Permian Basin MPO
Metropolitan Planning Organization

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT No. 1

DRAFT

Approved by the Policy Board: June 24, 2024
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Permian Basin MPO Membership and Structure

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

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

The Permian Basin MPO Policy Board prioritizes and programs transportation projects in the MAB. The MPO Policy Board also provides direction to the Executive Director and is the policy-making entity for the Permian Basin MPO. The Policy Board meets at the Permian Basin MPO Offices (9601 Wright Drive, Midland, Texas) every third Monday of the month at 1:30 pm, unless otherwise noted on the MPO website. Following a Visioning Workshop in 2015, the Board adopted revised mission and vision statements to help guide their policies and actions.

Mission Statement

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

Vision Statement

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

Transportation Improvement Program (TIP)

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

- To identify improvements recommended for advancement during the four- year period

- To identify transportation improvement priorities for both highway and transit facilities and operations
- To provide realistic estimates of total costs and identified revenues for the program period; and
- To reflect a cooperative, comprehensive, and continuing transportation planning process.

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

Year of Expenditure (YOE) Trends

The Moving Ahead for Progress in the 21st Century Act (MAP-21), the subsequent Fixing America's Surface Transportation (FAST) Act and the most recent federal legislation known as the Infrastructure Investment and Jobs Act, or IIJA require that the Statewide Transportation Improvement Program (STIP), MTP and the TIP have financial plans that reflect "year of expenditure dollars" for revenue and project cost estimates for any STIP, MTP or TIP adopted, approved, or amended. To fully comply with all federal requirements, the Permian Basin MPO Policy Board approved a 2045 MTP and revisions which include a rate of inflation for highway and transit projects at 4% per year. The previous FY 2023-2026 TIP was updated to reflect the provisions of the federal legislation as shown in this document and its amendments.

Total Project Costs (TPC)

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

Methodology

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

Operations and Maintenance

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

levels for TxDOT, and each City or County allocated to the preservation of roadways. Based on historical practices, each entity has ensured operation and maintenance needs were met with sufficient funding to maintain the system in a desirable condition. As operating costs escalate, each entity pledges to ensure revenue allocations are adequate to maintain the system.

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

Member Agency	**Amount**
Martin County	$ 1.8M
Ector County	$10.0M
Midland County	$15.6M
TxDOT	$12.1M
City of Odessa	$10.0M
City of Midland	$10.0M
Total	***$ 59.5M***

*Includes Odessa, Midland, & Martin County portions of the TxDOT Odessa District, some outside of the MPO boundary.

TIP Federal Regulations

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

Planning Factors

The ten Planning Factors are as follows:

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

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

- Complete Streets
- Public Involvement
- Strategic Highway Network/ U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environment Linkage (PEL)
- Data in Transportation Planning

Performance Management

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

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure and transit asset system in a state of good repair.
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability - To improve the efficiency of the surface transportation system.

5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.

Purpose of Public Meetings

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

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

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

Public Participation Plan

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

- Requires a minimum public comment period of 45 days before the plan is adopted or revised;
- Provides timely information on regional transportation issues;

- Provides additional public access to technical and policy information by periodically holding meetings at convenient and accessible locations and times;
- Requires adequate public notice of public activities and time for public review at key decision points, including but not limited to approval of Permian Basin MPO's long range transportation plan (MTP) and TIP, including amendments;
- Demonstrates consideration and response to public input received during the planning and program development processes.

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

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

- Provides for visualization techniques to the maximum extent practicable; and
- Provides for an electronically accessible format.

Record of Public Participation

The Public Participation process included for FY 2025– 2028 TIP Development:

- The Permian Basin MPO conducted a public meeting in person and virtually on Monday, May 20, 2024 at 9:00 a.m. to begin a 30-day public comment period. The public was encouraged to review and comment on the draft FY 2025-2028 TIP. Notice of the public meeting was placed in the Midland Reporter-Telegram and the Odessa American newspapers and on the MPO's website.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the FY 2025-2028 TIP.
- A draft FY 2025-2028 TIP was available on the Permian Basin MPO website (www.permianbasinmpo.com).
- In a regularly scheduled meeting of the Permian Basin MPO Policy Board Monday, May 13, 2024 interested parties were given the opportunity to review and comment on the FY 2025-2028 TIP. The final FY 2025-2028 TIP was approved by the Policy Board on June 24, 2024, for submission into the TxDOT STIP on or before July 1, 2024.
- In a regularly scheduled meeting of the Permian Basin MPO Policy Board on June 23rd, 2025, the Policy Board directed staff to proceed with the required public hearing for a proposed Amendment No. 1.
- On July 3rd, 2025, a public hearing was conducted and a 10-day public comment period commenced.
- On July 21st, 2025, the Policy Board voted to approve TIP Amendment No. 1.
- The approved documents and any amendments will remain on the Permian Basin MPO website for ongoing reference by the public.

Performance Measurement

The MAP-21 and subsequent federal transportation bills established performance measurements and targets to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the FAST Act. State DOTs and MPOs are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. Among its project scoring criteria, the Permian Basin MPO will consider the following

Performance Measures and Targets for selection of projects in its MTP and TIP development. TIPs that were amended after October 1, 2018 are required to meet the federal Performance Based Planning and Programming requirements to be considered for approval.

Highway Safety (PM1)

Performance Targets:

Target: Total number of traffic fatalities

2025 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2025. The 2025 Target expressed as a 5-year average would be as follows:

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

Performance Targets:

Target: Total number of traffic fatalities

2025 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2025. The FY 2025 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2021	3,874
2022	4,486
2023	3,272
2024	3,159
2025	3,046
2025 Target expressed as 5-year avg.	**3,567**

Target: Total number of serious injuries

2025 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 18,096 serious injuries in 2025. The FY 2025 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2021	14,659
2022	19,434
2023	17,539
2024	17,819
2025	18,242
2025 Target expressed as 5-year avg.	**18,096**

Target: Fatalities per 100 million vehicle miles traveled

2025 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2025 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2021	1.49
2022	1.70
2023	1.25
2024	1.20
2025	1.14
2025 Target expressed as 5-year avg.	**1.36**

Target: Serious Injuries per 100 million vehicle miles traveled

2025 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2025. The 2025 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2021	5.63
2022	7.35
2023	6.70
2024	6.77
2025	6.77
2025 Target expressed as 5-year avg.	**6.64**

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

2025 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2025. The 2025 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2021	2,206
2022	2,628
2023	2,321
2024	2,340
2025	2,360
2025 Target expressed as 5-year avg.	**2,371**

As noted in the table above, the calendar year target for 2025 would be 2,371 non-motorized fatalities and serious injuries.

