

9.1 Project Prioritization

Project prioritization is a critical component of the metropolitan planning process and the preparation of the *Forward 45* MTP. First, in order to spend federal dollars on local transportation projects and programs, a metropolitan area must have an adopted Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). Federal regulations require both documents to be performance-based and fiscally constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and reinforced with every subsequent transportation bill. Fiscal constraint means that the cost of those projects selected for inclusion in the MTP's planning horizon reasonably match the expected funding levels for that time period. The TIP, on the other hand, must not indicate that the cost of projects exceeds projected available funding during the four-year period. Second, because of the limited resources available, a process was followed to score and rank projects for consideration and inclusion in the MTP. The scoring criteria used is based on the ten Federal Planning Factors from the FAST Act, the requirements outlined in House Bill 20, and the Permian Basin MPO's mission statement, goals and objectives. It is important to note that the MTP and TIP must reflect the same scope and projected cost prior to approval to commence project letting.

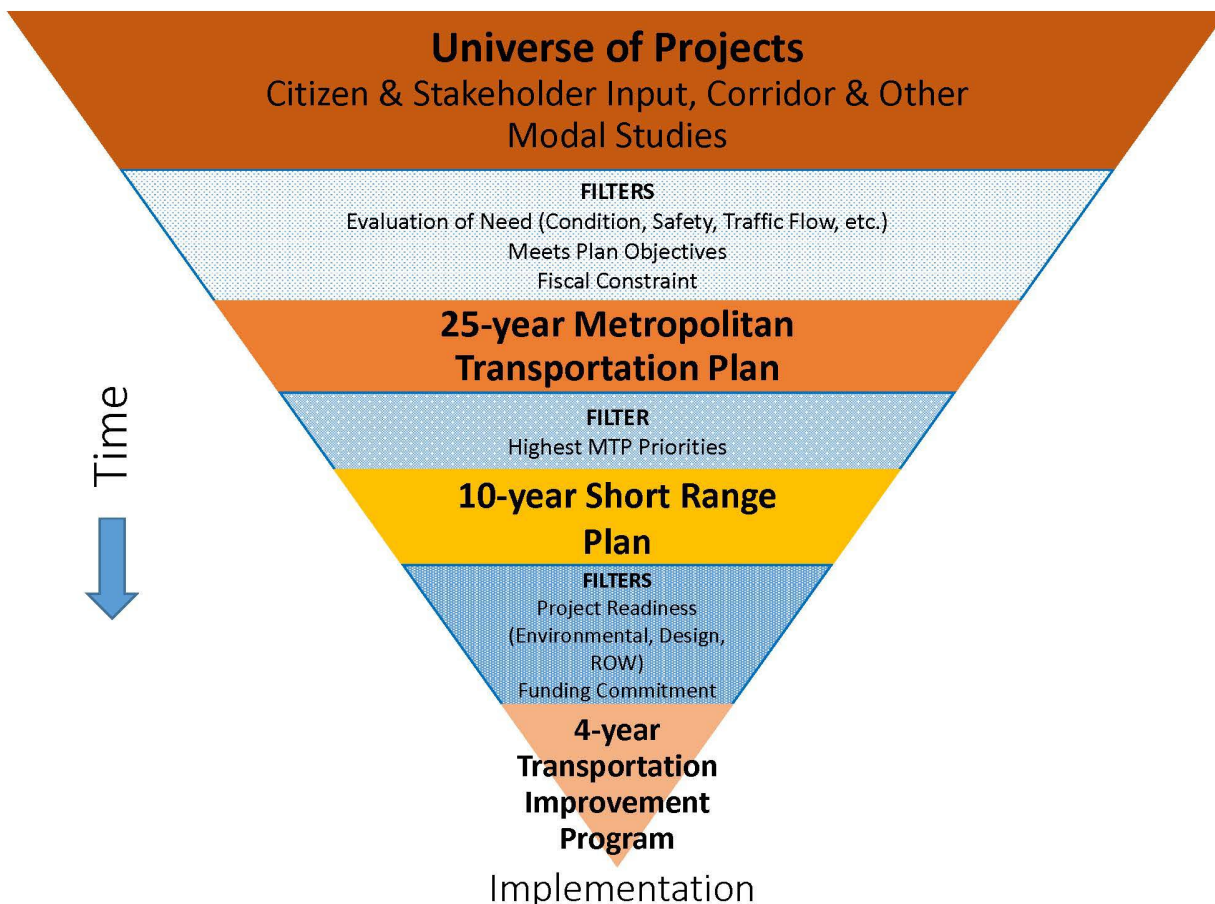
9.1.1 Project Prioritization Process

The MPO's initial step in the project prioritization process was to publish a call for projects. Stakeholders and the community at large were invited to submit projects for consideration across all modes. The next step to generate a list of projects for screening and evaluation. Projects received through the 30-day call period were deemed to automatically include those that were already identified in the 2019 Unified Transportation Program (UTP) and those being carried over from the 2040 MTP. A scoring sheet and general definition of scoring criteria is shown in Fig. 9.2 below. It was drafted on multiple occasions by the Permian Basin MPO staff with assistance from the TAC during special called meetings to gain a complete understanding of how the scoring process would work in the project selection process. As it was an extensive list, the TAC collaboratively ranked each of the listed projects separating them by immediate and long-term need. The immediate need projects were scored by the TAC and the Permian Basin MPO staff. The scoring criteria and weighting balance reflects federal and state goals as well as local needs.

Once the top priority projects were identified according to the procedures described above, they were placed into the financially constrained component of the MTP based on the projected funding levels for the MTP planning horizon, project score, and project implementation timeline. Once fiscal constraint for the MTP planning horizon was reached, projects were placed into the unfunded priority section of the MTP. Projects in the fiscally constrained list are now eligible to be moved to the TIP once it is determined by TxDOT that funding is available. This step is completed during the TIP preparation process and may be amended as additional funding becomes available.



Figure 9.1 Project Selection Timeline



Source: Waco MPO

The process of moving a project forward into the TIP is a cooperative process between Permian Basin MPO and the TxDOT Odessa District. During TIP updates and amendments, projects will be moved from the financially constrained component of the MTP to the TIP. As the MTP planning horizon is revised or when new information or new funds become available, a reevaluation of MTP project list may be required.

Currently funded projects in the *Vision 2040 Plan* are identified along with their funding source. Regionally significant projects potentially funded through outside sources are included in the project listings as well.



Figure 9.2 MPO Project Evaluation Scoring Criteria

Permian Basin MPO Project Evaluation Criteria & Scorecard

The following Project Evaluation Criteria will be used to score the projects during the development of a prioritized list of transportation investments in the 2020-2045 Metropolitan Transportation Plan.

