375,000
CAPITAL	\$	-	CREDITS REQUESTED	\$ 56,250
OPERATING	\$	-	CREDITS AWARDED	\$ -
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	
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FTA APPORTIONMENT YEAR	2024	FTA FUNDING CATEGORY	Section 5307/Flex Funds
MPO PROJECT NUMBER		FTA FUNDS	\$ 850,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	Fleet Replacement	OTHER SOURCES	\$ -
		TOTAL PROJECT COST	\$ 850,000
CAPITAL	\$ -	CREDITS REQUESTED	\$ 127,500
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

## Fiscal Year 2026 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 880,390
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$ 420,171
		TOTAL PROJECT COST	\$ 1,300,561
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 2,134,930
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	PREVENTATIVE MAINTENANCE	OTHER SOURCES	\$ 533,733
		TOTAL PROJECT COST	\$ 2,668,663
CAPITAL	\$ -	CREDITS REQUESTED	\$ -
OPERATING	\$ -	CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -	CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	\$ 702,258
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	\$ -

PROJECT DESCRIPTION	PLANNING		OTHER SOURCES	\$ 175,565
			TOTAL PROJECT COST	\$ 877,823
CAPITAL	\$ -		CREDITS REQUESTED	\$ -
OPERATING	\$ -		CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -		CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ 985,910
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ 712,058
PROJECT DESCRIPTION	OPERATING		OTHER SOURCES	\$ 70,532
			TOTAL PROJECT COST	\$ 1,768,500
CAPITAL	\$ -		CREDITS REQUESTED	\$ -
OPERATING	\$ -		CREDITS AWARDED	\$ -
ADMINISTRATION	\$ -		CREDITS AWARDED DATE	

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER			FTA FUNDS	\$ 583,250
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$ -
PROJECT DESCRIPTION	CAPITAL		OTHER SOURCES	\$ -
			TOTAL PROJECT COST	\$ 583,250
CAPITAL	\$ -		CREDITS REQUESTED	\$ 116,650
OPERATING	\$ -		CREDITS AWARDED	\$ -

ADMINISTRATION	\$	-	CREDITS AWARDED DATE
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FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5310
MPO PROJECT NUMBER			FTA FUNDS	\$
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$
PROJECT DESCRIPTION	Travel Training		OTHER SOURCES	\$
			TOTAL PROJECT COST	\$
CAPITAL	\$	-	CREDITS REQUESTED	\$
OPERATING	\$	239,776	CREDITS AWARDED	\$
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	-

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FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5339
MPO PROJECT NUMBER			FTA FUNDS	\$
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	\$
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	\$
			TOTAL PROJECT COST	\$
CAPITAL	\$	-	CREDITS REQUESTED	\$
OPERATING	\$	-	CREDITS AWARDED	\$
ADMINISTRATION	\$	-	CREDITS AWARDED DATE	-

# Transit Financial Summary

Transit Financial Summary												
PERMIAN BASIN MPO												
FY 2023 - 2026 Transportation Improvement Program												
All Figures are in Year of Expenditure (VOE) Dollars												
Transit Program	FY 2023			FY 2024			FY 2025			FY 2026		
	Federal	State/Other	Total									
1	4,231,018	1,912,057	6,143,075	4,315,638	1,912,058	6,227,696	5,286,738	1,912,059	7,198,797	5,286,738	1,912,059	7,198,797
2	0	80,000	80,000	0	40,000	40,000	0	80,000	80,000	0	80,000	80,000
3	0	0	0	0	0	0	0	0	0	0	0	0
4	370,000	0	370,000	425,000	0	425,000	375,000	0	375,000	450,000	0	450,000
5	850,000	0	850,000	0	0	0	850,000	0	850,000	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Funds</b>	<b>\$5,451,018</b>	<b>\$1,992,057</b>	<b>\$7,443,075</b>	<b>\$4,740,638</b>	<b>\$1,952,058</b>	<b>\$6,692,696</b>	<b>\$6,511,738</b>	<b>\$1,992,059</b>	<b>\$8,503,797</b>	<b>\$5,736,738</b>	<b>\$1,992,059</b>	<b>\$7,728,797</b>
Transportation Development Credits Requested		402,553			210,571			300,400			194,150	
Transportation Development Credits Awarded												

## Contact Information

<b>Cameron Walker, AICP, Executive Director, Permian Basin MPO</b> <b>Phone: (432) 617-0129</b> <b><a href="mailto:cwalker@permianbasinmpo.com">Email: cwalker@permianbasinmpo.com</a></b>	
<b>Physical Address</b>	<b>Mailing Address</b>
<b>9601 Wright Drive, Suite 1</b> <b>Midland, TX 79706</b>	<b>P.O. Box 60916</b> <b>Midland, TX 79711</b>

