



**Permian Basin**  
**MPO** Metropolitan  
Planning  
Organization

**FY 2023**

**UNIFIED PLANNING WORK PROGRAM (UPWP)**

***Permian Basin MPO***

***Transportation Management Area (TMA)***

**AIR QUALITY STATUS:**  
***Attainment***

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**Approved by Permian Basin MPO Policy Board on July 18, 2022**

**Federal Approval:**

# **Permian Basin MPO**

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## I. INTRODUCTION

As a result of the Federal Aid Highway Act of 1962, the *Midland-Odessa Regional Transportation Study* (MORTS) *Metropolitan Planning Organization* (MPO) was initiated in April 1965. Guidance and direction of activities in the initial phase was furnished by the *Coordinating Committee* composed of representatives of the various participating governmental agencies (Ector County, Midland County, the City of Midland, the City of Odessa and the Texas Highway Department).

In 1973, the organizational structure was revised to create a Policy Advisory Committee and a Steering Committee. The Policy Advisory Committee (PAC), the policy making body for the MPO was made up of representatives from Ector and Midland County, the Cities of Midland and Odessa and the Texas Highway Department District Engineer. The PAC considered recommendations from the Steering Committee, which was composed of staff members of the participating entities, representatives of state and federal agencies; key regional stakeholders; and, local, state and federal elected officials until the MPO became a self- supporting agency in August 2006. At this time, the MPO changed its name from MORTS to the Midland Odessa Transportation Organization (MOTOR) and the PAC and Steering Committee were renamed the Policy Board and Technical Advisory Committee (TAC) respectively. In 2012, MOTOR MPO became a Transportation Management Area (TMA) by designation of the USDOT. In August 2015, the Policy Board voted to rename the organization Permian Basin MPO in order to better represent the area and to eliminate confusion with other transportation agencies. The City of Odessa is the fiscal agent for the Permian Basin MPO. Acting through its Policy Board, Permian Basin MPO, in conjunction with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Martin, Midland and Ector Counties, the cities of Midland and Odessa, and MOUTD, the Permian Basin MPO administers the transportation planning process in the urban area. This designation was renewed by contract with TxDOT and executed in September 2018. The contract reflects changes in the planning process brought about by the Infrastructure Investment and Jobs Act (IIJA) of 2021, the previous Fixing America's Surface Transportation (FAST) Act, and earlier federal transportation language, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2023 UPWP was developed in accordance with the regulations set forth in the IIJA Fixing America's Surface Transportation (FAST) Act passed in 2015, and the Infrastructure IIJA in 2021. Together with the State of Texas, and the Midland Odessa Urban Transit District, the Permian Basin MPO is responsible for carrying out the provisions of FAST Act and IIJA as regulated by Title 23 Code of Federal Regulations. Permian Basin MPO planning activities are part of a required Continuing, Cooperative and Comprehensive (3C) transportation planning process.

### A. PURPOSE –

1. Each year Permian Basin MPO shall submit to TxDOT (the department) a program of work which includes goals, objectives and tasks required by each of the agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP) or any name that may be specified in future federal or state regulations.
2. The UPWP will be prepared for a period of one year only. The UPWP shall only reflect work that can be accomplished during the fiscal year.
3. The effective date of each UPWP will be October 1 of each fiscal year or the date of the department approval, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.

4. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the one-year period.
5. The UPWP shall reflect transportation planning work tasks to be funded by federal, state or local transportation, or transportation related tasks planning funds.
6. The use of federal metropolitan transportation planning funds shall be limited to transportation planning work conducted inside the Metropolitan Area Boundary (MAB).
7. The use of federal transportation planning funds shall be limited to corridor/sub-area level planning objectives (planning and environmental linkage and safety studies are considered corridor level planning). The use of such funds beyond the stated objectives is not allowed.
8. Permian Basin MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., add any new work tasks or change the scope of existing work tasks) prior to receiving approval from the department. Any costs incurred prior to receiving department approval shall not be eligible for reimbursement with federal transportation funds.

The UPWP work elements are developed to incorporate the ten planning factors of the MAP-21, the FAST Act, and the IIJA, and the seven MAP-21 national performance goals for federal highway programs listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy, conservation, improve the quality of life, and promote consistency between transportation improvements and local planning growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote the efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhancing travel and tourism.

The MAP-21, FAST Act, and IIJA national performance goals are:

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 asset system in the state of good repair.
3. Congestion reduction – To achieve a significant reduction in congestion on the NHS.
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. Reduce project delivery delays – To reduce project costs, promote completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Environmental mitigation efforts are assured at the planning stage for transportation improvements by the use of technology such as Geographic Information System (GIS), NEPAAssist tool, and the cooperative exchange of information with federal, state, and local agencies related to or interested in transportation planning.

Public participation in the Permian Basin MPO planning process is an important on-going effort to obtain citizen input and is described in an adopted Public Participation Plan (PPP). Permian Basin MPO staff advertises all Policy Board, regular and special meetings, as well as plan development workshops and public comment periods for planning documents. Information is also posted on the Permian Basin MPO website, [www.permianbasinmpo.com](http://www.permianbasinmpo.com), Facebook.

**B. DEFINITION OF AREA –**

The transportation planning process is conducted within the Permian Basin MPO boundary as shown on the map in Appendix B. The boundary includes the Cities of Midland and Odessa and portions of Ector, Martin, and Midland Counties. It also corresponds to the area of the region which is likely to become urbanized in the next 20 years.

**C. ORGANIZATION –**

Permian Basin MPO, in cooperation with TxDOT, FHWA, and FTA, carries out the regional transportation planning process. As the Permian Basin MPO’s Fiscal Agent, the City of Odessa, receives the reimbursement funds from TxDOT for Transportation and Transit Planning.

