

3.1 Trends

3.1.1 National

On November 15, 2021 President Biden signed **Infrastructure Investment and Jobs Act of 2021 (IIJA Act)** (Pub. L. No. 117-58) into law. The bill provides \$550 billion in new spending on the nation's infrastructure over the next five years and includes:

- \$110 billion for roads, bridges, and major projects;
- \$66 billion for passenger and freight rail;
- \$11 billion for transportation safety;
- \$39 billion for public transit.
- \$17 billion for ports and waterways.
- \$25 billion for airports.
- \$7.5 billion for clean school buses and ferries.
- \$7.5 billion for electric vehicle charging.
- \$1 billion to reconnect communities, including funds for projects that remove barriers to opportunity caused by legacy infrastructure

The IIJA Act continues the requirement for Performance-based Planning and Programming. In 2017 and subsequently, states and MPOs have begun to incorporate performance-based measures and targets addressing safety (PM1), system condition (PM2), and system reliability (PM3). In addition, the FAST Act and IIJA Act continued the Congestion Mitigation and Air Quality (CMAQ) program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The Permian Basin MPO is an attainment area under EPA's National Ambient Air Quality Standards, therefore target setting and project selection relevant to air quality are not included in the MPO's decision making process or in its regulatory situation.

3.1.2 State

The National Highway System (NHS) is further described in Chapter 5, Freight. In Texas the NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations.

According to the Texas Demographic Center, the population in Texas is expected to exceed 47.4 million people by 2050. As people continue to move to Texas, and the economy continues to grow, the transportation system must expand to accommodate this growth in a manner consistent with the priorities and desires of Texans and business leaders. One of many challenges continues to be the increasing disparity between demand and available capacity. According to preliminary data from the Texas Transportation Plan 2050, TxDOT maintains 314K miles of public roads. Total Annual Vehicle Miles Traveled on all Texas roadways in 2016 totaled 273.2 Billion; 72% of that VMT occurs on state-owned highways. Figure 3.2 contains historical trends for Total Centerline Miles, Daily Vehicle Miles of Travel, and Truck Daily Vehicle Miles of Travel for the state from 2000 to 2016.



Figure 3.1 National Highway System in Texas Facts

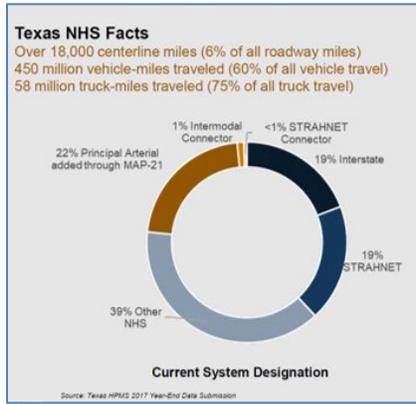
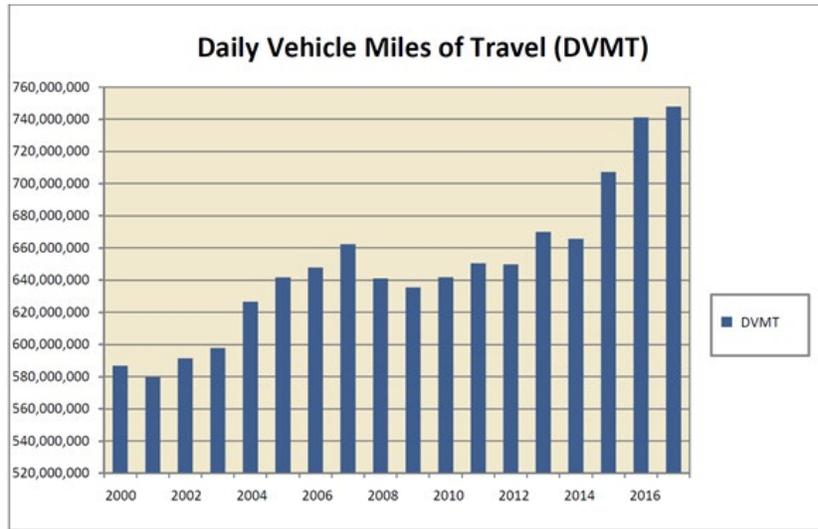
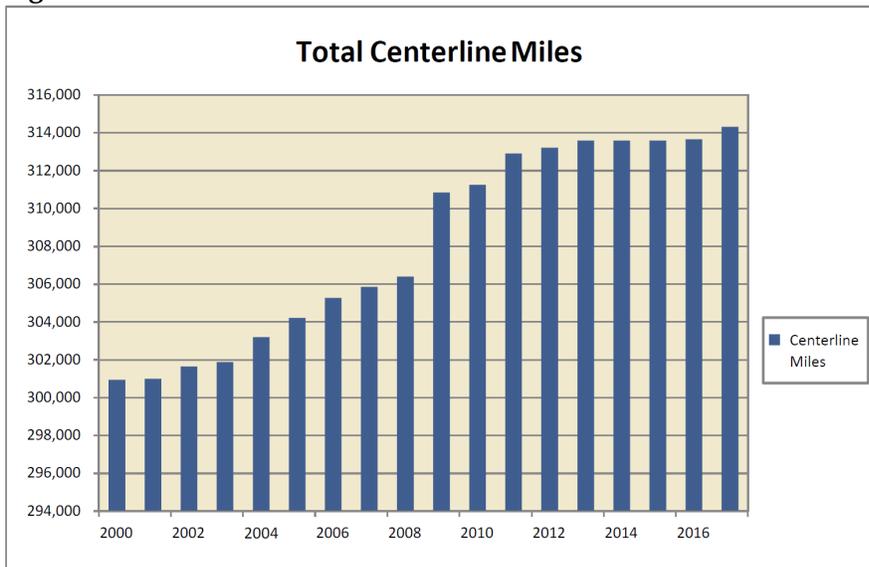
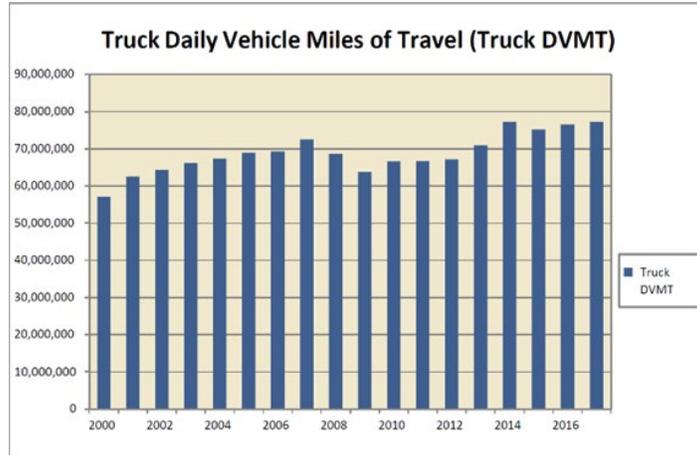


