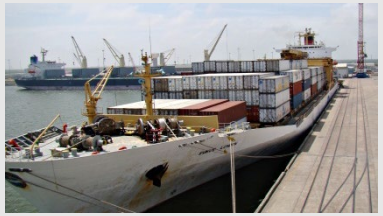





TEXAS PERMIAN BASIN REGIONAL FREIGHT AND ENERGY SECTOR TRANSPORTATION PLAN

Stakeholder Listening Sessions – Round 1

September 18, 2019

Agenda

MEETING PURPOSE

Gather insight, input and feedback directly from the agencies overseeing the system on defining the Permian Basin's priority freight and energy sector transportation network and understanding the freight infrastructure, operations and enforcement issues and challenges impacting regional freight mobility.

Project Overview

Session Overview

Network Operations, Issues and Challenges

Strategies and Solutions

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

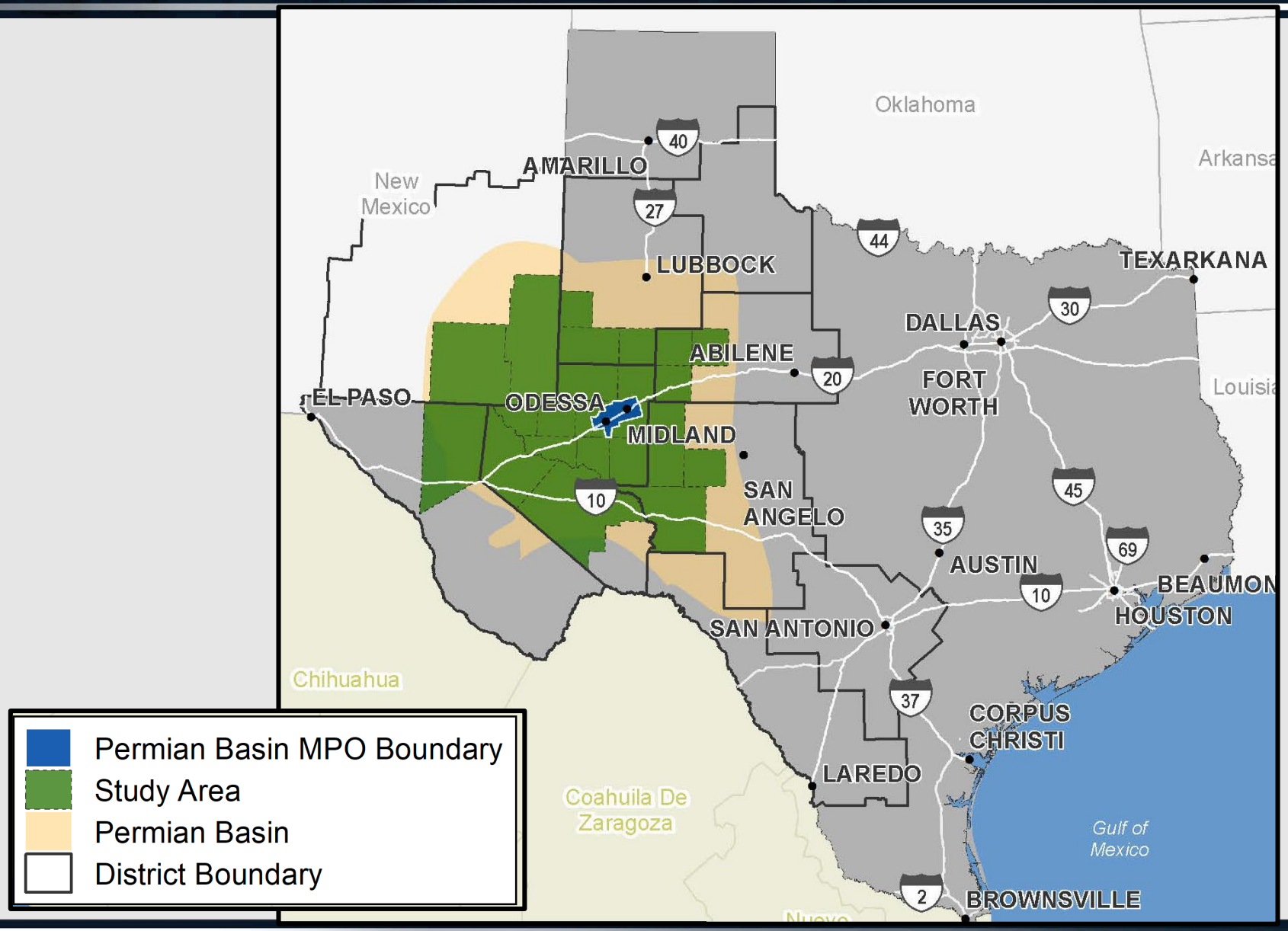
- Freight activity in Permian Basin region has significant local, state and national implications
- Region produces an average of 4.0 million barrels of oil a day (May, 2019)
- Rapid economic growth and increasing energy sector freight volumes outpacing investment
- 2,000 or more truck trips per new 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