As mentioned in the Introduction, and illustrated in Appendix A, Permian Basin MPO utilizes three bodies: the Policy Board, the Technical Advisory Committee, and MPO staff to conduct its required activities. The Policy Board is composed of local elected officials from member entities, the TxDOT Odessa District Engineer, and the MOUTD General Manager. The TAC (Appendix A) is also composed of representatives from the Cities of Midland and Odessa; Ector, Martin, and Midland Counties; TxDOT, and MOUTD. The TAC reviews the status of all projects within the Permian Basin MPO Metropolitan Area Boundary and performs other duties as assigned by the Policy Board. The Permian Basin MPO staff supports these bodies and carries out daily operations. The Permian Basin MPO Executive Director serves as chair of the TAC.

**D. PRIVATE SECTOR INVOLVEMENT –**

Permian Basin MPO seeks input from the private sector on local and regional transportation issues. All civic and professional groups are encouraged to participate in the planning process. Private sector developers, stakeholders, and consultants will be used on an “as available” basis to augment and support the transportation planning process. Public involvement is assured in the Permian Basin MPO MAB through an adopted Public

Participation Plan (PPP). Policy Board meetings, public meetings, and open public comment periods for the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) are advertised in local newspapers, e-mail blasts, and social media notifications. Information related to transportation planning is also forwarded to stakeholders of the transportation industry, including appropriate federal, state, local agencies, and Economic Development Corporations. Developers and associated agencies that promote commercial and residential growth are also encouraged to participate.

Additionally, the Permian Basin MPO website contains information regarding the meetings of both the Policy Board and TAC, which includes agendas, meeting minutes and upcoming meeting dates, as well as current and previous planning documents. The website also includes news and information regarding transportation planning and upcoming projects. Access to documents such as the TIP and MTP is also available for the public to aid in dispersing information to disadvantaged citizens. With a surge of social media users in recent years, Permian Basin MPO has utilized Facebook and Twitter for information sharing.

## **E. PLANNING EMPHASIS AREAS–**

### **2021 IIJA Planning Emphasis Areas:**

**1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future** Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

### **2. Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. The MPO encourages the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public



transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **3. Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

#### **4. Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

#### **5. Strategic Highway Network (STRAHNET)**

U.S. Department of Defense (DOD) Coordination FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

#### **6. Federal Land Management**

Agency (FLMA) Coordination FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before

transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **7. Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **8. Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

## II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

### A. OBJECTIVE:

Provide for the daily operation, organization, and coordination of the transportation and land use planning process; provide administrative oversight that will focus on planning for a multi-modal transportation system that promotes interagency and citizen participation in the transportation and land use planning process; and provide Permian Basin MPO staff the opportunity for professional development through attendance at training workshops, courses and meetings.

### B. EXPECTED PRODUCTS:

Prepare a monthly FHWA PL-112 and FTA Sec. 5303 combined accounting report of Transportation Planning Funds (TPF), coordinate Permian Basin MPO Policy Board and TAC activities; update and maintain records with federal and state agencies; complete a fiscal audit as necessary, amend by-laws and other documents, and update the Public Participation Plan (PPP) as needed. Advocate public awareness with Chamber of Commerce transportation sub-committees, City Planning and Zoning Boards, Midland Odessa Transportation Alliance (MOTRAN), the La Entrada al Pacifico Rural Rail Transportation District (LEAP), Permian Basin Bicycle and Pedestrian Association, the Permian Basin Military Partners' Coalition, the Odessa and Midland Development Corporations, the Permian Road Safety Coalition, the Permian Strategic Partnership and other interested entities. The MPO staff will develop and maintain a file system to document how the MPO addresses the previous Federal Certification Review (2020) finding, comments, and recommendations. This will enable the MPO to prepare for the next Federal Certification Review more efficiently. Staff will prepare amended/new resolutions using related data to continue to address safety, road and bridge conditions, transit asset conditions and system reliability (PM1, PM2, PM3) as may be required in FY 2023. All reporting to TxDOT will be completed as needed.

MPO staff will continue to seek opportunities for additional funding to support studies and /or project development.

### C. PREVIOUS WORK:

Staff coordinated twelve Permian Basin MPO Policy Board and eleven TAC regular and numerous special meetings, prepared monthly accounting reports, completed monthly reports for Transportation Planning Fund (TPF); updated and maintained state and federal records in compliance with federal and State regulations. Continued keeping records of limited English proficient callers including staff responses. Assisted with Comprehensive Operations Analysis (COA) for E-Z Rider. Staff hosted an information booth at a regionally advertised trade show regarding Shale Energy Exploration and production.

### D. SUBTASKS:

#### 1.1 Program Administration:

Activities under this subtask will provide oversight and coordination of the various programs contained in the work program. Accounting records of state and federal funds will be updated and maintained in accordance with federal, state, and fiscal agent requirements. Daily functions include correspondence, record keeping, public relations, meeting preparation, advertisement preparations, as well as local mileage to conduct normal MPO administrative business .

## 1.2 Office Equipment, Supplies, and Lease:

Office supplies, postage fees, office space lease and insurance premiums, phone service, subscriptions and printing required for planning activities are charged to this subtask. Office furnishings, computers, support hardware and software to facilitate work performed will be purchased by Permian Basin MPO, as needed. Consistent with 2 CFR 200 guidelines, FHWA and/or TxDOT must approve all purchases over \$5,000.00 in writing.