Figure 3.2 Historical Trend Charts





Source: TxDOT Roadway Inventory Annual Reports

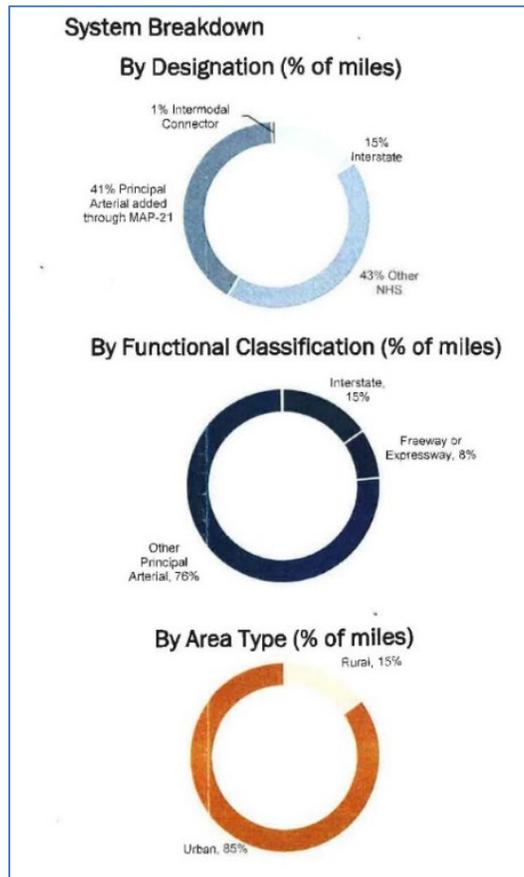
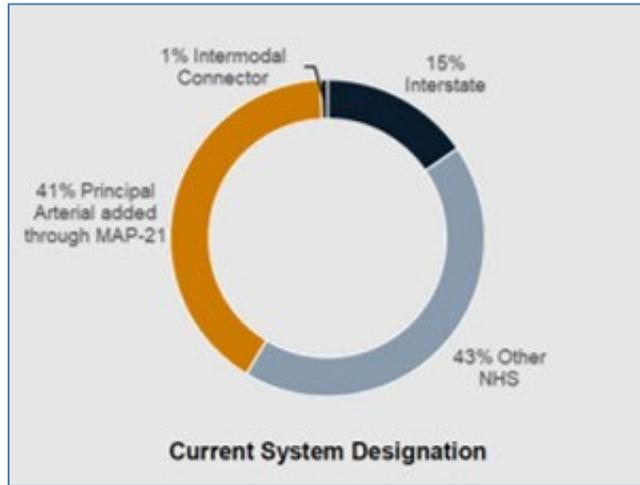
Through the first half of 2019 TxDOT has conducted public outreach to support its effort to draft the Texas Transportation Plan 2050. The plan will encompass a multimodal transportation system that supports the people of Texas, their needs, and their futures. The overarching goals of this plan include the following:

-  **Enhance Safety**
-  **Preserve our Infrastructure**
-  **Optimize Movement of People and Goods**
-  **Communicate Effectively**
-  **Sustainably Fund and Effectively Deliver the Right Projects**
-  **Protect and Preserve the Human and Natural Environment**

3.1.3 Permian Basin MPO

In 2019 TxDOT undertook an analysis of the statewide NHS System and met with MPOs across the state to evaluate the roads on the NHS. According to a 2017 year-end data submission from Texas Highway Performance Monitoring System, the Permian Basin MPO contained 290 centerline NHS miles which make up 12% of the total centerline miles, on which six million daily vehicle-miles are traveled constituting 60% of total travel. TxDOT also documented 725 thousand daily truck-miles traveled (74% of all truck travel). Figure 3.3 elaborates on the arterial road types that make up the MPO’s National Highway System. The review mentioned above was completed in the Spring of 2019.

Figure 3.3 Permian Basin National Highway System Facts



Source: TxDOT GRID

3.2 Infrastructure Inventory

3.2.1 Highway and Bridges

Federal Functional Classification of Highways

A roadway's functional classification reflects a balance between providing access and mobility. Providing mobility means there are few opportunities for entry and exit, therefore creating low travel friction from vehicle access/egress. Providing accessibility means there are many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress. Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. The U.S. Department of Transportation divides roadways into four broad categories:



- **Principal Arterial**

- Interstate

Interstates are the highest classification of Arterials. They are defined as a series of continuous, limited-access routes that have trip lengths and volumes indicative of substantial statewide or interstate travel. This classification is for highways designated as interstate and includes I-20 in the Permian Basin.

