



Permian Basin
MPO Metropolitan
Planning
Organization

FY 2022

October 1, 2021 to September 30, 2022

UNIFIED PLANNING WORK PROGRAM

PERMIAN BASIN MPO URBAN TRANSPORTATION STUDY

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

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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 acts as 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 Fixing America's Surface Transportation (FAST) Act, and previous federal transportation language, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2022 UPWP was developed in accordance with the regulations set forth in MAP-21 and the Fixing America's Surface Transportation (FAST) Act passed in 2015. 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 MAP-21 and FAST Act 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 MAP-21 and the FAST Act 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 and FAST Act 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, Facebook and Twitter social media pages.

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 TAC, 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. 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 ISSUES AND EMPHASIS – In addition to previously stated planning efforts, the FY 2022 UPWP reflects USDOT transportation planning emphasis areas as listed below. The Federal PEAs are:

1. MAP-21 and FAST Act Implementation

Transition to Performance Based Planning and Programming - The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. This PEA emphasizes the transition that all MPOs must make to performance-based planning and programming. MAP-21 and FAST Act require the development of performance measures on the national, state and MPO level. MPOs must create systems of planning and programming that direct local efforts to achieve established performance measures. Permian Basin MPO addressed this emphasis area through the development and ongoing maintenance of the 2020-2045 Metropolitan Transportation Plan (Subtask 4.1 of the UPWP), as amended in. The guidance from the MTP will then be implemented throughout the MPO's planning and programming operations. The MPO has adopted resolutions that address the federal performance measures and the state's established targets for safety, road, bridge, and transit asset conditions as well as system reliability (travel time).

2. Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. Permian Basin MPO does not share a boundary or cross a state line. However, the coordination of transportation plans and programs, corridor studies, and projects could include collaboration among MPOs and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance-based planning. It is important for the MPO to foster strong working relationships with its regional partners in pursuit of seamless, mutually beneficial transportation planning and policies. Permian Basin MPO will continue to be the transportation planning and implementation leader in the region and will work to coordinate transportation needs among its partners. Even though the Permian Basin MPO is not located near a state boundary or adjacent MPO, many of the USDOT representatives have suggested coordination objectives to be pursued annually. Specifically, Permian Basin MPO staff plan to increase public awareness and presence in the region by attending City Council, Commissioners' Court and Regional Planning Commission meetings, relevant Chamber of Commerce presentations and other community efforts that impact or discuss transportation. This activity will be a common thread throughout the tasks and responsibilities proposed in the UPWP. In FY 2019, the MPO staff worked directly with representatives of the TxDOT Freight Planning Division to establish a regional freight advisory committee to cover a 24-county area with two counties located in New Mexico. The Ector County Judge chairs a working committee that consists of private and public sector representatives numbering approximately 50 members. This effort is a part of a TxDOT

and FHWA funded regional freight plan to address the effects of oil and gas production in the Permian Basin and also to determine future project needs. The MPO will continue this task by creating its own Freight Advisory Committee.

3. Ladders of Opportunity

Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system’s connectivity to essential service and the use of this information to identify gaps in transportation services. The MPO will seek to identify transportation connectivity gaps to access essential services. Identification of these deficiencies can be made through the creation of performance measures used to specifically gauge such gaps. This work will be accomplished primarily through Subtask 1.6.

The West Texas region and more specifically, the Permian Basin, which includes all of the Permian Basin MPO MAB and multiple surrounding counties, experienced a high rate of population growth since 2010. The regional population growth is largely due to the oil and gas industry which has long been a key economic generator in west Texas. Along with the population growth, traffic volumes, crashes and crash fatalities have also risen sharply.

As part of the MPO’s preparation of the 2045 MTP, the TAC and Policy Board have recognized that the needs for transportation improvements that align with the federally mandated system performance requirements far outweigh the availability of funding. Accordingly, the importance of the project selection process and selection criteria as outlined in HB 20 under Texas legislation cannot be over emphasized. The MPO’s TAC met on numerous occasions to work out the criteria and weighting of the project selection scorecard. These details were documented in the 2045 MTP when it was adopted in November of 2019.