100 Points Max

I. Operational Efficiency and Preservation

1. **Traffic Operations:** Does this project include elements that specifically improve the operational efficiency of the transportation system with emphasis on higher capacity corridors? (AADT)
 - a. 50,000 and up 5 points
 - b. 40,000 – 49,999 4 points
 - c. 30,000 – 39,000 3 points
 - d. 20,000 – 29,000 2 points
 - e. 19,000 or less 1 point

2. **Congestion**:** Does the project emphasize a reduction in congestion as related to the MPO’s Congestion Management Program (CMP) and approved PM3 Performance Targets?
 - a. Travel time reliability index (TTI) 2.25 and above 5 points
 - b. TTI 2.00 to 2.25 4 points
 - c. TTI 1.75 to 2.00 3 points
 - d. TTI 1.50-1.75 2 points
 - e. TTI < 1.50..... 1 point
 - f. No..... 0 points

3. **Thoroughfare Plan:** Does the project improve a corridor shown on the three-county thoroughfare plan?
 - a. Yes 1 Point

 - b. What type of facility is it?
 - Other Expressways or Better 4 points
 - Major Arterial..... 3 points
 - Minor Arterial..... 2 points
 - Collector 1 point

4. **System Preservation:** Does this improvement emphasize system preservation and support the MPO’s PM2 Road and Bridge Condition and Transit Asset Management Plan Targets?
 - a. On National Highway System (NHS) 3 points
 - b. Not on NHS 2 points

5. **On Bus Route**
 - a. Yes 2 points
 - b. No..... 0 points

Maximum 20 points



I. Safety & Security

- 4. **Safety:** Does this project promote the MPO’s PM1 adopted safety resolution in support of TxDOT’s Performance Management Targets using the TxDOT published CRIS Data? Measure uses a standard of crashes per 100 million vehicle miles.
 - a. 121 and up 20 points
 - b. 61 – 120 15 points
 - c. 31 – 60 10 points
 - d. 0 – 30 5 points

- 5. **Resiliency & Security:** Does this project promote system resiliency?
 - a. Yes 5 points
 - b. No 0 points

Maximum 25 points

II. Integration with Other Modes

- 6. **Other Modes:** Does this project provide connection to one or more alternative modes of transportation (bicycling, walking, transit, air travel) according to city/county plans?
 - a. Yes 2 points
 - b. No 0 points

- 7. Does project include an alternative mode of transportation?
 - a. Yes 3 points
 - b. No 0 points

Maximum 5 points

IV. Freight Movement (Data Available** NPMRDS)

- 10. **Freight Movement**:** Will the project improve freight mobility related to truck volumes? (24-hour truck count)
 - a. 8,001 and up 15 points
 - b. 2,501 – 8,000 10 points
 - c. 0 – 2,500 5 points

Maximum 15 points

V. Community Support

- 11. **Economic Development:** The project supports documented economic development initiatives.
 - a. High benefit 15 points
 - b. Medium benefit 10 points
 - c. Low benefit 5 points
 - d. No benefit 0 points

- 12. **Alternative Funding:** Does this project include additional financial support including an identified community priority list, comprehensive plan CIP and/or documentation of financial commitment?
 - a. Yes 5 points
 - b. No 0 points

Maximum 20 points

VI. Community Development

- 13. **Travel and Tourism:** Does the project enhance travel and tourism? (Data based on MPO assumptions)
 - a. Yes 5 points
 - b. No 0 points



14. **Socioeconomic Effect:** Will socioeconomic conditions be improved? (Environmental Justice, Title VI Populations, Limited English Proficiency Populations, etc.)
- a. Yes 5 points
 - b. No 0 points

Maximum 10 points

VII. Environmental Factors

15. **NEPAssist:** Has the NEPAssist Tool been utilized in the consideration of the project’s environmental effects? (Data from: Federal/State sources)
- a. Yes 2 points
 - b. No 0 points

16. Does the project fall within the MS4 boundary?
- a. Yes 3 points
 - b. No 0 points

Maximum 5 points

Total Score: _____

MTP Project Selection Process - Companion Criteria Definitions

Section I Operational Efficiency and Preservation

Operational Efficiency: A qualitative assessment of a road's operating conditions. For planning purposes, it is an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. This term is tied directly to the MPO adopted PM3 System Reliability targets. Annual average daily traffic (AADT) is the total volume of vehicle traffic on a highway or road for a year divided by 365 days.

Preservation: The activity or process of keeping something valued alive, intact, or free from damage or decay.

Section II Safety, Security and Resiliency

Safety: A systematic process that has the goal of reducing the number and severity of transportation related accidents by ensuring that all opportunities to improve safety are identified, considered and implemented as appropriate.

Security: the state of being free from danger or threat interpreted to mean a threat of physical harm as a result of either a criminal or terroristic act.

Resiliency: The capacity to recover quickly from difficulties, disaster; toughness.

Section III Integration with other Modes

Integration: Does this project provide a connection or is it within ¼ mile of an existing or planned alternative mode?



Section IV Freight Movement

Data is available from the National Performance Measures Research Data Set (NPMRDS).

Section V Community Support

Economic Development: This measure looks at how each specific project benefits the economic development for the area and the region. Such benefits may include support for job growth, access to jobs, freight movements, and regional land use goals. This measure is subjective because it does not specifically relate to a quantitative measure. However, a few rules of thumb to keep in mind during the scoring of projects include:

- High Benefit: New construction projects that are proposed in areas with potential commercial or economic benefit get scored higher – 15 points
- Medium Benefit: New construction projects that are proposed in residential areas are scored moderately because they do improve the tax base, but not at the same level as commercial activity -10 points
- Projects that require additional right -of-way or are in areas with little or no potential of development or redevelopment are scored the lowest – 5 points
- Projects that will not likely generate economic development activity are scored with 0 points

Alternative Funding: The project includes documented additional financial support.

Section VI Community Development

Environmental Justice: Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Section VII Environmental Factors

Environmentally Sensitive Area: An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites. (49CFR194)

Environmental Impact Statement: Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources .



9.2 Highway Committed Projects FY 2020 – 2045 – Amendment No. 2

As stated earlier, through public comment and multiple workshops as well as in-depth discussions with the Permian Basin MPO Policy Board and TAC, a list of top priority projects was derived for the 25-year plan. As the initial drafting of the 2045 MTP was being finalized, the 2020 UTP was approved by the Texas Transportation Commission at its regular monthly meeting in August of 2019. Subsequently, the 2021 and 2022 UTP project lists were approved. The list (see Table 9.1) of projects through FY 2030 include projects approved and committed for funding in the FY 2022 UTP.

Projected Fiscally Constrained Priority Projects

The fiscally constrained project list contains projects eligible for federal funding that may be further planned and eventually moved into the State Unified Transportation Plan (UTP) which has a ten-year horizon. The UTP lists all projects in the state that have development authority to commence design specifications, address right-of-way needs and environmental issues. Once placed in the ten-year UTP, a project is eligible to be placed in the State’s Transportation Improvement Program (STIP) where authority is given for construction. The STIP contains each individual MPO Transportation Improvement Program (TIP) from across the state. The above project development scenario does not preclude a project from being moved into the UTP and placed into the Permian Basin MPO TIP in a faster manner; all project scheduling and construction timing are dependent on funding availability. When considering the list of projects contained in the plan the Permian Basin MPO Technical Advisory Committee and the Policy Board considered the MAP-21 planning factors and national performance goals listed in Chapter 1.

9.2.1 Fiscally Constrained Projects 2020 – 2029

I-20 Improvements

The importance of I-20 as an east-west travel and trade corridor stretches well beyond West Texas. The significance of the interstate to the urbanized area and to the greater Permian Basin region necessitated a reevaluation of existing projects geared toward modernizing the stretch of interstate. The aging interstate system, population growth, and increased economic activity also contributed to the decision to undertake a comprehensive study of the interstate in the fall of 2015. At that time TxDOT Odessa District, TxDOT’s Transportation Planning & Programming Division, and the Permian Basin MPO began a study of I-20 within the MPO boundary.



From the beginning of the study, MPO staff, consultants and TxDOT met with stakeholders and the community to develop scope for the project and to assess safety and transportation concerns with the modernization of the corridor. Consultants then took the stakeholder engagement and public input comments and evaluated them alongside different types of roadway configurations, a detailed needs assessment, and an analysis of existing and future traffic data. At the May 2016 MPO Policy Board meeting TxDOT consultants presented their initial finding and recommendations, aimed at selecting segments for detailed design schematics. After discussion between the Policy Board, TxDOT Odessa District and TxDOT it was determined that TxDOT would dedicate the funds necessary to develop design schematics for the entire 42 mile stretch of the study corridor instead of the 12-mile portion originally considered.