Activities under this subtask will provide an Americans with Disabilities Act (ADA) accessible office space for the Permian Basin MPO where administrative and technical staff can perform the planning for the Permian Basin MAB and hold meetings of the Permian Basin MPO Policy Board and TAC and other meetings as necessary. Office space will also be provided as a meeting place for the public to discuss transportation related materials and technical issues. Also included in this subtask are a reverse osmosis water treatment system, an alarm system, newspaper services, and other miscellaneous expenses.

## 1.3 Indirect Costs:

Activities under this subtask include administrative fees paid to the Fiscal Agent, the City of Odessa. The City of Odessa assists Permian Basin MPO in processing payables and providing an accounting mechanism and payroll system maintained by City staff. Permian Basin MPO also works with City of Odessa Department Directors who provide assistance, guidance, and direction on legal issues, human resources, as well as providing contract procurement procedures and training. The Fiscal Agent also provides a process to advertise and pay expenses to recruit candidates for Permian Basin MPO staff positions.

## 1.4 Professional Development:

The cost of attending approved transportation and land use planning workshops, conferences, technical workgroups, and Permian Basin MPO related meetings are charged to this subtask. Examples include TEMPO/AMPO meetings, Border Trade Advisory Committee meetings, Urban Air Mobility Committee meetings, the TxDOT Freight Advisory Committee, the Ports-to-Plains corridor, Legislative Updates, meetings of the Texas Transportation Commission, meetings of the Texas A&M Transportation Institute (TTI), meetings of the TxDOT Safety Committee and safety conferences sponsored by TTI or TxDOT, meetings of the Transportation Research Board, and meetings/conferences of the American Planning Association. Also included are regional planning meetings, travel demand modeling, GIS training and GIS meetings, and other similar scheduled events. This subtask includes funding for airfare, car rental, mileage, meals, lodging, registration fees, training materials, staff time, and conference costs. Any out of state travel must be approved in writing by TxDOT prior to incurring any costs.

## 1.5 Public Participation Plan and Title VI Civil Rights:

Permian Basin MPO staff will periodically review and update the public involvement procedures to monitor its effectiveness in obtaining input from citizens with minority, ethnic, and/or low-income backgrounds. Permian Basin MPO may amend the public involvement procedures as necessary based on these reviews. The MPO will utilize outside consultant assistance in the continuation of its public participation efforts.

Permian Basin MPO will conduct public meetings and hearings in accordance with its established policies and governing regulations. Permian Basin MPO will publish public notices of meetings as required. The purpose is to inform the general public and receive input on multi-modal transportation planning efforts in the MAB.

Permian Basin MPO staff will also provide data and technical support as needed to organizations participating in the transportation planning process to facilitate informed decision making about development needs and the impact on the transportation network. Permian Basin MPO will also consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing long-range transportation plans.

Permian Basin MPO will seek out and consider the needs of those individuals traditionally underserved by existing transportation systems. The Permian Basin MPO staff will maintain public involvement procedures with the goal of ensuring that citizens from minority or ethnic backgrounds and/or low-income populations in the Permian Basin MPO MAB have an opportunity to participate in the planning process and to meet the requirements of the U.S. Title VI program.

Public access to Permian Basin MPO documents, maps and other visualization aides are provided at the Permian Basin MPO office or upon written request by direct mail or email. Permian Basin MPO will maintain a website to further its capabilities of providing information to the public. The website offers easy access to Permian Basin MPO documents in order to improve public outreach efforts. Policy Board meeting agendas and minutes are also available on the website [www.permianbasinmpo.com](http://www.permianbasinmpo.com). In addition, Permian Basin MPO plans (TIP, MTP, PPP, and the Title VI Program) are available for public review and comment during the public comment periods outlined in the PPP. Documents can be found at the Permian Basin MPO office; [www.permianbasinmpo.com](http://www.permianbasinmpo.com); Ector County Library; Midland Centennial Library; the City Secretary's office in both Midland and Odessa; Martin County Courthouse; and TxDOT Odessa District office during the public comment periods. MPO staff will also maintain a database of contacts to be used to increase public participation. The Permian Basin MPO has experienced low public turnout at scheduled events and workshops. Assisted work from consultant(s) may continue into FY 2023. Permian Basin MPO will review and analyze Title VI data and will consider the information when prioritizing projects. Additionally, staff will continue to evaluate existing procedures for Title VI compliance using performance measures and indicators, including the following:

## 1.6 Performance Measures

With the passage of MAP-21 and the FAST Act, an anticipated set of Performance Measures to provide a means to invest federal transportation funds more efficiently by focusing on national transportation goals will continue to be implemented. On January 16, 2018, the Policy Board passed a resolution adopting the Safety Performance Measures and Targets (PM1) established by the Texas Department of Transportation. In January 2019, April 2020, February 2021, and February 2022 the Policy Board approved new resolutions that commit the MPO to support TxDOT's adopted safety targets. In November 2018 and June 2021, PM2 resolutions were passed by the Policy Board. PM3 resolutions were also passed by the Policy Board in November 2018 and April 2021. These are directly tied to transportation system condition and reliability. Staff will continue to coordinate with TxDOT and the MOUSD to develop and refine performance measures as required by the FAST Act, Texas House Bill 20, and the MPO's Congestion Management Process. A Transit Asset Management Plan (TAM) and Transit Safety Plan has been approved by MOUSD in compliance with performance based planning requirements.

## 1.7 Local and Regional Agency Interaction

When appropriate, Permian Basin MPO staff will present briefings and presentations on transportation issues. Permian Basin MPO staff will attend transportation advisory group meetings, stakeholder meetings, and meetings of municipalities and counties, providers of transportation, business associations, service organizations, and others to keep informed about trends and activities in the region that will impact the transportation network. As stated previously, presentations were made to local interest groups and stakeholders throughout the region.

