RESOLUTION NO. 17-01-08-01

A RESOLUTION ADOPTING THE METROPOLITAN TRANSPORTATION PLAN AMENDMENTS FOR THE MIDLAND-ODESSA METROPOLITAN AREA FOR FISCAL YEARS 2005-2030.

WHEREAS, Section 134 of Title 23, United States Code (U. S. C.) requires a Metropolitan Transportation Plan for Metropolitan Planning Organizations; and

WHEREAS, the Midland-Odessa Transportation Organization was designated by the Governor of the State of Texas as the Metropolitan Planning Organization for the Midland-Odessa Metropolitan Area; and

WHEREAS, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the MTP to be updated at least every five (5) years; and

WHEREAS, the TIP for the Midland-Odessa Metropolitan Area is a twenty-five (25) year prioritized program of transportation projects receiving federal funding; and

WHEREAS, the MOTOR MPO held a public meeting on January 17, 2008 to receive public comments regarding the MTP amendments to become SAFETEA-Lu compliant with operations and maintenance and year-of-expenditure/total project costs requirements; and

WHEREAS, A Record of Public Involvement for the 2005-2030 MTP that reflects all efforts made by the MOTOR MPO to inform and directly involve the public in the transportation planning process, is provided under Attachment "A" and is made part of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MOTOR POLICY BOARD that the 2005-2030 MTP amendments be adopted on this the 31st day of January, 2008.

Dr. Jimmy Goates, Chairman

Mike Bradford, Vice-Chairman

Susan Redford

Lauren Garduño

ATTACHMENT "A"

RECORD OF PUBLIC INVOLVEMENT FOR THE 2005-2030 MTP AMENDMENT (1-31-08):

- In a regularly scheduled meeting of the MPO Policy Board (Thursday, January 17, 2008 at the MOTOR MPO Conference Room), the draft amendment to the 2005-2030 Metropolitan Transportation Plan (2005-2030 MTP) were approved for general release and public comment. Citizens are given the opportunity to review and comment on agenda items at each Policy Board Meeting.

- The MPO conducted a joint public meeting (at the MOTOR MPO Conference Room on Thursday, January 17, 2008), as part of the regularly scheduled Policy Board Meeting on January 17, 2008, for the public to review and comment on the detailed information contained in the draft amendment to the 2005-2030 MTP. Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers. Public notices of the meeting were posted at City Halls of the Cities of Odessa and Midland.

- The public was given a minimum of ten (10) days to submit comments on the revisions submitted for consideration prior to the adoption of the amendment to the 2005-2030 MTP.

- A draft amendment to the MTP 2005-2030 was made available during regular business hours at the MOTOR MPO Office; TxDOT – Odessa District Office, the Ector and Midland County Libraries; the City Secretary Offices of the Cities of Midland and Odessa; and, on the MOTOR MPO website (www.motormpo.com) prior to the final approval by the Policy Board.

- In a special called meeting of the MPO Policy Board (Thursday, January 31, 2008), the final amended 2005-2030 MTP was approved for submission to TxDOT Transportation Planning and Programming in Austin, Texas. Citizens were once again given the opportunity to review and comment on the amended MTP 2005-2030 prior to the final approval by the Policy Board.

- Copies of the approved amended 2005-2030 MTP remained on file during regular business hours at the MPO Offices for public access and review, and on the MPO website (www.motormpo.com). The final approved amended 2005-2030 MTP was submitted to TxDOT Transportation Planning and Programming in Austin, Texas on February 1, 2008.

- The approved amended 2005-2030 MTP will remain on the website for ongoing reference by the public.

MIDLAND ODESSA TRANSPORTATION ORGANIZATION

RESOLUTION NO. 17-01-2008-2

MIDLAND-ODESSA TRANSPORTATION ORGANIZATION MPO POLICY BOARD

CERTIFYING YEAR OF EXPENDITURE/TOTAL PROJECT COST COMPLIANCE

In accordance with 23 CFR 450.334 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Texas Department of Transportation, and the Midland-Odessa Metropolitan Planning Organization for the Midland-Odessa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area; and

WHEREAS, the Policy Board has reviewed all documentation provided for "year of expenditure" compliance and hereby certifies that the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) amendments considered at their regularly scheduled meeting on Thursday, January 17, 2008, have financial plans that reflect "year of expenditure dollars" for revenue and project cost estimates in compliance with 23 CFR 450.216(l), 450.322(f)(10)(iv) and 450.324(h); and

WHEREAS, TxDOT-Odessa District utilized a combination of source data to derive the following projected trends:

2008-2011 - 12.5% Annual Rate of Inflation
2012-2020 - 8.8% Annual Rate of Inflation
2020-2035 - Cost Bands – Upper Band 8.8% and Lower Band 4.0%

Contributing sources included: TxDOT Highway Cost Index (HCI), Annual Nominal Price of Domestic Crude, and Odessa District Sealcoat Unit Costs.

WHEREAS, TxDOT-Odessa District utilized project programming information obtained from the TxDOT Design and Construction Information System (DCIS) database. Construction Engineering (CE), Contingency and Indirect Costs are anticipated to be a constant rate of 21.41%. Right-of-way costs are assumed to increase at a rate of 5% annually: TPC = (YOE x 21.41% + ROW). (See Attachment 'A' for Year-Of-Expenditure and Total Project Cost documentation).

NOW, THEREFORE, BE IT RESOLVED BY THE MIDLAND-ODESSA TRANSPORTATION ORGANIZATION POLICY BOARD THAT A SAFETEA-LU COMPLIANT TIP AND MTP HAVE BEEN AMENDED, IN ACCORDANCE WITH ADOPTED PROCEDURES, TO REFLECT YEAR-OF-EXPENDITURE COSTS THROUGH APPLICATION OF ANNUAL RATES OF INFLATION TO HIGHWAY PROJECT COSTS, REVENUE GROWTH, AND TRANSIT PROJECTS AS REFLECTED IN DOCUMENTATION PROVIDED HEREWITH UNDER ATTACHMENT 'A'.

ADOPTED by the Policy Board on this the 17th day of January, 2008.

Dr. Jimmy Goates, Chairman

Judge Mike Bradford, Vice Chairman

Judge Susan Redford

Lauren Garduño

ATTACHMENT A

FY 2008 to FY 2011 Urban TIP, Total Project Cost Calculations

CSJ	1. YOE Est.Cost	2. CE, Cont. plus Ind. (%)	CE, Cont. plus Ind. ($)	3. ROW Cost	**Total Project Cost**
0005-15-062	$24,163,505.00	21.41	$5,173,406.42	$325,000.00	$29,661,911.42
1188-02-057	$18,712,303.00	21.41	$4,006,304.07	$116,600.00	$22,835,207.07
0906-32-044	$4,741,440.00	21.41	$1,015,142.30	$0.00	$5,756,582.30
0380-18-001	$14,019,303.00	21.41	$3,001,532.77	$0.00	$17,020,835.77
0005-14-067	$23,571,000.00	21.41	$5,046,551.10	$300,000.00	$28,917,551.10
0906-32-043	$3,493,855.00	21.41	$748,034.36	$0.00	$4,241,889.36
0380-18-004	$3,134,061.00	21.41	$671,002.46	$311,355.00	$4,116,418.46
1718-07-029	$4,915,707.00	21.41	$1,052,452.87	$193,051.00	$6,161,210.87

Notes:

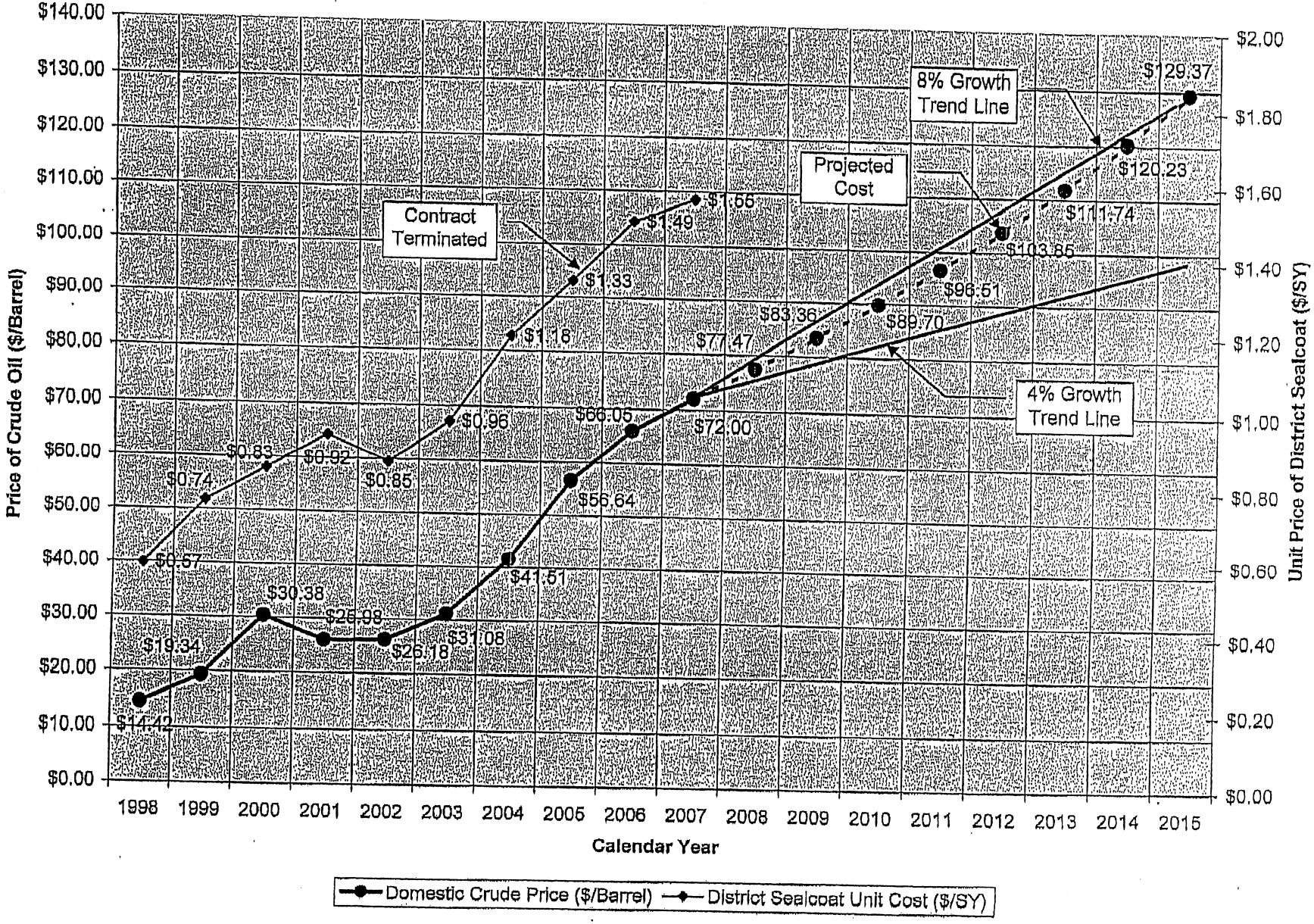
1. YOE - Year of Expenditure costs were developed in the preparation of the 2008-2011 TIP using 12.5% inflation factor.

2. CE, Contengencies, and Indirect Costs were obtained from Design and Construction Information System (DCIS) database.

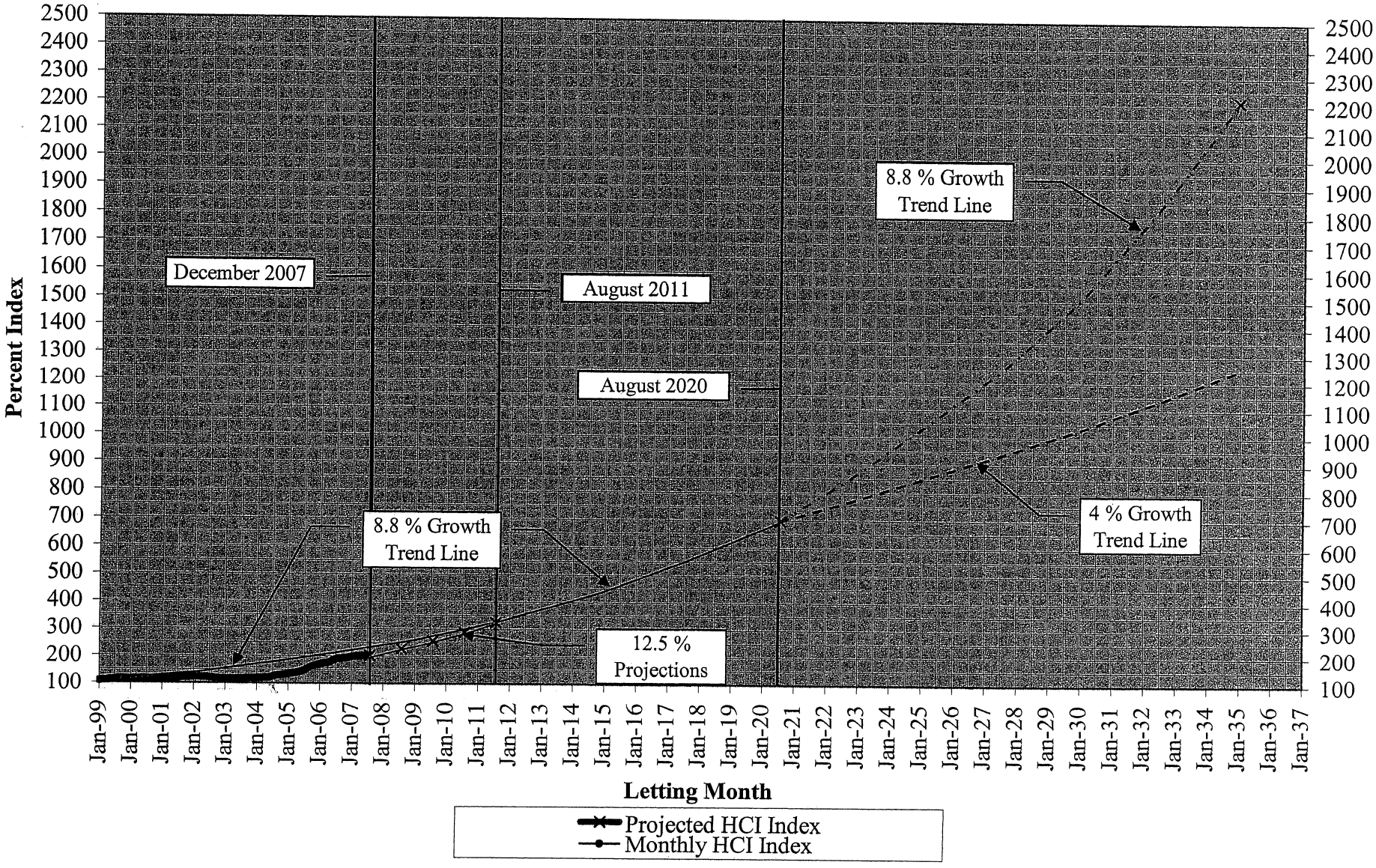
3. ROW costs were obtained from the DCIS database.

Prepared by MCC on December 12, 2007

Annual Nominal Price of Domestic Crude vs. Annual District Sealcoat Unit Cost
June 2007



APPENDIX B: Table B-2(c) MPO Year-of-Expenditure Trends
Highway Cost Index (HCI) with Projection
(1997 base)



Midland Odessa Transportation Organization
2005-2030 Metropolitan Transportation Plan
2008-2011 Transportation Improvement Program

CHAPTER 7 – FINANCIAL PLAN

Revenues and associated costs for the Midland Odessa Transportation Organization (MOTOR) MPO 2005-2030 MTP and the 2008-2011 TIP are being amended to be fiscally constrained by year of expenditure requirements as directed by SAFETEA-LU The identified revenue and revenue projections are "reasonably expected to be available" for the implementation of transportation projects and programs, while addressing the operation and maintenance needs of the existing roadway, and transit systems, within the Urban Area Boundary.

1) **MOTOR MPO Policy Board Adoption/Resolution** – documentation that the MOTOR MPO Policy Board has formally adopted a TIP and MTP, reflecting total project costs and Year of Expenditure (YOE) cost and revenue estimates consistent with FHWA/FTA metropolitan planning regulations (23 CFR 450).

   MPO Staff has drafted a resolution that will formally reflect the action of the MOTOR MPO Policy Board at their special called meeting on Thursday, January 31, 2008.

2) **MPO Public Participation** – documentation of public and interagency resource agency involvement consistent with the MPO adopted public participation plan procedures for TIP and MTP revision.

   Staff provided public notice on January 9th, 2008 of our intent to revise the TIP and MTP to reflect Year of Expenditure and Total Project Cost and to reprioritize some projects to reflect consistency in the Financial Summaries. Opportunities were provided for public comment at the January 17, 2008 Policy Board Meeting/Public Meeting and the January 31, 2008 Policy Board Meeting.

3) **State DOT Adoption** – adequate documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for STIP revisions per Texas Administrative Code under Title 43, Part 1, Chapter 15, Subchapter A, under Section 15.8.

   The local TxDOT District has been an integral part of the discussions and actions to amend the TIP and MTP. The final local product will be transmitted to Austin for inclusion in the State TIP.

4) **Documentation of the YOE and Total Project Cost Methodology** – for both highway and transit elements of the TIP/STIP and MTP financial plan developed by the MPO and TxDOT including the calculation of the YOE and total project costs as part of the financial plan document for the relevant MPO TIP/STIP and MTP revision.

The Technical Advisory Committee has been provided documentation on the YOE and Total Project Cost assumptions and methodology that will result in a revised Financial Plan in our Metropolitan Transportation Plan to be reviewed in its final form by the Policy Board on January 31, 2008, prior to submittal to Austin on February 1, 2008.

5) **Documentation of the Rate of Inflation (ROI)** –used for determining the YOE and total project costs (or by phase, e.g. PE, ROW, CONSTR).

The Technical Advisory Committee has been provided documentation on the Rate of Inflation assumptions and methodology for calculating Year of Expenditure. The Technical Advisory Committee unanimously voted at their December 7, 2007 meeting to recommend inflation assumption rates forward to the Policy Board for their consideration on Thursday, December 20, 2007, that were based on the documentation provided. This will result in a revised Financial Plan in our Metropolitan Transportation Plan to be reviewed in its final form by the Policy Board on January 31, 2008 prior to submittal to Austin on February 1, 2008.

6) **Documentation of the Rate of Growth (ROG)** – for incoming Federal, State, and Local sources of revenues (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program by fiscal year for the TIP and MTP.

The Technical Advisory Committee has been provided documentation on the assumptions and methodology for calculating Revenue Rate of Growth that will result in a revised Financial Plan in our Metropolitan Transportation Plan to be reviewed in its final form by the Policy Board on January 31, 2008, prior to submittal to Austin on February 1, 2008.

7) **YOE Funding Estimate** – include YOE cost estimates for each project or project phase (e.g., PE, ROW, CONSTR as applicable) included in the TIP/STIP and for each project included in the MTP.

The Technical Advisory Committee has been provided revised Project Lists that will be included in a revised TIP and MTP to be reviewed in its final form by the Policy Board on January 31, 2008, prior to submittal to Austin on February 1, 2008.

8) **Total Project Costs** – for each highway or transit project included in the TIP/STIP and MTP.

The Technical Advisory Committee has been provided revised Project Lists that will be included in a revised TIP and MTP to be reviewed in its final form by the Policy Board on January 31, 2008, prior to submittal to Austin on February 1, 2008.

9) **Documentation of MPO and Transit Agency Coordination** – provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators within the MPO planning area regarding transit-related financial operating and capital/maintenance costs and revenues with the applicable regional transit provider(s) as found necessary for FTA-funded transit projects and programs included within the TIP.

The product that will be submitted has been the product of comprehensive, collaborative and continuing planning process including the multi-modal member agencies, and the interested public.

MIDLAND-ODESSA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION OF SAFETEA-LU COMPLIANCE

RESOLUTION NO. 2007-20-12

WHEREAS, The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2006, as Public Law 109-59 which authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009; and

WHEREAS, SAFETEA-LU requires that the Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (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 after December 11, 2007; and

WHEREAS, to become compliant Policy Board approval is required to officially adopt the annual inflation rate for highway projects, annual rate of revenue growth, and the annual inflation rate for transit projects; and

WHEREAS, the Technical Advisory Committee at their regularly scheduled meeting on Friday, December 7, 2007, discussed and recommended a rate of inflation of 12.5% annually for highway projects and an inflation rate of 0% annual revenue growth and an annual inflation rate of 8% for public transit projects; and

WHEREAS, this process has been documented, and all projects have been evaluated for "year of expenditure" compliance; and

WHEREAS, the form and clarity of a final submittal of all appropriate documentation for "year of expenditure" compliance is still under development, and will require the Technical Advisory Committee to review and recommend forward the final submittal for approval and certification by the Policy Board at their regularly scheduled meeting on Friday, January 4, 2008; and

WHEREAS, the Policy Board will review and certify, by resolution, the final submittal of said documentation of "year of expenditure" compliance at their regularly scheduled Policy Board Meeting on Thursday, January 17, 2008, prior to the next STIP revision cycle scheduled for February 1, 2008:

NOW, THEREFORE BE IT RESOLVED BY THE MIDLAND ODESSA TRANSPORTATION ORGANIZATION POLICY BOARD THAT A SAFETEA-LU COMPLIANT TIP HAS BEEN ADMINISTRATIVELY MODIFIED, IN ACCORDANCE WITH ADOPTED PROCEDURES, TO REFLECT "YEAR OF EXPENDITURE" COSTS THROUGH APPLICATION OF THE ABOVE-REFERENCED ANNUAL RATES OF INFLATION TO HIGHWAY PROJECT COSTS, REVENUE GROWTH, AND TRANSIT PROJECTS.

ADOPTED by the Policy Board on this the 20th day of December, 2007.

Dr. Jimmy Goates, Chairman

Berry Simpson, Vice-Chairman

Judge Mike Bradford

Judge Susan Redford

Lauren Garduño

METROPOLITAN

TRANSPORTATION PLAN

2005-2030

Prepared by:

MIDLAND-ODESSA TRANSPORTATION ORGANIZATION

In cooperation with:
U.S. Department of Transportation Federal Highway Administration Texas Department of Transportation City of Midland City of Odessa Ector County Midland County

ADOPTED BY THE POLICY ADVISORY COMMITTEE: **December 8, 2004**
Effective Date: January 1, 2005
Revised & Approved On: April 15, 2005
Revised & Approved On: May 17th 2007

Revised & Approved On: January 31, 2008

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CHAPTER 1

INTRODUCTION

1.0 INTRODUCTION

The extent of the revision to the MTP implemented includes compliance with;

- The SAFETEA-LU requirements as stipulated under Federal Register, dated February 14, 2007, Part III, Department of Transportation, Federal Highway Administration, 23 CFR Parts 450 & 500, and Federal Transit Administration, 49 CFR, Part 613.

The revisions with respect to the last version of MTP are highlighted in shaded grey.

With the above mentioned exception, the revision to the remainder of the MTP will be undertaken as part of a comprehensive update in year 2008 as part of the MTP update cycle.

1. 1 BACKGROUND

In 1962, Congress passed the Federal Aid Highway Act. This Act declared, "...to be in the national interest to encourage and promote the development of transportation systems..." It also stated that "...after July 1, 1965, the Secretary (of Transportation) shall not approve...any program for projects in any urban area of more than 50,000 population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by states and local communities..."

In response to the Federal Highway Aid Act, the **Midland-Odessa Transportation Organization (MOTOR)** was initiated in April 1965. A Coordinating Committee composed of representatives of the various participating governmental agencies furnished guidance and direction of activities in the initial phase. In 1973, the organizational structure was revised to include a Policy Board and a Technical Advisory Committee.

The Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991, and the Transportation Equity Act for the 21st Century (TEA 21), expands the definition of transportation to include all transportation modes (automobile, airplane, bicycle, bus, train, truck and etc.) Both acts require that a metropolitan area have a"...continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated inter-modal transportation system that facilitates the efficient, economic movement of people and goods..." Therefore, federal law mandates that the planning efforts of the **MOTOR** support the economic vitality of the area make transportation safer, give people and freight greater access to mobility options, protect the environment while promoting energy conservation, improve connectivity, promote efficiency and preserve the existing transportation system.
The **MOTOR** addresses these requirements by compiling planning information, undertaking relevant planning studies, providing planning resources and information to the MPO member

entities, and facilitating public input needed for improving transportation system performance. Transportation planning should reflect the community's vision for its future. It should also include a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and an open, timely, and meaningful involvement of the public.

1.2 METROPOLITAN PLANNING ORGANIZATION

Governor Dolph Briscoe designated the Permian Basin Regional Planning Commission (PBRPC) as the Midland-Odessa Metropolitan Planning Organization (MPO) for the Midland-Odessa Regional Transportation Study (MORTS) in 1975.

In 2005 Governor Rick Perry re-designated Midland –Odessa Regional Transportation Study (MORTS) to MOTOR as a stand-alone Metropolitan Planning Organization (MPO).The City of Odessa serves as a fiscal agent on behalf of MPO for Transportation Planning funds in the Midland-Odessa Urbanized Area. TxDOT being State's direct recipient of the federal Transportation Planning Funds allocated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and along with the State's local match, disburses them to the MPO's in the State of Texas. The MPO, in turn, may contract with the cities of Midland and Odessa, and with Midland and Ector counties to utilize a portion of these funds to assist in developing plans for the study area.

The **City of Midland** has an agreement with **Midland County** to utilize the county's allotted funds to develop planning data for the county. **The Texas Department of Transportation** funding for planning activities is partially funded with allocated TxDOT State Funds. A thorough and comprehensive approach is taken towards the local transportation planning process through the combined efforts of the cities of **Midland and Odessa, Ector and Midland Counties**, the **Texas Department of Transportation**. Regular reassessment and reevaluation of the planning efforts facilitated by the **MPO** ensures the transportation planning documents up-to-date. **Figure 1.1** Lists the Local Elected Officials from with in the MPO Area

Committee Structure:

The **Midland-Odessa Transportation Organization (MOTOR)** utilizes two committees: The **Policy Board (PB)** and the **Technical Advisory Committee (TAC)**. The **Policy Board** is comprised of five members. The **Technical Advisory Committee (TAC)** members include the staff of each member local entity, TxDOT staff, MOUTD, and representatives of various transportation-related agencies. They include one elected official from each of the member local entities within **MOTOR** and the District Engineer of the **TxDOT- Odessa District**.

The **Policy Board (PB)** gives official status to transportation plans and recommendations through adoption of the various components involved in the process. The **Technical Advisory Committee (TAC)** is responsible to the **Policy Board** for overall guidance of the continuing efforts of the **Midland-Odessa Transportation Organization (MOTOR)**.

The MPO **Technical Advisory Committee (TAC)** is tasked with the following responsibilities:

- Ensure the development and maintenance of a comprehensive 25 year **Metropolitan Transportation Plan (MTP)**, which addresses the multi-modal needs AND is FISCALLY CONSTRAINED.
- Ensure the inclusion of projects in the TxDOT's approved **Statewide Transportation Improvement Plan (STIP)** within the MPO urban boundaries, and its continual update.
- Ensure the timely development and approval of the MPO's **Unified Planning Work Program (UPWP)** on biannual basis.
- Implement and oversee the development of various planning studies and compilation of information by the MPO.
- Ensure efficient management of MPO operation, and effective use of the federal, state and local planning funds.

Figure 1.2(Page: 12) details the **MPO** organizational structure and identifies the respective **Policy Board, Technical Advisory Committee, and ex-officio members.**

Figure 1.1 List of Local Elected Officials

MPO MEMBERS

Elected Officials

Ector County:	County Judge:	Susan M. Redford
Midland County:	County Judge:	Mike Bradford
City of Odessa:	Council Member:	James B. Goates, D.D.S.
City of Midland:	Council Member:	Vacant

Figure 1.2-MPO Committee Structure

POLICY BOARD AND TECHNICAL ADVISORY COMMITTEE MEMBERS

MOTOR: Policy Board

Members Voting Members	Title	Representing	Elected Official
Vacant		City of Midland	Yes
Dr. James Goates*	Councilman	City of Odessa	Yes
Susan M. Redford	Judge	Ector County	Yes
Mike Bradford**	Judge	Midland County	Yes
Lauren Garduño, P.E.	District Engineer	TxDOT, Odessa	No

Ex-Officio members

Total Members: 5 Voting Members: 5 Elected Voting Members: 4

MOTOR: Technical Advisory Committee

Members	Title	Representing
Voting Members		
Chuck Swallow	Director of Development Services	City of Midland
Cameron Walker**	Director of Planning	City of Midland
Marwan Khoury	Director of Planning	City of Odessa
Matt Squyres	Director of Public Works	City of Odessa
Fred J. Crawford	Project Manager	Ector County
Vacant		Midland County
Gary Law	Director of Planning and Development	TxDOT, Odessa
Edward Esparza	General Manager	MOUTD
Melba Owens*	Executive Director	MOTOR
Non-Voting members		
Fred Marquez	Transportation Planner	TxDOT TP&P, Austin
Michael Batuzich	Environ. & Transp. Planning Coordinator	FHWA, Austin

* Denotes Chairperson
** Denotes Vice-Chair

Study Area

The Midland-Odessa Metropolitan Planning Study Area includes the cities of Midland and Odessa and portions of Ector and Midland counties **(Figure 1.3)**. The area covers approximately 533 square miles and has an estimated population of 228,352, most of who live in the cities of Midland and Odessa. The planning area includes the contiguous geographic area that is likely to become urbanized within the 20 year forecast period covered by the updated Plan. A study undertaken by the Texas Transportation Institute has identified the current urbanized area, smoothed to provide a workable territory for planning purposes. The projected twenty-year growth of population in the urbanized area has been projected and the MPO boundaries adjusted to address the expected population growth.

1. 3 PURPOSE OF THE MPO

The purpose of the MPO is to facilitate a joint and cooperative coordination of the transportation planning process between the City of Midland, City of Odessa, Ector County, Midland County and Texas Department of Transportation. The focus for Efficient and safe movement of people and goods is vital to the economic development within the MOTOR Study Area and the larger area of Permian Basin. MOTOR contribution in transportation planning, plays an important role in assuring the continued economic development, safety, Quality of life, mixed mode of transportation and Innovative financing within the MPO urban boundary.

1.4 RESPONSIBILITIES OF THE MPO

The major responsibilities of the MPO include preparation and maintenance of the 25 year Metropolitan Transportation Plan (MTP), in cooperation with the members of the MPO, and input from the public.

MPO monitors changes to the highway projects being developed by TxDOT within the MPO boundary, seeks approval of proposed revisions by the Policy Board, and ensures their inclusion and update in the TxDOT's Statewide Transportation Improvement Plan (STIP). MPO is also tasked with summarizing the annual listing of federally funded projects which were let for construction that year.

MPO, in collaboration with the MPO members, identify the areas of transportation which require undertaking planning studies, and incorporates them into the priority and budget of the MPO to undertake such studies.

In collaboration with the members of the Technical Advisory Committee, MPO develops the bi-annual Unified Planning Work Program (UPWP), the operating fiscal document for the MPO. MPO is responsible for ensuring fiscal management of the planning funds.

MPO is the custodian of the census and transportation related information within the MPO boundary and thus provides resource information to MPO members and the public.

MPO is one of the recipients of Trans CAD Travel Demand Model software and is currently in the process of learning the use of the model to undertake trend analysis, 'what if' Scenarios for

proposed changes to the road network, and compile relevant transportation related information to help make informed decisions on project needs, scope and priority.

As part of the multi-modal planning efforts, MPO collaborates with the recently formed Midland-Odessa Urban Transit District (MOUTD), and also include the MOUTD in the MPO planning efforts to develop a continued, viable urban public transportation system.

MPO will participate in studying the feasibility of a rail-truck container handling facility within the MPO boundary, being studied by the recently formed **La Entrada Al Pacifico (LEAP) Rural Rail District**.

Future participation from the MPO may include participation in the establishing of a proposed Regional Mobility Authority to manage and operate potential toll projects currently being evaluated.

Major Documents

The Midland-Odessa Transportation Organization **(MOTOR)** is responsible for the development and maintenance of three major planning documents.

- MTP-Metropolitan Transportation Plan
- TIP-Transportation Improvement Plan
- UPWP –Unified Planning Work Program

1.5 METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP was developed in the context of the planning requirements contained in the latest federal transportation bill named- Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).This bill was enacted August 10, 2005, as Public Law 109-59 and authorizes guaranteed funding for highways, highway safety, and public transportation totaling $244.1 Billion nationwide; SAFETEA-LU represents the largest surface transportation investment in our Nation's history.

MTP reflects the changes in planning process brought by SAFETEA-LU requirements that should be in place by July 1, 2007.The Statewide and Metropolitan Planning Final Rule was released on February 14, 2007, for implementation by March 16, 2007.

The MPO has made every reasonable effort to incorporate the planning provisions of SAFETEA-LU into the updated process to the extent that requirements can be anticipated based on legislative language and guidance. The MPO will consult and coordinate with other planning officials to the maximum extent practicable. The MPO will consult as appropriate with resource agencies and given stakeholders a reasonable opportunity to participate. The MPO makes reasonable efforts to obtain information, plans or data from resource agencies including their participation and consultation.

MPO has provided a continuous and cooperative transportation planning process for Ector and Midland Counties, the Cities of Midland and Odessa and the TxDOT. This document represents an update of the MTP 2005-2030 Plan.

Goals, Objectives, Opportunities and Constraints of this MTP are discussed in Chapter 2.This MTP addresses the Metropolitan Planning Factors discussed in Chapter 3 and how they relate to the Midland-Odessa Transportation Organization. Demographics and Land Use are covered in Chapter 4. Environmental is presented in Chapter 5. Chapter 6 addresses the Transportation Planning Elements, and Chapter 7 discusses the Financial Plan. This **MTP** provides for the development and operation of an integrated multi-modal transportation system that will facilitate the efficient, economic movement of people and goods. It is a tool for decision makers to utilize when transportation improvement projects are being considered. Projects scheduled in the Statewide Transportation Improvement Program **(STIP)** must be listed in this **MTP** in order to be programmed in the approved list of projects for the metropolitan area.

Plan Process

The process of long-range transportation planning forecasts transportation needs and identifies solution alternatives, and recommends feasible solutions. The process begins with existing conditions (population, employment, economy, housing, land use, traffic volumes and etc).The base year for this plan is 2005 and the study period is 2005-2030.

An update of this Plan will be required in the year 2009. The data on which this Plan is based will be reviewed and updated as new data becomes available. The MPO staff, TxDOT Odessa District Staff, local planners, outside consultants and the Transportation Planning and Programming Division of TxDOT, completed a comprehensive Travel Demand Model. The Model was utilized in prioritizing projects to alleviate projected areas of future traffic congestion and to address mobility and safety issues. In addition, a survey of commercial vehicle fleets was conducted in the area, and the results of the survey were incorporated into the development of the latest Travel Demand Model and the MTP. The MPO remains in attainment with the National Ambient Air Quality Standard for Ozone and has adopted a schedule to update the plan every five (5) years.

The **Transportation Improvement Plan** is the MPO's four 4-year frequency cycle and the four year scope requirements have been made part of the 2008-2011 TIP which was adopted by the Policy Board at their regularly scheduled meeting on April 19, 2007.

The **Statewide Transportation Improvement Program (STIP)** is the State's **four-year financial plan,** which prioritizes projects and budgets their cost to let for construction within the next three years. MPO monitors the projects on the STIP list for the MPO area and obtains approval from the PB for significant revision to the scope, project cost, or letting schedule. The approved revisions are forwarded to TxDOT to incorporate into the STIP.

The **Unified Planning Work Program (UPWP)** is the MPO's **annual financial plan** of the MPO which programs, prioritizes and budgets tasks to be completed by the MPO using FHWA and FTA transportation planning funds. The approved UPWP is a collaborative effort of the MPO members in determining tasks and priorities of the MPO and the associated budget.

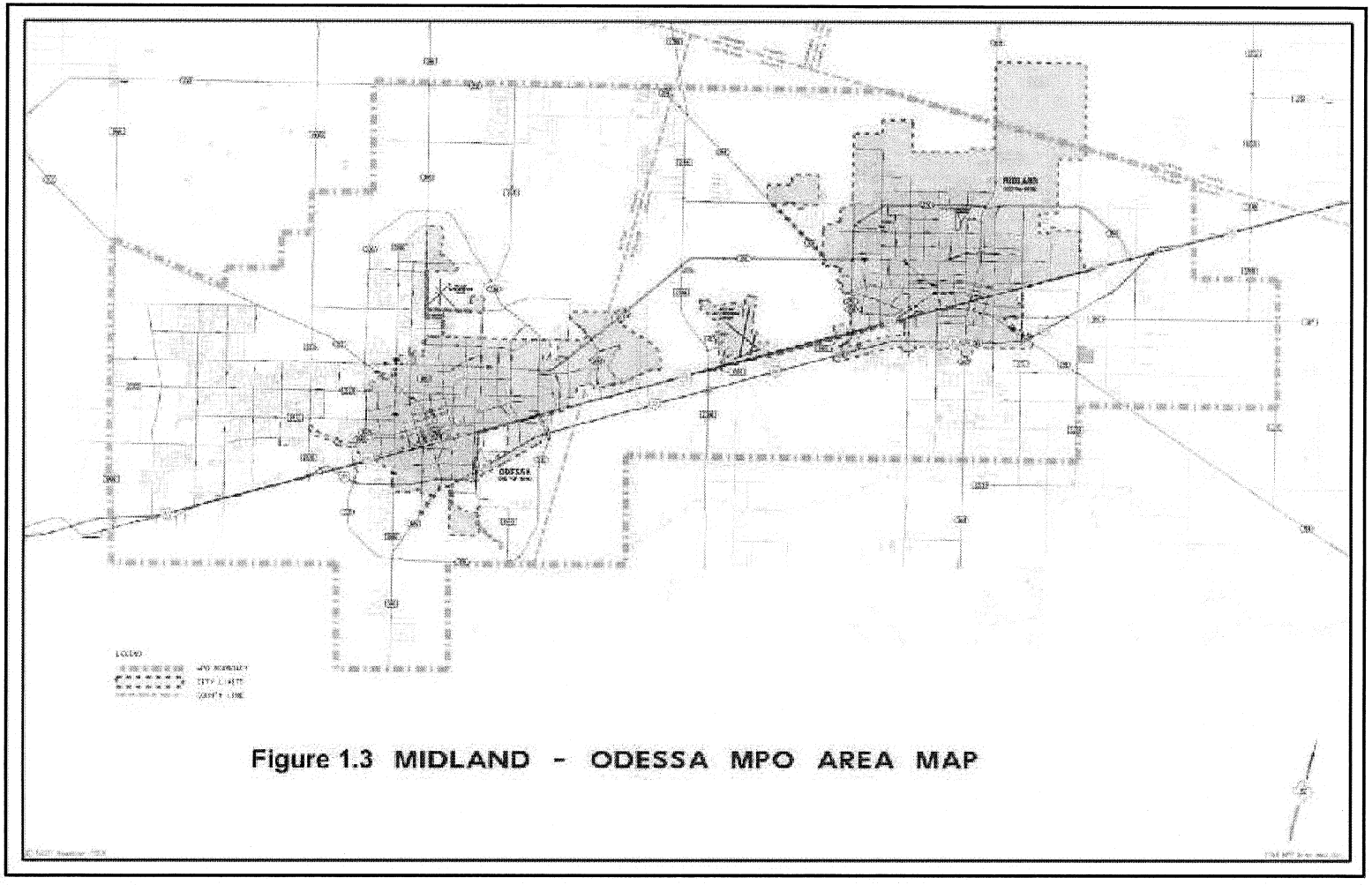


Figure 1.3 MIDLAND - ODESSA MPO AREA MAP

CHAPTER 2

GOAL, OBJECTIVES, OPPORTUNITIES & CONSTRAINTS

2.0 MTP GOAL, OBJECTIVES, OPPORTUNITIES AND CONSTRAINTS

2.1 GOAL

The goal of the MPO's planning and project selection process is to identify and implement a realistic, affordable and effective transportation management process that preserves the existing system and promotes a network of transportation improvements to provide for the effective movement of people and goods through the use of comprehensive planning procedures.