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

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

In addition to the projects contained in the FY 2025-2028 TIP project listing, other safety improvements that carry over from the FY 2023-2026 TIP are generally described in the MPO's Grouped CSJ projects page include:

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

Pavement and Bridge Condition Measures (PM2)

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

Roads and Bridges Performance Measures

Pavement Conditions:

1. Percentage of Interstate pavements in Good condition,
2. Percentage of Interstate pavements in Poor condition,
3. Percentage of non-Interstate NHS pavements in Good condition,
4. Percentage of non-Interstate NHS pavements in Poor condition,

Bridge Conditions:

1. Percentage of bridges by deck area classified as in Good condition, and
2. Percentage of bridges by deck area classified as in Poor condition.

Road and Bridge Performance Targets (PM2)

Performance Measures	Baseline (2024)	2-Year Target (2026)	4-Year Target (2028)
Pavement on IH			
% in "good" condition	*64.5%*	*63.9%*	*63.6%*
% in "poor" condition	0.1%	0.2%	0.2%
Pavement on non-IH NHS			
% in "good" condition	*51.7%*	*45.5%*	*46.0%*
% in "poor" condition	1.3%	1.5%	1.5%
Performance Measure	**Baseline**	**2026 Target**	**2028 Target**
NHS Bridge Deck Condition			
% in "poor" condition	*1.1%*	*1.5%*	*1.5%*
% in "good" condition	49.2%	48.5%	47.6%

MOUTD Transit Asset Management Targets

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

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

Public Transportation Agency Safety Plan (PTASP):

The PTASP Final Rule 49 CFR Part 673.11 (a)(3), requires that all public transportation providers must develop an Agency Safety Plan (ASP) to include Safety Performance Targets (SPT), based on the safety performance measures established under the National Safety Plan (NSP). The Safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events and system reliability (State of Good Repair as developed and tracked in the TAM Plan). EZ-Rider has adopted a 2022-2026 TAM Plan and a Transportation Agency Safety Plan. The MPO Policy Board accepted these documents in 2023. The documents are on file at www.permianbasinmpo.com.

System Performance Measures (PM3)

PBMPO will continue to support TxDOT's adopted system performance measures and targets indicated below. The stated targets include the years 2022, 2024, and 2026.

System Reliability Performance Measures

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

System Reliability Targets

PBMPO will prioritize projects with a Level of Travel Time Reliability of 85% and Truck Travel Time reliability indices of 1.78 in 2026 as shown in the table below.

Performance Measures	2022 Baseline	2-Year Target 2024	4-Year Target 2026
National Highway System Travel Time Reliability			
IH Level of Travel Time Reliability	**85%**	**85%**	**85%**
Non-IH Level of Travel Time Reliability	**85%**	**85%**	**85%**
Truck Travel Time Reliability	**1.75**	**1.75**	**1.78**

Transit Related

The Midland Odessa Urban Transit District (MOUTD) operates the EZ-Rider public transit system in Midland and Odessa, Texas. In May 2020, the agency adopted its Public Transportation Agency Safety Plan (PTASP) to comply with 49 CFR Part 673.

Safety performance measures and targets are shown below in Tables 1-4.

Table 1 Safety Performance Measure

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 2 Safety Performance Measure Criteria by Type of Service

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0	0	0	12	.0000288	2,543 VRM
Demand Response	0	0	0	0	10	.0000529	6,338 VRM

Table 3 Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	12	12
Rate of Safety Events*	0.0000288	0.0000288
Mean Distance Between Major Mechanical Failure	2,543 VRM	2,543 VRM

*rate = total number for the year/total revenue vehicle miles traveled

Table 4 Demand Response Route Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	10	10
Rate of Safety Events*	0.0000529	0.0000529
System Reliability	6,338 VRM	6,338 VRM
Other	N/A	N/A

*rate = total number for the year/total revenue vehicle miles traveled

In addition to the adopted PTASP, MOUTD has also approved a Transit Asset Management Plan for the period 2022-2026.

Conclusion – Performance Based Planning and Programming (PbPP)

The PBMPO is the region's multimodal transportation planning leader. To comply with mandates under the FAST Act and the IIJA, the MPO adopted TxDOT's PM1 Safety Measures and Targets in January 2018 and readopted the published TxDOT targets in January 2019 and subsequently in 2020, 2021, 2022, 2023, and 2024; the PM2 Road, Bridge and Transit Asset Management Measures and Targets as well as the PM3 System Reliability Measures and Targets were adopted in November 2018 and amended in 2021. In June 2023, the PBMPO adopted the published revised TxDOT PM2 and PM3 targets. The PBMPO Policy Board is committed to support, plan and program funding for projects and programs that contribute to the accomplishments of the PM1, PM2, and PM3 Targets. The MPO, along with its partners will continue to monitor the established targets for all performance measures and report achievements in accordance with scheduled reporting periods. Further, it is anticipated that the programming of projects contained in this FY 2025-2028 TIP will improve the Performance Management Targets related to safety, system condition, and system performance.

How Projects are Selected

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

Permian Basin MPO staff and the TAC met on numerous occasions to review these projects compared to other area projects listed in the MTP. Based on an analysis of traffic counts, mobility efficiency, crash potential, available funding sources, economic development potential, as well as being on the CMP network, the TAC voted unanimously to recommend the projects listed below for inclusion into the FY 2025- 2028 TIP. Following approval by the Policy Board, the approved TIP was utilized to program projects within the region as follows:

FY 2025-2028 TIP and Amendment No. 1:

- Widening of I-20 in Midland County from E of CR 1250 to E. of SH 349 - $222,538,626
- Construct new interchange at US 385 and Loop 338 S. - $28,000,000
- NEVI Charging Center 1201 S. Grant - $1,740,095
- Airport TSA Passenger Facility Expansions and Enhancements - $57,085,298

