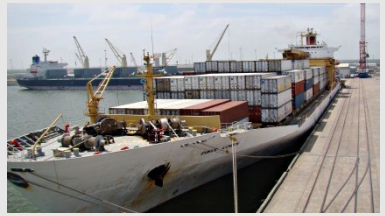
TEXAS DEPARTMENT OF TRANSPORTATION



TEXAS PERMIAN BASIN REGIONAL FREIGHT AND ENERGY SECTOR TRANSPORTATION PLAN

Stakeholder Listening Sessions – Round 1

July 29 – August 1, 2019

Agenda

MEETING PURPOSE

Gather insight, input and feedback directly from the users of the system on defining the Permian Basin's priority freight and energy sector transportation network and understanding the freight operations, issues and challenges to the region's freight mobility.

Project Overview

Session Overview

Regional Priority Freight Network

Network Operations, Issues and Challenges

Plan Timeline and Next Steps

STUDY OVERVIEW

Why a Texas Permian Basin Regional Freight Plan?

PURPOSE

Develop a multimodal regional freight plan to improve safety and mobility throughout the Permian Basin region by addressing local and regional freight challenges, opportunities, and strategies

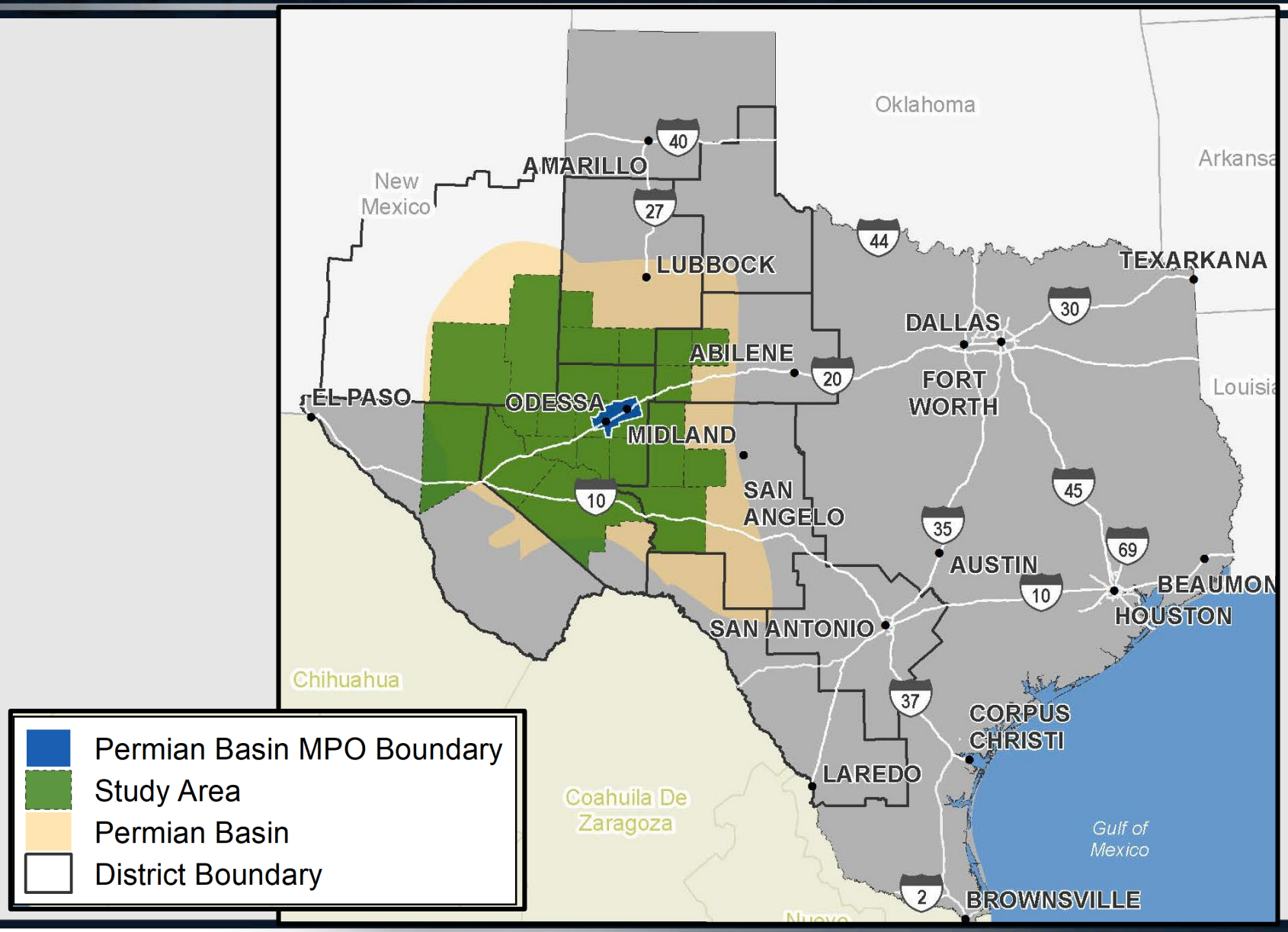
- Freight activity in Permian Basin region has significant local, state and national implications
- Region produces an average of 4.0 million barrels of oil a day (May, 2019)
- Rapid economic growth and increasing energy sector freight volumes outpacing investment
- 2,000 or more truck trips per new well are generated in the region
- Between 2010 to 2018, there was a 47% increase in the number of roadway crashes and a 64% increase in roadway fatalities
- Region generated over $4.9 billion in State revenues in 2017, accounting for nearly 10% of all state-generated general revenue

