

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

ODESSA DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP



FY 2015-2018

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

Approved for Public Review and Comment: March 17, 2014

Approved by the Policy Board: May 5, 2014

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Motor Membership and Structure

The Midland-Odessa Metropolitan Planning Organization, formally known as the Midland-Odessa Transportation Organization (MOTOR), is a federally mandated organization developed to coordinate the highway, transit, and land use planning processes in order to receive federal funds for highway and transit improvements. MOTOR is the organization that sets the transportation priorities by bringing together government entities within the MOTOR Urbanized Area Boundary (UAB) to make continuing, cooperative, and comprehensive transportation decisions. The government entities include the Cities of Odessa and Midland; and Counties of Ector and Midland; and the Texas Department of Transportation Odessa District Office.

The **MOTOR Policy Board** sets the priorities for transportation projects in the MOTOR Urban Area Boundary. The **MOTOR Policy Board** also provides direction to the MOTOR Executive Director and is the policy-making entity for MOTOR. This Board is comprised of representatives from the **Cities of Midland and Odessa, Midland and Ector Counties, and TXDOT Odessa District**. As a result of becoming a Transportation Management Area in July 2012, the local transit agency known as the **Midland Odessa Urban Transit District (MOUTD)** will be represented on the Board. It is anticipated that the Policy Board will adopt new By-Laws to include the MOUTD on the Board in the summer of 2014. The Policy Board meets at the MOTOR Offices (9601 Wright Drive, Midland, Texas) every third Monday of the month at 5:00 pm.

The **MOTOR Technical Advisory Committee (TAC)** provides technical assistance, knowledge and provides technical recommendations to the Policy Board and MOTOR Staff; the MOTOR Executive Director chairs the TAC. The TAC includes representatives from the City of Midland, the City of Odessa, Midland County, Ector County, and the TXDOT Odessa District office. The MOTOR Technical Advisory Committee meets at the MOTOR Offices the first Thursday of every month at 8:30 am.

Mission Statement of the Midland-Odessa Transportation (MOTOR)

The Midland Odessa Transportation Organization Metropolitan Planning Organization (MOTOR MPO) is committed to providing leadership to the region in the planning, funding, and development of a regional multi-modal transportation system; one that promotes personal and social economic prosperity while encouraging sustainable growth and development practices to protect and preserve valuable community and natural assets.

Transportation Improvement Program

MOTOR, working cooperatively with its member agencies, develops a work program of transportation projects known as the Transportation Improvement Program, or the TIP. The TIP lists projects developed through a cooperative, comprehensive, and continuing transportation planning process. The projects identified in the TIP are derived from the current Metropolitan Transportation Plan (MTP).

The TIP provides a short-range planning document that will coordinate the transportation projects of the two cities, two counties, and the Odessa District of TXDOT with urban area needs. The purposes of the TIP include:

- To identify improvements recommended for advancement during the four- year period;
- To identify transportation improvement priorities for both highway and transit facilities and operations;
- To provide realistic estimates of total costs and revenues for the program period; and
- To facilitate a cooperative, comprehensive, and continuing transportation planning process.

Funding for transportation improvements comes from the Federal Highway Administration, Federal Transit Administration, TXDOT and local entities.

Year of Expenditure (YOE) Trends

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) have financial plans that reflect “year of expenditure dollars” for revenue and project cost estimates for any STIP, MTP or TIP adopted, approved, or amended. To fully comply with all federal requirements, the MOTOR Policy Board at their regularly scheduled meeting on Thursday, December 20, 2007 officially adopted the following annual inflation rates for highway projects, transit projects, and rate of revenue growth for the FY 2013-2016 TIP, these rates remain for the 2015-2018 TIP:

<u>Highway Projects</u>	<u>Transit Projects</u>	<u>Rate of Revenue Growth</u>
8.8%	8%	0%

NOTE: The MOTOR MPO and TXDOT-Odessa District worked together to determine a reasonable rate of growth based upon timing and scheduling of projects. However, further information from the Design and Construction Information System (DCIS) assumes the TXDOT rate of inflation of 4%.

Total Project Costs (TPC)

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

Methodology

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

Operations and Maintenance

MAP-21 regulations require the TIP demonstrate appropriate system level estimates of funds to adequately operate and maintain Federal Aid highways. The majority of funds used to pay operating and maintenance costs of these highways within the MOTOR boundary are State and City funds. The table below demonstrates approximate annual funding levels for TXDOT and each City allocated to the preservation of roadways eligible for Federal Aid funding. Based on historical practices, each entity has ensured operation and maintenance needs were met with sufficient funding to maintain the system in a desirable condition. As operating costs escalate, each entity pledges to ensure revenue allocations are sufficient to maintain the system in a desirable condition as defined by the TXDOT Maintenance Division.

