

FY 2026

UNIFIED PLANNING WORK PROGRAM (UPWP)

Permian Basin MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:
Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

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This UPWP complies with federal and state requirements, is true and correct, and is approved by the Permian Basin Metropolitan Planning Organization on [June 23, 2025](#)

Federal Approval: [July 21, 2025](#)

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EXECUTIVE SUMMARY

This executive summary is intended to provide the reader with a general understanding of the FY 2026 Unified Planning Work Program (UPWP) for the Permian Basin MPO.

The UPWP is a specifically formatted document that serves as a financial budget and statement of activities that will be undertaken and paid for during the stated time frame of one fiscal year. Activities listed in the document are the responsibility of the agency to manage; each one is tied to USDOT goals as well as local goals for regional transportation planning contained in the Metropolitan Transportation Plan. The region consists of most of the land area for Midland and Ector counties and a small portion of neighboring Martin County. This represents the urbanized portion of the region as well as the non-urban area which may become urbanized over a 25-year period.

Tasks included in the UPWP include public involvement, holding meetings of the Policy Board and the Technical Advisory Committee, planning for complete streets, planning for resiliency, attending professional events interaction with member agencies and stakeholders, UPWP preparation for the following year and amendments as needed, preparation of an annual project list and an annual performance and expenditure report. Also included are socio-economic analysis, amendments to the MTP, CMP, work with the 2050 Travel Demand Model, traffic count review, performance measures tied to safety for all transportation modes, system condition of roads and bridges as well as transit fleet, system performance tied to local congestion, working directly with the local transit provider to promote efficient public transportation, special studies related to ADA transition planning and general planning studies.

Funding sources include federal transportation planning funds from the Federal Highway Administration, known as PL-112 funds as well as Section 5303 and 5307 transit funds from the Federal Transit Administration. For FY 2026 the Permian Basin MPO will benefit from

INTRODUCTION

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

In 1973, the organizational structure was revised to create a Policy Advisory Committee and a Steering Committee. The Policy Advisory Committee (PAC), the policy making body for the MPO was made up of representatives from Ector and Midland County, the Cities of Midland and Odessa and the Texas Highway Department District Engineer. The PAC considered recommendations from the Steering Committee, which was composed of staff members of the participating entities, representatives of state and federal agencies; key regional stakeholders; and, local, state and federal elected officials until the MPO became a self-supporting agency in August 2006. At this time, the MPO changed its name from MORTS to the Midland Odessa Transportation Organization (MOTOR) and the PAC and Steering Committee were renamed the Policy Board and Technical Advisory Committee (TAC) respectively. In 2012, MOTOR MPO became a Transportation Management Area (TMA) by designation of the USDOT. In August 2015, the Policy Board voted to rename the organization Permian Basin MPO in order to better represent the area and to eliminate confusion with other transportation agencies. The City of Odessa is the fiscal agent for the Permian Basin MPO. Acting through its Policy Board, Permian Basin MPO, in conjunction with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Martin, Midland and Ector Counties, the cities of Midland and Odessa, and MOUTD, the Permian Basin MPO administers the transportation planning process in the urban area. This designation was renewed by contract with TxDOT and executed in September 2018. The contract reflects changes in the planning process brought about by the Infrastructure Investment and Jobs Act (IIJA) of 2021, the previous Fixing America's Surface Transportation (FAST) Act, and earlier federal transportation language, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2024 UPWP was developed in accordance with the regulations set forth in the IIJA Fixing America's Surface Transportation (FAST) Act passed in 2015, and the Infrastructure IIJA in 2021. Together with the State of Texas, and the Midland Odessa Urban Transit District, the Permian Basin MPO is responsible for carrying out the provisions of FAST Act and IIJA as regulated by Title 23 Code of Federal Regulations. Permian Basin MPO planning activities are part of a required Continuing, Cooperative and Comprehensive (3C) transportation planning process.

