



Permian Basin
MPO Metropolitan
Planning
Organization

FY2018

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Unified Planning Work Program

Permian Basin MPO
Urban Transportation Study

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

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INTRODUCTION

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

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

A. Purpose

1. Each year Permian Basin MPO shall submit to TxDOT (the department) a program of work which includes goals, objectives and tasks required by each of the agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP) or any name that may be specified in future federal or state regulations.
2. The UPWP will be prepared for a period of one year only. The UPWP shall only reflect work that can be accomplished during the fiscal year.
3. The effective date of each UPWP will be October 1 of each fiscal year or the date of the department approval, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
4. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the one-year period.
5. The UPWP shall reflect transportation planning work tasks to be funded by federal, state or local transportation, or transportation related tasks planning funds.
6. The use of federal metropolitan transportation planning funds shall be limited to transportation planning work conducted inside the Metropolitan Area Boundary (MAB).
7. The use of federal transportation planning funds shall be limited to corridor/sub-area level planning objectives (planning and environmental linkage and safety studies are considered corridor level planning). The use of such funds beyond the stated objectives is not allowed.
8. Permian Basin MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., add any new work tasks or change the scope of existing work tasks) prior to receiving approval from the department. Any costs incurred prior to receiving department approval shall not be eligible for reimbursement with federal transportation funds.

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy, conservation, improve the quality of life, and promote consistency between transportation improvements and local planning growth and economic development patterns.

6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote the efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improving the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation.
10. Enhancing travel and tourism.

The MAP-21 national performance goals are:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition – To maintain the highway infrastructure asset system in the state of good repair.
3. Congestion reduction – To achieve a significant reduction in congestion on the NHS.
4. System reliability – To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduce project delivery delays – To reduce project costs, promote completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

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

B. Definition of Area

The transportation planning process is conducted within the Permian Basin MPO boundary as shown on the map in Appendix B. The boundary includes the Cities of Midland and Odessa and portions of Ector,

Martin, and Midland Counties. It also corresponds to the area of the region which is likely to become urbanized in the next 20 years.

C. Organization

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

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

D. Private Sector Involvement

Permian Basin MPO seeks input from the private sector on local and regional transportation issues. All civic and professional groups are encouraged to participate in the planning process. Private sector developers, stakeholders, and consultants will be used on an "as available" basis to augment and support the transportation planning process. Public involvement is assured in the Permian Basin MPO MAB through an adopted PPP. Policy Board meetings, public meetings, and open public comment periods for the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) are advertised in local newspapers, e-mail blasts, and social media notifications. Information related to transportation planning is also forwarded to stakeholders of the transportation industry, including appropriate federal, state, and local agencies. Developers and associated agencies that promote commercial and residential growth and economic development are also encouraged to participate.

Additionally, the Permian Basin MPO website contains information regarding the meetings of both the Policy Board and TAC, which includes agendas, meeting minutes and upcoming meeting dates. The website also includes news and information regarding transportation planning and upcoming projects. Access to documents such as the TIP and MTP is also available for the public to aid in dispersing information to disadvantaged citizens. With a surge of social media users in recent years, Permian Basin MPO has utilized Facebook and Twitter for information sharing. In addition, in 2015 the Policy Board decided to hold periodic meetings throughout the communities in order to provide an opportunity for public involvement.

E. Planning Issues and Emphasis

In addition to previously stated planning efforts, the FY 2018 UPWP reflects USDOT transportation planning emphasis areas as listed below.

The Federal PEAs are:

1. MAP-21 Implementation

Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. This PEA emphasizes the transition that all MPOs must make to performance based planning and programming. MAP-21 requires the development of performance measures on the national, state and MPO level. MPOs must create systems of planning and programming that direct local efforts to achieve established performance measures. Permian Basin MPO addressed this emphasis area through the development and ongoing maintenance of the 2015-2040 Metropolitan Transportation Plan (Subtask 4.1 of the UPWP), as amended in. The guidance from the MTP will then be implemented throughout the MPO's planning and programming operations.