ALLOCATIONS FOR OPERATIONS AND MAINTENANCE

(Based on current year agency's budget)

	Midland County	Ector County	
TxDOT	\$2,113,192	\$2,622,087	
City of Odessa		\$1,800,000	
City of Midland	\$1,815,000		
Totals	\$3,928,192	\$4,422,087	\$8,350,279

TIP History: Each TIP has been developed in accordance with the federal laws and associated regulations at the time of adoption. The 2015-2018 TIP reflects changes in the planning process brought about by the MAP-21 legislation, which was passed by Congress and signed into law on July 6, 2012. MAP-21 addresses the many challenges that the transportation system faces today, such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. MAP-21 increases investment in highway, transit, and safety programs while retaining the basic goals and structure of the earlier SAFETEA-LU Act. In addition, MAP-21 requires performance standards to be utilized in the transportation planning and decision making process. It is anticipated that the Federal Highway Administration will adopt and require specific performance standards in late 2014. In the meantime, MOTOR MPO has adopted performance standards within its CMP document. Further, in compliance with MAP-21 requirements, the MOTOR MPO has considered and applied strategies that will serve to advance the eight transportation planning factors identified under (23 CFR, Part 450.306 – Scope of Metropolitan Planning Process) as follows:

The eight MAP-21 Planning Factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve the

- quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
 7. Promote efficient system management and operation, and;
 8. Emphasize the preservation of the existing transportation system.

Record of Public Participation

The Public Participation process included:

- The MOTOR MPO Policy Board conducted a public meeting at the MOTOR MPO Conference Room on Monday, March 17, 2014 for the public to review and comment on the detailed information contained in the draft 2015-2018 Transportation Improvement Program (TIP). The draft 2015-2018 Transportation Improvement Program was approved for general release and public comment pursuant to the MOTOR Public Participation Plan. Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the 2015-2018 (TIP).
- A draft 2015-2018 TIP was made available during regular business hours at the MOTOR MPO Office; TXDOT Odessa District Office; the Midland and Ector County Libraries; the City Secretary Offices of the Cities of Midland and Odessa; and on the MOTOR MPO website (www.motormpo.com).
- In a regularly scheduled meeting of the MOTOR MPO Policy Board Monday, May 5, 2014, the final 2015-2018 TIP was approved for submission in the TXDOT STIP. Citizens were again given the opportunity to review and comment on the 2015-2018 TIP prior to the final approval by the Policy Board.
- Copies of the approved 2015-2018 Transportation Improvement Program (TIP) remained on file during regular business hours at the MOTOR MPO Offices for public access and review, and on the MOTOR MPO website (www.motormpo.com) until it was submitted to TXDOT Transportation Planning and Programming in Austin, Texas on May 6, 2014.
- The approved 2015-2018 Transportation Improvement Program (TIP) and any amendments will remain on the MOTOR MPO website for ongoing reference by the public.

Purpose of Public Meetings

Public participation is an essential phase of project planning and selection. The process gives the public an opportunity to vocalize the needs of the planning area to the representatives of the MOTOR. The public involvement process assures the public is kept informed and has an opportunity to voice their concerns, interests, and priorities on transportation needs. Public meetings provide an opportunity to ask questions and to make formal comments on the proposed TIP. These meetings are also designed:

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

Public Involvement Policy (officially renamed to “Public Participation Plan”)

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

- Requires a minimum public comment period of 45 days before the process is adopted or revised;
- Provides timely information on regional transportation issues;
- Provides additional public access to technical and policy information;
- Requires adequate public notice of public activities and time for public review at key decision points, including but not limited to approval of MOTOR's long range transportation plan (MTP) and Transportation Improvement Program (TIP);

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

How Projects are Selected

A list of priority projects was prioritized by the Technical Advisory Committee (TAC) as well as the Policy Board as part of the 2010-2035 MTP adoption process. Since the adoption of the MTP on

November 30, 2009, and as a historic reference, several projects were added to the 2008-2011 TIP, the 2011-13 TIP, the 2013-2016 TIP and the 2015-2018 TIP. Projects anticipated within an approved TIP time frame but not funded are automatically moved forward as a new TIP document is prepared. One of three highway projects is a 0.7 mile realignment segment of JBS Parkway South in Odessa which was approved as part of a 2013-2016 TIP Amendment (July 2013). A second project includes potential corridor upgrades along SH 191 from Loop 338 East to FM 1788 with all planned construction work occurring in the City of Odessa and the third project is a proposed widening of Fairgrounds Road in the City of Midland from Pecan Avenue northward to Loop 250. MOTOR staff and the TAC met on numerous occasions to review these projects compared to other area projects listed in the MTP. Based on an analysis of traffic counts, an estimate of the current Level of Service, mobility efficiency, and crash potential(s) as well as available funding sources, the TAC unanimously decided to recommend these projects into the 2015-2018 TIP. Following adoption by the Policy Board, the approved 2015-2018 TIP will be utilized to *program projects* within the urban area as follows:

