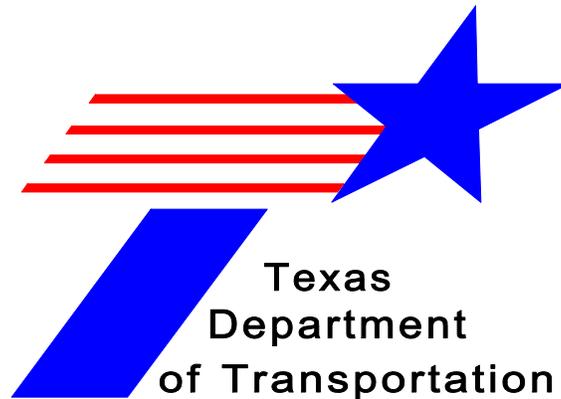


**FY 2011-2014**

**STIP**

STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM



**HIGHWAY**

**ODESSA DISTRICT**

**FY 2011 - 2014 TIP**



**FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Approved for Public Review and Comment: April 19, 2010

Approved by the Policy Board: June 21, 2010

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## **MOTOR Members 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 the 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 Committee is comprised of representatives from the **City of Midland**, the **City of Odessa**, **Midland County**, **Ector County**, and **TxDOT Odessa District**. The Policy Board meets at the MOTOR Offices (located at 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)**

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

## Transportation Improvement Program

MOTOR, working cooperatively with TxDOT, 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:

- Identification of improvements recommended for advancement during the 4-year program;
- Identification of transportation improvement priorities;
- Realistic estimates of total costs and revenues for the program period; and
- Facilitating a cooperative, comprehensive, and continuing transportation planning process.

Funding for transportation improvements come from the Federal Highway Administration, Federal Transit Administration, TxDOT and local entities. Most "off-state-highway-system" projects require a local match (usually 20%) from the entity in which the project resides. Additionally, the participating entity is usually required to provide the necessary right-of-way and utility adjustments for "off-state-highway-system" projects.

### Year of Expenditure Trends

SAFETEA-LU requires that the Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) have financial plans that reflect "year of expenditure dollars" for revenue and project cost estimates for any STIP, MTP or TIP adopted, approved, or amended after December 11, 2007. To fully comply with all SAFETEA-LU 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 2011-2014 TIP:

**Highway Projects**  
8.8%

**Transit Projects**  
8%

**Rate of Revenue Growth**  
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%.**

To determine YOE Trends, the MPO utilized a combination of source data. Contributing sources included: TxDOT Highway Cost Index (HCI), Annual Nominal Price of Domestic Crude, and Odessa District Seal Coat Unit Costs. (See the Chart provided under Attachment "A"). This chart reflects projected trends of inflation for 2008-2011 (12.5%), 2012-2020 (8.8%), and 2020-2035 (Cost Bands – Upper Band 8.8% and Lower Band 4.0%. Cost bands are utilized to demonstrate the magnitude of project risk and unknown escalation rates for right-of-way acquisition, environmental mitigation and construction costs.

**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**

SAFTEA-LU 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 TxDOT and each City allocate to the preservation of roadways eligible for Federal-aid funding. Based on historical practices, each entity has ensured O&M needs were met with sufficient funding to maintain the system in a desirable condition. As operating costs escalate, each entity pledges to ensure revenue allocations are sufficient to maintain the system in a desirable condition as defined by the TxDOT Maintenance Division.

**REVENUE ALLOCATIONS FOR OPERATIONS AND MAINTENANCE**

	Midland County	Ector County
TxDOT	\$1,656,523	\$951,085
City of Odessa		\$ 3,970,000
City of Midland	\$ 2,200,000	
Subtotals	\$ 3,856,523	\$ 4,921,085
Total		\$ 8,777,608

The TIP was developed in accordance with the Intermodal Surface Transportation Equity Act (ISTEA), Transportation Equity Act for the 21st Century (TEA-21), Federal Transit Act, and in

accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) promulgated in the February 14, 2007 Federal Register. The TIP reflects changes in the planning process brought about by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy For Users (SAFETEA-LU) which was passed by Congress and signed into law on August 10, 2005. SAFETEA-LU 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. SAFETEA-LU increases investment in highway, transit, and safety programs while retaining the basic goals and structure of the earlier Transportation Equity Act for the 21st Century (TEA-21). The major changes include: a change from a three-year Transportation Improvement Program (TIP) to a four-year Transportation Improvement Program (TIP), expanded consideration of environmental issues in the Metropolitan Transportation Plan (MTP) and expansion of public participation. In compliance with SAFETEA-LU requirements, the MOTOR MPO has considered and applied strategies that will serve to advance the eight transportation planning factors identified under SAFETEA-LU (23 CFR, Part 450.306 – Scope of Metropolitan Planning Process) as follows:

- Support the economic vitality of the urban area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## Record of Public Involvement

The Public Involvement process included:

- In a regularly scheduled meeting of the MOTOR MPO Policy Board (Monday, April 19, 2010 at the MOTOR MPO Conference Room), the Draft 2011-2014 Transportation Improvement Program (2011-2014 TIP) was approved for general release and public involvement. Citizens are given the opportunity to review and comment on agenda items at each Policy Board Meeting.
- The MOTOR MPO conducted a public meeting (at the MOTOR MPO Conference Room on Monday, April 19, 2010) for the public to review and comment on the detailed information contained in the draft 2011-2014 Transportation Improvement Program (TIP). Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers. Public notices of the meeting were posted at City Halls of the Cities of Midland and Odessa.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the 2011-2014 Transportation Improvement Program (TIP).
- A draft TIP 2011-2014 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](http://www.motormpo.com)) prior to the adoption of the 2011-2014 TIP.
- In a regularly scheduled meeting of the MOTOR MPO Policy Board (Monday, June 21, 2010), the final 2011-2014 Transportation Improvement Program (TIP) was approved for submission in the TxDOT STIP. Citizens were once again given the opportunity to review and comment on the 2011-2014 TIP prior to the final approval by the Policy Board.
- Copies of the approved 2011-2014 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](http://www.motormpo.com)) until it was submitted to TxDOT Transportation Planning and Programming in Austin, Texas on June 30, 2010.
- The approved 2011-2014 Transportation Improvement Program (TIP) will remain on the website for ongoing reference by the public.

### **Purpose of Public Meetings**

Public involvement 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, to allow the public to determine how they will potentially affect you and your property.
- 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**

The Midland-Odessa Regional Transportation Study (MORTS) MPO adopted a formal Public Involvement Policy in February, 1994 (Revised in February, 1999). When the MPO was 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 all SAFETEA-LU directives passed into law in 2005, the MOTOR MPO worked with consultants, and adopted a new Public Participation Plan on September 20, 2007 that provides a public participation process that:

- Requires a minimum public comment period of 45 days before the process is adopted or revised;
- Provides timely information on regional transportation issues;
- Provides additional public access to technical and policy information;
- Requires adequate public notice of public activities and time for public review at key decision points, including but not limited to approval of 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;
- 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;
- Provides for an electronically accessible format.

#### **Progress to Update the Public Involvement Policy**

Progress to update the Public Involvement Policy (PIP) in order to comply with all SAFETEA-LU initiatives includes:

- The MPO has contracted professional service providers to assist in developing a website and to propose a new PIP. A new PIP was adopted on September 20, 2007;

- Five (5) public meetings were conducted (March 15, 2007; March 26, 2007; April 19, 2007; July 26, 2007 and September 20, 2007) to obtain citizen input into the new participation plan;
- The final draft of the Public Participation Plan was released for public review on July 26, 2007, and adopted by the Policy Board on September 20, 2007.
- The MOTOR MPO website became active on Friday, March 2, 2007. Improvements were made to the website that became active on September 20, 2007.
- The MPO has implemented the Midessa Management Study to identify and understand emergency & incident response issues within the MPO boundaries;
- MOTOR Staff routinely provides draft documents to both the Odessa District of TxDOT and the TxDOT Planning Division for review and comment to synchronize planning activities;
- Members of the MOTOR Staff and TAC participated in the 2007 Category 3 Consensus Meeting conducted March 2007 in Austin.

#### **Public Involvement Strategy**

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

## How Projects are Selected

In July of 2008, a list of four high priority projects was voted upon by the Technical Advisory Committee (TAC) as well as the Policy Board. These projects were added to Appendix D of the 2008-2011 TIP. These projects are to be the first projects funded as money becomes available.

Subsequent projects for the TIP were chosen directly from the 2010-2035 Metropolitan Transportation Plan (MTP). In creating the 2010-2035 MTP, MOTOR went through 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 next 25 years, and a list of the transportation investments needed to make the Vision Plan a reality. 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 freight line and intermodal inland port
- **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
- **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 these projects was developed. An evaluation based on these guidelines was done for each project. Projects were discussed at length with the TAC and priorities were set and approved by the Policy Board.

Additionally, MOTOR will invest in all types of projects equally throughout the region. More detailed information on this Vision Plan can be found in Chapter 7 of the 2010-2035 MTP.

NOTE: All project listings are financially constrained to available resources.

After adoption by the Policy Board, the approved 2011-2014 TIP will be utilized for programming projects within the urban area. Any projects listed in the first year of the approved TIP shall be considered in the first priority and may be implemented as soon as construction plans are completed and funds are appropriated. Should any project not able to be implemented from the first priority, then projects should be selected from the second year and shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated. If funds and plans are available, projects from the third year, which shall be considered the third priority, may be moved into the first or second year and may be implemented as soon as plans and funds are available.

#### **Air Quality Issues**

The 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. Although the Midland-Odessa Metropolitan area has been identified as an attainment area, consideration is still given in the 2011-2014 Transportation Improvement Program (TIP) to the maintenance of good air quality through the appropriate mix of land uses with their resulting travel patterns.

**Contact Information**

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## Funding Categories & Project Development Authority

### Restructured UTP Categories

Category	Description	Development Authority
1	Consolidated Rehabilitation	Construct Only
2	Metropolitan Area (TMA) Corridor Projects	Plan, Develop & Construct
3	Urban Area (Non TMA) Corridor Projects	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 (Control-Section-Job)

The categories identified in the table below are statewide CSJs which TxDOT has selected to let construction projects under to ensure that no more projects are let than funds exist to support. The use of statewide CSJs for these categories will provide a more efficient method of programming and letting projects, and decreases of necessity for STIP revisions.