2.2 OBJECTIVE

The objective of the MTP is to identify the transportation needs of the Midland-Odessa Transportation Organization Area for the next 25 years and to prioritize implementation of possible solutions, which would satisfy the following criteria;

- Consistent with adopted land use plans and promote economic development;
- Provide mobility, accessibility, connectivity and circulation;
- Sensitive to the needs of both the human and natural environment;
- Cost effective and cost efficient; and
- Promote inter-modal development and usage.

2.3 CONCEPTS AND METHODS

The MTP addresses the MOTOR study area. The primary focus of the plan is on the State and Federal transportation systems; however, it also addresses plans for local street networks, and public transportation. The plan is responsive to the MOTOR goals and objectives, including transportation and land use policies while providing a comprehensive transportation system.

The following are possible measures to support the plan goal:
Construct new roadways and improve existing roadway facilities by:

- Undertaking comprehensive planning of corridors and corridor segments;
- Prioritizing projects based on needs, fiscal constraint, and public input; and,
- Developing and constructing the prioritized corridor segments and projects to maximize safety for the traveling public and minimize disruption of traffic during construction.

Increase operational efficiency of roadways by:

- Ensuring proper signal timing;
- Improving geometric design;
- Addressing pavement striping; and,
- Adding turning lanes to improve traffic flow and safety.

Improve pedestrian and bicycle facilities by:

- Incorporating bicycle facilities in roadways where possible:
- Ensuring that member jurisdictions plan for adequate pedestrian facilities; and,
- Ensuring construction of walkways consistent with state and federal specifications.

Monitor urban sprawl:

- Promote the reduction of single occupant vehicle trips by:
- Promoting ridesharing;
- Promoting use of alternative transportation modes; and,
- Marketing public transportation services.

2.4 OPPORTUNITIES AND CONSTRAINTS

This plan identifies opportunities for improving the transportation system including constraints that must be overcome to complete the projects addressed in this MTP. The following list includes some of the major opportunities and constraints facing the MORTS.

Opportunities to improve the surface transportation system based on need include:

- Increasing mobility and connectivity for efficient travel and time savings
- Reducing travel demand and improving the efficiency of transportation operations.
- Improving safety and availability of bicycle and pedestrian facilities.

The MTP includes long range strategies and actions that will lead to the development of an integrated inter-modal transportation system that facilitates the movement of people and goods in the Midland-Odessa Urban Area. Projects selected for the TIP have already been subjected to analysis and evaluation procedures based on policy and planning goals set forth in the MTP. The criterion used to evaluate a particular project depends on the type of project and how far the project goes towards meeting the goals of the MTP. The MPO adopted the Resolution No. 082506,the following transportation strategies/priorities as their additional determining factors beyond congestion mitigation as part of the MPO Texas Urban Mobility Plan(TUMP);supported the adoption of a statewide methodology that is a more inclusive measurement beyond congestion including determining factors and elements which are more prevalent in NON-TMA urban areas; and, determined that these factors should encompass projects identified by the MPO and coincide with the Texas Transportation Commission's stated mission and goals. The list is by no means comprehensive. Those are as follows:

#1 **Create Opportunities for Economic Development** - Projects proposed in the urban mobility plan will contribute to creating opportunities for economic development because of the direct link between land use and transportation planning. Strategic Targeted Transportation Infrastructure for freight movement and development of an inland port;

#2 **Improve Safety** - Renewed emphasis on safety issues for motorists by (1) separating truck and personal-vehicle traffic on high-speed freeway corridors; (2) reducing fatal or injurious crashes, including at-grade railroad crossings; (3) improve safety on the transit systems by maintaining the limited number of vehicle/bicycle and vehicle/pedestrian fatalities and injuries;

#3 **Advance Quality of Life with Enhanced Infrastructure Maintenance** - Transportation System improvements proposed in the urban mobility plan will be assessed to determine their impacts on the area's quality of life with particular concern for hazardous-materials transport, noise and aesthetic assessments, access to multiple modes of transportation, and policies for in-fill and new development;

#4 **Integrate Mixed Modes of Transportation** - As fuel prices continue to climb with the cost of new construction and maintenance of existing infrastructure, it is paramount to implement strategies that incorporate mixed use transportation solutions.

#5 **Explore Innovative Financing of Transportation Projects** - The MOTOR Policy Board is receptive to financing mechanisms that accelerate transportation construction. MOTOR will continue to research the issue with great interest to find solutions that fit our communities best.

2.5 PRIORITIZATION OF PROJECTS

The prioritization of the approved projects in the previous MTP (2000-2025) was based on the following criteria.

- Supports sustainable, effective land use or development.
- Provides accessibility, mobility and congestion relief.
- Builds connectivity and provides circulation within the existing network.
- Is compatible with environmental regulations.
- Has demonstrated public support.
- ROW is or will be available.
- Preserves existing system.
- Improves safety and/or reduces accidents.
- Promotes inter-modal usage.
- Improves facility aesthetics by providing landscape.

Given recent development at TxDOT regarding guidance on development of the urban road network, the approved project list from MTP 2000-2025 was further refined based on the following considerations.

- Consider the development of projects along a highway corridor as a complete corridor or in corridor segments having independent utility.
- Consider the development of local corridors or stand-alone projects, which are the highest priority to that community based on the need for mobility, connectivity, and operational or economic development.
- Strive to fiscally balance the list of priority projects between Midland and Ector counties recognizing that each community has equal and separate needs based on the local conditions.
- Strive to fiscally balance the projects within the following time period windows.

  FY 2005 to FY 2010
  FY 2011 to FY 2020
  FY 2021 to FY 2030

This enables more equitable distribution of projects within Midland and Ector counties.

The above approach is in recognition of the relative hierarchy of the MTP, with respect to the State's Unified Transportation Plan (UTP), a ten year financial plan where authority is given to PLAN and DEVELOP a project, and the Statewide Transportation Improvement Plan (STIP), a three year financial plan where authority is given to CONSTRUCT environmentally approved and

funded projects. The MTP document serves as the initial planning document, which formally recognizes the need to plan and develop specific projects.

The list of candidate projects from the previous MTP (MTP 2000-2025) was screened based on above considerations to ensure that they are within the fiscal constraint of known funding sources. The list was then prioritized based on State's need for on-system projects, and local needs based on community planning and development. Again the final list of prioritized projects had to be fiscally constrained before it was approved by the Policy Board at a public forum.

2.6 MPO PROJECT CLASSIFICATIONS

The proposed projects are identified as one of the following eight (8) MPO Project Classifications.

- **Capacity improvements (CI):** Projects include major new construction, or reconstruction of existing roadways for the purpose of adding capacity, mobility, or connectivity. Example projects would include new location roadways, additional lanes to existing roadways, extending existing roadways to a new terminus, constructing a new interchange, major development of corridor segments
- **Rehabilitation (RE):** Projects include rehabilitation of pavement and bridges. Rehabilitation of pavement is a more comprehensive treatment than Preventative Maintenance. It usually involves removal of existing pavement from a minimum of two inches to full depth, and repaving.
- **Preventative maintenance (PM):** Projects include partial depth removal of pavement and repaving or on overlay of hot mix or seal coat.
- **Safety improvements (SI):** Projects include a variety of types from guardrails along highways, and bridge rails, traffic signalization, addition of left turn lanes, right turn lanes, illumination, ADA accessibility, and ensuring clear zones along the roads are free from hazards.
- **Landscape development (LD):** Landscape projects are usually integrated with Preventative Maintenance and Rehabilitation projects, or combined from various locations in a consolidated single project.
- **Enhancement projects (EN):** Related to transportation are submitted by local entities at the time of project call.
- **Elderly and Disabled Transportation-Section 5310 (E&D):** Following the latest direction from TxDOT to consolidate the E&D providers, one E&D provider is designated as the primary recipient of the E&D allocation for the twelve counties within the TxDOT's Odessa District boundary. There still are seventeen providers which have received grants in the past under the E&D Annual Grant program. When vehicles are removed from the inventory due to their age or conditions, every effort is made to consolidate E&D services or sub contract services through the designated prime provider of E&D services. An E&D Advisory Board has been established which provides oversight, opportunity for public involvement, develops a five year plan for the E&D

services within the twelve counties. The five year plan is a moving window and is updated on an annual basis as part of the public involvement and consensus building process.

- **Urban Public Transportation-Section 5307 (UR)**: Urban Public Transportation was recently implemented in both the cities of Midland and Odessa during fall of 2003. Both cities have jointly created an organization, to oversee the planning, management of the service provider, which is called the Midland-Odessa Urban Transportation District (MOUTD).

CHAPTER 3

FEDERAL REQUIREMENTS

3.0 FEDERAL REQUIREMENTS

3.1 SAFETEA-LU Updates

The MTP is developed in the context of the planning requirements contained in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)[1].The Metropolitan Transportation Plan (MTP) was developed with consideration of the guidelines developed for key SAFETEA-LU provisions. They include:

- *Section 6001 – Transportation Planning*
- **Metropolitan Plan Cycles**
- **TIP/STIP Cycles and Scope.**
- **Metropolitan and Statewide Plans – Environmental Mitigation**
- **New Consultations**
- **Consistency of Transportation Plan with Planned Growth and Development Plans**
- **Transportation System Security**
- **Operational and Management Strategies**
- **Public Participation Plan**
- **Visualization Techniques in Plans and Metropolitan TIP Development**
- *Publication of Plans and TIP/STIP*
- *Annual Listing of Obligated Projects*
- **Congestion Management Processes in Transportation Management Areas (TMAs)**
- *TMA Certification Cycle*
- **Coordinated Public Transit-Human Services Transportation Plan (Sections 3012, 3018, and 3019)**

Note: *The above listed items in* ***bold*** *are the requirements of the Federal Register dated 2-14-07, which are addressed in this MTP.*

The topics are covered in much detail in the respective chapters of this MTP:

Chapter 3 of the MTP addresses Transportation System Security, Operational and Management strategies, Consultations, Public Participation Plan, Visualization Techniques;

Chapter 4 adds discussion regarding Consistency of the Transportation Plan with Planned Growth and Development Plans;

[1] Federal Register dated 2-14-07

Chapter 5 discussion regarding Potential Environmental Mitigation Activities; and

Chapter 6 discussion related to Coordinated Public Transit-Human Services Transportation Plan (Sections 3012, 3018, and 3019) has been included.

3.2 Financially Constrained Plan

The Transportation Equity Act (TEA 21) requires that the Metropolitan Transportation Plan (MTP) document include a financial plan that reflects how future projects and programs can be funded. In order to make the financial plan truly fiscally constrained, the MPO, PB adopted the approach of only considering the currently known TxDOT funding categories for projects as outlined in the TxDOT's Statewide Unified Transportation Plan (UTP).The UTP funding categories are summarized in **Appendix B, Table B-10**. **Table 3.1** summarizes the funding allocations based on known funding categories, which could be utilized for the MPO project classifications. This methodology is a conservative approach to establishing financial constraint based on realistic allocations.

3.2.1 Year-of-Expenditure (YOE) Trends:

To determine YOE Trends, the MPO utilized a combination of source data to derive the following projected trends (see Appendix B – Table B-2c):

2008 - 2011	12.5%
2012 – 2020	8.8 %
2020 – 2035	Upper Band 8.8% Lower Band 4.0%

Cost bands are utilized to demonstrate the magnitude of project risk and unknown escalation rates for right-of-way acquisition, environmental mitigation and construction costs.

Contributing sources included: TxDOT Highway Cost Index (HCI), Annual Nominal Price of Domestic Crude, and Odessa District Seal Coat Unit Costs.

3.2.2 Total Project Costs (TPC):

To determine the TPC, the MPO utilized project programming information obtained from the TxDOT Design and Construction Information System (DCIS) database. Construction Engineering (CE), Contingency and Indirect Costs are anticipated to be a constant rate of 21.41%. Right-of-way costs are assumed to increase at a rate of 5% annually.

3.2.3 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 21.41% for CE, Contingency and Indirect Costs, plus the anticipated ROW cost.

TPC = (YOE x 21.41%) + ROW
This approach will provide a consistent methodology to develop both construction costs, and total project costs.

Table 3.1—MPO Project Classification: Summary of Fund Allocation within Established Time Periods

PROJECT TYPE	FY 05-10	FY 11- 20	FY 21- 30	TOTAL
CAPACITY IMPROVEMENT (CI)	$46,966,000	$107,750,000	$132,500,000	**$287,216,000**
REHABILITATION (RE)	$18,653,000	$30,600,000	$31,700,000	**$80,953,000**
PREVENTATIVE MAINTENANCE (PM)	$13,629,000	$21,000,000	$22,000,000	**$56,629,000**
SAFETY IMPROVEMENT (SI)	$7,773,000	$11,700,000	$11,800,000	**$31,273,000**
ENHANCEMENT (EN)	$6,651,740			**$6,651,740**
LANDSCAPE DEVELOPMENT (LD)	$810,000	$2,000,000	$2,000,000	**$4,810,000**
ELDERLY & DISABLED PUBLIC TRANSPORTATION 5310 (ED)	$766,500	$1,277,500	$1,277,500	**$3,321,500**
URBAN PUBLIC TRANSPORTATION-5307 (UR)	$16,074,900	$20,000,000	$20,000,000	**$56,074,900**

Appendix B, Table B-1, "Summary of Funding Allocation Averaged for Each Fiscal Year" details the MPO's proportional reallocation, from the TxDOT's Odessa District annual allocation of the UTP funding categories, to the approved list of MPO Projects in each MPO Project Classification. The accompanying notes of **Table B-1** explain for each MPO Project Classification, the proportional redistribution of allocations from the District wide allocation. The established proportions are based on trends from the latest approved 2004-2006 Urban TIP of the Odessa District. Allocations for future years are not inflated, and therefore serve as a conservative fiscal constraint.

It should be noted that several of the MPO Project Classifications can be potentially funded through multiple UTP funding categories. This is mentioned in the notes of Table B-1. The federal and state criteria for matching various funding categories to the MPO Project Classification is complex and beyond the scope of the MTP. Inquiries should be referred to TxDOT, Odessa District regarding this issue.

3.3 PRIORITIZATION AND LISTING OF MPO PROJECT CLASSIFICATIONS:

The final lists of MPO projects for each MPO Project Classification are tabulated in **Appendix B**, from **Tables B-2(a) to B-9**. These tables will be discussed below.

General Considerations

The projects shown in the above-mentioned in Table B-2 thru B-9 represent major changes to the current road network within the MPO boundaries. The importance of cross referencing the listed projects with the UTP, TIP and the project specific environmental documents reviewed by federal and state agencies is well recognized. Key information regarding individual project is being revised in the TxDOT's **Design and Construction Information System (DCIS)** to minimize conflicts. The initiatives in the MTP include;

- Inclusion of the MPO Project ID #, which is also, listed in the TxDOT's DCIS.
- Inclusion of the TxDOT's control-section-job (CJS) number where assigned.
- Inclusion of the applicable Section of the **Texas Administrative Code SC §15.55(c),** see **Table B-11**, which directs the project's cost sharing responsibility amongst the local, state, and federal agencies, according to its functional classification.
- Breakdown of the project cost between State/Federal and local match according to the above-mentioned TAC rule. This information would greatly help the MPO members to plan the allocation of local match in the entities' budgets.
- Subtotal of the project costs for each of the three established time periods as an interim check on fiscal balance between the Midland and Ector counties, and maintaining an overall interim fiscal constraint.
- Inclusion of the subtotal of the identified known funding allocation sources for projects, and a comparison at the end of each of the three time periods.
- Consolidation of project along a corridor segment and described as a single corridor segment project. Therefore an interchange project along the identified corridor segment would have the same Project ID#.

Table B-2(a), Appendix B- MPO CAPACITY IMPROVEMENT (CI) PROJECTS-FISCALLY CONSTRAINED

This MPO Project Classification **CI** is by far the most financially significant list of projects, where major construction is proposed. The **CI** projects total 54% ($287,216,000) of the total MPO allocation ($526,929,940), over the next twenty six years.

The **CI** list of projects contains two lists. The first list tabulated in **Table B-2(a)** shows the prioritized list of projects from FY2005 to FY2030 which are FISCALLY CONSTRAINED over the next twenty six year period. There is also a check for fiscal constraint at FY2010, 2020, 2030. Projects within the FISCAL CONSTRAINT have Project ID#s in the 100s.

Proposed corridor developments: There are a number of major thoroughfares within the MPO boundary which will require major construction to extend, upgrade, and convert from non-freeway to freeway over the next 26 years to address needs related to increasing capacity, mobility, connectivity, and operations. The corridor initiatives are identified by Project ID#s in the 900s.

Figure 3.1 graphically shows the approximate locations of the CI projects within the fiscal constraint, and identifies them with their respective MPO Project ID#.

Table B-2(b) Appendix B- MPO CAPACITY IMPROVEMENT (CI) CONTINGENT PROJECTS- OUTSIDE FISCAL CONSTRAINT

Projects listed in **Table B-2(b)** fall outside the fiscal constraint established up to FY2030. The prioritization of projects in either **Tables B-2(a) or B-2(b)** is discussed in Section 2.5 of the MTP. As projects from the fiscally constrained lists are completed, deferred or cancelled, consideration may be given at the MPO to reprioritize projects listed outside the fiscal constraint to move within the fiscal constraint. Projects listed in Table B-2(b) are identified with their Project ID#s in the 500s.

Table B-2(c) Appendix B – MPO YEAR-OF-EXPENDITURE TRENDS

This chart reflects projected trends of inflation for 2008-2011 (12.5%), 2012-2020 (8.8%), and 2020-2035 (Cost Bands – Upper Band 8.8% and Lower Band 4.0%. Contributing sources included TxDOT Highway Cost Index (HCI), Annual Nominal Price of Domestic Crude, and Odessa District Sealcoat Unit Costs. Adjustments have been made in accordance with these trends for years 2005-2010. The MOTOR MPO is in the process of developing an updated MTP that will be adopted in November, 2009 for 2010-2035.

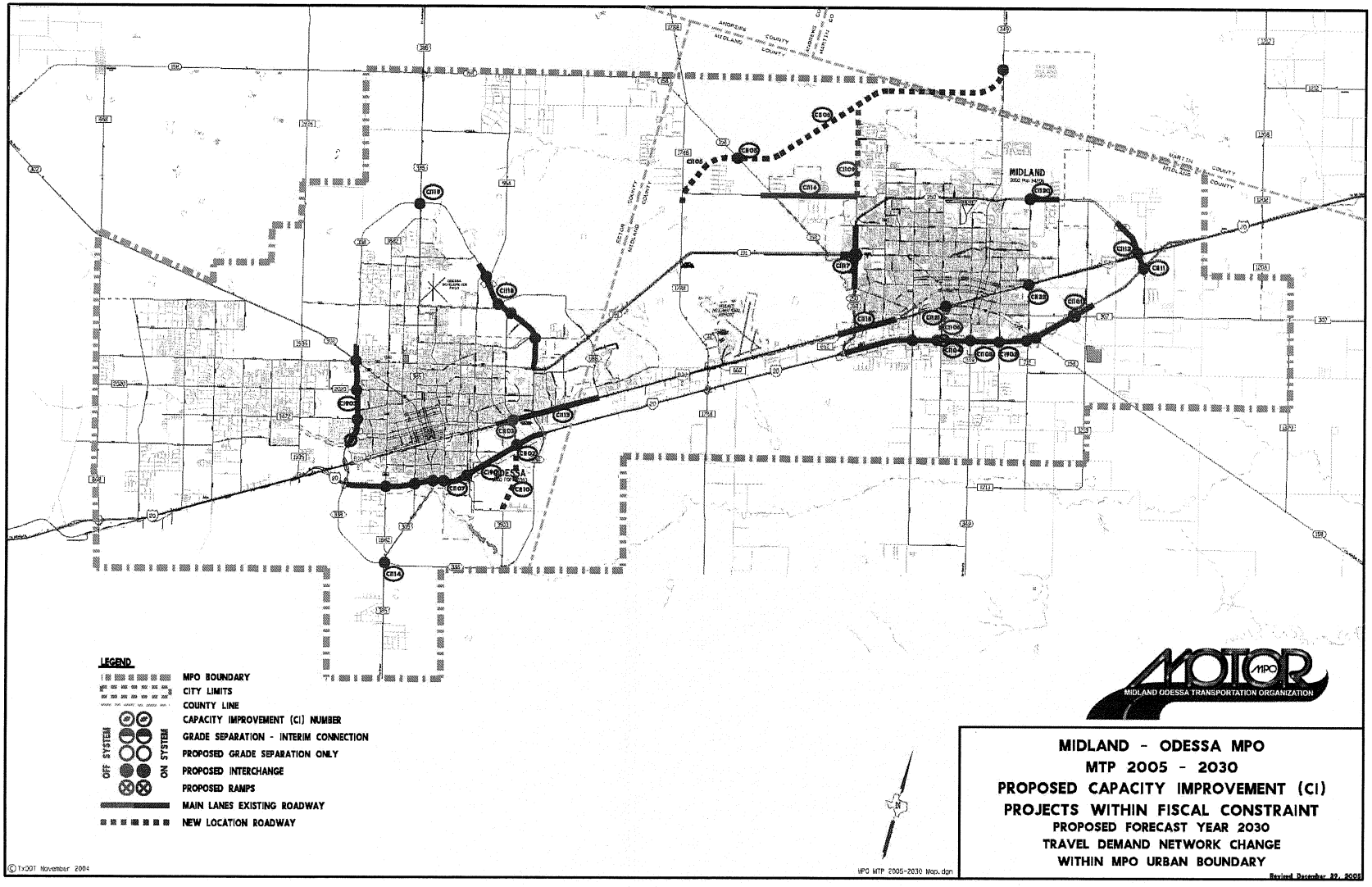

MIDLAND
ODESSA
LEGEND
MPO BOUNDARY
CITY LIMITS
COUNTY LINE
CAPACITY IMPROVEMENT (CI) NUMBER
GRADE SEPARATION - INTERIM CONNECTION
PROPOSED GRADE SEPARATION ONLY
PROPOSED INTERCHANGE
PROPOSED RAMPS
MAIN LANES EXISTING ROADWAY
NEW LOCATION ROADWAY
OFF SYSTEM
ON SYSTEM
MOTOR MPO
MIDLAND ODESSA TRANSPORTATION ORGANIZATION
MIDLAND - ODESSA MPO
MTP 2005 - 2030
PROPOSED CAPACITY IMPROVEMENT (CI)
PROJECTS WITHIN FISCAL CONSTRAINT
PROPOSED FORECAST YEAR 2030
TRAVEL DEMAND NETWORK CHANGE
WITHIN MPO URBAN BOUNDARY
Revised December 22, 2005
© TxDOT November 2004
MPO MTP 2005-2030 Map.dgn

Table B-3 Appendix B- MPO REHABILITATION CLASSIFICATION (RE) - LIST OF PROJECTS FISCALLY CONSTRAINED:

The funding allocation for preserving roads and bridges infra-structure within the MPO boundary is estimated at $80,953,000 from FY05 to FY30. The notes under **Table B-1** explain the proportion of TxDOT's Odessa District allocations as partially redistributed to projects within the MPO boundary.

Specific Rehabilitation projects are listed within the currently approved 2004-2006 TIP. Also as the need arises within the three established time periods, contingent project numbers such as RE900s have been established to provide a 'placeholder' for future rehabilitation projects. Again the ceiling allocation within each period is fiscally constrained.

Table B-4 Appendix B-MPO PREVENTATIVE MAINTENANCE CLASSIFICATION (PM) LIST OF PROJECTS FISCALLY CONSTRAINED:

The total funding allocated under the **PM** classification is $56,629,000, within the fiscally constrained period. The scope of the **PM** projects is briefly discussed in Section 2.6. As there are several PM projects listed within the 2004 to 2006 TIP, the allocations shown in **Table B-4** are consolidated in placeholder Project ID#s. The TxDOT Odessa District develops a three year strategy for **PM** projects within the MPO boundary and throughout the other ten counties within its jurisdiction for preserving the State highway system.

Table B-5 Appendix B- MPO SAFETY IMPROVEMENT (SI) - LIST OF PROJECTS FISCALLY CONSTRAINED:

The projects under the **SI** classification are usually smaller in scope and cost. Therefore the **SI** projects are constructed by consolidating multiple locations and let for construction as one contract, or included with larger **RE** or **PM** classification projects. The project list shows individual projects within the 2004-2006 TIP. Projects within the time periods from FY2011-2020 and FY2021-2030 have not yet been identified. **Table B-5** lists the allocation ceiling for the aforementioned time periods.

Table B-6 Appendix B- MPO ENHANCEMENT (EN) - LIST OF PROJECTS FISCALLY CONSTRAINED:

Specific project awarded by the **Texas Transportation Commission (TTC)** were within the 2004-2006 TIP, and are listed as individual projects. Since candidate projects compete statewide under this UTP category, the award can vary considerably from one program call to the next. Therefore zero allocation is shown for time periods FY11-20, and FY 21-30.

Table B-7 Appendix B-MPO LANDSCAPE DEVELOPMENT (LD)-LIST OF PROJECTS FISCALLY CONSTRAINED:

Individual LD projects within the 2004-2006 TIP are listed in Table B-7. An annual allocation of $200,000/yr for LD classification is anticipated from FY2011 to FY2030.

Table B-8 Appendix B- MPO SECTION 5310 ELDERLY & DISABLED PUBLIC TRANSPORTATION (ED)-LIST OF PROJECTS FISCALLY CONSTRAINED:

The costs listed for **ED** projects in **Table B-8** are based on the latest Section 5310 allocation. The **ED** classification is considered fiscally constrained as only the currently known allocation has been applied without inflation. **Table B-12** summarizes the **Section 5310 Five Year Plan** for improving service, management and efficiency of the provider's operation.

Table B-9 Appendix B-MPO SECTION 5307 URBAN PUBLIC TRANSPORTATION (UR) LIST OF PROJECTS FISCALLY CONSTRAINED:

Urban Transportation service was only recently initiated during fall, 2003, both in the cities of Odessa and Midland. The project costs are matched with the known allocation, based on current funding level. A draft **Five Year Plan** prepared by the **Midland Odessa Urban Transit District (MOUTD)** is included in **Table B-13.**

3.4 METROPOLITAN PLANNING FACTORS

In compliance with SAFETEA-LU requirements, the MPO has considered and applied strategies that will serve to advance the eight transportation planning factors identified under SAFETEA-LU **(23 CFR, Part 450.306 – Scope of Metropolitan Planning Process)** as follows:

1. Support the economic vitality of the urban area, especially by enabling global competitiveness, productivity, and efficiency;

   The member entities of the MPO play a major role in economic vitality in the Urban Area of this Metropolitan Area Boundary (MAB). Examples of such projects include The Rankin Highway Visitors Center in Midland County; Wall Street Revitalization project in City of Midland proposed JBS Parkway –South extension in Ector County, and new interchange at the junction of IH20/JBS Parkway.

2. Increase the safety of the transportation system for motorized and non-motorized users;

   Member entities in coordination with MPO have planned and implemented safety measures for vehicles, bikes and pedestrians at various locations within the road network inside the MPO urban area boundary. Safety improvements along major corridors such as the IH 20, Loop 250, and Loop 338 could include Dynamic Message signs, high-mast illumination. Other linear improvements may include systematic upgrade of roadway cross sectional elements such as widening/ paving shoulders, installation of textured lane delineations such as raised pavement markers or 'rumble strips', and flattening of side slopes, construction of safety end treatments of culvert crossing under highways. Safety improvements at major intersections may include installation of traffic signals, illumination of intersections, addition of dedicated left turn lanes, and channelization of turning movements.

Pedestrian related safety measures include extending sidewalks, constructing ADA pedestrian ramps and pedestrian signals at intersections. Bicycle related improvements include designating specific city streets as bicycle path network, planning and constructing dedicated bicycle paths, planning wider shoulders along with proposed widening of state highways to allow for bicycle use. The MTP safety and security planning processes are consistent with the Texas Strategic Highway Safety Plan.

3. Increase the security of the transportation system for motorized and non-motorized users;

   Member entities of this MPO identify key road networks within the MAB in relationship to the security of the transportation network. The planned implementation of Intelligent Transportation Systems (ITS) at strategic locations should enhance security surface transportation network within the MPO boundary. MPO has initiated the Midessa Transportation Management Study for emergency response as part of an effort to improve the overall safety and security of the public within the MPO MAB.

4. Increase the accessibility and mobility of people and for freight;

   A number of projects are planned within MPO UAB to increase accessibility and mobility. The most extensive project planned is the proposed ultimate widening of the IH20 corridor from MPO's west UAB to the east UAB, a length of 45 miles. This project also makes provision for potential managed express truck lane in each direction, including electronic tolling of the managed lanes. Other projects include proposed extension of Garfield Road south to IH20 in the City of Midland, in order to provide direct access from IH 20 to City's hospital district. City of Odessa has proposed the extension of John BenShepperd Parkway south from IH 20 to FM3503, in order to provide greater connectivity. City of Midland's proposed Holiday Hill Rd north extension project would provide direct connectivity of Holiday Hill Rd to the proposed SH 349 Reliever Route. Greater mobility is proposed on the segment of the IH 20 corridors from the junction of US385 to FM1788 which is designated as the La Entrada Al Pacifico (LEAP) Trade Corridor. Alternatives range from reconstruction of the existing interchange to a potential new location bypass proposed approximately ½ mile west of the existing IH-20/FM1788 interchange. LEAP Trade Corridor was designated by the Texas Legislature in 1997. FHWA designated the LEAP Corridor as one of the National High Priority Corridor as part of the SAFETEA-LU Transportation Bill. The designated trade corridor extends from Presidio, TX to Lamesa, TX, where it joins with the Ports to Plain Trade Corridor.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

MPO, in a coordinated effort with the cities of Odessa and Midland, counties of Ector and Midland and TxDOT, initiated the beautification of B1-20 corridor. The on going corridor enhancement had a positive impact of improving the natural aesthetics.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

   MPO coordinates with cities of Midland and Odessa for land use information and with MOUTD in related to transit operations within the cities to enhance public transportation services. MOUTD as a process of improving the connectivity of transit networks is trying to move their operations closer to the Midland International Airport as a part of providing the transit operations to both cities, between the cities and from airport to both cities; which takes a multimodal approach to transportation with supportive land use development patterns to create a variety of transportation options.

7. Promote efficient system management and operation;

   IH-20 Corridor Study has been initiated by TxDOT to identify capacity, operational and safety deficiencies along the corridor within MPO's UAB. The comprehensive corridor development effort includes phased improvements starting from conversion of frontage roads from two-way to one-way, interchange reconstructions, and finally adding capacity to main lanes, and providing system to system connections.

8. Emphasize the preservation of the existing transportation system.

   Each member entity manages the need for their transportation infra-structure preservation. The MPO compiles projects as submitted by member entities, and qualified for federal/ state funding, as part of the eight project classifications listed in the Appendix B. This is a 'short term' list of specific projects which is updated on a regular basis.

3.5 OPERATIONAL & MAINTENANCE STRATEGIES

SAFETEA-LU requires that the MTP include Operational and Maintenance Strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize safety and mobility for people and goods. SAFETEA-LU requires that MPO's incorporate a process that provides an effective maintenance and operational system to address congestion management, thus providing a clear directive of SAFETEA-LU to incorporate Operational and Maintenance Strategies into the Long Range Planning.

Member entities, in cooperation with the MPO, identify the key issues related to Operational and Maintenance Strategies. The MPO encourages Operational and Maintenance Strategies to optimize use of transportation systems to meet the mobility needs of the region. The MPO will adopt policies that support and encourage operational and maintenance strategies by:

- *Facilitating timely rehabilitation projects that increase the efficiency of road networks within the MPO area;*
- *MOUTD is in the process of relocating their operations near to the Midland Airport which will provide transit service to both cities and inter modal connectivity to all transportation modes;*
- *MOUTD is in the process of evaluating Transportation Manager Software and Mobile Device Computer (MDC) devices for the efficient performance of the transit in the cities of Midland and Odessa;*

TxDOT and member entities have initiated various projects that have implemented various components of ITS technologies to synchronize signal timing, dedicated turn lanes and emergency display sign boards to support operational and maintenance strategies.

SAFTEA-LU regulations require the MTP demonstrate appropriate system-level estimates of funds to adequately operate and maintain Federal-aid highways, The majority of funds used to pay operating and maintenance costs of these highways within the MOTOR boundary are State and City funds. The table below demonstrates approximate annual funding levels TxDOT and each City allocate to the preservation of roadways eligible for Federal-aid funding. Based on historical practices, each entity has ensured O&M 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 sufficient to maintain the system in a desirable condition as defined by the TxDOT Maintenance Division.

	Midland County	Ector County
TxDOT	$ 2,151,000	$ 1,740,000
City of Odessa		$ 2,160,000
City of Midland	$ 2,062,000	
Subtotals	$ 4,213,000	$ 3,900,000
Total		$ 8,113,000

These figures reflect approx. 35% of each City's Street Department's Annual Budget.

3.6 CONGESTION MANAGEMENT PROCESS

The Congestion Management Plan can be dichotomized into operational improvements and capacity/ mobility improvements.

Generally the operational improvements are more localized and interim measures on corridor segments, intersections, or interchanges to improve the traffic flow. They range from signing intersections, signalizing intersections, channelizing specific turning movements for a free flow condition, synchronizing signals timing, fine tuning signal phases for off-peak and during peak

hour operations, addition of auxiliary lanes. The solution to long term capacity/ mobility needs are addressed under the "Capacity Improvement" (CI) Category of projects listed in the appendices, which range from adding linear capacity along a corridor, new or reconfigured interchanges, improvements to intersections, and even proposed ultimate build-out of corridors to address projected travel demand for the 25 year horizon year.

The MPO utilizes the State developed Travel Demand Model to evaluate the level of service (LOS) of existing and projected traffic conditions and makes recommendations to the member entities for project development considerations. TxDOT undertook major traffic analyses of the IH20 corridor to determine capacity deficiencies along the corridor. The results of the traffic analysis have been utilized in developing the phased improvement concept of the IH20. This in turn has aided the MPO and members to collectively prioritize improvements along IH 20 based on fiscal constraints.

The City of Midland's Transportation Division is responsible for the maintenance of city streets. They also perform traffic accident analysis which is documented in the City's Annual Accident Report. The intersections of Midkiff and Wall Street were identified as accident prone areas by the City of Midland, and recommendations were considered to make improvements and employed additional traffic control devices to mitigate the congestion.

3.7 TRANSPORTATION SYSTEM SECURITY

Safety Component

To implement SAFETEA-LU regulations in MTP, the MPO has initiated

The MPO initiated the Midessa Transportation Management Study at the end of 2006. This study is targeted between Loop 338 and Loop 250, IH 20 and S. H. 191 in the Midland Odessa Metropolitan area. These are the main emergency response routes that encompass this study which is evaluating the interagency coordination in incident/emergency responses and ways to improve emergency response times.

In addition, TxDOT is actively developing and implementing improved safety measures along IH20 and other corridor segments through the MPO urban area by upgrading roadway elements to include guard rails on bridges, shoulder widths, safety end treatment at culvert crossings, flattening side slopes where possible, installation of larger guide signs, use of latest high reflectivity materials for the guide signs.
The goals of the Midessa Study are to:

- Examine and evaluate emergency service in the targeted study area;
- Identify potential traffic and operational safety concerns of the existing route network;
- Identify traffic generators and growth trends;
- Review traffic generators and growth to determine any impact on emergency services, and identify any needs to meet future growth trends; and
- Identify stakeholders with expertise in the areas of emergency management, traffic engineering, emergency response, transportation planning and economic development, and/or business representatives

MPO would encourage its employees to participate in security initiatives such as Emergency evacuation and local emergency initiative meetings held by the Cities of Midland and Odessa.

Security Component

The MPO encourages its employees to participate in security initiatives such as emergency evacuation and local emergency initiative meetings held by the Cities of Midland and Odessa.

NOTE: The MTP safety and security planning processes are consistent with the Texas Strategic Highway Safety Plan and incorporate the following elements into this planning factor: 1) Work to reduce human and societal costs of highway traffic accidents, deaths and injuries; 2) Integrate the 4-E's of traffic safety into the transportation planning process: engineering improvements, traffic law enforcement, public education and emergency medical services (EMS); 3) Focus on the key traffic issues of serious accident types, high risk drivers, and areas of concern or safety concerns; 4) Incorporate traffic safety countermeasures where possible; and 5) Improve the efficiency of existing traffic safety countermeasures.

TxDOT Security Measures

IH-20 corridor which traverses east-west through the MPO urban area is the most relevant highway corridor.

- IH-20 is currently part of the Department of Defense (DOD's) Strategic Highway Network (STRAHNET); the Department of Energy's designated Hazardous Materials Route; designated east-west route for transporting radio-active waste to the Waste Isolation Pilot Plant (WIPP) site located in southeast region of the State of New Mexico.

- From a goods movement perspective, IH-20 corridor through MPO urban area is designated as La Entrada Al Pacifico Trade Corridor (LEAP), from junction of US 385, east to junction of FM 1788. It is also designated as part of the Ports to Plains Trade Corridor from junction of FM 1788 east to junction of SH158.

TxDOT is actively developing and implementing improved safety measures along IH20 and other corridor segments through the MPO urban area. These measures include

- Systematic upgrade of roadway cross sectional elements such as guard rails on bridges, shoulder widths, paved shoulders, safety end treatment at culvert crossings, flattening side slopes where possible, installation of larger guide signs, use of latest high reflectivity materials for the guide signs.
- Long range plans include comprehensive upgrade of the IH 20 facility, including adding capacity to main lanes, and bringing geometric and cross sectional elements to current standard, implementation of Intelligent Transportation system (ITS) at strategic locations within and outside MPO urban boundaries.

There are both east-west and north-south travel choices built into the existing road network system within MPO. The east-west redundancy exists with the IH20, SH191, and BI-20 corridors. The north-south redundancy exists between US 385, and SH 349. The SH349 Midland Relief

Route corridor segment within MPO boundary is planned as a new location, ultimate four lane divided highway to By-pass City of Midland.

Potential cross-modal travel choices relevant to passenger-freight movement exist within MPO boundary between existing road network, the east-west Union Pacific rail line, and Midland International Airport.

Airport Security Measures

Midland International Airport is regulated by Federal security guidelines to provide security and safety within the MPO boundary. The guidelines administrated by Transportation Security Administration (TSA) and Federal Aviation Administration (FAA) were implemented at this airport. The airport has the capability to communicate with the emergency responders from both cities of Odessa and Midland in emergency situations.

City of Midland and Odessa Emergency Response Measures

Cities of Midland and Odessa and the counties of Midland and Ector have adopted the National Incident Management System (NIMS) in accordance with the President's Homeland Security Directive (HSPD)-5. MPO would participate with both cities in related to emergency situations and would share the information related to transportation within the region. The NIMS will provide a consistent approach to the effective management of situations involving natural or man-made disasters, or terrorism.NIMS allows the cities to integrate response activities using a set of standardized organizational structures designed to improve interoperability between all levels of government, private sector, and nongovernmental organizations.

3.8 NEW CONSULTATIONS

The MPO has identified the resource agencies in the impact area and have held initial consultations with some agencies concerning the transportation plan revisions and the 2008-2011 TIP. Further collaboration is anticipated as part of the refinement process.

SAFETEA-LU expanded the list of interested parties identified in previous legislation. "Interested parties" now include: representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers and providers of freight transportation services. The MOTOR Public Participation Plan is being developed to solicit participation from these groups in regard to transportation planning. The MPO consultations will also include agencies and officials responsible for planned growth and economic development, environmental protection, conservation and historic preservation. The MPO will document all consultations with the above referenced groups and make said documentation a part of all transportation planning processes and documents.

The Federal Register[2] dated on 2-14-07 clarifies the definitions of a variety of terms which

[2] Final Rule 23 CFR Parts 450 and 500 49 CFR Part 613

includes consultation, coordination consideration and cooperation further enhancing consultation requirements.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the ''consultation'' performed by the States and the MPO's in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and Tribal conservation plans or maps or inventories of natural or historic resources (see 23 CFR § 450.214(i) and 23 CFR § 450.322(g)(1) and (g)(2)).