- Other Freeways and Expressways

These roadways look very similar to interstates in that they must be divided with limited access and egress points that are typically grade-separated. They primarily serve through-traffic and major circulation movements. Some examples of this classification in the Permian Basin include State Highway 191 (Midland/Ector County) and Loop 250 (I-20 to Fairgrounds Road (Midland).

- Other Principal Arterial

These roadways provide long-distance connections, but do not fit the two categories above. Other Principal Arterials are not access-controlled, so abutting land uses can have direct access. Some examples of this classification in the Permian Basin include State Highway 158 (Midland), 349 (Midland), 338 (Odessa) and U.S. Highway 385 (Odessa).

- **Minor Arterial**

These roadways serve trips of moderate length, provide for relatively high overall travel speeds with minimum interference to through-movement. Examples of minor arterials include State Highway 302 (Odessa), North County Road West (Odessa), Midland Drive (Midland) and Lamesa Road (Midland).

- **Collectors**

These roadways collect traffic from the local roads and direct it to the arterials. In rural area's collectors generally serve intra-county travel (Midland – Ector - Martin), with distances shorter than Arterials. In urban areas, they provide both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Collectors are divided into two categories:

- **Major Collector**

The difference between a Major and Minor Collector is very subtle. Major Collectors are typically longer in length than Minor Collectors, with fewer access points, higher speed limits, higher traffic volumes and more travel lanes. Examples of Major Collectors in the Region include: Dawn St (Odessa), Illinois (Midland), and many others.

- **Minor Collector**

Minor Collectors are typically shorter in length, with more access points, lower speeds, lower volumes and fewer travel lanes. Examples of Minor Collector roads in the Permian Basin MPO region include: CR 1140 (Midland), Beal Pkwy (Midland), and E Cottonwood Rd. (Odessa)

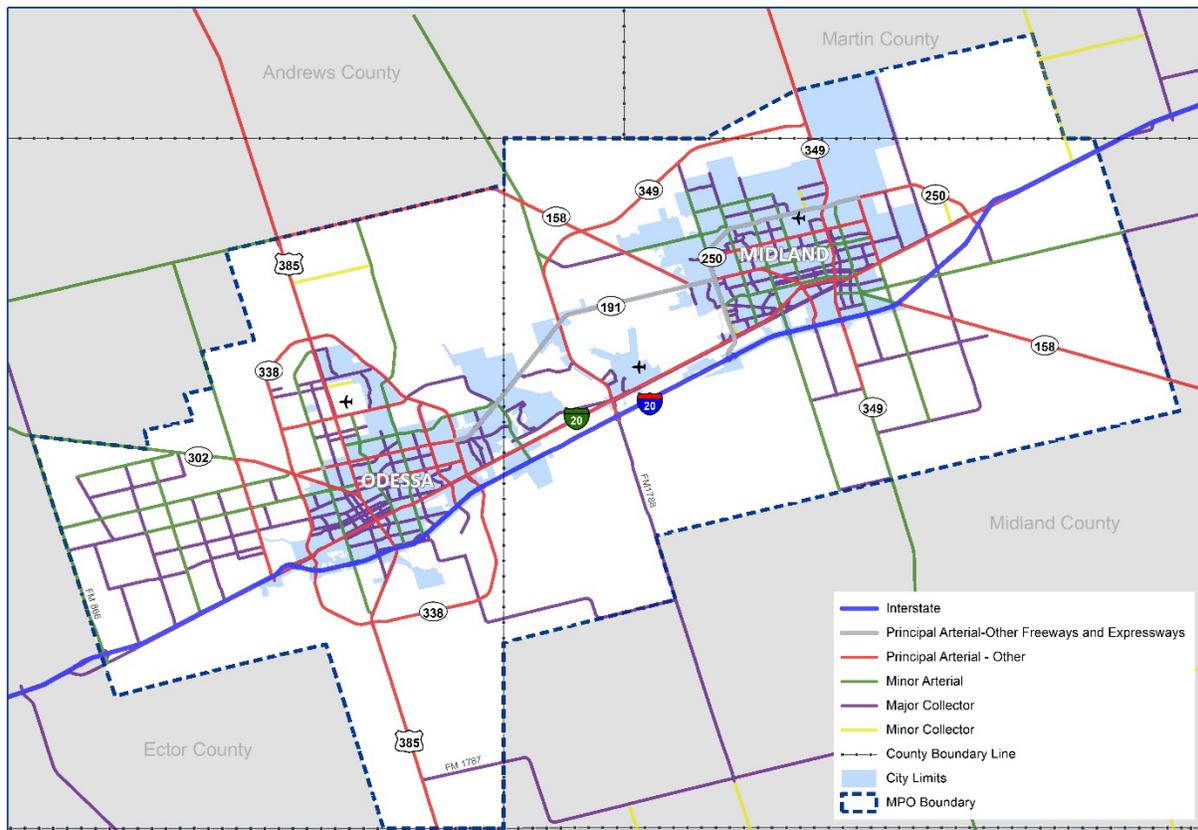
- **Local Roads**

This category accounts for the largest percentage of all roadways in terms of mileage. Local roads provide access to adjacent private property or low-volume public facilities. Travel distance on local roads is relatively short when compared to the higher classifications.

Map 3.1 indicates the Federal Functional Highway Classifications in the Permian Basin MPO Region. These classifications are periodically reviewed and amended by TxDOT, FHWA in cooperation with the MPO.