## 1.8 Resiliency Planning

MPO Staff will assist with the preparation of a regional Resiliency Plan in FY 2022 and 2023. Staff will consider proposing amendments to the MPO’s project selection and scoring process for future MTP and TIP documentation.

### E. FUNDING SUMMARY –

#### Task 1.0 – 1-Year Funding Summary Table

FY 2023

	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Section 5307 Funds	Local Funds	Total Funds
Subtask		FY 2023	FY 2023	FY 2023	FY 2023
1.1	MPO	118,760			118,760
1.2	MPO	79,640			79,640
1.3	MPO	6,000			6,000
1.4	MPO	26,000			26,000
1.5	MPO	32,600			32,600
1.6	MPO	17,000			17,000
1.7	MPO	28,500			28,500
1.8	MPO	9,500			9,500
1.9	MPO	12,000			12,000
<b>Total:</b>		<b>330,000</b>			<b>330,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.



### III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

#### A. OBJECTIVE –

Collect, maintain, and forecast socio-economic, land use, crash, traffic count, transit and travel data. Use data collection and analysis efforts to assist in developing and enhancing transportation policies and to evaluate how performance measures (Subtask 1.6) have been affected by transportation investments.

#### B. EXPECTED PRODUCTS –

Update socio-economic data, traffic count data, land use data, crash data, transit data, and travel time data. Continue coordination efforts with MOUTD (urban) and assist with rural public transportation providers in an effort to enhance the coordination of public transit service in the MAB.

#### C. PREVIOUS WORK –

Various highway and transit data collection efforts including update and maintain traffic count database, update high crash locations, congestion locations, and analyze census data for socio-economic groups within the Permian Basin MPO MAB. Worked with TxDOT to review 2021 traffic counts including count locations.

#### D. SUBTASKS –

##### 2.1 Socio-Economic Data:

Population, housing, employment, and land use data will be collected and maintained. Information from census data, building permits data, environmental mitigation sources and employment data will be collected and analyzed throughout the MAB. Data collected on disabled, minority and low-income groups within Permian Basin MPO boundary will be evaluated with emphasis on transit analysis, transit ridership applications, and identification of trends dealing with Title VI needs.

Following the April 1, 2020 Census Day, the U.S. Census Bureau will complete its decennial census during FY 2022 and beyond. It is anticipated that the MPO's urban boundary will need to be adjusted following the census. Staff will work with TxDOT to establish a smoothed urban boundary and a metropolitan boundary as needed. In addition, demographic updates for the Travel Demand Model will need to reflect data from the 2020 census as needed; this new data will also affect subtask 4.3.

##### 2.2 Traffic Data Collection:

Permian Basin MPO staff will coordinate with local, state, and regional efforts to develop and update the data needed for transportation planning and development as these affect the adopted CMP and project selection process. By establishing a data bank, Permian Basin MPO will be able to monitor important travel details over time as they relate to vehicle crashes, travel time studies, level of service, percent truck travel, travel delay time, etc. Permian Basin MPO continues to develop the GIS database for use in the MTP and other reports and studies. Permian Basin MPO will continue coordinating with the Cities of Midland and Odessa and TxDOT for traffic counts, database maintenance and mapping improvements for transportation and land use planning.

Work using SPR or PL funds may be completed by consultants.

The Permian Basin MPO has established a project scoring and project selection process using traffic data and other data sources as part of its continuous and comprehensive planning work.

**FUNDING SUMMARY:**

**Task 2.0 – 1-Year Funding Summary Table**

FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Section 5307 Funds	Local Funds	Total Funds
		FY 2023	FY 2023	FY 2023	
2.1	MPO	20,000			20,000
2.2	MPO	15,000			15,000
<b>Total:</b>		35,000			35,000

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

**IV. TASK 3.0 - SHORT RANGE PLANNING**

**A. OBJECTIVE –**

Conduct short-range transportation planning activities with an implementation focus; provide citizens, affected public agencies, private transportation providers, and other groups an opportunity to comment on proposed transportation projects, plans and programs.

Continue the development of projects that will be implemented in all modes of transportation, thereby developing an efficient, safe, and secure network for all traveling citizens. Continue the development of planning activities associated with the FY 2023 UPWP and the 2023-2026 TIP as needed.

Continue to provide guidance, direction and assistance to ongoing multi-county land use planning initiatives. The administrative task includes assisting with on-going efforts between Permian Basin MPO and MOUTD in the development of the regional transit service areas and plans. Other purposes include sharing data, preparing maps, attending, or hosting/sponsoring meetings, and providing general transportation planning and administrative assistance.

**B. EXPECTED PRODUCTS –**

Revise FY 2023-2026 TIP and FY 2023 UPWP as needed. Begin work on FY 2024 UPWP, FY 2022 ALOP and APER. Analyze citizen requests and comments. Continue working with cities and counties and transit provider on special transportation and land use planning studies.

### C. PREVIOUS WORK –

MPO staff worked with member agencies to develop and revise the TIP, UPWP, ALOP, and APER; consulted with cities and counties on various transportation and land use studies; analyzed citizen requests; and investigated grant research/procurement. The FY 2021-2024 TIP was amended twice to remove projects and to add them back in. Staff proposed an amendment to the FY 2021 UPWP to add funding for an on-going bicycle and pedestrian corridor study. This amendment was approved by the Policy Board, TxDOT and FHWA/FTA. Staff attended quarterly and annual meetings of the Permian Road Safety Coalition; two meetings with the Permian Strategic Partnership, a regional non-profit agency created to address the needs within the Permian that have been and will be affected by the growth in the energy sector were attended. Staff attended all TEMPO meetings, TxDOT “Click it or Ticket” safety event, EZ-Rider’s CoA study work, EZ-Rider Board meetings, and the Permian Basin Regional Planning Commission meetings. Staff maintains a position on the Border Trade Advisory Committee, the Urban Air Mobility Committee, the TxDOT Safety Committee, and the I-20 and I-10 corridor committees.

