

PERMIAN BASIN REGIONAL FREIGHT AND ENERGY SECTOR TRANSPORTATION PLAN



Why Develop a Regional Freight Plan for the Permian Basin Region?

The Permian Basin, located in west Texas and southeastern New Mexico, covers approximately 75,000 square miles with more than 7,000 oil/gas fields and is the 2nd largest oil and gas producer in the world.¹ The energy boom is leading to increased demand for transportation infrastructure needs and economic opportunities.

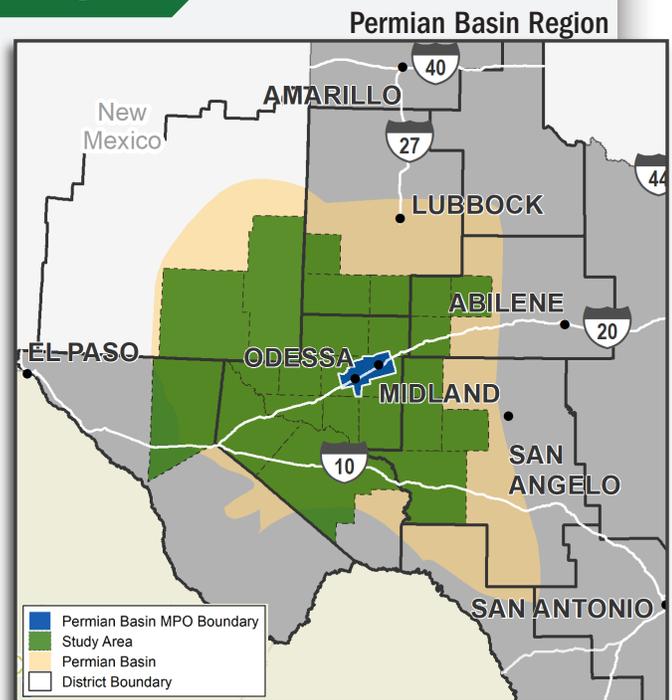
Economic Importance of the Permian Basin

- › Produced an average of over 4 million barrels of oil a day (May 2019).⁴
- › Produced 50% of all natural gas in Texas and 11% in the U.S. and 60% of all Texas alternative energy.²
- › Generated over \$4.9 billion in State revenues in 2017, accounting for nearly 10% of all state-generated general revenue.²
- › Expanded employment by 6.1% in the second quarter of 2018 compared to 2.0% statewide.¹
- › Two of the 10 fastest growing metro areas in 2018 are Midland (1st), with 4.3% and Odessa (5th) with 3.2% population growth.⁵

Freight Challenges in the Permian Basin

- › Generates about 1,200 loaded trucks per new well and about 350 loaded trucks for each existing well, annually.³
- › During the stretch of 2010 to 2018, there was a 47% increase in the number of roadway crashes and a 64% increase in roadway fatalities. The region represents 13% of Texas roadway fatalities.³
- › Limitation of state-level data sources to capture the rapidly growing freight activity arising from the energy sector.

During the development of the 2018 Texas Freight Mobility Plan (TFMP), numerous transportation issues related to the energy sector were documented, leading to the recommendation of a Permian Basin Regional Freight Plan covering 22 Texas counties (Andrews, Borden, Crane, Crockett, Culberson, Dawson, Ector, Gaines, Glasscock, Howard, Irion, Loving, Martin, Midland, Pecos, Reagan, Reeves, Scurry, Upton, Ward, Winkler, Yoakum) and two New Mexico counties (Lea and Eddy).



PURPOSE, GOALS AND OBJECTIVES

Purpose

- › **Develop a Permian Basin Regional Freight Plan that identifies freight activities, opportunities, challenges and strategies in the region.**

Goals

- › Integrate multimodal regional and statewide energy sector transportation considerations into the local and regional transportation planning, programming, and implementation processes.
- › Identify the region's energy sector-related transportation needs and opportunities impacting the Texas Multimodal Freight Network and statewide economic competitiveness.

Objectives

- › Identify and assess the regional freight network, including **locally significant energy sector corridors and first/last mile connections.**
- › Examine the link between **local land use** and energy sector-related transportation demand and operations.
- › Enhance the regional energy sector movement forecasting to account for the **increased production and economic growth.**
- › Develop recommendations to enhance **energy sector mobility and safety on the region's transportation network.**
- › Document the **importance of regional energy sector freight movements** to the local, regional, statewide, and national economies.
- › Supplement state freight data with **local data collection** specific to energy sector and construction activity.
- › Support identification of **energy sector transportation projects** for inclusion in the Districts', MPOs', and local transportation improvement programs.

Permian Basin Regional Freight and Energy Sector Transportation Plan

What will the Regional Freight Plan Include?

Developing the Permian Basin Regional Freight Plan will require a combination of localized data collection, modeling and analysis, as well as local, regional, and statewide stakeholder outreach. Key steps include:

- › Identification of needs, issues, and challenges
- › Local and regional data collection and review of existing plans and studies
- › Local and regional transportation network inventory and assessment
- › Needs assessment for current and future energy sector transportation demand and conditions
- › Recommendations and implementation strategies



Stakeholder Engagement

- › Public and private sector stakeholder input will be a critical component of the Regional Freight Plan, starting with data collection and continuing through the development of recommendations and strategies to improve freight mobility. The stakeholder engagement process will include:



Public and private sector stakeholders



Stakeholder meetings and 2 rounds of regional listening sessions



Individual and group stakeholder interviews



Focus Groups

Milestones and Timeline

Milestones	Timeline
Stakeholder outreach plan; review of freight data and studies	February – June 2019
Stakeholder interviews, data collection	March – August 2019
Regional freight profile, needs assessment, and performance measures	November 2019 – April 2020
Regional freight recommendations, strategies, and implementation plan	April 2020 – June 2020
Regional Freight Plan and Executive Summary	June 2020 – August 2020

FOR MORE INFORMATION, VISIT WWW.MOVETEXASFREIGHT.COM

- 1 Federal Reserve Bank of Dallas
- 2 Midland Odessa Transportation Alliance
- 3 Texas Department of Transportation
- 4 U.S. Energy Information Administration
- 5 U.S. Census Bureau

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