A. PURPOSE

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

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

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

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

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

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition – To maintain the highway infrastructure asset system in the state of good repair.
3. Congestion reduction – To achieve a significant reduction in congestion on the NHS.
4. System reliability – To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. Reduce project delivery delays – To reduce project costs, promote completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

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

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

B. DEFINITION OF AREA

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

C. ORGANIZATION

Permian Basin MPO, in cooperation with TxDOT, FHWA, and FTA, carries out the regional transportation planning process. As the Permian Basin MPO’s Fiscal Agent, the City of Odessa, receives the reimbursement funds from TxDOT for Transportation and Transit Planning. As mentioned in the Introduction, and illustrated in Appendix A, Permian Basin MPO utilizes three bodies: the Policy Board, the Technical Advisory Committee, and MPO staff to conduct its required activities. The Policy Board is composed of local elected officials from member entities, the TxDOT Odessa District Engineer, and the MOUTD General Manager. The TAC (Appendix A) is also composed of representatives from the Cities of Midland and Odessa; Ector, Martin, and Midland Counties; TxDOT, and MOUTD. The TAC reviews the status of all projects within the Permian Basin MPO Metropolitan Area Boundary and performs other duties as assigned by the Policy Board. The Permian Basin MPO staff support these bodies and carries out daily operations. The Permian Basin MPO Executive Director serves as chair of the TAC.

D. NON-MPO INVOLVEMENT

Permian Basin MPO seeks input from the private sector on local and regional transportation issues. All civic and professional groups are encouraged to participate in the planning process. Private sector developers, stakeholders, and consultants will be used on an “as available” basis to augment and support the transportation planning process. Public involvement is assured in the Permian Basin MPO MAB through an adopted Public Participation Plan (PPP). Policy Board meetings, public meetings, and open public comment periods for the Transportation

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

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

E. PLANNING ISSUES AND EMPHASIS

Issues facing the Permian Basin MPO region are numerous and are summarized below.

The Midland Odessa area and surrounding Permian Basin region are the largest source of natural resources in the nation. This portion of the state contributes oil and gas as well as renewable energy for domestic and foreign consumption. The two cities – Midland and Odessa are the only urbanized location. These are mid-sized communities with general populations of about 150,000 people each. They are also the source of employees for both white and blue-collar type jobs tied to the energy sector. Included are the spin-off type of jobs that support the industry. The two cities are also major centers for post-secondary education, health care, entertainment, housing, and travel (international and local airports).

The energy sector and more specifically, oil and gas exploration and production are no longer volatile as a result of new technology. Therefore, jobs generated here are likely to stay over the long haul. This region did not experience out migration at any point during Covid or during previous economic downturns.

The largest issues facing this region are safety on the roadways for vehicles, bicyclists and pedestrians. A large percentage of vehicle types on the major roads here are 18-wheelers carrying raw materials throughout the area. Many of these are oversize and overweight as well. These factors contribute to road safety and severity of crashes. Also, a shortage of housing and the cost of housing are factors that have yet to be fully addressed.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Prepare a monthly FHWA PL-112 and FTA Sec. 5303 combined accounting report of Transportation Planning Funds (TPF), coordinate Permian Basin MPO Policy Board and TAC activities; update and maintain records with federal and state agencies; complete a fiscal audit as necessary, amend by-laws and other documents, and update the Public Participation Plan (PPP) as needed. Advocate public awareness with Chamber of Commerce transportation subcommittees, City Planning and Zoning Boards, Midland Odessa Transportation Alliance (MOTRAN), Permian Basin Bicycle and Pedestrian advocates, the Odessa and Midland Development Corporations, the Permian Road Safety Coalition, the Permian Strategic Partnership, the Permian Basin Builders Association, Board of Realtors and other interested entities. The MPO staff will document how the MPO proposes to address the previous Federal Certification Review (2024) findings, comments, and recommendations. This will enable the MPO to prepare for the next Federal Certification Review more efficiently. Staff will prepare amended/new resolutions using related data to continue to address safety, road and bridge conditions, transit asset conditions and system reliability (PM1, PM2, PM3) as may be required in FY 2026. All reporting to TxDOT will be completed as needed. MPO staff will continue to seek opportunities for additional funding to support studies and /or project development.

C. PREVIOUS WORK

Staff coordinated twelve Policy Board and twelve TAC regular and numerous special meetings, numerous Policy Board training sessions presented by staff and external participants, prepared monthly accounting reports, completed monthly reports for Transportation Planning Fund (TPF); updated and maintained state and federal records in compliance with federal and State regulations. Continued keeping records of limited English proficient callers including staff responses.