### SUBTASKS –

3.1 Amendment(s) to FY 2023-2026 TIP, preparation of the FY 2023 UPWP, FY 2023 UPWP amendments(s), FY 2022 ALOP and APER, Citizen Requests Summary and Analysis, Performance Measures and Targets.

It is anticipated that the FY 2023-2026 TIP and the FY 2024 UPWP will need to be amended to reflect changes in work tasks and project prioritization as well as funding to accurately show proposed Permian Basin MPO work in published documents such as the TIP and the MTP. In addition, citizen comments and requests related to transportation planning will be documented. Necessary studies will be conducted, and recommendations will be made to address all comments and requests.

Performance measures and targets will continue to be considered under this subtask. It is also anticipated that the MPO Policy Board will need to consider both measures and targets to meet the FAST Act requirements. The TIP will be compliant with Texas House Bill 20 and the Federal FAST Act.

### 3.2 Transit System Evaluation and Analysis

MOUTD will continue its analysis of the transit system to include passenger surveys, operator and stakeholder feedback, and passenger boarding and alighting analysis in an effort to assess efficiency and effectiveness of the system to include fixed route, para-transit service and commuter routes as well as make recommendations and implement new service, route re-design, and improve route frequency. MOUTD will plan for inter-city carriers like Greyhound and others to co-locate and operate from its administration building. MOUTD plans to continue with its system analysis; the MPO committed funds for this work in FY 2020. The study was delayed by the onset of the Covid-19 pandemic but was completed in FY 2021. The MPO is assisting EZ-Rider with route mapping and data collection.

**D. FUNDING SUMMARY**

FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Section 5307 Funds	Local Funds	Total Funds
		FY 2023	FY 2023	FY 2023	
3.1	MPO	26,900			26,900
3.2	MOUTD		865,071		865,071
<b>Total:</b>		26,900	865,071		891,971

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

**V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN**

**A. OBJECTIVE –**

Maintain and update the 2020-2045 MTP, Congestion Management Process (CMP), and the 2040 Travel Demand Model (TDM).

**B. EXPECTED PRODUCTS –**

Implement the 2020-2045 MTP and continue review of projects to be programmed throughout the term of the MTP. Revise the 2020-2045 MTP, as may be required by TxDOT, FHWA, FTA, or Permian Basin MPO. Ensure projects proposed for inclusion in the TIP are correctly referenced in the MTP.

Update CMP as necessary and verify accuracy of the road network.

**C. PREVIOUS WORK –**

During FY 2021, Staff, TAC and Policy Board worked to update the MPO’s project selection scoring methodology and weighting criteria. Additionally, in October 2018, the Policy Board concurred with a staff generated Three County Regional Thoroughfare Plan; this plan has been reviewed in FY 2020 and may need to be amended in FY 2023. Staff continued with its involvement with a TxDOT/TTI sponsored analysis of truck parking in the region and design standards for regional mobility related to the energy sector. Staff reviewed TxDOT Odessa District’s project portfolio.

TxDOT Austin, Alliance Transportation Group (ATG), and Permian Basin MPO staff participated in continued Travel Demand Model (TDM) training and mapping exercises. TxDOT consultants have provided on-going technical support via scheduled telephone conference calls, ne training, and continuous feedback. Staff made several edits to the networks and run scenarios to be utilized in the 2050 model update and the Metropolitan Transportation Plan.

Staff participated in the TxDOT sponsored 24-County Freight and Energy Sector Plan. Additionally, staff participated in the Ports to Plains (I-27) feasibility study and an I-20 corridor subcommittee.

## D. SUBTASKS –

### 4.1 Maintain and update MTP:

Implement and maintain the 2020-2045 MTP as required. Continue to follow-up on Policy Board direction regarding amendments to the Forward 45 Plan. Revise projected revenues and ensure projects proposed for inclusion in the TIP are accurately referenced in the MTP. Update the cost of the scheduled projects list for letting. Update project priority list identified funding, and operations and maintenance cost. Continue to seek additional funding sources for projects contained in the MTP or desired regional corridor studies. The MPO staff will continue to amend the MTP as needed when additional funding availability or project prioritization change. The MPO staff continues to monitor performance measures and targets as part of the reporting to TxDOT and USDOT on safety, road, bridge, and transit fleet conditions as well as system reliability (PM1, PM2, PM3). Permian Basin MPO staff will continue public outreach efforts utilizing a private sector consultant contracted in FY 2019 to assist with the Permian Basin MPO website, e-mail blasts, and status updates on Facebook. These public participation efforts will be utilized as part of the transportation decision making process by the TAC and the Policy Board.

### 4.2 Maintain CMP:

Implement and maintain the adopted CMP. Permian Basin MPO will continue to review the Congestion Monitoring Network and revise as needed. Staff will analyze and provide visualization tools to illustrate crash rates, traffic counts, roads and bridge conditions, locations of traffic congestion, and other data collected from federal, state, and local planning partners as described in Subtask 2.2. The CMP will continue to be monitored in FY 2023. Staff will continue to work with the City of Odessa, the City of Midland and both county administrative staffs to review and consider access conditions when review opportunities are requested. A major component of the CMP analysis is freight movement in the MAB. Following the completion of the TxDOT led 24-county Permian Basin freight study an advisory committee was formed. The committee will continue to assist with regional freight analysis. The committee is known as the Permian Basin Freight Advisory Committee. Membership includes freight stakeholders and transportation company representatives. The Membership has been invited to attend TxDOT 2050 planning meetings.