Since then a coordinated effort between the TxDOT Odessa District and the Permian Basin MPO to identify funding and to leverage resources to begin implementing Phase I of the Permian Basin I-20 Corridor Study was completed. Table 9.1 shows the fiscally constrained I-20 projects in the initial ten-year window of the MTP.

Non I-20 Improvements

The remainder of the projects on the ten-year list include State highway and loop projects within both communities. They are geared toward intersection improvements and interchanges to address connectivity, congestion, as well as safety.



Table 9.1 Fiscally Constrained Priority Projects 2021 – 2030 Amendment No. 2 (2-pages)

Fiscally Constrained Projects FY 2021-2024 & FY 2025-2030 - Amendment No. 2																	
FY 2021-2024 TIP																	
Est. Let Year	Project	Highway	Limits	Description	Length	Sponsor	MPOID	CSJ	UTP Allocation Category 2U	UTP Allocation Category 3	UTP Allocation Category 4	UTP Allocation Category 8	UTP Allocation Category 10	UTP Allocation Category 11 PER	UTP Allocation Category 12	UTP Allocation Category 11	Total Authorized
2021 - project let	IH 20 - Phase I - Midland	IH 20	SL 250 to 0.5 miles east of Midkiff Rd	Replace existing underpass with a 4-lane wide overpass structure, urban median, Y-ramps configuration	1.5	TxDOT	RC-04*	0005-14-067	\$14,160,000	\$2,000,000	\$12,000,000					\$8,640,000.00	\$36,800,000
2021 - project let	IH 20 - Phase I - Midland	IH 20	At CR 1250	Construct new interchange	1	TxDOT	RC-50* int3	0005-14-084		\$29,550,000						\$20,450,000.00	\$50,000,000
2021 - project let	SH 158 - Freeway Ramp Improvements	SH 158	Avalon Drive to IP 250	Ramp reconfiguration	1	City of Midland	RC-86a	0453-02-075	\$11,630,000	\$1,000,000							\$12,630,000
2021 - project let	SL 250 - Freeway Ramp Improvements	SL 250	BS 158-B to Wadley Ave	Ramp reconfiguration	1	City of Midland	RC-86a	1188-02-100	\$11,630,000	\$1,000,000							\$12,630,000
2022	SH 191 - Yukon Road Interchange	SH 191	At Yukon Rd	Construct new interchange	3	City of Odessa	RC-42d	2296-02-026	\$13,120,000		\$12,000,000						\$25,120,000
2022	Interchange at Cotton Flat Rd - Midland	IH 20	At Cotton Flat Road	Reconstruct of frontage roads, ramps, u turns and interchange	1	TxDOT	RC-255	0005-14-100			\$14,233,858		\$25,000,000				\$39,233,858
2024	I-20 Project 3c - Widen Freeway - Midland	IH 20	Ector Co. line to East of CR 1300	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	4	TxDOT	RC-256	0005-14-093	\$5,500,000	\$2,000,000				\$99,300,000	\$42,700,000		\$149,500,000
2024	I-20 Project 3b - Widen Freeway - Midland	IH 20	East of CR 1300 to East of CR 1250	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	5	TxDOT	RC-257	0005-14-094	\$6,500,000					\$31,200,000	\$48,600,000		\$86,300,000
2024	I-20 Project 3c - Widen Freeway - Ector	IH 20	East of BS Pkwy to Midland Co. Line	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	2	TxDOT	RC-258	0005-13-064	\$1,000,000					\$20,000,000	\$7,600,000		\$28,600,000
2024	I-20 Project 3b - Widen Freeway - Midland	IH 20	East of CR 1250 to East of SH 349	Reconstruction of frontage roads, ramps, u turns, interchanges. Convert frontage roads to one-way operation. Widen from 4 to 6 lanes	5.6	TxDOT	RC-259	0005-14-092	\$6,250,000					\$69,550,000			\$75,800,000
Year 1-4 Totals																	
									\$69,790,000	\$6,000,000	\$67,783,858	\$0	\$25,000,000	\$220,050,000	\$98,900,000	\$29,090,000	\$516,613,858



FY 2025 - 2030 Amendment No. 2

FY	Project	Highway	Limits	Description	Length	Sponsor	MPID	CU	UTP Allocation Category 20	UTP Allocation Category 21	UTP Allocation Category 22	UTP Allocation Category 23	UTP Allocation Category 24	UTP Allocation Category 25	UTP Allocation Category 26	UTP Allocation Category 27	UTP Allocation Category 28	UTP Allocation Category 29	UTP Allocation Category 30	UTP Allocation Category 31	UTP Allocation Category 32	UTP Allocation Category 33	Total Authorized	Remaining Funding (TRD)				
2026-2031	Interchange at Fairlee Road - Odessa	BI 20-E	At Fairlee Rd	Construct new interchange	1	City of Odessa	RC-15a*	0005-02-119	\$8,370,000	\$2,000,000	\$10,750,000												\$21,120,000					
2026-2031	Interchange at W 8th Street - Odessa	SH 302	At W 8th St	Construct new interchange	1	City of Odessa	RC-31	2224-01-110	\$19,760,000	\$2,000,000													\$21,760,000					
2026-2031	I-20 Project 4 - Widem Freeway - Ector	IH 20	West of FM 1896 to Monahans Draw	Reconstruction of frontage roads, ramps, U turns, interchanges. Convert frontage roads to one way operation. Widem from 4 to 6 lanes.	6	TxDOT	RC-27	0004-07-135	\$9,750,000			\$71,050,000											\$80,800,000	\$54,025,600				
2026-2031	I-20 Project 4 - Widem Freeway - Ector	IH 20	Monahans Draw to East of JBS Freeway	Reconstruction of frontage roads, ramps, U turns, interchanges. Convert frontage roads to one way operation. Widem from 4 to 6 lanes.	4	TxDOT	RC-28	0005-13-063	\$9,750,000			\$44,200,000											\$53,950,000	\$87,741,200				
2026-2031	I-20 Project 5 - Widem Freeway - Midland	IH 20	East of SH 349 to East of FM 1208	Reconstruction of frontage roads, ramps, U turns, interchanges. Convert frontage roads to one way operation. Widem from 4 to 6 lanes.	11.8	TxDOT	RC-260	0005-15-093	\$9,750,000			\$58,250,000											\$68,000,000	\$190,720,000				
2026-2031	Safety Improvements - Odessa	SH 351	LP 338 E to LP 338 W	Safety improvements - Medians	1	TxDOT	RC-361	2236-01-058	\$6,000,000														\$6,000,000					
2026-2031	Non-Freeway Improvements - Odessa	SH 349	SH 351 to BI 20-E	Upgrade to standards non-freeway	4	TxDOT	RC-52*a	1718-07-043	\$6,966,960														\$6,966,960					
2026-2031	Non-Freeway Improvements - Midland	SH 349	BI 20-E to IH 20	Upgrade to standards non-freeway	1	TxDOT	RC-52*b	1718-01-035	\$1,433,040														\$1,433,040					
2026-2031	Traffic Signal at Mess Ave - Odessa	IH 20	N. I-20 Service Road/Murphy Street to IH 20/Moss Ave	Install traffic signal at intersection	1	TxDOT	RC-295	0004-07-137	\$750,000														\$750,000					
2026-2031	Interchange at SL 338 - Odessa	US 385	At South SL 338	Construct new interchange	1	TxDOT	RC-09	0239-01-042	\$21,000,000														\$21,000,000					
2026-2031	Safety Improvements - Odessa	FM 1882	SS 450 to 42nd Street	Safety improvements - Medians	1	TxDOT	RC-232	2005-01-029															\$0	\$2,000,000				
2026-2031	Safety Improvements - Odessa (Medians) - Odessa	FM 1882	2nd St to SS 450	Safety improvements - Medians	2	TxDOT	RC-233	2005-03-008	\$4,000,000														\$4,000,000					
2026-2031	Intersection at CR 60 - Midland	SH 158	At CR 60 / Birchwood	Intersection Improvements	1	TxDOT	RC-236	0463-02-079	\$3,600,000														\$3,600,000					
2026-2031	Intersection at Wadley Ave - Midland	SH 158	At Wadley Ave	Intersection Improvements	1	TxDOT	RC-234	0463-02-080	\$3,600,000														\$3,600,000					
2026-2031	Intersection at SH 158 - Midland	SH 158	At CR 120	Intersection Improvements	1	TxDOT	RC-251	0463-03-053	\$4,000,000														\$4,000,000					
2026-2031	Rail/Highway Crossing - Midland	BI 20-E	At CR 1250	Reconfigure offset at Rail/Highway crossing	1	TxDOT	RC-137	0005-02-112	\$6,000,000				\$600,000										\$6,600,000					
2026-2031	Intersection at Avdon Dr - Midland	BI 20-E	At Avdon Dr	Intersection Improvements	1	TxDOT	RC-235	0005-02-125	\$3,000,000														\$3,000,000					
2026-2031	Intersection at BS 138-B - Midland	BS 138-B	At FM 868	Intersection Improvements	1	TxDOT	RC-232	0463-02-081	\$3,600,000														\$3,600,000					
2026-2031	Interchange at Sandspit - Odessa	SL 338	At 52nd/56th Street	Construct new interchange	1	TxDOT	RC-13* Int b	2224-01-116	\$5,500,000														\$28,000,000					
2026-2031	Upgrade to Freeway - Odessa	SL 338	Vision Rd to US 385 N	Convert Non-Freeway to Freeway	5	TxDOT	RC-314	2224-01-117	\$4,500,000														\$4,500,000	\$13,425,736				
2026-2031	Interchange at Todd Rd - Midland	SL 250	At Todd Rd	Construct new interchange	1	TxDOT	RC-17	1188-02-111	\$4,500,000														\$4,500,000	\$21,469,208				
2026-2031	Regional Safety Program**	-	MPO Boundary	ITS project to synchronize signals across MAB	-	TxDOT	RC-20	-															\$0	\$3,000,000.00				
2026-2031	Six Union Pacific Railroad Intersections**	-	Various	Improve intersections at railroad crossings	-	TxDOT	RR-001	-															\$0	\$3,000,000.00				
									\$135,830,000	\$6,000,000	\$10,750,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,180,000	\$0			
Years 5-10 Totals									\$69,790,000	\$6,000,000	\$67,788,858	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$316,633,658	\$0		
Years 1-4 Totals (from TIP)									\$205,620,000	\$12,000,000	\$78,333,858	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865,793,658	\$375,361,744
FY 2022 UTP																										\$865,793,658		