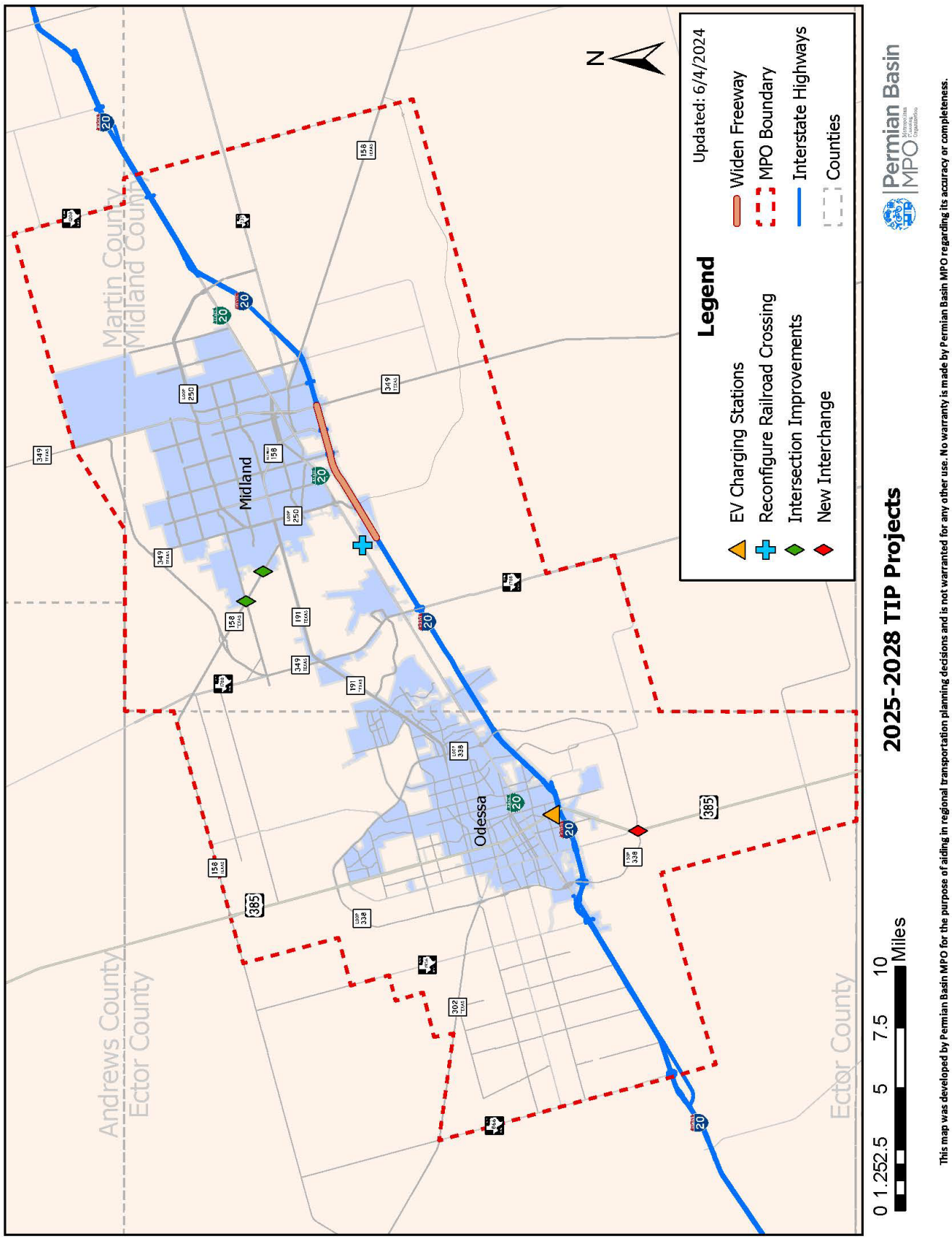
FY 2023-2026 TIP: Projects that were commenced or completed from the FY 2023-2026 TIP include the following:

- Widening of I-20 in Ector County from JBS Parkway to the county line
- Widening of I-20 in Midland County from the county line to E of CR 1300
- Purchase replacement buses for transit service within the urbanized area

It is also worth mentioning that local contributions from the Odessa Development Corporation and Midland Development Corporations have helped to advance construction time for many projects. These projects are:

- $2,000,000 for the interchange at Loop 250 at CR 60/CR 1150
- $2,000,000 for the new interchange at Loop 338 at E. Yukon
- $2,000,000 for I-20 improvements along the segment between the Ector County Line and FM 1788
- $2,000,000 for improvements at SH 191 and Loop 250
- $2,000,000 for the new interchange at US 385 and Loop 338 S

FY 2025-2028 TIP Project Locations



FY 2025-2028 TIP Funding Outline

Projects included in the TIP must be selected from the *Forward 45* Plan and must also be included in the TxDOT 10-year Unified Transportation Program. During the preparation of the MTP, the Permian Basin MPO staff completed an extensive public involvement process to determine the needs within the region. This community involvement process resulted in a plan for the growth of the region over the 25-year period. A list of the transportation investments needed to make the Plan a reality was included. Key investments in the *Forward 45* Plan, and subsequent amendments, include the following initiatives:

- Improve regional mobility, safety, and accessibility around the region with investments such as:
    - Upgrading major roadways to freeway design standards
    - Adding inter-city and expanded transit service
    - Building a regional bicycle/pedestrian system to connect both cities
    - Improving efficient and safe air travel
- Improve interstate mobility, safety, and accessibility by making investments such as:
    - Adding interchanges on I-20; Upgrading interchanges on I-20
    - Converting frontage roads to one-way
    - Widening I-20 from 4 lanes to 6 lanes
- Distribute traffic in ways that reduce the impacts of congestion on primary corridors through initiatives such as:
    - Limiting access points to a few well-designed intersections
    - Constructing strategic connections to promote economic development
- Expand transit and ridesharing choices by making improvements such as:
    - Constructing downtown transit centers
    - Expanding existing transit services
    - Enhance regional gateways from I-20 into downtown areas.

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

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

Air Quality Issues

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

Funding Categories & Project Development Authority

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

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

TxDOT UTP Funding Categories & Development Authority

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

Additional information related to the TxDOT funding categories is shown below.

2024 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY
1

Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. **Preventive Maintenance** Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete. **Rehabilitation** Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.	Funding is allocated to each TxDOT district based on the following formulas: **Preventive Maintenance** A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance. 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area **Rehabilitation** 32.5% Three-year average lane miles of pavement with distress scores <70 20% Vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor See note at end of section	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 2 **Metropolitan and Urban Area Corridor Projects**	Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula: **Category 2 Metropolitan (2M)** Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes **Category 2 Urban (2U)** Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula: 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.
FUNDING CATEGORY 3 **Non-Traditionally Funded Transportation Projects**	Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories) Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see pg. 29), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 4 **Statewide Connectivity Corridor Projects**	Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes: - Texas Highway Trunk System - National Highway System (NHS) - Connections to major seaports or border crossings - National Freight Network - Hurricane evacuation routes The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types: - Mobility corridors: High-traffic routes with potential need for additional roadway capacity - Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided - Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains	**Category 4 Rural Connectivity** Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis. **Category 4 Urban Connectivity** Funds distributed using the same formula as Category 2	TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.
FUNDING CATEGORY 5 **Congestion Mitigation and Air Quality Improvement**	Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles. Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.	TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).	TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 6 **Structures Replacement and Rehabilitation (Bridge)**	Category 6 addresses bridge improvements through the following sub-programs. **Highway Bridge Program** For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. **Bridge Maintenance and Improvement Program** For rehabilitation of eligible bridges on the state highway system. **Bridge System Safety Program** For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.	Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.	**TxDOT's Bridge Division** selects projects using a performance-based prioritization process. **Highway Bridge** projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings. **Bridge Maintenance and Improvement** projects are selected statewide based on identified bridge maintenance/ improvement needs. **Bridge System Safety** projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.
FUNDING CATEGORY 7 **Metropolitan Mobility and Rehabilitation**	Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.	MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 8 **Safety** Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips. **Highway Safety Improvement Program (HSIP)** Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF. **Systemic Widening Program (SSW)** Statewide program to fund the widening of high-risk narrow highways on the state highway system. **Road to Zero (RTZ)** Program initiated by the Texas Transportation Commission in the 2020 UTP with $600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	**HSIP** Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. **Road to Zero** Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.
FUNDING CATEGORY 9 **Transportation Alternatives Set-Aside Program** Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.	MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA. TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.

