TEXITE Institute of Transportation Engineers

Transportation and Energy Sector Developments
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Sheraton Hotel, Austin TX

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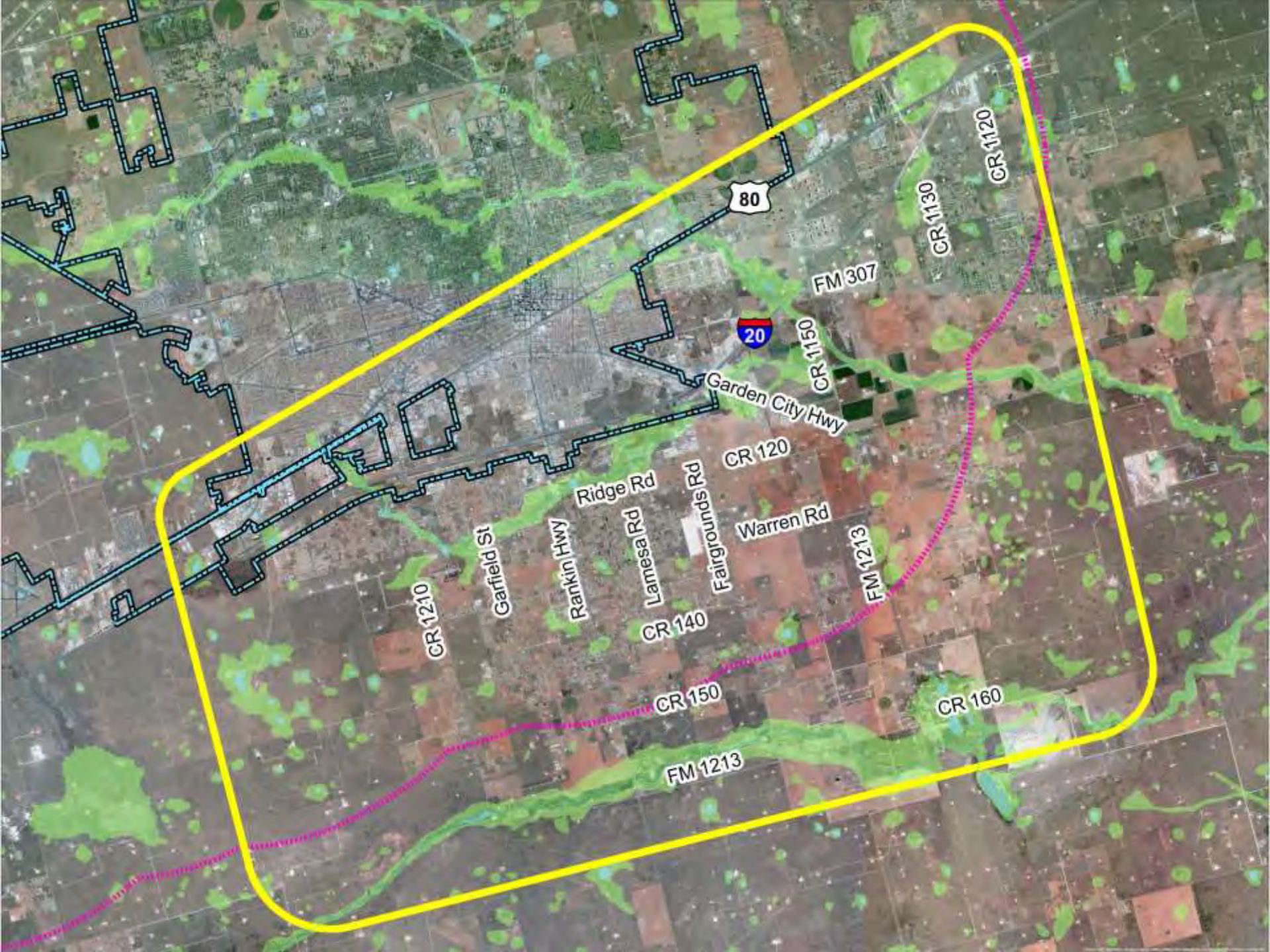
Midland-Odessa Metropolitan Transportation Organization (MOTOR)

Overview

- South Midland Mobility Planning Environmental Linkage Study
- Midessa (SH191) Study
- Current Conditions
- Planning Challenges

South Midland Mobility Planning Environmental Linkage (PEL) Study


80
20
FM 307
CR 1120
CR 1130
CR 1150
Garden City Hwy
CR 120
Ridge Rd
Warren Rd
Fairgrounds Rd
Lamesa Rd
Rankin Hwy
Garfield St
CR 1210
FM 1213
CR 140
CR 150
CR 160
FM 1213

What is a Planning and Environmental Linkage (PEL) Study?