Permian Basin Regional Energy Sector and Freight Transportation Plan Study Area

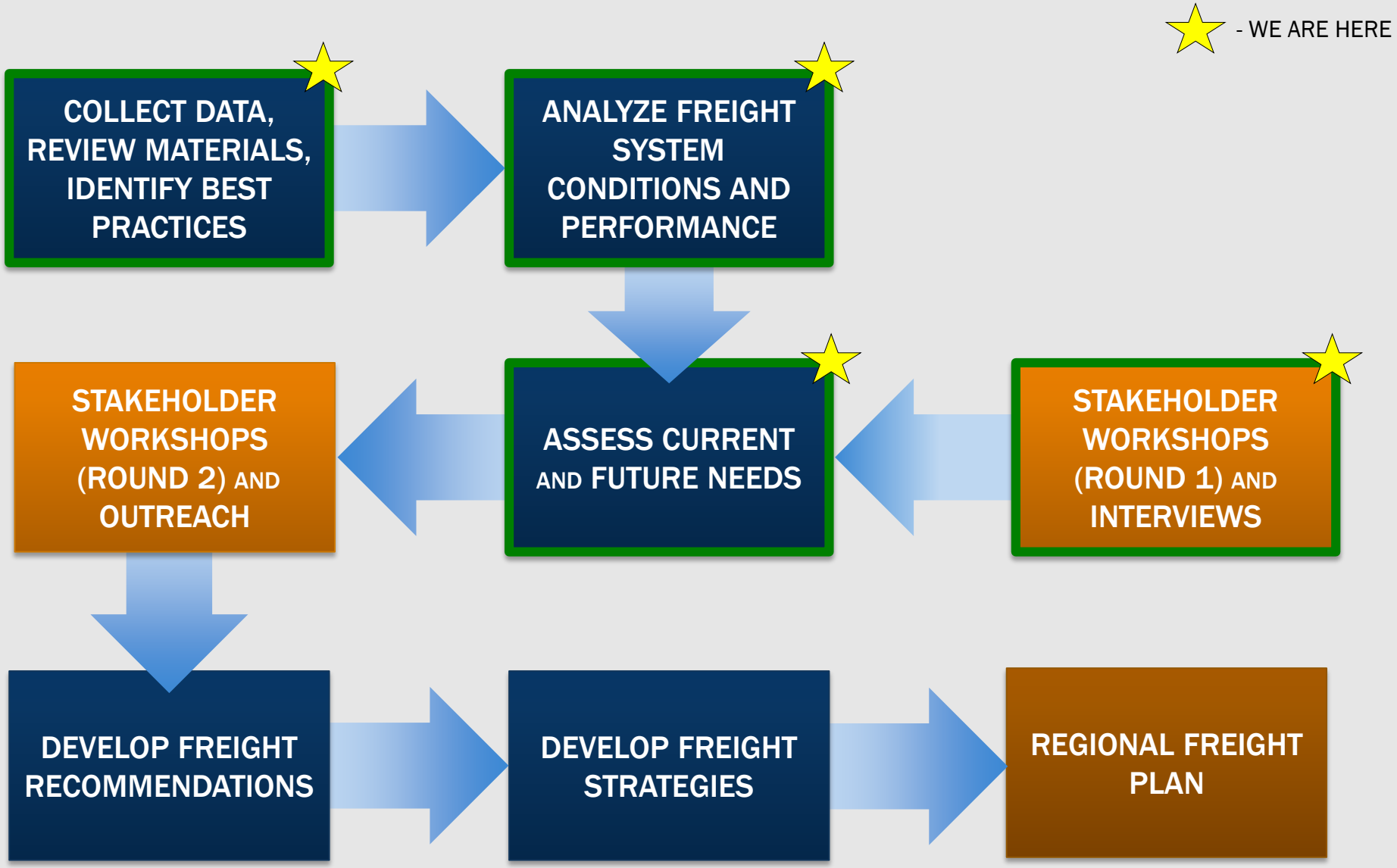
22 Texas Counties

2 New Mexico Counties

Permian Basin Sphere of Influence



Plan Development Approach



SESSION OVERVIEW

Series of Six Meetings

1 *Energy Sector Perspective*

Sand Perspective 2

3 *Carriers and Haulers Perspective*

Rural Community Perspective 4

5 *Urban Area Perspective*

State Agency Perspective 6

How Can You Help?