FUNDING CATEGORY

10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 10 addresses a variety of transportation improvements through the following sub-programs: **Supplemental Transportation Projects (Federal)** Federal discretionary and congressional high-priority projects. **Carbon Reduction Program (CRP)** Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. **Federal Lands Access Program (FLAP)** Addresses transportation facilities located on, are adjacent to, or provide access to federal lands. **Texas Parks and Wildlife Department (TPWD)** Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. **Green Ribbon Program** Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA) Pedestrian Program** Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities. **Landscape Incentive Awards** Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects. **Railroad Grade Crossing and Replanking Program** Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	**Supplemental Transportation Projects (Federal)** Directed by federal legislation. **Carbon Reduction Program** TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population. **Federal Lands Access Program** Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state. **Texas Parks and Wildlife Department (TPWD)** Per Rider 21(c), funding is distributed as a statewide allocation. **Green Ribbon Program** Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA)** Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. **Landscape Incentive Awards** Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program. **Railroad Grade Crossing and Replanking Program** Condition of crossing's riding surface and benefit to cost per vehicle using crossing. **Railroad Signal Maintenance Program** Based on number of crossings and type of automatic devices present at each.	For **CRP**, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. For **FLAP**, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. **The Texas Parks and Wildlife Department** (TPWD) selects State Park Roads projects in coordination with TxDOT districts. **Green Ribbon** allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. **ADA** projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division. **Landscape Incentive Awards** are managed by the TxDOT Design Division.

FUNDING CATEGORY
10

Supplemental Transportation Programs
(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance. **Safety Rest Area/Truck Parking** This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system. **Intelligent Transportation Systems (ITS)** Improve Traffic Asset Management and Device Monitoring for better security controls. **Category 10 Carbon Reduction** In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	**Safety Rest Area/Truck Parking** Allocated to TxDOT's Maintenance Division, which selects projects statewide. **Intelligent Transportation System** Allocated to various TxDOT Divisions, which selects projects statewide.	The TxDOT Rail Division in coordination with TxDOT districts selects **Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects**. All projects are selected using a performance-based prioritization process. **Safety Rest Area/Truck Parking** projects are selected and managed by TxDOT's Maintenance Division. **Intelligent Transportation System** projects are selected and managed by TxDOT's various divisions.

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). **District Discretionary** Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. **Energy Sector** Safety and maintenance work on state highways impacted by the energy sector. **Border State Infrastructure Funding** Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. **District Safety** District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors. **Construction Cost Overruns/Change Order** Provides additional funding for costs that are realized at letting and during construction.	**District Discretionary** Minimum $2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns. **Energy Sector** Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected **Border State Infrastructure Funding** Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts. **District Safety** 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate **Construction Cost Overruns/Change Order** Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	**TxDOT Districts** select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. **The Texas Transportation Commission** allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. **Border State Infrastructure Funding** Project selection criteria include, but are not limited to: - Number of land border ports of entry - Number of incoming commercial trucks and railcars - Number of incoming personal motor vehicles and buses - Weight of incoming cargo by commercial trucks

FUNDING CATEGORY

12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve: – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs. **Texas Clear Lanes** This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.

Statewide CSJs (Control Section Job)

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

GROUPED PROJECT CSJs

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

Statewide Project Control Section Job (CSJ) Numbers

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE-Preliminru Engineering	Preliminary Engieering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilition	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion constrol and environmental mitigation activities
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

Statewide Project Control Section Job (CSJ) Exempt Projects

CODE OF FEDERAL REGULATIONS
TITLE 40 -- PROTECTION OF ENVIRONMENT

§ 93.126 Exempt projects.

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

TABLE 2. -- EXEMPT PROJECTS

SAFETY

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

MASS TRANSIT

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

Statewide Project Control Section Job (CSJ) Exempt Projects Continued

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

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

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

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

Air Quality

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

Bicycle and pedestrian facilities.

Other

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

Planning and technical studies.

Grants for training and research programs.

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

Federal-aid systems revisions.

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

Noise attenuation.

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

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

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

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

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

Highway Construction Project Listings

FY 2025-2028 Statewide Transportation Improvement Program
Permian Basin MPO – Highway Projects

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	ECTOR	5000-00-206	2025	CS	C	ODESSA	$ 2,246,919

LIMITS FROM: 1201 S Grant Ave, Odessa, TX 79761
LIMITS TO: .
PROJECT SPONSOR: Francis Energy TX, LLC.
REVISION DATE: 07/2024
PROJECT DESCR: Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors at a local gas station/truck stop.
MPO PROJ NUM:
FUNDING CAT(S): 10NEVI
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 0
ROW PURCH:	$ 0
CONST COST:	$ 2,246,919
CONST ENG:	$ 0
CONTING:	$ 0
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 2,246,919

COST OF APPROVED PHASES: $ 2,246,919

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
10NEVI	$ 1,797,535	$ 449,384	$ 0	$ 0	$ 0	$ 2,246,919
TOTAL	$ 1,797,535	$ 449,384	$ 0	$ 0	$ 0	$ 2,246,919

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	ECTOR	0229-01-042	2026	US 385	C	ODESSA	$ 28,000,000

LIMITS FROM: AT S SL 338
LIMITS TO: .
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2024
PROJECT DESCR: Construct New Interchange
MPO PROJ NUM: RC-09
FUNDING CAT(S): 2,3LC
REMARKS P7: Project is moving out of the STIP Timeframe
PROJECT HISTORY: Congressional Authorization of $5 million in 2024

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,112,700
ROW PURCH:	$ 0
CONST COST:	$ 28,000,000
CONST ENG:	$ 1,078,700
CONTING:	$ 687,700
INDIRECT:	$ 1,320,200
BOND FIN:	$ 0
POT CHG ORD:	$ 1,032,700
TOTAL COST:	$ 33,232,000

COST OF APPROVED PHASES: $ 28,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 16,800,000	$ 4,200,000	$ 0	$ 0	$ 0	$ 21,000,000
3LC	$ 0	$ 0	$ 0	$ 0	$ 2,000,000	$ 2,000,000
10	$ 4,000,000	$ 1,000,000	$ 0	$ 0	$ 0	$ 5,000,000
TOTAL	$ 20,800,000	$ 5,200,000	$ 0	$ 0	$ 2,000,000	$ 28,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
ODESSA	PERMIAN BASIN	MIDLAND	0005-14-092	2027	IH 20	C	MIDLAND	$ 222,538,626