- A holistic approach to identify transportation alternatives
- Identifies goals for future mobility corridors based on the
  - Environment
  - Community
  - Economics
- Planning study informs the environmental (NEPA) review process
- Leverages multiple agencies
  - TxDOT, City of Midland, MOTOR, Midland County, MidCUD, Private entities

Need and Purpose

Support Anticipated Population Growth

Stimulate Economic Activity

Reduce Congestion/ Divert Truck Traffic

Improve Safety

Provide Area Mobility

South Midland PEL Study Purpose

- Purpose of PEL
  - Establish collaborative forum for common vision
  - Development of potential corridor goals and objectives
  - Identification of potential corridors for future evaluation
- Objectives of Study:
  - Common shared vision
  - Understanding study area stakeholder/partner capabilities/limitations
  - Broad awareness/understanding of study area
  - Collaboration tool to assist and facilitate orderly area development

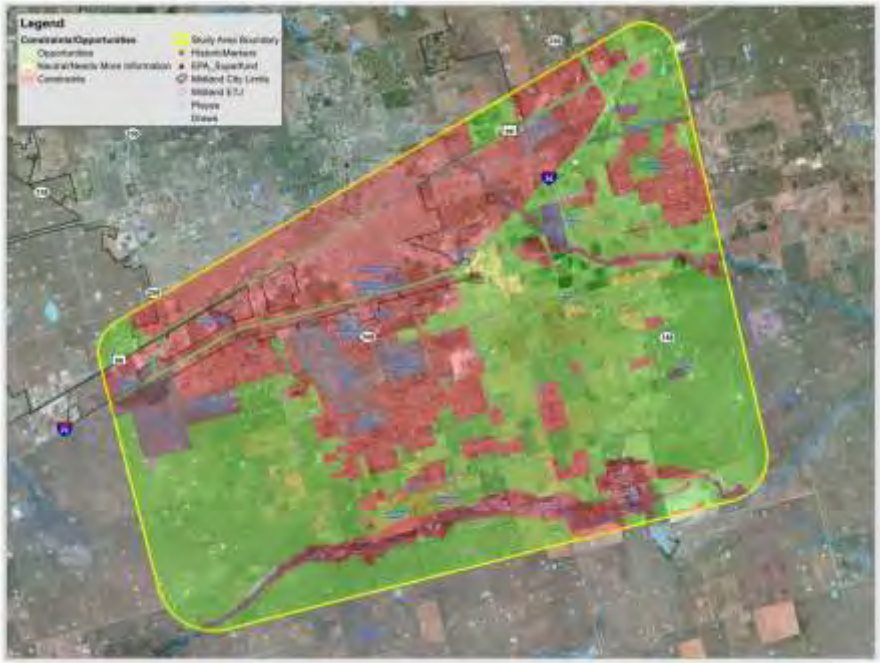


Results of Pre-Screen (Region 1)