2. Models of Regional Planning Cooperation

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

3. Ladders of Opportunity

Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation

system's connectivity to essential service and the use of this information to identify gaps in transportation services. The MPO will seek to identify transportation connectivity gaps to access essential services. Identification of these deficiencies can be made through the creation of performance measures used to specifically gauge such gaps. This work will be accomplished primarily through Subtask 1.6.

The west Texas region and more specifically, the Permian Basin, which includes all of the Permian Basin MPO MAB and multiple surrounding counties, experienced a high rate of population growth since 2010. The regional population growth is largely due to the oil and gas industry which has long been a key economic generator in west Texas. Along with the population growth, traffic volumes, crashes and crash fatalities have also sharply risen. There is not adequate funding to complete necessary transportation improvements in the Permian Basin MPO boundary and across the region. Housing shortages occur periodically in the Permian Basin MPO member communities; a general labor shortage has also occurred; and the school districts are at capacity. Much of the unincorporated land as well as portions within the city limits of both Permian Basin MPO member cities are encumbered with oil and gas wells, thus making surface development more challenging. Despite a slow downturn in the energy sector throughout the nation beginning in late 2014, the Midland Odessa area continued to grow but at a slower pace than in the previous four years.

10 Planning Factors and 3 Emphasis Areas

FY 2017 UPWP Work Elements	10 Planning Factors and 3 Emphasis Areas												
	Economic	Safety	Security	Accessibility/Mobility	Environmental, Energy, and Livability	Modal Integration	Operations Management	System Preservation	Resiliency/Reliability	Enhancing Travel/Tourism	MAP-21 Implementation	Regional Cooperation	Ladders of Opportunity
Task 1 <i>Administration & Management</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 2 <i>Data Development & Maintenance</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 3 <i>Short Range Planning</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 4 <i>Metropolitan Transportation Plan</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

TASK 1.0 – ADMINISTRATION AND MANAGEMENT

Objective:

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

Expected Products:

Prepare a monthly FHWA PL-112 and FTA Sec. 5303 combined accounting report of Transportation Planning Funds (TPF), coordinate Permian Basin MPO Policy Board and TAC activities; update and maintain records with federal and state agencies; complete a fiscal audit as necessary, amend by-laws and other documents, and update the Public Participation Plan (PPP) as needed. Advocate public awareness with Chamber of Commerce transportation sub-committees, City Planning and Zoning Boards, Midland Odessa Transportation Alliance (MOTRAN), the La Entrada al Pacifico Rural Rail Transportation District (LEAP), Permian Basin Bicycle Association, the Permian Basin Military Partners' Coalition, the Odessa and Midland Development Corporations, and other interested entities. The MPO staff will develop and maintain a file system to document how the MPO addresses the previous Federal Certification Review (2016) finding, comments, and recommendations. This will enable the MPO to more efficiently prepare for the next Federal Certification Review.

Previous Work:

Coordinated Permian Basin MPO Policy Board and TAC regular and special meetings; prepared monthly accounting reports, maintained a PPP and summarized citizen input regarding Permian Basin MPO planning issues, completed monthly reports for Transportation Planning Funds (TPF); updated and maintained state and federal records in compliance with federal and state regulations. Continued keeping records of limited English proficient callers including staff responses.

Subtask:

1.1 Program Administration:

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

1.2 Office Equipment, Supplies, and Lease:

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

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

1.3 Indirect Costs:

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

1.4 Professional Development:

The cost of attending approved transportation and land use planning workshops, conferences, technical workgroups and Permian Basin MPO related meetings are charged to this subtask. It includes funding for airfare, car rental, mileage, meals, lodging, registration fees, training materials, staff time, and conference costs. Any out of state travel must be approved by TxDOT prior to incurring any costs.