2015-2018 TIP Funding Outline

FY	Project	MPO ID	UTP Allocation Category 2U	Federal Portion	State Portion	Local Portion
2015	Fairgrounds Road	RC-51	\$ 3,490,000.00	\$ 2,192,000.00	\$ -	\$ 2,335,457.00
2016	JBS South/ FM 3503	RC-02	\$ 2,486,357.00	\$ 1,989,085.44	\$ -	\$ 497,271.36
2016	SH 191 Corridor Upgrade	TBD	\$ 1,003,643.00	\$ 802,914.40	\$ 200,728.60	\$ -
Total:			\$ 6,980,000.00*			

*Total funds for program years 2015-2018 from TxDOT Unified Transportation Program (UTP)

Projects for each TIP must be selected from the MTP. During the preparation of the 2010-2035 MTP, MOTOR staff completed an extensive public involvement process to determine the “Vision Plan” for the region. This community visioning process resulted in a plan for the growth of the region over the 25 year period. A list of the transportation investments needed to make the Vision Plan a reality was included. Key investments in the Vision Plan include the following initiatives:

- Improve regional mobility and accessibility around the region with investments such as:
 - Upgrading major roadways to freeway design standards
 - Adding inter-city and expanded transit service
 - Building a regional bicycle/pedestrian system to connect both cities
- Improve interstate mobility and accessibility by making investments such as:
 - Widening IH-20
 - Upgrading interchanges on IH-20
 - Converting IH-20 frontage roads to one-way operation

Adding a north-south rail freight line and intermodal inland port facility

- Distribute traffic in ways that reduce the impacts of growth on primary corridors through initiatives such as:
 - Limiting access points to a few well-designed intersections
 - Constructing strategic connections to promote economic development
- Expand transit and ridesharing choices by making improvements such as:
 - Constructing downtown transit centers and park and ride lots
 - Expanding existing transit services
- Enhance regional gateways from IH-20 into downtown areas; and
- Improve overall system efficiency by developing a regional transportation management and operations center

With the guidance of the Technical Advisory Committee (TAC) and the MOTOR Policy Board, a set of evaluation guidelines for ranking each project was developed. An evaluation based on these guidelines was done for each project. Projects were discussed in detail with the TAC and priority projects were approved by the Policy Board. It is MOTOR's intent to invest in all types of projects equally throughout the region. More detailed information regarding the Vision Plan can be found in Chapter 7 of the 2010-2035 MTP.

NOTE: All project listings are financially constrained to available resources as mandated by federal regulations.

Air Quality Issues

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

Contact Information

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Highway Construction Project Listing