Map 3.1 Permian Basin MPO Federal Functional Highway Classifications



Permian Basin MPO Roadways Federal Functional Classification System



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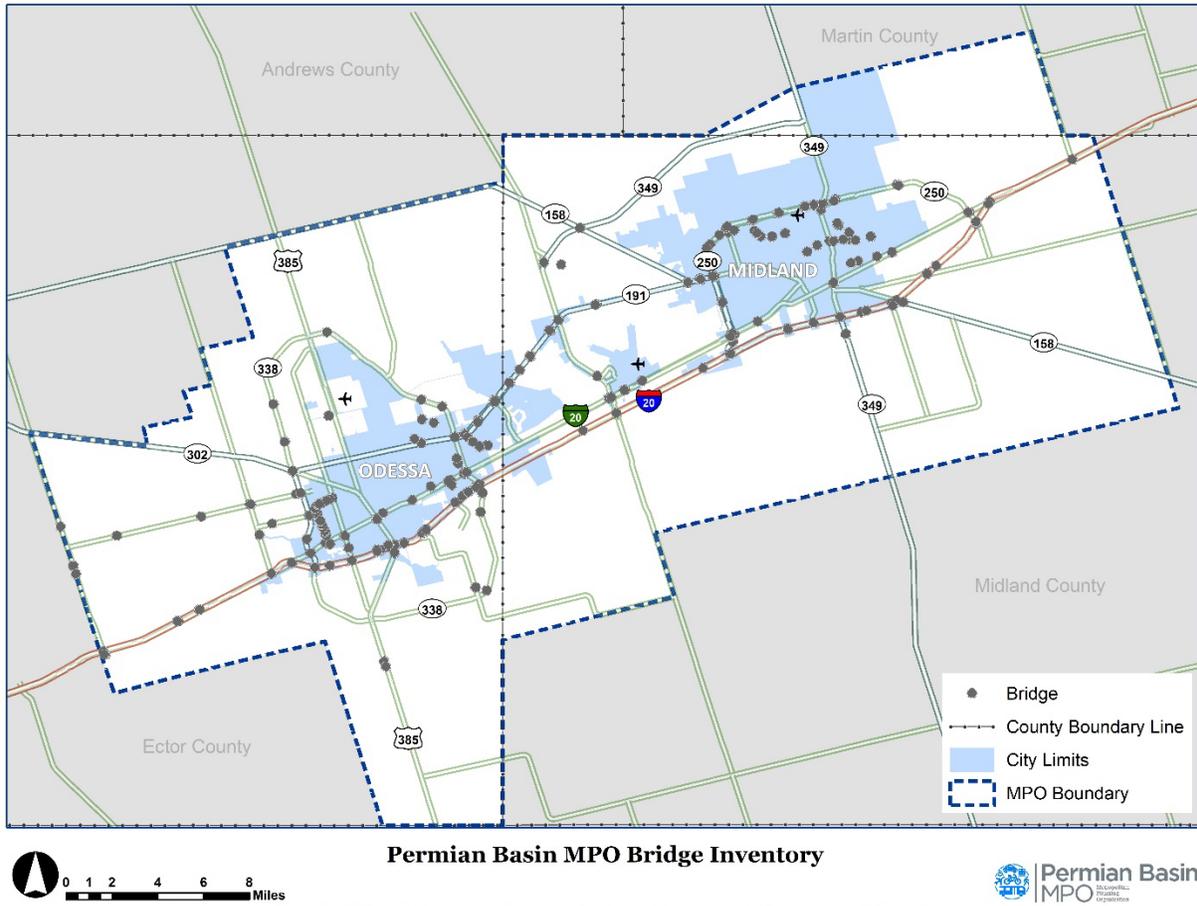
Interstate System in the Permian Basin MPO Region

There are 42 miles of Interstate 20 in the Region, which serves as the primary east/west interstate highway for the movement of people and freight for west Texas and traverses both municipalities of the Permian Basin Region. Interstate 20 carries most of the east/west through-traffic in the region and is currently being designed to become a modern urban interstate with U-turns, new ramp reconfigurations, and one-way service roads.

Bridges

According to TxDOT's 2019 bridge inventory system, there are a total of 246 bridges within the MPO boundary including highway, railroad, waterway, and pedestrian crossings.

Map 3.2 Permian Basin MPO Bridge Inventory



3.2.2 Transit

The recent growth in the Midland Odessa area has led to significant increases in traffic. Public transit provides an alternative method to move people around the cities. A key strategy of EZ-Rider’s is to plan for the enhancement of public transportation services within and around the metropolitan area. A secondary mode of transportation such as public transportation has the potential of servicing the necessities of individuals for purposes such as job access, education, medical care, recreation, and other related services. A transit system such as EZ-Rider serves as a mechanism that connects people to a desired destination or location. In 2020 and 2021 the Midland-Odessa Urban Transit District completed a Comprehensive Operations Analysis which resulted in the redesignation of bus routes in both cities as well as the EZ-Connect route.

Transit Service

EZ-Rider operates the transit system for the cities of Midland and Odessa under the direction and guidance of the MOUTD. The MOUTD is governed by a board of 12 members, some elected, and others appointed, as shown below:

- City of Midland - 6
- City of Odessa - 6

EZ-Rider also consults a citizen advisory group known as the Transit Advisory Committee who represent various interest groups in both cities and provide formal ongoing input into EZ-Rider Services. The committee is appointed by the MOUTD Board. The public transportation system has been in existence since 2003 through an Interlocal Agreement between the two cities and is operated by an independent contractor, RATP, Dev, formerly McDonald Transit Associates, Inc. The urban transit system encompasses the services of a fixed route, paratransit, and an inter-city connectivity route between the cities of Midland and Odessa. Collectively, the transit operations of EZ-Rider form a structure that best serves the urban population and the needs of the elderly and individuals with disabilities. Public transportation is not by any means considered or classified as a “one size fits all” service commodity. However, EZ-Rider is a transit system that provides potential riders with the best transportation option that is suitable to the passenger. The following sections list the types of services provided by EZ-Rider.