9.2.2 Fiscally Constrained Projects 2031–2045

The projects shown in Table 9.2 list the MPO’s priorities for the remaining 15 years of the MTP. Unlike the previous list of fiscally constrained projects, these projects do not have designated funding. Chapter 10 provides a reasonable estimate of funding based on a set of projection criteria.



Table 9.2 Fiscally Constrained Priority Projects 2031 – 2045 Amendment No. 2

Fiscally Constrained Projects FY 2031 - 2045 Amendment No. 2

Est. Let Year	Project	Highway	Limits	Description	Length	Sponsor	MPO ID	Estimated Category 2U	Estimated Category 3	Estimated Category 4	Estimated Category 11	YOE Cost*
2031	SL 250 - BS 349 Intersection Improvements	SL 250	At BS 349 (Big Spring St)	Intersection Improvements, Traffic Signal Upgrades	1	Midland	RC-240	\$7,200,000				\$7,200,000
2031	BS 158 (Andrews Hwy) - Mobility Improvements	BS 158	SL 250 W to Midkiff Rd	Improve mobility and add capacity	2.5	Midland	RC-162		\$9,000,000			\$9,000,000
2032	SL 250 - Midland Dr Intersection Improvements	SL 250	At Midland Dr	Intersection Improvements, Traffic Signal Upgrades	1	Midland	RC-243		\$7,400,000			\$7,400,000
2032	SL 250 - Midkiff Rd Intersection Improvements	SL 250	At Midkiff Rd.	Intersection Improvements, Traffic Signal Upgrades	1	Midland	RC-242	\$7,400,000				\$7,400,000
2034	SL 338 W - Freeway Conversion	SL 338 W	Yukon Rd to 0.5 mi. W. of US 385	Convert non-freeway to freeway	5.2	Ector	RC-16	\$21,840,000				\$21,840,000
2035	SL 338 W - Freeway Conversion	SL 338 W	Yukon Rd to SH 302	Convert non-freeway to freeway	2.3	Ector	RC-40a		\$9,200,000			\$9,200,000
2036	SL 338 W - Freeway Conversion	SL 338 W	IH 20 western jct. to US 385	Convert non-freeway to freeway	4.3	Ector	RC-38	\$11,070,000		\$6,560,000		\$17,630,000
2036	SL 338 E - Freeway Conversion	SL 338 E	Yukon to 52nd St.	Convert non-freeway to freeway	2	Ector	RC-10	\$8,200,000				\$8,200,000
2038	SL 338 - 100th St. Interchange	SL 338 NE	At 100th St.	Construct new interchange	1	Ector	RC-76	\$34,400,000				\$34,400,000
2039	FM 1208 - Freeway Widening	FM 1208	IH 20 to FM 1212	Widen non-freeway	5.7	Martin/Midland	RC-248	\$14,270,000		\$22,500,000		\$36,770,000
2041	SL 338 W - W Yukon Road Interchange	SL 338 W	At W Yukon Rd	Construct new interchange	1	Ector	RC-40a Int	\$36,000,000				\$36,000,000
2042	SH 349 - BS 349 Interchange	SH 349	At BS 349	Construct new interchange	1	Martin	RC-126	\$19,260,000		\$17,540,000		\$36,800,000
2044	IH 20 - FM 1208 Interchange	IH 20	At FM 1208	Construct new interchange	1	Midland	RC-138	\$35,200,000		\$3,200,000		\$38,400,000
								\$194,840,000	\$0	\$75,400,000	\$0	\$270,240,000
Years 11-26 Totals												