D. SUBTASKS

Subtask 1.1: Program Administration

Activities under this subtask will provide oversight and coordination of the various programs contained in the work program. Accounting records of state and federal funds will be updated and maintained in accordance with federal, state, and fiscal agent requirements. Daily functions include correspondence, record keeping, public relations, meeting preparation, advertisement

preparations, as well as local mileage to conduct normal MPO administrative business. Also included in Subtask 1.1 is paid unileave and paid holidays.

Subtask 1.2: Office Equipment, Supplies, and Lease

Office supplies, postage fees, office space lease and insurance premiums, phone service, subscriptions and printing required for planning activities are charged to this subtask. Office furnishings, computers, support hardware and software to facilitate work performed will be purchased by Permian Basin MPO, as needed. Consistent with 2 CFR 200 guidelines, FHWA and/or TxDOT must approve all purchases over \$10,000.00 in writing.

Subtask 1.3: Indirect Costs

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

Subtask 1.4: Professional Development

The cost of attending approved transportation and land use planning workshops, conferences, technical workgroups, and Permian Basin MPO related meetings is charged to this subtask. Examples include TEMPO/AMPO meetings, Border Trade Advisory Committee meetings, Advanced Air Mobility (AAM) Committee meetings, the TxDOT Freight Advisory Committee, Ports-to-Plains corridor (I-27), Legislative Updates, meetings of the Texas Transportation Commission, meetings and conferences of the Texas A&M Transportation Institute (TTI), meetings of the TxDOT Safety Committee and safety conferences sponsored by TTI or TxDOT, meetings of the Transportation Research Board, meetings of the Texas Public Health Association (TPHA), and meetings/conferences of the American Planning Association. Also included are regional planning meetings, travel demand modeling, GIS training and GIS meetings, and other similar scheduled events. This subtask includes funding for airfare, car rental, mileage, meals, lodging, registration fees, training materials, staff time, and conference costs. Any out of state travel must be approved in writing by TxDOT prior to incurring any costs.

Subtask 1.5: Public Participation Plan & Title VI Civil Rights Evaluation

Permian Basin MPO staff will periodically review and update the public involvement procedures to monitor its effectiveness in obtaining input from citizens with minority, ethnic, and/or low-income backgrounds. Permian Basin MPO may amend the public involvement procedures as necessary based on these reviews. The MPO will utilize outside consultant assistance in the continuation of its public participation efforts. Permian Basin MPO will conduct public meetings and hearings in accordance with its established policies and governing regulations. Permian Basin MPO will publish public notices of meetings as required. The purpose is to inform the general public and receive input on multi-modal transportation planning efforts in the MAB.

Permian Basin MPO staff will also provide data and technical support as needed to organizations participating in the transportation planning process to facilitate informed decision making about development needs and the impact on the transportation network. Permian Basin MPO will also

consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing long-range transportation plans.

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

Public access to Permian Basin MPO documents, maps and other visualization aides are provided at the Permian Basin MPO office or upon written request by direct mail or email. Permian Basin MPO will maintain a website to further its capabilities of providing information to the public. The website offers easy access to Permian Basin MPO documents in order to improve public outreach efforts. Policy Board meeting agendas and minutes are also available on the website www.permianbasinmpo.com. In addition, Permian Basin MPO plans (TIP, MTP, PPP, and the Title VI Program) are available for public review and comment during the public comment periods outlined in the PPP. Documents can be found at the Permian Basin MPO office; www.permianbasinmpo.com; Ector County Library; Midland Centennial Library; the City Secretary's office in both Midland and Odessa; Martin County Courthouse; and TxDOT Odessa District office during the public comment periods. MPO staff will also maintain a database of contacts to be used to increase public participation. The Permian Basin MPO has experienced low public turnout at scheduled events and workshops. Assisted work from consultant(s) may continue into FY 2026. Permian Basin MPO will review and analyze Title VI data and will consider the information when prioritizing projects. Additionally, staff will continue to evaluate existing procedures for Title VI compliance using performance measures and indicators, including the following:

Subtask 1.6: Performance Measures

With the passage of the FAST Act and the IIJA bill, an anticipated set of Performance Measures to provide a means to invest federal transportation funds more efficiently by focusing on national transportation goals will continue to be implemented. On January 16, 2018, the Policy Board passed a resolution adopting the Safety Performance Measures and Targets (PM1) established by the Texas Department of Transportation. In January 2019, April 2020, February 2021, February 2022, January 2023, January 2024, and January 2025, the Policy Board approved new resolutions that commit the MPO to support TxDOT's adopted safety targets. In November 2018, June 2021, and June 2023, PM2 resolutions were passed by the Policy Board. PM3 resolutions were also passed by the Policy Board in November 2018, April 2021, June 2023, and most recently in early 2025. These are directly tied to transportation system condition and reliability. Staff will continue to coordinate with TxDOT and the MOUTD to develop and refine performance measures as required by the FAST Act, Texas House Bill 20, and the MPO's Congestion Management Process. A Transit Asset Management Plan (TAM) and Transit Safety Plan have been approved by MOUTD in compliance with performance-based planning requirements. Both plans have been approved by the MPO Policy Board.

Subtask 1.7: Local and Regional Agency Interaction

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

Subtask 1.8: Resiliency Planning

MPO Staff will continue to address planning for resiliency. Staff assisted with the preparation of a regional Resilience Improvement Plan from FY 2022 to FY 2024. Staff will consider proposing amendments to the MPO's project selection and scoring process to include a wider use of selection criteria for projects that exhibit potential resiliency. This will be documented in the MPO's MTP and TIP, as amended.

Subtask 1.9: Complete Streets

MPO staff will review proposed complete street projects for inclusion into the MTP and TIP where appropriate. MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the IIJA. Staff will compile and share data and information on active transportation when it becomes available. Staff will evaluate active transportation systems to understand system performance needs to identify regional activities. Staff will hold public outreach sessions to share information and encourage active transportation and work with other interested parties to advance and improve the program. Staff will look for innovative ways to optimize funding for active transportation projects. Staff will support and align statewide and regional active transportation strategies and actions.

Review procedures will include analysis of available federal and state crash data records for all modes of transportation and incorporating these findings into the project selection process. Included in this subtask is coordination with the Permian Basin Regional Planning Commission to complete and implement a Comprehensive Safety Action Plan.

E. FUNDING SUMMARY

Table 1: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	MPO	185,000				185,000	
1.2	MPO	59,000				59,000	
1.3	MPO	6,000				6,000	
1.4	MPO	35,000				35,000	
1.5	MPO	12,000				12,000	
1.6	MPO	17,000				17,000	
1.7	MPO	41,900				41,900	
1.8	MPO	19,500				19,500	
1.9	MPO	18,000				18,000	18,000
Total		393,400				393,400	18,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

Various highway and transit data collection efforts include updating and maintaining traffic count database, updating high crash locations, congestion locations, and analyzing census data for socio-economic groups within the Permian Basin MPO MAB. Used the CRIS Query system to complete a 2020-2022 comparison of fatal and non-fatal crash counts with the Permian Basin MPO. Used data from CRIS query regarding crashes and data from the Census Bureau regarding underserved communities to assist in the project scoring and selection process. Worked with TxDOT to revise FY 2023 functional classification map. Worked with TxDOT to review a draft of the Loop 338 study and establish a smoothed metropolitan area boundary following the release of 2020 census data.

D. SUBTASKS

Subtask 2.1: Socio-Economic Data

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

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

Subtask 2.2: Traffic Count Data

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

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

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

E. Funding Summary

Table 2: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
2.1	MPO	30,000				30,000	
2.2	MPO	15,900				15,900	
Total		45,900				45,900	

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

Various highway and transit data collection efforts include updating and maintaining traffic count database, updating high crash locations, congestion locations, and analyzing census data for socio-economic groups within the Permian Basin MPO MAB. Used the CRIS Query system to complete a 2020-2022 comparison of fatal and non-fatal crash counts with the Permian Basin MPO. Used data from CRIS query regarding crashes and data from the Census Bureau regarding underserved communities to assist in the project scoring and selection process. Worked with TxDOT to revise FY 2023 functional classification map. Worked with TxDOT to review a draft of the Loop 338 study and establish a smoothed metropolitan area boundary following the release of 2020 census data. Prepared a summary of major investment impacts to show the Policy Board how safety and congestion have been improved from the new interchanges in the region.