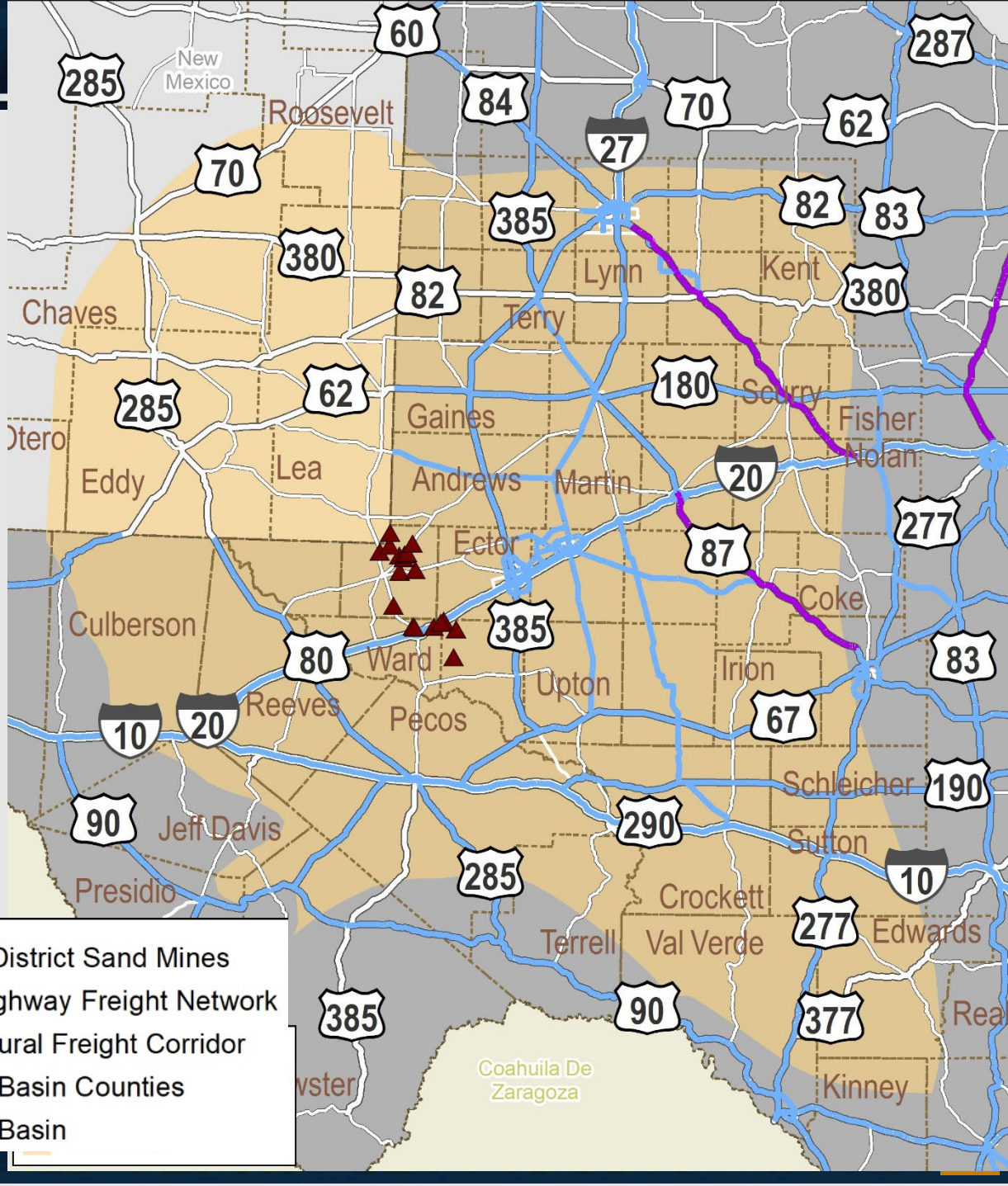
Round 1 Stakeholder Meetings

- Review Plan Goals and Objectives
- Discuss Regional Multimodal Freight and Energy Sector Network
- Identify multimodal freight network needs and challenges
- Provide input on local freight data

To be used in Regional Freight Plan

- Finalize Plan Goals and Objectives
- Designate Regional Multimodal Freight and Energy Sector Network
- Multimodal Needs Assessment
- Local Data Enhancement
- Inform Strategies and Recommendations

REGIONAL FREIGHT AND ENERGY SECTOR NETWORK



Motivation for the Network Designation Process

Texas Multimodal Freight Network (TMFN) was a key policy outcome of the adopted Freight Plan

Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) are part of the National Highway Freight Network (NHFN)