### 4.3 Travel Demand Model (TDM)

Staff will continue to work with TxDOT and consultants to utilize a travel demand model update containing transportation network data and demographic analysis. Information from the model, funded by TxDOT, will be used to project traffic conditions, land use, and employment on the existing and future roadway system. This tool will be used to assist decision makers with proposed project analysis and prioritization which will result in an effective distribution of funds in the MTP. As part of the TDM, work related to Traffic Analysis Zones (TAZ's) and network changes including functional classification will be addressed in this subtask. Staff anticipates utilizing TDM consultants to assist with training and modelling exercises as needed.

**E. FUNDING SUMMARY -**

**Task 4.0 – 1-Year Funding Summary Table**

FY 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Section 5307 Funds	Local Funds	Total Funds
		FY 2023	FY 2023	FY 2023	
4.1	MPO	15,000			15,000
4.2	MPO	17,000			17,000
4.3	MPO	26,000			26,000
<b>Total:</b>		58,000			58,000

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

**VI. TASK 5.0 - SPECIAL STUDIES**

**A. OBJECTIVE –**

Conduct special studies which may be required to complete corridor and sub-area planning activities needed to identify and prioritize projects to be included in the TIP and MTP; and to pursue studies arising from the local evaluation of multi-modal transportation services and regional freight movement.

**B. EXPECTED PRODUCTS –**

To be determined by Policy Board.

**C. PREVIOUS WORK –**

Permian Basin Multi-Use Trail Study, Phase II

Staff met with consultants, the Permian Basin Bicycle and Pedestrian Advisory Committee and the “Wildcatters Trail Committee” to share the consultant’s preliminary findings on possible corridor alignments. Staff also identified additional stakeholders including the University of Texas Permian Basin (two campuses) and landowners along the proposed trail path. Staff met with UTPB administration to learn how their campus master plans might coincide with the goals and objectives of a Multi-Use Corridor between the two cities. Staff met with consultants and stakeholders after receiving the final draft and worked with consultants to make changes. The Covid-19 disease slowed this effort temporarily; however, Phase II second was completed to specifically identify the trail location in FY 2022.

Staff participated with the consultants for the Interregional Planning and Environment Linkage (PEL) Study to generate a list of stakeholders to be interviewed regarding the feasibility and potential location of a regional connectivity corridor. The interview process took place in July 2021; the results will be utilized to reflect stakeholder comment and advise the consultants on route prioritization. Two townhall style meetings were held in May 2022, one in Midland and one in Odessa. This work will continue into FY 2023.

Staff participated in a Comprehensive Operations Analysis completed by the MOUTD (EZ-Rider transit) in FY 2021. The study was partially funded by the MPO with \$35,000 provided.

A contract between the MPO and the Texas A&M Transportation Institute was executed in June 2021 to complete a regional resiliency plan. Work is expected to commence in FY 2021 and continue into FY 2022 and FY 2023.

TxDOT funded study of the Loop 338 corridor around Odessa continued in FY 2021; work will continue into FY 2023.

#### **D. SUBTASKS –**

##### **5.1 IH 20 Corridor Access and Mobility Management (TxDOT)**

TxDOT is continuing work with the MPO, and the TxDOT Odessa District to address mobility management along a 40-mile corridor within the Metropolitan Area Boundary to modernize the portion of I-20 inside the MPO boundary. This work commenced in the summer of 2015. Numerous committee and stakeholder meetings have been held and work will continue in FY 2023. The work is funded by TxDOT.

##### **5.2 Interregional Planning and Environment Linkage (PEL) Study**

This work will involve analysis and recommendation for the location of the potential outer loop to facilitate the movement of freight and people and for long range economic development. The study is on-going with anticipated completion in FY 2023.

##### **5.3 Loop 338 Odessa Feasibility Study (TxDOT)**

This work is currently underway. It is a feasibility study to analyze Loop 338 around Odessa to determine the possibility of constructing freeway segments. The work is funded by TxDOT.

##### **5.4 Resiliency Plan**

This work involves the preparation of a regional Resiliency Plan. Work will be led by the Texas A&M Transportation Institute (TTI) and will be completed in FY 2023.

##### **5.5 Comprehensive Safety Action Plan**

This involves working with a qualified consultant to complete a Comprehensive Safety Action Plan so that the MPO may apply for competitive grant project funding under the FHWA's Safe Streets and Roads 4 All program.

**E. FUNDING SUMMARY -**

**Task 5.0 – 1-Year Funding Summary Table**

**FY 2023**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Section 5307 Funds</b>	<b>TxDOT Funds</b>	<b>Total Funds</b>
		FY 2023	FY 2023	FY 2023	
5.1	TxDOT			300,000	300,000
5.2	MPO	195,000			195,000
5.3	TxDOT			225,000	225,000
5.4	MPO	44,000			44,000
5.5	MPO	175,000			175,000
<b>Total:</b>		414,000		525,000	939,000

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.