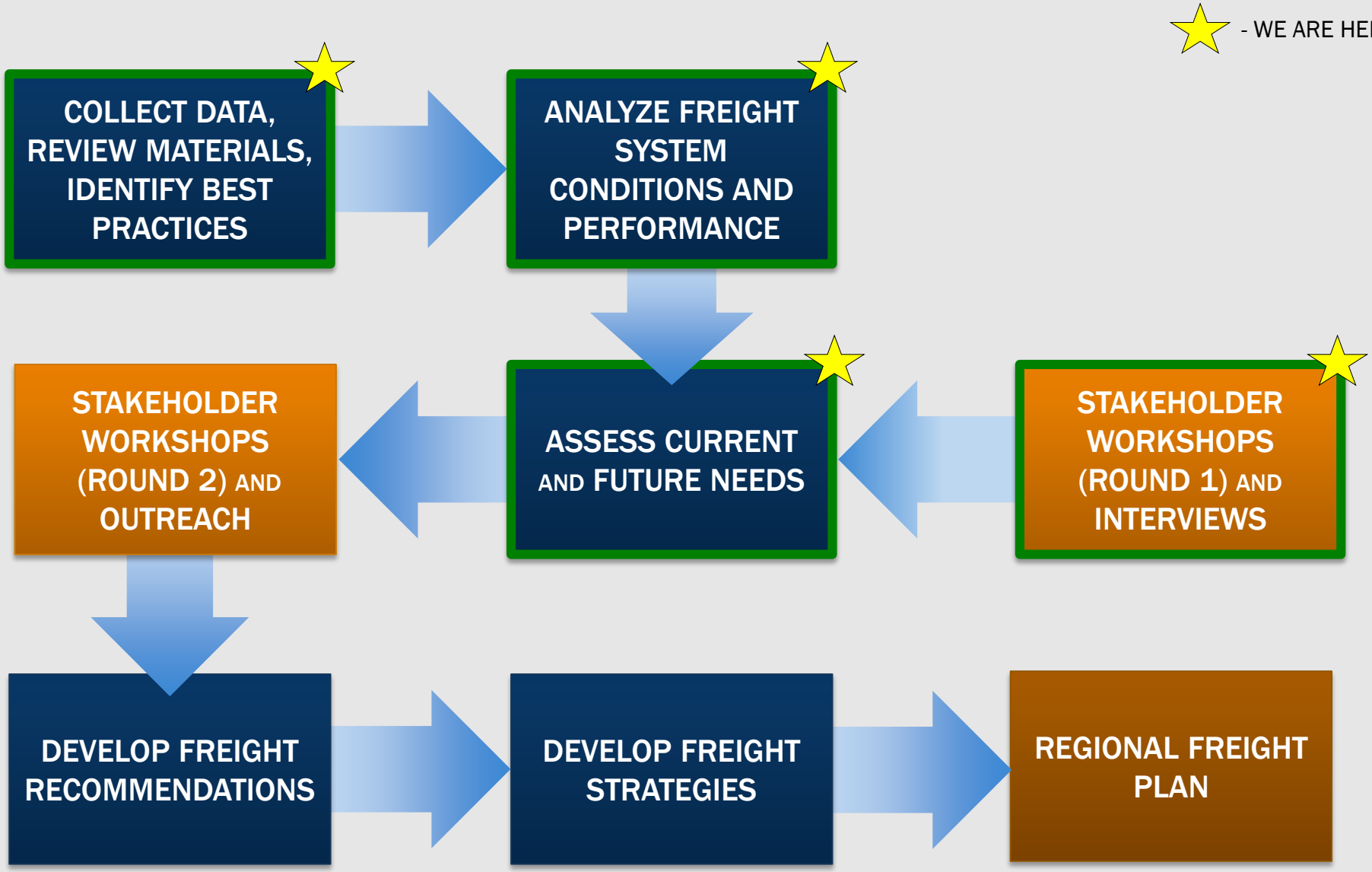
22 Texas Counties

2 New Mexico Counties

Permian Basin Sphere of Influence



Plan Development Approach



Activities to Date

Data collection

- Private sector
  - In vehicle monitoring system data
  - Truck trip generation data
- Public sector
- Material/plan review