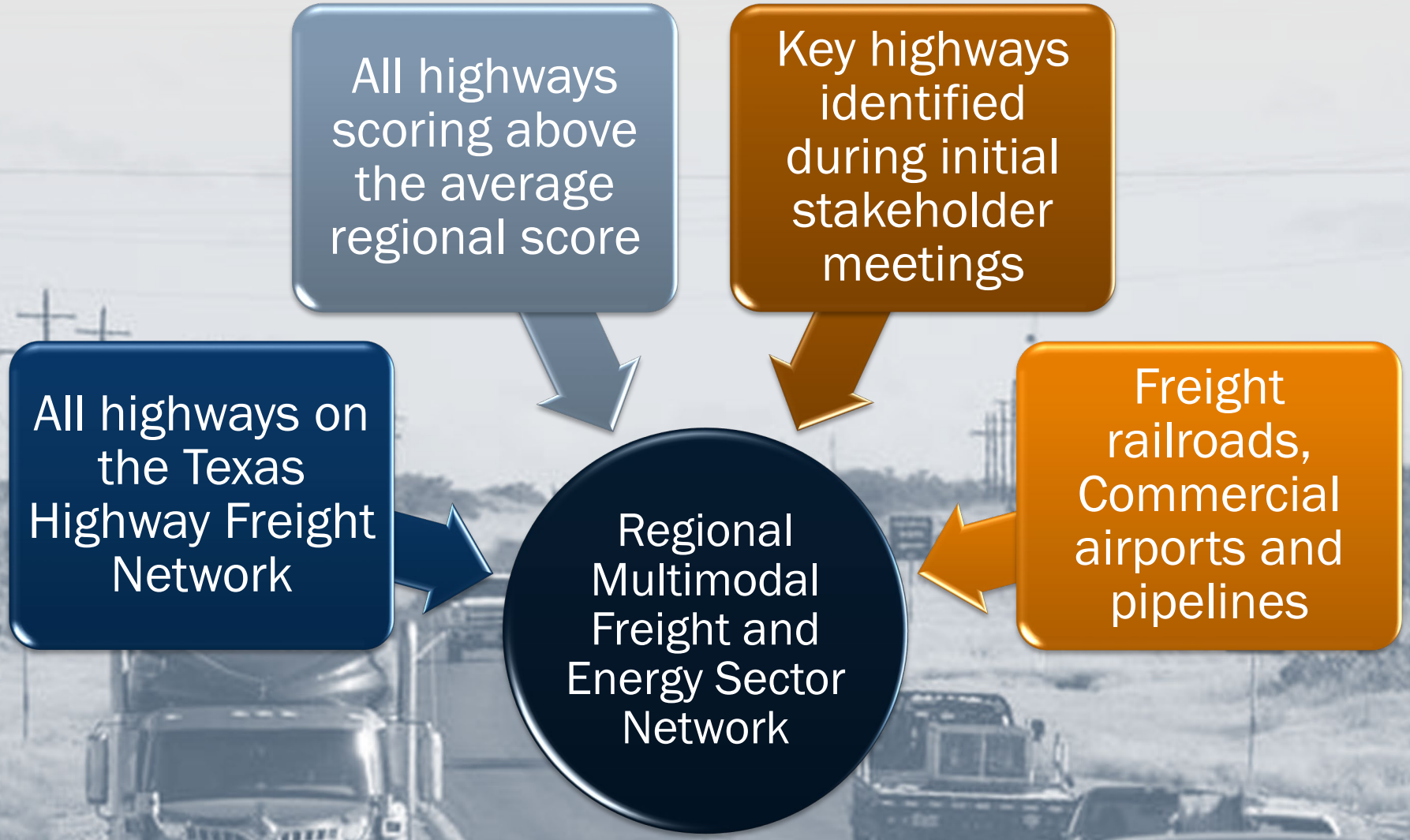
The Regional Network will become eligible for TMFN and NHFN designation

Projects on the NHFN highways are eligible for National Highway Freight Program funds and INFRA discretionary grants

Basis of needs assessment, project prioritization, recommendations and implementation

Evaluation and Designation Process for Highways

Components of the Regional Multimodal Freight and Energy Sector Network



Input on the Regional Multimodal Freight and Energy Sector Network

- What are your primary routes? Are these your preferred routes?
- What routes do you avoid? Why?
- What routes are critical to connecting to rail terminals? Pipeline terminals? Airports?
- What routes are critical to accessing international markets at border and Gulf ports?
- Are there routes that should be restricted to freight?
- What routes do you think will be most important in the future – will they be the same or will new development change the routes?
- Where is new development likely to happen?