**Statewide Project Control Section Job (CSJ) Numbers**

Category	Statewide CSJ	Type of Work
	5000-00-950	PE-Preliminary Engineering
ROW	5000-00-951	Right of Way
1	5000-00-952 5000-00-957 5000-00-958	Preventative Maintenance and Rehabilitation
6	5000-00-953	Bridge Replacement and Rehabilitation
6	5000-00-954	Railroad Grade Separations
8	5800-00-950	Safety
10	5000-00-956	Landscaping
10	5800-00-915	Intelligent Transportation Systems Deployment Program (ITS)
10	5000-00-916	Bicycle and Pedestrian
10	5000-00-917	Safety Rest Areas (SRA) and Truck Weigh Stations
	5000-00-918	Transit Improvements

## Highway Construction Project Listing

### Statewide Transportation Improvement Program

TIP FY 2011-2014

MOTOR MPO

FY 2011

TxDOT District:	City:	Est Letting Date:
County:	Limits From:	Phase:
Highway Number:	Limits To:	YOE Cost:
CSJ:	MPO Project No:	
Revision Date	Project Sponsor	
Description		
Remarks P1:		<b>Total Funding</b>
Remarks P7:		Urban Area Corridor - 3
Contract CSJ:		Statewide Connectivity Corridor - 4
Ancestor CSJ(s):		Safety - 8
Descendent CSJ(s):		Transportation Enhancements - 9
ROW/Constr CSJ(s):		Supplemental Transportation - 10
		District Discretionary - 11
		Strategic Priority - 12
Preliminary Engineering:	Type of Work:	Other
ROW Purchase:		Total: \$0
Construction Engineering:	Federal Amount:	
Construction Cost:	State Amount:	
Contingencies:	Local Match	
Indirect Costs:	Non Program Costs:	
Bond Financing:	Other Amount:	
Other Field:		
Total Project Cost: \$0	Total: \$0	Project History:

### Statewide Transportation Improvement Program

TIP FY 2011-2014

MOTOR MPO

FY 2012

TxDOT District:	City:	Est Letting Date:
County:	Limits From:	Phase:
Highway Number:	Limits To:	YOE Cost:
CSJ:	MPO Project No:	
Revision Date	Project Sponsor	
Description		
Remarks P1:		<b>Total Funding</b>
Remarks P7:		Urban Area Corridor - 3
Contract CSJ:		Statewide Connectivity Corridor - 4
Ancestor CSJ(s):		Safety - 8
Descendent CSJ(s):		Transportation Enhancements - 9
ROW/Constr CSJ(s):		Supplemental Transportation - 10
		District Discretionary - 11
		Strategic Priority - 12
Preliminary Engineering:	Type of Work:	Other
ROW Purchase:		Total: \$0
Construction Engineering:	Federal Amount:	
Construction Cost:	State Amount:	
Contingencies:	Local Match	
Indirect Costs:	Non Program Costs:	
Bond Financing:	Other Amount:	
Other Field:		
Total Project Cost: \$0	Total: \$0	Project History:

**Statewide Transportation Improvement Program  
TIP FY 2011-2014**

**MOTOR MPO**

**FY 2013**

<b>TxDOT District:</b>	<b>City:</b>	<b>Est Letting Date:</b>
<b>County:</b>	<b>Limits From:</b>	<b>Phase:</b>
<b>Highway Number:</b>	<b>Limits To:</b>	<b>YOE Cost:</b>
<b>CSJ:</b>	<b>MPO Project No:</b>	
<b>Revision Date</b>	<b>Project Sponsor</b>	
<b>Description</b>		
<b>Remarks P1:</b>		<b>Total Funding</b>
<b>Remarks P7:</b>		Urban Area Corridor - 3
<b>Contract CSJ:</b>		Statewide Connectivity Corridor - 4
<b>Ancestor CSJ(s):</b>		Safety - 8
<b>Descendent CSJ(s):</b>		Transportation Enhancements - 9
<b>ROW/Constr CSJ(s):</b>		Supplemental Transportation - 10
<b>Preliminary Engineering:</b>	<b>Type of Work:</b>	District Discretionary - 11
<b>ROW Purchase:</b>		Strategic Priority - 12
<b>Construction Engineering:</b>	<b>Federal Amount:</b>	Other
<b>Construction Cost:</b>	<b>State Amount:</b>	<b>Total:</b> \$0
<b>Contingencies:</b>	<b>Local Match</b>	
<b>Indirect Costs:</b>	<b>Non Program Costs:</b>	
<b>Bond Financing:</b>	<b>Other Amount:</b>	
<b>Other Field:</b>		
<b>Total Project Cost:</b> \$0	<b>Total:</b> \$0	<b>Project History:</b>