1.5 Public Participation Plan and Title VI Civil Rights:

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

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

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

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

Public access to Permian Basin MPO documents, maps and other visualization aides are provided at the Permian Basin MPO office or upon written request by direct mail. Permian Basin MPO will maintain a website to further its capabilities of providing information to the public. The website offers easy access to Permian Basin MPO documents in order to improve public outreach efforts. Meeting notices, agendas and minutes are also available on the website. In addition, Permian Basin MPO plans (TIP, MTP, PPP, and the Title VI Program) are available for public review and comment during the public comment periods outlined in the PPP. Documents can be found at the Permian Basin MPO office; permianbasinmpo.com; Ector and Midland County Libraries; the City Secretary's office in both Midland and Odessa; Martin County Courthouse; and TxDOT Odessa District office during the public comment periods. MPO staff will also maintain a database of contacts to be used to increase public participation.

Permian Basin MPO will review and analyze Title VI data and will consider the information when prioritizing projects. Additionally, staff will continue to evaluate existing procedures for Title VI compliance using performance measures and indicators, including the following:

1.6 Performance Measures

With the passage of MAP-21 and the FAST Act, an anticipated set of Performance Measures to provide a means to more efficiently invest federal transportation funds by focusing on national transportation goals will be implemented.

1.7 Local and Regional Agency Interaction

When appropriate, Permian Basin MPO staff will present briefings and presentations on transportation issues. Permian Basin MPO staff will attend planning and zoning commission meetings, transportation advisory group meetings, stakeholder meetings, and meetings of municipalities and counties, providers of transportation, business associations and others to keep informed about trends and activities in the region that will impact the transportation network.

Funding Summary:**TASK 1.0 – FY 2018**

Subtask	Responsible Agency	Transportation Planning Funds(TPF) ¹	Total
1.1 Administration	MPO	95,500	95,500
1.2 Office Space, Etc.	MPO	58,800	58,800
1.3 Indirect Costs	MPO	6,000	6,000
1.4 Professional Development	MPO	30,000	30,000
1.5 PPP, Title VI	MPO	27,100	27,100
1.6 Performance Measures	MPO	7,000	7,000
1.7 MPO Interaction	MPO	21,500	21,500
Total		\$245,900	\$245,900

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

TASK 2.0 – DATA DEVELOPMENT & MAINTENANCE

Objective:

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

Expected Products:

Update socio-economic data, traffic count data, land use data, crash data, transit data, and travel data. Continued coordination efforts with all urban and rural public transportation providers in an effort to enhance the coordination with the mobility management program.

Previous Work:

Various highway and transit data collection efforts including: update and maintain database, update high crash intersection analyses, and analyze census data for socio-economic groups within the Permian Basin MPO MAB. Prepared and presented 5-year history of AADT to the Policy Board. Prepared crash data maps; updated 2015 traffic count tables. Amended CMP corridor map, prepared Livability Center maps and land use and corridor analysis in northeast Midland County. Completed a 2017 Regionally Coordinated Transportation Plan. Applied for out-of-cycle funding for a regional comprehensive transit study.

Subtask:

2.1 Socio-Economic Data:

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

2.2 Traffic Data Collection:

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

Work using SPR funds may be completed by consultants.

2.3 Mobility Management Program and Regional Coordinated Transportation Plan:

Permian Basin MPO staff will continue the development of a Mobility Management Program when funding becomes available to make innovative use of the transit resources to respond to the demands of customers, which may include: providing non-traditional services such as van-pool, ride-share, or demand-response services; implement technologies that increase travel options, connectivity, and/or convenience for the customer; provide information on all modes; and influencing land use in favor of transit. The Mobility Manager will help to build local partnerships and work to promote policies that favor transit-oriented development, public transportation, and pedestrian/bicycle access. The Mobility Manager will also coordinate transportation services among all customer groups including those in the Permian Basin MAB and surrounding areas. Work with human services agencies and/or workforce centers to help coordinate the travel and trip planning needs of individuals who receive human services program assistance. The Mobility Manager will coordinate efforts with MOUTD related to a planned multi-modal center to be completed by MOUTD.