Figure 3.4 Ridership Odessa Connect Schedule 2019

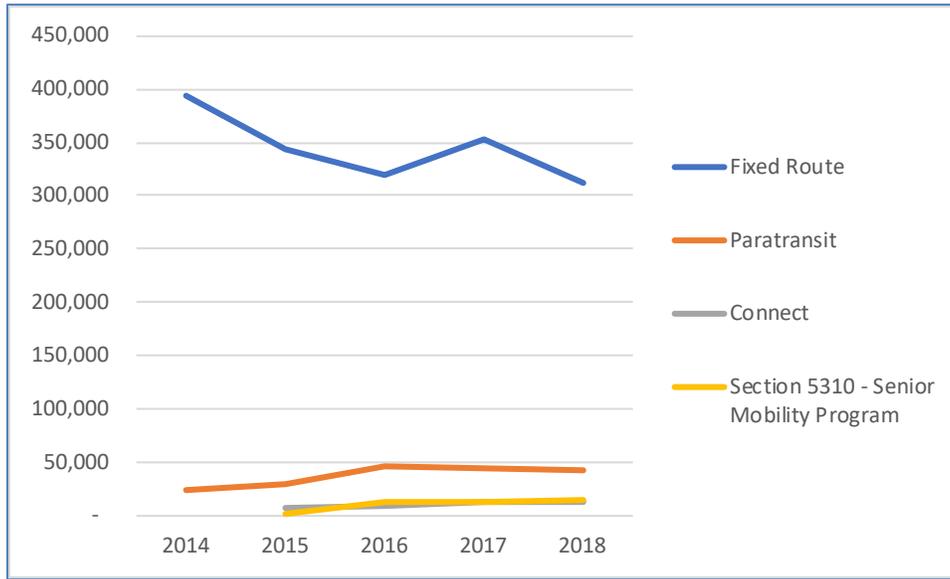


Table 3.1 EZ-Rider Annual Ridership, Revenue Miles and Revenue Hours 2014 - 2018

	2014	2015	2016	2017	2018
Fixed Route					
Ridership	394,026	343,059	319,481	353,423	312,673
Revenue Miles	632,777	630,714	649,580	637,953	644,989
Revenue Hours	40,645	40,334	41,765	41,455	41,336
Fare Revenue	\$ 249,069	\$ 203,178	\$ 202,607	\$ 160,621	\$ 157,791
Paratransit					
Ridership	24,917	30,016	45,872	43,834	43,246
Revenue Miles	148,178	151,301	199,683	202,494	200,375
Revenue Hours	13,935	14,159	19,219	19,024	18,737
Fare Collections	\$ 56,799	\$ 63,887	\$ 39,900	\$ 21,781	\$ 24,070
Connect					
Ridership		7,543	9,952	13,246	12,615
Revenue Miles		93,541	107,338	104,941	107,256
Revenue Hours		3,698	3,571	3,822	3,301
Fare Collections		\$ 2,544	\$ -	\$ 249	\$ 823
Section 5310 - Senior Mobility Program					
Ridership		1,156	13,263	12,617	15,562