Analysis

- Freight demand/commodity flow
- Conditions and performance
- Land use
- Freight network designation and profile

Stakeholder Outreach

- Kickoff meeting
- Group meetings
- 40 Interviews
- First round stakeholder meetings

SESSION OVERVIEW

Series of Six Meetings

1. *Energy Sector Perspective*
2. *Sand Perspective*
3. *Carriers and Haulers Perspective*
4. *Rural Community Perspective*
5. *Urban Area Perspective*
6. *State Agency Perspective*

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

ISSUES, CHALLENGES AND NEEDS

Issues, Challenges and Needs – www.menti.com

1 *Infrastructure*

Enforcement 2

3 *Permitting*

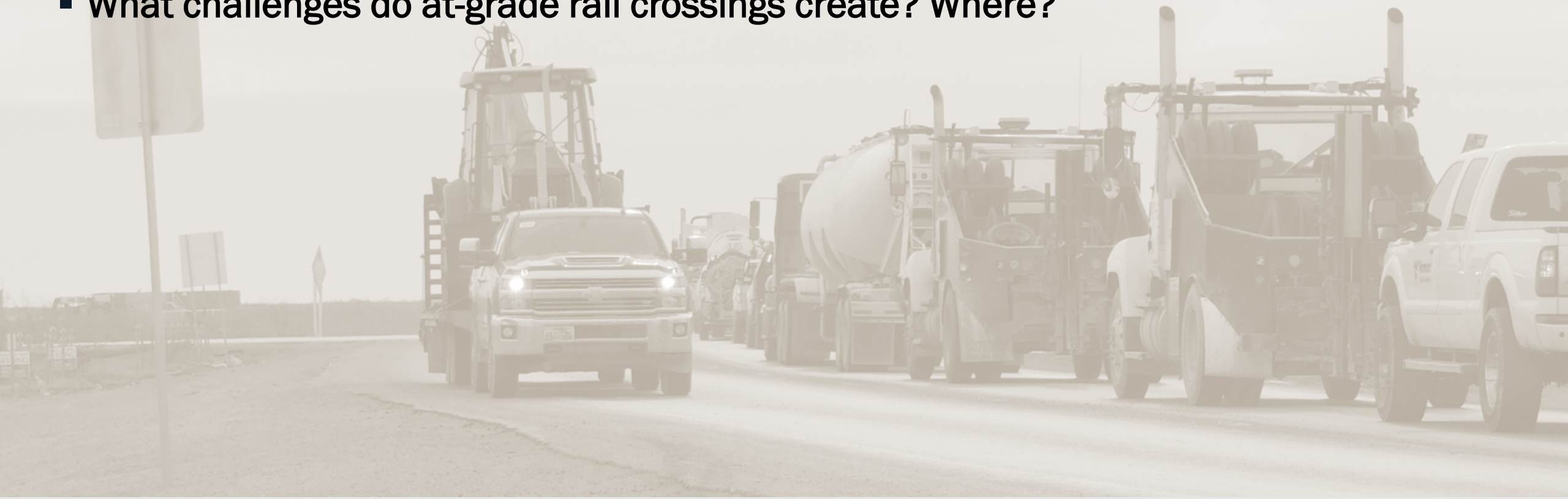
Emergency Response 4

5 *Safety*

Data 6

Infrastructure– www.menti.com

- What are the most vulnerable or most commonly damaged locations?
- What challenges do trucks cause from a maintenance standpoint? OS/OW trucks?
- What challenges do at-grade rail crossings create? Where?