LIMITS FROM: EAST OF CR 1250
LIMITS TO: EAST OF SH 349
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2024
PROJECT DESCR: RECONSTRUCT FRONTAGE ROADS., RAMPS, U TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION, WIDEN FROM 4 TO 6 LANES
MPO PROJ NUM: RC-259
FUNDING CAT(S): 2,12
REMARKS P7: Project Name: IH 20_E_CR1250_E_SH 349 $31,049,071 is CAT 12 PERMIAN
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 3,714,200
ROW PURCH:	$ 0
CONST COST:	$ 222,538,626
CONST ENG:	$ 3,039,580
CONTING:	$ 1,076,360
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 2,963,780
TOTAL COST:	$ 233,332,546

COST OF APPROVED PHASES: $ 222,538,626

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 9,872,634	$ 2,468,158	$ 0	$ 0	$ 0	$ 12,340,792
12	$ 168,158,268	$ 42,039,566	$ 0	$ 0	$ 0	$ 210,197,834
TOTAL	$ 178,030,902	$ 44,507,724	$ 0	$ 0	$ 0	$ 222,538,626

Midland International Air & Space Port TIFIA funding

Associated City	Airport Name	Project Description	FY	Total Project Cost	Federal Amount (TIFIA)*
Midland	Midland International Air & Space Port	The project involves expanding the south side of the terminal building to accommodate a new, state-of-the-art passenger screening facility. The expansion will significantly enhance capacity by providing six security lanes, compared to the current two-lane configuration. The new facility is designed with a 40-year service life, ensuring long-term operational efficiency and adaptability. The project will be delivered using the Design-Bid-Build (DBB) method, with the City of Midland overseeing the project.	FY26	$57,085,298	$22,539,896.74

Grouped Projects

FY 2025-2028 Statewide Transportation Improvement Program

Permian Basin MPO – Grouped Projects

FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
6 - ODESSA	MIDLAND	0463-02-080	SH 158	C			$ 3,600,000

LIMITS FROM: AT WADLEY AVE
LIMITS TO:
PROJECT DESCR: INSTALL TRAFFIC SIGNAL
REMARKS
P7:

REVISION DATE: 07/2022
MPO PROJ NUM: RC-234
FUNDING CAT(S): 1

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 164,367
ROW PURCHASE:	$ 0
CONST COST:	$ 3,600,000
CONST ENG:	$ 271,038
CONTING:	$ 149,143
IND COSTS:	$ 97,278
BND FINANCING:	$ 0
TOTAL PRJ COST:	$ 3,887,112

COST OF APPROVED PHASES: $ 3,600,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$ 2,880,000	$ 720,000	$ 0	$ 0	$ 3,600,000
TOTAL:	$ 2,880,000	$ 720,000	$ 0	$ 0	$ 3,600,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
6 - ODESSA	MIDLAND	0463-02-079	SH 158	C			$ 3,600,000

LIMITS FROM: AT CR 60/BRIARWOOD
LIMITS TO:
PROJECT DESCR: INSTALL TRAFFIC SIGNAL
REMARKS
P7:

REVISION DATE: 07/2022
MPO PROJ NUM: RC-236
FUNDING CAT(S): 1

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 164,367
ROW PURCHASE:	$ 0
CONST COST:	$ 3,600,000
CONST ENG:	$ 271,038
CONTING:	$ 149,143
IND COSTS:	$ 97,278
BND FINANCING:	$ 0
TOTAL PRJ COST:	$ 3,887,112

COST OF APPROVED PHASES: $ 3,600,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$ 2,880,000	$ 720,000	$ 0	$ 0	$ 3,600,000
TOTAL:	$ 2,880,000	$ 720,000	$ 0	$ 0	$ 3,600,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
6 - ODESSA	MIDLAND	0005-02-112	BI 20-E	C			$ 6,826,545

LIMITS FROM: AT CR 1250
LIMITS TO:
PROJECT DESCR: TRAFFIC SIGNAL IMPROVEMENTS
REMARKS
P7:

REVISION DATE: 07/2022
MPO PROJ NUM:
FUNDING CAT(S): 1,8

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 334,501
ROW PURCHASE:	$ 0
CONST COST:	$ 6,826,545
CONST ENG:	$ 273,744
CONTING:	$ 349,519
IND COSTS:	$ 0
BND FINANCING:	$ 0
TOTAL PRJ COST:	$ 7,783,809

COST OF APPROVED PHASES: $ 6,826,545

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 181,236	$ 45,309	$ 0	$ 0	$ 226,545
8-SAFETY:	$ 540,000	$ 60,000	$ 0	$ 0	$ 600,000
TOTAL:	$ 721,236	$ 105,309	$ 0	$ 0	$ 826,545

- City of Midland Wildcatter Trail $4,600,000
- University of Texas Permian Basin (UTPB) Wildcatter Trail $6,400,000

***Funding sources are shown below in the Highway Financial Summary**

Highway Financial Summary

Permian Basin MPO Highway Financial Summary

FY 2025 - 2028 Transportation Improvement Program

Funding by Category

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	Description	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2	Metropolitan & Urban Area Corridor Projects	$0	$0	$21,000,000	$21,000,000	$12,340,792	$12,340,792	$0	$0	$33,340,792	$33,340,792
3	Non-Traditionally Funded Transportation Project	$0	$0	$2,000,000	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000
3 DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Urban and Regional Connectivity	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures - Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8 R	Rail-Highway Crossing Set-Aside Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TA Set-Aside Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Congressional Appropriation	$0	$0	$5,000,000	$0	$0	$0	$0	$0	$5,000,000	$0
10 NEVI	NEVI Program	$2,246,919	$0	$0	$0	$0	$0	$0	$0	$2,246,919	$0
10 CRBN	Carbon Reduction	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 FB	Ferry Boat Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 SCP	Seaport Connectivity Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 ITS	Information Technology Systems (ITS)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 FLA	Federal Lands Access Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 TPW	Texas Parks and Wildlife Department	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 GR	Green Ribbon Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 ADA	ADA Pedestrian Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 LIA	Landscape Incentive Award	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 RR	Railroad Grade Crossing and Replanking Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 RSMP	Railroad Signal Maintenance Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 BSIF	Border State Infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 EN	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 (Safety)	Safety (District Discretionary)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 CO/CO	Cost Overruns / Change Orders	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12 SP	Strategic Priority	$0	$0	$0	$0	$210,197,834	$210,197,834	$0	$0	$210,197,834	$210,197,834
12 TCL	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW PE	Statewide Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW ROW	Statewide Budget ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	**$2,246,919**	**$0**	**$28,000,000**	**$23,000,000**	**$222,538,626**	**$222,538,626**	**$0**	**$0**	**$252,785,545**	**$245,538,626**

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	$1,797,535	$20,800,000	$178,030,902	$0	$200,628,437
State	$449,384	$5,200,000	$44,507,724	$0	$50,157,108
Local Match	$0	$0	$0	$0	$0
CAT 3 - Local Contributions (LC)	$0	$2,000,000	$0	$0	$2,000,000
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - DB	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - Vehicle Registration Fees - VTR	$0	$0	$0	$0	$0
CAT 3 - RTR	$0	$0	$0	$0	$0
CAT 3 - PTF	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Statewide Budget PE	$0	$0	$0	$0	$0
Statewide Budget ROW	$0	$0	$0	$0	$0
Total	**$2,246,919**	**$28,000,000**	**$222,538,626**	**$0**	**$252,785,545**