D. SUBTASKS

Subtask 3.1: Amendments to TIP & UPWP; UPWP Prep; APL and APER; Citizen Requests Summary & Analysis

It is anticipated that the FY 2025-2028 TIP and the FY 2026 UPWP will need to be amended to reflect changes in work tasks and project prioritization as well as funding to accurately show proposed Permian Basin MPO work in published documents such as the TIP and the MTP. In addition, citizen comments and requests related to transportation planning will be documented. Necessary studies will be conducted, and recommendations will be made to address all comments and requests.

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

Subtask 3.2: Transit System Evaluation and Analysis (MOUTD)

MOUTD will continue its analysis of the transit system to include passenger surveys, operator and stakeholder feedback, and passenger boarding and alighting analysis in an effort to assess efficiency and effectiveness of the system to include fixed route, para-transit service and commuter routes as well as make recommendations and implement new service, route re-design, and improve route frequency. MOUTD plans to continue with its system analysis into FY 2026; the MPO will participate in this work. The original study was delayed by the onset of the Covid-19 pandemic but was completed in FY 2022. The MPO assists EZ-Rider with route mapping and data collection.

E. FUNDING SUMMARY

Table 3: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
3.1	MPO	21,900				21,900	
3.2	MOUTD		400,000				
Total		21,900	400,000			421,900	

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

Maintain and update the 2025-2050 MTP, Congestion Management Process (CMP), and the 2050 Travel Demand Model (TDM).

B. EXPECTED PRODUCTS

Implement the 2050 MTP and continue review of projects to be programed throughout the term of the MTP. Revise the MTP, as may be required by TxDOT, FHWA, FTA, or Permian Basin MPO. Ensure projects proposed for inclusion in the TIP are correctly referenced in the MTP.

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

C. PREVIOUS WORK

During FY 2024, Staff, TAC and Policy Board worked to update the MPO's project selection scoring methodology and weighting criteria. Additionally, in October 2018, the Policy Board concurred with a staff generated Three County Regional Thoroughfare Plan; this plan has been reviewed in FY 2020 and was not amended in FY 2024. Staff continued with their involvement with a TxDOT/TTI sponsored analysis of truck parking in the region and design standards for regional mobility related to the energy sector. Staff reviewed TxDOT Odessa District's project portfolio.

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

Staff participated in the TxDOT sponsored 24-County Freight and Energy Sector Plan. Additionally, staff participated in the Ports to Plains (I-27) feasibility study and an I-10 and I-20 corridor subcommittee. Staff participated with the Border Trade Advisory Committee and the Advanced Air Mobility Committee.

Staff worked with a consulting firm to complete a new MTP for the period 2025-2050. The document was approved by the Policy Board in November 2024. Staff also completed revisions to the CMP document.

D. SUBTASKS

Subtask 4.1: Maintain MTP

Prepare, implement and maintain the Forward 2050 MTP as required. Continue to follow-up on Policy Board direction regarding amendments to the Forward 2050 Plan. Revise projected revenues and ensure projects proposed for inclusion in the TIP are accurately referenced in the MTP. Update the cost of the scheduled projects list for letting. Update project priority list, identified funding, and operations and maintenance cost. Continue to seek additional funding sources for projects contained in the MTP or desired regional corridor studies. The MPO staff will continue to amend the MTP as needed when additional funding availability or project prioritization changes. The MPO staff continues to monitor performance measures and targets as part of the reporting to TxDOT and USDOT on safety, road, bridge, and transit fleet conditions as well as system reliability (PM1, PM2, PM3). Permian Basin MPO staff will continue public outreach efforts and may utilize a consultant to assist with the Permian Basin MPO website, e-mail blasts, and status updates on Facebook. These public participation efforts will be utilized as part of the transportation decision making process by the TAC and the Policy Board.