Factors Considered		Consideration			Potential Corridors								
		Constraints	Neutral	Opportunities	No-Build	1-A	1-B	1-C	1-D	1-E	1-F	1-G	1-H
1. Mobility Considerations													
1.1	Purpose and Need	Does not meet Purpose and Need		Meets Purpose and Need									
1.2	Promotes Area Mobility and Safety	Does little to promote area mobility and safety	Promotes local mobility and safety	Promotes area mobility and safety									
1.3	Promotes Connectivity to Planned Roadway Systems	Does not comply with planned systems		Complies with planned systems									
1.4	Accommodates Traffic Growth/Demand	Does not address issues with traffic growth, area congestion and/or shift in mobility patterns		Addresses issues with traffic growth, area congestion and/or shift in mobility patterns									
1.5	ROW Need	New alignment corridor	Mix of new alignment and existing corridor	Along existing corridor									
1.6	ROW Cost Relative to Other Corridors	Substantial	Moderate	Minimal									
1.7	Relocations/ Displacements	Many potential relocations or displacements compared to other corridors	Moderate number of potential relocations or displacements compared to other corridors	Few potential relocations or displacements compared to other corridors									
1.8	Impact to Access	Large number of affected properties	Moderate number of affected properties	Minimal number of affected properties									
2. Land Use Considerations/Compatibility													
2.1	Area Development	Adjacent area heavily developed	Adjacent area with scattered development	Adjacent area with minimal development									
2.2	Land Use Compatibility	Alignment area developed with incompatible land uses: mixed/single-family residential	Alignment area developed with compatible and incompatible land uses: mixed/multi-family residential	Alignment area developed with compatible land uses: none/commercial/industrial									
2.3	Improves Access to Existing and Emerging Major Trip Generators	Minimal number of development nodes or ingress/egress points	Moderate number of development nodes or ingress/egress points	Large number of development nodes or ingress/egress points									
2.4	Commercial/Business Displacements	Large number of potential business displacements	Moderate number of potential business displacements	Minimal number of potential business displacements									
2.5	Oil/Gas Production Displacements	Large number of potential displacements	Moderate number of potential displacements	Minimal number of potential displacements									
3. Environmental Considerations													
3.1	Archeological and Historic Sites	Presence or probability of unknown archeological or historic site in direct proxity	Probability of unknown archeological or historic site in proxity to potential APE	No expected impacts to archeological or historic sites									
3.2	Noise	Many noise receptors impacted in comparison to other corridors	Moderate number of noise receptors impacted in comparison to other corridors	Few noise receptors impacted compared to other corridors									
3.3	Wetlands or Other Waters of the U.S.	Extensive impacts to wetlands or other waters of the U.S.	Impacts to several small to moderate size areas of wetlands or other waters of the U. S.	Impacts to only a few small areas of wetlands or other waters of the U. S.									
3.4	Threatened and Endangered Species/Species of Concern	Direct or likely indirect impacts to threatened or endangered species or other species of concern	Potential indirect impacts to threatened or endangered species or other species of concern	No expected impacts to threatened or endangered species or other species of concern									
3.5	Parks/Open Space/Floodplain	Presence of park/greenbelt/nature preserve/floodplain/cemetery/4f area within or direct proximity to corridor	Presence of park/greenbelt/nature preserve/floodplain/cemetery/4f area near corridor	No presence of park/greenbelt/nature preserve/floodplain/cemetery/4f area near corridor									
3.6	Hazardous Site/Landfills	Presence of hazardous materials and/or landfill sites in direct proximity to corridor	Probability of unknown hazardous materials and/or landfill sites in proximity to potential APE	No expected impacts from hazardous materials or landfill sites to corridor									
3.7	Agricultural Areas	Presence of agricultural areas in direct proximity to corridor	Probability of agricultural areas in direct proximity to corridor	No expected impacts from agricultural areas to corridor									
4. Economic Benefit													
4.1	Development Potential	Minimal opportunity for development, redevelopment or area conducive to economic development adjacent to corridor relative to other corridors	Moderate opportunity for development, redevelopment or area conducive to economic development adjacent to corridor relative to other corridors	Extensive opportunity for development, redevelopment or area conducive to economic development adjacent to corridor relative to other corridors									
4.2	Conducive to Economic Development	Presence of single-family residential development adjacent to corridor	Presence of mixed/multi-family residential development adjacent to corridor	Presence of none/commercial/industrial development adjacent to corridor									
5. Community Effects													
5.1	Corridor Effect on Communities/Neighborhoods	Many negative effects or split communities compared to other corridors	Moderate negative effects or split communities compared to other corridors	Few negative effects or split communities compared to other corridors									
5.2	Corridor Effect on Ethnic Groups	Many ethnic groups or large areas of ethnic populations affected by corridor	Few ethnic groups or small areas of ethnic populations affected by corridor	Corridor effects split proportionally among ethnic groups or low ethnic populations present									
5.3	Corridor Effect on Income Levels	Large low income population affected by corridor	Moderate low income populations affected by corridor	Corridor effects split proportionally among income levels									
5.4	Public Support for Corridor	No public support for corridor	Mixed support for corridor	Widespread support for corridor									
Summary													

Next Steps

- Immediate (Directly after PEL)
  - Phase 2 Environmental Study
  - Detailed Corridor Analysis
- Near-Term (2015-2025)
  - Develop County Thoroughfare Plan
  - Land Use and Corridor Management Plan
  - R.O.W. Determination and Acquisition
  - Phased Implementation of Corridor, as warranted
- Long-Term (2025 and Beyond)
  - Corridor Completion