Through partnerships with multiple transportation providers and stakeholders, mobility management will provide community members with more information and greater choices to enhance their transportation decision-making process. Regularly scheduled meetings with transportation agencies and agencies who serve senior citizens, individuals with disabilities, individuals with low-income, veterans, and children will be held at Permian Basin MPO facilities and chaired by the Mobility Manager.

Funding Summary:

TASK 2.0 – FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	Total
2.1 Socio-Economic	MPO	5,000	5,000
2.2 Traffic Data Collection	MPO	5,000	5,000
2.3 RCTP	MPO	10,000	10,000
TOTAL:		\$20,000	\$20,000

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

TASK 3.0 – SHORT RANGE PLANNING

Objective:

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

Continue the development of projects that will be implemented in all modes of transportation, thereby developing an efficient, safe and secure network for all traveling citizens. Continue the development of planning activities associated with the FY 2018 UPWP and the 2017-2020 TIP as needed.

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

Expected Products:

Revise FY 2017-2020 TIP and FY 2018 UPWP as needed. Begin work on FY 2019 UPWP, FY 2017 ALOP and APER. Analyze citizen requests and comments. Continue working with cities and counties on special transportation and land use planning studies.

Previous Work:

MPO staff worked with member agencies to develop and revise the TIP, UPWP, ALOP, and APER; consulted with cities and counties on various transportation and land use studies; analyzed citizen requests; and investigated grant research/procurement.

Subtask:

3.1 Amendment(s) to FY 2017-2020 TIP, preparation of the FY 2019 UPWP, FY 2018 amendments(s), FY 2017 ALOP and APER, Citizen Requests Summary and Analysis

It is anticipated that the FY 2017-2020 TIP and the FY 2018 UPWP will need to be amended to reflect changes in work tasks and project prioritization as well as funding in order to accurately show proposed Permian Basin MPO work. In addition, citizen comments and requests related to transportation planning will be examined. Necessary studies will be conducted and recommendations will be made to address all comments and requests.

3.2 Transit System Evaluation and Analysis

MOUTD will continue the comprehensive operational analysis of the transit system to include passenger surveys, operator and stakeholder feedback, and passenger boarding and alighting analysis in an effort to assess efficiency and effectiveness of the system to include fixed route, para-transit service and commuter routes as well as make recommendations and implement new service, route re-design and improve route frequency. MOUTD will prepare and submit the annual Transit Database report and related data collection

and analysis. MOUTD will plan for inter-city carriers like Greyhound and others to co-locate and operate from our administration building as well as assist with structural building planning, design and construction as well as surrounding land use and traffic planning that directly effects the delivery of services for intercity carriers and the public bus system.

Funding Summary:

TASK 3.0 – FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307 Funds	Total
3.1 TIP, UPWP, Etc.	MPO	25,000		25,000
3.2 Transit	MOUTD/EZ- Rider		540,000	540,000
TOTAL:		\$25,000	\$540,000	\$565,000

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

TASK 4.0 – METROPOLITAN TRANSPORTATION PLANNING

Objective:

Maintain and update the 2015-2040 MTP, Congestion Management Process (CMP) and the 2040 Travel Demand Model (TDM)

Expected Products:

Implement the 2015-2040 MTP and commence work on the 2020-2045 MTP. Continue review of projects to be implemented throughout the term of the MTP. Revise the 2015-2040 MTP, as may be required by TxDOT, FHWA, FTA, or Permian Basin MPO. Ensure projects proposed for inclusion in the TIP are correctly referenced in the MTP. Update CMP as necessary and verify accuracy of the road network and land uses.

Previous Work:

During FY 2017, Permian Basin MPO staff, TAC, and Policy Board participated in an amendment of the adopted 2015-2040 MTP. The amendment was made to create a new project list, to indicate anticipated use of new funding sources, and to indicate conformance with the state's House Bill 20 legislation. Staff began a response to a certification review finding to improve the CMP. Staff worked with consultants on the development of an updated Travel Demand Model with base year 2012 which included Delphi panel meetings and electronic questionnaires. Staff participated in TDM training exercises with consultants.