ISSUES, CHALLENGES AND NEEDS

Issues, Challenges and Needs – www.menti.com

1 *Congestion and mobility*

Safety 2

3 *Truck parking*

Access and connectivity 4

5 *Infrastructure design*

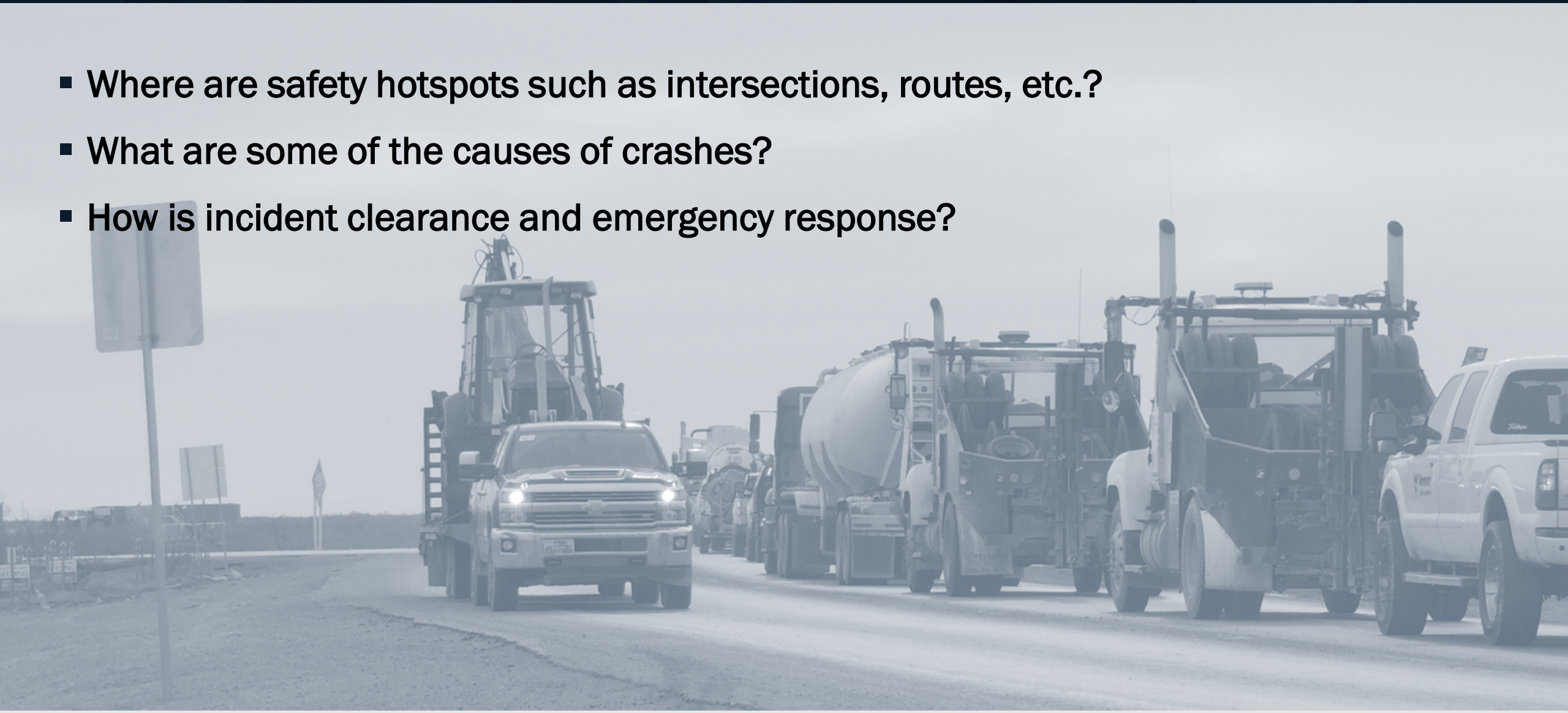
Economic Competitiveness 6

Congestion and Mobility – www.menti.com

- Where are congestion bottlenecks?
- Is there a pattern to the congestion?
  - Recurring location
  - Time of day
  - Day of week

Safety – www.menti.com

- Where are safety hotspots such as intersections, routes, etc.?
- What are some of the causes of crashes?
- How is incident clearance and emergency response?