Midessa Land Use & Transportation Study
SH 191 Corridor Study/Management Plan

- Purpose
  - Unregulated growth along SH 191
  - Protect key corridors
  - Engage stakeholders
  - Develop a unified vision
  - Provide transportation recommendations

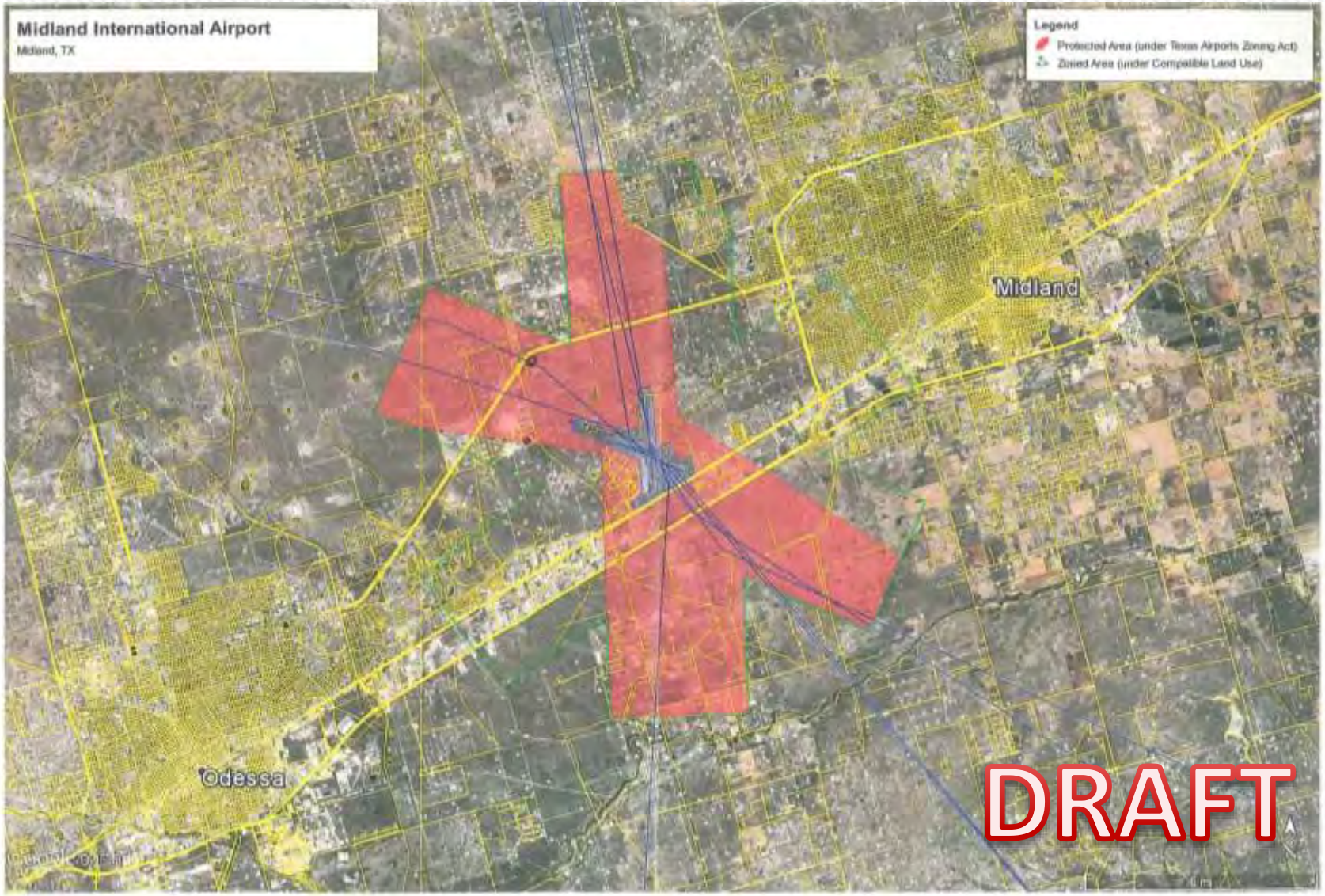
- Report Provided
  - Land use planning strategies
  - Transportation plan
  - Corridor management strategies
  - Implementation recommendations