## 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 CFR parts 27, 37, and 38;
7. 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;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

*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.*

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Lauren Garduno, P.E.  
Interim District Engineer  
Odessa District  
Texas Department of Transportation

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Date

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Jack Ladd, Jr.  
Permian Basin MPO  
Policy Board Chairman

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Date



## 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 FASTAct compliance may be found at [www.permianbasinmpo.com](http://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:

<a href="http://www.mctmidland.org">www.mctmidland.org</a>	Midland Community Theater
<a href="http://www.midlandtxchamber.com">www.midlandtxchamber.com</a>	Midland Chamber of Commerce
<a href="http://www.odessachamber.com">www.odessachamber.com</a>	Odessa Chamber of Commerce
<a href="http://www.midlandhcc.com">www.midlandhcc.com</a>	Midland Hispanic Chamber of Commerce
<a href="http://www.odessahcc.com">www.odessahcc.com</a>	Odessa Hispanic Chamber of Commerce
<a href="http://www.noelartmuseum.org">www.noelartmuseum.org</a>	Noel Art Museum - Odessa
<a href="http://www.milb.com">www.milb.com</a>	Midland Rockhounds Minor League Baseball
<a href="http://www.acmidland.com">www.acmidland.com</a>	Celebration of the Arts
<a href="http://www.artisanartwalk.com">www.artisanartwalk.com</a>	Artisan Art Walk



<a href="http://www.highskywing.org">www.highskywing.org</a>	High Sky Wing Vintage WWII Aircraft Summer
<a href="http://www.summERMummers.com">www.summERMummers.com</a>	Mummers Theatre Arts
<a href="http://www.jackalopes.org">www.jackalopes.org</a>	Odessa Jackalopes Minor League Hockey
<a href="http://www.sibleynaturecenter.org">www.sibleynaturecenter.org</a>	Sibley Nature Center trails and nature display
<a href="http://www.petroleummuseum.org">www.petroleummuseum.org</a>	History of the Permian Basin Oil and Gas Industry
<a href="http://www.museumsw.org">www.museumsw.org</a>	Museum of the Southwest - Midland
<a href="http://www.odessameteorcrater.com">www.odessameteorcrater.com</a>	Meteor Crater site in west Odessa
<a href="http://www.l20wildlifepreserve.org">www.l20wildlifepreserve.org</a>	Jenna Welch Wildlife Preserve - Midland
<a href="http://www.greyhound.com">www.greyhound.com</a>	Greyhound Bus Service
<a href="http://www.ez-rider.org">www.ez-rider.org</a>	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 landowner. 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 Board.
- 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 MPA, 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, EZ-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 *Forward 45* Metropolitan Transportation Plan (MTP) and the previous version 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) and 326(d))

The projects in the TIP include consideration of safety. Interchanges listed in the FY 2023-2026 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. 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.

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 2023-2026 TIP. Now that the FAST Act and IIJA 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 May 2, 2022*

## **APPENDIX C**

### **History of the TIP and TIP Amendments**

The MPO Policy Board approved the FY 2023-2026 TIP on June 20, 2022.

## **APPENDIX D: EXTENDED PROJECT LISTING\***

Construct new Interchange at Loop 250 at Todd Drive

Convert to freeway section on Loop 338 in NE Odessa from Yukon Road to US 385

***\* These projects are planned outside of the FY 2023-2026 TIP window.***

**APPENDIX E:**

**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, 2021, and a statewide virtual public hearing on August 2, 2021, to receive comments and testimony concerning the development of the 2022 UTP and the project selection process.

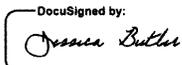
The 2022 UTP, which is attached as Exhibit A, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2022 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. The funds 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 2022 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2021 UTP for fiscal years 2022-2031.

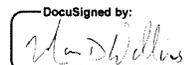
IT IS FURTHER ORDERED that the executive director is hereby authorized to develop the projects funded in the UTP to the appropriate level of authority, to include any necessary agreements, right of way acquisitions, utility adjustments, and relocation assistance, subject to the policies of the department 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 2022 UTP.

Submitted and reviewed by:

DocuSigned by:  
  
00B7C02888034DD  
Director, Transportation Planning and  
Programming Division

Recommended by:

DocuSigned by:  
  
DE1B35AE191749E  
Executive Director

116073 August 31, 2021

Minute Date  
Number Passed

**END OF DOCUMENT**