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.
Note that there is no change from the regulatory requirements for consultation with non-metropolitan local elected officials, which were established in January 2003.

3.9 PUBLIC PARTICIPATION PLAN

Record of Public Participation

The Public Participation process included:

- In a regularly scheduled meeting of the MPO Policy Board (Thursday, April 19, 2007 at the MOTOR MPO Conference Room), the Draft 2005-2030 Metropolitan Transportation Plan updates (2005-2030 MTP) were approved for general release and public comment. Citizens are given the opportunity to review and comment on agenda items at each Policy Board Meeting.

- The MPO conducted a public meeting (at the MOTOR MPO Conference Room on Monday, May 1, 2007) for the public to review and comment on the detailed information contained in the draft 2005-2030 MTP. Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers. Public notices of the meeting were posted at City Halls of the Cities of Odessa and Midland.

- The public was given a minimum of three (3) weeks to submit comments on the revisions submitted for consideration prior to the adoption of the 2005-2030 MTP.

- A draft MTP 2005-2030 was made available during regular business hours at the MOTOR MPO Office; TxDOT – Odessa District Office, the Ector and Midland County Libraries; the

City Secretary Offices of the Cities of Midland and Odessa; and, on the MOTOR MPO website (www.motormpo.com) prior to the final approval by the Policy Board.

- In a regularly scheduled meeting of the MPO Policy Board (Thursday, May 17, 2007), the final 2005-2030 MTP was approved for submission in the TxDOT STIP. Citizens were once again given the opportunity to review and comment on the MTP 2005-2030 prior to the final approval by the Policy Board.

- Copies of the approved 2005-2030 MTP remained on file during regular business hours at the MPO Offices for public access and review, and on the MPO website (**www.motormpo.com**) until it was submitted to TxDOT Transportation Planning and Programming in Austin, Texas on June 1, 2007.

- The approved 2005-2030 MTP will remain on the website for ongoing reference by the public.

Record of Public Participation for 2005-2030 MTP Amendment (1-31-08) included:

- In a regularly scheduled meeting of the MPO Policy Board (Thursday, January 17, 2008 at the MOTOR MPO Conference Room), the draft amendment to the 2005-2030 Metropolitan Transportation Plan (2005-2030 MTP) were approved for general release and public comment. Citizens are given the opportunity to review and comment on agenda items at each Policy Board Meeting.

- The MPO conducted a joint public meeting (at the MOTOR MPO Conference Room on Thursday, January 17, 2008), as part of the regularly scheduled Policy Board Meeting on January 17, 2008, for the public to review and comment on the detailed information contained in the draft amendment to the 2005-2030 MTP. Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers. Public notices of the meeting were posted at City Halls of the Cities of Odessa and Midland.

- The public was given a minimum of ten (10) days to submit comments on the revisions submitted for consideration prior to the adoption of the amendment to the 2005-2030 MTP.

- A draft amendment to the MTP 2005-2030 was made available during regular business hours at the MOTOR MPO Office; TxDOT – Odessa District Office, the Ector and Midland County Libraries; the City Secretary Offices of the Cities of Midland and Odessa; and, on the MOTOR MPO website (www.motormpo.com) prior to the final approval by the Policy Board.

- In a special called meeting of the MPO Policy Board (Thursday, January 31, 2008), the final amended 2005-2030 MTP was approved for submission to TxDOT Transportation Planning and Programming in Austin, Texas. Citizens were once again given the opportunity to review and comment on the amended MTP 2005-2030 prior to the final approval by the Policy Board.

- Copies of the approved amended 2005-2030 MTP remained on file during regular business hours at the MPO Offices for public access and review, and on the MPO website (www.motormpo.com). The final approved amended 2005-2030 MTP was submitted to TxDOT Transportation Planning and Programming in Austin, Texas on February 1, 2008.

- The approved amended 2005-2030 MTP will remain on the website for ongoing reference by the public.

Purpose of Public Meetings

Public participation is an essential phase of metropolitan planning process. The process gives the public an opportunity to vocalize the needs of the planning area to the representatives of the MPO. The public participation process assures the public is kept informed and has an opportunity to voice their concerns, interests, and priorities on transportation needs.

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

- To inform the public of the status of the planning and programming of transportation projects.
- To describe the long range plan for recommended project locations and designs, to allow the public to determine how they and their properties will potentially be affected.
- To provide an opportunity to present information and to share the public's views before decisions are finalized.
- To develop a record of public views and participation to present with the recommendations to the Policy Board prior to finalization of the MTP.

Public Participation Plan

The Midland-Odessa Regional Transportation Study (MORTS) MPO adopted a formal Public Involvement Policy in February, 1994 (Revised in February, 1999). When the MPO was re-designated in 2005 as the MOTOR, this policy remained in effect and met the standard requirements for public participation in the planning process as established with the Transportation Equity Act for the 21st Century (TEA-21). In order to comply with all SAFETEA-LU directives passed into law in 2005, the MPO worked with consultants, and adopted a new Public Participation Plan on September 20, 2007 that provides a public participation process that:

- Requires a minimum public comment period of 45 days before the process is adopted or revised;

- Provides timely information on regional transportation issues;

- Provides additional public access to technical and policy information;

- Requires adequate public notice of public activities and time for public review at key decision points, including but not limited to approval of MPO's Long Range Transportation Plan (MTP) and Transportation Improvement Program (TIP);

- Demonstrates consideration and response to public input received during the planning and program development processes;
- Commits to incorporate Environmental Justice elements and Title VI considerations by seeking out and considering the needs of the historically underserved populations, including, but not limited to low income and minority households;
- Includes public comments as part of the adoption and amendment of MPO documents including the Long Range Plan (MTP) and Transportation Improvement Plan (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; compliance with Federal requirements;
- Allows for Federal Highway and Federal Transit Administrations to review the Public Participation Plan;
- Coordinates 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, and 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;
- Provides for an electronically accessible format.

Progress to Update the Public Participation Plan:

Progress to update the Public Participation Plan (PPP) in order to comply with all SAFETEA-LU initiatives include:

- The MPO has contracted professional service providers to assist in developing a website and to propose a new PPP. The new PPP was adopted on 9-20-07.
- Five (5) public meetings were conducted (March 15, 2007; March 26, 2007; April 19, 2007, July 26, 2007, and September 20, 2007) to obtain citizen input into the new participation plan;

- The MOTOR MPO website became active on Friday, March 2, 2007. Improvements were made to the website that became active on September 20, 2007.

- MPO Staff routinely provides draft documents to both the Odessa District of TxDOT and the TxDOT Planning Division for review and comment to synchronize planning activities.

Public Participation Strategy:

Strategy to implement the new public involvement plan will include:

- ***Distribution of Information*** – using the following: MOTOR MPO website (which will be updated on a regular basis and will at a minimum have posting of: Policy Board meetings, upcoming public meetings, Technical Advisory committee meetings, workshops, and other notices that may be of interest to the public);newsletters, public service announcements, direct mailings, e-mails, press releases, newspaper ads, public meetings, open houses, community meetings/workshops; and

- ***Collection of Information*** – to include surveys, comment cards at meetings, comment forms on website and other communication from citizens.

3. 10 VISUALIZATION TECHNIQUES

MPO employs visualization techniques audio-visual, slide/PowerPoint presentations, 3D computer modeled images, traffic simulation, drawings, flowcharts, interactive GIS systems, online surveys, websites, maps, models, photo manipulation, animation, scenario planning tools, simulated photos, sketches, videos and visual preference survey in developing the TIP and MTP. The intent is to afford a reasonable opportunity for comments on the TIP and MTP to the general public. A minimum public comment period of 45 days shall be provided before the initial or revised participation is adopted by the MPO.

The MPO Staff provides ongoing updates to the website relating to the TIP and MTP. The MPO staff provides all information relating to funding for the MOTOR MPO on the website where the public can review it and post comments.

CHAPTER 4

DEMOGRAPHICS AND LAND USE

4.0 DEMOGRAPHICS AND LAND USE

4.1 INTRODUCTION

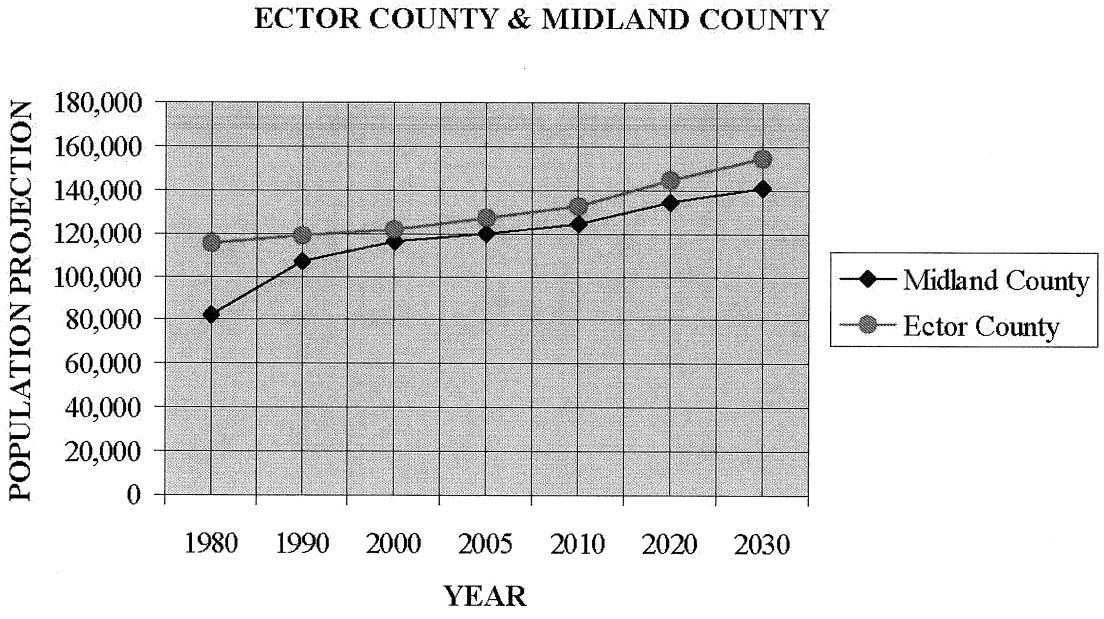
This chapter contains an analysis of the population and employment characteristics of the Midland-Odessa Urbanized Area and the impact of those characteristics on the transportation needs. The data provided in this discussion was obtained from the Texas State Data Center, and the U.S. Bureau of the Census (2000). Although the study area is smaller than the total areas of both Ector and Midland Counties, the data has been considered accurate for the transportation planning purpose. The following analyses are described in this chapter:

- Population Trends
- Population Demographics
- Automobile Availability
- Land Use

4.2 POPULATION TRENDS

In 2000 the population for Midland County was 116,009 and Ector County's population was 121,123. The 2000 population projections obtained from the Texas State Data Center are shown in Figures **4.1, 4.2 and 4.3**.

Figure 4.1—Population History and Projections 1980-2030



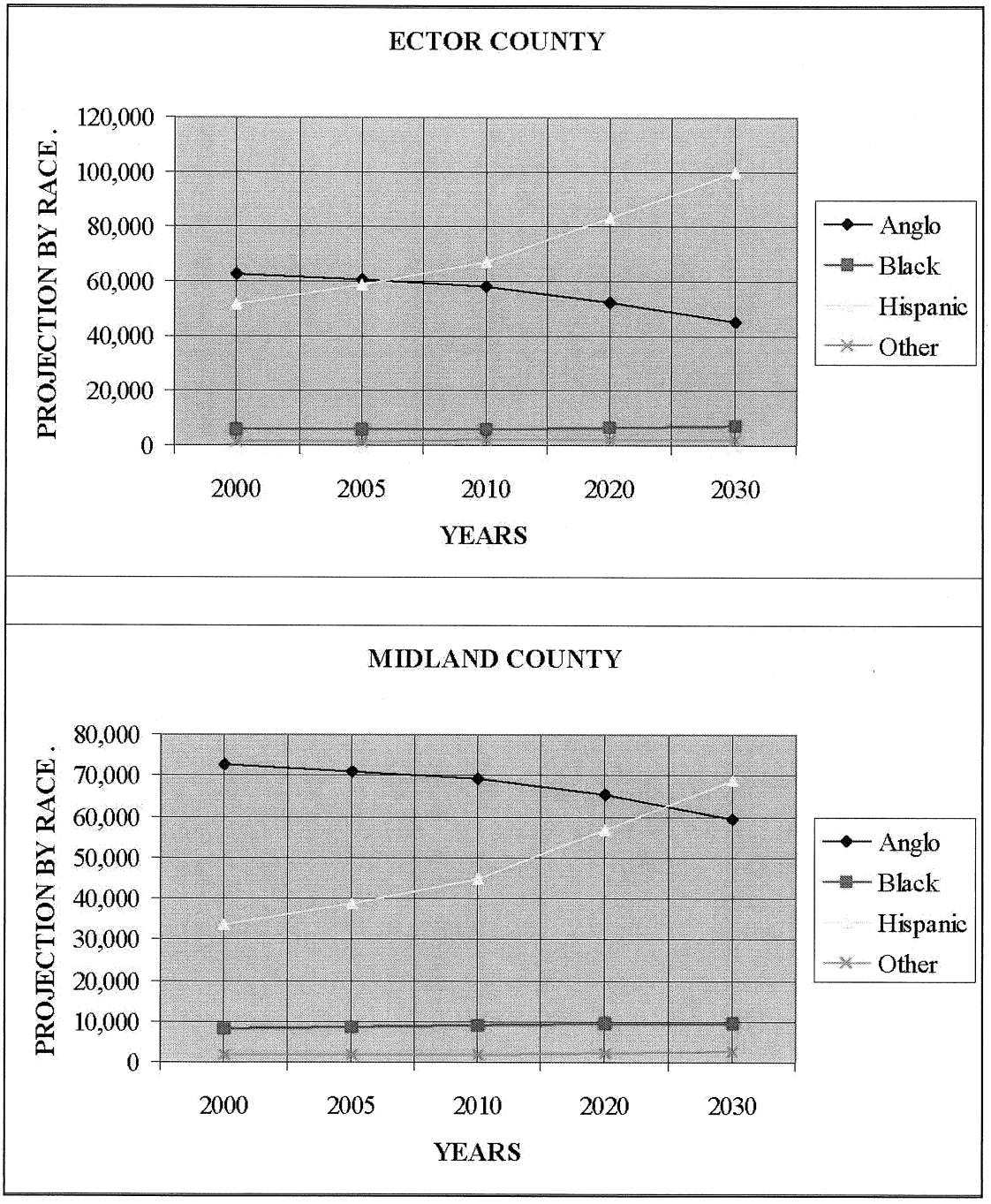
Source: Texas State Data Center, 2000 Appendix D Table D-1

4.3 POPULATION DEMOGRAPHICS

There are various demographics trends associated with the population estimates above, including race and ethnicity and age. For example, the Hispanic population growth rate is projected to exceed the white and black growth rate into the next 25 years (see **Figure 4.2**). The Baby Boomers will be reaching retirement age during the next 10-20 years (see Figure **4.3**). This

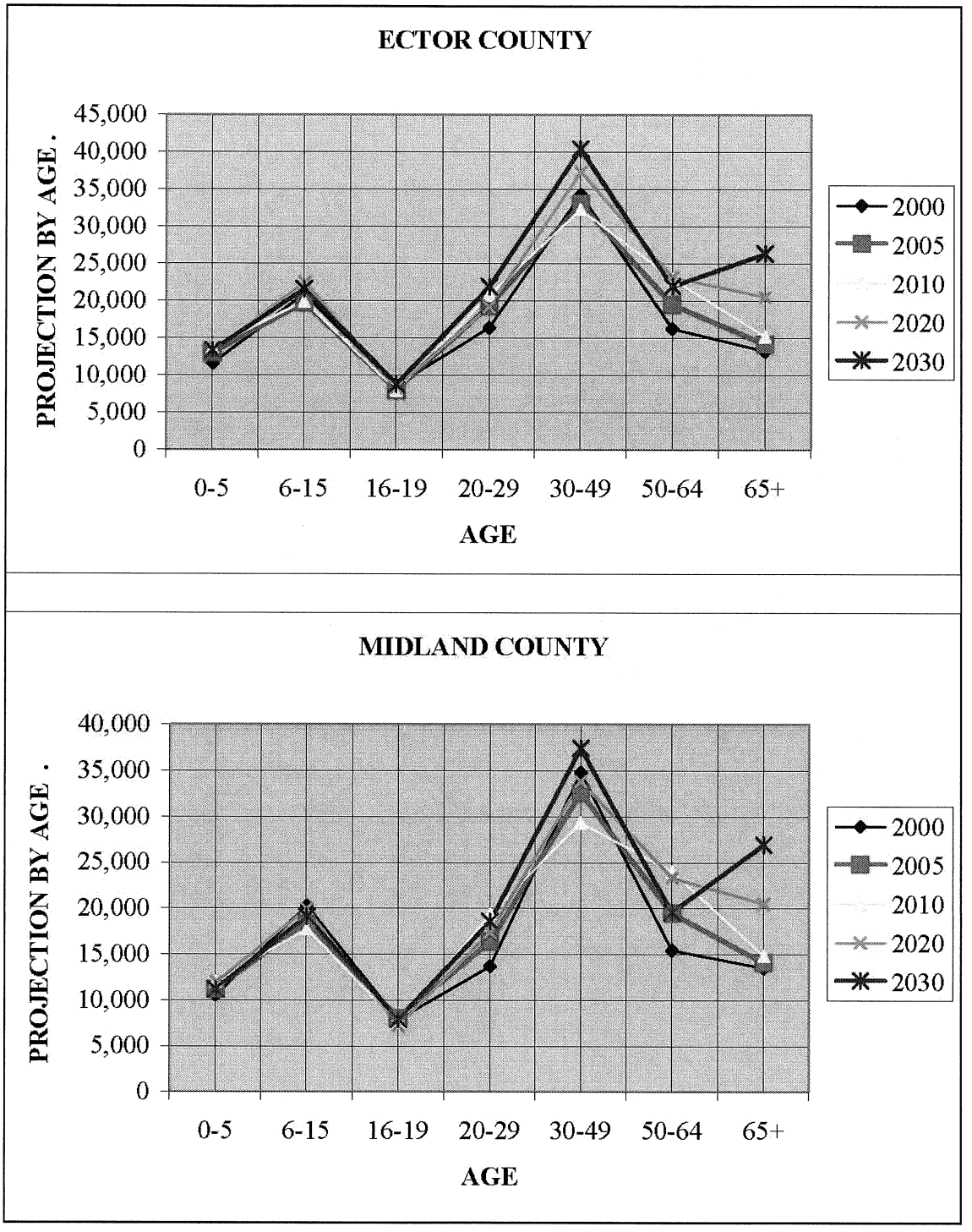
information shows important population demographics trends.

Figure 4.2—Projected Population by Race and Ethnicity



Source: Texas State Data Center, 2000
Appendix D Table D-2

Figure 4.3—Projected Population by Age



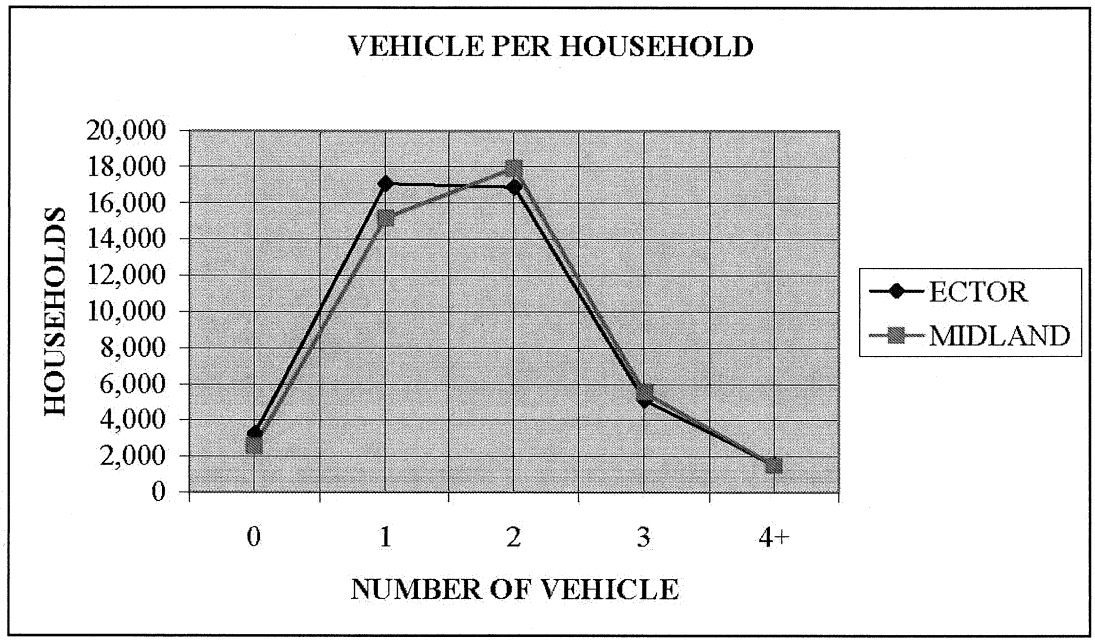
Source: Texas State Data Center, 2000 Appendix D Table D-3

4.4 AUTO AVAILABILITY

In 2000, Ector County had a total of 43,846 households and the number of households that had no autos was 3,267. Households with 1 or 2 Autos were 33,939. Households with 3 or more autos were 6,640.

In 2000 there were 42,745 households in Midland County. The number of households with no autos was 2,578. The number of households with 1 to 2 autos was 33,120. The number of households with 3 or more autos was 7,047. This information is summarized below in Figure 4.4

Figure 4.4—2000 Automobile Availability by Household



Source: U.S. Census Bureau 2000
Appendix D Table D-4

A significant trip purpose made within the Midland/Odessa transportation system is the work trip. Employment is an important factor in determining the viability of a transportation system. Long-term employment growth indicates a potential need to upgrade the current transportation system.

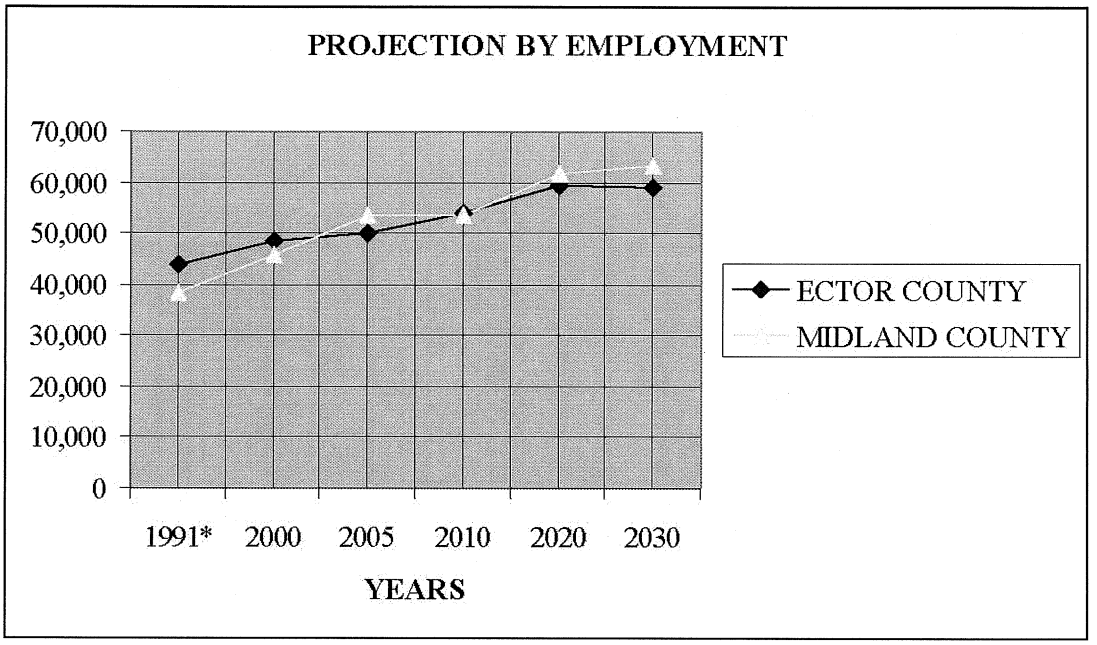
Both the cities of Midland and Odessa now have an urban public transit system (operating since the fall, 2003). The rider ship has been above the projected mark in both cities. The system will require time to mature and become a significant part of the overall trips generated within the MPO boundary.

The major thoroughfares are experiencing limited moderate traffic congestion for short durations during morning and evening rush hours. The air quality falls within the National Environmental Policy Act's (NEPA) attainment standards.

4.5 PROJECTED EMPLOYMENT

Employment history and projections for Midland and Ector Counties are shown in **Figure 4.5.**

Figure 4.5—Projected Employment for 1991-2030



Source: Texas Workforce Commission, 1998/Travel Demand Model 2004
Appendix D Table D-5

4.6 CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLAN

MPO coordinate and consult with planning officials of both cities responsible for the planning activities affected by transportation including, planned growth economic development, environmental protection, airport operations, and freight movement. The goal of this MPO is to promote consistency between transportation improvements, state, local planned growth and economic development patterns.

Scenario Planning which encourages, mixed-use development, brings jobs, housing, and shopping centers closer to neighborhoods, which encourages walking and bicycling. Cities of Midland and Odessa already have compact mixed-use development, supported by transportation service adequate to support the City's efforts to regain and maintain their economic vitality.

The MPO will work through the scenario planning process to identify and prioritize transportation improvements that support established municipals' master development plans.

The objectives of Scenario Planning are:

- *Identifying opportunities for coordinating land use with the transportation planning process. MPO works closely with both cities regarding to land use and initiates the required development in both cities;*

- *MPO identifies Scenario planning as a tool to attract and engage the citizens of the MAB to show how future development will look compared to a present scenario;*

- *Identifying the relation between Supply and Demand in relation to Density, Diversity and Design. MPO identifies the anticipated development in both cities where the road network needs to be developed and coordinates with member entities in improving the roads by Rehabilitation and Capacity Improvements.*

4.7 LAND USE

Various types of land use in both counties are typical of the diversity of development in the urbanized areas. The growth trend appears to be infilling land between the cities of Odessa and Midland. The City of Midland's growth is to the north and northwest while Odessa continues to grow to the east and northeast. This information was substantiated during the travel demand model process via the use of a Delphi Panel made up of representatives from city planning staffs, economic developers, financial officers, and the business community in general. The panel analyzed population and employment trends to determine if the historic trends were expected to continue into the next five to twenty-five years.

The panel's conclusions were studied along with trip counts and other demographic data to complete a travel demand model for the MOTOR area. This process also involved the reassignment of **Travel Analysis Zone (TAZ)** boundaries to ensure congruence in traffic characteristics within the **TAZ** analysis.

The City of Odessa's Comprehensive Plan for Land Use establishes the following five goals.

1. The plan creates a compact, orderly and economic pattern of development for the community.
2. It provides a guide for all types of community facilities, utilities and major thoroughfares.
3. The plan provides a general basis for decisions relative to future zoning, land use and annexation questions.
4. The plan encourages a high quality of physical development, particularly in the designated residential areas.
5. The plan establishes and assists in protection of adequate area for future industrial and commercial development in Odessa.

The City of Midland has a long history of community planning. Its most recent effort is an adopted *Comprehensive Plan 2025.*This is a 20-year plan designed to provide developers, landowners, and public and private decision makers with an indication of future land use issues over a twenty-year period. This includes utility service, development constraints such as large drainage features, future and existing arterial streets and areas of likely neighborhood growth.

A major element within the 2025 Plan is the Thoroughfare Plan. This indicates the potential location of major streets including state and federal funded roadways, local arterial street extensions and major collector streets.

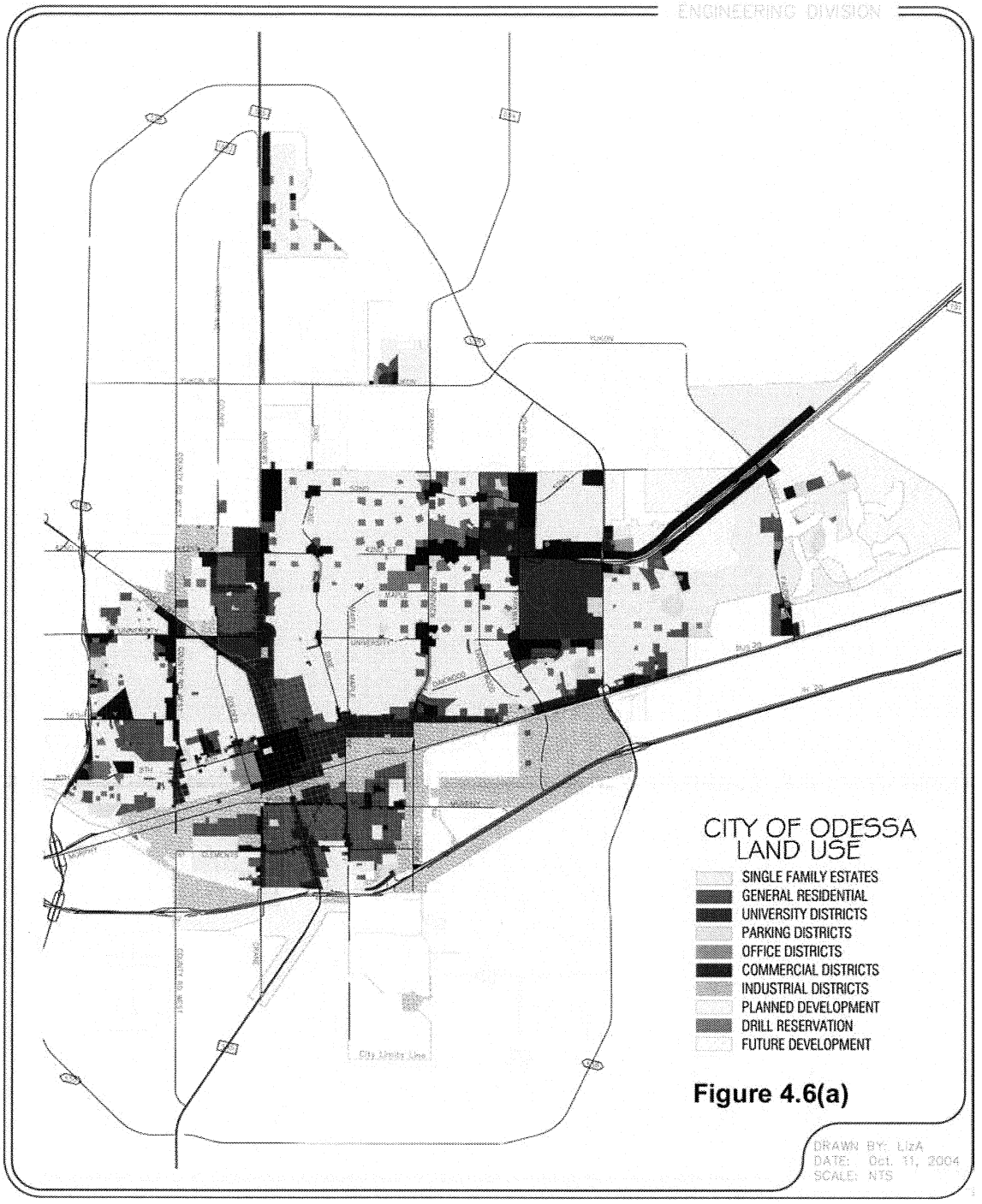
As part of the subdivision regulation process public transportation needs are examined to ensure compatibility with the Thoroughfare Plan. This often involves review of key environmental issues such as drainage, utility location, and basic decisions regarding the location of public roadways. Also included in this review process is consideration of emergency access routes and housing locations near pipelines and areas located within the 100-year floodplain. Plats submitted for public review under the City's subdivision regulations are approved at public meetings, typically by the Planning and Zoning Commission.

The Comprehensive Plan 2025 and the Thoroughfare Plan as well as the City's subdivision regulations are available for review on the City's web page. These documents are also adopted by ordinance of the City Council and are subject to amendment following the required public hearing process.

The planning process the City of Odessa uses encompasses these recommendations into the City of Odessa's plan and directly overlays onto the major thoroughfare system, to provide a framework for linking various areas of the City and the different land uses. The proposed land use plan will be dependent upon these relationships for the proposed thoroughfare access. Residential, commercial, retail, industrial, and public uses such as parks and Schools have been designated and coordinated to create a balance of land uses from both an economic and aesthetic perspective. **Figure 4.6(a)** and **Figure 4.6(b)** show the current Land Use and the Future Land Use maps respectively for the City of Odessa.

Throughout the past decade Midland's retail corridor has developed on northwest Loop 250. Odessa's is John Ben Sheppard Parkway and SH191 (42nd Street). Permitted land uses in each city are governed by the zoning and subdivision codes. There is no zoning in the unincorporated areas of Ector and Midland Counties. The cities have subdivision review within their extra-territorial jurisdictions of three and one-half miles from the City limits. **Figure 4.7(a)** and **Figure 4.7(b)** show the current Land Use and Future Land Use for the City of Midland. The City of Midland is currently rewriting its comprehensive plan. A 20year plan will be complete in early 2005.

Land development in each city has impacted the major thoroughfare plans. The hierarchy of streets in each community is directly related to the associated land use. Retail centers are concentrated at arterial street intersections where ingress and egress as well as roadway capacity can accommodate such uses. Commercial development has primarily occurred along highway frontages and in the industrially zoned districts. Collector streets carry traffic from the commercial and industrial districts to the arterial street system. Within residential areas traffic is carried by local streets to the arterial street system. A direct relationship exists between the intensity of land use and its impact on the adjoining transportation system.


ENGINEERING DIVISION
CITY OF ODESSA
LAND USE
SINGLE FAMILY ESTATES
GENERAL RESIDENTIAL
UNIVERSITY DISTRICTS
PARKING DISTRICTS
OFFICE DISTRICTS
COMMERCIAL DISTRICTS
INDUSTRIAL DISTRICTS
PLANNED DEVELOPMENT
DRILL RESERVATION
FUTURE DEVELOPMENT
Figure 4.6(a)
DRAWN BY: LizA
DATE: Oct. 11, 2004
SCALE: NTS

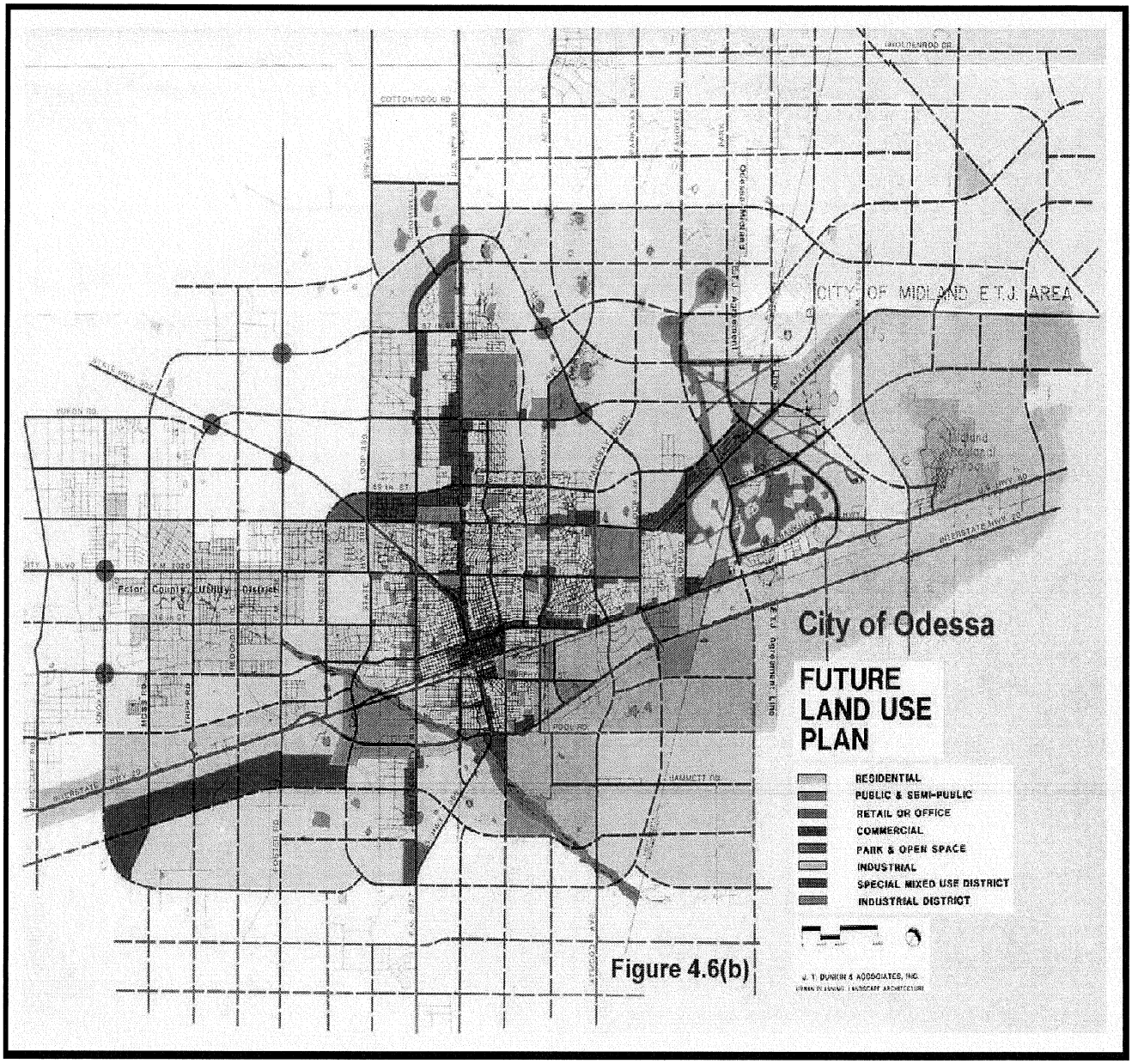

CITY OF MIDLAND E.T.J. AREA
City of Odessa
FUTURE LAND USE PLAN
RESIDENTIAL
PUBLIC & SEMI-PUBLIC
RETAIL OR OFFICE
COMMERCIAL
PARK & OPEN SPACE
INDUSTRIAL
SPECIAL MIXED USE DISTRICT
INDUSTRIAL DISTRICT
J. T. DUNION & ASSOCIATES, INC.