THURSDAY, MAY 01, 2014
10:07:43 AM

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
MIDLAND-ODESSA METROPOLITAN PLANNING ORGANIZATION
FY 2015**

PAGE 1 OF 2

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
8 - ODESSA	MIDLAND	0906-32-049	CS	C	MIDLAND	TXDOT	\$ 4,754,951		
LIMITS FROM FAIRGROUNDS RD FROM LP 250							REVISION DATE: 07/2014		
LIMITS TO EAST PECAN AVE							MPO PROJ NUM: RC-91		
PROJECT WIDEN NON-FREEWAY							FUNDING CAT(S): 2U,LC		
DESCR:							PROJECT HISTORY: AFA ASSIGNS PE RESPONSIBILITY TO THE CITY OF MIDLAND. IN ADDITION THE CITY WILL BE RESPONSIBLE FOR ROW AND UTILITY ADJUSTMENTS.		
REMARKS P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 232,993	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		2U-URBAN CRDR:	\$ 2,792,000	\$ 0	\$ 698,000	\$ 0	\$ 3,490,000	
CONST COST:	\$ 4,754,951		LOCAL CONTR:	\$ 0	\$ 0	\$ 1,264,951	\$ 0	\$ 1,264,951	
CONST ENG:	\$ 235,846		TOTAL:	\$ 2,792,000	\$ 0	\$ 698,000	\$ 1,264,951	\$ 4,754,951	
CONTING:	\$ 94,624								
IND COSTS:	\$ 229,664								
BND FINANCING:	\$ 0								
TOTAL PRJ COST:	\$ 5,725,911								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
0 = FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
MIDLAND-ODESSA METROPOLITAN PLANNING ORGANIZATION
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	ECTOR	0906-06-048	CR	C,E	ODESSA	TXDOT	\$ 2,486,357	
LIMITS FROM JBS PRKWY/FM 3503 INTERSECTION						REVISION DATE: 07/2014		
LIMITS TO: 0.7 MILES SOUTH						MPO PROJ NUM: RC-02		
PROJECT REALIGN EXISTING ROADWAY ON NEW LOCATION						FUNDING CAT(S): 2U		
DESCR:						PROJECT HISTORY: PROJECT WAS INITIALLY PLANNED TO CONNECT IH 20 TO FM 3503. LOCALS CONSTRUCTED NORTHERN PORTION OF PROJECT. MPO PLANS TO CONSTRUCT SOUTHERN PORTION OF PROJECT.		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 98,001	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		2U-URBAN CRDR:	\$ 1,989,085	\$ 0	\$ 497,271	\$ 0	\$ 2,486,357
CONST COST:	\$ 2,290,356		TOTAL:	\$ 1,989,085	\$ 0	\$ 497,271	\$ 0	\$ 2,486,357
CONST ENG:	\$ 98,000							
CONTING:	\$ 32,744							
IND COSTS:	\$ 126,522							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 2,645,623							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	ECTOR	2296-01-950	SH 191	E	ODESSA	TXDOT	\$ 501,822	
LIMITS FROM EAST LOOP 338						REVISION DATE: 07/2014		
LIMITS TO: MIDLAND COUNTY LINE						MPO PROJ NUM: [REDACTED]		
PROJECT PERFORM PE WORK FOR FREEWAY IMPROVEMENTS						FUNDING CAT(S): 2U		
DESCR:						PROJECT HISTORY: PLANNING TO CREATE DEVELOPMENT PLAN (SCHEMATIC) FOR THE PURPOSE OF COORDINATING FREEWAY IMPROVEMENTS TO ACCOMMODATE LOCAL DEVELOPMENT.		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 501,822	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		2U-URBAN CRDR:	\$ 401,458	\$ 100,364	\$ 0	\$ 0	\$ 501,822
CONST COST:	\$ 0		TOTAL:	\$ 401,458	\$ 100,364	\$ 0	\$ 0	\$ 501,822
CONST ENG:	\$ 0							
CONTING:	\$ 11,341							
IND COSTS:	\$ 24,150							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 537,313							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
6 - ODESSA	MIDLAND	2296-02-921	SH 191	E	ODESSA	TXDOT	\$ 501,821	
LIMITS FROM ECTOR COUNTY LINE						REVISION DATE: 07/2014		
LIMITS TO: SH 349						MPO PROJ NUM: [REDACTED]		
PROJECT PERFORM PE WORK FOR FREEWAY IMPROVEMENTS						FUNDING CAT(S): 2U		
DESCR:						PROJECT HISTORY: PLANNING TO CREATE DEVELOPMENT PLAN (SCHEMATIC) FOR THE PURPOSE OF COORDINATING FREEWAY IMPROVEMENTS TO ACCOMMODATE LOCAL DEVELOPMENT.		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 501,821	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		2U-URBAN CRDR:	\$ 401,457	\$ 100,364	\$ 0	\$ 0	\$ 501,821
CONST COST:	\$ 0		TOTAL:	\$ 401,457	\$ 100,364	\$ 0	\$ 0	\$ 501,821
CONST ENG:	\$ 0							
CONTING:	\$ 11,341							
IND COSTS:	\$ 24,150							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 537,313							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
* FUNDING NOT FIXED



MOTOR MPO

FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015-2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$3,490,000	\$3,490,000	\$3,490,000	\$3,490,000	\$0	\$0	\$0	\$0	\$6,980,000	\$6,980,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBFE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$3,490,000	\$3,490,000	\$3,490,000	\$3,490,000	\$0	\$0	\$0	\$0	\$6,980,000	\$6,980,000

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$2,792,000	\$2,792,000	\$0	\$0	\$5,584,000
State	\$0	\$200,729	\$0	\$0	\$200,729
Local Match	\$698,000	\$497,271	\$0	\$0	\$1,195,271
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 58	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5308	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$3,490,000	\$3,490,000	\$0	\$0	\$6,980,000

Funding Participation Source

NOTE #1: Allocation of construction funds; as well as programming of projects in this funding category will be identified in the Statewide TIP in the Statewide CSJ portion of the document.

NOTE #2: MOTOR is not eligible for funds Categories 3 and 5.

NOTE #3: District-wide Projects identified for Prev. Maintenance & Rehab. Activities or landscape development, and are funded from CAT 10 or CAT 11 Work Categories will be identified in the region's Rural TIP.