**VII. BUDGET SUMMARY-**

**1-Year Funding Summary - FY 2023**

<b>UPWP Task</b>	<b>Description</b>	<b>TPF<sup>1</sup></b>	<b>FTA Sect. 5307 Funds</b>	<b>TxDOT</b>	<b>Total Funds</b>
1.0	Administration – Management	330,000			330,000
2.0	Data Development and Maintenance	35,000			35,000
3.0	Short Range Planning	26,900	865,071		891,981
4.0	Metropolitan Transportation Plan	58,000			58,000
<b>5.0</b>	Special Studies	414,000		525,000	939,000
	<b>Total:</b>	863,900	865,071	525,000	2,253,981

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds	<b>\$ 863,900.00</b>
Estimated Unexpended Carryover	<b>\$ 273,442.20</b>
<b>TOTAL TPF:</b>	<b>\$ 1,137,342.20</b>

**APPENDIX A**

**PERMIAN BASIN MPO MEMBERSHIP  
TECHNICAL ADVISORY COMMITTEE MEMBERSHIP  
MPO STAFF**

**PERMIAN BASIN MPO – POLICY BOARD MEMBERSHIP**

<b>MEMBERS</b>	<b>TITLE</b>	<b>REPRESENTING</b>	<b>ELECTED OFFICIAL</b>
<b>Voting Members</b>			
Debi Hays	Judge	Ector County	Yes
Jack Ladd, Jr.*	Councilman	City of Midland	Yes
Robin Donnelly	Commissioner	Midland County	Yes
Tom Sprawls**	Councilman	City of Odessa	Yes
Bryan Cox	Judge	Martin County	Yes
Eric Lykins, P.E.	District Engineer	TxDOT Odessa District	No
Douglas Provance	General Manager	MOUTD/EZ-Rider	No

*Ex-Officio Members*

**Represented by (1) Member**

<b>Federal Elected Officials</b>	<b>U.S. Representatives or Designee</b>	<b>Represented by (1)</b>
	<b>U.S. Senators or Designee</b>	<b>Member</b>
<b>State Elected Officials</b>	<b>Texas State Representatives or Designee</b>	<b>Represented by (1)</b>
	<b>Texas State Senators or Designee</b>	<b>Member</b>
<b>Federal Highway Administration Member</b>	<b>Field Representative</b>	<b>Represented by (1)</b>
<b>Federal Transit Administration</b>	<b>Field Representative</b>	<b>Represented by (1)</b>
		<b>Member</b>
<b>TxDOT Division Office TPP</b>	<b>Field Representative</b>	<b>Represented by (1)</b>
		<b>Member</b>
<b>Texas Commission on Environmental Quality</b>	<b>Field Representative</b>	<b>Represented by (1)</b>
		<b>Member</b>

<b>Federal Aviation Administration</b>	<b>Field Representative</b>	<b>Represented by (1)</b>
		<b>Member</b>
<b>Midland – Odessa Transportation Alliance</b>	<b>Chairperson</b>	

*\*Denotes Committee Chairperson*

*\*\* Denotes Committee Vice-Chairperson*

**PERMIAN BASIN MPO – TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERSHIP**

<b>MEMBERS</b>	<b>TITLE</b>	<b>REPRESENTING</b>
<b>Voting Members</b>		
<b>Cameron Walker*, AICP</b>	<b>Executive Director</b>	<b>Permian Basin MPO</b>
<b>Chad Windham, P.E.</b>	<b>Director of Construction</b>	<b>TxDOT Odessa District</b>
<b>Hal Feldman**</b>	<b>Traffic Coordinator</b>	<b>City of Odessa</b>
<b>Vacant</b>	<b>Citizen</b>	<b>Martin County</b>
<b>Randy Brinlee</b>	<b>Director of Planning</b>	<b>City of Odessa</b>
<b>Andrew Avis</b>	<b>Director of Public Works</b>	<b>Midland County</b>
<b>Charles Harrington</b>	<b>Director of Development Services</b>	<b>City of Midland</b>
<b>Robert Ornelas, P.E.</b>	<b>Director of TP&amp;D</b>	<b>TxDOT Odessa District</b>
<b>Steven Davis</b>	<b>Executive Director Public Works</b>	<b>Ector County</b>
<b>Kayleen Hamilton</b>	<b>Assistant General Manager</b>	<b>MOU/D</b>