* Total Year Of Expenditure (YOE) Cost reflects 4% annual inflation



Table 9.3 Unfunded Projects

Unfunded Projects 2031-2045 Amendment No. 2

Line #	Project ID	County	Road Name	Limit	Description	Estimated Cost
1	RC-08	Midland	SH 349	AT FM 1788/CR 60	Construct new interchange	\$20,000,000
2	RC-13	Ector	SL 338	52nd St. to SH 191	Convert non-freeway to freeway	\$2,750,000
3	RC-14*	Midland	SL 250	At BI 20	Reconstruct Interchange	\$13,750,000
4	RC-18*	Ector	SL 338	SH 191 eastern jct. to IH 20 eastern jct.	Convert non-freeway to freeway	\$5,000,000
5	RC-39a	Ector	SL 338 W	IH 20 to SH 302	Convert non-freeway to freeway	\$13,000,000
6	RC-49 int	Midland	SH 158	At CR 1250	Construct new interchange	\$20,000,000
7	RC-49a int	Midland	SH 349	At CR 1250	Construct new interchange	\$20,000,000
8	RC-50a int1	Midland	SH 191	At CR 1250	Construct new interchange	\$20,000,000
9	RC-69	Midland	SH 349 (FM 1788)	SH 191 to 1 mi north of SH 158	Convert non-freeway to freeway	\$13,750,000
10	RC-70	Ector	SH 158	FM 1788 to Grandview	Widen non-freeway	\$16,875,000
11	RC-71	Ector	SH 158	Grandview to US 385	Widen non-freeway	\$9,375,000
12	RC-72	Ector	SL 338 S	US 385 to FM 3503	Widen non-freeway	\$18,000,000
13	RC-73	Ector	SL 338 S	At FM 3503	Construct new interchange	\$20,000,000
14	RC-77	Ector	SL 338 NE	At 87th St.	Construct New Interchange	\$20,000,000
15	RC-78	Ector	SL 338 NE	At FM 554/Grandview	Construct New Interchange	\$20,000,000
16	RC-79	Martin/Midland	BS 349	Mockingbird to SH 349	Widen non-freeway	\$9,375,000
17	RC-81	Martin	SH 349	At Fairgrounds (ext)	Construct new interchange	\$20,000,000
18	RC-93	Midland	SH 158	SH 191 to SH 349	Widen non-freeway	\$18,750,000
19	RC-94	Midland	SH 158	SH 349 to FM 1788	Widen non-freeway	\$11,250,000
20	RC-99	Midland	SH 349/FM 1788	At SL 40/Yukon Rd. Ext.	Intersection improvements	\$600,000
21	RC-100	Midland	SH 349/FM 1788	At SH 191	Construct new interchange	\$20,000,000
22	RC-102	Midland	SH 349	FM 1788/CR 60 to SH 158	Convert non-freeway to freeway	\$5,500,000
23	RC-103	Midland	SH 349	SH 158 to Holiday Hill Rd	Convert non-freeway to freeway	\$11,250,000
24	RC-104	Midland	SH 349	Holiday Hill Rd to Garfield Rd	Convert non-freeway to freeway	\$7,300,000
25	RC-105	Martin	SH 349	Garfield Rd to BS 349	Convert non-freeway to freeway	\$5,000,000
26	RC-106	Midland	SH 349	At SH 158	Construct new interchange	\$20,000,000
27	RC-107	Midland	SH 349	At Holiday Hill	Construct new interchange	\$20,000,000
28	RC-108	Martin	SH 349	At Garfield Rd	Construct new interchange	\$20,000,000
29	RC-117	Ector	SL 338 N	At Wireline Rd. (CR 1157)	Construct new interchange	\$20,000,000
30	RC-118	Midland	SH 191	At Unnamed Rd West of FM 1788	Construct new interchange	\$20,000,000
31	RC-120	Martin	SH 349	BS 349 to Fairgrounds Road ext	Construct new location non-freeway	\$1,250,000



Unfunded Projects 2031-2045 Amendment No. 2

Line #	Project ID	County	Road Name	Limit	Description	Estimated Cost
32	RC-120b	Martin	SH 349	Fairground Rd ext. to CR 1150/Elkins Rd	Construct new location non-freeway	\$1,500,000
33	RC-120c	Martin	SH 349	CR 1150/Elkins Rd to FM 1208	Construct new location non-freeway	\$8,800,000
34	RC-128	Ector	SL 338	At JBS Parkway	Construct new interchange	\$20,000,000
35	RC-129	Ector	US 385 (Grant Ave.)	2nd St. to 10th St.	Rebuild as a Pedestrian Friendly Corridor	\$8,000,000
36	RC-130	Ector	US 385 (Grant Ave.)	2nd St. to IH 20	Streetscape and Pedestrian Improvements	\$6,250,000
37	RC-132	Ector	SL 338 W	At SH 302/42nd St	Reconstruct Interchange	\$13,750,000
38	RC-135	Ector	SL 338 E	At SH 191	Replace existing underpass with overpass	\$13,750,000
39	RC-139	Ector	US 385 (Andrews Hwy)	at 100th St.	Construct Lighted Intersection - Close Frontage Roads to 87th and add Frontage Rd. Access 1/2 Block N. and S.	\$600,000
40	RC-140	Ector	US 385 (Andrews Hwy)	at 91st St.	Construct Lighted Intersection - Close Frontage Roads to 87th and add Frontage Rd. Access 1/2 Block N. and S.	\$600,000
41	RC-141	Ector	SL 338 SE	FM 3503 to IH 20 Eastern Jct.	Convert non-freeway to freeway	\$12,500,000
42	RC-157	Midland	BI 20	At Hwy 158 (Garfield St.)	Construct new interchange	\$25,000,000
43	RC-159	Midland	BS 158 (Andrews Hwy)	At FM SL 268 (Wall St), including Ohio Ave to Indiana Ave	Intersection Improvements, Corridor Capacity Improvements, Access Management Improvements	\$5,500,000
44	RC-201	Ector	IH 20	At SL 338 W	EB to SB direct connect	\$25,000,000
45	RC-202	Ector	IH 20	At SL 338 W	NB to WB direct connect	\$25,000,000
46	RC-203	Ector	IH 20	At SL 338 W	EB to NB direct connect	\$25,000,000
47	RC-204	Ector	IH 20	At SL 338 W	SB to WB direct connect	\$25,000,000
48	RC-205	Ector	IH 20	At SL 338 E	WB to SB direct connect	\$25,000,000
49	RC-206	Ector	IH 20	At SL 338 E	NB to EB direct connect	\$25,000,000
50	RC-207	Ector	IH 20	At SL 338 E	SB to EB direct connect	\$25,000,000
51	RC-208	Ector	IH 20	At SL 338 E	WB to NB direct connect	\$25,000,000
52	RC-209	Ector	IH 20	At SL 338 W	NB to EB direct connect	\$25,000,000
53	RC-210	Ector	IH 20	At SL 338 W	SB to EB direct connect	\$25,000,000
55	RC-211	Ector	IH 20	At SL 338 W	WB to SB direct connect	\$25,000,000
55	RC-212	Ector	IH 20	At SL 338 W	WB to NB direct connect	\$25,000,000
56	RC-213	Ector	IH 20	At SL 338 E	EB to NB direct connect	\$25,000,000
57	RC-214	Ector	IH 20	At SL 338 W	EB to SB direct connect	\$25,000,000
58	RC-215	Ector	IH 20	At SL 338 E	NB to WB direct connect	\$25,000,000
59	RC-216	Ector	IH 20	At SL 338 E	EB to SB direct connect	\$25,000,000
60	RC-217	Ector	US 385 N	At SL 338 N	EB to NB direct connect	\$25,000,000
61	RC-218	Ector	US 385 N	At SL 338 N	SB to WB direct connect	\$25,000,000
62	RC-219	Ector	SL 338 W	At SH 302	EB to SB direct connect	\$25,000,000
63	RC-220	Ector	SL 338 W	At SH 303	NB to WB direct connect	\$25,000,000
64	RC-221	Ector	SL 338 W	At SH 304	EB to NB direct connect	\$25,000,000