**Statewide Transportation Improvement Program  
TIP FY 2011-2014**

**MOTOR MPO**

**FY 2014**

<b>TxDOT District:</b>	<b>City:</b>	<b>Est Letting Date:</b>
<b>County:</b>	<b>Limits From:</b>	<b>Phase:</b>
<b>Highway Number:</b>	<b>Limits To:</b>	<b>YOE Cost:</b>
<b>CSJ:</b>	<b>MPO Project No:</b>	
<b>Revision Date</b>	<b>Project Sponsor</b>	
<b>Description</b>		
<b>Remarks P1:</b>		<b>Total Funding</b>
<b>Remarks P7:</b>		Urban Area Corridor - 3
<b>Contract CSJ:</b>		Statewide Connectivity Corridor - 4
<b>Ancestor CSJ(s):</b>		Safety - 8
<b>Descendent CSJ(s):</b>		Transportation Enhancements - 9
<b>ROW/Constr CSJ(s):</b>		Supplemental Transportation - 10
<b>Preliminary Engineering:</b>	<b>Type of Work:</b>	District Discretionary - 11
<b>ROW Purchase:</b>		Strategic Priority - 12
<b>Construction Engineering:</b>	<b>Federal Amount:</b>	Other
<b>Construction Cost:</b>	<b>State Amount:</b>	<b>Total:</b> \$0
<b>Contingencies:</b>	<b>Local Match</b>	
<b>Indirect Costs:</b>	<b>Non Program Costs:</b>	
<b>Bond Financing:</b>	<b>Other Amount:</b>	
<b>Other Field:</b>		
<b>Total Project Cost:</b> \$0	<b>Total:</b> \$0	<b>Project History:</b>

**Highway Construction Financial Summary, MOTOR MPO**

**FY 2011-2014 TIP**

Category	Description	FY 2011		FY 2012		FY 2013		FY 2014		Total FY 2011 - 2014		Remarks
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	
1	Preventive Maintenance and Rehabilitation											Note #1
2	Metropolitan Area (TMA) Corridor Projects											Note #2
3	Urban Area (Non- TMA) Corridor Projects		\$0	\$0	\$506,867	\$0	\$808,619		\$808,619		\$2,124,105	
4	Statewide Connectivity Corridor Projects											Note #2
5	CMAQ											Note #2
6	Structure Replacement and Rehabilitation											Note #1
7	Metro Mobility and Rehabilitation											Note #2
8	Safety											Note #1
9	Transportation Enhancements											Note #1
10	Supplemental Transportation Projects											Note #3
11	District Discretionary											Note #3
12	Strategic Priority											
ARRA	American Recovery and Reinvestment Act											
LC	Local Contributions											
	<b>Total</b>	\$0	\$0	\$0	\$506,867	\$0	\$808,619	\$0	\$808,619	\$0	\$2,124,105	

Source	FY 2011	FY 2012	FY 2013	FY 2014	Total
Federal					\$0
State					\$0
Local Contributions					\$0
ARRA					\$0
Proposition 14					\$0
Other					\$0
<b>Total</b>	\$0	\$0	\$0	\$0	\$0

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: Midland-Odesa Transportation Organization (MOTOR) is not eligible for funds in these categories.

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

## Transit Project Listing

The attached spreadsheets outline the proposed transit projects for the FY 2011-2014 TIP.

### Notes:

1. Allocation Source: 2010-2035 Metropolitan Transportation Plan.
2. 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.

### CONVERSION TABLE

<b>49 U. S. C. Section</b>	<b>Description</b>
5309	Discretionary
5303	MPO Planning
5307	Urbanized Program
5310	Elderly/Disabled Program
5311	Rural/Non-urbanized Program
5313	State Planning
5316	JARC Job Access Reverse Commute
5317	New Freedom

**FY 2011 Urban Transit Project Descriptions**

**MOTOR MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor		Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$750,000
Apportionment Year	FY 2011	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$187,500
Brief Project Description	Preventive Maintenance	Fiscal Year Cost	\$937,500
		Total Project Cost	\$937,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$90,000
Apportionment Year	FY 2011	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$22,500
Brief Project Description	Planning	Fiscal Year Cost	\$112,500
		Total Project Cost	\$112,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$2,410,000
Apportionment Year	FY 2011	State Funds from TxDOT	\$650,000
Project Phase		Local Funds	\$1,760,000
Brief Project Description	Operating	Fiscal Year Cost	\$4,820,000
		Total Project Cost	\$4,820,000
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	

**FY 2012 Urban Transit Project Descriptions**

**MOTOR MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$750,000
Apportionment Year	FY 2012	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$187,500
Brief Project Description	Preventive Maintenance	Fiscal Year Cost	\$937,500
		Total Project Cost	\$937,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$90,000
Apportionment Year	FY 2012	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$22,500
Brief Project Description	Planning	Fiscal Year Cost	\$112,500
		Total Project Cost	\$112,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$2,410,000
Apportionment Year	FY 2012	State Funds from TxDOT	\$650,000
Project Phase		Local Funds	\$1,760,000
Brief Project Description	Operating	Fiscal Year Cost	\$4,820,000
		Total Project Cost	\$4,820,000
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	