Figure 4.6(b)

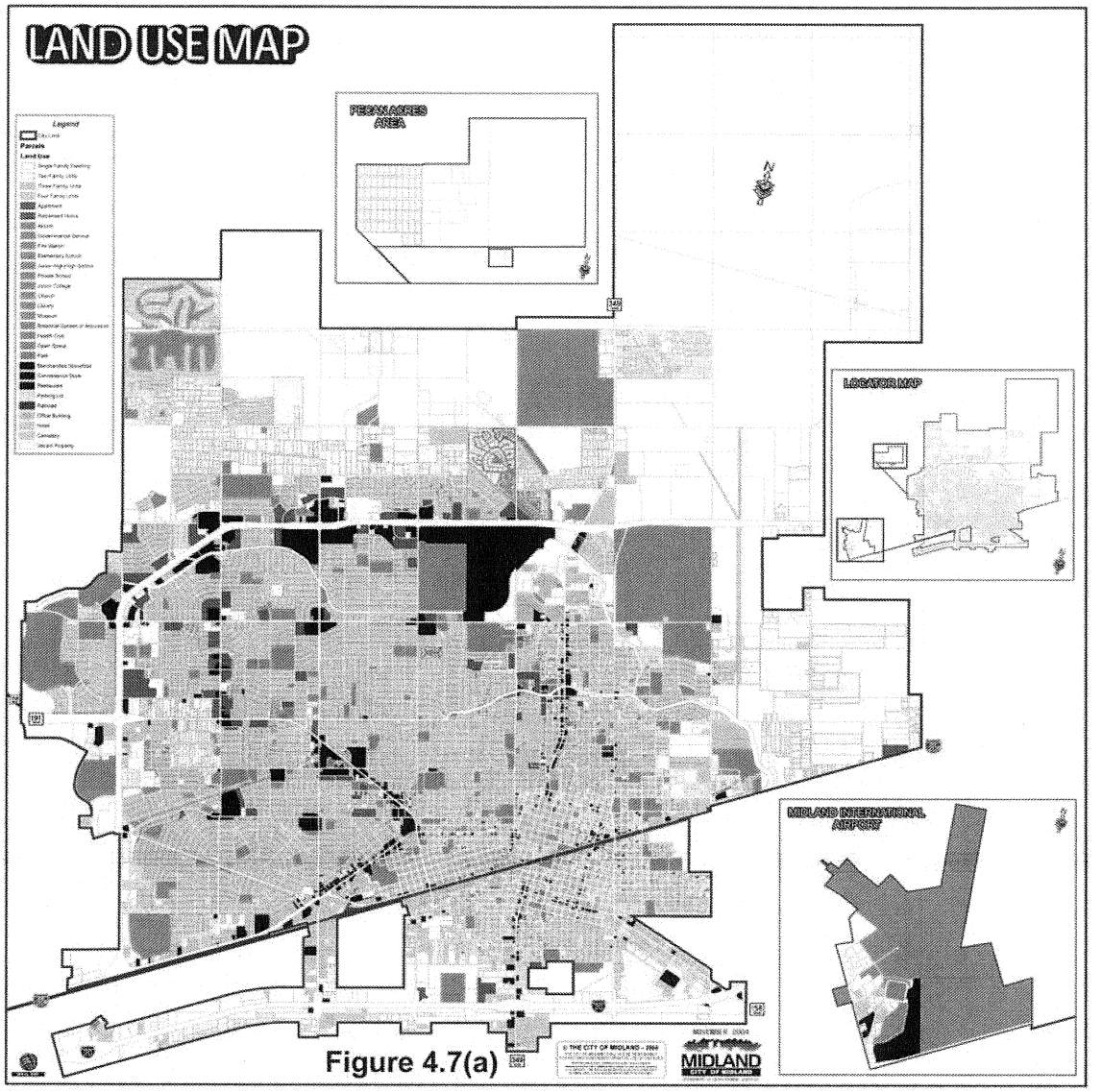

LAND USE MAP
PESCHADRES AREA
LOCATOR MAP
MIDLAND INTERNATIONAL AIRPORT
MIDLAND
CITY OF MIDLAND

Figure 4.7(a)

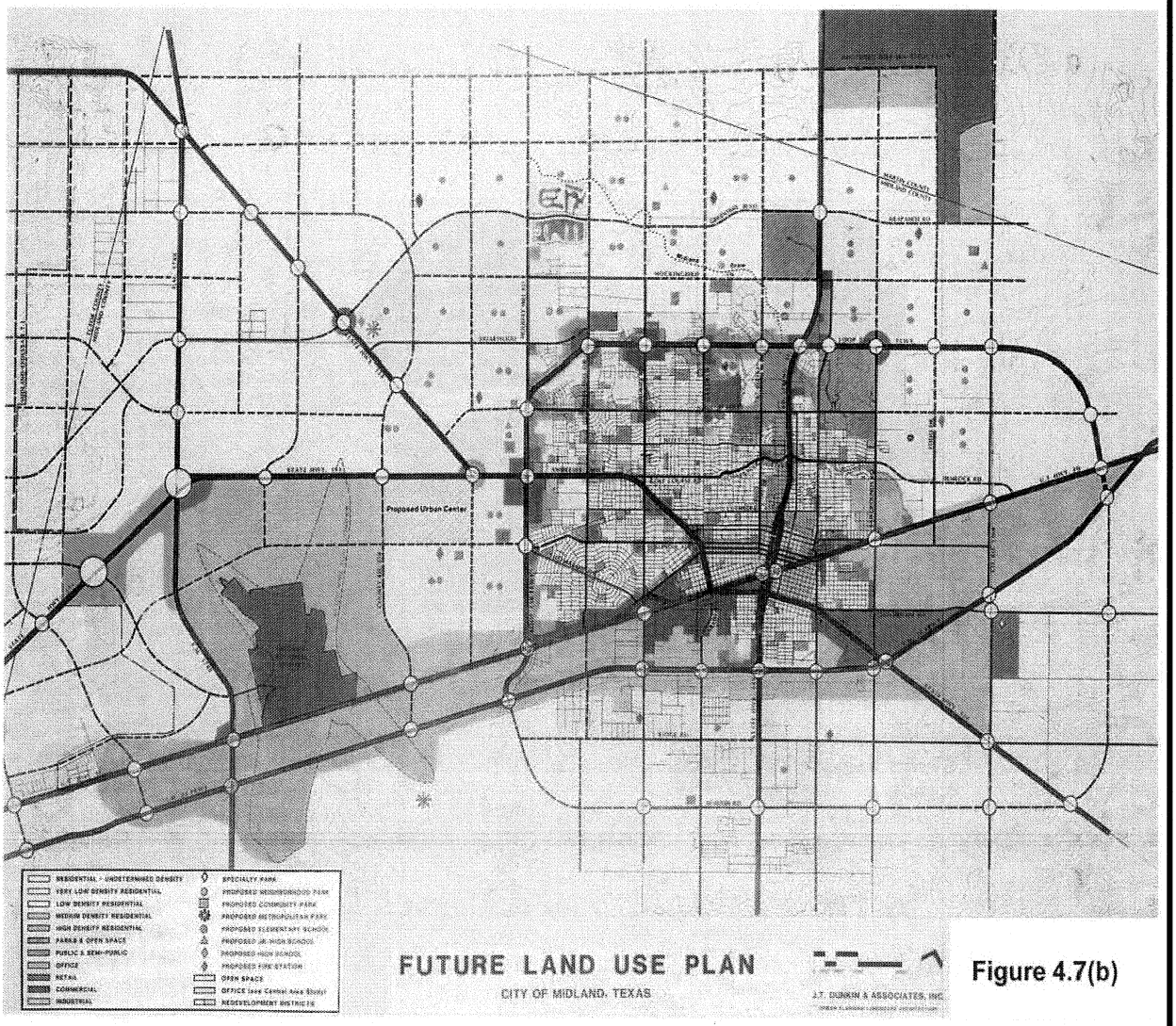

Proposed Urban Center
RESIDENTIAL - UNDETERMINED DENSITY
VERY LOW DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
PARKS & OPEN SPACE
PUBLIC & SEMI-PUBLIC
OFFICE
RETAIL
COMMERCIAL
INDUSTRIAL
SPECIALTY PARK
PROPOSED NEIGHBORHOOD PARK
PROPOSED COMMUNITY PARK
PROPOSED METROPOLITAN PARK
PROPOSED ELEMENTARY SCHOOL
PROPOSED JR. HIGH SCHOOL
PROPOSED HIGH SCHOOL
PROPOSED FIRE STATION
OPEN SPACE
OFFICE (see Central Area Study)
REDEVELOPMENT DISTRICTS
FUTURE LAND USE PLAN
CITY OF MIDLAND, TEXAS
J.T. DUNKIN & ASSOCIATES, INC.

Figure 4.7(b)

CHAPTER 5

ENVIRONMENTAL

5.0 ENVIROMENTAL

5.1 POTENTIAL ENVIRONMENTAL MITIGATION PLAN

Each entity within the MPO follows the environmental mitigation process as stipulated in the Texas Administrative Code. TxDOT's environmental process complies with the National Environmental Policy Act (NEPA) of 1969. NEPA requires federal agencies to consider environmental issues in full view of the public prior to making any major decision on federally funded projects. NEPA requires an assessment of environmental impacts of proposed projects on the environment and a consideration of alternatives. TxDOT's practice has been to first avoid, then minimize, or mitigate where required, any environmental impacts.

The nature of mitigation is specific to the area of the environmental impact generally and based upon the rules governing the state resource agency, or any Memoranda of Understanding (MOUs). The MPO as part of their outreach will ensure that member entities have an awareness of the environmental mitigation process. The State agencies mandated to regulate the specific aspect of the environment would stipulate the nature of mitigation, if required by the potential impact. Therefore on state projects, early coordination with state agencies ensures sound dialogue and consideration of other alternatives to minimize adverse environmental impacts. Federal Acts governing environmental preservation which MPO members comply with include;

- National Environmental Policy Act- 1969
- Council of Environmental Quality (CEQ) Regulations
- Code of Federal Regulations (CFR) Part 771
- Memoranda of Understanding (MOU) with various State agencies
- Endangered Species Act
- Fish And Wildlife Coordination Act
- Farmland Protection Policy Act
- Clean Water Act
- National Pollution Discharge Elimination Control System 1990
- National Flood Insurance Act 1968
- Executive Order 11988
- Section 404 Regulatory Program of the Clean Water Act
- Essential Fish Habitat
- Texas Antiquity Code
- National Historic Preservation Act
- US Department of Transportation Act 1966
- Transportation Equity Act for the 21st Century (TEA-21)
- Title VI of the Civil Rights Act 1964
- Uniform Relocation Assistance and Real Properties Acquisitions Act
- Executive Order 12898- Environmental Justice
- Executive Order 13166- Improving access and service for persons with limited English proficiency (LEP)
- Native American Graves Protection & Repatriation Act
- Clean Air Act
- Resource Conservation and Recovery Act

- Comprehensive Environmental Response, Compensation Liability Act
- Texas water Code
- TAC Title 43 Transportation, Part 1, TxDOT, Ch.2, environmental Policy, Sub Ch. C, Environmental review and Public Involvement for Transportation Projects.

The MPO will work with TxDOT and other area agencies during the planning phases of transportation projects to identify environmental sensitivity criteria for each roadway facility indicated and whether the facility passes through an area with a low, medium or high degree of environmental sensitivity. Notations to the project list will be made indicating whether a particular project is likely to affect designated wildlife habitat areas, park land, or natural conservation land. Specific notations will be provided indicating whether facilities affect the floodplain.

Impacts to the identified resources will be avoided or mitigated as appropriate during the process of selecting an alignment for the facility, and during the design or construction phases of the project. Additional characteristics of the geographic area, including steep slopes and particular development patterns would be addressed during the process of selecting an alignment, designing, and constructing the facility. The MPO will consider the direct, indirect, and cumulative effects of transportation projects on the environment, and will attempt to avoid or minimize said effects through prioritization of projects and through consultations and careful analysis of transportation alternatives.

Consultations will include the following stakeholders: 1) NRCS 2) U. S. Fish & Wildlife Service 3) Texas Parks and Wildlife 4) Texas Antiquity 5) Corps of Engineers 6) TCEQ. Additional agencies are being identified and will be included in MTP consultations. All consultations with affected agencies will be documented for the record.
NOTE: ***See Appendix E for detailed information on Environmental Mitigation Discussion.***

5.2 AIR QUALITY PROGRAM

The Environmental Protection Agency (EPA) control programs are intended to maintain high standards in air quality for metropolitan areas. Attainment of federal standards is important to maintain healthy air and to avoid federally imposed sanctions for transportation projects and economic growth in the area.

The Midland-Odessa Urbanized Area is considered an attainment area because it meets the **CAAA** air quality standards for ozone, carbon monoxide and particulate matter of ten microns or less in size (PM-10). As an attainment area, the Midland-Odessa Urbanized Area is not subject to the requirements of the **CAAA**. In addition, MOTOR is not required to plan and design projects in sufficient detail to permit conformity determination. The regional office of the **Texas Commission on Environmental Quality (TCEQ)** is responsible for monitoring the air in Midland and Odessa for particulate matter and carbon monoxide. If any of the MPO area is classified as non-attainment in the future, this plan will be revised to include projects that will reduce vehicle emissions.

While an attainment area is not subject to EPA regulations prescribed for areas with lesser air quality, the MOTOR are cognizant in planning so that the area maintains EPA attainment status.

In the establishment of Public Transit operations in the MOTOR area, transit vehicles are utilizing Ultra Low Sulfur Diesel (ULSD). Member cities are encouraged to utilize alternative fueled vehicles when feasible, and the TxDOT fleet in the area utilizes propane motor fuel in a large number of their vehicles.

In addition, congestion at local intersections is continually monitored and will remain an important item in the overall planning process. Minimizing idling time at congested intersections will continue to have a positive effect on air quality in our central business districts and retail areas.

5.3 LONG RANGE AIR QUALITY MEASURES

The Midland-Odessa Urbanized Area has low levels of ozone resulting from air emission and traffic congestion and active programs to reduce air pollution activities are not anticipated. Future increases in population and vehicles or more stringent air quality requirements could result in the need to develop an air pollution program. If, in the future, any of the Midland-Odessa Urbanized Area is classified as non-attainment, the transportation plan will be revised to include projects that will reduce vehicle emissions and a conformity analysis will be completed to determine if the projects in the plan will succeed in reducing emissions. Possible future considerations include an emission inventory and forecast, promotion of alternate travel modes such as car-pooling, transit, bicycle and pedestrian travel and congestion reduction activities such as compressed work weeks and staggered work hours.

5.4 ENERGY CONSERVATION

Federal statutes require that transportation plans promote energy efficiency and conservation goals and that the transportation system be balanced and inter-modal. Techniques to promote carpooling, transit, high occupancy vehicle facilities; alternative fuels; and operational improvements to the transportation network. Both cities have synchronized traffic signals in their jurisdictions to facilitate the flow of traffic.

Even though Congestion Management Systems have been made optional to all areas of a state except Transportation Management Areas, mitigation of congestion was considered in the development of this transportation plan, and was addressed in the development of the travel demand model.

While Texas has seen rapid population growth over the last ten years, the population of the Midland-Odessa area has remained relatively steady. The cities of Midland and Odessa experienced a short-term population increase between 1992 to 1996 by 11% and 8% respectively. Current growth rates are expected to be less than 1% per year for the next twenty years.

Figures 5.1 & 5.2 illustrate the traffic congestion by the MPO members in the cities of Odessa and Midland. Study data will reflect that this MPO does not present itself with area wide congestion. However, these figures show the perceived congestion, which is localized mainly at major intersections. Therefore, the intersections are the limiting components of the roadways' capacity determination. Proposed projects not only address the capacity issues, they also address the access and mobility issues. They also highlight areas that are being monitored for activities

such as signal light timing, adding capacity, and the development of alternate routes to alleviate the perceived congestion.

5.5 ENVIRONMENTAL JUSTICE AND TITLE VI

The MPO has undertaken internal studies to determine where Title VI affected populations lie within the MPO boundaries. The results of the demographic GIS analysis are plotted in **Figure 5.3, "Locations of neighborhoods where household income is below $27,000 & the proposed CI Projects".** Figure 3.1 identifies the proposed year 2030 road network improvements in the lower income neighborhoods, which would improve mobility, and connectivity.

The Policy Board of the MPO is briefed annually on any changes to the Title VI areas, and is also briefed as a part of the project selection process for projects programmed for construction with local, TxDOT, and Federal Highway construction funds.

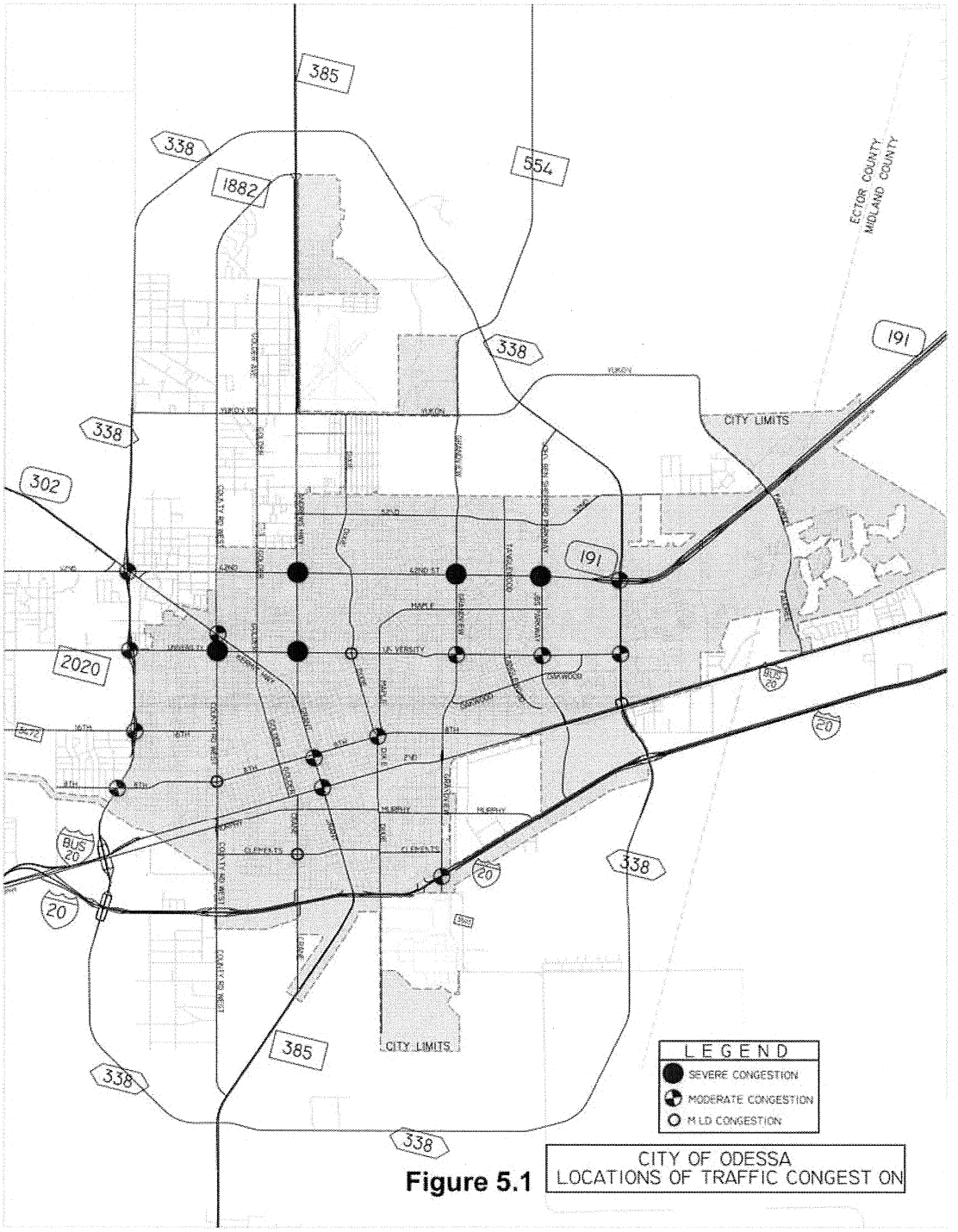
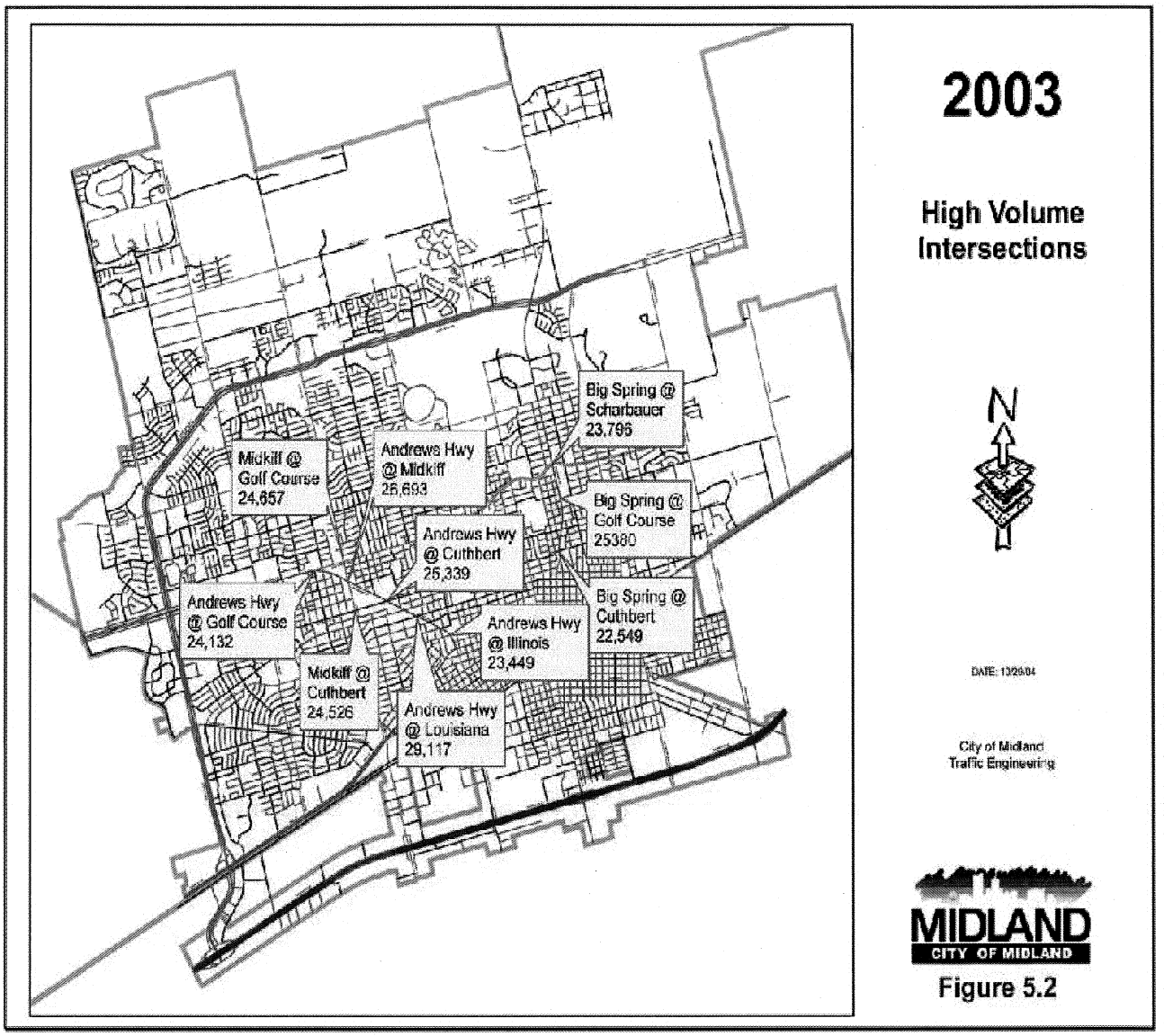
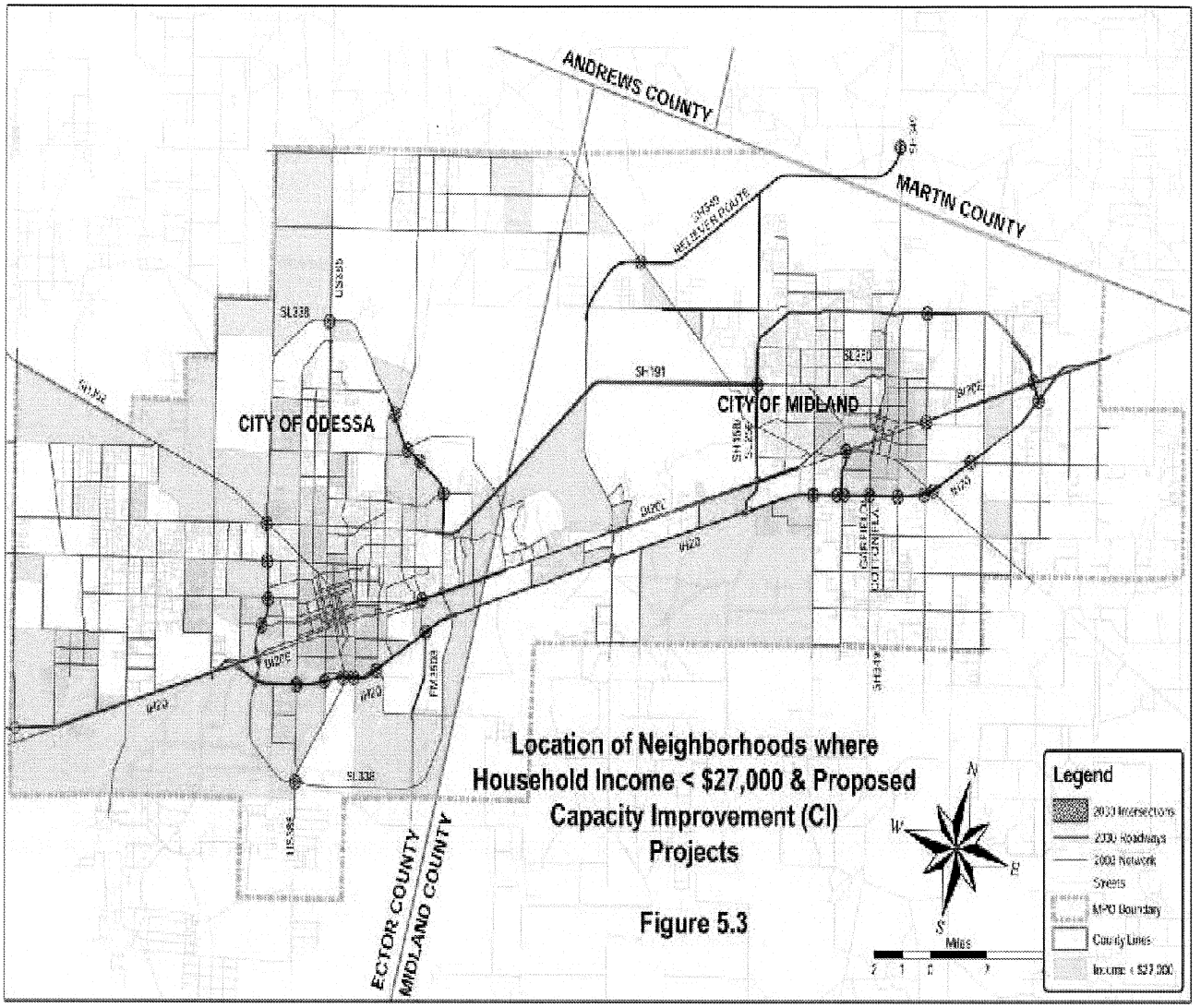

385
338
1882
554
338
191
CITY LIMITS
338
302
191
2020
20
338
385
CITY LIMITS
338
338
ECTOR COUNTY
MIDLAND COUNTY
LEGEND
SEVERE CONGESTION
MODERATE CONGESTION
M LD CONGESTION
CITY OF ODESSA
LOCATIONS OF TRAFFIC CONGEST ON

Figure 5.1


2003
High Volume Intersections
Big Spring @ Scharbauer 23,796
Midkiff @ Golf Course 24,857
Andrews Hwy @ Midkiff 26,693
Big Spring @ Golf Course 25380
Andrews Hwy @ Cuthbert 25,339
Andrews Hwy @ Golf Course 24,132
Andrews Hwy @ Illinois 23,449
Big Spring @ Cuthbert 22,549
Midkiff @ Cuthbert 24,526
Andrews Hwy @ Louisiana 29,117
N
DATE: 12/29/04
City of Midland Traffic Engineering
MIDLAND
CITY OF MIDLAND
Figure 5.2


ANDREWS COUNTY
MARTIN COUNTY
CITY OF ODESSA
CITY OF MIDLAND
SH 191
SL 338
US 385
ECTOR COUNTY
MIDLAND COUNTY
Location of Neighborhoods where
Household Income < $27,000 & Proposed
Capacity Improvement (CI)
Projects
Figure 5.3
N
W
E
S
Miles
Legend
2030 Intersections
2030 Roadways
2008 Network
Streets
MPO Boundary
County Lines
Income < $27,000

CHAPTER 6

TRANSPORTATION PLANNING ELEMENTS

6.0 TRANSPORTATION PLANNING ELEMENTS

6.1 PLAN ELEMENTS

The Plan Integration/Implementation section highlights the main focal points of the MTP. The transportation subsections provide a review of transportation planning, the network, modeling, improvements, public transportation, enhancement programs, and alternate transportation modes. Finally the Financial Plan in Section 7 shows the proposed requirements over the next 25 years.

Plan Integration/Implementation

This section focuses on the elements of the planning and implementation process including:

Transportation Planning
Transportation Modeling
Enhancement Programs
Management Systems
Street and Highway Network
Public Transportation
Alternate Modes
Bicycle & Pedestrian Systems
Improvements to the Transportation Financial Plan System

Federal statutes dictate that there must be a coordinated effort to ensure that transportation facilities are efficient, balanced and inter-modal. This plan outlines strategies to address the transportation needs of the study area population without sacrificing the community's social, environmental, and economic priorities. Once the plan is adopted MOTOR will monitor changes in transportation characteristics and land development patterns. This will indicate whether the MTP has been successfully developed and will prepare the MPO for the next full-scale revision of the plan in 2009.

Recommended Strategies and Programs

Strategy: The MPO will work to achieve compatibility between the MTP, TIP, TxDOT DCIS, and the adopted city and county development plans.

Strategy: The MPO will develop an effective transportation plan and maintain a comprehensive data collection program.

Strategy: The MPO will support TxDOT in carrying out the management and monitoring systems meeting content and schedule requirements of Federal and State Statutes, and the U.S. Department of Transportation rules and regulations.

6.2TRANSPORTATION PLANNING-UNIFIED PLANNING WORK PROGRAM (UPWP)

Each MPO is required to prepare a Unified Planning Work Program (UPWP) annually. The UPWP lists and describes transportation planning activities to be undertaken by the MPO during a fiscal year. It also identifies funding sources and funding levels for each activity. Through the combined efforts of the MOTOR participants, a thorough and comprehensive approach has been taken in the development of the UPWP, which addresses mandated system-planning areas. The UPWP is adopted by the MPO Policy Committee and approved by TxDOT and FHWA each year.

Transportation Improvement Program (TIP)

Each MPO must develop a Transportation Improvement Program (TIP) that documents roadway, transit and enhancement projects recommended for implementation during the upcoming three fiscal years. The TIP must be updated continually to reflect changes in project development. A major revision is required every two years.

Major Investment Studies

Major investment studies for significant projects were a requirement under ISTEA. A major investment was defined as a highway or transit improvement of substantial cost that is expected to have significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub area scale.

TEA 21 eliminated the major investment study as a separate requirement in the planning process and directed that the process be integrated into the planning and National Environmental Policy Act (NEPA) process. When determining the mode choice and design scope for a project, all interested parties should meet to determine the information needed to make the decision. If sufficient information is available to support a modal choice and design scope, the decision is documented and incorporated into the MTP. If additional information is required, the methodology and responsible party would be determined and an engineering or economic feasibility study would be conducted to develop the information. Public involvement in this process should meet the requirements of the MPO's public involvement policy.

The MPO has completed and subsequently updated a transit feasibility study. It was under the recommendations of this study that public transit service for the MOTOR area was implemented. The Midland Odessa Urban Transit District overseen Transit funds and the operation of the "EZ Rider" transit service. EZ Rider is currently operating in Odessa and Midland, and routes connecting both cities are being evaluated.

A Feasibility Study is underway to assess the feasibility of the State designated La Entrada al Pacifico trade route and compile base information for a more comprehensive route planning study to be undertaken in the near future. As a part of this study, a scope of work has been developed for the future development of the corridor from the Texas-Mexico Border northward to Lubbock and beyond. All likely routes will involve movement of traffic inter-regionally through the MPO area. Current plans and future efforts will address the increase in commercial and passenger vehicles through this area.

6.3 TRANSPORTATION NETWORK FUNCTIONAL CLASSIFICATIONS

The street system in any area serves two basic functions: travel mobility and access to adjacent land. Functional classifications define the relative degree to which various classifications of streets in a transportation network serve these functions. Streets with the highest functional classification exist primarily for mobility, while the lowest category primarily provides direct access to adjacent land.

The Federal-Aid Highway Act of 1973 required all roadways to be classified. ISTEA called for a

reclassification of all roadways inside and outside the urban areas. The functional classification system used by the TxDOT is in the FHWA publication: Highway Functional Classification, Concepts, Criteria, and Procedures, revised March 1989. Maps of the Midland and Odessa urban areas showing roadways functionally classified as collector and above are shown in **Figure 6.1**.

With input from TxDOT and the MPO, the Federal Highway Administration (FHWA) developed Functional Classification maps for the Midland and Odessa Urban Areas. In subsequent years, the functional classifications have been reviewed and are now in databases housed in the Trans CAD systems at the MPO and the Odessa District of TxDOT. This functional classification inventory was updated as a part of the travel demand model developed for the MOTOR area. This system allows for the continual management of the classification data for the entire road network in the study area.

The following is a brief description of the functional classifications.

Principal Arterial System

Principal arterials form the primary framework of the roadway system. They serve the major activity centers of the urban area, the highest traffic volume corridors and the longest trip desires; and carry a high proportion of the total urban area travel on a minimum of the mileage. This system provides continuity for all rural arterials that intercept the urban area.

Principal arterials can be divided into three subsystems. The Interstate System consists of all presently designated routes of the Interstate System. All non-Interstate controlled access facilities are classified as Other Freeways and Expressways. Principal arterials with no control of access are classified as Other Principal arterials.

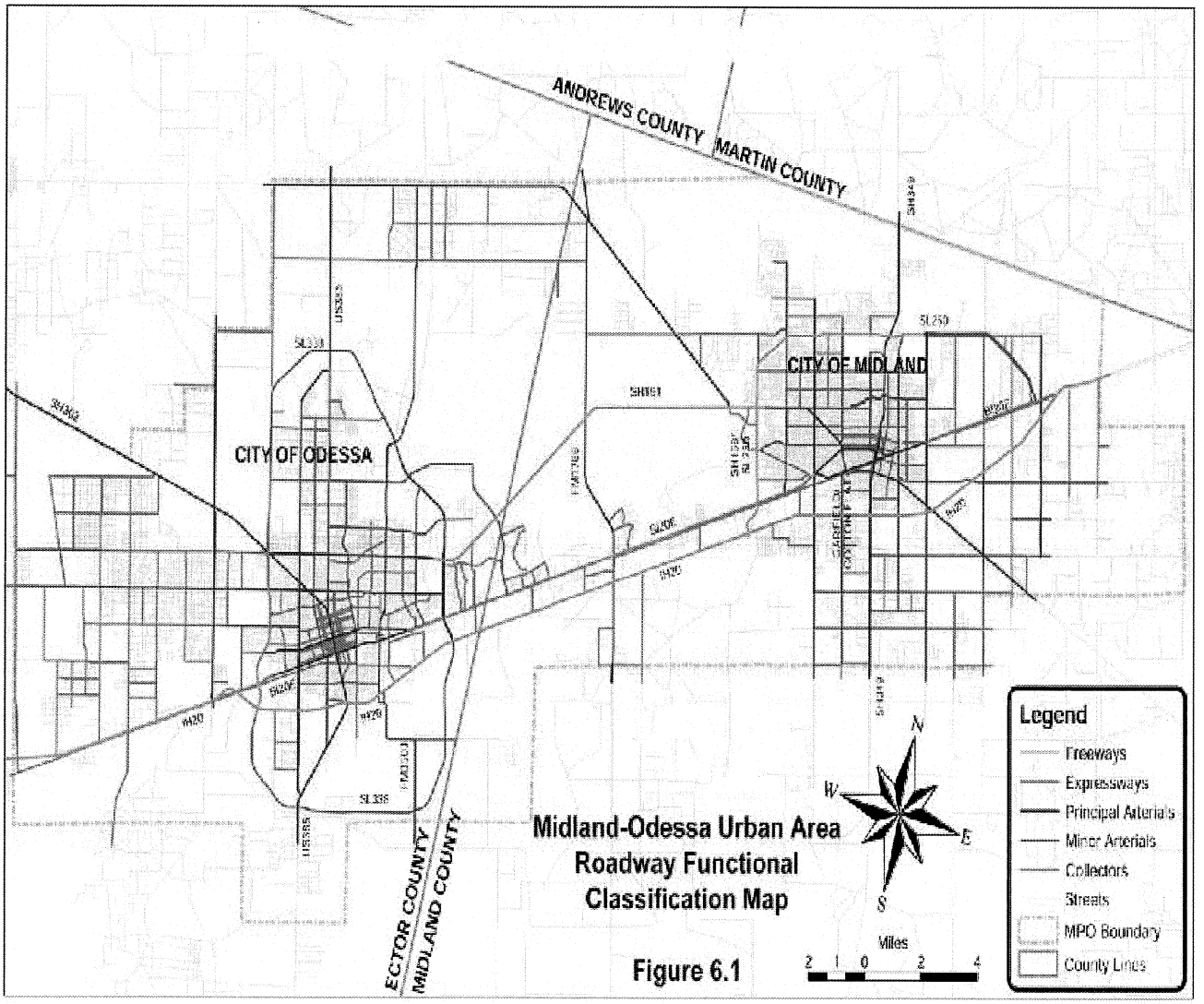
The FHWA guidelines specify that five to ten percent of the total system road miles are classified as principal arterials and carry forty to sixty-five percent of the vehicle miles traveled (VMT).

Minor Arterial Street System

Minor arterials supplement major arterials by providing connections between them. These facilities place more emphasis on land access than the Principal Arterials and offer a lower level of traffic mobility. The FHWA guidelines specify that fifteen to twenty-five percent of the total system road miles be classified as arterials and carry sixty-five to eighty percent of the vehicle miles traveled (VMT). This figure also includes those road miles classified as Principal Arterials.

Collector Street System

Collectors provide access to adjacent land and traffic circulation within residential neighborhoods, commercial and industrial areas. Collectors differ from the arterial system in that the streets on the collector system may encroach into residential neighborhoods, distributing trips to and from the connecting arterials.


ANDREWS COUNTY
MARTIN COUNTY
CITY OF MIDLAND
CITY OF ODESSA
ECTOR COUNTY
MIDLAND COUNTY
Midland-Odessa Urban Area
Roadway Functional
Classification Map
Figure 6.1
N
W
E
S
Miles
2 1 0 2 4
Legend
Freeways
Expressways
Principal Arterials
Minor Arterials
Collectors
Streets
MPO Boundary
County Lines

Local Street System

The local street system comprises all streets not on a higher system. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and service to through traffic movement is purposely discouraged. Sixty-five to eighty percent of the system's road miles should be classified as local roads.