Unfunded Projects 2031-2045 Amendment No. 2

Line #	Project ID	County	Road Name	Limit	Description	Estimated Cost
65	RC-222	Ector	SL 338 W	At SH 305	SB to WB direct connect	\$25,000,000
66	RC-223	Ector	US 385 S	At SL 338 S	NB to WB direct connect	\$25,000,000
67	RC-224	Ector	US 385 S	At SL 338 S	EB to SB direct connect	\$25,000,000
68	RC-238	Midland	BI-20 (Front St)	At Fairgrounds Rd	Grade Separation, Intersection Improvements	\$25,000,000
69	RC-239	Midland	BS 349 (Big Spring St)	At Scharbauer Dr	Intersection Improvements, Widen Structure	\$4,000,000
70	RC-241	Midland	SL 250	At A St	Intersection Improvements, Traffic Signal Upgrades	\$5,000,000
71	RC-244	Midland	SL 250	Wadley Ave/Holiday Hill Rd/Tremont Ave	Intersection Improvements, Traffic Signal Upgrades	\$5,000,000
72	RC-245	Midland	SH 191	EB Ramp at FM 1788	Extend on ramp with acceleration merge lane	\$1,000,000
73	RC-246	Midland	IH 20	At CR 1110	Construct new interchange	\$20,000,000
74	RC-249	Ector	SL 338 SE	At Bates Field Rd.	Construct New Interchange	\$20,000,000
75	RE-02	Ector	FM 1882	US 385 northern jct. to Yukon Rd	Widen non-freeway	\$13,152,000
76	RE-03a	Ector	BI 20	8th St. to FM 1788	Improve mobility and add capacity	\$42,788,000
77	RE-03b	Ector	BI 20	IH 20 to 8th St.	Improve mobility and add capacity	\$40,536,000
78	RE-04a	Midland	BI 20	FM 1788 to Wall/Front St.	Improve mobility and add capacity	\$38,284,000
79	RE-04b	Midland	BI 20	Front St. to IH 20	Improve mobility and add capacity	\$67,560,000
80	RE-10a	Midland	FM 307	Fairgrounds Rd to CR 1150	Widen non-freeway	\$7,000,000



9.4 Transit Prioritized Projects Through 2045

EZ Rider services are funded through FTA’s Section 5307, Urbanized Area Formula Grant Program. The transit funds are used for operations, planning and maintenance activities. EZ Rider’s planning funds will be applied to the monitoring of the overall transit system along with individual route performances, while maintenance funds will be used to keep the fleet in a state of good repair to meet EZ-Rider’s Transit Asset Management goals.

The provision of Elderly and Disabled Transit Services is funded through Section 5310, Elderly and Persons with Disabilities Program. Recent funding allocations for Section 5310 were used as a baseline, along with modest increases.

Table 9.4 Elderly and Disabled Transit Service Cost

	2020-2025	2026-2035	2036-2045	2020-2045
Category	Projected Amount	Projected Amount	Projected Amount	Projected Amount
Section 5310	\$ 1,319,776	\$ 2,244,000	\$ 2,288,000	\$ 5,851,776

* *Description: Provide transportation service for elderly and disabled persons*

Table 9.5 E-Z Rider Project List

MOUTD Projects List	2020-2025	2026-2035	2036-2045
Add Two Hours of Revenue Service	\$4,451,856	\$4,451,856	\$4,451,856
Bus Replacement Program	\$11,587,703	\$12,800,000	\$12,800,000
Comprehensive Operations Analysis	\$250,000		
Inter-urban Express Route		\$4,500,000	\$4,500,000
Midland Downtown Transfer Center	\$3,125,000		
Multi/Intermodal Transit Center		\$4,700,000	
Two New Fixed Routes		\$8,030,000	\$8,080,000
Odessa Downtown Transfer Center		\$3,125,000	
Total	\$19,414,559	\$37,606,856	\$29,831,856



9.5 Bicycle & Pedestrian Projects

In the summer of 2017, the City of Midland applied to TxDOT for Transportation Set-Aside Program funding. The project includes pedestrian and bicycle enhancements in their downtown to encourage the use of alternative transportation options for both workers and downtown visitors. Enhancements included adding north and southbound bike lanes on N. Lorraine St. and N. Main St. The project was approved for funding and included in the Permian Basin MPO 2019-2022 TIP.

The City of Odessa and the City of Midland have both submitted applications in FY 2019 for funding to address pedestrian and cyclist concerns in their communities. If their applications are successful, the Permian Basin MPO will make formal amendments to the adopted 2019-2022 TIP to reflect these funds and project approvals.

Table 9.6 Bicycle & Pedestrian

Project	Description	Highway	Limit	Est. Let Year	Total Project Cost	Sponsor	MPO ID
Midland-Downtown Bike/Ped Infrastructure	Construct bicycle lanes, curb extensions, and median and improve ADA compliance	N/A	On N Lorraine and N Main St from W Louisiana St. to E Wall St	2019	\$627,038	City of Midland	BP-06

9.6 Unfunded Bicycle and Pedestrian Projects

In September of 2017 the Permian Basin Metropolitan Organization was awarded \$17,258 in supplemental funding under the Texas Department of Transportation’s (TxDOT) State Planning and Research program to commence the evaluation and feasibility of an intercity trail facility. The Permian Basin MPO Policy Board approved additional funding in the amount of \$24,742 for the study allowing the organization to proceed. Accepted in May of 2019 the Multi Use Trail Study outlined preliminary routes for further study and consideration by the Permian Basin MPO and planning partners interested in seeing the corridor come to fruition. Other efforts to address cyclist and pedestrian needs are the applications to the TxDOT Transportation Alternative Set Aside and Safe Routes to School Programs.

Table 9.7 Illustrative List Bicycle and Pedestrian

Project	Description	Highway	Limit	Total Project Cost	Sponsor	MPO ID
Multi-Use Trail Corridor	Construct a multi-use trail connecting the communities of Midland and Odessa	TBD	TBD	TBD	Multiple	BP-07



9.7 Grouped CSJs

Some of the necessary and important transportation work in the region may be completed by state and local MPO partner agencies under State authority, wherein work may be commenced without a specific description of the project in the MTP. Table 9.8 is the approved grouped project category descriptions. At this time projects funded with Transportation Alternatives Set Aside Program (TASA), Transportation Enhancement (TE), and Congestion Mitigation and Air Quality Program (CMAQ) funding require an individual Federal eligibility determination prior to authorization of Federal funding, and therefore are not approved to be grouped.

Table 9.8 Grouped Project Control Job Numbers (CSJ) by Category (revised August 4, 2015)