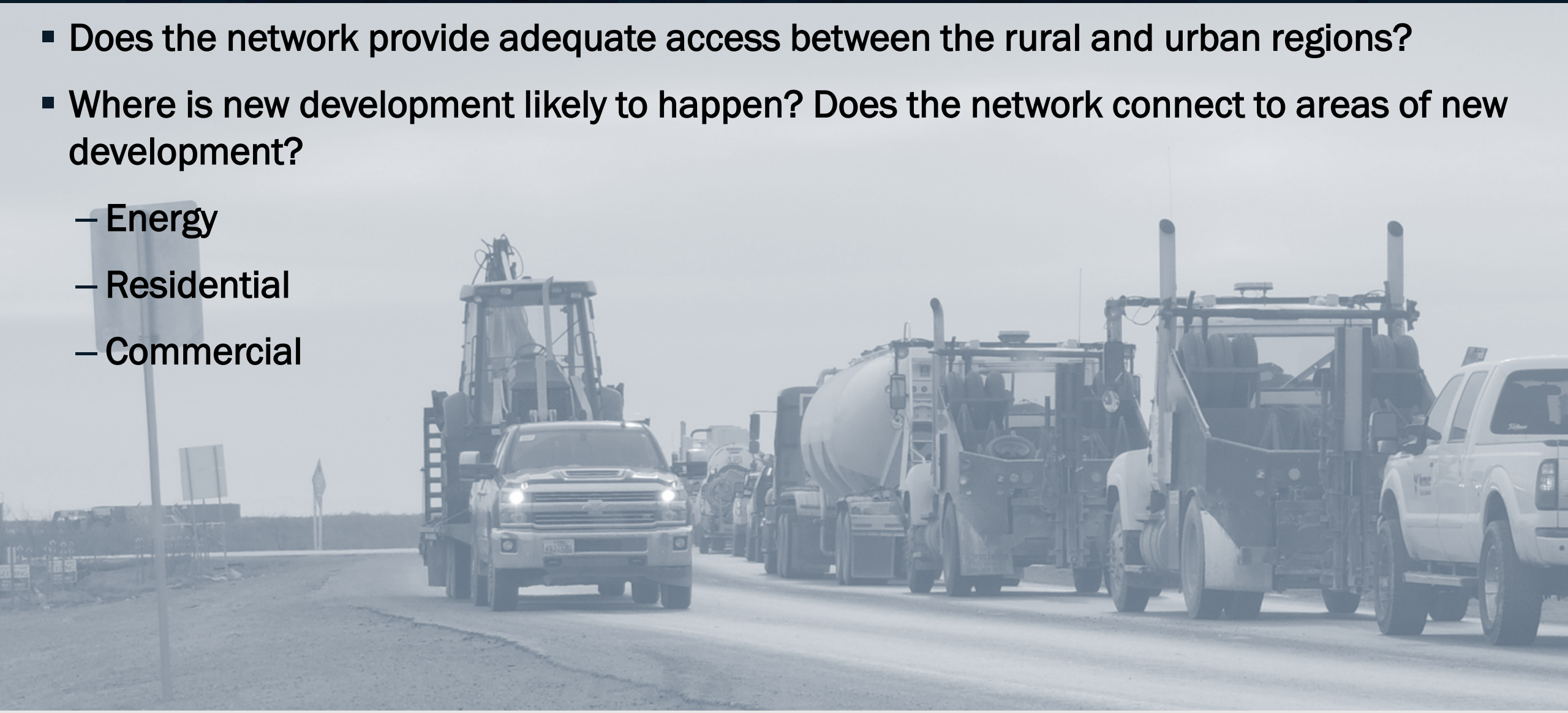


Truck Parking – www.menti.com

- Do you have legal/authorized truck parking locations in your community?
- Does your community have an issue with unauthorized truck parking? Where? When?

Access and Connectivity – www.menti.com

- Does the network provide adequate access between the rural and urban regions?
- Where is new development likely to happen? Does the network connect to areas of new development?
  - Energy
  - Residential
  - Commercial



Infrastructure Design – www.menti.com

- Are there roadway/network design elements that cause issues? Where?
- How does it impact traffic flow?

Economic Competitiveness – www.menti.com

- Does the transportation network impact business location and economic development opportunities in your community? How?