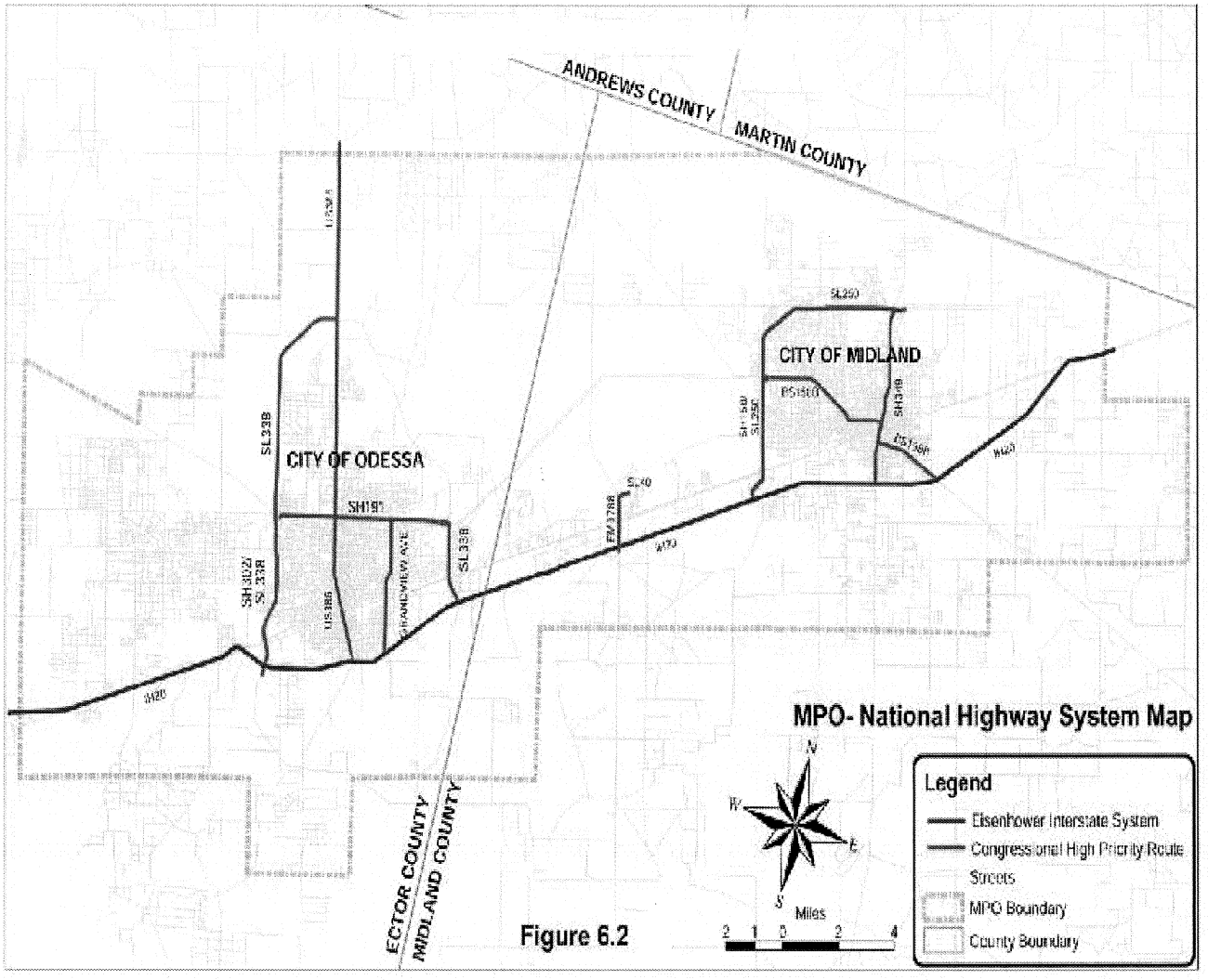
National Highway System

TEA 21 authorized the development of a National Highway System (NHS) to "provide an interconnected system of principal arterial routes which serve major population centers, international border crossings, ports, airports, public transportation facilities and other inter-modal transportation facilities and other major travel destinations. The NHS should meet national defense requirements, and serve interstate and interregional travel". The NHS mileage allotted to the Midland and Odessa urbanized areas was required to include the Interstate System, Strategic Highway Corridor Network (STRAHNET), major STRAHNET connector routes and congressional high priority corridors. Additionally, the connections to the rural NHS at urban boundaries were considered. The NHS for the Midland and Odessa urban areas, as approved by the FHWA in November 1995, is shown in **Figure 6.2.**

Thoroughfare Plans

The Midland-Odessa Transportation Organization Thoroughfare Plan was adopted by the Policy Board of the MPO in 1986 and provides the foundation for the planning of transportation improvements. Major roadways generally lie on one-mile section lines throughout the Metropolitan Area. The plan is shown in **Figure 6.3** and identifies major thoroughfares.

The City of Midland and City of Odessa Comprehensive Plans both include detailed Thoroughfare Plans that expands on the MOTOR Thoroughfare Plan. The plans are based on a system of functionally classified roadways and set forth development standards for each roadway class. Each plan supports the associated city's Land Use Plan, providing adequate capacity to move people, goods and services efficiently. The plans insure that the right-of-way for proposed streets will be reserved through the platting process as development occurs. Staffs of MPO members are encouraged to stay abreast of advances in land use planning, and provisions were made to reimburse the members for such expenses, as they benefit the entire study area.


ANDREWS COUNTY
MARTIN COUNTY
CITY OF MIDLAND
CITY OF ODESSA
SL338
SH191
US385
FRANCHVIEW AVE
SL338
SH302/
SL338
SL250
SH349
SL250
SH349
SL250
SL20
EM3788
W20
W20
W20
ECTOR COUNTY
MIDLAND COUNTY
MPO- National Highway System Map
N
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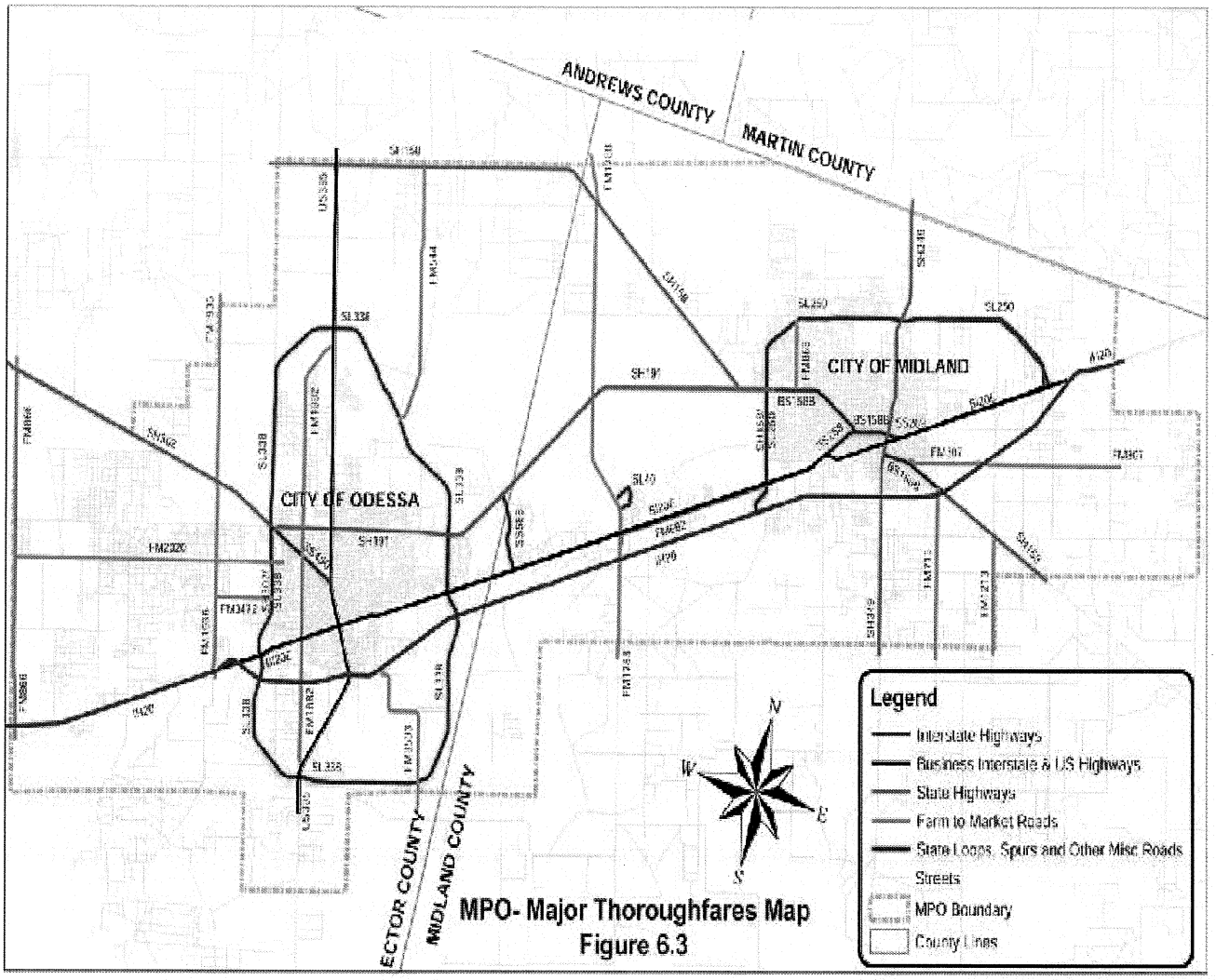
2 1 0 2 4
Legend
Eisenhower Interstate System
Congressional High Priority Route
Streets
MPO Boundary
County Boundary

Figure 6.2



MPO- Major Thoroughfares Map
Figure 6.3

Transportation Modeling

In 2003 and 2004, TxDOT, MPO Staff, and the Texas Transportation Institute (TTI) completed a new travel demand model for the Midland-Odessa urbanized area. The computer model simulates traffic movements in the Midland-Odessa Regional Transportation Area. It provides a means of evaluating capacity needs for existing and proposed roadways. With the development of Trans CAD software and subsequent staff training, both TxDOT and MPO staffs are gaining the expertise to continually update and evaluate the road network and to make changes in priority project listings as both internal and external factors dictate changes in project development.

6.4 TRANSPORTATION IMPROVEMENTS

The Midland-Odessa Transportation Organization has been an ongoing continuous effort since 1964. The Transportation Improvement Program (TIP) is a major element of the planning process. It is a list of capital projects that is developed biannually and adopted by the Policy Advisory Committee.

Purpose

The purpose of the Transportation Improvement Program is to provide a financially constrained list of construction projects scheduled for construction within a three-year cycle. The list includes federally funded projects, state funded projects, transit projects, locally funded projects and a financial plan.

Definition of Study Area

The Metropolitan Area for the Transportation Study (MOTOR) was redefined following the 2000 Census designations of the urbanized area. The Metropolitan Area is shown in this Plan **(Figure 1.3)** and was adopted by the Policy Advisory Committee.

Public Involvement Process

Projects are proposed by individuals, administrative and elected officials of the Cities of Midland and Odessa, Ector and Midland Counties, including TxDOT staff. Project information including cost estimates are prepared as part of the TIP review process. Draft and final TIP documents are made available for review at the public libraries in Midland and Odessa, the Permian Basin Regional Planning Commission (PBRPC), and at the TxDOT district offices. Public notices are printed in local newspapers and posted on designated notice boards in both cities, counties, TxDOT and the PBRPC. **Appendix C** includes the originally "adopted Public Involvement Policy" for MOTOR, and the SAFETEA-LU compliant Public Participation Plan adopted on September 20, 2007.

Project Selection Process

The Metropolitan Transportation Plan provides the basis for proposed transportation improvements needed for a long-range period. Such projects are identified and can be developed when deemed appropriate by the area's demands and when funds are appropriated. The projects are placed in the TIP by consultation and cooperation between each City, County and the TxDOT, District Office, provided they are within the construction funding constraint imposed at the

TxDOT District level statewide.

6.5 PUBLIC TRANSPORTATION

Historical Perspective

The City of Midland operated a publicly subsidized fixed route transit system, known as MIDTRAN, from 1980 to 1986. The system was originally established to serve commuters to downtown Midland during a "boom" period. The system evolved into a demand response transit system because of the economic downturn and service was terminated in 1986.

In the urbanized areas of Odessa and Midland, social service agencies and non-profit organizations have provided demand-response transit services for specific destinations and purposes to seniors and persons with disabilities. In Midland, as many as nine agencies provided limited transportation for clients. The City of Odessa has been serviced by up to five agencies, which provided limited transportation for clients. Historically, Ector County provided the largest number of passenger trips for its senior centers.

In 2003, the cities of Midland and Odessa collaborated to establish the Midland Odessa Urban Transit District (MOUTD) to manage and operate the urban public transit system. The MOUTD is governed by a Board of Directors appointed by the two cities. Under the direction of the MOUTD Board, with assistance from TxDOT, the EZ Rider Public Transit System initiated operations in January of 2004. The EZ Rider Transit System provides intra-city bus service in both Midland and Odessa. It provides the two communities a choice to travel economically and mobility for people including the elderly and physically disabled. It could be mode of choice when congestion increases during peak travel time. The MOTOR set aside funds in the 2005 UPWP to assist the MOUTD to plan for further development of their service. The draft Five Year Plan for Urban Transportation is summarized in **Table B-13.**

The EZ Rider system has recently completed their first year of service. The trip counts for both cities have surpassed the projected totals and have shown continuous growth. Marketing efforts are underway in both Midland and Odessa. **Figure 6.4 & 6.5** show the current routes for Midland-Odessa areas respectively. The MPO is collaborating with the recently-formed Midland Odessa Urban Transit District (MOUTD) and its EZ Rider public transit bus system to develop long range public transportation plans and study the feasibility of developing additional routes which may ultimately include a transfer station at the Midland International Airport, providing bus-to-air transportation connections and to connect routes between Midland and Odessa.

6.6 REGIONAL SERVICE COORDINATION PLAN

MOUTD in coordination with MPO, TxDOT and all regional service providers in Permian Basin region developed a Regional Service Plan. In FY 2005 the Regional Service Planning Group was formed and approved the Regional Service Plan.

The regional planning process methodology is to define measure, analyze, improve and control through the active participation of the identified stakeholders. EZ-Rider was unanimously selected as a lead agency by the Permian Basin working group .The purpose of the lead agency is

to establish diverse involvement of planning officials of both cities of Midland and Odessa and counties of Ector and Midland, and public in the planning, coordinating and support implementation through out the region. The lead agency facilitates and provides inertia to the planning process, and keeps the process focused on regional objectives. MPO coordinates with EZ-Rider in the planning and public involvement process. EZ-Rider targets public with limited income, disabled, older Americans; in essence all people to be in compliance with FTA and SAFETEA-LU guidelines. MPO facilities MOUTD board meeting at the MOTOR Conference Room on the first Wednesday of each month.

As part of the continued coordination under the RSP, the 5310 Elderly & Disabled Transportation, Job Access Reverse Commute (JARC) and New Freedom Grant Programs will be included in future planning of the RSP. The 5310 Grant Program funds have been programmed through a consensus-based process by its Advisory Board through FY 2010. Projects programmed through FY 2010 were part of a public involvement process as documented in the 5310 Annual Report submitted by the TxDOT District Office to the Public Transportation Division in Austin. The RSP stakeholder's group will evaluate programmed 5310 projects on an annual basis as part of the annual 5310 evaluation process with project evaluation of new projects to be programmed beyond FY 2010.

Although there are no current JARC or New Freedom Grant projects, the stakeholder's group will be considering potential projects that would compliment future public transportation efforts under the Regional Service Plan.

Agencies involved in Regional Service Plan

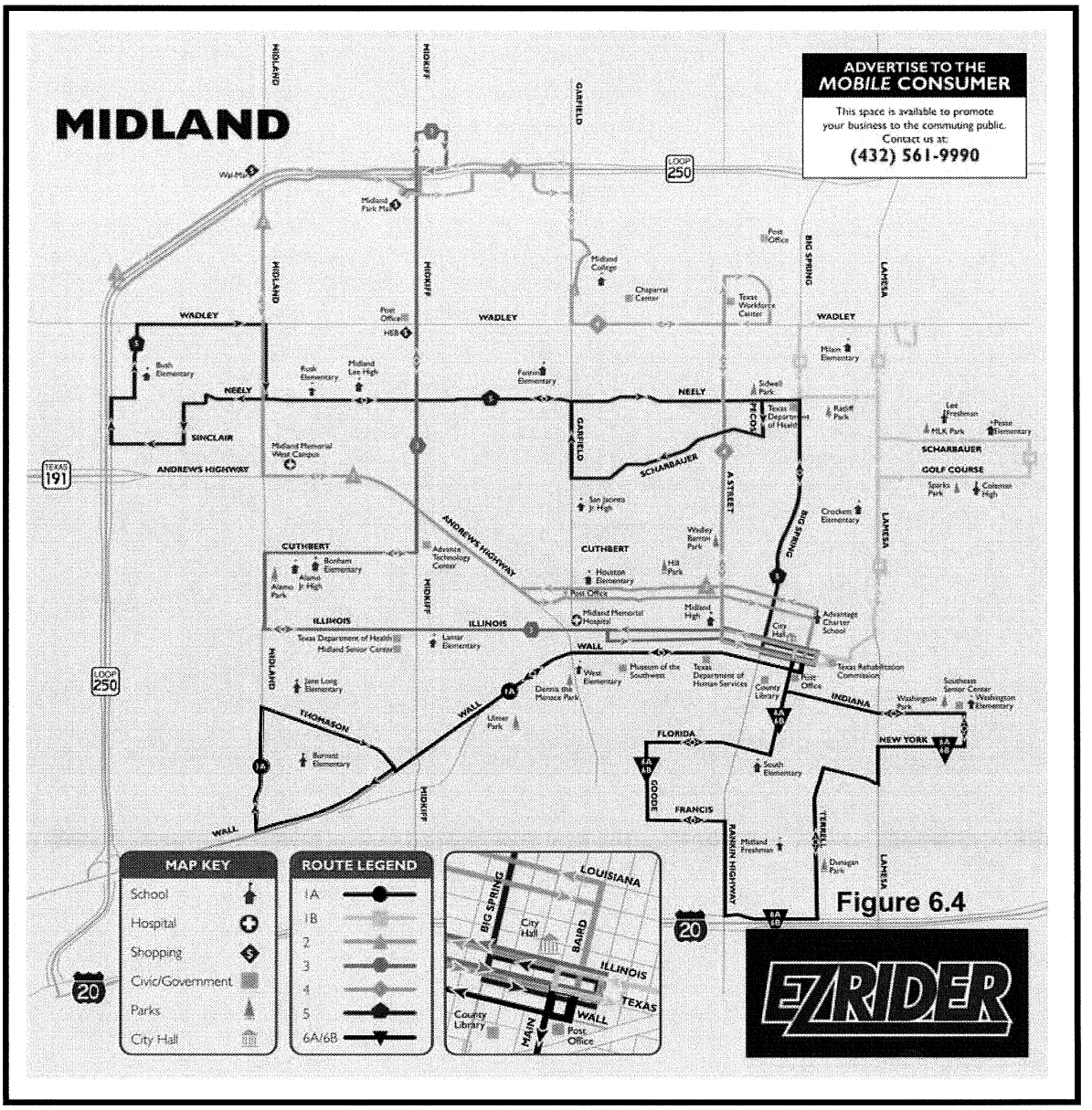
- Midland-Odessa Transportation Organization (MPO)
- Texas Department of Transportation-Odessa District
- West Texas Opportunities Inc
- Permian Basin Rural Transit District
- Midessa Transportation LLC
- Permian Basin Workforce Development Board
- Workforce Network of Midland/Odessa
- Area Agency on Aging of the Permian Basin–Regional Planning Commission
- Department of Assistive & Rehabilitation Services (DARS)
- Permian Basin Community Centers for MHMR
- Ector County Senior Services
- Community and Senior Services of Midland
- Casa de Amigos (Senior, social, health/dental, Educational Services)
- Parks Methodist Retirement Village
- Midland Community Health Care System
- West Texas VA Healthcare Services
- All aboard America (private charter operator)
- Midland County Sheriff's Office Crisis Intervention Unit

Urban Public Transit System (Section 5307)

Both Odessa and Midland are eligible to receive Section 5307 funds from the Federal Transit Administration (FTA). In addition to FTA's Section 5307 funding, funds are available from the State of Texas through the Public Transportation Division of the Texas Department of Transportation to assist in funding the local match required to receive the federal funds.

Rural Transit (Section 5311)

FTA Section 5311 provides fiscal assistance for public transportation in non-urbanized areas for operating and administrative expenses. TxDOT administers this program. It is available to the rural areas of Ector and Midland Counties through West Texas Opportunities, Incorporated (WTO, Inc), and the prime provider of rural public transportation service within seventeen counties in West Texas. Residents from nearby counties are transported into and out of cities of Odessa and Midland. However, transit vehicles operate "closed-door" once inside city limits. WTO, Inc. and the MOUTD are working jointly to ultimately provide a coordinated and a seamless transfer for riders between rural and urban transit systems, at specific locations.


MIDLAND
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MAP KEY
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Hospital
Shopping
Civic/Government
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ROUTE LEGEND
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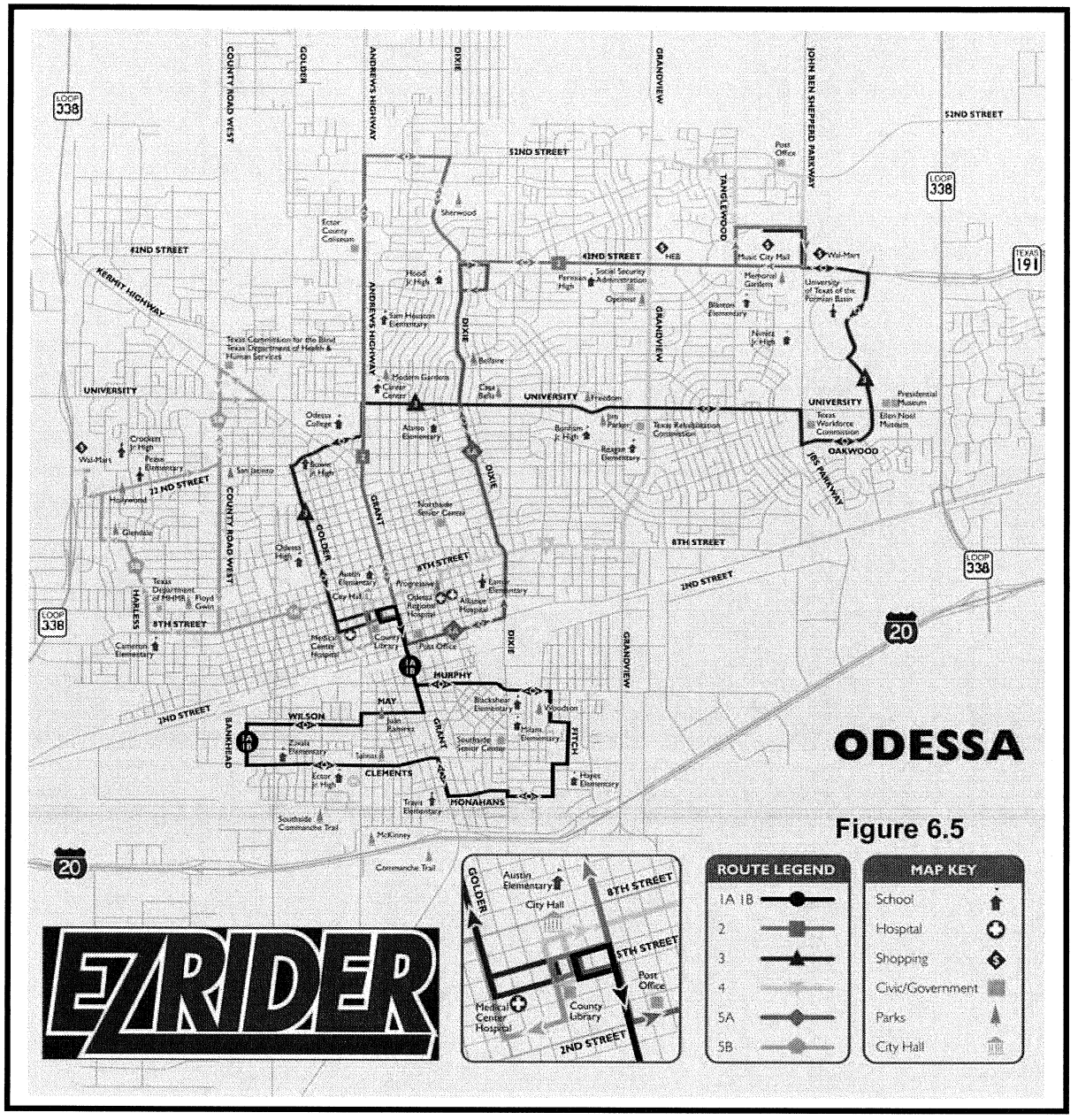
1B
2
3
4
5
6A/6B
LOUISIANA
BIG SPRING
City Hall
BAIRD
ILLINOIS
TEXAS
WALL
County Library
MAIN
Post Office
Figure 6.4
EZRIDER


ODESSA
Figure 6.5
E/RIDER
ROUTE LEGEND
1A 1B
2
3
4
5A
5B
MAP KEY
School
Hospital
Shopping
Civic/Government
Parks
City Hall
8TH STREET
5TH STREET
2ND STREET
GOLDER
Austin Elementary
City Hall
Post Office
Medical Center Hospital
County Library

Elderly/Disabled Transportation (Section 5310)

Section 5310 was established to provide capital grants for the provision of transportation services to the elderly and/or persons with disabilities. Eligible recipients include nonprofit organizations and public agencies that coordinate services for the elderly and/or disabled. TxDOT administers the Section 5310 program. In an effort to increase the efficiency of this program, TxDOT has adopted a policy to consolidate the Section 5310 providers and designate a prime provider who would be the recipient of the Section 5310 Grant. Through a Policy Advisory Board, the annual allocation is disbursed in accordance to the prioritized activities developed through a five year plan (**Table B-12**). Agencies/organizations operating one or more Section 5310 vehicles within the study area are:

- Community and Senior Services of Midland, Inc.
- Ector County Senior Center
- Evangelical Lutheran Good Samaritan Society/Parks Good Samaritan Village; DBA Parks Methodist Retirement Village
- Foundation for MHMR of the Permian Basin; DBA Permian Basin Community Centers
- Midland Association for Retarded Citizens
- St. John's Episcopal Retirement Corp.; DBA Seabury Center, NCU

Job Access and Reverse Commute (5316)

TEA-21 authorized Job Access and Reverse Commute (JARC section 5316) to provide grants to help low-income individuals and welfare recipients access employment opportunities. The program's two major goals are to:

- Provide transportation and related services such as childcare and;
- To increase collaboration among transportation providers, human service agencies, employers, and others.

JARC is a two-part grant program that assists in developing new or expanded work transportation services and connects welfare recipients and other low-income persons to jobs and other employment-related services. MPO works with MOUTD and other planning partners in the Permian Basin region in working together to pursue additional federal resources that help to enhance existing projects and facilitate other coordination projects.

New Freedom (5317)

New Freedom (NF) is a grant program which assists public transportation projects that provide both new public transportation and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (ADA) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

Activities that could be funded under the program include, but are not limited to:

- Making accessibility improvements to transit and inter-modal stations not designated as key stations;

- Funds allocated through a formula based upon population of persons with disabilities.

SAFETEA-LU requires JARC and New Freedom projects be developed from a coordinated plan in FY 2007. MPO works with MOUTD and other planning partners in the Permian Basin region in working together to pursue additional federal resources that help to enhance existing projects and facilitate other coordination projects

6. 7 ENHANCEMENT PROGRAMS

The transportation enhancement program provides funds for new activities that have not previously been eligible for federal transportation funds. The program outlines twelve categories in which projects can be submitted for consideration in a statewide competition for funding. Eligible projects must establish a relationship to the surface transportation system by either function or impact. The categories include:

- Pedestrian and Bicycle Facilities
- Pedestrian and Bicyclist Safety and Education Activities
- Scenic Easements or Historic Properties
- Scenic or Historic Highway Programs
- Scenic Beautification (Landscaping)
- Historic Preservation
- Rehabilitation of Historic Transportation Buildings or Facilities
- Preservation of Abandoned Railway Corridors
- Control or Removal of Outdoors Advertising
- Archaeological Planning
- Environmental Mitigation
- Transportation Museums

Any person or agency can sponsor projects. However, projects within the study area boundary must be nominated by a public authority, which will act as the nominating entity. The nominating entity must exercise jurisdiction over the geographic area in which the project is located and be willing to commit to the recommendation, implementation, development, construction, maintenance and financing of the project. A number of hike and bike trail projects, a hangar expansion for the Commemorative Air Force, and addition to the Permian Basin Petroleum Museum, and a railway corridor-landscaping project are among the enhancements projects funded in the Midland-Odessa Urbanized Area.

6. 8 ALTERNATE TRANSPORTATION MODES

Air Transportation

Midland International Airport lies between the two cities of Midland and Odessa. The Airport has undergone a major renovation including construction of a new terminal and parking facility at a cost of approximately $35 million. These improvements were completed in January 1999. Access to the airport is provided by BI 20-E (formerly US Hwy 80) and FM 1788 via Loop 40. Both cities and the surrounding counties provide passengers and airfreight for this airport. Enplanements by fiscal year are as follows:

Table 6.1—Midland International Airport Enplanements

FY '95	FY '96	FY '97	FY '98	FY '99
572,539	553,762	536,827	515,110	484,249
FY '00	**FY '01**	**FY '02**	**FY '03**	**FY '04**
470,204	440,014	406,406	398,469	405,413

Table 6.1 summarizes the annual enplanements figures at Midland International Airport.

While enplanements have been down since 2001, Airport officials are confident that the decline has subsided and they estimate an increase of total passengers for the Midland International Airport at 1/2% per year. The renovations to the airport will support this increase in passengers well into the current century. There are three airlines that use the international airport and the new terminal and parking facility will be able to accommodate several more airlines in the future should they wish to utilize the airport. In FY 2004, enplanements increased to 405,413 representing a 1.7% increase over FY 2003. This marks the first increase since the events of September 11, 2001.

Midland International has been designated as a Port of Entry thereby permitting direct international air travel; the airport vicinity is part of a **foreign trade zone**.

Midland Airpark is a general aviation facility located in Midland. Access to Airpark is provided by an extension of "A" Street. The facility is located between Garfield St. and "A" St. just south of Loop250.

Odessa Schlemeyer Field is the general aviation facility in Ector County. Access to this airport is from U.S. 385, north of Yukon Road. There are approximately 200 fixed-base aircraft located at this facility, served by three runways. Like Airpark in Midland, the estimated number of aircraft located at Schlemeyer Field is expected to increase in the future decades.

Railroad System

The Union Pacific Railroad serves both Midland and Odessa. There is currently no passenger service on the railroad; however there is freight service through both cities. The railroad company has increased the speed and number of trains traveling through the cities. Union Pacific has proposed to increase the train traffic to 22 trains per day. Speed of the trains has been increased to 60 mph in the urban areas. Odessa and Midland officials are concerned about the increased railroad traffic and speeds. There are a number of at-grade railroad crossings within the MPO boundary, which will have to be addressed in the near future.

In addition, the MPO will address needs of a newly formed Rural Rail District, the **La Entrada al Pacifico Rural Rail District (LEAP)**. The **LEAP** is currently staffed by the **Midland Odessa**

Transportation Alliance (MOTRAN), a transportation advocacy entity comprised of membership from Ector County, Midland County, the City of Odessa and City of Midland, the Odessa and Midland Chambers of Commerce, and the Economic Development Corporations of both cities. The **LEAP** is undertaking a planning study to evaluate the feasibility of such projects as a multi-modal container handling facility adjacent to the existing Union Pacific Railroad right-of-way and IH-20. **LEAP** is also evaluating the feasibility of extending a rail line from the MPO area south for a proposed connection with the existing South Orient Railroad. They are further evaluating the possibility of extending rail north from the MPO to connect with another short railroad line in the Lubbock area. This would ultimately provide both a north-south highway truck route and the South Orient Railroad extension north for a truly multi-modal transportation facility.

Regional Mobility Authority The MPO will be participant in the establishment of a proposed **Regional Mobility Authority** to undertake the planning, management and operation of potential toll road projects being currently studied and evaluated for economic feasibility.

Bus Service

The Greyhound Bus Service offers inter-city bus service to this region. The bus line has stations in both Midland and Odessa. The service is for passengers and freight. There are other lines, which offer charter and rental service as well.

Taxicab Service

There are nine taxicab companies in Midland with a total of 19 cars available for hire. There are eight taxicab companies in Odessa with a total of 15 cars for hire.

6.9 BICYCLE/PEDESTRIAN ELEMENTS

SAFETEA-LU required that MPO's develop "transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an inter-modal transportation system for the metropolitan area". Bicycle and pedestrian transportation planning must be comprehensive, functional and be integrated into all transportation efforts. This element of the plan addresses the existing and potential bicycle and pedestrian trail systems in the Midland-Odessa Urbanized Area. Bicycle and pedestrian trail development and use in Midland and Odessa are typical for small cities. The lack of dense development, large distances between activities, placements of elementary schools and the concern for safety have resulted in little interest or use of trails for other than recreation. Citizens do not typically combine trips to work, recreation, school, or shopping, instead making individual trips as the needs arise. Trips to elementary schools often are made by car. Many parents with safety concerns prefer to drive their children to school and pick them up if they do not ride the school bus.

Bicycle System

The Permian Basin Bicycle Association is the local bicycle group.TxDOT has worked with this group to sign specific roadways with additional speed limit signs and bike route signs. The bike routes along the State's system of road network are shown in **Figure 6.6. Figures 6.7 and 6.8** show the hike and bike trails in the cities of Odessa and Midland, respectively.

As the Cities of Midland and Odessa, along with the MPO and TxDOT work on the development

of new roadways and the upgrading of existing facilities, consideration is given to incorporate bicycle and pedestrian friendly facilities into the design.

The current development of pedestrian and bicycle projects will likely take on greater importance around the community colleges, the University of Texas of the Permian Basin, near the medical centers and the central business districts where there is a greater dependence on walking and bicycling to accomplish the movement of people for short distances between facilities, or between different buildings within these complexes.

Pedestrian System

The Midland Walkabout Volksport Association is a local walking group. The group has registered five 10 Kilometer walk within the MPO. There are three walks in Midland (including the popular Bush Home Walk) and two in Odessa. The group is in the process of developing an additional walk in downtown Odessa. These walks are registered with the American Volksport Association and the Texas Volksport Association.

Pedestrian facilities in the MPO include sidewalks alongside streets and roads. Where there are no sidewalks, people walk on the streets or along path next to streets and roads.

The Cities of Midland and Odessa have developed comprehensive bicycle/pedestrian plans. The MPO will work with its member entities to identify potential bicycle/pedestrian projects for the Annual Project Listing.

6.10 IN COMPLIANCE WITH AMERICAN DISABILITIES ACT (ADA) 1990

The member entities of the MPO are all working to comply with the requirements of the ADA Act.

At the State level, TxDOT's efforts include consideration for improvement of pedestrian accessibility at sidewalks and intersections as part of all the preventative maintenance (PM), rehabilitation (RE), or capacity improvement (CI) projects. Either the ADA work is let with the road rehabilitation contract or consolidated from other smaller road rehabilitation projects and let as a single contract. Inspection and approval from Texas Department of Licensing and Regulation (TDLR) is required on State system projects to ensure compliance with ADA requirements.

The City of Odessa has responded by forming a committee in the early 1990's, which include city staff, citizens, and representatives from Odessa's Committee for the Disabled, to perform self-evaluation and prepare a transition plan. The transition plan was completed by the committee and filed in accordance with ADA. All of the final transition plan improvements have been completed, as required by the statute. These projects addressed over fifty public facilities throughout the city and, as required, the City's primary focus and obligations are walkways that serve local government offices and facilities. These areas were identified in the transition plan and have been improved. The City continues to install curb ramps at existing intersections as new construction or alterations of these areas occur.

Specific requests for ADA improvements from the public are received and reviewed and, when funds are available, improvements are made. Numerous other improvements are made as streets are paved or reconstructed. A recent project on 8th Street is a good example of how structural changes are made when a street is reconstructed. The Building Codes addresses privately constructed facilities and require accessible facilities to be constructed.

The City of Midland requires that any commercial project in excess of $50,000 valuation have the plans submitted to the Texas Department of Licensing and Regulation (TDLR) for compliance with the Texas Accessibility Standards (TAS). This was a requirement from Senate Bill 484, effective September 1, 2001. The TAS has been submitted to the Department of Justice, and have been deemed equivalent to the Americans with Disabilities Accessibilities Guidelines (ADAAG). Inspections for compliance with the TAS for all public sidewalks are required.