General Summary of Local Condition – As stated previously, there is not adequate funding to complete necessary transportation improvements in the Permian Basin MPO boundary and across the region. This is true when MPO projects are considered and when local governments are responsible for project development. Housing shortages occur frequently in the Permian Basin MPO member communities; a general labor shortage has also occurred; and the school districts are at capacity. Much of the unincorporated land as well as portions within the city limits of both Permian Basin MPO member cities are encumbered with oil and gas wells, thus making surface development more challenging. Despite a slow downturn in the energy sector throughout the nation beginning in late 2014, the Midland Odessa area continued to grow but at a slower pace than in the previous four years.

Beginning in mid-2017, the large energy companies have made significant investment and reinvestment in the region with the objective of tripling production to approximately 6 million barrels per day. These private industry decisions have caused an increase in housing demand and cost, traffic congestion, necessary health care facilities, and education needs. Throughout 2020, the world experienced the Covid-19 pandemic. Severe economic loss has resulted from the pandemic. The Permian Basin region is the major source of oil and gas in the United States. At this time, it is unknown what the effect of job losses and business closures will have on the Midland, Odessa area. Early indications are that the industry will slowly recover.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT 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.

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, 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 2022. All reporting to TxDOT will be completed as needed.

PREVIOUS WORK

Staff coordinated Permian Basin MPO Policy Board and TAC regular and numerous special meetings, prepared monthly accounting reports, completed monthly reports for Transportation Planning Funds (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 selection of consultant and review of draft Comprehensive Operations Analysis (COA) from E-Z Rider. Due to Covid, 11 Policy Board meetings were held in FY 2021.

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 within the region.

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 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, 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 will 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. 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; 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 2022. 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 and February 2021 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 MOUTD 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 MOUTD 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. Data acquisition may be necessary to assist with the preparation of the resiliency plan.

FUNDING SUMMARY:
Task 1.0 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	Total
1.1 Administration	MPO	95,758	95,758
1.2 Office Space, Etc.	MPO	75,542	75,542
1.3 Indirect Costs	MPO	6,000	6,000
1.4 Professional Development	MPO	26,000	26,000
1.5 PPP, Title VI	MPO	30,100	30,100
1.6 Performance Measures	MPO	12,000	12,000
1.7 Local and Regional Agency Interaction	MPO	28,500	28,500
1.8 Resiliency Planning	MPO	7,000	7,000
TOTAL		280,900	280,900

¹ 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 man-hours, they are not reflected in the funding tables.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

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.

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 rural public transportation providers in an effort to enhance the coordination of public transit service in the MAB.

PREVIOUS WORK

Various highway and transit data collection efforts including update and maintain traffic count database, update high crash location, and analyze census data for socio-economic groups within the Permian Basin MPO MAB. Worked with TxDOT to review 2020 traffic counts.

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 updated 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, travel delays, etc. in order to make informed decisions about transportation investments in the local area. 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 project scoring and project selection as part of its continuous and comprehensive review of transportation needs as they relate to available funding in the region. Two of the highest weighted project selection criteria are: freight mobility and safety. Both factors will be addressed as part of this subtask.

FUNDING SUMMARY:

Task 2.0 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	Total
2.1 Socio- Economic	MPO	25,000	25,000
2.2 Traffic Data Collection	MPO	15,000	15,000
TOTAL		40,000	40,000

¹ 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 man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

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 2021 and FY 2022 UPWP and the 2021-2024 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.

EXPECTED PRODUCTS

Revise FY 2021-2024 TIP and FY 2022 UPWP as needed. Begin work on FY 2023 UPWP, FY 2021 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.

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 2019-2022 TIP was amended to indicate the purchase of additional buses for the EZ-Rider transit service. Staff proposed an amendment to the FY 2020 UPWP in December 2019, which 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 maintenance facility, and a recently formed "Priority Midland" effort designed to coordinate planning activities around the rapid growth occurring in Midland. Staff maintains a position on the infrastructure subcommittee of the Priority Midland working group. The Permian Basin Freight and Energy Sector Transportation Plan, an analysis of needs in a 24-county region of the Permian Basin, was completed in December 2020. The 24-counties are the largest energy producing counties in Texas. Two counties are in New Mexico. The committee is Chaired by the Ector County Judge Debi Hays; Midland County Commissioner Robin Donnelly served as the Vice-Chair.

SUBTASKS

3.1 Amendment(s) to FY 2022-2024 TIP, preparation of the FY 2022 UPWP, FY 2022 UPWP amendments(s), FY 2020 ALOP and APER, Citizen Requests Summary and Analysis, Performance Measures and Targets.

It is anticipated that the FY 2022-2024 TIP and the FY 2022 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.