Funding Categories & Project Development Authority

Restructured UTP Categories

Category	Description	Development Authority
1	Consolidated Rehabilitation	Construct Only
2	Metropolitan Area (TMA/non TMA)	Plan, Develop & Construct
3	Non Traditional Funding Sources	Plan, Develop & Construct
4	Statewide Connectivity/Corridor Projects	Plan, Develop & Construct
5	Congestion Mitigation Air Quality	Develop & Construct
6	Consolidated Structures Rehabilitation	Plan, Develop & Construct
7	STP Metropolitan Mobility/Rehabilitation	Develop & Construct
8	STP Safety	Construct Only
9	STP Enhancements	Construct Only
10	Miscellaneous	Construct Only
11	District Discretionary	Develop & Construct
12	Strategic Priority	Plan, Develop & Construct

Notes:

Plan Authority: Projects authorized for environmental studies and route/right-of-way determination.

Develop Authority: Projects authorized for P. S. & E. preparation, ROW acquisition and utility adjustments; but not authorized for construction.

Construct Authority: Projects authorized for P.S. & E. preparation, ROW acquisition, utility adjustments and construction.

Statewide CSJs (ControlSectionJob)

The categories identified in the table below are statewide CSJs which TXDOT has selected to let construction projects under to ensure that project scheduling does not exceed available funding. The use of statewide CSJs for these categories will provide a more efficient method of programming and letting projects, and decreases of necessity for local TIP and STIP revisions.

Statewide Project Control Section Job (CSJ) Numbers

Category	Statewide CSJ	Type of Work
	500000950	PE Preliminary Engineering
ROW	500000951	Right of Way
1	500000952 500000957 500000958	Preventative Maintenance and Rehabilitation
6	500000953	Bridge Replacement and Rehabilitation
6	500000954	Railroad Grade Separations
8	580000950	Safety
10	500000956	Landscaping
10	580000915	Intelligent Transportation Systems Deployment Program (ITS)
10	500000916	Bicycle and Pedestrian
10	500000917	Safety Rest Areas (SRA) and Truck Weigh Stations
	500000918	Transit Improvements

Transit Project Listing

The attached spreadsheets outline the proposed transit projects for the FY 2015-2018 TIP.

Notes: Allocation Source: 2010-2035 Metropolitan Transportation Plan.

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

CONVERSION TABLE

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

Fiscal Year 2015 Urban Transit Project Listing

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$750,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	OTHER SOURCES	\$187,000
		TOTAL PROJ COST	\$937,000
CAPITAL	Y	CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$90,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PLANNING	OTHER SOURCES	\$22,500
		TOTAL PROJ COST	\$112,500
CAPITAL		CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$1,420,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$430,000
PROJECT DESCRIPTION	OPERATING	OTHER SOURCES	\$990,000
		TOTAL PROJ COST	\$2,840,000
CAPITAL		CREDITS REQUESTED	\$0
OPERATING	Y	CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$280,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$70,000
		TOTAL PROJ COST	\$350,000
CAPITAL	Y	CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$1,200,000
PROJECT SPONSOR	MOU/D	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	CONSTRUCTION OF MULTI-MODAL FACILITY	OTHER SOURCES	\$0
CAPITAL	Y	TOTAL PROJ COST	\$1,200,000
OPERATING		CREDITS REQUESTED	\$300,000
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2015	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$320,000
PROJECT SPONSOR	MOU/D	STATE FUNDS FROM TXD	\$20,000
PROJECT DESCRIPTION	SOLAR PANELS / GREEN INITIATIVES	OTHER SOURCES	\$0
CAPITAL	Y	TOTAL PROJ COST	\$340,000
OPERATING		CREDITS REQUESTED	\$60,000
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

Fiscal Year 2016 Urban Transit Project Listing

FTA APPORTIONMENT YE	2016	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$280,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$70,000
		TOTAL PROJ COST	\$350,000
CAPITAL	Y	CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2016	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$750,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	OTHER SOURCES	\$187,000
		TOTAL PROJ COST	\$937,000
CAPITAL	Y	CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2016	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$90,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PLANNING	OTHER SOURCES	\$22,500
		TOTAL PROJ COST	\$112,500
CAPITAL		CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2016	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$1,420,000
PROJECT SPONSOR	MOUSD	STATE FUNDS FROM TXD	\$450,000
PROJECT DESCRIPTION	OPERATING	OTHER SOURCES	\$970,000
		TOTAL PROJ COST	\$2,840,000
CAPITAL		CREDITS REQUESTED	\$0
OPERATING	Y	CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