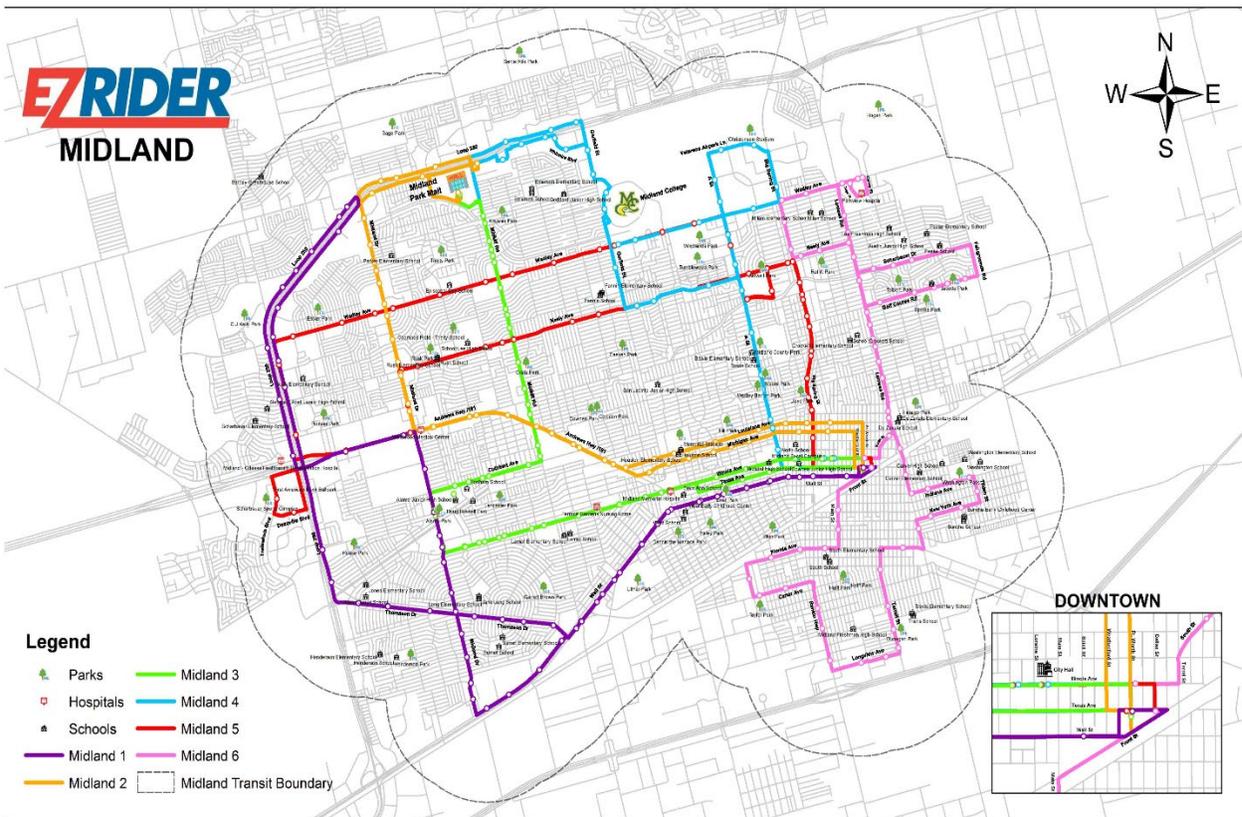
Fixed Route Service

EZ-Rider operates 12 fixed routes, six each within Midland (Map 5.1) and Odessa (Map 5.2). All the routes begin in each city’s Downtown Transfer Plaza and then disperse to the various service locations of each city. The fixed route service allows passengers to wait for pick-ups and drop-offs at designated locations. All buses are equipped with wheelchair ramps and each vehicle includes a bicycle rack allowing passengers to bring their bicycles to complete the multimodal experience.



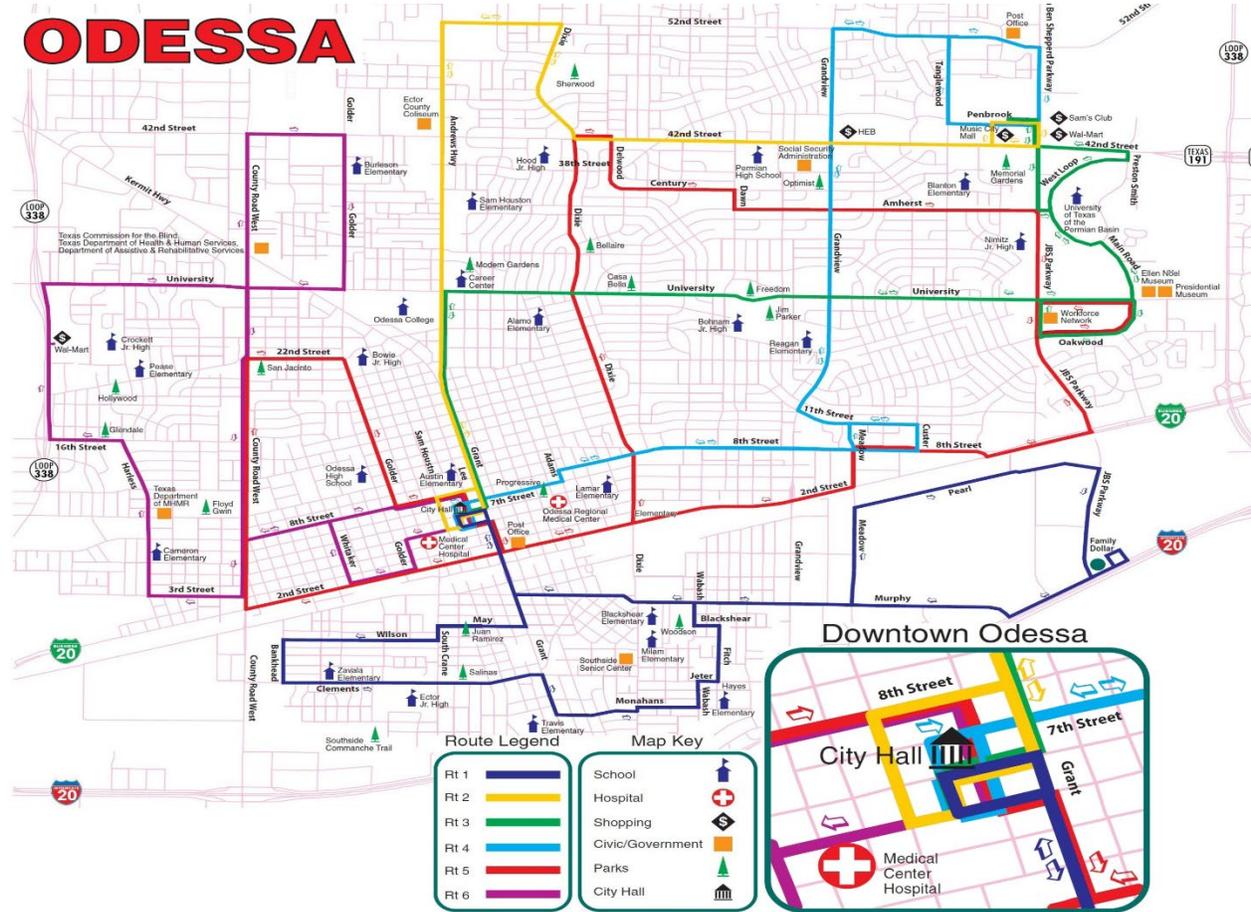
The hours of operation for all buses are Monday through Friday 6:15 a.m. to 7:10 p.m. and from 8:15 a.m. to 4:10 p.m. on Saturday. The travel time to complete each route is one hour. Located along each route are bus stop signs and/or shelters with posted schedules indicating arrival and departure times. The fixed route service is the most commonly used method of public transportation in the area.