Subtask:

4.1 Maintain and update MTP:

Implement and maintain the 2015-2040 MTP as required. Continue to follow-up on Policy Board guidance derived from a Visioning Workshop held in FY 2015 regarding amendments to the Vision 2040 Plan. Revise projected revenues and ensure projects proposed for inclusion in the TIP are referenced in the MTP. Update the cost of the scheduled projects list for letting. Update project priority list, identified funding, and operations and maintenance cost. Continue to seek additional funding sources for projects contained in the MTP.

A major effort of the MPO will be to prepare a new 2020-2045 MTP, which is due by November 2019. The new plan will be compliant with Texas House Bill 20 and the Federal FAST Act.

4.2 Maintain CMP:

Implement and maintain the adopted CMP. Permian Basin MPO will continue to review the Congestion Monitoring Network and revise as needed. Staff will analyze and provide visualization tools to illustrate crash, traffic, and other data collected from federal, state, and local planning partners as described in Subtask 2.2.

Permian Basin MPO staff will continue public outreach efforts utilizing the Permian Basin MPO website, e-mail blasts, and status updates on Facebook and Twitter. These public participation efforts will be utilized as part of the transportation decision making process by the TAC and the Policy Board. The single finding

from the FY 2016 Federal Certification Review regarding the implementation and documentation of a fully applied CMP process will be addressed.

4.3 Travel Demand Model

Staff will continue to work with TxDOT and consultants to utilize a travel demand model update containing transportation network data and demographic analysis. Information from the model, funded by TxDOT, will be used to project traffic conditions, land use, and employment on the existing and future roadway system. This tool will be used to assist decision makers with proposed project analysis and prioritization which will result in an effective distribution of funds in the MTP.

Funding Summary:

TASK 4.0 – FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	Total
4.1 MTP	MPO	71,000	71,000
4.2 CMP	MPO	18,100	18,100
4.3 Travel Demand Model	MPO	70,000	70,000
TOTAL:		\$159,100	\$159,100

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

TASK 5.0 – SPECIAL STUDIES

Objective:

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

Expected Products:

To be determined by the Policy Board.

Previous Work:

Permian Basin MPO staff worked with the City of Midland to complete an inter local agreement to combine financial resources for the completion of the Northeast Midland Corridor Feasibility Study. Work on this study was completed at the end of 2016.

Subtask:

5.1 IH 20 Corridor Access and Mobility Management (TxDOT)

TxDOT is currently working with the MPO, stakeholders, and consultants to analyze IH 20 access and mobility management along a 40-mile corridor within the Metropolitan Area Boundary. This work commenced in the summer of 2015. Many numerous committee and stakeholder meetings have been held and work will continue in FY 2018.

5.2 Comprehensive Transit Study

This work involves a multi-agency comprehensive review and plan for rural and urban transit operations in the MPO boundary and Planning Region 9. If funding is secured from TxDOT through the out-of-cycle planning assistance program and the Permian Basin Regional Planning Commission's application for Economic Development Assistance funds, the study would begin in FY 2017 and continue into FY 2018. MPO funds in the amount of \$36,000 has been programmed for this purpose in FY 2017.

Funding Summary:

TASK 5.0 – FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	TxDOT PTN Out of Cycle	PBRPC EDA Funds	TxDOT State Funding Fund 6	Total
5.1 I-20 Corridor Study	TxDOT				2,400,000	2,400,000
5.2 Comprehensive Transit Study	MPO	36,000 ³	TBD ²	TBD ²		36,000 ³
TOTAL:		\$36,000	\$0	\$0	\$2,400,000	\$2,400,000

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

² The MPO applied for Out-of-Cycle funding from TxDOT’s Public Transportation Division in March 2017; in addition, the Permian Basin Regional Planning Commission applied for Economic Development Assistance (EDA) funding. The anticipated amounts for both funding streams were not available to include within this UPWP but will be added once the funding requests are confirmed.