FUNDING SUMMARY:

Task 3.0 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	State Funds (RCTP) ³	Local	Total
3.1 TIP, UPWP, Etc.	MPO	35,000			35,000
3.2 Transit	MOUTD/EZ- Rider		871,989 ² 25,000 ³	127,935	1,024,924
TOTAL		35,000	896,989	127,935	1,059,924

¹ 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 man-hours, they are not reflected in the funding tables.

² Transit planning activities

³ Regionally Coordinated Transportation Planning (RCTP)

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

OBJECTIVE

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

EXPECTED PRODUCTS

Implement the 2020-2045 MTP and continue review of projects to be programmed throughout the term of the MTP. Revise 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. Update PM3 definition “congestion” in the MAB and approve an updated Resolution as needed.

PREVIOUS WORK

During FY 2020, 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 will need to be amended in FY 2022. 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 met with TxDOT administrative staff to review proposed changes to the NHS; this work was sent to TxDOT for concurrence. 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, one-on-one training, and continuous feedback. Staff made several edits to the networks and run scenarios to be utilized in the 2045 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.

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 and Twitter. These public participation efforts will be utilized as part of the transportation decisionmaking 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 2022.

Staff will continue to work with the City of Odessa, the City of Midland and both county administrative staff to review and consider access conditions when review opportunities become necessary.

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.

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.

FUNDING SUMMARY:

Task 4.0 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	Total
4.1 MTP	MPO	15,000	15,000
4.2 CMP	MPO	34,100	34,100
4.3 Travel Demand Model	MPO	45,000	45,000
TOTAL		94,100	94,100

¹ 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 man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

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.

EXPECTED PRODUCTS

To be determined by the Policy Board.

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 (2 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, it is anticipated that Phase II second will be completed to specifically identify the trail location in FY 2021.

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 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. This work will continue into FY 2022.

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 2022.

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 2022. 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 outerloop to facilitate the movement of freight and people and for long range economic development. An amendment to this work in FY 2022 will include cooperation and coordination with TTI regarding their resiliency planning shown under subtask 5.4.

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 2022 or FY 2023.

5.5 Permian Basin Multi-Use Corridor Phase II

New work related to this study involves a route realignment revision, property ownership research, and a land cost study.

FUNDING SUMMARY:

Task 5.0 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹	TxDOT State Funding Fund 6	Total
5.1 I-20 Corridor Study - TxDOT	TXDOT		20,234,782	20,234,782
5.2 Interregional Planning and Environment Linkage (PEL) Study	MPO	199,750		199,750
5.3 Loop 338 Odessa Feasibility Study	TXDOT		3,191,256	3,191,256
5.4 Resiliency Plan	MPO	75,000		75,000
5.5 Multi-Use Corridor Study Phase II	MPO	43,500		43,500
TOTAL		318,250	23,426,038	23,744,288

¹ 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 man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY

TABLE 1 – Permian Basin MPO URBAN TRANSPORTATION STUDY – FY 2022

UPWP Task	Description	TPF ¹ Funds	FTA/ State/Local	TxDOT State Funding Fund 6	Total Funds
1.0	Administration- Management	\$ 280,900			\$ 280,900
2.0	Data Development and Maintenance	\$ 40,000			\$ 40,000
3.0	Short Range Planning	\$ 35,000	\$1,024,924		\$ 1,059,924
4.0	Metropolitan Transportation Plan	\$94,100			\$ 94,100
5.0	Special Studies	\$318,250		\$23,426,038	\$ 23,744,288
TOTAL		\$768,250	\$1,024,924	\$23,426,038	\$ 25,219,212

¹ 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 man- hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds	\$ 768,250
Estimated Unexpended Carryover	<u>\$ 560,000</u>
TOTAL TPF	\$1,328,250

APPENDIX A

PERMIAN BASIN MPO – POLICY BOARD MEMBERSHIP

MEMBERS	TITLE	REPRESENTING	ELECTED OFFICIAL
Voting Members			
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
John Speed, P.E.	District Engineer	TxDOT Odessa District	No
Douglas Provance	General Manager	MOUTD/EZ-Rider	No