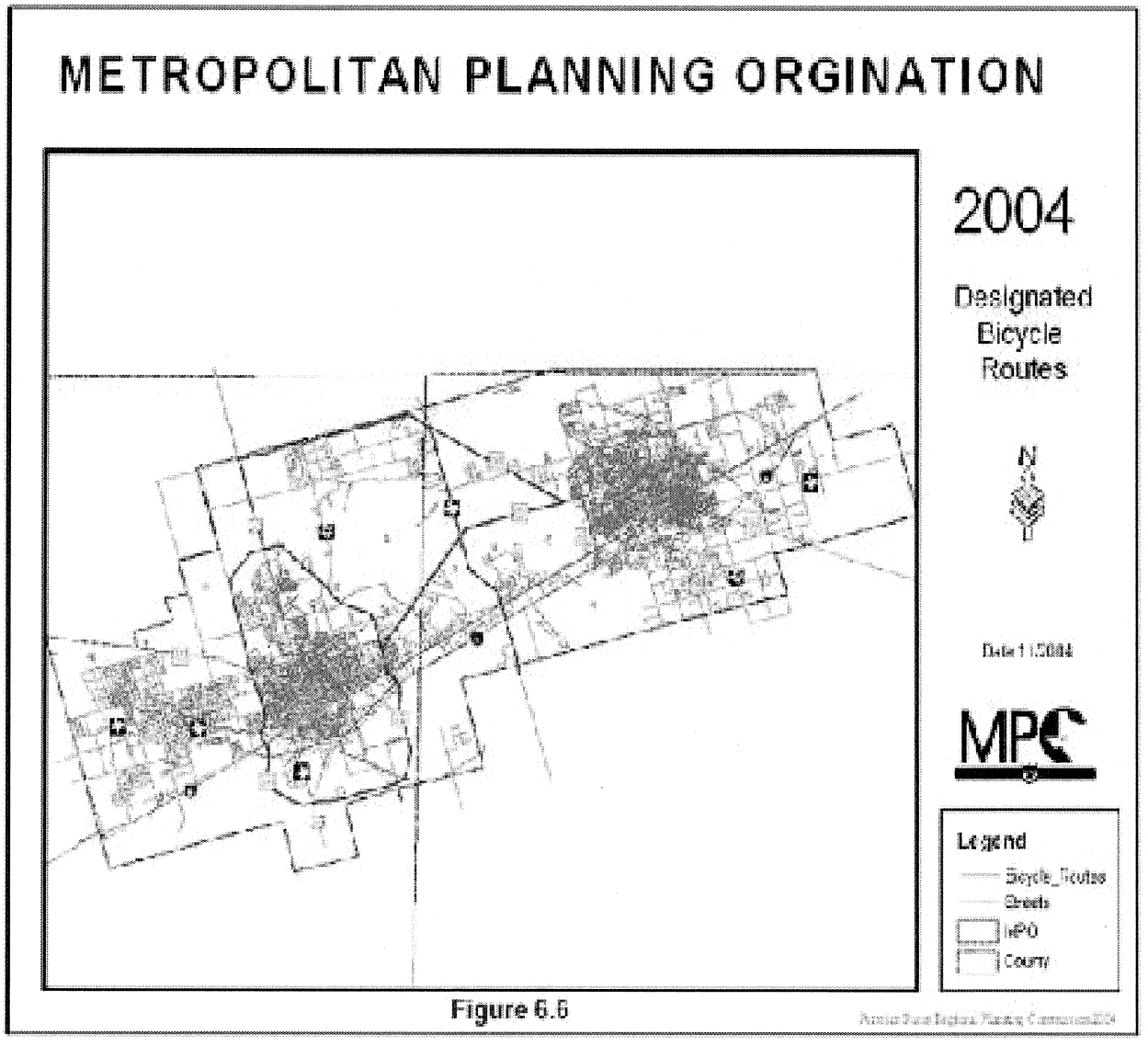


Figure 6.6

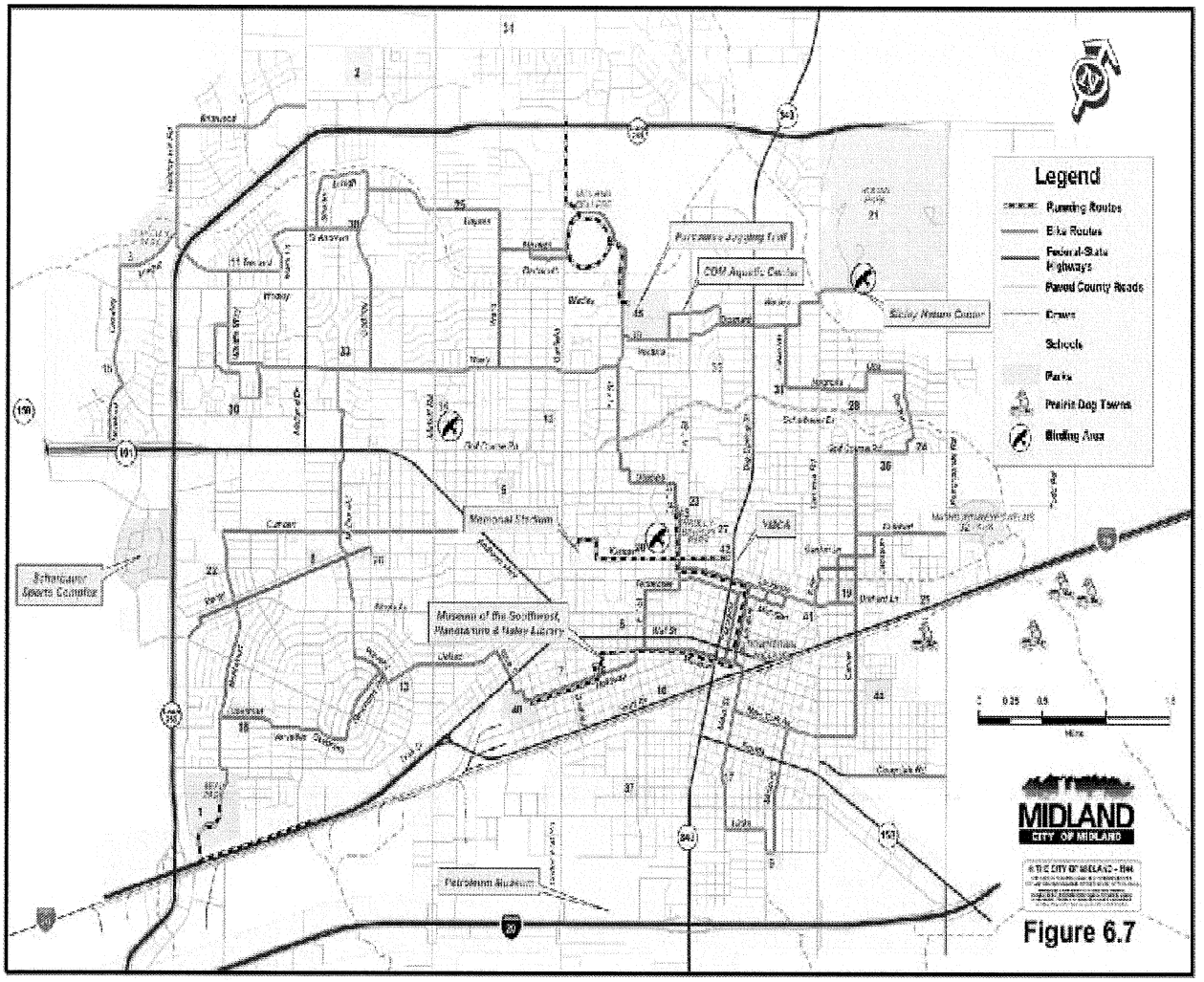

Legend
Running Routes
Bike Routes
Federal-State Highways
Paved County Roads
Streets
Schools
Parks
Prairie Dog Towns
Birding Area
Memorial Stadium
YMCA
Museum of the Southwest, Planetarium & Haley Library
Petroleum Museum
Scharbauer Sports Complex
MIDLAND
CITY OF MIDLAND

Figure 6.7

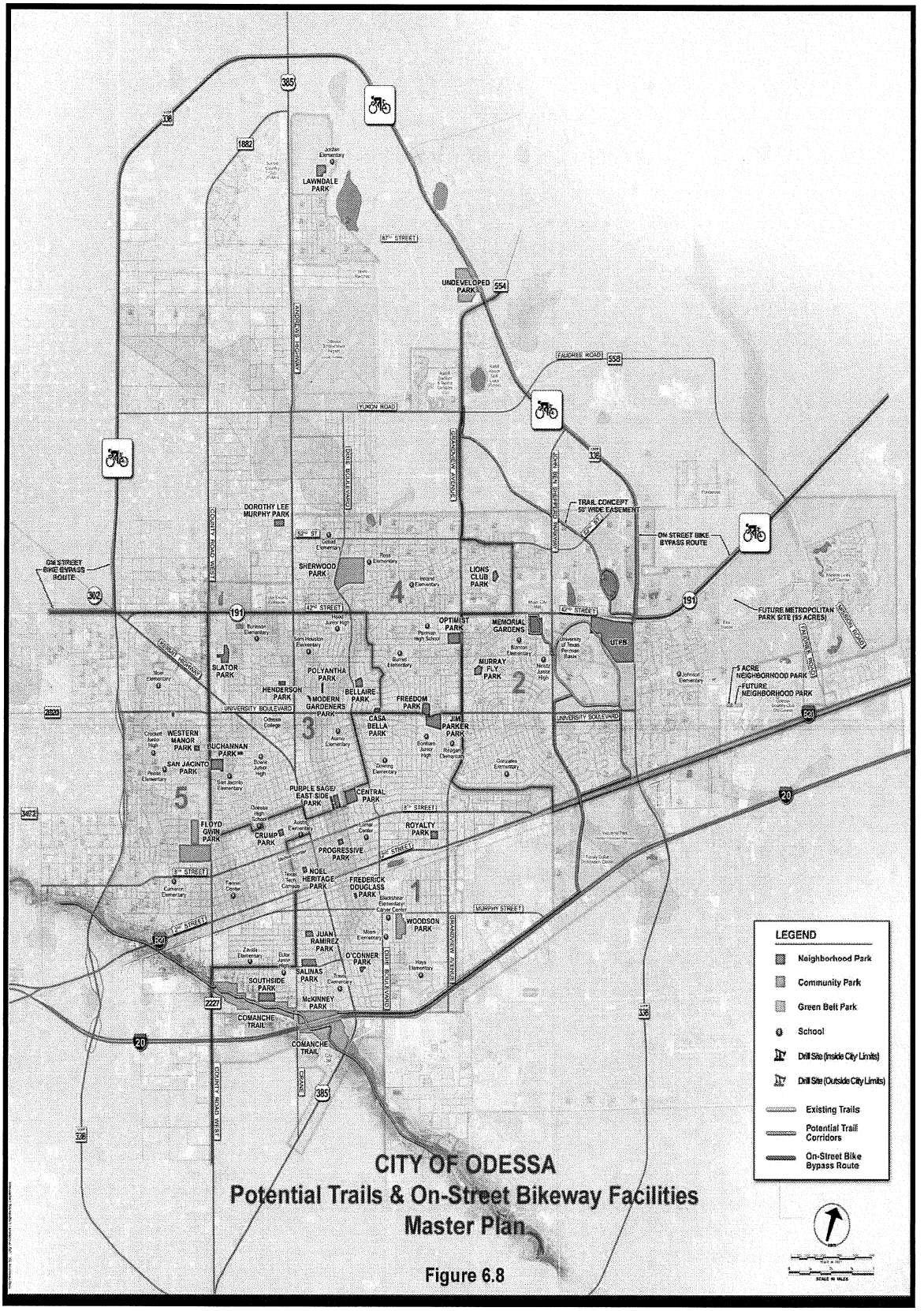

LEGEND
Neighborhood Park
Community Park
Green Belt Park
School
Drill Site (Inside City Limits)
Drill Site (Outside City Limits)
Existing Trails
Potential Trail Corridors
On-Street Bike Bypass Route
LAWNDALE PARK
UNDEVELOPED PARK
DOROTHY LEE MURPHY PARK
SHERWOOD PARK
LIONS CLUB PARK
OPTIMIST PARK
MEMORIAL GARDENS
MURRAY FLY PARK
SLATOR PARK
POLYANTHA PARK
HENDERSON PARK
MODERN GARDENERS PARK
BELLAIRE PARK
FREEDOM PARK
CASA BELLA PARK
JIM PARKER PARK
WESTERN MANOR PARK
BUCHANNAN PARK
SAN JACINTO PARK
PURPLE SAGE/ EAST SIDE PARK
CENTRAL PARK
FLOYD GWIN PARK
CRUMP PARK
ROYALTY PARK
PROGRESSIVE PARK
NOEL HERITAGE PARK
FREDERICK DOUGLASS PARK
WOODSON PARK
JUAN RAMIREZ PARK
O'CONNER PARK
SALINAS PARK
SOUTHSIDE PARK
McKINNEY PARK
COMANCHE TRAIL
COMANCHE TRAIL
TRAIL CONCEPT 50' WIDE EASEMENT
ON STREET BIKE BYPASS ROUTE
ON STREET BIKE BYPASS ROUTE
FUTURE METROPOLITAN PARK SITE (95 ACRES)
5 ACRE NEIGHBORHOOD PARK
FUTURE NEIGHBORHOOD PARK
UTPB
CITY OF ODESSA
Potential Trails & On-Street Bikeway Facilities
Master Plan

Figure 6.8

CHAPTER 7

FINANCIAL PLAN

7.0 FINANCIAL PLAN

The purpose of the Financial Plan is to ensure that selected projects are within the feasible financial constraint. Given the limited availability of funds, also forces greater scrutiny to review the need for each candidate project, and propose the prioritization of the candidate projects. (Reference Appendices, Table B-1 – Summary of Funding Allocation Averaged for Each Fiscal Year).

The Financial Plan utilized for developing the MTP list of prioritized projects is based on simple fundamental set of criteria.

- The financial plan must be fiscally constrained.
- The fiscal constraint should be reasonable and feasible. The fiscal constraint applied in the MTP is based on currently known funding allocations. It also assumes NO INFLATION of the allocation for future years.
- The financial plan must be reasonably balanced for the duration of the twenty-six years, and equitable geographically within the MPO boundary. To accomplish the fiscal balance, the interim balance is checked at FY2010, FY2020, FY2030, and the overall total fiscal balance at FY2030. Also this MPO has two urban areas within its boundary. Therefore, it was important to check fiscal balance between the two communities at the above-mentioned interim durations to ensure an agreeable fiscal equity between the cities of Midland and Odessa.
- The estimated cost of projects listed must be realistic. The cost of projects shown in the MTP project lists are based on the latest cost estimate, and checked against projects recently let which were similar in scope.
- In the next biennium, the MPO will develop the 2010-2035 MTP. The MTP project costs will be based on "Year of Expenditure" costs for construction, "Total Project Costs" to ensure adequate funding is available to develop appropriate planning & construction documents; as well as securing & clearing the necessary right-of-way. Each project is based upon forecasted inflation rates for this region.
- The selected projects must fulfill a transportation need within the MPO boundary. The candidate projects are prioritized based on giving priority to the State's on-system projects. There are a number of off-system projects included where, through consensus within the MPO members, and public input, are prioritized within the fiscal constraint.
- Include contingency projects outside the fiscal constraint window in case an opportunity arises to move these projects higher in priority.
- Explore other potential sources to fund projects. Though not included within the fiscal constraint, the MPO, and TxDOT Odessa District are constantly pursuing additional funds when opportunities develop. The MTP is viewed as a living document, which is amended when changes arise, or new opportunities develop.

7.1 OVERVIEW OF FUNDING SOURCES

Funding for transportation facilities and services comes from a variety of sources – federal, state and local. This section provides a brief description of the funding sources and categories that are available for transportation expenditures within the MOTOR area.

7.1.1 FEDERAL

There are numerous federal transportation funding categories that are available to MPO areas. Table 7-1 provides a summary of these major federal funding categories.

Table 7-1
Federal Transportation Funding Programs

Federal Programs	Description	Funding Ratio
Surface Transportation Program – Bridge (STP Bridge)	Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal, 20% Non-Federal
Surface Transportation Program – Highway (STP Highway)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Area, Urbanized Areas, Small Urban Areas, Enhancement, Safety and Rail-Highway Crossings.	80% Federal, 20% Non-Federal
Surface Transportation Program – Safety (STP Safety)	Provides funding for making safety improvements on any federal-aid system.	90% Federal, 10% Non-Federal
Transportation Enhancement – Set Aside of STP (TE or ENH)	Provides funding for 12 exclusive activities such as bicycle and pedestrian facilities, rehabilitation and restoration of historic transportation related structures, and environmental mitigation to address water pollution due to highway runoff.	80% Federal, 20% Non-Federal
National Highway System (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	80% Federal, 20% Non-Federal
Interstate Maintenance (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	90% Federal, 10% Non-Federal
High Priority Projects Set Aside Of SAFETEA (HPP)	Provides designated funding for specific projects identified by Congress.	80% Federal, 20% Non-Federal
Federal Transit Administration (FTA-5307)	Funds for public transit operations in urbanized areas are provided through the Section 5307 program. The funds are directly apportioned by statutory formula to the MOTOR MPO. The State receives the funds for the other urban areas and passes those funds through. Section 5307 funds can be used for capital and operating assistance. In areas without public transit, the funds may be used for planning purposes or they can be transferred to other transit programs.	80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)
Federal Transit Administration (FTA-5309)	The funds in this program are for discretionary capital investment grants to public bodies and agencies. Funds from this program are awarded through Congressional earmarks. This assistance is available for the purchase of vehicles and vehicle-related equipment and facility construction or renovation.	80% Federal, 20% Non-Federal
Federal Transit Administration (FTA-5310)	The Section 5310 program provides capital assistance to transport the elderly and persons with disabilities. The funds are apportioned by statutory formula to the State and are then programmed to the private non-profit organizations which provide the services.	80% Federal, 20% Non-Federal
Federal Transit Administration	Capital and operation assistance for transportation	80% Federal,

(FTA-5311)	services in non-urbanized areas is provided through the Section 5311 program. The funds are apportioned by statutory formula to the states for allocation to local units of government and private, non-profit organizations in rural and small urban areas of less than 50,000 population, which provide transportation services to the general public.	20% Non-Federal
Federal Aviation Administration Program (FAA)	These funds are used for statewide grants to Texas air carrier and general aviation airports and can cover up to 90 percent of the total cost of airport projects, depending on the type of project. Eligible projects include: Safety Projects, Airside Improvement and Enhancement Projects, Landside Improvement and Enhancement Projects, and Planning Projects.	Varies – Federal and Non-Federal

7.1.2 STATE AND LOCAL

The revenues to maintain and improve the State Highway System are obtained from several sources. In addition to Federal transportation funds, the majority of State sources of revenues to the State Highway Fund are motor fuel taxes & motor vehicle registration fees. For Local contributions revenue sources are sales tax, bonds and property tax.

7.1.3 Preliminary Engineering and Right-of-Way

Preliminary Engineering (P.E.) and Right-of-Way (R.O.W.) revenues and expenditures are managed on a state-wide basis. The Texas Transportation Commission allocates funding to the two respective strategies (Strategy 111 – Professional Engineering Services and Strategy 102 – Right-of-Way Acquisition and Utility Relocation) which are then managed at Division-level bases on forecast estimates and construction letting priorities. The principle source of funding for the Texas Department of Transportation is the Federal and State Fuel Taxes.

Based on history, the Texas Legislature and the Transportation Commission will ensured both P.E. and R.O.W. needs are met with sufficient funding to provide adequate planning capability, as well as clearance of right-of-way to prevent significant construction delays.

APPENDIX A

GLOSSARY

ACRONYMS

ADA- American Disabilities Association

CAAA- Clean Air Act Amendments Continuing, Cooperative, Comprehensive

DBE -Disadvantaged Business Enterprise

FHWA -Federal Highway Administration

FTA- Federal Transit Administration

ISTEA - Inter-modal Surface Transportation Efficiency Act

ITS- Intelligent Transportation Systems

JARC- Job Access Reverse Commute

LEAP - La Entrada Al Pacifico

MAB- Metropolitan Area Boundary

MIDTRAN - Midland Transit

MIS - Major Investment Study

MOTOR- Midland-Odessa Transportation Organization

MOUTD- Midland Odessa Urban Transit District

MPO - Metropolitan Planning Organization

MTP - Metropolitan Transportation Plan

NEPA - National Environmental Policy Act

NF – New Freedom

NHS- National Highway System

NIMS -National Incident Management System

PB - Policy Board

PBRPC - Permian Basin Regional Planning Commission

PIP - Public Involvement Policy

PPP- Public Participation Plan

PTMS -Public Transportation Facilities & Equipment Management System

SAFETEA-LU- Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

STIP - Statewide Transportation Improvement Program

STRHANET - Strategic Highway Corridor Network

TEA 21 -Transportation Equity Act for the 21st Century

TIP - Transportation Improvement Program

TMA - Transportation Management Area

TSA-Transportation Security Administration

TTI - Texas Transportation Institute

TxDOT- Texas Department of Transportation

TUMP –Texas Urban Mobility Plan

UPWP -Unified Planning Work Program

UTPB -University of Texas of the Permian Basin

VMT - Vehicle Miles Traveled

LIST OF ABBREVIATIONS

MPO CLASSIFICATION

AV -Aviation Project

AC -Added Capacity

BR -Bridge Project

CI -Capacity improvements

CR -Corridor

ED -Elderly/Disabled Transit (SECTION 5310)

EN -Enhancement project

FS -Feasibility Study

IN -Interchange

LD -Landscape development

MS -Miscellaneous

NL -New Location

PM -Preventative maintenance

PT -URBAN PUBLIC TANSPORTATION (SECTION 5307)

RE -Rehabilitation

RW -Right of Way

SI -Safety improvement TR Transit

ONLINE/OFF LINE SYSTEM

1 On-system
2 Off-system

COUNTIES

EC -Ector County

MD -Midland County

BO -Both Counties

FUNCTIONAL CLASSIFICATION

1 Interstate
2 Other Urban Freeway or Expressway
3 Rural or Urban Principal Arterial
4 Minor Arterial
5 Rural Major Collector or Urban Collector
6 Rural Minor Collector
7 Local Road

APPENDIX B

FISCAL CONSTRAINT- FUNDING ALLOCATION FOR MPO PROJECTS

APPENDIX B, Table B-1 SUMMARY OF FUNDING ALLOCATION AVERAGED FOR EACH FISCAL YEAR REVISED 4-15-05

FISCAL YEAR	NOTE 1 CI ($)	NOTE 2 RE ($)	NOTE 3 PM ($)	NOTE 4 SI ($)	NOTE 5 EN ($)	NOTE 6 LD ($)	NOTE 7 5310 ($)	NOTE 8 5307 ($)	TOTAL $/ FY
05	13,483,000	3,108,833	2,271,633	1,295,500	4,886,314	135,000	127,750	2,679,150	27,987,181
06	13,483,000	3,108,833	2,271,633	1,295,500	1,765,426	135,000	127,750	2,679,150	24,866,293
07	**12,800,000**	3,108,833	2,271,633	1,295,500		135,000	127,750	2,679,150	22,417,867
08	**12,200,000**	3,108,833	2,271,633	1,295,500		135,000	127,750	2,679,150	21,817,867
09	5,000,000	3,108,833	2,271,633	1,295,500		135,000	127,750	2,679,150	14,617,867
10	5,000,000	3,108,833	2,271,633	1,295,500		135,000	127,750	2,679,150	14,617,867
SUBTOTAL	$61,966,000	$18,653,000	$13,629,800	$7,773,000	$6,651,740	$810,000	$766,500	$16,074,900	$126,324,940
11	5,000,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	13,657,750
12	5,000,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	13,657,750
13	5,000,000	3,060,000	2,100,000	1,170,000	TO	200,000	127,750	2,000,000	13,657,750
14	13,250,000	3,060,000	2,100,000	1,170,000	BE	200,000	127,750	2,000,000	21,907,750
15	13,250,000	3,060,000	2,100,000	1,170,000	DETERMINED	200,000	127,750	2,000,000	21,907,750
16	13,250,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	21,907,750
17	13,250,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	21,907,750
18	13,250,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	21,907,750
19	13,250,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	21,907,750
20	13,250,000	3,060,000	2,100,000	1,170,000		200,000	127,750	2,000,000	21,907,750
SUBTOTAL	$107,750,000	$30,600,000	$21,000,000	$11,700,000	$0	$2,000,000	$1,277,500	$20,000,000	$194,327,500
21	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
22	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
23	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
24	13,250,000	3,170,000	2,200,000	1,180,000	TO	200,000	127,750	2,000,000	22,127,750
25	13,250,000	3,170,000	2,200,000	1,180,000	BE	200,000	127,750	2,000,000	22,127,750
26	13,250,000	3,170,000	2,200,000	1,180,000	DETERMINED	200,000	127,750	2,000,000	22,127,750
27	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
28	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
29	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
30	13,250,000	3,170,000	2,200,000	1,180,000		200,000	127,750	2,000,000	22,127,750
SUBTOTAL	132,500,000	31,700,000	22,000,000	11,800,000	0	2,000,000	1,277,500	20,000,000	221,277,500
TOTAL:	**$302,216,000**	**$80,953,000**	**$56,629,800**	**$31,273,000**	**$6,651,740**	**$4,810,000**	**$3,321,500**	**$56,074,900**	**$541,929,940**

NOTES:

NOTE 1: **CI**- FY05, 06 ARE THE AVERAGED ANNUAL PROGRAMMED DOLLARS WITHIN MPO BOUNDARY FROM THE FY04-06 TIP
FY07-13: Based on $5,000,000/yr. from Odessa District's Category 11 funds (District Discretionary) allocation per approved of 2004-2006 Urban TIP
FY14-FY30: based on $5,000,000/yr. of Cat.11 + $8,250,000/yr of Category 3 funds of Odessa District's allocation.
fy-2007: Additional funding of $7,800,000 awarded as Category 3 funding for CI111
fy-2008: Additional funding of $7,200,000 awarded as Category 3 funding for CI112

NOTE 2: **RE-FY**05, FY06 are the AVERAGED ANNUAL PROGRAMMED DOLLARS within MPO boundary from the FY04-06 TIP
FY07-FY30 Based on 20% of the Odessa District's allocation for FUNDING CATEGORIES 1 & 6.

NOTE 3: **PM**- FY05 & FY06 are the AVERAGED ANNUAL PROGRAMMED DOLLARS within MPO boundary from the FY04-06 TIP
FY07-FY30: Based on 10% of the Odessa District's allocation of Funding Category 1.

NOTE 4: **SI**- FY05-06 are the AVERAGED ANNUAL PROGRAMMED DOLLARS within MPO boundary from FY04-06 TIP.
FY07-FY30: Based on 10% of the Odessa District's allocation for Funding Categories 8, 10, 11.

NOTE 5: **EN**- FY05 &FY06 are the dollars programmed within MPO boundary from FUNDING CATEGORY 9.
FY07-FY30: To be determined at the next Federal Transportation reauthorization Bill.

NOTE 6: **LD**- FY05 & FY10 are the AVERAGED ANNUAL PROGRAMMED DOLLARS within MPO boundary to be funded from Cat. 10 & 11..
FY11-FY30: Based on $200,000/fy allocation for landscape projects within MPO boundary from Cat. 10 & 11.

NOTE7: **SECTION 5310** (ED) PUBLIC TRANSPORTATION: Based on current funding level.

NOTE 8: **SECTION 5307** (UR) PUBLIC TRANSPORTATION: Based on current funding level.

APPENDIX B: Table B-2(a) MPO- CAPACITY IMPROVEMENT (CI) PROJECTS- FISCALLY CONSTRAINED revised 12-28-07

PERIOD	COUNTY	SEGMENT /MPO PROJECT #	TxDOT control-section-job (cs/#)	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH-miles	EXISTING FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY REQ'D	UTILITY ADJM'T	TEXAS ADMIN. CODE Fig.43 TAC §15.55c	TOTAL CONST. COST $ MAJOR + MINOR+ 10% CONTINGENCY	PE + ROW + CONST = TOTAL PROJECT COST	CONSTRUCTION FUNDING FEDERAL & STATE	CONSTRUC-TION FUNDING LOCAL	SUBTOTAL PROJECT CONSTRUCTION COST	SUBTOTAL OF POTENTIAL FUNDING SOURCES
2005-2010	MD	CI 101	0005-15-056	IH 20/ FM307	At FM 307	0.5 mi. west of FM307	New ramps- Phase 1	1.0 mi.	1	NO	NO	#1 CONSTN- FEDERAL-STATE	$527,960	$564,917	$527,960	$0		
	EC	CI 102	0005-13-043	IH 20/JBS PKWY	Murphy	East of JBS Pkwy	Upgrade freeway +New Interchange @ JBS Pkwy PHASE 1	1.5 mi.	1	YES	YES	#1 CONSTN- FEDERAL-STATE	$9,000,000	$10,980,000	9000000	$0		
	EC	CI 103	0906-06-045	JBS Parkway/ BI 20-UPRR	N of BI20	S of UP Rail Rd	Construct interchange @ BI20 including UPRR overpass	1.0 mi.	4	NO	YES	#5 CONSTRUCTION - 80% FED & 20% LOCAL	$9,800,000	$10,486,000	$7,840,000	$1,960,000		
	MD	CI 104	0005-14-961	IH20 (Cotton Flat Interim Ramps)	W of Cotton Flat	E of Cotton Flat	Interim ramps at IH20/ Cotton Flats	1.0 mi	1	NO	YES	#1 CONSTN- FEDERAL-STATE	$1,170,000	$1,251,900	$1,170,000	$0		
	MD	CI 105	0906-32-029	SH 349 Rellever Route	North of SH 191	Martin County Line	New location non-freeway facility 2 LANES UNDIVIDED-PHASE 1	12 mi	3	YES	YES	#2 CONSTN- FEDERAL-STATE - R.O.W. -90% FED-STATE,10% LOCAL	$25,811,383	$31,489,887	$25,811,383	$0		
	MD	CI 106	0906-32-043	Garfield St. Extension south	Wall St.	IH-20 (Cotton Flat Rd.)	widening of a non freeway incl. new Location non-freeway	2.0 mi.	4	YES	YES	#5 CONSTN: 80% FEDERAL-STATE & 20% LOCAL - ROW/UTIL:100% LOCAL	$3,638,483	$4,438,949	$1,673,256	$1,965,227		
	EC	CI 110		JBS Parkway South	SE Loop 338	IH20	New location non freeway local arterial FM road	2.5 mi.	5	YES	YES	#7 CONSTN- FED/ STATE: ROW/UTIL- 90% FED/ STATE & 10% LOCAL	3,500,000	4,270,000	3,500,000	$0		
	MD	CI 109		Holiday Hill Road extension	Greentree Blvd	La Entrada Al Pacifico connection	New Location Non-Freeway local arterial	3.5 mi.	4	YES	YES	#5 CONSTN: 80% FED & 20% LOCAL -ROW/UTIL:100% LOCAL	4,741,440	5,784,557	$3,793,152	$948,288		
	MD	CI 111	0005-15-062	IH-20/ E.Loop250	2.0 mi west of BI 20E	BI 20-E	Upgrade freeway & Construct diamond interchange at LP250 PHASE 1	2.0 mi.	1	YES	YES	#1 CONSTN- FED/ STATE	$24,163,505	$29,479,476	$24,163,505	$0		
	MD	CI 112	1188-02-057	LP 250/ BI 20- UPRR	Cr1135	BI 20-E	Upgrade from non freeway to freeway + new intg @ BI-20 & gr.sep at UPRR- PHASE 1	1.5 mi.	3	YES	YES	#2 CONSTN- FED/ STATE: ROW/UTIL- 90% FED/ STATE & 10% LOCAL	$18,712,303	$22,829,010	$18,712,303	$0		
	MD	CI 105	0906-32-029	SH349 Rellever Route	west of SH158	east of SH158	New overpass and interchange at SH158 FOR Phase 1 (2 lane undivided hwy)	1 mi.	3	NO	NO	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	$5,600,000	$5,992,000	$5,600,000	$0		
															SUBTOTAL FOR FY2005-2010		$101,065,074	$61,966,000
2011-2020	EC	CI 107		IH20-FRONTAGE RDS	W. Loop 338	E. Loop338	Convert from 2-way to one way fronage roads	6.5 mi.	4	NO	NO	#1 CONSTN: FEDERAL-STATE	$9,000,000	$9,630,000	$9,000,000	$0		
	MD	CI 108		IH20-FRONTAGE RDS	W. Loop 250	FM307	Convert from 2-way to one way fronage roads	7.3 mi.	4	NO	NO	#1 CONSTN: FEDERAL-STATE	$9,000,000	$9,630,000	$9,000,000	$0		
	EC	CI 901	0005-13-903	IH20 Corridor development	West Loop 338	Midland County Line	Major widening of IH20 and reconfiguration of interchanges	8.11	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	COST SUMMARIZED IN PERIOD 2021-2030			$0		
	MD	CI 902		IH20- corridor development	West Loop 250	FM307	Major widening of IH20 and reconfiguration of interchanges	7.71	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	COST SUMMARIZED IN PERIOD 2021-2030			$0		
	EC	CI 903	2224-01-908	West LP 338	north of BI 20-E	north of SPUR 450	Convert from a non freeway to a freeway facility incl. interchanges	4.0 mi	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	COST SUMMARIZED IN PERIOD 2021-2030			$0		
	EC	CI 113		BI20	8th Street	1/2 mi. E. of Faudree Rd	Widening and intersection improvements	7 mi.	3	NO	NO	#2 CONSTN: FED/ STATE - ROW/UTIL:90%FED/ STATE &10% LOCL	6,000,000	6,420,000	6,000,000	$0		
	EC	CI 114	0229-01-030	US 385S/ Loop338	south of S Loop 338	north of S. Loop 338	Convert from a non freeway to a freeway along Lp338 incl. new interchange @ US385S	1.0 mi.	3	YES	YES	#2 CONSTN: FED/ STATE - ROW/UTIL:90%FED/ STATE &10% LOCL	$7,000,000	$8,540,000	$7,000,000	$0		
	MD	CI 116	0906-32-026	CR.60		Holiday Hill Rd	Widing of a non-freeway facility	3.3 mi.	4	YES	YES	#5 CONSTN: 80% FEDERAL & 20% LOCAL -ROW: 100% LOCAL	$2,788,300	$3,401,726	$2,230,000	$557,000		
	MD	CI 105	0906-32-029	SH349 Rellever Route	south of FM1788-CR60	north of FM1788-CR60	New overpass str. & interchange at FM1788-CR60 for PHASE 1 (2 lane undivided highway)	1.0 mi.	3	NO	NO	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	$7,425,000	$7,944,750	$7,425,000	$0		
															SUBTOTAL FOR FY2011-2020		$107,750,000	$107,750,000
2021-2030	EC	CI 901	0005-13-903	IH20 Corridor development	West Loop 338	Midland County Line	Major widening of IH20 and reconfiguration of interchanges	8.11	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	35,838,000	43,722,360	35,838,000	$0		
	MD	CI 902		IH20- corridor development	West Loop 250	SH349	Major widening of IH20 and reconfiguration of interchanges	7.71	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	28,307,456	34,535,096	28,307,456	$0		
	EC	CI 903	2224-01-908	West LP 338	north of BI 20-E	north of SPUR 450	Convert from a non freeway to a freeway facility incl. interchanges	4.0 mi	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	27,795,000	33,909,900	27,795,000	$0		
	EC	CI 118	2224-01-058	N.E. Loop 338	SH191	Grandview	Convert from a non freeway to a freeway facility incl. interchanges	3.6 mi	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	28,700,000	35,014,000	28,700,000	$0		
	EC	CI 119	0228-06-066	US 385N/ Loop338	west of US385-along Lp338	east of US385-along Lp338	Convert from a non freeway to a freeway incl. new interchange @ US385N	1.0 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	$7,200,000	$8,784,000	$6,600,000	$0		
	MD	CI 120	1188-02-056	N. Loop 250/ Fairgrounds RD	Fairgrounds Rd	Todd Rd	Extend non freeway to freeway east of Fairgrounds Rd, new interchange @ Fairgrounds Rd	1.3 mi.	3	NO	NO	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	6,800,000	7,276,000	6,800,000	$0		
	MD	CI 122		BI20/ Fairgrounds Rd	1/2 mi. north of BI20	1/2 mi south of BI20	New overpass grade separation with UPRR R.O.W.	1.0 mi.	4	YES	YES	#5 CONSTN- 80% FEDERAL & 20% LOCAL ; ROW/UTIL- 100% LOCAL	8,600,000	10,492,000	$0	$1,720,000		
	MD	CI 904		IH20/ FM1788	West of FM1788	East of FM1788	reconfiguration of interchange including direct connect ramps	1.0 mi	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	16,697,100	20,370,462	16,697,100			
															SUBTOTAL FOR FY 2021 TO 2030		$93,400,856	$132,500,000
															GRAND TOTAL		$302,215,930	$302,216,000

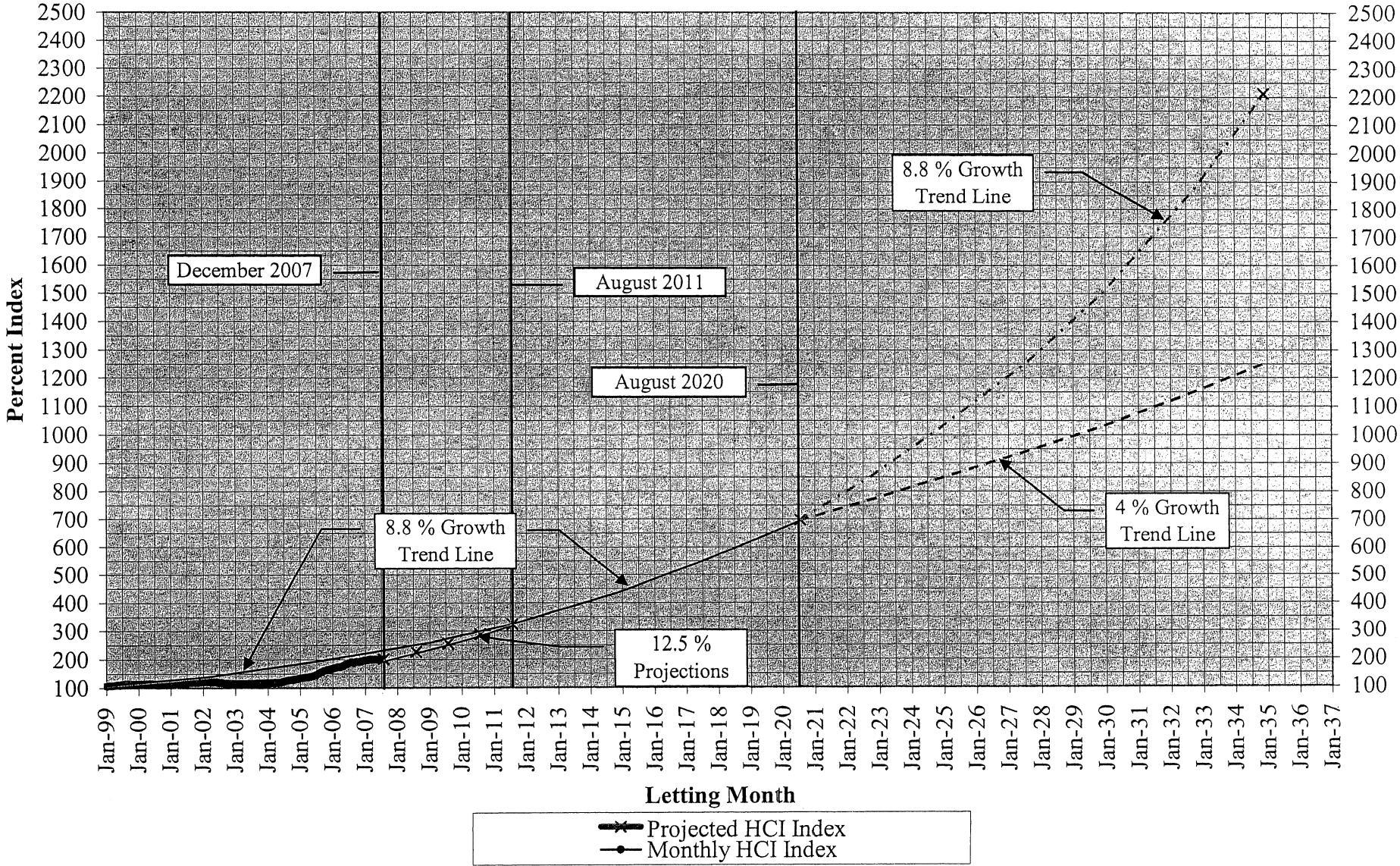
APPENDIX B Table B-2(b) MPO- CAPACITY IMPROVEMENT (CI) CONTINGENT PROJECTS- OUTSIDE FISCAL CONSTRAINT

PERIOD	COUNTY	SEGMENT /MPO PROJECT #	TxDOT control sectln-job (csj#)	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH- miles	EXISTING FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY REQ'D	UTILITY ADJM'T	TEXAS ADMIN. CODE Fig.43 TAC §15.55c	TOTAL CONST. COST $ MAJOR + MINOR+ 10% CONTINGENCY	CONSTRUCTION FUNDING FEDERAL & STATE	CONSTRUC-TION FUNDING LOCAL	SUBTOTAL PROJECT COST	SUBTOTAL OF POTENTIAL FUNDING SOURCES
BEYOND 2030	MD	CI 115		BI20	W. Loop 250	Midkiff	Widening and intersection improvements	2.2 mi.	2	NO	NO	#2 CONSTN: FED/ STATE - ROW/UTIL:90%FED/ STATE &10% LOCL	$3,500,000	$3,500,000	$0		
	MD	CI 117	0906-32-037	W.Lp250/SH158	Thomason	Wadley	Added capacity, reconfiguration of intgs, direct connects	2.5 mi.	1	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	12,000,000	12,000,000	$0		
	MD	CI 121		Garfield RD	Wall St.	1/2 mi south of Industrial	New overpass grade separation with UPRR R.O.W.	1.0 mi	4	YES	YES	#5 CONSTN- 80% FEDERAL & 20% LOCAL : ROW/UTIL- 100% LOCAL	8,600,000	6,880,000	$1,720,000		
	MD	CI 500	0887-01-027	FM 307	Fairgrounds Rd.	Cr 1110	Widening of a Non-freeway facility	6.1 mi.	3	YES	YES	#7 CONSTN- FED/ STATE: ROW/UTILI- 90% FED/ STATE & 10% LOCAL	$4,800,000	$3,840,000	$0		
	MD	CI 501	0887-01-026	FM307	CR1110	FM1379	Widening of a Non-freeway facility	3.1	3	YES	YES	#7 CONSTN- FED/ STATE: ROW/UTILI- 90% FED/ STATE & 10% LOCAL	$2,452,100	$2,452,100	$0		
	MD	CI 502	0906-32-030	CR 1130	IH-20	FM 307	Widening of a non-freeway facility	2.0 mi.	3	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	$1,200,000	$960,000	$240,000		
	EC	CI 503	0004-07-901	IH20/ FM1936	West of FM1936	East of FM 1936	Upgrade freeway & reconstruct Interchange @ FM1936	1.0 mi	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	10,000,000	$8,000,000	$0		
	MD	CI 504		CR 60 (Briarwood)	FM1788	west of SH158	widening of a non freeway	2.5 mi.	5	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,100,000	1,680,000	$420,000		
	EC	CI 905	0004-07-901	IH20 Corridor development	West of FM1936	East of W. Loop 338	Major widening of IH20 and reconfiguration of interchanges	3.6 mi.	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	28,148,000	28,148,000	$0		
	MD	CI 906	0004-07-104	IH20 Corridor development	Midland County Line	West Loop 250	Major widening of IH20 and reconfiguration of interchanges	8.8 mi.	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	50,296,000	50,296,000	$0		
	MD	CI 907		IH20- corridor development	East of FM307	FM1208 east of BI20	Major widening of IH20 and reconfiguration of interchanges	17.9 mi.	1	YES	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	97,645,000	97,645,000	$0		
		CI 505		FM1936	IH20	SH302	Widing of a non-freeway facility	5.3 mi.	4	NO	YES	#7 CONSTN- FED/ STATE: ROW/UTILI- 90% FED/ STATE & 10% LOCAL	2,600,000	2,600,000	$0		
	EC	CI 506		UNIVERSITY BLVD.	US385 (GRANT ST.)	GRANDVIEW AVE.	widen non freeway facility	2 mi.	3	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,500,000	1200000	$300,000		
	MD	CI 507		Mockingbird extension (East)	Midkiff Road	N. Big Spring (SH 349)	New Location- non freeway- 5 lanes w/ c&g	3.0 mi.	4	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	3,200,000	2560000	$640,000		
	MD	CI 908	1188-02-056	LOOP 250	Fairgrounds Rd.	CR1135	Convert a non freeway to freeway incl. new Interchanges	4.8 mi	3	NO	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	23,325,000	23,325,000	$0		
	EC	CI 909	2224-01-902	East Loop 338	East BI-20E	SH 191	Convert from a non freeway to a freeway facility & new Interchange	2.9 mi	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	$29,914,000	2991400	$0		
	MD	CI 508		Fairgrounds Rd.	FM 715	E. Loop 250	Widen non freeway facility to 4 lanes w/ c &g, bike lanes & closed loop system	5.0 mi.	3	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	8,500,000	8500000	$0		
	MD	CI 509		Garfield St. Extension north	Bluebird	Green Tree Blvd	New Location non freeway - 4 lane w/ c&g	1.5 mi.	4	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,150,000	$920,000	$230,000		
	EC	CI 510		W. Loop 338	North of Kermit Hwy (SH 302)	west of US385 N	Convert from a non freeway to a freeway incl. new Interchange @ Yukon west	6 mi	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	11,910,000	11,910,000	$0		
	EC	CI 511	2224-01-058	NE, LP 338	north of SH191	US385 N	Convert from a non freeway to a freeway facility Incl. new Interchanges	8.1 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	$40,351,000	$40,351,000	$0		
	MD	CI 512		Wadley Extension (West)	Crowley Blvd.	SH158	New Location non-freeway - 5 lanes w/ c&g	1.0 mi.	4	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	750,000	$600,000	$150,000		
	MD	CI 513		CR 120 (Ridge Road)	Midkiff Road	SH158	non freeway facility-Widen to 4 lanes - 2 miles New Location	6.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,100,000	$880,000	$220,000		
	EC	CI 514		FM 1882	Yukon Road	US385 N	non freeway facility- Widen to 4 lanes	3.5 mi	4	YES	YES	#7 CONSTN- FED/ STATE: ROW/UTILI- 90% FED/ STATE & 10% LOCAL	1,900,000	1,900,000	$0		
	MD	CI 515		"A" Street Extension	Wadley	Green Tree Blvd	New Location non freeway- 5 lanes w/ c&g	1.5 mi.	5	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,000,000	$1,600,000	$400,000		
	EC	CI 516		Tanglewood	56th Street	Yukon Rd	New Location non freeway- 4 lanes w/ TWLTL & c&g	1.0 mi.	5	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,000,000	$800,000	$200,000		
	MD	CI 517		Green Tree Blvd. Extension	Midland Dr.	N. Big Spring (SH 349)	New Location non freeway facility- 4 lane w/ c&g	4.0 mi.	5	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	3,000,000	$2,400,000	$600,000		
	MD	CI 518		SH 158 Extension south	SH191	BI20E	New Location non freeway- 5 lanes w/ c&g	2.8 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	3,000,000	3,000,000	$0		
	MD	CI 519		Parks Blvd.	SH191	IH20	New Location - Controlled access w/ 3 interchanges	4.2 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	10,653,000	$8,522,000	$2,130,000		
	EC	CI 520		SP 588 (Faudree Road)	BI20-E	IH20	New Location non freeway- 4 lanes & 2 Interchanges	1.0 mi.	5	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	9,500,000	9,500,000	$0		
	EC	CI 910	2224-01-907	SW Loop 338	south of IH20	west of US 385 S	Convert from a non freeway to a freeway facility	2.5 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	3,765,000	3,765,000	$0		
	EC	CI 521		61st Street	Ector Avenue	JBS Parkway	New Location non freeway - 4 lanes w/ TWLTL & c&g	2.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,100,000	$1,680,000	$420,000		
	MD	CI 522	0463-02-061	SH 158/ FM 1788	west of FM1788	east of FM1788	non freeway new grade separation and interchange	1.0 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	3,500,000	3,500,000	$0		