SH 191 Corridor Study/Management Plan

Midessa Land Use Transportation Study

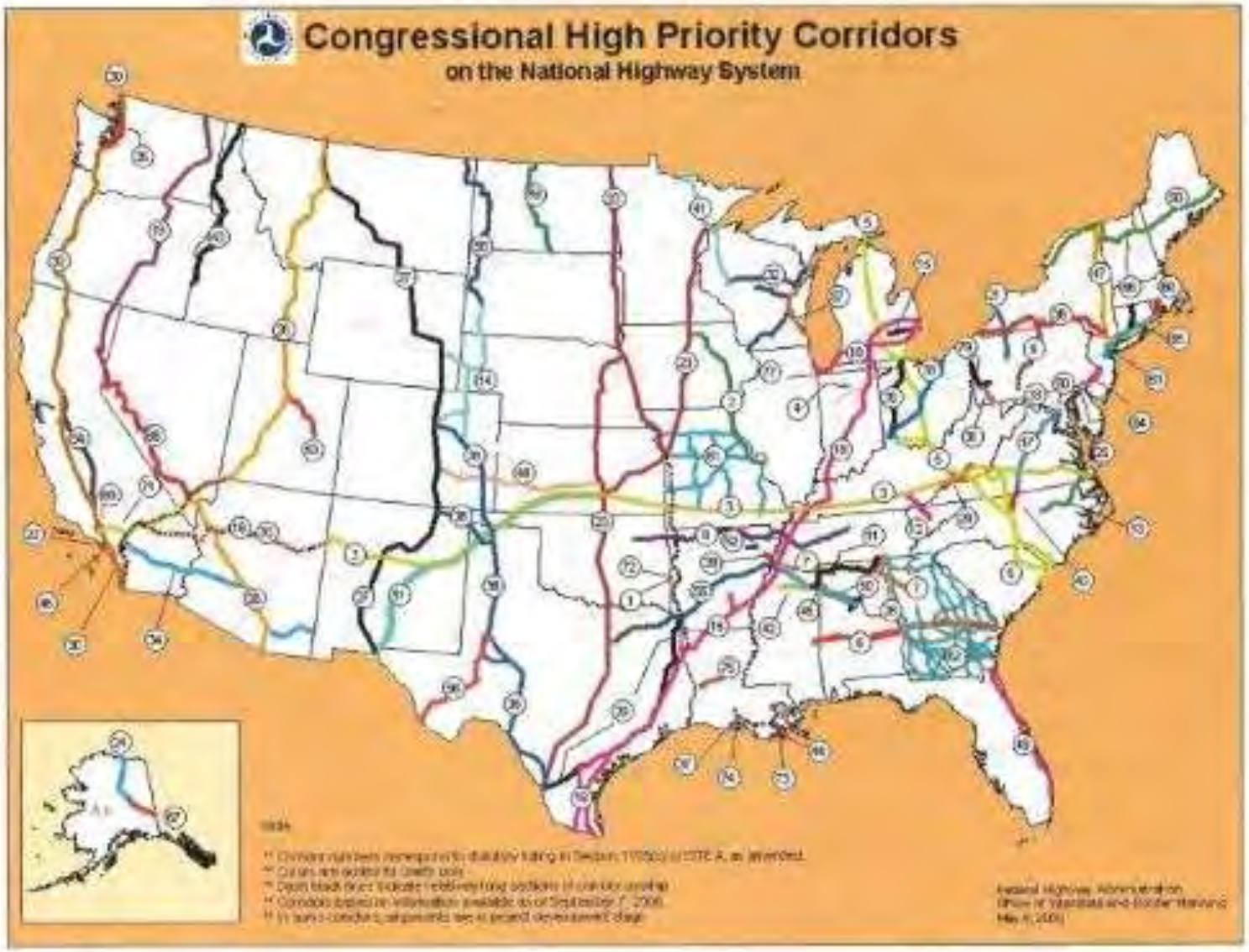
Define External Factors Influencing Development

- Data Collection and Analysis
  - Land Use Plans
  - Development Activity
  - Drilling Activities
  - La Entrada
- XCOR Spaceport
  - Clearance and Special Needs
  - Supporting Activities
- Transportation Network Changes
- New Districts or Quasi-Public Entities
- Environmental Implications


Midland International Airport
Midland, TX
Legend
Protected Area (under Texas Airports Zoning Act)
Zoned Area (under Compatible Land Use)
Midland
Odessa
DRAFT