WRAP-UP

Key Deliverables

Task	Deliverables	Schedule
Technical Analysis and Reports	Stakeholder Outreach and Interviews	April – July 2019 and January – March 2020
	Energy Sector / Freight Data Collection	July 2019
	Multimodal Energy Sector / Freight Transportation Network	July 2019
	Economic and Commodity Flow Profile and Forecast	November 2019
	Land Use and Needs Assessment	December 2019
	Energy Sector / Freight Strategies and Recommendations	January 2020
	Freight Analysis Tool	March 2020
	Investment Plan and Implementation Program	April 2020
	Economic Importance and Impact of Energy Sector Memo	May 2020
	Final Plan and Executive Summary	June 2020

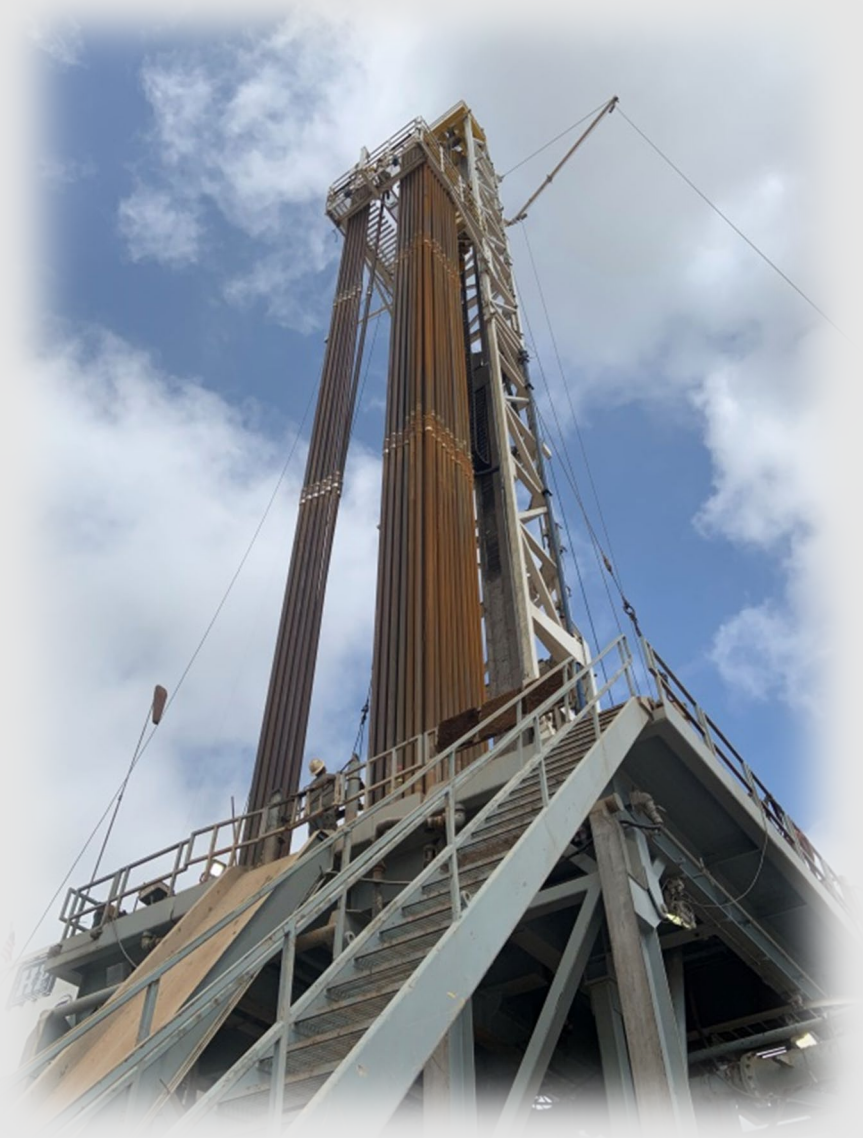
Next 90 Days

Technical Analysis

- Collect data from public and private sources
- Regional freight network and needs assessment
- Develop economic and commodity flow profile

Stakeholder Outreach

- Online survey and interactive map (August 2019)
- Plan Advisory Committee (September 2019)
- Stakeholder interviews (Ongoing)
- Round 2 listening sessions (February/March 2020)



Thank you!

Contact us for more information about the Permian Basin Regional Freight and Energy Sector Transportation Plan

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