APPENDIX B Table B-2(b) MPO- CAPACITY IMPROVEMENT (CI) CONTINGENT PROJECTS- OUTSIDE FISCAL CONSTRAINT

PERIOD	COUNTY	SEGMENT /MPO PROJECT #	TxDOT control sectln-job (csj#)	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH- miles	EXISTING FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY REQ'D	UTILITY ADJM'T	TEXAS ADMIN. CODE Fig.43 TAC §15.55c	TOTAL CONST. COST $ MAJOR + MINOR+ 10% CONTINGENCY	CONSTRUCTION FUNDING FEDERAL & STATE	CONSTRUC-TION FUNDING LOCAL	SUBTOTAL PROJECT COST	SUBTOTAL OF POTENTIAL FUNDI SOURCES
BEYOND 2030	EC	CI 523		91 st Street Extension	Rainbow Drive	Commandra/ Lp338	New Location Non-Freeway Facility	1.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,200,000	$960,000	$240,000		
	MD	CI 524	0005-15-070	IH20/ E. Loop250 Interchange (ULTIMATE)	west of Mile Marker 143	east of Mile Marker 143	Upgrade freeway & reconstruct interchange to a cloverleaf (ultimate) configuration	1.0 mi	1	yes	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	15,439,000	15,439,000	$0		
	MD	CI 525		IH 20 Frontage Road	FM 307	CR1140	Construct new frontage roads	1.9 mi.	1	yes	YES	#1 CONSTN: FED/STATE - ROW/UTIL: FED/ STATE	4,700,000	4,700,000	$0		
	MD	CI 526		South Loop 250	IH20 at W. Loop250	IH20 at E. Loop250	New location Controlled Access facility with interchanges	22.0 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	100,000,000	100,000,000	$0		
	EC	CI 527		42 nd Street	FM 1936	Knox Rd	Widen to 4 lanes	4.0 mi.	5	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	3,000,000	$2,400,000	$600,000		
	EC	CI 528		Dawn Avenue	56th Street	Yukon Rd	New Location non freeway- 4 lanes w/ c&g	1.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,000,000	$800,000	$200,000		
	EC	CI 529		Colorado Avenue	SH191	52nd Street (56th Street)	New Location non freeway - 2 lanes w/ c&g	1.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	500,000	$400,000	$100,000		
	MD	CI 530		SH 158/County Rd 60	south of CR 60	north of CR 60	non freeway new grade separation and interchange	1.0 mi.	3	YES	YES	#2 CONSTRUCTION -FED/ STATE ROW- 90% FED/ STATE & 10% LOCAL	5,000,000	5,000,000	$0		
	EC	CI 531		Dixie Blvd.	S. Loop 338	2 mi. north of S. Loop338	New Location non freeway - 2 lanes w/ shoulders	2.0 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,500,000	$1,200,000	$300,000		
	EC	CI 532		56 th Street	Colorado Avenue	Faudree Rd	New location non freeway facility- 2 lanes	0.5 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	200,000	$160,000	$40,000		
	EC	CI 533		Pool Road	FM 3503	E. Loop338	New location non freeway facility- 2 lanes	2.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	500,000	$400,000	$100,000		
	MD	CI 534		CR 1250	SH158	SH191	New Location - 4 lanes w/ 2 interchanges	1.5 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,000,000	$1,600,000	$400,000		
	EC	CI 535		Yukon Road (East)	Faudree Rd	FM1788	New Construction non freeway- 2 lanes	7.0 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	3,000,000	$2,400,000	$600,000		
	EC	CI 536		FAUDREE RD EXTENSION	Yukon Road	Cottonwood Rd	New location non freeway- 2 lanes	6.0 mi.	7	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,000,000	$1,600,000	$400,000		
	MD	CI 537		CR60 EXTENSION	Midland county line	Faudree Rd extension	New location non freeway- 2 lanes	2.5 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,000,000	$800,000	$200,000		
	MD	CI 538		Wadley Extension (East)	Fairgrounds Rd.	E. Loop 250	New Location non freeway- 4 lanes	3.5 mi	4	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	3,000,000	$2,400,000	$600,000		
	MD	CI 539		CR 1250	IH20	SH191	New Location - 4 lanes w/ 3 interchanges	4.5 mi	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	4,000,000	$3,200,000	$800,000		
	EC	CI 540		Yukon Road (Middle)	E. Loop 338	SH191	Widen to 4 lanes	4.0 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	2,000,000	$1,600,000	$400,000		
	EC	CI 541		Yukon Road (West)	SH 302	W. Loop 338	New location non freeway- 2 lanes	4.0 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,500,000	$1,200,000	$300,000		
	MD	CI 542		CR 60	Ector County Line	FM1788	New Location non freeway- 4 lanes	1.5 mi.	6	YES	YES	#5 CONSTN- 80% FED & 20% LOCAL R.O.W.- 100% LOCAL	1,500,000	$1,200,000	$300,000		

APPENDIX B: Table B-2(c) MPO Year-of-Expenditure Trends
Highway Cost Index (HCI) with Projection
(1997 base)



APPENDIX B Table B-3 MPO- REHABILITATION (RE) CLASSIFICATION- LIST OF PROJECTS FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	CSJ PROJECT	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH-miles	FUNCTIONAL CLASSIFICATION	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST (PE+CONST)	CUMULATIVE COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	RE 100	0229-01-028	US385S	IH20	MPO urban boundary	Pavement rehabilitation	5.00	3	$1,870,000	$2,000,900			N	N
	RE 101	1718-01-024	FM1788	0.7 mi. N of S.IH20 frontage rd	S. IH20 Frontage Rd	Pavement rehabilitation-concrete paving	0.80	4	$1,360,000	$1,455,200			N	N
	RE 102	0005-03-056	SP269	BS158-B	BI20-E	full depth conc. Pav't repair	0.40	4	$830,000	$888,100			N	N
	RE 103	0005-15-074	IH20	BI20-E east of Midland		Bridge & concrete bridge joint repair	0.10	1	$800,000	$856,000			N	N
	RE 104	0005-14-962	IH20	Midkiff Rd Intg	SH349	Rehabilitation of frontage roads	1.00	1	$1,194,900	$1,278,543			N	N
	RE 105	2224-01-061	SH302	BI20-E	SP450	Pavement rehabilitation	3.74	2					N	N
	RE 900		various location			pavement & bridge rehabilitation		VARIOUS	$12,500,000	$13,375,000	**$18,554,900**	$18,653,000		
2011-2020	**RE 901**		VARIOUS LOCATIONS			pavement & bridge rehabilitation		VARIOUS	$30,600,000	$32,742,000	**$30,600,000**	$30,600,000		
2021-2030	**RE 902**		VARIOUS LOCATIONS			pavement & bridge rehabilitation		VARIOUS	$31,700,000	$33,919,000	**$31,700,000**	$31,700,000		

APPENDIX B, Table B-4 MPO- PREVENTATIVE MAINTENANCE (PM) CLASSIFICATION- LIST OF PROJECTS FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	FUNCTIONAL CLASSIFICATION	CUMULATIVE CONSTRUCTION COST OF PROJECTS	TOTAL PROJECT COST (PE+CONST)	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	PM 900	VARIOUS	TO BE DETERMINED	TO BE DETERMINED	PREVENTATIVE MAINTENANCE- INCLUDES <2" OVERLAY, SEALCOAT, 2R	2,3,4,5	$13,629,000	$14,583,030	$13,629,000	N	N
2011-2020	PM 901	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	PREVENTATIVE MAINTENANCE- INCLUDES <2" OVERLAY, SEALCOAT, 2R	2,3,4,5	$21,000,000	$22,470,000	$21,000,000	N	N
2021-2030	PM 902	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	PREVENTATIVE MAINTENANCE- INCLUDES <2" OVERLAY, SEALCOAT, 2R	2,3,4,5	$22,000,000	$23,540,000	$22,000,000	N	N

APPENDIX B, Table B-5 MPO SAFETY IMPROVEMENT (SI) LIST OF PROJECTS- FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	CSJ PROJECT	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH-miles	FUNCTIONAL CLASSIFICATION	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST (PE+CONST)	CUMULATIVE COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	SI 100	0906-00-907	VARIOUS	VARIOUS	LOCATIONS	ADA RAMPS			$100,000	$107,000			N	N
	SI 101	0229-01-035	US385S	south of Odessa city limits	south mpo boundary	texturize shoulders	5.20		$40,500	$43,335			N	N
	SI 102	0906-00-098	VARIOUS	VARIOUS	LOCATIONS	upgrade bridge rail to standards			$30,000	$32,100			N	N
	SI 103	1718-08-011	LP 40	AT FM1788		ILLUMINATION			$175,000	$187,250			N	Y
	SI 104	0463-02-056	SH158	AT CR 60		LT. TURN & ACCEL. LANE			$1,000,000	$1,070,000			N	N
	SI 900	**VARIOUS**	T.B.D.	T.B.D.		T.B.D.			**$8,043,500**	**$8,606,545**	**$9,389,000**	**$9,389,000**		
2011-2020	SI 901	**VARIOUS**	T.B.D.	T.B.D.		T.B.D.				**$12,519,000**	**$11,700,000**	**$11,700,000**		
2021-2030	SI 902	**VARIOUS**	T.B.D.	T.B.D.		T.B.D.				**$12,626,000**	**$11,800,000**	**$11,800,000**		

APPENDIX B, Table B-6 MPO ENHANCEMENT (EN) LIST OF PROJECTS- FISCALLY CONSTRAINED

PERIOD	NAME	SEGMENT /MPO PROJECT #	CSJ PROJECT	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH-miles	FUNCTIONAL CLASSIFICATION	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST (PE+CONST)	CUMULATIVE CONSTRUCTION COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	VARIOUS	EN 100	0906-32-038	Godfrey St	Loop250	Hike & Bike trail			$380,117	$406,725			N	N
	BI20-E	EN101	0906-00-064	4.7 mi. west of FM1936	0.31 mi. east of FM1208	Landscape BI20-E along Railroad tracks	39.80	4	$2,156,885	$2,307,867			N	N
	VARIOUS	EN102	0906-32-040	at Midland Int'l Airport		Transportation Museum			$2,349,312	$2,513,764			N	N
	VARIOUS	EN103	0906-32-039	in Midland		Old Rankin Hwy visitor center			$1,765,426	$1,889,006	$6,651,740	$6,651,740	N	N
2011-2020		EN 900				TO BE DETERMINED								
2021-2030		EN901				TO BE DETERMINED								

APPENDIX B, Table B-7 MPO LANDSCAPE DEVELOPMENT (LD) LIST OF PROJECTS- FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	CSJ PROJECT	NAME	LIMITS FROM	LIMITS TO	DESCRIPTION OF WORK	LENGTH-miles	FUNCTIONAL CLASSI-FICATION	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST (PE+CONST)	CUMULATIVE CONSTRUCTION COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	LD 100	0005-13-042	IH20	at Grandview		Landscape	0.10	1	$150,000	$160,500			N	TBD
	LD 900	0906-00-957	VARIOUS	MPO WIDE		Landscape			$50,000	$53,500			N	TBD
	LD 101		IH20	at SH349		Governor's award Landscape dev		1	$260,000	$278,200			N	TBD
	LD 102		IH20	at PICNIC AREA	in Midland	Landscape		1	$50,000	$53,500			N	N
	LD 101	1718-01-022	FM1788	at IH20	at BI20-E	Landscape		4	$300,000	$321,000	$810,000	$810,000	N	TBD
2011-2020	**LD 901**		VARIOUS	TBD		Landscape			$2,000,000	**$2,140,000**	**$2,000,000**			
2021-2030	**LD 902**		VARIOUS	TBD		Landscape			$2,000,000	**$2,140,000**	**$2,000,000**			

APPENDIX B, Table B-8 MPO SECTION 5310 ELDERLY & DISABLED PUBLIC TRANSPORTATION (ED) LIST OF PROJECTS FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	COUNTY	DESCRIPTION OF WORK	SERVICE PROVIDERS	CUMULATIVE COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	ED 100	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$766,500	$766,500	n/a	n/a
2011-2020	ED 101	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$1,277,500	$1,277,500	n/a	n/a
2021-2030	ED 102	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$1,277,500	$1,277,500	n/a	n/a

West Texas Opportunities Incorporated is the designated prime provider of elderly and disabled services

We feel these are conservative projections based on formula-based appropriated funding, local support, and demand increases

APPENDIX B, Table B-8 MPO SECTION 5310 ELDERLY & DISABLED PUBLIC TRANSPORTATION (ED) LIST OF PROJECTS FISCALLY CONSTRAINED

PERIOD	SEGMENT /MPO PROJECT #	COUNTY	DESCRIPTION OF WORK	SERVICE PROVIDERS	CUMULATIVE COST OF PROJECTS	KNOWN ALLOCATED FUNDING SOURCE (PER PERIOD)	RIGHT-OF-WAY	UTILITY
2005-2010	ED 100	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$766,500	$766,500	n/a	n/a
2011-2020	ED 101	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$1,277,500	$1,277,500	n/a	n/a
2021-2030	ED 102	EC, MD	PUBLIC TRANSPORTATION IN 12 COUNTIES	WTOI, and others	$1,277,500	$1,277,500	n/a	n/a

West Texas Opportunities Incorporated is the designated prime provider of elderly and disabled services

We feel these are conservative projections based on formula-based appropriated funding, local support, and demand increases

Texas Department of Transportation

STATEWIDE MOBILITY PROGRAM (SMP)
SUMMARY OF CATEGORIES

BUILD IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
HIGHWAY CONSTRUCTION PROGRAMS					
2 Metropolitan Area (TMA) Corridor Projects SMP	Commission approval. **Project-specific** Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of the Metropolitan Areas (TMA) MPOs.
3 Urban Area (non-TMA) Corridor Projects SMP	Commission approval. **Project-specific** Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of the Urban Areas (non-TMA) MPOs.
4 Statewide Connectivity Corridor Projects SMP	Commission approval. **Project-specific** Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors serving the mobility needs of statewide connectivity between urban areas and corridors serving mobility needs throughout the state.
5 Congestion Mitigation and Air Quality Improvement SMP	Commission allocation. Allocation based on percent of population in non-attainment Areas. **Allocation program** to districts. Projects selected by MPO in consultation with TxDOT and Texas Commission on Environmental Quality.	Federal 80% State 20% Or Federal 80% Local 20%	Yes, Districts	Non-attainment area population weighted by air quality severity	Addresses attainment of national ambient air quality standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, Beaumont and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
7 STP Metropolitan Mobility/ Rehabilitation SMP	Commission allocation. Allocation based on population **Allocation program** to districts Projects selected by MPO in consultation with TxDOT.	Federal 80% State 20% Or Federal 80% Local 20% Or 100% State	Yes, Districts	Population (2000 Census)	Transportation needs within metropolitan area boundaries with populations of 200,000 or greater. Projects selected by Metropolitan Planning Organizations (MPOs)

Texas Department of Transportation

STATEWIDE MOBILITY PROGRAM (SMP)
SUMMARY OF CATEGORIES

BUILD IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
8 STP Safety - Federal Hazard Elimination Program SMP	Commission allocation. Statewide allocation program Selected statewide by federally mandated safety indices.	Federal 90% State 10% Or 100% State	Yes, Traffic Operations Division	Safety Improvement Index (SII)	Safety related projects - on and off state highway system. Projects are evaluated using three years of accident data, and ranked by Safety Improvement Index.
8 STP Safety - Federal Railroad Signal Safety Program SMP	Commission allocation. Statewide allocation program Selected statewide from prioritized listing.	Federal 90% State 10% Or 100% State	Yes, Traffic Operations Division	Railroad Crossing Index	Installation of automatic railroad warning devices at hazardous railroad crossings on and off state highway system, selected from statewide inventory list which is prioritized by index (# of trains per day, train speed, ADT, type of existing warning device, train-involved accidents within prior five years, etc.
9 STP-Transportation Enhancements SMP	Commission selection and approval. Project-Specific- approved by separate Minute Order. Recommended by local governmental entities. Committee review. Selected by commission as outlined in 43 TAC §11.204(c).	Federal 80% State 20% or Federal 80% Local 20%	No	Committee Recommendation	Projects above and beyond what normally is expected for transportation enhancements - twelve general activities as outlined in TEA-21. Projects recommended by local government entities, reviewed and recommended by committee, selected by Texas Transportation Commission.
9 STP-Transportation Enhancements Safety Rest Area Program SMP	Commission allocation. Statewide allocation program Selected statewide by the Maintenance Division.	Federal 80% State 20%	Yes, Maintenance Division	Selection criteria includes: travel corridors, spacing of rest areas, customer desired features, operational functions, and appropriate sizes.	Funds to be used to renovate, build, and relocate safety rest areas along the State Highway System. Small amount of program funds used for Safety Rest Area repairs. Other Federal-aid or state funds may be used for non-qualifying repair activities.

Texas Department of Transportation

STATEWIDE MOBILITY PROGRAM (SMP)
SUMMARY OF CATEGORIES

BUILD IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
10 Miscellaneous - State Park Roads SMP	Commission allocation Statewide allocation program Projects selected by Texas Parks and Wildlife Department (TPWD).	State 100%	Yes, Transportation Planning & Programming Division	None, Selected by TP&WD	Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. subject to Memorandum of Agreement between TxDOT and TPWD. Locations selected and prioritized by TPWD.
10 Miscellaneous - Railroad Grade Crossing Replanking Program SMP	Commission allocation. Statewide allocation program. Selection based on conditions of riding surface.	State 100%	Yes, Traffic Operations Division	Condition of crossing's riding surface and cost per vehicle using crossing	Replacement of rough railroad crossing surfaces on the state highway system (approximately 140 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.
10 Miscellaneous - Railroad Signal Maintenance Program SMP	Commission allocation. Statewide allocation program Contributions to maintain Signals.	State 100%	Yes, Traffic Operations Division	Number of crossings and type of automatic devices present at each.	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.
10 Miscellaneous – Construction Landscape Programs SMP	Commission allocation by formula. Allocation program to districts Projects selected by districts.	State 100%	Yes, Design Division	75% Vehicle miles traveled on freeways and expressways 25% Lane miles of freeway and expressways	New landscape development and establishment projects such as typical right-of-way landscape development and establishment, aesthetic improvement (primarily in urban areas), rest area/picnic area landscape development, and erosion control and environmental mitigation activities on the state highway system.

Texas Department of Transportation

STATEWIDE MOBILITY PROGRAM (SMP)
SUMMARY OF CATEGORIES

BUILD IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
10 Miscellaneous – Landscape Cost Sharing Program SMP	Statewide allocation program	State 100%	Yes, Design Division	This program will be handled on a statewide basis. The funding contribution will be determined for each project based on 50 percent of the total estimated project cost as proposed by the contributor.	Program allows the department to negotiate and execute joint landscape development projects through partnerships with local governments and support from civic associations, private businesses and developers for the aesthetic improvement of our state transportation system.
10 Miscellaneous – Landscape Incentive Awards Program SMP	Statewide allocation program. Funding distributed to nine locations based on population.	State 100%	Yes, Design Division	This program will be handled on a statewide basis. The funding distribution to nine locations is based on the results of the annual Keep Texas Beautiful Awards Program.	Program allows the department to negotiate and 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. Awards recognizes participating cities or communities efforts in litter control, quality of life issues and beautification programs and projects.
10 Miscellaneous – Green Ribbon Landscape Improvement Program SMP	Statewide allocation program to the Districts with air quality, non-attainment or near non-attainment counties.	State 100%	Yes, Design Division	Allocations based on one-half percent of the estimated letting capacity for the TxDOT Districts which contain air quality, non-attainment or near non-attainment counties.	Program allows the department to address new landscape development and establishment projects within Districts that have air quality, non-attainment or near non-attainment counties. Projects to plant trees and shrubs to help mitigate the effects of air pollution.
10 Miscellaneous (Federal) SMP	Commission approval to Participate. Federal allocations.	Federal 100% Or Federal 80% State 20%	No	None Not Applicable	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, and Ferry Boat Discretionary.

Texas Department of Transportation

STATEWIDE MOBILITY PROGRAM (SMP)
SUMMARY OF CATEGORIES

BUILD IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
11 District Discretionary SMP	Commission allocation by formula. **Allocation program** to districts Projects selected by districts. Minimum $2.5 million allocation to each TxDOT district in compliance with 78(R), HB1, VII, Rider 26.	Federal 80% State 20%, Or Federal 80% Local 20% or State 100%	Yes, Districts	This category was created by consolidating old Categories 4D, 4E, & 11 from the 2002 UTP. The old formulas will continue to be used and the funding amounts consolidated until a new formula can be developed. The old formulas can be found in Exhibit A of the 2002 UTP at http://www.dot.state.tx.us/moneymatters/moneymatters.htm?pg=utp	Miscellaneous projects on the state highway system selected at the district's discretion. A portion of these funds may be used off the state highway system.
12 Strategic Priority SMP	Commission selection. **Project-specific**	Federal 80% State 20% or State 100%	No	None, Selected by Texas Transportation Commission	Commission selected projects which promote economic development, provide system continuity with adjoining states and Mexico, increase efficiency on military deployment routes, or address other strategic needs as determined by the commission.

Texas Department of Transportation

STATEWIDE PRESERVATION PROGRAM (SPP)
SUMMARY OF CATEGORIES

MAINTAIN IT

CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
HIGHWAY CONSTRUCTION PROGRAMS					
1 Preventive Maintenance and Rehabilitation SPP	Commission allocation by formula. **Allocation program** to districts Projects selected by Districts.	Federal 90% State 10% Or Federal 80% State 20% Or 100% State	Yes, Districts	This category was created by consolidating old Categories 2, 3C, 4F, 7, 8A, 10A, 10B, & 14 from the 2002 UTP. The old formulas will continue to be used and the funding amounts consolidated until a new formula can be developed. The old formulas can be found in Exhibit A of the 2002 UTP at: http://www.dot.state.tx.us/moneymatters/moneymatters.htm?pg=utp	Preventive maintenance and rehabilitation of the existing State Highway System. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, rehabilitation of signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and HOV lanes on the Interstate Highway System. Rehabilitation funds may not be used for the construction of new SOV lanes.
6 Structures Replacement and Rehabilitation SPP	Commission approval. **Project-specific** Selected statewide based on Texas Eligible Bridge Selection System (TEBSS) and Evaluated statewide for cost- benefit by the Bridge Division	Federal 80% State 20% Federal 80% State 10% Local 10% Or 100% State	No Commission	Texas Eligible Bridge Selection System (TEBSS) and Vehicle & train traffic, accident rates, vertical clearance, roadway characteristics	Replacement or rehabilitation of eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the state highway system. Specific locations evaluated by cost-benefits derived index (benefits such as improved traffic flow, accident/fatality reduction. These funds may be used for preventive maintenance activities on bridges- requires commission approval.

APPENDIX B Table B-11

43 Texas Administrative Code § 15.55(c)

Condition	Preliminary Engineering	Construction Engineering and Construction Funds	Right of Way or Eligible Utilities
#1• Project is on the Interstate Highway System	100% State -or-90% Federal 10% State -or-80% Federal 20% State	100% State -or-90% Federal 10% State -or-80% Federal 20% State	100% State -or-90% Federal 10% State -or-80% Federal 20% State
#2• Project is on the State Highway System(except Farm to MarketSystem, Urban RoadSystem, PASS or Phase 1Trunk System Corridor)	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State	90% State 10% Local –or-80% Federal 10% State 10% Local
#3• Project is on the Urban Road (UR) System	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State	100% Local #6, #7 -or-90% State #6 10% Local -or-80% Federal 10% State #6 10% Local -or-80% Federal #7 20% Local

#4• Project is on the Principal Arterial Street System (PASS)(except for existing US, SH & FM system routes)	100% State -or-80% Federal 20% State #1	100% State -or-80% Federal 20% State #1	50% State 50% Local -or-80% Federal 10% State #1 10% Local
#5• Project is not on the State Highway System and is not in the Urban Street Program	100% Local -or-80% Federal 20% Local #1	80% Federal 20% Local #1, #2	100% Local -or-80% Federal 20% Local #1
#6• Project is not on the State Highway System and is: • within urbanized area > 50,000 and • in Urban Street Program	100% Local	80% State 20% Local #3	100% Local
#7• Project is on the FM system: New FM Route Existing FM route	100% State -or-80% Federal 20% State 100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State 100% State -or-80% Federal 20% State	100% Local 90% State 10% Local -or-80% Federal 10% State 10% Local
#8•Project is on a Phase 1 Trunk System Corridor -or-Designated Statewide Mobility Corridor	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State

#9• State Park Road Program	100% State	100% State	100% State
#10• On-State System Bridge Program	100% State -or-80% Federal 20% State	80% Federal 20% State	90% State 10% Local –or- 80% Federal 10% State 10% Local
#11• Off-State System Bridge Program	80% Federal 10% State 10% Local	80% Federal 10% State 10% Local	100% Local
#12• On-State System Safety Program #10	100% State -or-90% Federal 10% State	100% State -or-90% Federal 10% State	100% State -or-90% Federal 10% State
#13• Off-State System Safety Program • If included in the Railroad Signal Safety Program	90% Federal 10% Local 90% Federal 10% State	90% Federal 10% Local 90% Federal 10% State	90% Federal 10% Local 90% Federal 10% State

#14• Transportation Enhancement Projects #4	80% Federal 20% Local	80% Federal 20% Local	80% Federal 20% Local

#15• Traffic signal is: • on the State Highway System, and • population < 50,000 or • Traffic signal is: • on a freeway, on the State Highway System	100% State -or-80% Federal 20% State -or-90% Federal 10% State	100% State -or-80% Federal 20% State -or-90% Federal 10% State	100% State -or-80% Federal 20% State -or-90% Federal 10% State -or-90% State 10% Local
#16• Traffic signal is: • on the State Highway System, and • population > 50,000 or • Traffic signal is: • off the State Highway System	100% Local -or-80% Federal 20% Local -or-90% Federal 10% Local	100% Local -or-80% Federal 20% Local -or-90% Federal 10% Local	100% Local -or-80% Federal 20% Local -or-90% Federal 10% Local

#17• Continuous Lighting Systems on the State Highway System #9	100% State #5 -or-80% Federal #5 20% State -or-100% Local #5 -or-50% State #8 50% Local -or-40% Federal 10% State #8 50% Local	100% State #5 -or-80% Federal #5 20% State -or-100% Local #5 -or-50% State #8 50% Local -or-40% Federal 10% State #8 50% Local	100% State #5 -or-80% Federal #5 20% State -or-100% Local #5 -or-50% State #8 50% Local -or-40% Federal 10% State #8 50% Local

#18• Safety Lighting on the State Highway System#9	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State	100% State -or-80% Federal 20% State

All participation ratios shown depict the minimum local participation for eligible costs.

NOTES:

#1 If any of the following conditions apply:

a) the project is selected for NHS funding;

b) the MPO (within an urbanized area > 200,000 population) elects to use Federal STP(MM) or CMAQ funds;

c) the MPO (within urbanized area < 200,000 population), in consultation with the district, elects to use Federal STP(UM) Funds; or

d) the district, in consultation with the local governments (within urban area with population between 5,000 and 50,000), elects to use Federal STP(UM) Funds.

#2 The cost for all new storm sewer, curb and gutter, driveways, and sidewalks is included as part of project.

#3 The City will provide for storm sewers, curb and gutter, sidewalks, driveways, and environmental mitigation.

#4 Federal participation is limited to the amount authorized by the commission, not to exceed 80% of the eligible project costs.

#5 The local government assumes the entire cost of the subsequent operation and maintenance.

#6 In urbanized areas of less than 200,000 but more than 50,000 population, the participation will be:

a) For new routes: 100% Local

b) For projects on the existing state highway system, either:

1) 100% Local

2) 90% State, 10% Local; or

3) 80% Federal, 10% State, 10% Local, if the District, in cooperation with the MPO, elects to use Federal STP(UM) funds.

#7 In urbanized areas of greater than 200,000 population, the participation will be:

a) 100% Local; or

b) 80% Federal, 20% Local, if the MPO elects to use Federal STP (MM) or CMAQ funds.

#8 Maintenance costs to be shared 50% State, 50% Local.

#9 See 43 SC §25.11 for additional information regarding continuous and safety lighting systems.

#10 May include traffic signal work regardless of population.

APPENDIX B Table B-12
ODESSA DISTRICT 5-YR 5310 E&D PUBLIC TRANSPORTATION FRAMEWORK

GOALS	FY 2002 $94,640	FY 2003 $184,776	FY 2004 $119,277	FY 2005 $127,749 (est.)	FY 2006 $127,749 (est.)
GOAL 1 CONSISTANT SERVICE	Redistribution of vehicles to greater demand areas (Midland, Ector, Pecos, Terrell) Better utilization of current vehicle inventory Additional vehicles	Establish Core Transportation Network. Establish ADA Goals Greater utilization of current vehicle inventory (5310/5311)	Expansion of services - beyond District Transportation Network Continue to strive for ADA goals - 60% Fleet ADA Consider semi-fixed to fixed route on major corridors	Expansion of services - beyond District Transportation Network Continue to strive for ADA goals - 60% Fleet ADA Consider semi-fixed to fixed route on major corridors	Expansion of services – beyond District Transportation Network Continue to strive for ADA goals -60% Fleet ADA Consider semi-fixed to fixed route on major corridors
GOAL 2 BETTER COORDINATION	3 Purchase of service contracts $53,300.00 Terrell County - $9,300.00 Pecos County - $8,000.00 Ector County - $36,000.00 "One-call" number for transportation services Promote Transportation Awareness	3 Purchase of service contracts $53,300.00 Terrell County - $9,300.00 Pecos County - $8,000.00 Ector County - $36,000.00 Midland County -$25,000 One-call" number for transportation services Promote Transportation Awareness	4 Purchase of service contracts $39,600.00 Terrell County - $8,000 Pecos County - $6,400 Ector County - 19,200 Midland County - $6,000 "One-call" number for transportation services Promote Transportation Awareness Marketing Coordination with	2 Purchase of service contracts $35,000 Terrell County - $8,000 Ector County - 27,000 One-call" number for transportation services Promote Transportation Awareness Marketing Coordination with 5307 provider	Marketing Coordination with 5307 provider Reevaluate District Transportation needs (survey)

			5307 provider		
GOAL 3 FLEET/EQUIP MANAGEMENT	Dispatching System $5,000 Dispatching System $5,000 P preventive Maintenance & Additional Capital $31,340.00 (rural provider & 5310 providers)	Preventive Maintenance - $42,088.00 Capital- Communication Equip – $6,388 Type II Bi-fuel – LPG $58,000	Preventive Maintenance - $31,676.80 For 5311/5310providers District-wide Type II Bi-Fuel –LPG $48,000.00	Preventive Maintenance - $37,368 For 5311/5310providers District-wide Type II Bi-Fuel – LPG $50,000.00 Vehicle Shelter $5,381.00	Upgrade multi-model transportation network vehicles, communication equipment

APPENDIX B Table B-13
MIDLAND-ODESSA URBAN TRANSIT DISTRICT (Section 5307)
5-YEAR PUBLIC TRANSPORTATION FRAMEWORK

GOALS	FY2005	FY2006	FY2007	FY2008	FY2009
Goal 1: Consistent Service	"Brand" EZ RIDER Increase rider ship Conduct satisfaction survey of Para transit service Plan additional route in Odessa	Study feasibility of expanded services: • Intercity express route • Evening service hours Provide additional route in Odessa	Provide expanded services: • Intercity express route • Evening service hours	Consider increasing frequency on certain routes (i.e., one-half hour headways)	Re-evaluate district transportation needs

Goal 2: Better Coordination	Coordinate services with 5310 & 5311 providers Promote awareness of public transportation	Coordinate services with 5310 & 5311 providers Promote awareness of public transportation	Study feasibility of transfer centers at both malls Obtain land for downtown transfer centers	Design/build new transfer centers in both downtowns and at both malls	Study feasibility of park-n-ride lots in both cities
Goal 3: Capital Needs	Preventive Maintenance ADA Para transit Passenger benches ITS applications	Preventive Maintenance ADA Para transit Purchase 30-ft buses for fleet replacement	Preventive Maintenance ADA Para transit Capital lease of facility Land purchase/lease	Preventive Maintenance ADA Para transit Downtown transfer centers MPM & MCM transfer centers	Preventive Maintenance ADA Para transit
Goal 4: Funding Sources	Secure toll credits to match: • 5309 earmark (FY03) • 5307 operating grant (FY04) • 5307 capital grant (FY05) Generate additional revenues (i.e., advertising, special events, contract services)	Generate additional revenues (i.e., advertising, special events, contract services)	Secure toll credits to match: • 5307 operating & capital grant (FY06) Generate additional revenues (i.e., advertising, special events, contract services)	Secure toll credits to match: • 5307 operating & capital grant (FY07) Generate additional revenues (i.e., advertising, special events, contract services)	Secure toll credits to match: • 5307 operating & capital grant (FY08) Generate additional revenues (i.e., advertising, special events, contract services)

APPENDIX C

PUBLIC INVOLVEMENT POLICY
of the MIDLAND-ODESSA TRANSPORTATION ORGANIZATION

Administered by

PERMIAN BASIN REGIONAL PLANNING COMMISSION

METROPOLITAN PLANNING ORGANIZATION

February 1994
Adopted by Policy Board July 27, 1994
Amended by Policy Board July 16, 1998
PERMIAN BASIN REGIONAL PLANNING COMMISSION
METROPOLITAN PLANNING ORGANIZATION

MIDLAND-ODESSA TRANSPORTATION ORGANIZATION

PUBLIC INVOLVEMENT STUDY

The Permian Basin Regional Planning Commission is the Metropolitan Planning Organization (MPO) for the Midland-Odessa Transportation Organization (MOTOR) and provides continuous, cooperative and comprehensive transportation planning for the Midland-Odessa area. The importance of early, on-going public involvement in the transportation planning process is emphasized in the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA). The MPO will insure that all citizens in the Midland-Odessa area have the opportunity to participate in the local transportation planning process by making certain that:

1. The public is fully informed about local transportation issues throughout the planning and program development process.
2. The public has adequate opportunities to express opinions, concerns and/or desires regarding local transportation issues; and
3. Local transportation plans, policies and decision have the support of the participating public.

The involvement of interested citizens in the local transportation planning process will be Published/posted at least 72 hours in advance in?

The Midland-Reporter Telegram
The Odessa American
Ector County Courthouse (Official Bulletin Board)
Midland County Courthouse (Official Bulletin Board)
Midland City Hall (Official Bulletin Board)
Odessa City Hall (Official Bulletin Board)

Certification of posting on official bulletin boards and a copy of the newspaper's affidavits will be retained by the MPO for a period of three years.

The MPO maintains a list of interested groups, individuals and organizations to include local, county and state government officials, news medial, chambers of commerce, local transportation providers, social service agencies and etc. These individuals and groups will receive notification at least 72 hours prior to all public meetings, all public hearings and all review and comment periods concerning the presentation of or adoption of the Transportation Improvement Program of the Metropolitan Transportation Plan. Times and sites for all public meetings/hearings will be considered to allow for maximum public participation.

PUBLIC MEETINGS

All meetings of the MPO Policy Board and all public hearings shall be held in compliance with the Texas Open Meetings Act; the public will be given the opportunity

to participate in every public meeting and every public hearing. All public meetings and public hearings will be recorded on audiotape to facilitate the development of written documentation of the meeting/hearing. All local news medial will be notified of any public meetings and public hearings held for the purpose of presenting the Transportation Improvement Program or the Metropolitan Transportation Plan; they may broadcast or publish any or all of the proceedings of these meetings/hearings. All persons attending a public meeting/hearing will be asked to sign a roster that will be retained by the MPO. A copy of the minutes of all public meetings/hearings will be submitted to the TxDOT, Odessa District Office.

At least one public hearing will be held a minimum of 10 calendar days prior to the adoption of the plan. One or more public hearings will be held to present the Transportation Improvement Program at least 10 calendar days prior to its adoption. In the event the final Plan or TIP should differ significantly from the ones(s) presented during the public meetings/hearings, additional public meetings/hearings will be held if deemed appropriate by the Policy Advisory Committee.

PUBLIC REVIEW

To assure the public has the opportunity to review the Transportation Improvement Program and/or the Metropolitan Transportation Plan in detail prior to adoption, a review period of at least 10 calendar days will be observed. During the review period, a copy of the document(s) may be reviewed at the offices of the Permian Basin Regional Planning Commission, 2910 La Force Boulevard, Midland International Airport and at the TxDOT Odessa District offices, 3901 East Highway 80, Odessa; between the hours of 8:00 AM and
5:00 PM, Monday through Friday. The documents(s) will also be made available to the Midland County Library, 321 West Missouri, Midland, for public review during regular business hours. Whenever possible, staff will be available to discuss the document(s) and/or answer questions. The review period and the comment period may run concurrently.

PUBLIC COMMENT

A public comment period lasting a minimum of ten calendar days will be held prior to the adoption of the Transportation Improvement Program and/or the Metropolitan Transportation Plan. Any comments received during the public hearing and/or the public comment period shall be summarized and provided to the Policy Board for consideration. All comments will be retained by the MPO for a period of three years and will also be submitted to the TxDOT Odessa District Office.

PUBLIC APPEARANCES

The MPO will make every effort to accommodate civic or professional groups, organizations or other interested parties' requests to present or discuss information related to the work of the MPO or the Transportation Improvement Program and/or the Metropolitan Transportation Plan. The MPO should be contacted far enough in advance to allow for Scheduling and preparation for the presentation/discussion.