Ex-Officio Members

Represented by (1) Member

Federal Elected Officials	U.S. Representatives or Designee	Represented by 1 Member
State Elected Officials	U.S. Senators or Designee Texas State Representatives or Designee Texas State Senators or Designee	Represented by 1 Member
Federal Highway Administration	Field Representative	Represented by 1 Member
Federal Transit Administration	Field Representative	Represented by 1 Member
TxDOT Division Office TPP	Field Representative	Represented by 1 Member
Texas Commission on Environmental Quality	Field Representative	Represented by 1 Member
Federal Aviation Administration	Field Representative	Represented by 1 Member
Midland – Odessa Transportation Alliance	Chairperson	

**Denotes Committee Chairperson*

*** Denotes Committee Vice-Chairperson*

PERMIAN BASIN MPO – TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERSHIP

MEMBERS	TITLE	REPRESENTING
Voting Members		
Cameron Walker*, AICP	Executive Director	Permian Basin MPO
Hal Feldman**, P.E.	Traffic Coordinator	City of Odessa
Vacant	Citizen	Martin County
Randy Brinlee	Director of Planning	City of Odessa
Andrew Avis	Director of Public Works	Midland County
Charles Harrington	Director of Development Services	City of Midland
Jose Ortiz, P.E.	Director of Engineering Services	City of Midland
Cathleen Hamilton	Project Manager	Ector County
Kayleen Hamilton	Assistant General Manager	MOU/D
Chad Windham, P.E.	Director of Construction	TxDOT Odessa District

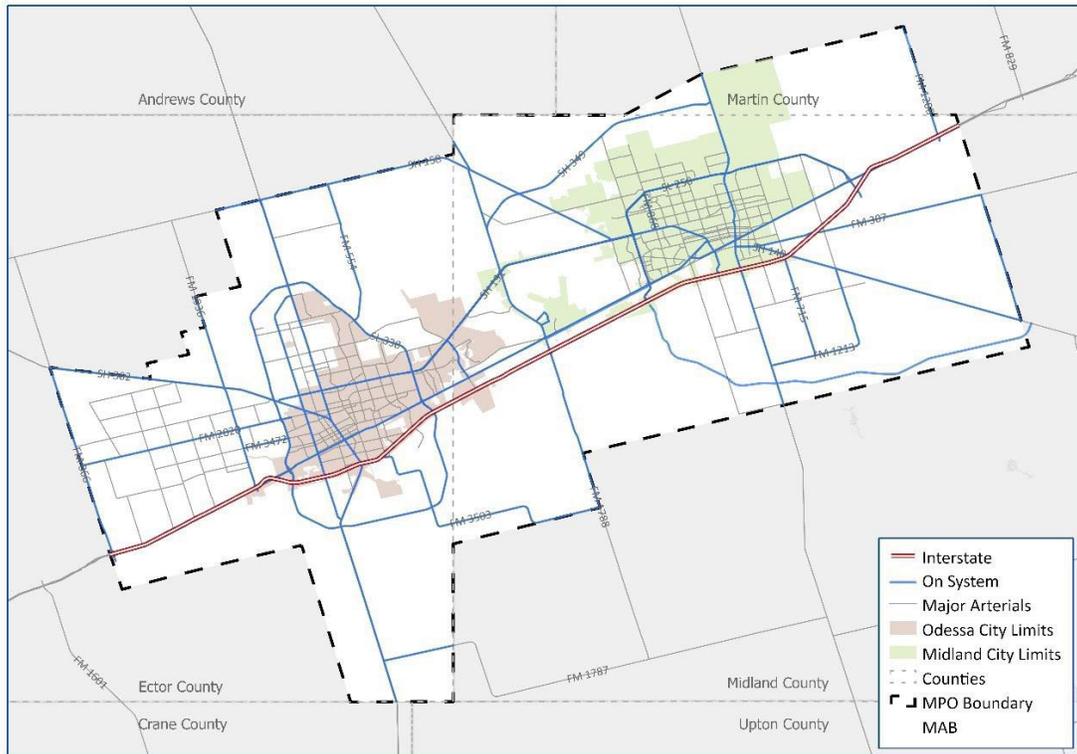
**Denotes Committee Chairperson*

*** Denotes Committee Vice-Chairperson*

PERMIAN BASIN MPO – STAFF

NAME	TITLE	NAME	TITLE
Cameron Walker, AICP	Executive Director	Ken Van Dyne, AICP	Senior Transportation Planner
Yazeed Al Rashdi	Planner/GIS Tech	Janna Dean	Office Manager

METROPOLITAN AREA BOUNDARY MAP



Permian Basin MPO Metropolitan Area Boundary



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