Fiscal Year 2017 Urban Transit Project Listing

FTA APPORTIONMENT YE	2017	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$400,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$100,000
CAPITAL		TOTAL PROJ COST	\$500,000
OPERATING		CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2017	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$960,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ROLLING STOCK	OTHER SOURCES	\$0
CAPITAL		TOTAL PROJ COST	\$1,200,000
OPERATING		CREDITS REQUESTED	\$240,000
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2017	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$1,000,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$450,000
PROJECT DESCRIPTION	OPERATING	OTHER SOURCES	\$650,000
CAPITAL		TOTAL PROJ COST	\$2,100,000
OPERATING	Y	CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2017	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$900,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	OTHER SOURCES	\$321,000
CAPITAL		TOTAL PROJ COST	\$1,221,000
OPERATING		CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2017	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$225,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PLANNING	OTHER SOURCES	\$56,250
		TOTAL PROJ COST	\$281,250
CAPITAL		CREDITS REQUESTED	\$0
OPERATING		CREDITS AWARDED	\$0
ADMINISTRATION		CREDITS AWARDED DATE	

Fiscal Year 2018 Urban Transit Project Listing

FTA APPORTIONMENT YE	2018	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$960,000
PROJECT SPONSOR	MOUUD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ROLLING STOCK	OTHER SOURCES	\$0
CAPITAL		TOTAL PROJ COST	\$1,200,000
OPERATING		CREDITS REQUESTED	\$240,000
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2018	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$400,000
PROJECT SPONSOR	MOUUD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	ADA PARATRANSIT	OTHER SOURCES	\$100,000
CAPITAL		TOTAL PROJ COST	\$500,000
OPERATING		CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2018	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$900,000
PROJECT SPONSOR	MOUUD	STATE FUNDS FROM TXD	\$0
PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	OTHER SOURCES	\$321,000
CAPITAL		TOTAL PROJ COST	\$1,221,000
OPERATING		CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2018	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$225,000
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PROJECT DESCRIPTION	PLANNING	OTHER SOURCES	\$56,250
CAPITAL		TOTAL PROJ COST	\$281,250
OPERATING		CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

FTA APPORTIONMENT YE	2018	FTA FUNDING CATEGORY	5307
MPO PROJECT NUMBER	TR-01	FTA FUNDS	\$1,000,000
PROJECT SPONSOR	MOUTD	STATE FUNDS FROM TXD	\$450,000
PROJECT DESCRIPTION	OPERATING	OTHER SOURCES	\$650,000
CAPITAL		TOTAL PROJ COST	\$2,100,000
OPERATING	Y	CREDITS REQUESTED	\$0
ADMINISTRATION		CREDITS AWARDED	\$0
		CREDITS AWARDED DATE	

Transit Financial Summary
MOTOR MPO
FY 2015 - 2018 Transportation Improvement Program

All Figures are in Year of Expenditure (YOE) Dollars

Transit Program	FY 2015			FY 2016			FY 2017		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	8,569,190	2,363,000	10,932,190	5,290,000	1,904,500	7,194,500	3,485,000	1,817,250	5,302,250
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0	0	0	0
3 Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			0			0			0
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0
7 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0
8 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
9 Other FTA	0	0	0	0	0	0	0	0	0
10 Regionally Significant or Other	0	0	0	0	0	0	0	0	0
Total Funds	\$8,569,190	\$2,363,000	\$10,932,190	\$5,290,000	\$1,904,500	\$7,194,500	\$3,485,000	\$1,817,250	\$5,302,250
Transportation Development Credits									
Requested			\$515,838			\$360,000			\$240,000
Awarded			\$0			\$0			\$0

All Figures are in Year of Expenditure (YOE) Dollars

Transit Program	FY 2018			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	3,485,000	1,817,250	5,302,250	20,829,190	7,902,000	28,731,190
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0
3 Sec. 5309 - Discretionary			0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			0	0	0	0
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
7 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
8 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
9 Other FTA	0	0	0	0	0	0
10 Regionally Significant or Other	0	0	0	0	0	0
Total Funds	\$3,485,000	\$1,817,250	\$5,302,250	\$20,829,190	\$7,902,000	\$28,731,190
Transportation Development Credits						
Requested			\$ 240,000			
Awarded			\$0			\$1,115,838
						\$0

MOTOR MPO Self Certification

In accordance with 23 CFR Part 450.334 and 450.220, the Texas Department of Transportation, and the Midland-Odessa Transportation Organization Metropolitan Planning Organization, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