Annotations

1. Local Match should be a percent of participation on a specific category of funding except Non-Traditional funding.
2. The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
3. You can add/delete funding source rows 46-58 as needed.
4. All Non-Traditional Programmed amount should equal all Non-Traditional (CAT 3) funding source amounts

Transit Project Listing

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

CONVERSION TABLE

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

Fiscal Year 2025 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,721,442	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$ 800,327	
PROJECT DESCRIPTION	Operations of small urban transit system		OTHER SOURCES	$ 972,328	
			TOTAL PROJECT COST	$ 3,494,097	
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	3,494,097	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,686,134	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Preventative maintenance		OTHER SOURCES	$ 421,533	
			TOTAL PROJECT COST	$ 2,107,667	
CAPITAL	$	2,107,667	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 810,052	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	ADA Paratransit Service		OTHER SOURCES	$ 212,513	
			TOTAL PROJECT COST	$ 1,022,565	
CAPITAL	$	1,022,565	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 411,643	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Planning		OTHER SOURCES	$ 102,911	
			TOTAL PROJECT COST	$ 514,554	
CAPITAL	$	514,553	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$ 40,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 40,000	
CAPITAL	$	40,000	CREDITS REQUESTED	$ 8,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 476,813	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Support Equip/ Misc Equip/ Capital Proj		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 476,813	
CAPITAL	$	476,813	CREDITS REQUESTED	$ 95,363	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2024		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,000,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 1,000,000	
CAPITAL	$	1,000,000	CREDITS REQUESTED	$ 200,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$ 350,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 350,000	
CAPITAL	$	350,000	CREDITS REQUESTED	$ 70,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2026 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 1,781,989
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ 800,327
PROJECT DESCRIPTION	Operations of small urban transit system	OTHER SOURCES	$ 981,662
		TOTAL PROJECT COST	$ 3,563,979

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	3,563,979	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 1,719,856
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ -
PROJECT DESCRIPTION	Preventative maintenance	OTHER SOURCES	$ 429,964
		TOTAL PROJECT COST	$ 2,149,820

CAPITAL	$	2,149,820	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 834,413
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ -
PROJECT DESCRIPTION	ADA Paratransit Service	OTHER SOURCES	$ 208,603
		TOTAL PROJECT COST	$ 1,043,016

CAPITAL	$	1,043,016	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 419,875
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ -
PROJECT DESCRIPTION	Planning	OTHER SOURCES	$ 104,969
		TOTAL PROJECT COST	$ 524,844

CAPITAL	$	524,844	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$ 50,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 50,000	
CAPITAL	$	50,000	CREDITS REQUESTED	$ 10,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 411,010	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Support Equip/ Misc Equip/ Capital Proj		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 411,010	
CAPITAL	$	411,010	CREDITS REQUESTED	$ 82,202	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2025		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,000,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 1,000,000	

CAPITAL	$	1,000,000	CREDITS REQUESTED	$ 200,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5339
MPO PROJECT NUMBER		FTA FUNDS	$ 350,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ -
PROJECT DESCRIPTION	Bus replacement	OTHER SOURCES	$ -
		TOTAL PROJECT COST	$ 350,000

CAPITAL	$	350,000	CREDITS REQUESTED	$ 70,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2027 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 1,817,629
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ 800,327
PROJECT DESCRIPTION	Operations of small urban transit system	OTHER SOURCES	$ 1,017,302
		TOTAL PROJECT COST	$ 3,635,259

CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	3,635,259	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026	FTA FUNDING CATEGORY	Section 5307
MPO PROJECT NUMBER		FTA FUNDS	$ 1,754,253
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXDOT	$ -

PROJECT DESCRIPTION	Preventative maintenance		OTHER SOURCES	$ 438,563	
			TOTAL PROJECT COST	$ 2,192,817	
CAPITAL	$	2,192,817	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 851,101	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	ADA Paratransit Service		OTHER SOURCES	$ 212,775	
			TOTAL PROJECT COST	$ 1,063,877	
CAPITAL	$	1,063,877	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 428,273	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Planning		OTHER SOURCES	$ 107,068	
			TOTAL PROJECT COST	$ 535,341	
CAPITAL	$	535,341	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$ 50,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-

PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 50,000	
CAPITAL	$	50,000	CREDITS REQUESTED	$ 10,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 346,723	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Support Equip/ Misc Equip/ Capital Proj		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 346,723	
CAPITAL	$	346,723	CREDITS REQUESTED	$ 69,345	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2026		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,000,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 1,000,000	
CAPITAL	$	1,000,000	CREDITS REQUESTED	$ 200,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$ 350,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-

PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 350,000	
CAPITAL	$	350,000	CREDITS REQUESTED	$ 70,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Fiscal Year 2028 Urban Transit Project Listing

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,853,982	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$ 800,327	
PROJECT DESCRIPTION	Operations of small urban transit system		OTHER SOURCES	$ 1,053,655	
			TOTAL PROJECT COST	$ 3,707,964	
CAPITAL	$	-	CREDITS REQUESTED	$	-
OPERATING	$	3,707,964	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,789,338	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Preventative maintenance		OTHER SOURCES	$ 447,335	
			TOTAL PROJECT COST	$ 2,236,673	
CAPITAL	$	2,236,673	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 868,123	

PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	ADA Paratransit Service		OTHER SOURCES	$ 217,031	
			TOTAL PROJECT COST	$ 1,085,154	
CAPITAL	$	1,085,154	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 436,838	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Planning		OTHER SOURCES	$ 109,210	
			TOTAL PROJECT COST	$ 546,048	
CAPITAL	$	546,048	CREDITS REQUESTED	$	-
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2028		FTA FUNDING CATEGORY	Section 5310	
MPO PROJECT NUMBER			FTA FUNDS	$ 50,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Elderly and Disabled Transportation		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 50,000	
CAPITAL	$	50,000	CREDITS REQUESTED	$ 10,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 280,688	

PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Support Equip/ Misc Equip/ Capital Proj		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 280,688	
CAPITAL	$	280,688	CREDITS REQUESTED	$ 56,138	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2028		FTA FUNDING CATEGORY	Section 5307	
MPO PROJECT NUMBER			FTA FUNDS	$ 1,000,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 1,000,000	
CAPITAL	$	1,000,000	CREDITS REQUESTED	$ 200,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