**FY 2013 Urban Transit Project Descriptions**

**MOTOR MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$750,000
Apportionment Year	FY 2013	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$187,500
Brief Project Description	Preventive Maintenance	Fiscal Year Cost	\$937,500
		Total Project Cost	\$937,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
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Apportionment Year	FY 2013	State Funds from TxDOT	\$0
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		Total Project Cost	\$112,500
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$2,410,000
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Brief Project Description	Operating	Fiscal Year Cost	\$4,820,000
		Total Project Cost	\$4,820,000
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	

**FY 2014 Urban Transit Project Descriptions**

**MOTOR MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
MPO Project/Reference Number	TR-01	Federal Share	\$750,000
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See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
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Amendment Date & Action:		Date Awarded:	
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Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
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See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
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Amendment Date & Action:		Date Awarded:	
General Project Information		Funding Information (YOE)	
Project Sponsor	Midland-Odessa Urban Transit District	Federal Funding Category	5307
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Project Phase		Local Funds	\$1,760,000
Brief Project Description	Operating	Fiscal Year Cost	\$4,820,000
		Total Project Cost	\$4,820,000
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action:		Date Awarded:	

**FY 2011 – FY 2014 E & D Transit Project Listings**

**MOTOR MPO TRANSPORTATION IMPROVEMENT PROGRAM**

**FY 2011**

General Project Information		Funding Information (YOE)	
Project Sponsor	West Texas Opportunities, Inc.	Federal Funding Category	5310
MPO Project/Reference Number	TR-02	Federal Share	\$158,240
Apportionment Year	FY 2011	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$39,560
Brief Project Description	ED Service	Fiscal Year Cost	\$197,800
		Total Project Cost	\$197,800
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Amendment Date & Action:		Date Awarded	

**FY 2012**

General Project Information		Funding Information (YOE)	
Project Sponsor	West Texas Opportunities, Inc.	Federal Funding Category	5310
MPO Project/Reference Number	TR-02	Federal Share	\$158,240
Apportionment Year	FY 2012	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$39,560
Brief Project Description	ED Service	Fiscal Year Cost	\$197,800
		Total Project Cost	\$197,800
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Amendment Date & Action:		Date Awarded	

**FY 2013**

General Project Information		Funding Information (YOE)	
Project Sponsor	West Texas Opportunities, Inc.	Federal Funding Category	5310
MPO Project/Reference Number	TR-02	Federal Share	\$158,240
Apportionment Year	FY 2013	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$39,560
Brief Project Description	ED Service	Fiscal Year Cost	\$197,800
		Total Project Cost	\$197,800
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Amendment Date & Action:		Date Awarded	

**FY 2014**

General Project Information		Funding Information (YOE)	
Project Sponsor	West Texas Opportunities, Inc.	Federal Funding Category	5310
MPO Project/Reference Number	TR-02	Federal Share	\$158,240
Apportionment Year	FY 2014	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$39,560
Brief Project Description	ED Service	Fiscal Year Cost	\$197,800
		Total Project Cost	\$197,800
See 5309 ID No. N/A		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Amendment Date & Action:		Date Awarded	

Transit Financial Summary, MOTOR MPO

FY 2011-2014 TIP

Transit Program	FY 2011			FY 2012			FY 2013		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	0	0	0	0	0	0	0	0	0
2 Sec. 5307 - Urbanized Formula <200K	3,250,000	2,620,000	5,870,000	3,250,000	2,620,000	5,870,000	3,250,000	2,620,000	5,870,000
3 Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	158,240	39,560	197,800	#REF!	#REF!	#REF!	158,240	39,560	197,800
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12 Other FTA	0	0	0	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0	0	0	0
<b>Total Funds</b>	<b>\$3,408,240</b>	<b>\$2,659,560</b>	<b>\$6,067,800</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>	<b>\$3,408,240</b>	<b>\$2,659,560</b>	<b>\$6,067,800</b>
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

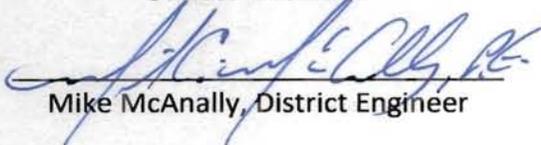
Transit Program	FY 2014			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	0	0	0	0	0	0
2 Sec. 5307 - Urbanized Formula <200K	3,250,000	2,620,000	5,870,000	13,000,000	10,480,000	23,480,000
3 Sec. 5309 - Discretionary	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	158,240	39,560	197,800	#REF!	#REF!	#REF!
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12 Other FTA	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0
<b>Total Funds</b>	<b>\$3,408,240</b>	<b>\$2,659,560</b>	<b>\$6,067,800</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0

## MOTOR MPO Self Certification

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Texas Department of Transportation, and the Midland-Odessa Transportation Organization, Metropolitan Planning Organization for the Midland-Odessa urbanized area, 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:

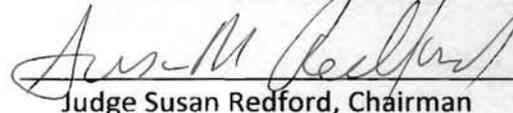
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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.