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

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

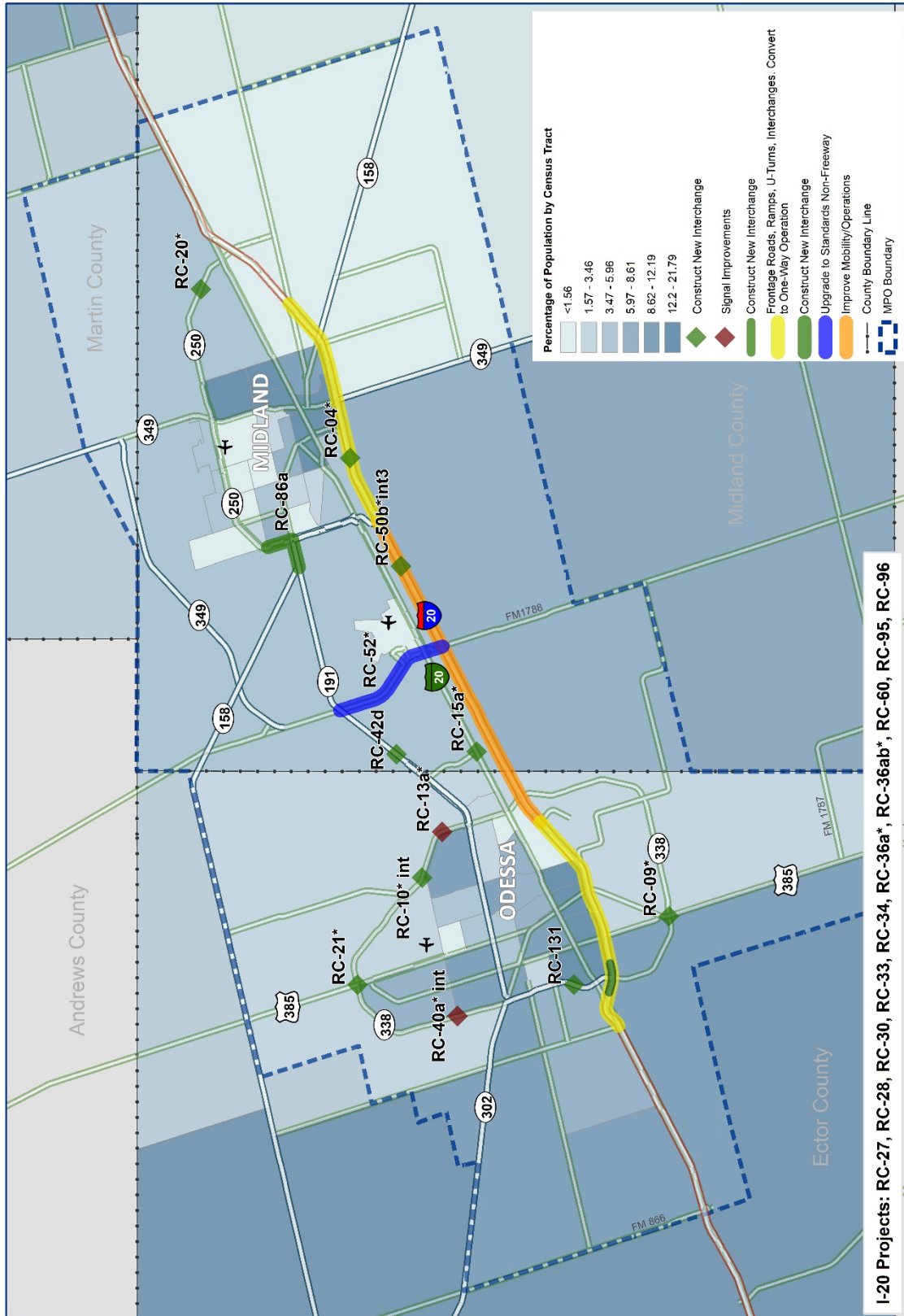


9.8 Title VI/EJ Analysis

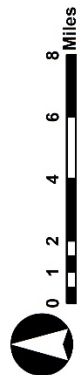
The purpose of an environmental justice (EJ) review is to ascertain that federally funded transportation projects do not adversely impact minority, low-income and limited English proficient populations. Federal Highway Administration states that “disproportionately high and adverse effects, not size, are the bases for EJ. A very small protected population in the project, study, or planning area does not eliminate the possibility of a disproportionately high and adverse effect on these populations. The MPO is responsible for ensuring and documenting that these populations are not adversely affected.



Map 9.3 Hispanic Population Distribution by Census Tract



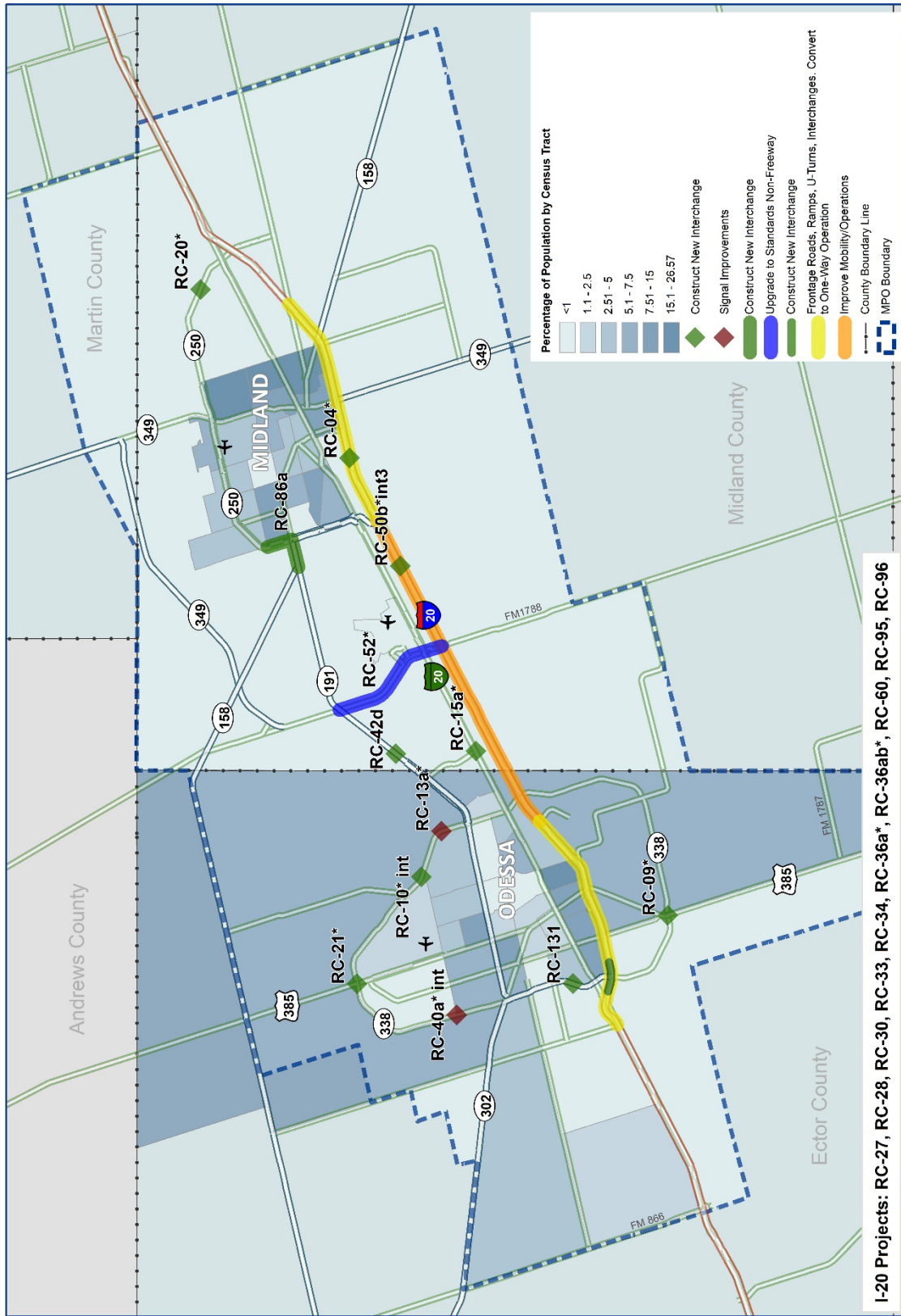
Hispanic Distribution by Census Tract 2017 with 2020 -2029 Fiscally Constrained Projects