Enforcement – www.menti.com

- What makes Permian unique from an enforcement standpoint?
- What are the roadway design or operation decisions that impact enforcement ability? Where are the most challenging areas?
- What locations should TxDOT consider to add safe pull over locations for enforcement/inspection?
- What are challenges associated with enforcing OS/OW loads? Most common violations? Enforcement hot spots/routes?
- Unauthorized truck parking locations and response

Permitting – www.menti.com

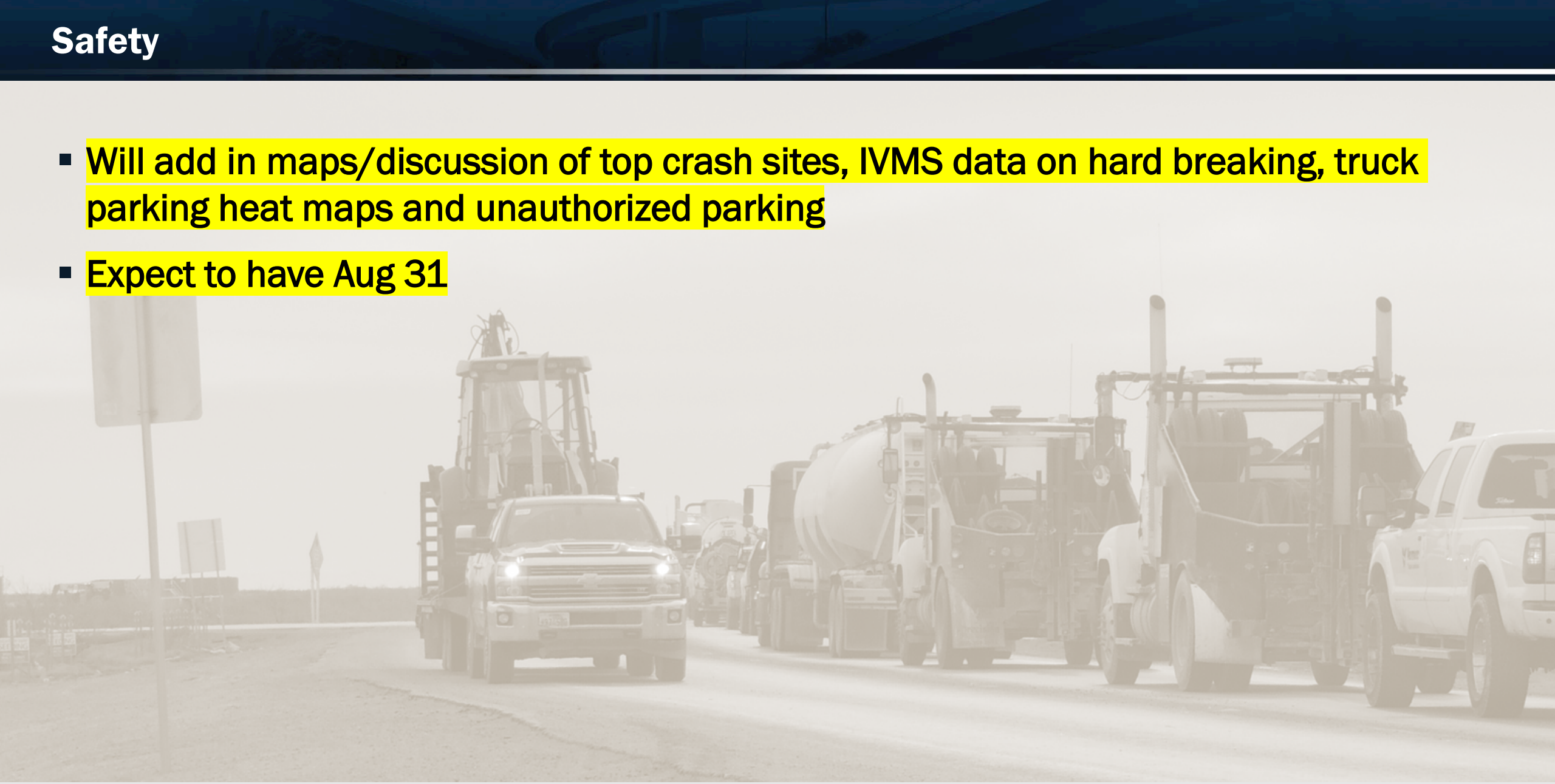
- What makes Permian unique from a permitting standpoint?
- OS/OW:
  - What are the top 2-5 permit types drivers are using in the Permian?
  - What challenges, from a permitting standpoint, do you experience from drivers?
  - What are the frustrations you hear from drivers and/or dispatchers about permits?
  - In what ways, if any, should the OS/OW permits be updated?