TEXAS DEPARTMENT OF TRANSPORTATION-  
ODESSA DISTRICT



Mike McAnally, District Engineer

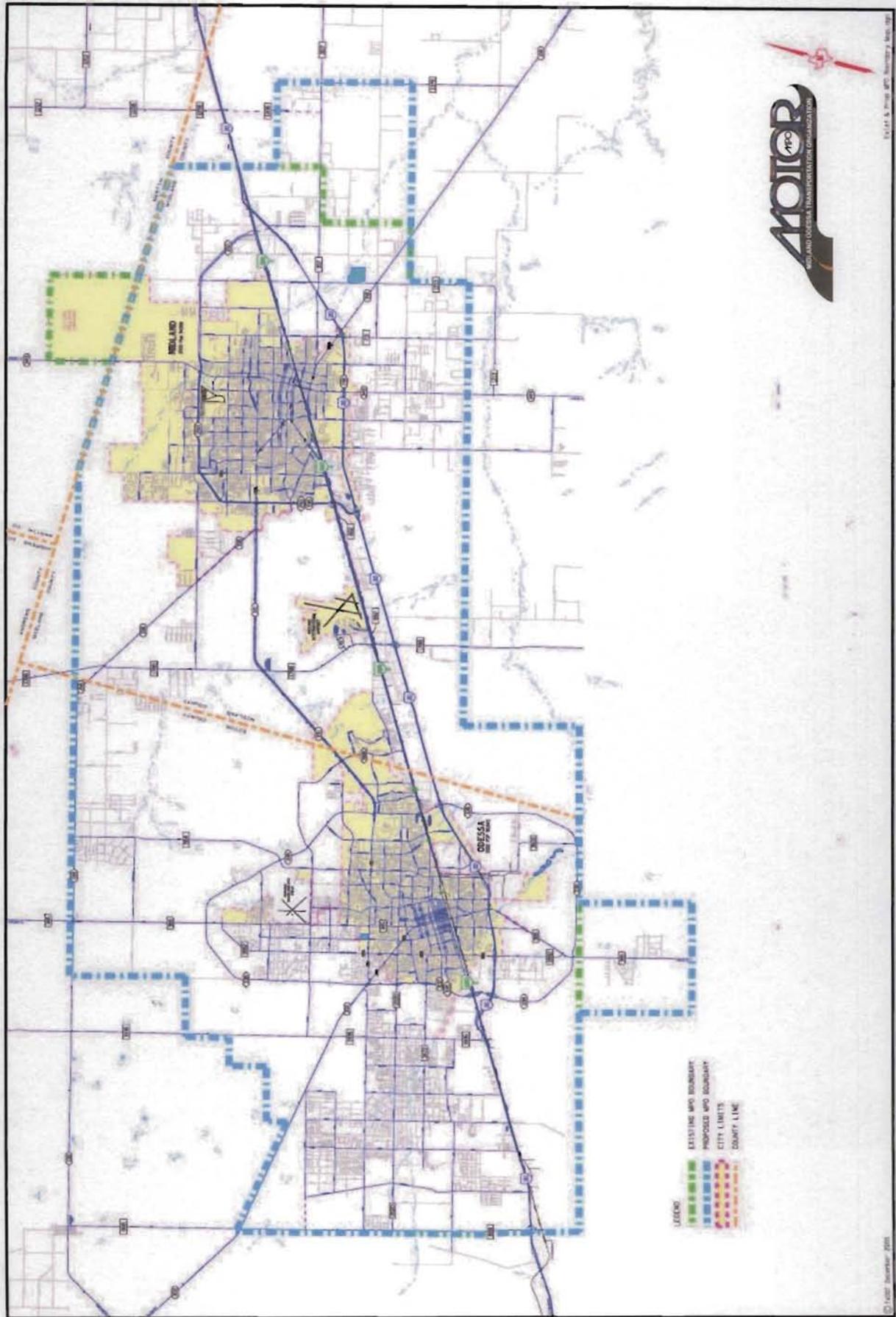
MIDLAND-ODESSA METROPOLITAN  
PLANNING ORGANIZATION