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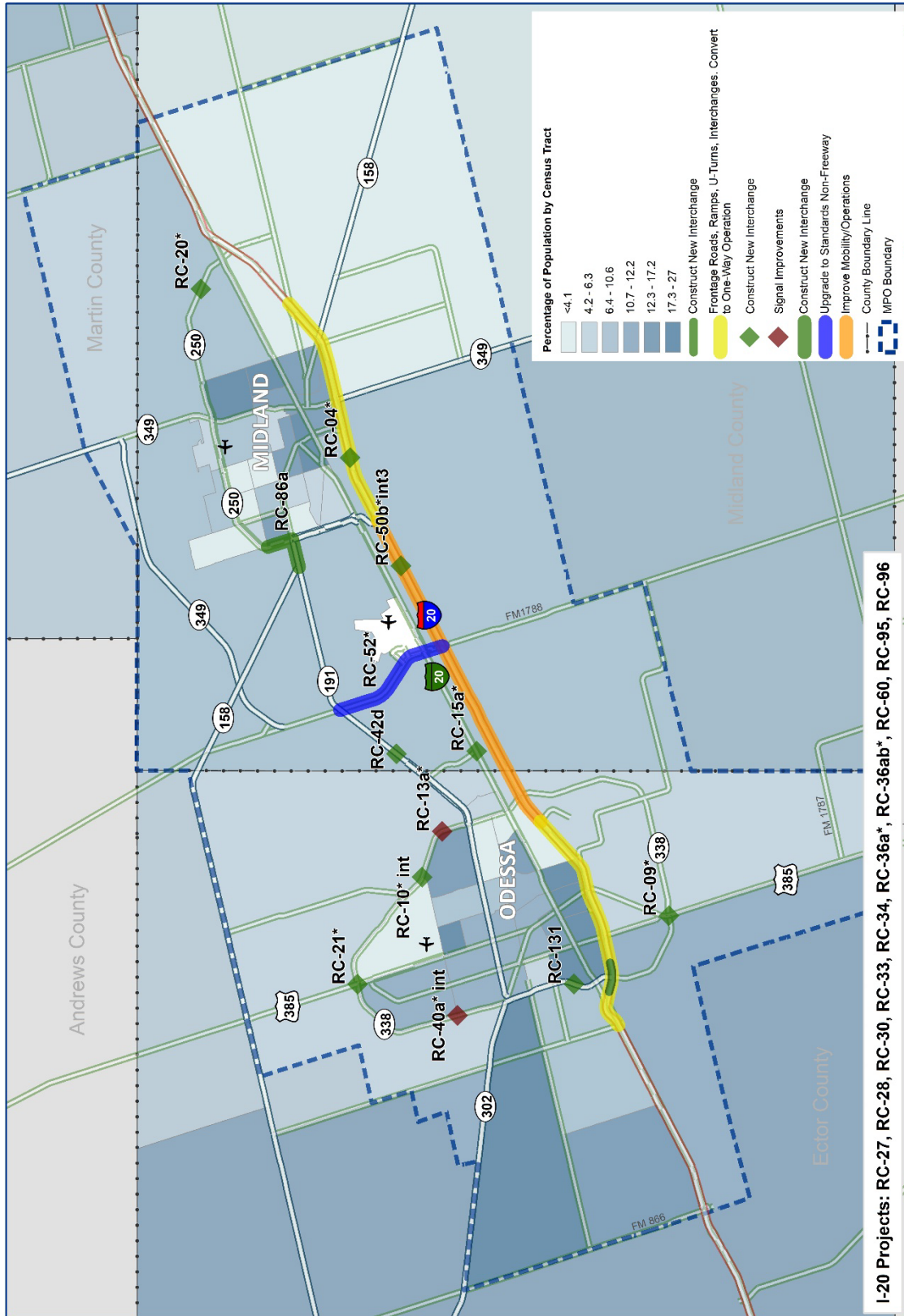
Map 9.4 African American Population Distribution by Census Tract



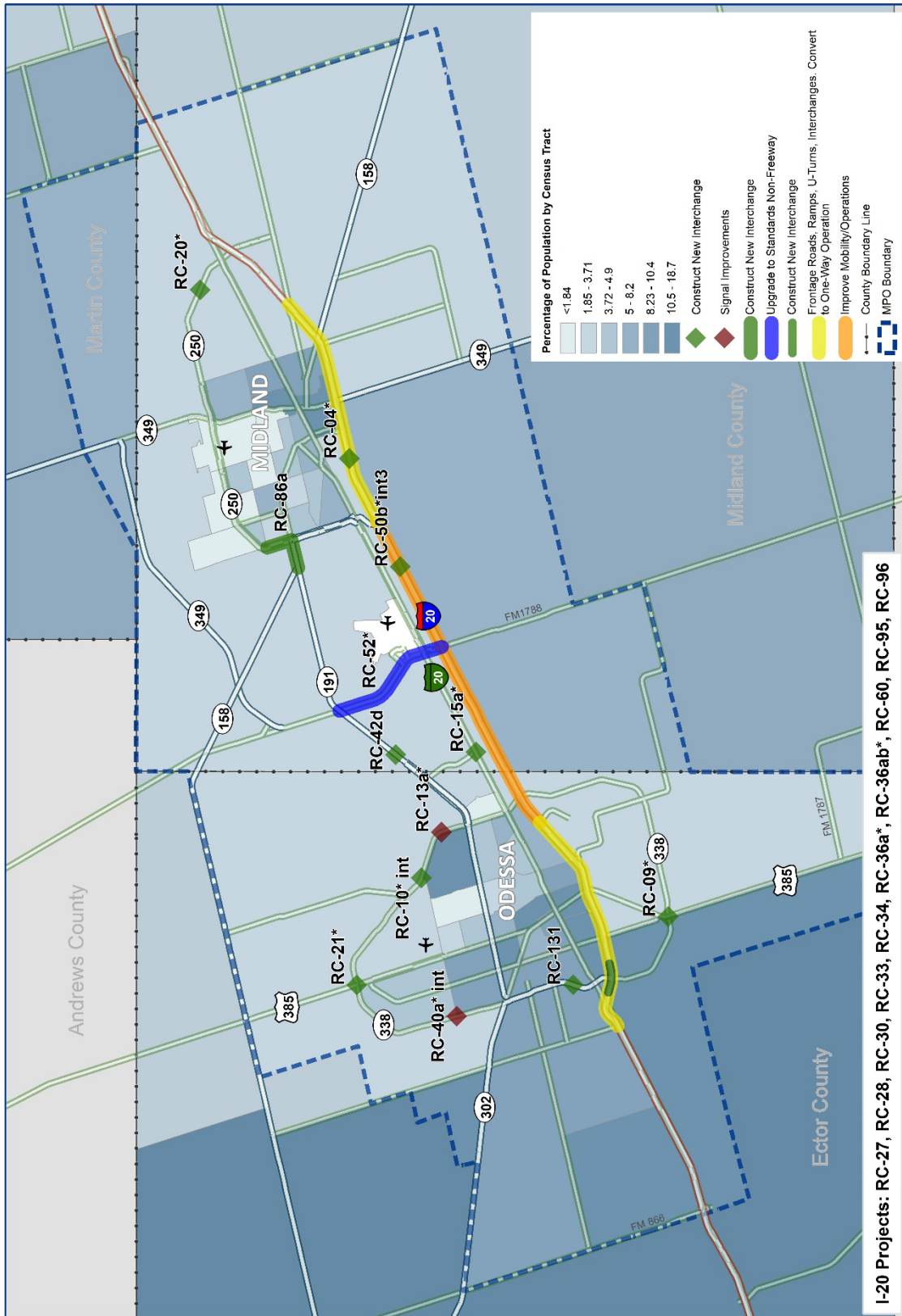
African American Distribution by Census Tract 2017 with 2020 -2029 Fiscally Constrained Projects



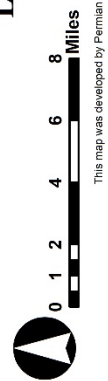
Map 9.5 Below Poverty Population Distribution by Census Tract



Map 9.6 Limited English Proficient Population Distribution by Census Tract



Limited English Proficiency Distribution by Census Tract 2017 with 2020-2029 Fiscally Constrained Projects



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