³ This amount was set aside in FY 2017 as the MPO’s participation in the anticipated Comprehensive Transit Study along with the funding described in footnote ². This amount is pending FY 2017 carryover and is not included in the FY 2018 TPF value.

BUDGET SUMMARY

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5307	TxDOT PTN Out of Cycle	PBRPC EDA Funds	TxDOT State Funding Fund 6	Total Funds
1.0	Administration Management	245,900					245,900
2.0	Data Development and Maintenance	20,000					20,000
3.0	Short Range Planning	25,000	540,000				565,000
4.0	Metropolitan Transportation Plan	159,100					159,100
5.0	Special Studies	0		TBD	TBD	2,400,000	2,400,000
TOTAL		\$450,000	\$540,000	TBD	TBD	\$2,400,000	\$3,390,000

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

Combined Transportation Planning Funds ²	\$ 450,000
Estimated Unexpended Carryover ³	\$ 225,000
TOTAL TPF	\$ 675,000

² Estimate based on prior years' authorizations

³Task 5, subtask 5.2 contingent upon FY 2017 carryover and is not included in the FY 2018 TPF.

APPENDIX A

PERMIAN BASIN MPO – POLICY BOARD MEMBERSHIP

MEMBERS	TITLE	REPRESENTING	ELECTED OFFICIAL
Voting Members			
David Turner*	Mayor	City of Odessa	Yes
Robin Donnelly**	Commissioner	Midland County	Yes
Bryan Cox	Judge	Martin County	Yes
Ron Eckert	Judge	Ector County	Yes
John B. Love III	Councilman	City of Midland	Yes
John Speed, P.E.	District Engineer	TxDOT Odessa District	No
Robert Stephens	General Manager	MOU/D/EZ-Rider	No
Ex-Officio Members			
Federal Elected Officials	U.S. Representatives or Designee		Represented by (1)
	U.S. Senators or Designee		Member
State Elected Officials	Texas State Representatives or Designee		Represented by (1)
	Texas State Senators or Designee		Member
Federal Highway Administration	Field Representative		Represented by (1)
			Member
Federal Transit Administration	Field Representative		Represented by (1)
			Member
TxDOT Division Office TPP	Field Representative		Represented by (1)
			Member
Texas Commission on Environmental Quality	Field Representative		Represented by (1)
			Member
Federal Aviation Administration	Field Representative		Represented by (1)
			Member
Midland – Odessa Transportation Alliance	Chairperson		Represented by (1)
			Member

**Denotes Committee Chairperson*

*** Denotes Committee Vice-Chairperson*

PERMIAN BASIN MPO – TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERSHIP

MEMBERS	TITLE	REPRESENTING
Voting Members		
Cameron Walker*, AICP	Executive Director	Permian Basin MPO
Hal Feldman**	Traffic Coordinator	City of Odessa
Clayton Black	Citizen	Martin County
Randy Brinlee	Director of Planning	City of Odessa
Matt Carr, P.E.	City Engineer	City of Midland
Brooks Baca, P.E.	Dunaway Associates	Midland County
Charles Harrington	Director of Development Services	City of Midland
Gary Law, P.E.	Director of TP&D	TxDOT Odessa District
David Peck	Project Manager	Ector County
Julie Patino	Director of Operations	MOU/D
Chad Windham, P.E.	Director of Operations	TxDOT Odessa District