Subtask 4.2: Maintain CMP

Implement and maintain the adopted CMP. Permian Basin MPO will continue to review the Congestion Monitoring Network and revise as needed. Staff will analyze and provide visualization tools to illustrate crash rates, traffic counts, roads and bridge conditions, locations of traffic congestion, and other data collected from federal, state, and local planning partners as described in Subtask 2.2. The CMP will continue to be monitored in FY 2024. Staff will continue to work with the City of Odessa, the City of Midland and both county administrative staff to review and consider access conditions when review opportunities are requested. A major component of the CMP analysis is freight movement in the MAB. Following the completion of the TxDOT led 24-county Permian Basin freight study an advisory committee was formed. The committee will continue to assist with regional freight analysis. The committee is known as the Permian Basin Freight Advisory Committee. Membership includes freight stakeholders and transportation company representatives. The membership was invited to attend TxDOT 2050 planning meetings and Forward 2050 MTP meetings.

Subtask 4.3: Travel Demand Model

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

E. FUNDING SUMMARY

Table 4: Task 4- FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
4.1	MPO	15,700				15,700	
4.2	MPO	21,700				21,700	
4.3	MPO	20,000				20,000	
Total		57,400				57,400	

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

To be determined by the Policy Board.

C. PREVIOUS WORK

Permian Basin Multi-Use Trail Study, Phase II

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

Staff participated with the consultants for the Interregional Planning and Environment Linkage (PEL) Study to generate a list of stakeholders to be interviewed regarding the feasibility and potential location of a regional connectivity corridor. The interview process took place in July 2021 and again in March, 2023; the results were utilized to reflect stakeholder comment and advise the consultants on route prioritization. Four townhall style meetings were held in 2022; two in May, and two in September, with two held in Midland and two in Odessa. The consultants made numerous presentations to the TAC and Policy Board about the PEL study including its purpose and results. This PEL work was completed in February 2024 when a final presentation was made to the Board.

TxDOT funded a study of the Loop 338 corridor around Odessa. Work continued during FY 2021-2023. Staff participated in a presentation made by TxDOT to the City of Odessa and Ector County.

Staff participated in a Comprehensive Operations Analysis completed by the MOUTD (EZ-Rider transit) in FY 2021. The study was partially funded by the MPO with \$35,000 provided. EZ-Rider is planning a similar study for FY 2025.

A contract between the MPO and the Texas A&M Transportation Institute was executed in June 2021 to complete a regional resiliency plan. Work commenced in FY 2021 and continued from FY 2022 to FY 2024. This work is complete. Staff and the consultants compared the document to the FHWA checklist for compliance with regulations related to resiliency plans.

D. SUBTASKS

Subtask 5.1: Americans with Disabilities Act (ADA) Transition Plan

This work will provide a long-term plan for removal of physical barriers to accessibility in transportation systems and facilities for people with disabilities by identifying and mapping locations where gaps and barriers exist in the multi modal transportation network. This Subtask was also funded in FY 2025. Work is expected to carry over into FY 2026.

Subtask 5.2: Update the Transit Comprehensive Operations Analysis (COA)

This task involves the MPO participating in an update of the MOUTD's COA.

Subtask 5.3: General Planning Services

This task involves working with one or more qualified consultants to assist staff with the preparation of the following documents and or studies, Congestion Management Process update, Performance Based Planning and Programming, Corridor Studies, Freight Studies, ADA transition planning, transit agency assistance, and others

E. FUNDING SUMMARY

Table 5: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
5.1	MPO	200,000				200,000	
5.2	MPO	25,000				25,000	
5.3	MPO	127,300				127,300	
Total		352,300				352,300	

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6: 1-Year Funding Summary - FY 2026

UPWP Task	Description	TPF ¹¹	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
1.0	Administration – Management	393,400				393,400	18,000
2.0	Data Development and Maintenance	45,900				45,900	
3.0	Short Range Planning	21,900	400,000			21,900	
4.0	Metropolitan Transportation Plan	57,400				57,400	
5.0	Special Studies	352,300				352,300	
Total		870,900	400,000			870,900	18,000

Combined Authorized TPF (WO 1 and WO 2) for FY 2026	<u>\$870,900</u>
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	<u>\$225,000</u>
TOTAL TPF AVAILABLE for FY 2026	<u>\$1,095,900</u>