Map 3.3 Midland Service Route



Source: www.ez-rider.org

Map 3.4 Odessa Service Route



Source: www.ez-rider.org

Paratransit Service

The federal government, through the Americans with Disabilities Act (ADA), requires paratransit services be offered to customers with a disability or a health condition that prevents the person from accessing a regular fixed route service. Paratransit is a demand response service that allows eligible applicants to pre-arrange a trip. Individuals seeking paratransit services complete an application, have it reviewed by a medical professional and schedule an assessment with a licensed occupational therapist. EZ-Rider then determines the person’s ability to access the fixed route service for certain trips. The cost for each one-way trip within ¼ mile of a fixed route is \$2.50 and is \$5.00 for each one-way trip outside the ¼ mile of a fixed route. Paratransit and any other public transportation services outside the city limits are provided by rural transit operators. West Texas Opportunities, Inc. (WTO) is a transit provider that offers public transportation for the rural areas of Ector, Midland, and Martin counties and the surrounding 15 counties. WTO and EZ-Rider have continued the joint effort in coordinating trips for individuals that need access to paratransit services.



Intercity Bus Service

The idea of an intercity bus route between the cities of Midland and Odessa was previously addressed in Permian Basin MPO's 2010-2035 MTP. The concept of an intercity connection originally arose from a concern raised during the public involvement process conducted in accordance with the development of the MPO's 25-year plan. Subsequently, a feasibility study was initiated by Permian Basin MPO to



determine if there was enough potential ridership to support a bus route connecting both cities. The study was funded through TxDOT's annual coordinated call for projects and focused on potential routes along State Highway 191 and Business Interstate 20. The results indicated that with the amount of future growth and travel patterns between the two cities, an intercity bus route seemed plausible and beneficial to the Midland-Odessa metropolitan area. It was initially operated by All Aboard America through a separate contract and funded through a Sect. 5307 Federal Transit Administration (FTA) grant called Job Access Reverse Commute (JARC).

When the JARC grant ran out the intercity bus service was resumed by EZ-Connect. It is managed and operated by the MOUSD with funds from a Section 5307 Federal Transit Administration (FTA) grant. EZ-Connect operates Monday through Friday 6:15 a.m. – 7:10 p.m. and 7:50 a.m. to 4:10 p.m. on Saturday. The route connects the MOUSD office/Greyhound Station and the Midland International Air and Space Port to the Music City Mall in Odessa and the Midland Park Mall in Midland. From there passengers can then access the EZ Rider fixed rate service in both cities.

The intercity bus route continues to serve its purpose to provide the connection between the cities of Midland and Odessa. The established connectivity allows for people to travel to work, school or shop in either city. The public transit service provides many benefits to individuals and to the communities in



general. Citizens can save on costs associated with maintaining a vehicle and alleviate the amount of congestion on certain roadways and corridors within the Permian Basin MPO MAB. Through the EZ-Connect, MOUSD strives to make the transit system user-friendly and affordable. The local urban transit service has existed for the last fifteen years and has evolved into a vital element of the public transportation system.

Figure 3.5 Odessa Connect Schedule 2022

Odessa Connect					
	Leave Odessa Downtown	EZ-Rider Admin Office	Midland Downtown	EZ-Rider Admin Office	Arrive Odessa Downtown
AM	6:15	6:45	7:15	7:45	8:10
	8:15	8:45	9:15	9:45	10:10
PM	3:15	3:45	4:15	4:45	5:10
	5:15	5:45	6:15	6:45	7:10

Shaded areas: No Saturday Service

Source www.ez-rider.org

Figure 3.6 Midland Connect Schedule 2022

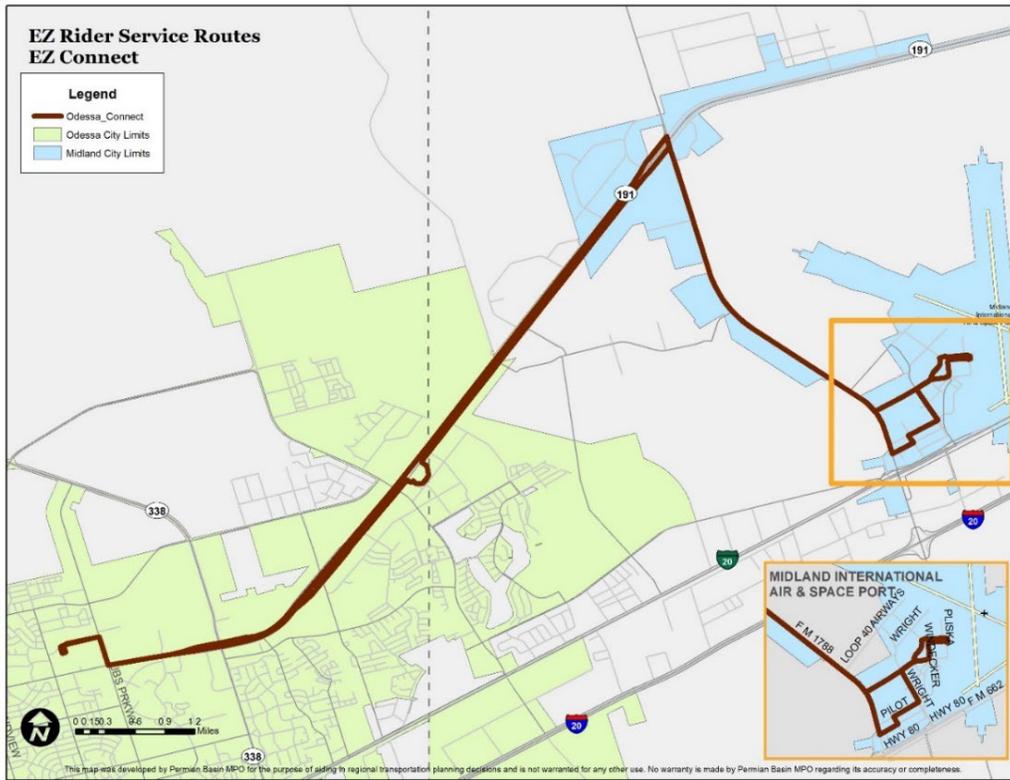
Midland Connect					
	Leave Midland Downtown	EZ-Rider Admin Office	Odessa Downtown	EZ-Rider Admin Office	Arrive Midland Downtown
AM	6:15	6:45	7:15	7:45	8:10
	8:15	8:45	9:15	9:45	10:10
PM	3:15	3:45	4:15	4:45	5:10
	5:15	5:45	6:15	6:45	7:10