FTA APPORTIONMENT YEAR	2027		FTA FUNDING CATEGORY	Section 5339	
MPO PROJECT NUMBER			FTA FUNDS	$ 350,000	
PROJECT SPONSOR	MOUTD		STATE FUNDS FROM TXDOT	$	-
PROJECT DESCRIPTION	Bus replacement		OTHER SOURCES	$	-
			TOTAL PROJECT COST	$ 350,000	
CAPITAL	$	350,000	CREDITS REQUESTED	$ 70,000	
OPERATING	$	-	CREDITS AWARDED	$	-
ADMINISTRATION	$	-	CREDITS AWARDED DATE		

Transit Financial Summary

PERMIAN BASIN MPO

FY 2025 - 2028 Transportation Improvement Program

All Figures are in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2025			FY 2026			FY 2027			FY 2028		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	6,106,084	2,509,612	8,615,696	6,167,144	2,525,526	8,615,696	6,197,980	2,576,036	8,615,696	6,228,970	2,627,557	8,615,696
2	Sec. 5310 - Elderly &Individuals w/Disabilities	50,000	0	50,000	50,000	0	50,000	50,000	0	50,000	50,000	0	50,000
3	Sec. 5304 - Regional Planning	0	0	0	0	0	0	0	0	0	0	0	0
4	Sec. 5339 - Bus & Bus Facilities	350,000	0	350,000	350,000	0	350,000	350,000	0	350,000	350,000	0	350,000
5	Other FTA	0	0	0	0	0	0	0	0	0	0	0	0
6	Regionally Significant or Other	0	0	0	0	0	0	0	0	0	0	0	0
	Total Funds	**$6,506,084**	**$2,509,612**	**$9,015,696**	**$6,567,144**	**$2,525,526**	**$9,015,696**	**$6,597,980**	**$2,576,036**	**$9,015,696**	**$6,628,970**	**$2,627,557**	**$9,015,696**
	Transportation Development Credits To Be Requested	373,363			362,202			349,345			336,138		

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

Other Funding

Midland International Air & Space Port TIFIA	
Federal Source	$22,539,896.74
Other funds	$34,545,401.26
Total funding	$57,085,298.00

Contact Information

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APPENDIX A: MPO Self-Certification

TEXAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act):, the Texas Department of Transportation, and the Permian Basin Metropolitan Planning Organization for the Midland and Odessa urbanized areas hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

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

Eric Lykins, P.E.
District Engineer
Odessa District
Texas Department of Transportation

6/24/24

Mike Gardner
Permian Basin MPO
Policy Board Chairman

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

Permian Basin MPO

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

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

   An amended Public Participation Plan was adopted on June 18, 2018. A link to the Plan and to this supplemental documentation for FAST Act compliancemaybefoundatwww.permianbasinmpo.com.

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

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

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

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

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

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

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

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

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

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

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

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

TxDOT will

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

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

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

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

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

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

MOUTD will

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Permian Basin MPO's *Forward 45* Metropolitan Transportation Plan (MTP) and the previous version includes several chapters which describe the existing transportation system and related facilities. Operation and maintenance are covered in this portion of the document. The MPO maintains a gee-database of the network and works with its transportation partners to keep records of maintenance activities performed on the network. This includes routine maintenance work, reconstruction and new construction for the network. Monthly reports are provided to the MPO at the Policy Board meetings. The reports include a description of work completed or underway in the Cities of Odessa and Midland, TxDOT, Ector and Midland and Martin Counties within the MPO planning boundary. In the existing facilities section of the MTP, the MPO has identified strategies and local funding sources to help maintain the current and future network.

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

The Safety and Transit Asset Management (TAM) performance targets will be used to evaluate how the systems are performing. The TxDOT safety targets have been adopted by the Permian Basin MPO and will be used to select projects to help reduce crashes and make the network function in a safer manner for all modes. The TAM targets have were adopted by the EZ-Rider transit provider in 2022. These targets are intended to keep the fleet in better running condition and make the public transit system more reliable. As PM2 and PM3 targets are developed and adopted, they will have a long- term effect to ensure that the network operates in a better and safer overall condition. The PM3 targets will also help the system to move freight more efficiently and help with air quality

standards. The PM3 targets are utilized in conjunction with the MPO's CMP to improve both highway and transit travel times.

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

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

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))

   The projects in the TIP include consideration of safety. Interchanges listed in the FY 2025-2028 TIP directly address safety by constructing new and safe ramp conditions and safe bridge heights with at-grade crossings. The Permian Basin MPO has experienced numerous bridge strikes in the past five years on 1-20. Locations being considered for interchange construction are along the 1-20 corridor. In addition to the five important interchange locations, approximately 37 miles of the I-20 corridor will be widened from 4 to 6 lanes and converted to one-way operation in order to improve safety along this critical freight and people movement corridor.

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

    Following the passage of the Texas HB 20 in 2015 and the FAST Act, the MPO implemented a scoring system designed to be used in the project selection process. This proved to be very useful in the selection of projects in the FY 2025-2028 TIP. Now that the FAST Act and IIJA targets are being implemented by MPO's and states, decision makers will be better able to align project selection with overall system goals.

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

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

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

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

APPENDIX C: History of the TIP and TIP Amendments

The MPO Policy Board approval for the FY 2025-2028 TIP occurred on June 24, 2024.
The MPO Policy Board approved TIP Amendment No. 1 on July 21, 2025.

FY 2025 – FY 2028 Permian Basin MPO Transportation Improvement Program Analysis

The Permian Basin MPO staff have reviewed projects in the TIP for compliance with four performance measures as mandated by federal law. The four performance measures are safety (defined as projects which help reduce fatalities and serious injuries for vehicles and non-motorized modes of transportation), bridge deck condition, non-Interstate National Highway System Pavement Condition, and travel time reliability. In addition, the TIP was reviewed to determine its relevance to the Transit Asset Management Plan developed for Midland Odessa Urban Transit District (MOUTD) and the MPO's Congestion Management Process.

Because the 2045 Metropolitan Transportation Plan included selection criteria based on safety and other criteria, all of the highway projects included in the TIP have significant impact on improving safety and thus help meet the TxDOT adopted safety targets. These projects include:

• *I-20 from East of CR 1250 to East of SH 349.* This project will add one lane in each direction and include additional operational improvements including interchange U-turn lanes, interchanges, and conversion to one-way frontage roads.

• *US 385 at S SL 338.* This project will improve both safety and mobility in a location that has a high percentage of truck travel and safety problems.

- *NEVI charging station.* This electric vehicle charging station will provide alternative fueling choices. Eight charging ports are planned as part of the Texas NEVI program.
- Airport TSA Passenger Facility Expansions and Enhancements.

Projects contained as Grouped Projects include the following:

- City of Midland TA grant funds for the Wildcatter Trail
- UTPB TA grant funds for the campus trail
- SH 158 at Wadley intersection improvements
- SH 158 at Briarwood intersection improvements
- Bi-20 at CR 1250 reconfigure offset at railroad

For each of these projects the selection criteria and project scoring were directly tied to the FHWA and FTA (where applicable) performance targets – PM1 Safety, PM2 Road and Bridge Condition, and PM3 System Reliability and the MPO's Congestion Management Process.