Judge Susan Redford, Chairman

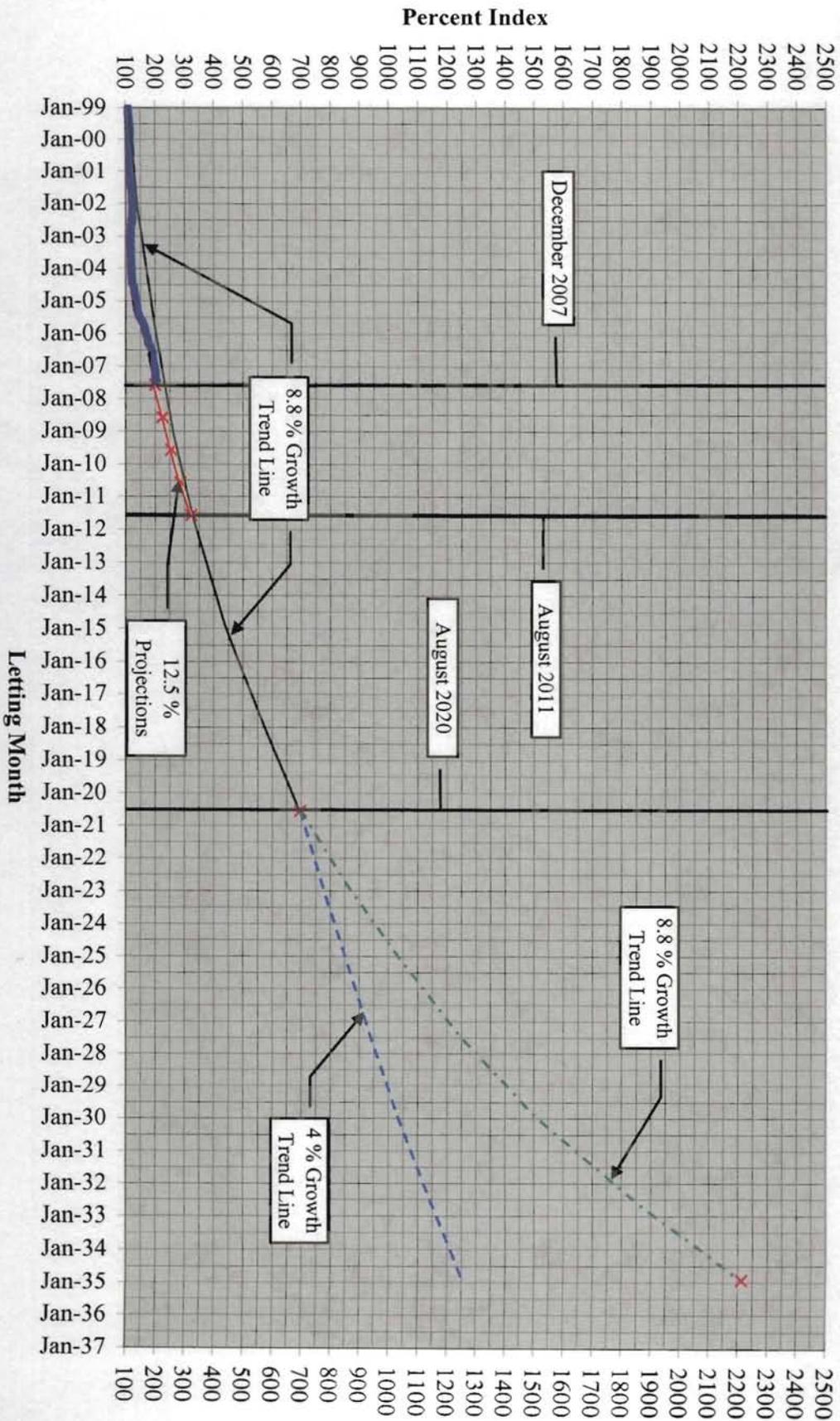
*The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 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.*

Midland-Odessa Urban Area Boundary





## Attachment A: MPO Year-of-Expenditure Trends Highway Cost Index (HCI) with Projection (1997 base)





The purpose of Appendix D 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.

This Appendix 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 D 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.	TxDOT District	Highway	County	Limits	Description	Estimated Cost	Estimated Letting Date
2224-01-058	RC-01	Odessa	Loop 338	Ector	From Yukon to US 385 North	Widen to freeway	\$6,975,816	FY 2015
0906-06-048	RC-02	Odessa	JBS Parkway	Ector	From FM 3503 to IH 20	New location non-freeway	\$10,297,736	FY 2035
1188-02-056	RC-03	Odessa	Loop 250	Midland	From Fairgrounds Road to 0.5 mi. south of CR 1135	Construct Mainlanes	\$130,000,000	FY 2035
0005-14-067	RC-04	Odessa	IH 20	Midland	1 mi. West of Midkiff Road to 0.5 mi. East of Midkiff Road	Reconstruct Interchange	\$21,651,357	FY 2035

**RESOLUTION NO. 21-06-2010**

**A RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MIDLAND-ODESSA METROPOLITAN AREA FOR FISCAL YEARS 2011-2014.**

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

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

**WHEREAS, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the TIP to be updated at least every four (4) years; and**

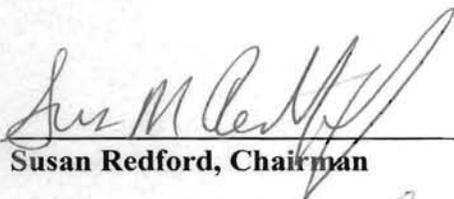
**WHEREAS, the TIP for the Midland-Odessa Metropolitan Area is a four (4) year prioritized program of transportation projects receiving federal funding; and**

**WHEREAS, the MOTOR MPO held a public meeting on April 19, 2010 to receive public comments on the FY 2011-2014 TIP ; and**

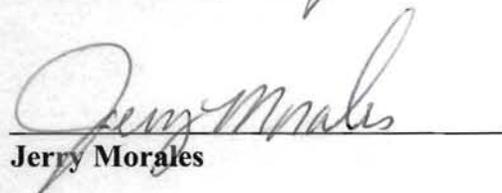
**WHEREAS, A Record of Public Involvement for the FY 2011-2014 TIP that reflects all efforts made by the MOTOR MPO to inform and directly involve the public in the transportation planning process, is provided under Attachment "A" and is made part of this Resolution.**