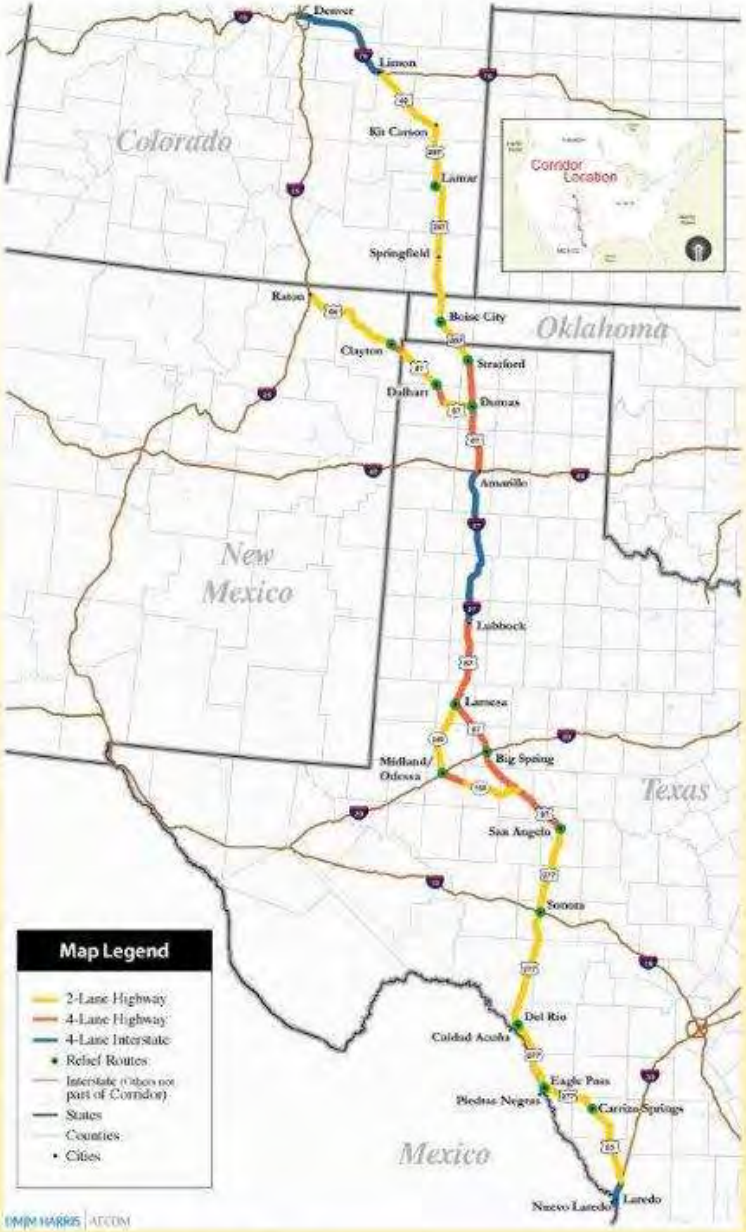
Midessa Land Use Transportation Study

- Impacting Area Growth
  - Chevron Complex
  - Residential Expansion
  - SH 191 Development
  - SH 250/Tradewinds Corridor
  - SH 349
  - XCOR Space Port Clearance
  - Interstate 20
  - State Transportation Funding