There are no projects that directly affect Transit Asset Management although resurfacing of major corridors will help to alleviate the need for bus maintenance.

Transit Related

The Midland Odessa Urban Transit District (MOUTD) operates the EZ-Rider public transit system in Midland and Odessa, Texas. In May 2020, the agency adopted its Public Transportation Agency Safety Plan (PTASP) to comply with 49 CFR Part 673.

Safety performance measures and targets are shown below in Tables 1-4.

Table 1 Safety Performance Measure

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 2 Safety Performance Measure Criteria by Type of Service

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0	0	0	12	.0000288	2,543 VRM
Demand Response	0	0	0	0	10	.0000529	6,338 VRM

Table 3 Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	12	12
Rate of Safety Events*	0.0000288	0.0000288
Mean Distance Between Major Mechanical Failure	2,543 VRM	2,543 VRM

*rate = total number for the year/total revenue vehicle miles traveled

Table 4 Demand Response Route Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	10	10
Rate of Safety Events*	0.0000529	0.0000529
System Reliability	6,338 VRM	6,338 VRM
Other	N/A	N/A

*rate = total number for the year/total revenue vehicle miles traveled

In addition to the adopted PTASP, the MOUTD has also approved a Transit Asset Management Plan for the period 2022-2026.

APPENDIX D: Extended Project Listing*

Remaining UTP Years 2029-2033

UTP MAP ID	COUNTY	HWY	MPO ID	CSJ	FROM	TO	Project Description	ESTIMATED LET RANGE	COST ESTIMATE	Total Authorized	CAT 2	CAT 3	CAT 4	CAT 8	CAT 10	CAT 11	CAT 12 S	CAT 12 P
2a	Ector	IH 20	RC-27	0004-07-135	West of FM 1936	Monahans Draw	Widen Freeway	2029-2033	$394,887,111	$285,887,112	-	-	-	-	-	-	$194,837,112	$91,050,000
2b	Ector	IH 20	RC-28	0005-13-063	Monahans Draw	East of JBS Parkway	Widen Freeway	2029-2033	$273,645,831	$218,645,832	-	-	-	-	-	-	$174,445,832	$44,200,000
3	Ector	IH 20	RC-265	0004-07-137	N IH 20 service Road/MurphyStreet	IH 20/Moss Ave	Traffic Signal	2029-2033	$750,000	$750,000	$750,000	-	-	-	-	-	-	-
12	Midland	IH 20	RC-260	0005-15-093	East of SH 349	East of FM 1208	Widen Freeway	2029-2033	$542,289,782	$72,000,000	-	-	-	-	-	-	$13,750,000	$58,250,000
22	Midland	BS 1588	RC-232	0463-02-081	@ FM 868	-	Intersection Improvements	2025-2028	$5,600,000	$5,600,000	$5,600,000	-	-	-	-	-	-	-
15	Midland	SH 158	RC-93a	0463-02-089	Wadley Ave	Sinclair Ave	Widen Non-Freeway	2025-2028	$5,000,000	$5,000,000	$5,000,000	-	-	-	-	-	-	-
~~18~~	~~Midland~~	~~SL 250~~	~~RC-17~~	~~1188-02-111~~	~~@ Todd Rd~~	~~-~~	~~New Interchange~~	~~2025-2028~~	~~$25,969,208~~	~~$25,969,208~~	~~$25,969,208~~							
21	Midland	Bi-20E	RC-235	0005-02-125	@ Avalon Dr	-	Intersection Improvements	2025-2028	$4,400,000	$4,400,000	$4,400,000	-	-	-	-	-	-	-
6	Ector	SH 191	RC-261	2296-01-058	Loop 338 E	Loop 338 West	Safety Improvements	2025-2028	$6,000,000	$6,000,000	$6,000,000	-	-	-	-	-	-	-
5	Ector	SH 302	RC-131	224-01-110	@ West 8th Street	-	New Interchange	2029-2033	$28,000,000	$28,000,000	$26,000,000	$2,000,000	-	-	-	-	-	-
7	Ector	SL 338	RC-13* int b	2224-01-116	@ 52nd/56th	-	New Interchange	2029-2033	$28,000,000	$2,800,000	$5,500,000	-	-	-	-	-	$22,500,000	-
8	Ector	SL 338	RC-134	2224-01-117	Yukon Rd E	US 385 N	Upgrade to Freeway	2029-2033	$36,236,056	$36,236,056	$32,236,056	-	-	-	-	-	$4,000,000	-
16	Midland	SH158	RC-251	0463-03-053	@ CR 120	-	Intersection Improvements	2029-2033	$4,000,000	$4,000,000	$4,000,000	-	-	-	-	-	-	-
17	Midland	SH 349	RC-275	1718-07-047	@ FM 1788	-	Intersection & Operational Improvements	2029-2033	$5,000,000	$5,000,000	$5,000,000	-	-	-	-	-	-	-
20	Midland	Bi-20 E	RC-15a*	0005-02-119	@ Faudree	-	New Interchange	2029-2033	$39,200,000	$22,420,000	$9,670,000	$2,000,000	$10,750,000	-	-	-	-	-
								TOTALS:	$1,398,977,988	$722,708,208	$130,125,264	$4,000,000	$10,750,000	-	-	-	$409,532,944	$193,500,000

*** These projects are planned outside of the FY 2025-2028 TIP window.**

Appendix E: UTP Minute Order

TEXAS TRANSPORTATION COMMISSION

All Counties | MINUTE ORDER | Page 1 of 2

All Districts

Transportation Code, §201.991 provides that the Texas Department of Transportation (department) shall develop a Unified Transportation Program (UTP) covering a period of 10 years to guide the development of and authorize construction of transportation projects.

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

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

The 2023 UTP was approved by the commission on August 30, 2022, by Minute Order 116292.

The department conducted a statewide virtual public meeting on July 6, 2023, and a statewide virtual public hearing on July 25, 2023, to receive comments and testimony concerning the proposed funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, the development of the 2024 UTP and the project selection process.

The funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, which are attached as exhibit A, include project specific authorizations.

The 2024 UTP, which is attached as exhibit B, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2024 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. The funds and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, as shown in exhibit A, are hereby approved.

IT IS FURTHER ORDERED that the 2024 UTP, including the project selection process, as shown in exhibit B, is hereby approved and supersedes the previously approved 2023 UTP for fiscal years 2024-2033.

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

IT IS FURTHER ORDERED that pursuant to Transportation Code, §222.052, the commission may accept financial contributions from political subdivisions of the state for development of projects in the 2024 UTP.

Submitted and reviewed by:

DocuSigned by:
Humberto Gonzalez Jr, P.E.
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Director, Transportation Planning and Programming Division

Recommended by:

DocuSigned by:
Marc D Willis
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Executive Director

116522 August 16, 2023

Minute Number Date Passed

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