Emergency Response– www.menti.com

- How effective is emergency response in the region?
- What are the challenges and where are the biggest concerns?
- Do you collect data on emergency response?

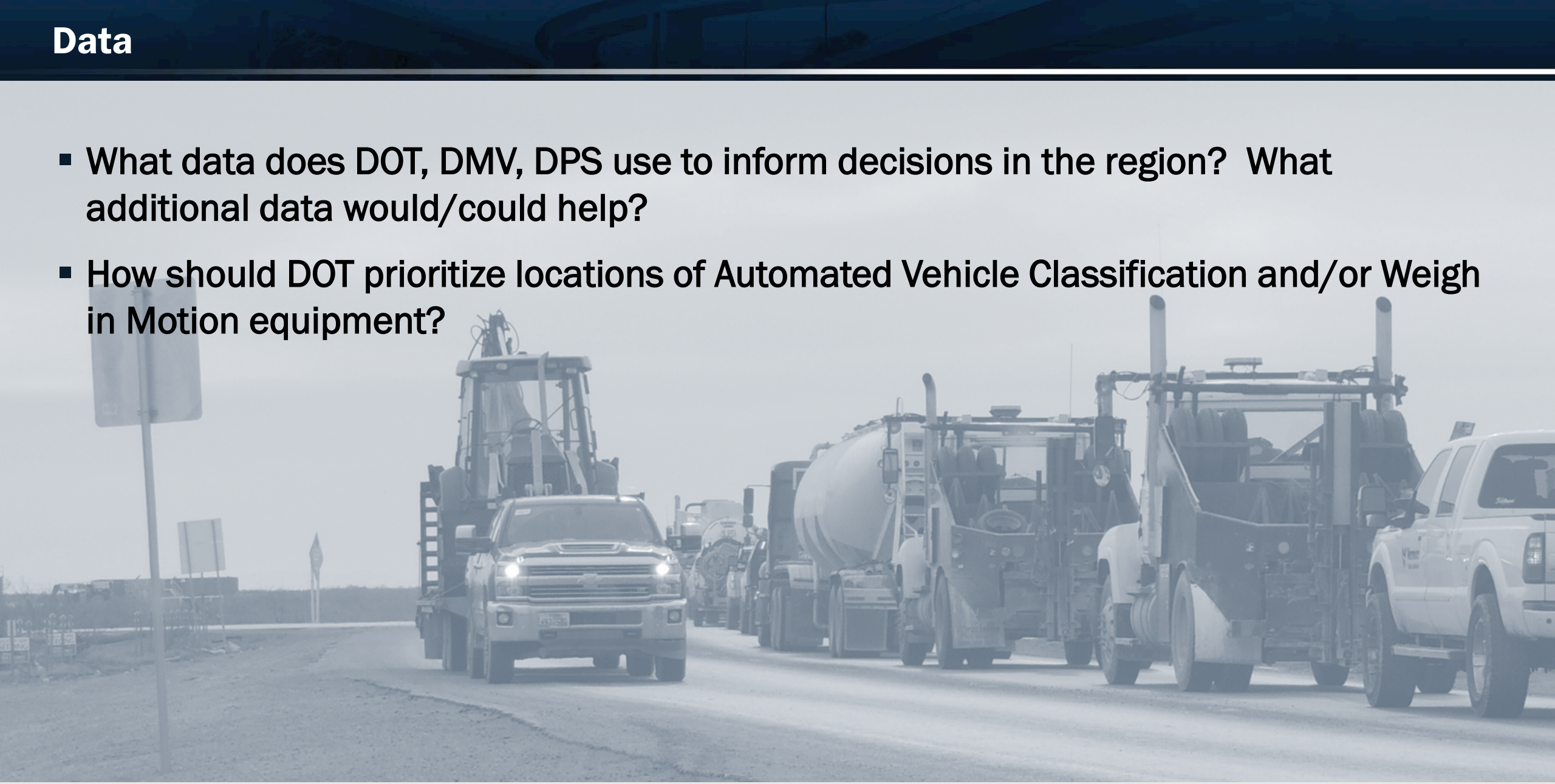
Safety

- Will add in maps/discussion of top crash sites, IVMS data on hard breaking, truck parking heat maps and unauthorized parking
- Expect to have Aug 31