**NOW, THEREFORE, BE IT RESOLVED BY THE MOTOR POLICY BOARD that the FY 2011-2014 TIP be adopted on this the 21st day of June, 2010.**

**RESOLUTION NO. 21-06-2010**  
**PAGE TWO**

  
\_\_\_\_\_  
**Susan Redford, Chairman**

\_\_\_\_\_  
**Robin Donnelly, Vice-Chairman**

  
\_\_\_\_\_  
**Jerry Morales**

  
\_\_\_\_\_  
**Dean Combs**

\_\_\_\_\_  
**Mike McAnally**

**ATTACHMENT "A"**

## Record of Public Involvement

The Public Involvement process included:

- In a regularly scheduled meeting of the MOTOR MPO Policy Board (Monday, April 19, 2010 at the MOTOR MPO Conference Room), the Draft 2011-2014 Transportation Improvement Program (2011-2014 TIP) was approved for general release and public involvement. Citizens are given the opportunity to review and comment on agenda items at each Policy Board Meeting.
- The MOTOR MPO conducted a public meeting (at the MOTOR MPO Conference Room on Monday, April 19, 2010) for the public to review and comment on the detailed information contained in the draft 2011-2014 Transportation Improvement Program (TIP). Notice of the public meeting was placed in the Midland Reporter Telegram and the Odessa American newspapers. Public notices of the meeting were posted at City Halls of the Cities of Midland and Odessa.
- The public was given a minimum of thirty (30) days to submit comments on the projects for consideration prior to the adoption of the 2011-2014 Transportation Improvement Program (TIP).
- A draft TIP 2011-2014 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](http://www.motormpo.com)) prior to the adoption of the 2011-2014 TIP.
- In a regularly scheduled meeting of the MOTOR MPO Policy Board (Monday, June 21, 2010), the final 2011-2014 Transportation Improvement Program (TIP) was approved for submission in the TxDOT STIP. Citizens were once again given the opportunity to review and comment on the 2011-2014 TIP prior to the final approval by the Policy Board.
- Copies of the approved 2011-2014 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](http://www.motormpo.com)) until it was submitted to TxDOT Transportation Planning and Programming in Austin, Texas on June 30, 2010.
- The approved 2011-2014 Transportation Improvement Program (TIP) will remain on the website for ongoing reference by the public.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2011-2014  
TXDOT ODESSA DISTRICT  
FY 2012

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
6 - ODESSA	ANDREWS	1718-04-011	FM 1788	C,E,R	OTHER		\$ 2,598,783

LIMITS FROM 1.9 MILES S. OF GAINES COUNTY LINE

REVISION DATE: 07/2010

LIMITS TO: GAINES COUNTY LINE

MPO PROJ NUM:

PROJECT UPGRADE TO STANDARDS NON-FREEWAY

FUNDING CAT(S): 11

DESCR:

REMARKS

P7:

PROJECT HISTORY: UPGRADE TO STANDARDS NON-FREEWAY, FORMERLY CSJ 0906-20-002

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 106,646	COST OF APPROVED PHASES: \$ 2,598,783	11-DIST DISC:	\$ 2,079,026	\$ 519,757	\$ C	\$ C	2,598,783*
ROW PURCHASE:	\$ 152,394		TOTAL:	\$ 2,079,026	\$ 519,757	\$ C	\$ C	2,598,783
CONST COST:	\$ 2,176,502							
CONST ENG:	\$ 163,238							
CONTING:	\$ 152,355							
IND COSTS:	\$ 227,445							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 2,978,582							

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

\* FUNDING NOT FIXED

**Odessa District**  
**FY 2011 - 2014 Transportation Improvement Program**  
**Highway Financial Summary - Year of Expenditure Costs**  
**2011 - 2014 STIP**

**Funding by Category**

Category	Description	FY 2011		FY 2012		FY 2013		FY 2014		Total FY 2011 - 2014	
		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
2	Metropolitan Area (TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Urban Area (Non- TMA) Corridor Projects	\$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
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	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$2,598,783	\$2,598,783	\$0	\$0	\$0	\$0	\$2,598,783	\$2,598,783
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Prop 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Prop 14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LC	Local Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,598,783</b>	<b>\$2,598,783</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,598,783</b>	<b>\$2,598,783</b>

**Funding Participation Source**

Source	FY 2011	FY 2012	FY 2013	FY 2014	Total
Federal	\$0	\$2,079,026	\$0	\$0	\$2,079,026
State	\$0	\$519,757	\$0	\$0	\$519,757
Local Contributions	\$0	\$0	\$0	\$0	\$0
Prop 12	\$0	\$0	\$0	\$0	\$0
Prop 14	\$0	\$0	\$0	\$0	\$0
Other (Insert Entity Name)	\$0	\$0	\$0	\$0	\$0
Other (Insert Entity Name)	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$2,598,783</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,598,783</b>