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

APPENDIX A

Permian Basin MPO Policy Board Membership

<u>MEMBERS</u>	<u>TITLE</u>	<u>REPRESENTING</u>	<u>ELECTED OFFICIAL</u>
Dustin Fawcett	Judge	Ector County	Yes
Jack Ladd Jr.	Councilman	City of Midland	Yes
Terry Johnson	Judge	Midland County	Yes
Steve Thompson	Councilman	City of Odessa	Yes
Bryan Cox	Judge	Martin County	Yes
Eric Lykins, P.E.	District Engineer	TxDOT Odessa District	No
Kayleen Hamilton	General Manager	MOUSD/EZ-Rider	No

Technical Advisory Committee (TAC) Membership-Voting Members

<u>MEMBERS</u>	<u>TITLE</u>	<u>REPRESENTING</u>
Cameron Walker, AICP	Executive Director	Permian Basin MPO
Chad Windham, P.E.	Director of Operations	TxDOT Odessa District
Eddie Landrum	Director of Planning/Development	Ector County
Andrew Avis	Director of Public Works	Midland County
Robert Ornelas, P.E.	Director of TP&D	TxDOT Odessa District
Joe Tucker, P.E.	Director of Public Works	City of Odessa
Taha Sakrani, P.E.	City Traffic Engineer	City of Midland
Elizabeth Triggs	Planning/Development Officer	City of Midland
Jeffrey Avery	Director of Public Works	Ector County
Julie Patino	MOUSD	MOUSD

MPO Staff

<u>STAFF</u>	<u>TITLE</u>
Cameron Walker, AICP	Executive Director
Akyra Hamilton	Sr. Transportation Planner
Kimberly Potter	Office Manager

APPENDIX B

Metropolitan Planning Area Boundary Map

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED – August 2015)



APPENDIX C

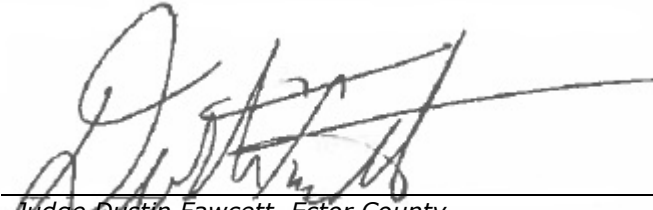
Debarment Certification

(Negotiated Contracts)

(1) The **Permian Basin MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.



Judge Dustin Fawcett, Ector County
MPO Policy Board Chair
Permian Basin MPO

6/23/2025

Date

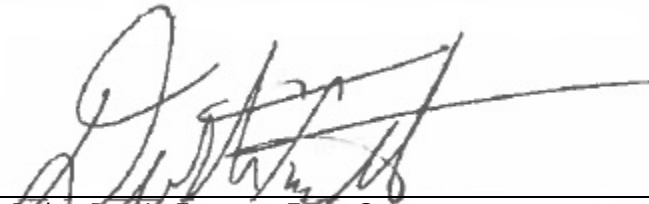
APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

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

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



Judge Dustin Fawcett, Ector County
MPO Policy Board Chair
Permian Basin MPO

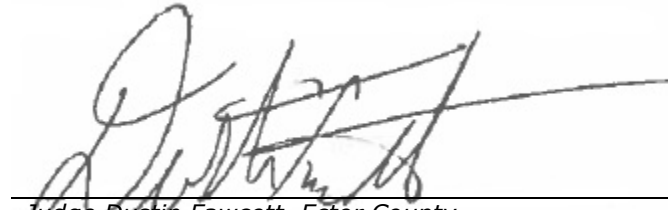
6/23/2025

Date

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

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



Judge Dustin Fawcett, Ector County
MPO Policy Board Chair
Permian Basin MPO

6/23/2025

Date

Attest:
Cameron Walker, AICP
Executive Director, Permian Basin MPO

APPENDIX F

Certification of Internal Ethics and Compliance Program

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



*Judge Dustin Fawcett, Ector County
MPO Policy Board Chair
Permian Basin MPO*

6/23/2025

Date

Attest:
Cameron Walker, AICP
Executive Director, Permian Basin MPO