TXDOT ODESSA DISTRICT



Mike McAnally
District Engineer

MOTOR MPO

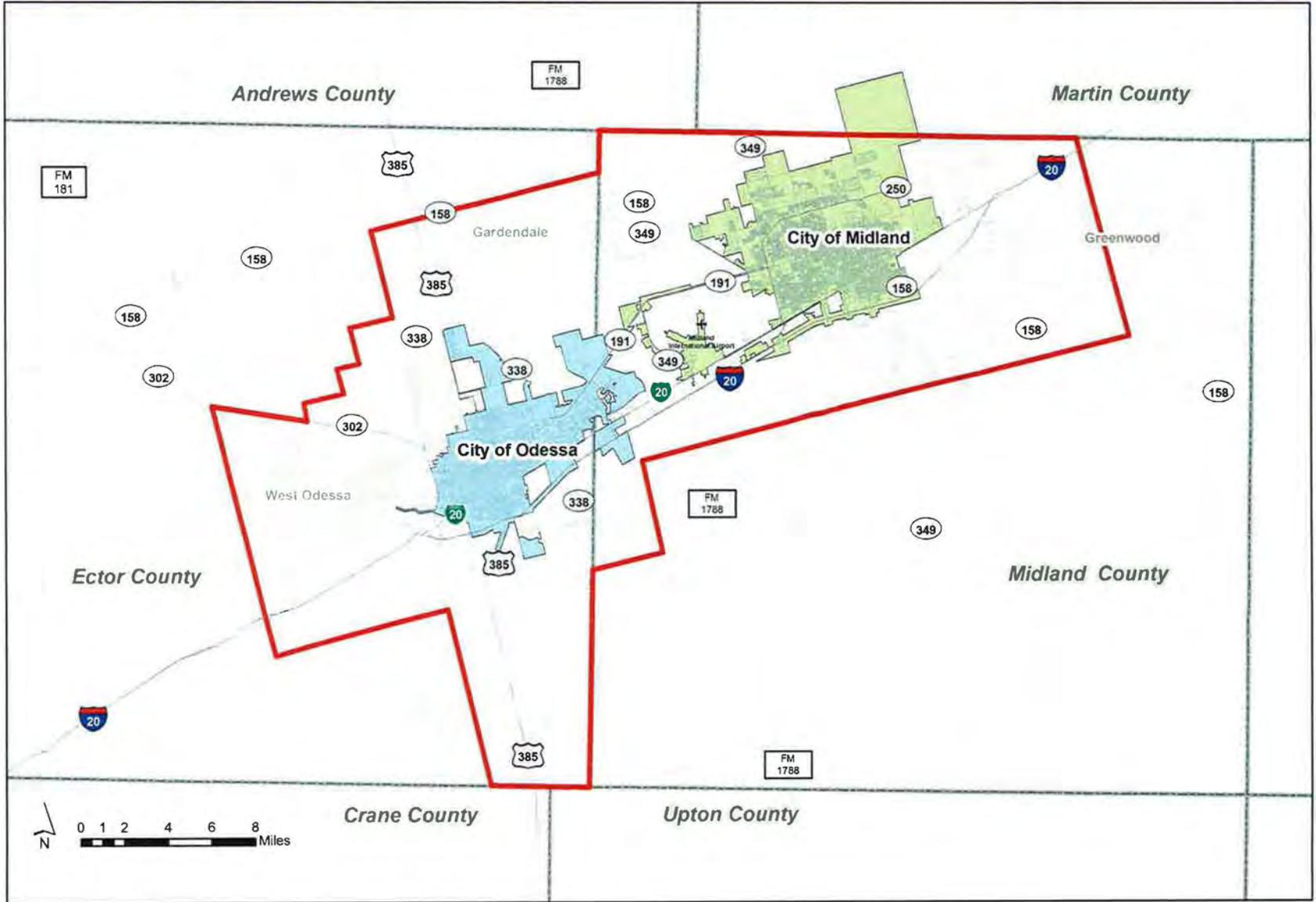


Robin Donnelly
Vice Chair

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

Metropolitan Area Boundary

As approved by MOTOR MPO Policy Board on September 16, 2013.



Appendix A

The purpose of Appendix A is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases.

Appendix A contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies that these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts. Projects listed in Appendix A will include, at a minimum, CSJ Number, MPO ID number, county, TXDOT district, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

CSJ	MPO Project No.	Name	Limits	Description	Est. Cost
1188-02-056	RC-03	Loop 250	Fairgrounds Rd to Todd Rd	Construct mainlanes w/ interchange at Fairgrounds Rd	\$24.6m
0005-14-067	RC-04	IH 20	At Midkiff Rd	Reconstruct and upgrade interchange	\$18.0m
TBD	RE-02	FM 1882	From US 385 North to Yukon Rd East	Improve Intersections/Safety (0.5 mile)	\$4.0m
TBD	RC-66	Loop 250	At SH 191	Add direct connectors at SH 191 (NW movement)	\$40.0m
TBD	RC-48	CR 1130	IH 20 to FM 307	Widen from 2 to 5 lanes with curb and gutter	\$4.3m



RESOLUTION NO. 05-05-2014-1

A RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE MIDLAND-ODESSA TRANSPORTATION ORGANIZATION METROPOLITAN PLANNING ORGANIZATION FOR FISCAL YEARS 2015-2018.