Congressional High Priority Corridors
on the National Highway System

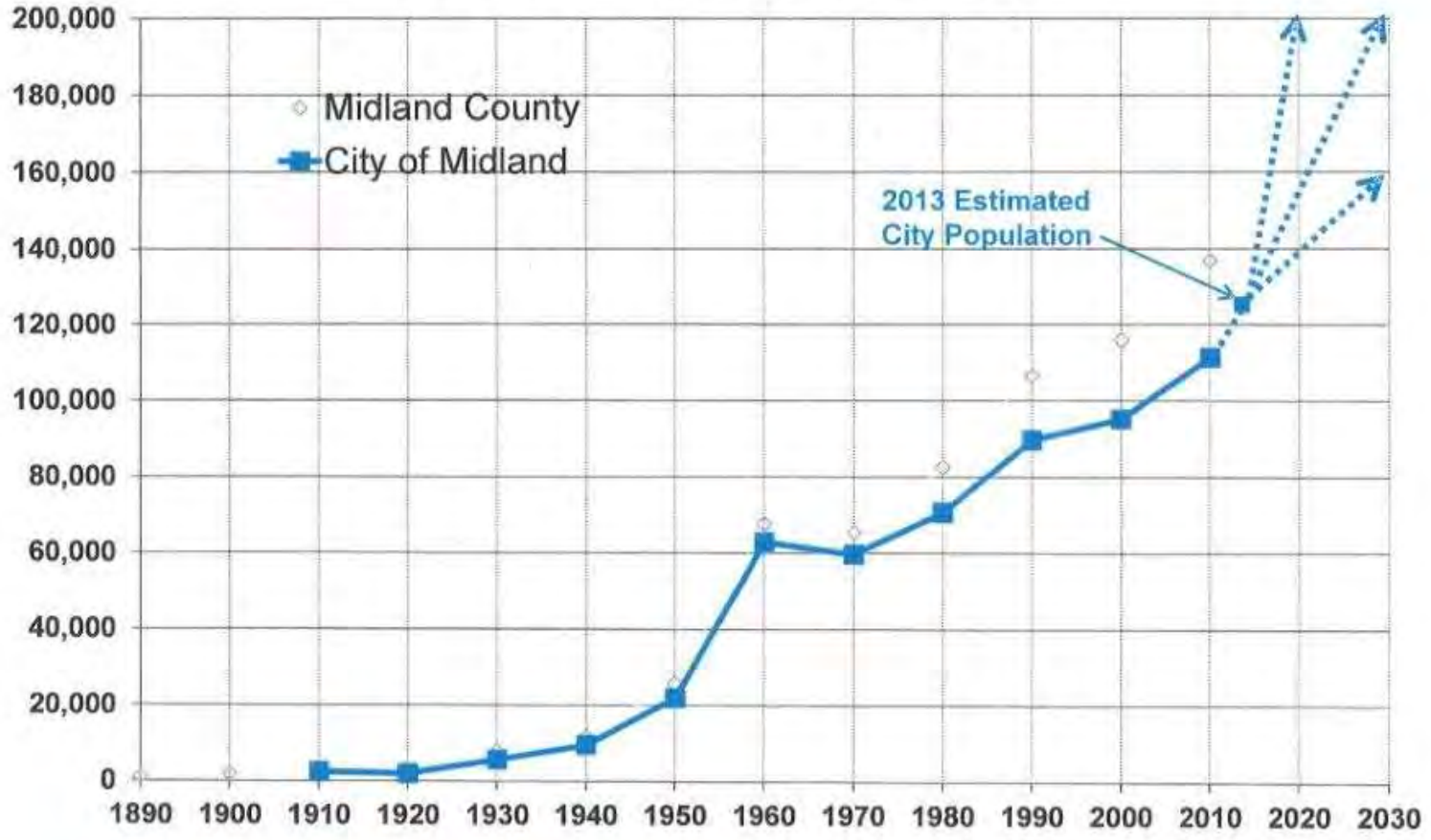
Ports to Plains

La Entrada Al Pacifico



Source: Ports-To-Plains Trade Corridor.

Historic Population Growth



Ector County Independent School District

School Year	2009-10	2010-11	2011-12	2012-13	2013-14
Enrolled	**27,079**	**28,126**	**28,310**	**29,416**	**30,363**

Percent increase: About 12% since the school year 2009-2010

Steps being taken to accommodate for the enrollment increases:

- Voters passed a school bond in November 2012 to build three new elementary schools.
- The school district is hiring more teachers and teachers' aides and planning for future renovations at the junior high schools.

Quick Growth Indicators

Growth Rate	Odessa-2nd	Midland-3rd	Fastest growing in nation	MRT 3/28/14
Unemployment Rate	Midland - 2.7%	Odessa 3.3%	1st & 4th in nation	MRT 4/28/14
Regional Economic Index	Retail Sales	Up	10.9%	MRT 4/29/14
	Auto Sales	Up	7.3%	
	Enplanements	Up	2.3%	
	Housing Starts	Up	18.4%	
	Home Sales	Down	15.8%	
	Home Prices	Up	23.2%	
Median Home Price	Midland	$230,000	4th in state	MRT 4/29/14
Average Annual Wages	Midland - $49,040	Odessa - $43,280	2nd & 6th in state	MRT 4/24/14
Oil Production in Permian Basin	1 million barrels/day	Over half of state	Not seen since 1986	MRT 4/27/14

Questions and Answers