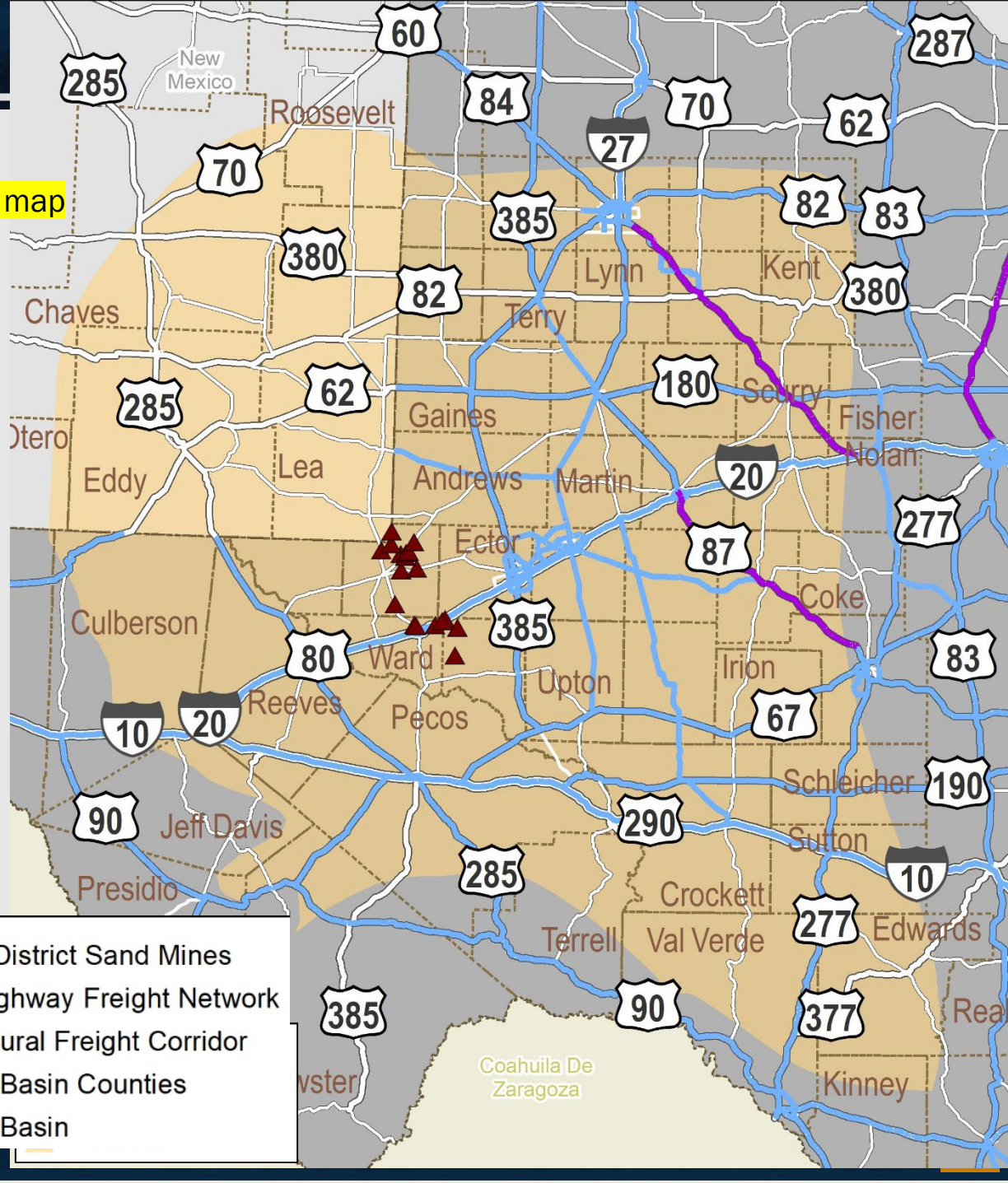
Data

- What data does DOT, DMV, DPS use to inform decisions in the region? What additional data would/could help?
- How should DOT prioritize locations of Automated Vehicle Classification and/or Weigh in Motion equipment?