**Denotes Committee Chairperson*

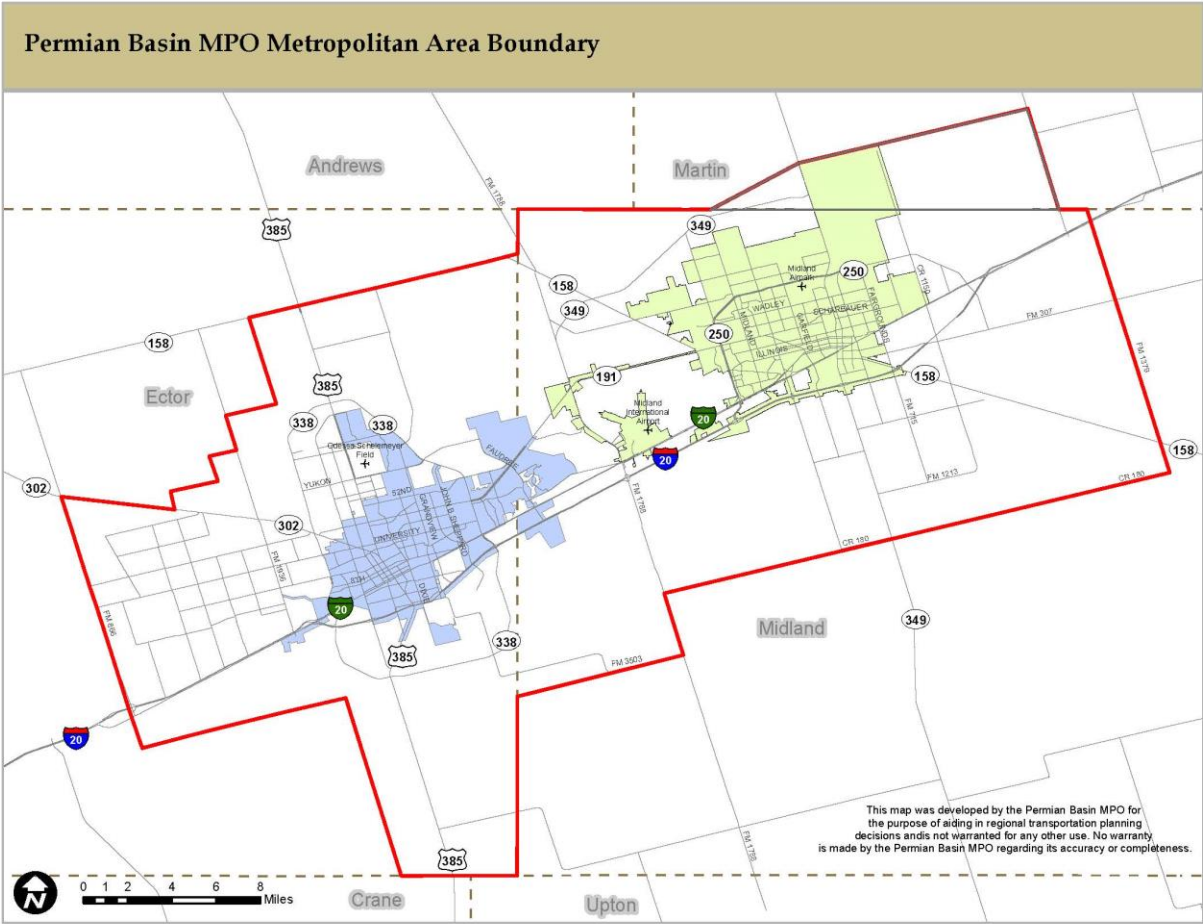
*** Denotes Committee Vice-Chairperson*

PERMIAN BASIN MPO – STAFF

NAME	TITLE	NAME	TITLE
Cameron Walker	Executive Director	Lorraine Quimiro	Senior Transportation Planner
Rina Bale	Mobility Manager	Rocio Spencer	Administrative Planning Assistant

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP



APPENDIX C

DEBARMENT CERTIFICATION
(NEGOTIATED CONTRACTS)

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

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

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

*federal, state, or local

David Turner, Chair, Permian Basin MPO Policy Board

Title

Date

APPENDIX D

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

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

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

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

David Turner

Date

Chair
Title

Permian Basin MPO
Agency

APPENDIX E

CERTIFICATION OF COMPLIANCE

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

David Turner, Chair, Permian Basin MPO Policy Board

Date

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

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

David Turner, Chair, Permian Basin MPO Policy Board

Date

Attest:

Name

Title