*\*Denotes Committee Chairperson*

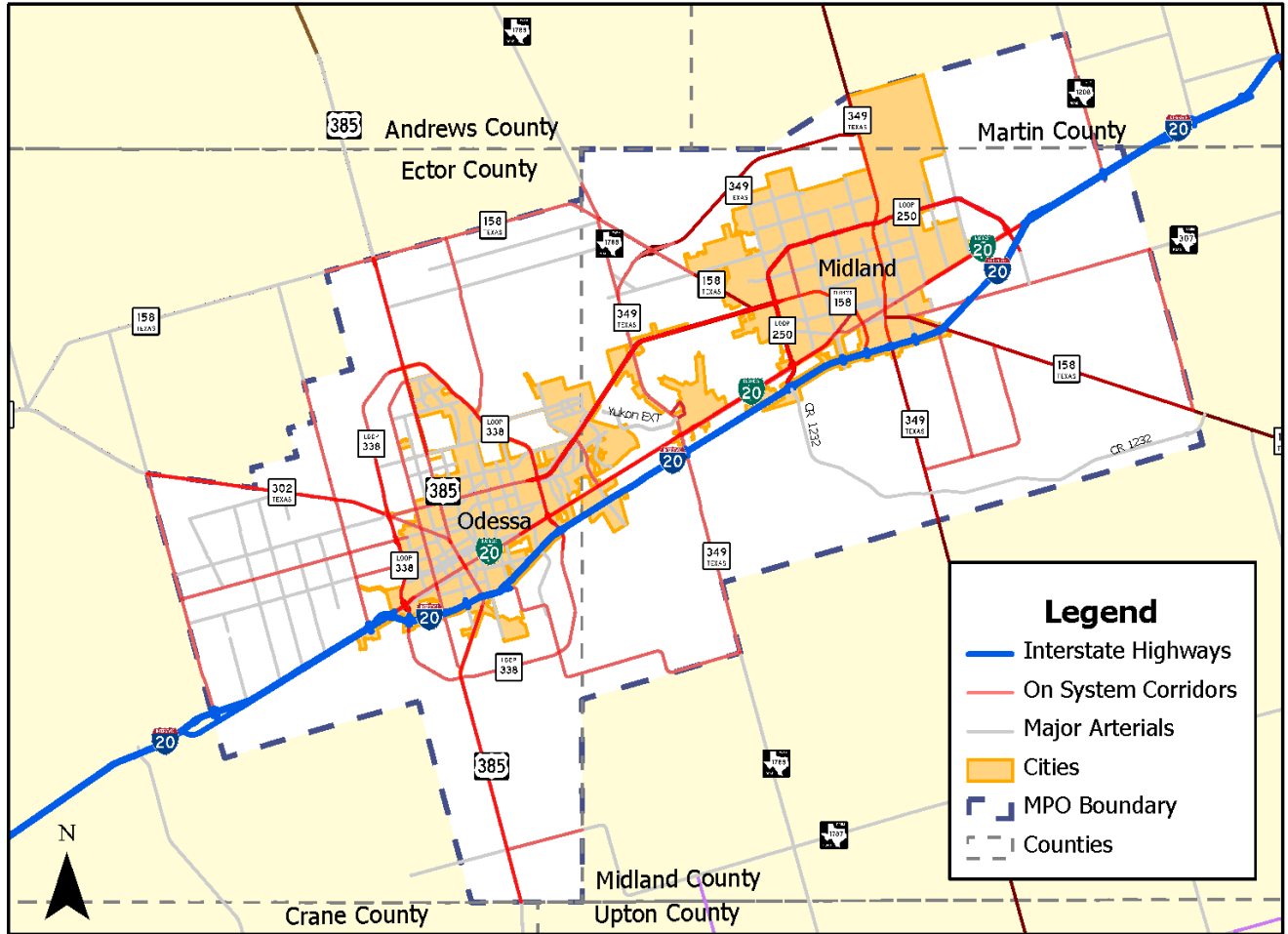
*\*\* Denotes Committee Vice-Chairperson*

**PERMIAN BASIN MPO – STAFF**

<b>NAME</b>	<b>TITLE</b>	<b>NAME</b>	<b>TITLE</b>
<b>Cameron Walker, AICP</b>	<b>Executive Director</b>	<b>Ken Van Dyne, AICP</b>	<b>Senior Transportation Planner</b>
<b>Janna Dean</b>	<b>Office Manager</b>	<b>Akyra Hamilton</b>	<b>GIS Technician/Transportation Planner</b>

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP



0 1 2 4 6 8 Miles

Permian Basin MPO Boundary

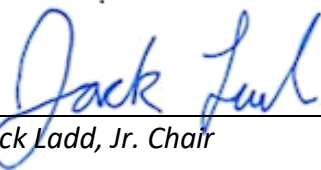


APPENDIX C

DEBARMENT CERTIFICATION  
(Negotiated Contracts)

- (1) The **Permian Basin MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*\*federal, state or local*

  
\_\_\_\_\_  
Jack Ladd, Jr. Chair

Permian Basin MPO

7-18-2022

\_\_\_\_\_  
Date

**APPENDIX D**

**LOBBYING CERTIFICATION**  
**CERTIFICATION FOR CONTRACTS,**  
**GRANTS, LOANS AND**  
**COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



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*Jack Ladd, Jr.*  
*Permian Basin MPO Policy Board – Chair*  
*Permian Basin MPO*

7-18-2022

---

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE – Contract Procurement

I, Jack Ladd, Jr., Chair, a duly authorized officer/representative of Permian Basin Metropolitan Planning Organization do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.



\_\_\_\_\_  
Jack Ladd, Jr.  
Permian Basin MPO Policy Board – Chair  
Permian Basin MPO

7-18-2022  
\_\_\_\_\_  
Date

Attest:

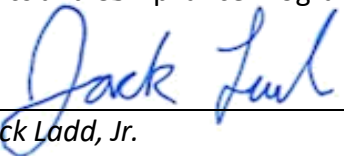
Janna Dean  
\_\_\_\_\_  
Name

Office Manager  
\_\_\_\_\_  
Title

APPENDIX F

**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

I, Jack Ladd, Jr., Chair, a duly authorized officer/representative of Permian Basin Metropolitan Planning Organization do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

  
\_\_\_\_\_  
*Jack Ladd, Jr.*  
*Permian Basin MPO Policy Board– Chair*  
*Permian Basin MPO*

7-18-2022  
\_\_\_\_\_  
Date

Attest:

Janna Dean  
\_\_\_\_\_  
Name

Office Manager  
\_\_\_\_\_  
Title



**APPENDIX G**  
**CERTIFICATION OF COMPLIANCE**

**MPO Self – Certification**

In accordance with 23 CFR Part 450.336 and 450.220 of the Infrastructure Investment and Jobs Act (IIJA Act), the Texas Department of Transportation, and the Permian Basin Metropolitan Planning Organization for the Midland Odessa urbanized area, I 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:

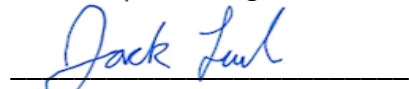
- (1) 23 U. S. C. 134, 49 U.S.C. 5303, and this subpart (a);
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Witness these signatures this 18<sup>th</sup> day of July 2022.



Eric Lykins P.E.

Texas Department of Transportation  
Odessa District Engineer



Jack Ladd, Jr.

MPO Policy Board Chair

**END OF DOCUMENT**