REGIONAL FREIGHT AND ENERGY SECTOR NETWORK

Will update map



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) to become part of the National Highway Freight Network (NHFN)

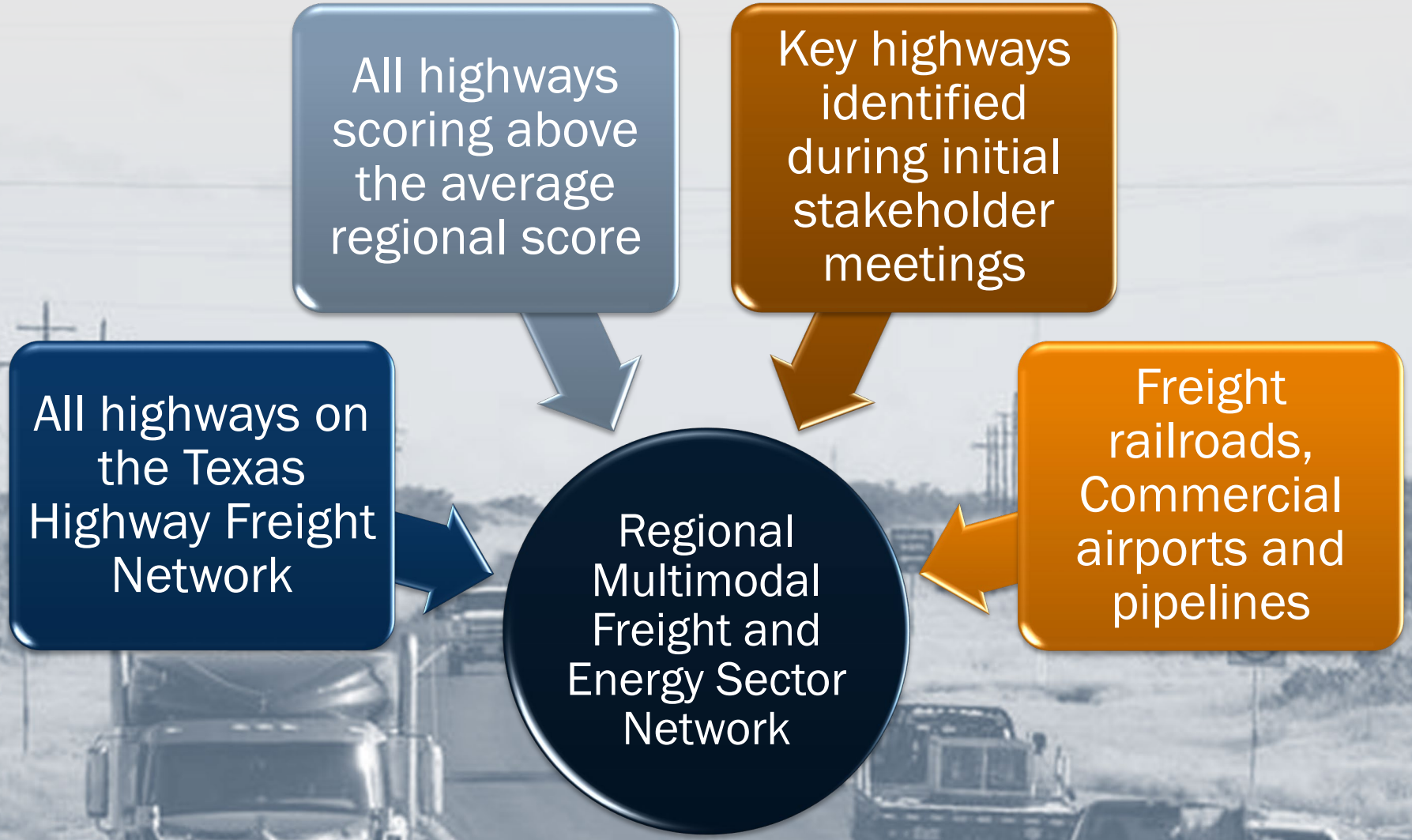
The Regional Freight and Energy Sector Network will become eligible for TMFN and NHFN designation

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



Draft Regional Priority Freight Network

- ADD MAP
- Are these the right route?
- Are there additional routes that should be considered?
- Are routes with safety and enforcement issues included?

STRATEGIES AND SOLUTIONS

Roadway Design and Operations Solutions

- What roadway design strategies or operational solutions is the DOT district pursuing?
  - Centerline and shoulder rumble strips and raised pavement markers / delineators
  - Access permits and consolidated driveways
  - Locations TxDOT should consider adding safe pull over locations for enforcement/inspection

- How is DMV responding to the challenges in the region?
- How is DPS responding to the challenges in the region?