PROJECT SOLICITATION

At least six months prior to the adoption of a new Metropolitan Transportation Plan or a major update of the Metropolitan Transportation Plan, the MPO shall solicit ideas from the public for transportation system improvements to be considered as part of the new or updated Metropolitan Transportation Plan. Solicitations may be in the form of a published questionnaire, a public meeting or other appropriate means. The MOTOR Technical Advisory Committee will take an active role soliciting these ideas/suggestions to the Policy Board for incorporation in the Plan.

MOTOR TECHNICAL ADVISORY COMMITTEE

The MOTOR Technical Advisory Committee, functioning as a citizen's advisory committee, will assist the MPO in soliciting public input and public comment and will assist in publicizing Transportation Improvement Programs, Metropolitan Transportation Plans and other issues affecting the MPO and the metropolitan area. The Technical Advisory Committee will be composed of representatives from the City of Midland, Midland County, the City of Odessa, Ector County, TxDOT and the Permian Basin Regional Planning Commission; they may be elected officials, or employees. Should Martin County choose to participate in the MPO, one representative will serve on the committee. The MOTOR Technical Advisory Committee will meet as needed and the meetings will be called by the Committee chairman or by the MPO.

MOTOR - MPO
PUBLIC PARTICIPATION PLAN

"Solving Midland and Odessa's Transportation Challenges"

9601 Wright Drive
Midland, Texas 79706
www.motormpo.com
432-617-0129

Approved for Public Review: **July 26, 2007**

Approved by the Policy Board on: **September 20, 2007**

MOTOR - Policy Board
MEMBERSHIP

MOTOR Policy Board

Member	Title	Representing	Elected Official
Voting Members			
**Berry Simpson	Council Member	City of Midland	Yes
* Dr. James Goates	Council Member	City of Odessa	Yes
Susan Redford	County Judge	Ector County	Yes
Mike Bradford	County Judge	Midland County	Yes
Lauren D. Garduño, P.E.	TxDOT	Odessa District	No
Ex-Officio Members			
Stephen Castle	Chairman	MOTRAN	No

Total Members: 6 **Voting Members: 5** **Elected Voting Members: 4**

MOTOR - Technical Advisory Committee (TAC)
MEMBERSHIP

MOTOR Technical Advisory Committee

Members	Title	Representing
Voting Members		
* Melba E. Owens	Executive Director	MOTOR
Matt Squyres, P.E.	Director of Public Works	City of Odessa
Chuck Swallow	Director of Development Svcs.	City of Midland
**Cameron Walker	Director of Planning	City of Midland
Marwan Khoury	Director of Planning	City of Odessa
Gary J. Law, P.E.	Director of Planning & Development	TxDOT Odessa
Vacant	Advance Planning & Dev.	TxDOT, Odessa
Doy herring	Road Superintendent	Midland County
Fred Crawford	Project Manager	Ector County
Edward Esparza	General Manager	MOUTD
Non-Voting Members		
Michael Batuzich	E&T Planning Coordinator	FHWA, TX Division
Fred Marquez	Transportation Planner	TxDOT TPP, Austin Division
Alfredo Gonzales	Public Transportation Coordinator	TxDOT – Odessa District

Total Members: 13 Voting Members: 10 Non-Voting Members: 3

* Denotes Committee Chairperson
** Denotes Committee Vice-Chairperson
*** Voting Members Alternate Annually

TABLE OF CONTENTS

INTRODUCTION:

The Midland-Odessa Metropolitan Planning Organization (MOTOR) is the regional transportation planning organization responsible for working with local, state, and federal governments, as well as the private and public sectors, to coordinate the highway, transit, and land use planning processes in the MOTOR Metropolitan Area Boundary. The metropolitan area boundary includes the Cities of Odessa and Midland and portions of the Counties of Midland and Ector. The MOTOR MPO is the organization that sets the transportation priorities by bringing together government entities within the urban area boundary to make *continuing, cooperative, and comprehensive* transportation decisions. The public participation plan emphasizes the importance of early, on-going public involvement in the transportation planning process. Early public involvement enables the MPO to make more informed decisions, improve quality through collaborative efforts, build mutual understanding and trust between the MPO and the public. The Public Participation Plan outlines various tools and time limits for public involvement in the development of various planning documents, including, but not limited to the following:

- **Metropolitan Transportation Plan (MTP):** A long range transportation planning document that includes a 25 year list of desired projects (not funded). The MTP is updated every five (5) years;

- **Transportation Improvement Plan (TIP):** A short ranged transportation planning document that provides a 5 year construction plan (funded). The TIP is updated every four (4) years.

It is the intent of the MOTOR MPO that the Public Participation Plan provide the greatest possible involvement in the transportation planning process. It is also the intent of the MOTOR MPO that the public participation plan be implemented in a continuous, proactive manner, and adhere to the principles of Environmental Justice and Title VI of the Civil Rights Act. The MOTOR MPO's Environmental Justice initiatives will consist of MPO Staff activities designed to help partnerships with groups and individuals of "traditionally underserved" communities.

These communities include minorities, transit dependent citizens, low income, the elderly, and persons with disabilities. Staff activities will include, but not be limited to: MPO Staff participation in groups and coalitions serving within these communities, targeted communications with local media outlets, conducting outreach meetings at times and locations that are accessible to transit dependant or non-driving individuals when possible, and publication of MPO documents in non-technical, web-based, or other easily accessible formats as necessary and appropriate for purposes of obtaining input and comment into the regional transportation planning processes. The MOTOR MPO goal will be to ensure that all citizens have an equal opportunity to participate in the MPO's decision-making process.

MOTOR ORGANIZATION AND MISSION

Representatives from the Texas Department of Transportation, Midland County, Ector County, City of Odessa, City of Midland, Midland-Odessa Urban Transit District, and the public are represented on various committees that are a part of the MOTOR MPO:

- **MOTOR Policy Board** – This is the governing body for the MPO and provides a forum for cooperative decision making and policy guidance. The MOTOR Policy Board sets the priorities for the transportation projects in the MOTOR Metropolitan Area Boundary. They also provide direction to the MOTOR Executive Director.

- **MOTOR Technical Advisory Committee** – This group is composed of technical staff of key transportation agencies in the area. Meetings are held to discuss transportation related issues and to provide technical analysis of planning activities for the Policy Board.

The MOTOR Policy Board and Technical Advisory Committee meet once each month at the MOTOR MPO Offices located at 9601 Wright Drive, Midland, Texas. There is a public comment period offered at each Policy Board Meeting.

- **MOTOR MPO Staff** – The MPO Staff is responsible for performing the administrative and technical services necessary to effectively and efficiently operate the MPO.

MOTOR Mission Statement

Provide stewardship of a cooperative transportation planning process that ensures state and local officials cooperatively develop a fiscally constrained transportation program that ensures the region's future transportation and transit demands are timely and efficiently satisfied.

PUBLIC PARTICIPATION PROCESS

General Guidelines: The Public Participation Plan is intended to provide direction for public involvement activities to be conducted by the MOTOR MPO and contains the policies, goals, objectives, and techniques used by the MPO for public involvement. In its public participation process, the MOTOR MPO will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including, but not limited to local jurisdiction concerns).

2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plans (MTP), the Transportation Improvement Program (TIP), and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.

3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the MTP, the TIP, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MOTOR MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised be made available.

4. When significant written and oral comments are received on the draft transportation plan (including the financial plan for the MTP and TIP) as a result of the public participation process or the interagency consultation process required under SAFETEA-LU, report on the disposition of comments shall be made part of the final plan.

5. Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities,

representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process via Section 6001 (i)(5)(A).

6. Provide a public comment period of 45 calendar days prior to the adoption of the Public Participation Plan and/or any amendments. Notice of the comment period will be advertised in the Midland Reporter Telegram and the Odessa American prior to the commencement of the 45-day comment period.

7. Provide a public comment period of not less than 30 calendar days prior to adoption of the MTP and the TIP, and a public comment period of not less than 10 calendar days prior to the adoption of any formal amendments or updates.

8. Coordinate the Public Participation Process with statewide Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.

Procedural Notices and Processes:

Public Participation Plan

A minimum public comment period of 45 days will be established prior to the Public Participation Plan adoption or revision. Public participation processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all.

Copies of the draft Public Participation Plan will be placed at the County Libraries of Midland and Ector, and the City Secretary Offices of the Cities of Odessa and Midland; and, on the MOTOR MPO website (www.motormpo.com) during the 45 day public review period. The draft Public Participation Plan will also be made available during regular business hours at the MOTOR MPO Office located at 9601 Wright Drive, Midland, Texas 79706, and at the TxDOT-Odessa District Offices located at 3901 E. Highway 80, Odessa, Texas 79761, throughout the 45 day public review period. The adopted Public Participation Plan will remain on the website for ongoing reference by the public.

Policy Board

All Meetings of the MOTOR Policy Board and all public meetings shall be held in compliance with the Texas Open Meeting Act as amended. Minutes of public meetings shall be retained by the MPO for a period of three (3) years. Current Minutes of the public meetings will be maintained on the website (www.motormpo.com). The public will be given an opportunity to comment in every Policy Board Meeting and every public meeting. All persons attending the Policy Board Meetings or other public meetings will be asked to sign a roster that will be retained by the MPO.

Notification of all Policy Board Meetings shall be placed at least 72 hours in advance in the Midland Reporter Telegram and the Odessa American. Notification of all public

meetings, public comment periods, and public review periods shall be placed on the MPO website.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a long-range planning document which identifies transportation projects and programs for the next 25 years. The MTP addresses various aspects of transportation, such as: major streets and highways, traffic operations, maintenance, public transportation, freight, pedestrian and bicycle transportation. The MTP is updated every 5 years.

One or more public meetings shall be held to present a new MTP, or amendments to the MTP prior to its adoption. At least one of these meetings shall be held a minimum of 30 days prior to adoption of a new or amended Metropolitan Transportation Plan and will provide for a 30-day public comment period for a new MTP, and a 10-day comment period for amendments to the MTP.

Copies of the draft MTP will be placed at the County Libraries of Midland and Ector, and the City Secretary Offices of the Cities of Odessa and Midland; and, on the MOTOR MPO website (www.motormpo.com) during the 30 day public review period (10 days for amendments to the MTP). The draft MTP will also be made available during regular business hours at the MOTOR MPO Office located at 9601 Wright Drive, Midland, Texas 79706, and at the TxDOT-Odessa District Offices located at 3901 E. Highway 80, Odessa, Texas 79761, throughout the 30 day public review period for a new MTP, and 10 day public review period for amendments to the MTP. The adopted MTP will remain on the website for ongoing reference by the public.

Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies and schedules transportation projects to be implemented in the MOTOR MPO Urban Area. The TIP is updated every 4 years. The next update will occur in 2010.

One public meeting shall be held to present the Transportation Improvement Program (TIP), or amendments to the TIP prior to adoption. The meeting shall be held a minimum of 30 days prior to the adoption or amendment of the program, and will provide for a 30-day comment period for a new TIP, and a 10-day comment period for amendments to the TIP.

Copies of the draft TIP will be placed at the County Libraries of Midland and Ector, and the City Secretary Offices of the Cities of Odessa and Midland; and, on the MOTOR MPO website (www.motormpo.com) during the 30 day public review period (10 days for amendments to the TIP). The draft TIP will also be made available during regular business hours at the MOTOR MPO Office located at 9601 Wright Drive, Midland, Texas 79706, and at the TxDOT-Odessa District Offices located at 3901 E. Highway 80, Odessa, Texas 79761, throughout the 30 day public review period for a new TIP, and a 10 day public comment period for amendments to the TIP. The adopted MTP will remain on the website for ongoing reference by the public.

SAFETEA-LU PUBLIC PARTICIPATION (PPP) LEGAL REQUIREMENTS

The Safe-Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59 and authorizes the Federal surface transportation programs for highways, highway safety, and transit. The SAFETEA-LU Act requires public participation as follows:

- Each MPO is encouraged to consult with other planning officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) via Section 6001 (g)(3). In addition, the MPO's metropolitan planning process will serve to promote consistency between transportation improvements and State and local planned growth and economic development patterns as part of the MTP updates.

- As part of the development of the MTP updates, SAFETEA-LU requires that types of mitigation shall be discussed within the document along with potential sites to carry out the activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion of potential environmental mitigation shall be developed by the MPO in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies per Section 6001 (i)(2)(B)(ii).

Direct, indirect and cumulative impacts can be avoided or minimized through consultation and a careful analysis of transportation alternatives. SAFETEA-LU requires MPO's to consult and coordinate their activities with State and local agencies regarding land use management, natural resources, environmental protection, conservation, historic preservation, etc. This coordination includes, as appropriate, the comparison of available plans, maps and resource inventories. The MPO goes a step further and also consults with interested community groups. This consultation, along with the MPO's efforts to integrate land use and transportation planning, and link planning and the National Environmental Policy Act (NEPA) of 1970, can facilitate the avoidance and minimization of potential impacts during the transportation planning process. The MPO is required to maintain files of those agencies with whom they have consulted, and the results of said consultation.

- The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the MTP and TIP under Section 6001 (i)(4)(A). The consultation shall involve as appropriate (i) comparison of the long range transportation plans with State conservation plans or maps, if available; or (ii) comparison of long range transportation plans to inventories of natural or historic resources, if available per Section 6001 (i)(4)(B).

- Each MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services,

private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan [6001 (i)(5)(A)].

- In carrying out the participation plan, the MPO shall, to the maximum extent possible (i) hold any meetings at convenient and accessible locations and times (ii) employ visualization techniques to describe the plans, and (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunities for consideration of public information. [6001(i)(5)]

- A transportation plan involving Federal participation shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the MPO and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish. [6001(i)(6)]

The Public Participation Plan is a living document and will be continually reviewed for possible revisions.

SAFETEA-LU recognizes that transportation improvements impact the economy, environment, and community quality of life. The MOTOR MPO has considered and applied strategies that will serve to advance the eight (8) transportation planning factors identified under SAFETEA-LU as follows:

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 for freight;

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned 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; and
8. Emphasize the preservation of the existing transportation system.

PUBLIC PARTICIPATION PLAN GOALS, OBJECTIVES AND POLICIES:

Goal: To provide the public with thorough information on transportation planning services and project development in a convenient and timely manner.

OBJECTIVE NO. 1

Educate the public regarding the planning of transportation system improvements.

1.1: The MOTOR MPO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to be educated and to comment on the transportation planning process and products:

Elected Officials of member entities
Staffs of member entities
Transportation Agencies (Midland-Odessa Urban Transit District)
Local Media (Television, Radio, Newspapers)
- to include minority news (El Matador)/print materials/ethnic radio/television)

Homeowners Associations
Civic Groups and Fraternal Organizations
Special Interest Groups (Permian Basin Regional Planning Commission and MOTRAN)
Consultation with Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. (See Appendix A).
Consultation with parties that would have an interest in the planning and development of the transportation network including affected public agencies in the urban area boundary (See Appendix A).

Private Freight Shippers
Representatives of Public Transportation Entities
Private providers of Transportation
Representatives of Users of Public Transportation
Representatives of Users of Pedestrian Walkways
Representatives of Users of Bicycle Transportation Facilities
Representatives of the Disabled

1.2: The MOTOR MPO Staff shall, when feasible, electronically mail meeting announcements to the MPO Contact list or to targeted groups for upcoming activities. The MPO Staff will also conduct meetings, when feasible, with the above-referenced groups.

1.3: The MOTOR MPO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS systems, artist renderings, physical models, and/or computer simulation.

1.4: The MOTOR MPO will conduct workshops when practical and feasible in order to educate/update the public and various stakeholders on transportation planning issues within the MOTOR Metropolitan Area Boundary.

OBJECTIVE NO. 2

Provide citizens, public agencies, private transportation and shipping providers, users of pedestrian and bicycle facilities, representatives of the disabled, and other interested parties with opportunities to participate in the transportation planning process.

2.1: Target audiences shall be identified to encourage the involvement of all area citizens in the transportation planning process. This will include residents, business and property underserved and under-represented populations, including, but not limited to low income and minority households. Outreach opportunities will include the leadership/membership of non-government organizations including, but not limited to:

- MOTRAN
- Midland Industrial Development Corporation
- Odessa Industrial Development Corporation
- Midland Chamber of Commerce
- Odessa Chamber of Commerce
- Service Organizations (Rotary, Lions, Kiwanis, Leadership Midland, Leadership Odessa
- Housing Authorities/Home Owners' Associations
- School/PTA Organizations

2.2: The MOTOR MPO will, whenever feasible, hold public meetings at a site convenient to potentially affected citizens.

OBJECTIVE NO. 3

Solicit public feedback early in the transportation planning process so that the final design incorporates solutions which include consideration of public concerns.

3.1: The MOTOR MPO will provide adequate public notice for all MOTOR regular Policy Board Meetings. A public comment period is offered at each Policy Board Meeting. Public Notice for all Policy Board Meetings will be given ten (10) days prior to the meeting. (See Table No. 1).

3.2: All MOTOR meeting agendas, documents, maps, plans and programs will be made available in electronic format on the MOTOR website. There is a comment section on the MOTOR website for the public to ask questions or to make any comments/recommendations which is monitored by MPO Staff. The MTP and TIP documents will be placed at the Ector County and Midland County Libraries for public review and comment prior to final approval of these documents.

The MPO website will be updated and maintained to provide the most current and accurate transportation planning information available. The website (www.motormpo.com) shall, at a minimum, contain the following information:

- Contact information (mailing address, phone, fax, and e-mail)
- Current MPO Membership
- Meeting calendars and agendas
- Work products and publications (MTP, TIP, UPWP Annual Project Listing and Annual Performance Expenditure Report)
- Comment/Questions Form
- Links to transportation related agencies/entities
- Current By-Laws, including the Public Participation Plan and updates.

3.3: The MOTOR MPO Staff will be available to provide general transportation information at their business offices located at the Wright Office Complex, Suite 1, 9601 Wright Drive, Midland, Texas 79706, phone number 432-617-0129, fax number 432-617-0165

3.4: The MOTOR MPO Staff will produce a periodic newsletter for distribution to the MPO contact list that will include updates on current or recently completed projects, design projects, announcements of upcoming meetings, and contact information.

OBJECTIVE NO. 4

Increase involvement of traditionally underserved communities, such as low-income and minority households, and foster ownership of transportation decision-making by considering the needs of those communities.

4.1: Informational outreach will include the leadership/membership of community groups including:

- African-American Chambers of Commerce in the Cities of Midland and Odessa
- Hispanic Chambers of Commerce in the Cities of Midland and Odessa
- Minority community/youth center leaders in Midland and Odessa
- MOUTD

4.2: The MOTOR MPO will make every effort, when it is deemed necessary and feasible, to provide an interpreter for meetings.

OBJECTIVE NO. 5

The MOTOR MPO will strive to continuously improve public participation.

5.1: The MOTOR MPO will continuously evaluate public involvement techniques.

5.2: The Public Participation Plan will be reviewed at least every four (4) years in order to improve the effectiveness of public involvement.

PUBLIC PARTICIPATION TECHNIQUES

Public participation is a mandated activity of the MOTOR MPO. Public participation is also an ongoing and integral part of corridor studies, regularly repeated activities such as the MTP and TIP, and scenario planning.

This section contains descriptions of public participation tools that will be used by the MOTOR MPO:

Website – This website (www.motormpo.com) was established to provide basic information about the MPO process, members, meeting times and contact information. The site is currently under construction and has recently been expanded to include information about specific projects undertaken by the MPO. Work products such as the TIP and MTP are available on the site. Also, citizens are able to submit comments. The site provides links to other transportation related sites at the local, state and national level. This site will be used to list current and topical information on both regular and special meetings, planning studies, publications, related public events and work products.

Database - The MOTOR MPO Staff will maintain a master database of business, federal, state and local agencies and interested public. The database will include committee membership, mailing information, phone numbers, fax numbers, e-mail addresses and web sites. The database will be used for maintaining up-to-date committee membership lists, special interest groups and homeowner association contacts, and will be the foundation of the newsletter mailing list. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements. The database will be used to enhance public involvement activities.

Legal Advertisements - Texas Government Code, Chapter 551 requires posting a notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts notice of the MOTOR MPO Policy Board Meetings. These notices are posted in the Odessa American and Midland Reporter Telegram newspapers, and Agendas of the Meetings are posted at the MOTOR MPO Offices. Plans are to begin posting Agendas of Policy Board Meetings at the City Halls of Midland and Odessa. Notices are also posted for all public meetings.

Press Releases - Formal press releases will be sent to local media (newspaper, television and radio, and City websites) to announce upcoming meetings and activities and to provide information on specific issues being considered by the MOTOR MPO or their board/committees.

Newsletter - The MOTOR MPO Staff will produce a periodic newsletter titled, "MOTOR SPEAKS" – Midland-Odessa Transportation Organization Working Together for Better Transportation Solutions". The "MOTOR SPEAKS" newsletter will be used to

promote regular and special meetings, planning studies, publications, work products and board and committee member interviews.

MOTOR MPO Logo - A logo representing the MPO will be used to identify products and publications of the MPO. A logo will help the public become familiar with the different activities of the MPO by providing a means of recognizing MPO products. The following tag line will also be utilized to create a community awareness of the MPO deliverables: "Solving Midland and Odessa's Transportation Challenges."

Public Meetings - Public Meetings will be conducted to solicit public comment on a project or work products being considered for adoption by the MPO Policy Board. The Public Meetings provide a formal setting for citizens to provide comments to the MPO prior to the final adoption of work products. Notices of the public meetings will be published in the Midland Reporter Telegram and Odessa American newspapers.

The MOTOR MPO may utilize the following techniques to further expand the public involvement process:

Display Ads - The MOTOR MPO will use publication of larger ads to promote public meetings that are not regularly scheduled, such as those conducted for the TIP and MTP. They will be published in the Midland Reporter Telegram and the Odessa American newspapers in order to reach a larger audience that those that typically read legal notices. These ads will provide public awareness of project specific meetings, workshops, or open houses.

Other Media - Opportunities will be sought for articles in other newsletters produced by municipalities, homeowners' associations, church groups, civic groups, or others that may have an interest in the MPO transportation issues. Opportunities will also be sought to present to civic and social agencies, participate on radio talk shows, and provide television news highlights and to utilize public service notices to create community awareness of transportation planning activities.

Direct Mailings - Direct Mailings will be used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings may be post cards, letters or flyers. Activities for which direct mailing may be utilized may include project-specific meetings, scenario planning workshops, open houses, corridor studies, small-area studies, and other planning studies or major activities. An

area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

Project Workshops/Open Houses - Targeted public meetings will be conducted that will generally be open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given by the MPO Staff at these meetings. The purpose of project-specific meetings will be to provide information to the public and to solicit public comment and obtain a sense of public priorities.

E-Mail Announcements - Meeting announcements and MPO information will be e-mailed to interested persons.

Kiosks - The MOTOR MPO Staff is currently evaluating the costs to add MPO meeting announcements and other information to kiosks that are currently in place in community colleges and at various TxDOT area locations. Eventually, consideration may be given to the purchase of kiosks by the MPO to place at strategic locations that will not only provide information exclusive to the MPO transportation issues, but will allow interactive input capabilities.

Comment Forms - Comment forms will be used to solicit public comment on specific issues being presented at public meetings or workshops. Comment forms can be very general in nature, or can ask for very specific feedback.

Surveys - Surveys may be utilized when very specific input from the public is desired such as whether a person supports a specific alignment in a corridor study.

Posters and Flyers - Posters and flyers may be used to announce meetings and events and may be distributed to public places such as City Halls, libraries, and community centers for display. The announcement may contain a brief description of the purpose of a meeting, the time(s), location(s) and contact information. Posters and flyers may be used to reach a large audience that cannot always be reached using direct mailings and/or newsletters.

The Motor MPO Staff will continually monitor the public participation outreach efforts to identify those methods that are the most efficient and effective.

TABLE NO. 1
TABLE OF PUBLIC MEETINGS AND COMMENT PERIODS

Program Adoption/Updates	Public Meetings	Comment Period	Remarks
Public Participation Plan (PPP)	One meeting prior to Policy Board approval	45 Days	Meetings will be held with the Technical Advisory Committee and Policy Board for updates of the PPP as needed.
Metropolitan Transportation Plan (MTP)	One or more meetings prior to Policy Board approval	30 Days	A summary of all oral and written comments will be provided to the Policy Board and available for public review.
Transportation Improvement Program (TIP)	One meeting prior to Policy Board approval	30 Days	A summary of all oral and written comments will be provided to the Policy Board and available for public review.
Program Amendments	**Public Meetings**	**Comment Period**	
Public Participation Plan (PPP)	N/A	45 Days	
Metropolitan Transportation Plan (MTP)	One meeting prior to Policy Board approval.	10 Days	
Transportation Improvement Program (TIP)	One meeting prior to Policy Board approval	10 Days	

The Policy Board generally conducts regular open meetings the third Thursday of every month.

Definitions:

Update: *Comprehensive Change-Financial/Structural*

Revision: *Two (2) types: 1)Amendment affecting $$*
Administrative Amendment not affecting $$

Administrative Modification: *Briefing from Staff to Policy Board for action of acceptance by the Policy Board; does not materially change fiscal constraint.*

COMMONLY USED TRANSPORTATION TERMS AND ACRONYYMS

Public Participation: Is an integral part of a planning or major decision making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open process in which the rights of the community to be informed, to provide comments to the Government, and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

ADA – Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, and temporary disabilities

The revised Federal Regulations governing the development of metropolitan transportation plans and programs provides specific definitions for "Consultation", "Coordination", "Consideration", and "Cooperation". The new definitions are provided below:

CONSIDERATION: Means that one or more parties take into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action;

CONSULTATION: Means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the view of the other parties and periodically informs them about action(s) taken. This definition does not apply to the "consultation" performed by the States and the MPOs in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and Tribal conservation plans or maps or inventories of natural and historic resources.

COOPERATION: Means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

COORDINATION: Means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

EJ - ENVIRONMENTAL JUSTICE: Describes the impact of transportation plans or projects, either positive or negative, on a particular community or population. Derived from Title VI of the Civil Right Act of 1964. Environmental Justice strives to ensure public involvement of low income and minority groups in decision making, to prevent disproportionately high and adverse impacts on low income and minority groups, and to assure that these groups receive equal benefits from transportation improvements.

FHWA – Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs under Title 23 U.S.C.

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPO's and a greater emphasis on public participation.

MOTOR: Midland Odessa Transportation Organization.

MPO: Metropolitan Planning Organization: The forum for cooperative transportation decision making; required for urbanized areas with populations over 50,000.

MTP – Metropolitan Transportation Plan: A 25-year forecast plan required of state planning agencies and MPOs; which must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and consider how transportation can best meet these goals.

REVISIONS – The Final Rule defines as a change to a long-range statewide or metropolitan transportation plan, TIP or STIP that occurs between scheduled periodic updates. A major revision is an *"amendment"* while a minor revision is an *"administrative modification"*. Amendments require public review and comment, and a demonstration of fiscal constraint. Administrative modifications allow minor changes without such actions.

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users: Legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

TEA-21- Transportation Equity Act for the 21st Century: Federal legislation which authorizes funds for transportation and guidelines for the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority setting process. TEA-21 emphasizes increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

TIP –Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

TUMP – Texas Urban Mobility Plan: The Texas Legislature initiative that requires smaller metropolitan areas to develop comprehensive regional mobility plans to quantify long-range needs within their areas.

UPDATE – The Final Rule defines as "making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review." Updates are significant events and require public review and comment, re-establishment of a 20-year horizon year for metropolitan transportation plans and long-range statewide transportation plans, a re-established four-year program period for TIP's and STIP's, and demonstration of fiscal constraint.

UPWP – Unified Planning Work Program: Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and planning activities anticipated within the next two years, including a schedule for the completion of the identified tasks and activities.

PUBLIC PARTICIPATION PLAN EVALUATION

Introduction

The Federal Highway Administration and the Texas Department of Transportation require that the Midland Odessa Metropolitan Planning Organization (MOTOR MPO) continue to evaluate the effectiveness of public involvement activities. By continually evaluating public involvement activities, it is possible to improve or add new public involvement activities to the MPO program and to discontinue activities that are ineffective.

The purpose of this section of the Public Participation Plan is to provide guidelines for the evaluation of public involvement techniques. The MOTOR MPO public involvement activities outlined in this Participation Plan include descriptions of various public involvement techniques that could be used by the MPO. This plan should be reviewed at least every four (4) years to ensure that appropriate changes are being implemented by the MPO. Any significant changes to the MOTOR MPO's Public Participation Plan will be advertised and made available for 45 days for public review and comment before final adoption.

Improvement Strategy

The MOTOR MPO continues to strive for improved public involvement. Improvements should be made to increase public awareness and to improve the quantity and quality of information provided to the public. The decisions made by the MPO affect the entire population, both residents and visitors of the Cities of Midland and Odessa and surrounding areas. Therefore, seeking public input on these decisions is vital to the success of the MPO as the agency responsible for transportation planning. Each time a

public involvement evaluation is performed, a list of improvement strategies need to be identified for implementation. If improvement is needed for an ongoing public involvement task, such as the MOTOR MPO website, a reasonable completion date should be established.

Evaluation Methodology

In order to regularly evaluate the Public Participation Plan, five performance measures are recommended:

1. The accessibility of the outreach process to serve diverse geographic, language and ability needs;

2. The extent or reach of the process in involving and informing as many members of the public as possible.

3. The diversity of participants in the outreach process and its ability to reflect the broad Range of ethnicities, incomes and special needs of residents in the MOTOR MPO region.

4. The impact of public outreach and involvement on the plan and on Policy Board actions.

5. The satisfaction with the outreach process expressed by participants.

For each of these five (5) performance measures, there is a set of quantifiable indicators. They will be applied, as appropriate:

Accessibility Indicators: Ensure meetings are held at easily accessible locations within the Cities and Counties. All meetings are to be accessible under Americans with Disability Act requirements. Determine if meetings are linguistically accessible to 100 percent of the participants with three (3) working days' advance request for translation.

Reach Indicators: Analyze the number of comments received and kept on file; the number of individuals actively participating in outreach programs; the number of newspaper articles mentioning transportation plans and programs; and the number of radio/television interviews or mentions on the plans and programs.

Diversity Indicators: Determine if demographics of targeted workshop/meetings mirror the demographics of the MOTOR MPO region; the percentage of targeted organizations and groups participating in a least one workshop/meeting; and the participants representing a cross-section of people of various interests, places of residence and primary modes of travel.

Impact Indicators: Written comments received are recorded, analyzed, summarized and communicated in time for consideration by staff and the Policy Board. Significant

written comments are acknowledged so that the person making them knows whether their comment was considered in the Policy Board action.

Participation Satisfaction: This information would be obtained at each workshop/public meeting involving the plan or work program in question.

APPENDIX A

AGENCIES

Various provisions of SAFETEA-LU require expanded consultation and cooperation with Federal, State, Local agencies responsible for land use, natural resources and other environmental issues. The following is a list of Federal, State, and Local agencies TxDOT or the MOTOR MPO may choose to consult with:

National Parks Service (Department of Interior)
US Fish and Wildlife Service
US Army Corps of Engineers
US Environmental Protection Agency
US Geological Survey
Bureau of Indian Affairs
Bureau of Land Management
Texas Parks and Wildlife
Texas Historical Commission
General Land Office
Texas Commission on Environmental Quality
Midland Odessa Urban Transit District
Texas Department of Licensing and Regulation
Permian Basin Regional Planning Commission

Other agencies and resources TxDOT and MOTOR MPO may want to consult include:

Local Land Use Plans (County and City)
Local Historical Agencies
US Border Patrol
Homeland Security
School Districts
University of Texas Permian Basin
Midland Development Corporation
Odessa Development Corporation

APPENDIX D

TABLES & GRAPHS

Table D-1—Historical Projection Population

YEAR	1980	1990	2000	2005	2010	2020	2030
Midland County	82,636	106,611	116,009	**120,027**	124,710	134,022	140,659
Ector County	115,374	118,934	121,123	**126,723**	132,759	144,073	154,160

TableD-2—Projection Population by Race & Ethnicity Table D-3— Projection Population by Age

Ector County										
Year	**%**	**Total**	**%**	**Anglo**	**%**	**Black**	**%**	**Hispanic**	**%**	**Other**
2000	100%	121,123	52%	62,823	9%	5,577	82%	51,306	2%	1,417
2005	100%	126,658	48%	60,478	10%	5,837	97%	58,807	3%	1,536
2010	100%	132,875	44%	58,209	11%	6,116	115%	66,880	3%	1,670
2020	100%	144,084	36%	52,404	12%	6,475	159%	83,317	4%	1,888
2030	100%	154,089	29%	45,398	15%	6,804	220%	99,813	5%	2,074

Midland County										
Year	**%**	**Total**	**%**	**Anglo**	**%**	**Black**	**%**	**Hispanic**	**%**	**Other**
2000	100%	116,009	63%	72,553	7%	8,182	29%	33,676	1%	1,598
2005	100%	119,829	59%	70,758	7%	8,505	32%	38,807	1%	1,759
2010	100%	124,658	56%	69,331	7%	8,826	36%	44,579	2%	1,922
2020	100%	133,791	49%	65,513	7%	9,304	42%	56,717	2%	2,257
2030	100%	140,326	42%	59,197	7%	9,672	49%	68,900	2%	2,557

Ector County										
AGE	**2000**		**2005**		**2010**		**2020**		**2030**	
0-5	11,556	10%	12,998	10%	13,689	10%	13,304	9%	13,342	9%
6-15	20,852	17%	19,678	16%	19,889	15%	22,342	16%	21,569	14%
16-19	8,616	7%	8,017	6%	7,968	6%	8,382	6%	8,766	6%
20-29	16,374	14%	19,314	15%	20,741	16%	19,219	13%	21,856	14%
30-49	34,264	28%	33,093	26%	32,301	24%	37,281	26%	40,398	26%
50-64	16,223	13%	19,446	15%	22,949	17%	23,069	16%	21,933	14%
65+	13,238	11%	14,177	11%	15,222	11%	20,476	14%	26,296	17%
Total	**121,123**		**126,723**		**132,759**		**144,073**		**154,160**	

Midland County										
AGE	**2000**		**2005**		**2010**		**2020**		**2030**	
0-5	10,538	9%	11,151	9%	11,998	9%	11,937	8%	11,172	7%
6-15	20,250	17%	18,451	15%	17,750	13%	19,943	14%	19,128	12%
16-19	7,862	7%	8,005	6%	7,496	6%	7,170	5%	7,892	5%
20-29	13,656	12%	16,355	13%	19,315	15%	17,372	12%	18,563	12%
30-49	34,806	30%	32,561	26%	29,315	22%	33,805	23%	37,414	24%
50-64	15,431	13%	19,453	15%	24,009	18%	23,318	16%	19,548	13%
65+	13,466	12%	14,051	11%	14,827	11%	20,477	14%	26,942	17%
Total	**116,009**		**120,027**		**124,710**		**134,022**		**140,659**	

Table D-4—2000 Automobile Availability by Household

COUNTY	Total Household (HH)	None Vehicle HH		One Vehicle HH		Two Vehicle HH		Three Vehicle HH		Four + Vehicle HH	
ECTOR COUNTY	43,846	3,267	7%	17,067	39%	16,872	38%	5,121	12%	1,519	3%
MIDLAND COUNTY	42,745	2,578	6%	15,190	36%	17,930	42%	5,545	13%	1,502	4%

Table D-5—Projection Employment

COUNTY	1991*	2000	2005	2010	2020	2030
ECTOR COUNTY	43,699	48,478	50,215	53,788	59,399	58,953
MIDLAND COUNTY	38,460	45,709	53,589	53,763	61,817	63,313
TOTAL	82,159	94,187	103,804	107,551	121,216	122,266

Potential Environmental Discussion

Section 6001 of the 2005 transportation bill SAFETEA-LU provides support for early collaboration and integrated planning, and requires Metropolitan Planning Organizations (MPOs) to discuss potential mitigation activities and locations for foreseeable environmental effects resulting from projects contained in their Regional Transportation Plan.

The federal statute most relevant to the assessment of environmental effects is the National Environmental Policy Act (NEPA) of 1970. NEPA requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo study to ensure that environmental considerations are given due weight in project decision-making. NEPA requires the assessment and disclosure of reasonably foreseeable effects of transportation projects as part of the environmental impact assessment process. As a result, procedures have been established to identify and estimate many of the effects of projects. In large measure, NEPA guards the environment through discussion and disclosure of environmental effects associated with Federally-assisted projects or actions.

There are three types or categories of effect that must be considered during NEPA: direct, indirect, and cumulative (40 C.F.R. § 1508.25). Under NEPA, "effects" are synonymous with "impacts" and include ecological impacts (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health impacts, whether direct, indirect, or cumulative. Effects may also include those resulting from actions that may have both beneficial and adverse effects, even if the overall net effect will be beneficial.

Direct effects are caused by the action and occur at the same time and place as the project. The process of identifying direct effects tends to be more straightforward than identification of indirect or cumulative impacts. A direct effect is a change in the natural or human environment which is caused by and immediately related to the project. Resources often directly affected by transportation projects include air quality, community cohesion, water quality, wildlife and their habitats, historic properties, mobility and land access, agricultural land, etc.

Indirect effects are effects related to transportation project activities but occur later in time, at some distance from the project, and are in the chain of cause-and-effect relationships. Identifying and analyzing indirect effects tends to be more complex and to generate more disagreement. An indirect effect is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to changes in the patterns of land use, population density, or growth rate, and related effects on air, water and other natural systems. Direct effects are often just the "tip of the iceberg" and it is indirect effects (sometimes called secondary impacts) which, over the long term, may far outweigh the importance of direct effects.

Cumulative impacts result from the incremental impacts of the action when added to other past, present, and reasonably foreseeable actions, regardless of the agency or person initiating the other actions. The combination of these effects and any resulting environmental degradation should be the focus of the cumulative impact analysis. Analysis of cumulative impacts should include both direct and indirect impacts that result from an accumulation of effects due to past/present/future actions in the surrounding area combined with effects from the proposed project. Thus the cumulative impacts assessment encompasses the total effects on a resource, ecosystem, or human community from the project and all other activities affecting that resource.
The table below illustrates how a particular activity may lead to each type of impact:

Project/activity		Direct impact		Indirect impact		Cumulative impact
New housing development	→	Increased area of impervious surface	→	Increased storm water runoff that now carries more pollutants and sedimentation	→	Combined with runoff from the golf course next door, the polluted water now causes a fish kill downstream

Direct, indirect and cumulative impacts can be avoided or minimized through consultation and a careful analysis of transportation alternatives. SAFETEA-LU requires MPOs to consult and coordinate their activities with State and local agencies regarding land use management, natural resources, environmental protection, conservation, historic preservation, etc. This coordination includes, as appropriate, the comparison of available plans, maps and resource inventories. The MPO goes a step further and also consults with interested community groups. This consultation, along with the MPO's efforts to integrate land use and transportation planning, and link planning and NEPA, can facilitate the avoidance and minimization of potential impacts during the transportation planning process

SAFETEA-LU also requires the MPO's long-range transportation plan to include a generalized discussion of potential mitigation activities and potential mitigation areas. "Mitigation" includes: (a) Avoiding the impact altogether by not taking a certain action or parts of an action; (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) Compensating for the impact by replacing or providing substitute resources or environments. Where on-site mitigation areas are not reasonable or sufficient, relatively large off-site compensatory natural resource mitigation areas generally may be preferable, if available. After consulting with governmental entities and citizen's groups, the MPO has identified the following of environmental areas of concern and potential mitigation strategies.

Potential Mitigation Strategies

Resource	*Key applicable requirements*	*Potential mitigation activities for project implementation*	*Potential mitigation areas for project implementation*
Neighborhoods and communities, and homes and businesses	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or esthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accord with 49 CFR 24)
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Resources; design exceptions and variances; environmental compliance monitoring	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation Act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring	On site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions
Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313)	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring	Replacement of agricultural operation within existing agriculture/forestal district
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring	Relocation of species to suitable habitat adjacent to project limits
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures	Within air quality non-attainment and maintenance areas

Source: Virginia Department of Transportation.