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

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

WHEREAS, Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the TIP to be updated at least every four (4) years; and

WHEREAS, the TIP for the Midland-Odessa Metropolitan Area is a four (4) year prioritized program of transportation projects receiving federal funding; and

WHEREAS, the Midland-Odessa Metropolitan Organization MPO held a public meeting on March 17, 2014 to receive public comments on the FY 2015-2018 TIP; and

WHEREAS, a Record of Public Participation for the FY 2015-2018 TIP that reflects all efforts made by the MOTOR MPO to inform and directly involve the public in the transportation planning process, is provided under Attachment "A" and is made part of this Resolution.

NOW, THEREFORE, BE IT RESOLVED, BY THE MIDLAND-ODESSA METROPOLITAN PLANNING ORGANIZATION MPO THAT:

The Midland-Odessa Metropolitan Planning Organization Policy Board adopted the 2015-2018 TIP on this the 5th day of May, 2014.



Judge Susan Redford, Chair

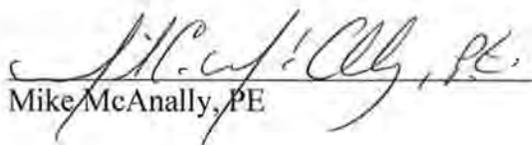


Robin Donnelly, Vice-Chair

Jerry Morales



Dean Combs



Mike McAnally, PE

Attachment "A"

Record of Public Participation

The Public Participation process included:

- The MOTOR MPO Policy Board conducted a public meeting at the MOTOR MPO Conference Room on Monday, March 17, 2014 for the public to review and comment on the detailed information contained in the draft 2015-2018 Transportation Improvement Program (TIP). The draft 2015-2018 Transportation Improvement Program was approved for general release and public comment pursuant to the MOTOR Public Participation Plan. Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the 2015-2018 (TIP).
- A draft 2015-2018 TIP was made available during regular business hours at the MOTOR MPO Office; TXDOT Odessa District Office; the Midland and Ector County Libraries; the City Secretary Offices of the Cities of Midland and Odessa; and on the MOTOR MPO website (www.motormpo.com).
- In a regularly scheduled meeting of the MOTOR MPO Policy Board Monday, May 5, 2014, the final 2015-2018 TIP was approved for submission in the TXDOT STIP. Citizens were again given the opportunity to review and comment on the 2015-2018 TIP prior to the final approval by the Policy Board.
- Copies of the approved 2015-2018 Transportation Improvement Program (TIP) remained on file during regular business hours at the MOTOR MPO Offices for public access and review, and on the MOTOR MPO website (www.motormpo.com) until it was submitted to TXDOT Transportation Planning and Programming in Austin, Texas on May 6, 2014.
- The approved 2015-2018 Transportation Improvement Program (TIP) and any amendments will remain on the MOTOR MPO website for ongoing reference by the public.

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

ODESSA DISTRICT 2015-2018 TIP

RURAL HIGHWAY



Initial 2015-2018 STIP

THURSDAY, MAY 01, 2014
5:20:49 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT ODESSA DISTRICT
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
6 - ODESSA	PECOS	0441-07-062	IH 10	C E		TX DOT	\$ 15,002,786
LIMITS FROM RECONSTRUCTION OF SRA AT IH10						REVISION DATE: 07/2014	
LIMITS TO: 26 MI WEST OF FT STOCKTON						MPO PROJ NUM: [REDACTED]	
PROJECT RECONSTRUCTION OF SAFETY REST AREA						FUNDING CAT(S): 9	
DESCR:						PROJECT HISTORY: RECONSTRUCTION OF SAFETY REST AREA	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE											
PRELIM ENG:	\$	735,137	COST OF APPROVED PHASES:	9-ENHANCEMNTS:	\$	12,002,229	\$	3,000,557	\$	0	\$	0	\$	15,002,786*
ROW PURCHASE:	\$	0		TOTAL:	\$	12,002,229	\$	3,000,557	\$	0	\$	0	\$	15,002,786
CONST COST:	\$	13,850,572	\$ 15,002,786											
CONST ENG:	\$	417,077												
CONTING:	\$	745,638												
IND COSTS:	\$	724,635												
BND FINANCING:	\$	0												
TOTAL PRJ COST:	\$	16,473,059												

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED



Odessa District - 6
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$15,002,786	\$15,002,786	\$0	\$0	\$0	\$0	\$0	\$0	\$15,002,786	\$15,002,786
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$15,002,786	\$15,002,786	\$0	\$0	\$0	\$0	\$0	\$0	\$15,002,786	\$15,002,786

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$12,002,229	\$0	\$0	\$0	\$12,002,229
State	\$3,000,557	\$0	\$0	\$0	\$3,000,557
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$15,002,786	\$0	\$0	\$0	\$15,002,786