Technology Solutions

- How could technology be used to improve network operations?
- Given the size of the region, what are your thoughts on speed cameras or other automated enforcement technology?
- How could technology be used to improve emergency response?
- Could connected and automated trucks operating on I-10, I-20, regional network be a possibility/solution?
- Using drones to photo/inspect crash sites?

Policy Solutions

- Well permitting/Sand mine requirements:
  - Required traffic impact analysis
  - Estimation of number of trucks be indicated on the well permit
  - Required access management of lease roads with roadway signage
  - Other?
- Driver requirements
- Other?

Agency Roles in Providing Solutions

- What does your agency need to see in the regional freight plan? What are the key outcomes your agency would like to see from the freight plan?
- Collaboration/coordination:
  - What does DMV and DPS need from TxDOT?
  - What does DPS and DOT need from DMV?
  - What does DMV and DOT need from DPS?

WRAP-UP

Key Deliverables

Deliverables	Schedule
Multimodal Energy Sector / Freight Transportation Network	September 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

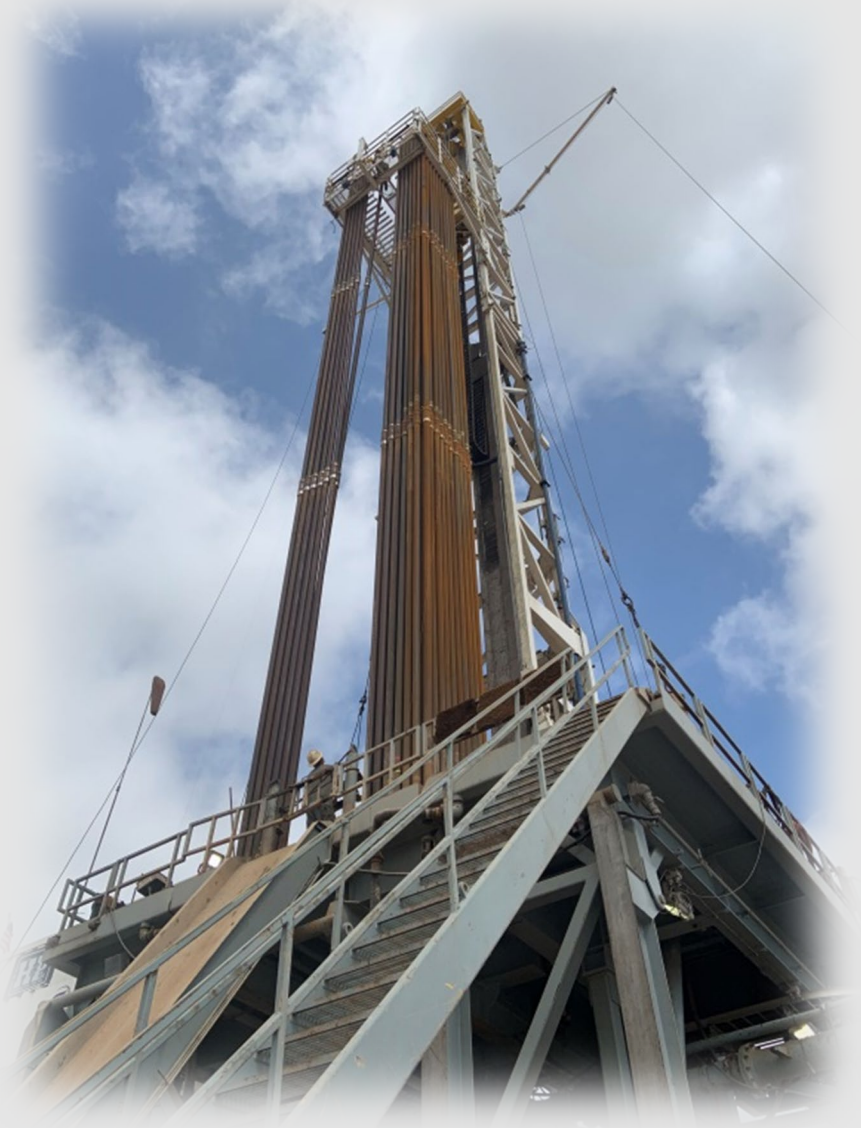
Next 90 Days

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 (September 2019)
- Plan Working Group (September 2019)
- 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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