Shaded areas: No Saturday Service

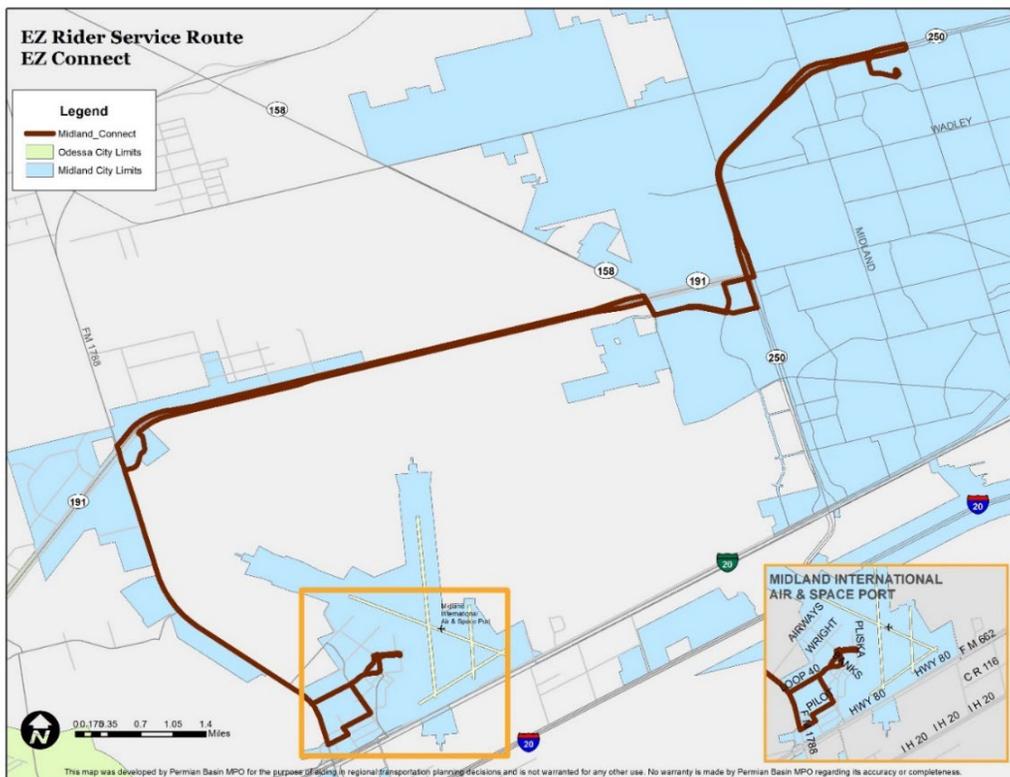
Source www.ez-rider.org



Map 3.5 Odessa Connect Service Route



Map 3.6 Midland Connect Service Route



Demand Response

For persons who live outside the EZ-Rider service area, WTO provides demand response transportation service including the unincorporated areas of Ector, Midland, and Martin Counties, and the surrounding 15 counties. Demand response is a non-fixed route system in which passengers call ahead to schedule pick up and are provided curb to curb service. Same-day local trips are accommodated depending upon driver availability, but it is preferred that passengers call the day prior. WTO drivers provide door-to-door service and will assist individuals to the door but may not cross the threshold into the passenger's home. Rides may be shared if more than one passenger has the same destination or is traveling within close proximity during a similar time frame. Demand response does not include school bus service or charter service. Charter service is exclusive, whereas demand response service is shared ride. If the transit provider mixes passengers from a trip sponsor with other demand response passengers on the same trip, then the trip is a shared-ride service with reasonable fares. The public transportation service is subsidized by TxDOT. Demand response transportation is available from 8:00 a.m. until 5:00 p.m. Monday through Friday except on holidays. Vehicles in use by the service are equipped with a lift or ramp for persons using a mobility device. When calling to schedule a trip, individuals should mention any necessary accommodations. If an individual requires an attendant to travel along for mobility assistance, the attendant may ride at no charge.



3.2.3 Bicycle and Pedestrian Network

The objective of bicycle and pedestrian transportation planning within the Permian Basin MPO MAB is to ultimately create and maintain a safe, effective bikeway, sidewalk and trail network that is integrated into the transportation system, that links together resources and destinations, provides an alternative to automobile travel, increases recreational opportunities, advances healthy lifestyles, and enhances the quality of life in the region.

Walking and bicycling are important modes of transportation. Both activities provide relaxation, recreation, exercise, and the opportunity to enjoy nature, and can also serve as an alternative, affordable means of transportation for travel to school, work, and other destinations. Pedestrian and bicycle pathways that are safe, convenient, accessible and well-connected are instrumental in supporting a high quality of life in a region. They also contribute to societal and environmental enhancements through reduced vehicle miles traveled, decreased roadway congestion, overall improved public health, and improved mobility for those without access to a personal automobile. Moreover, environmental advantages from non-motorized transportation include reduced air and noise pollution and improved water quality. However, like many other urban areas throughout the nation, Permian Basin MPO and its member agencies have spent most of their transportation improvement dollars on road and transit improvements, rather than on non-motorized transportation. In September of 2017 the Permian Basin MPO established a Bicycle and Pedestrian Advisory Committee to assist in the planning and development of bicycle and pedestrian oriented transportation projects.

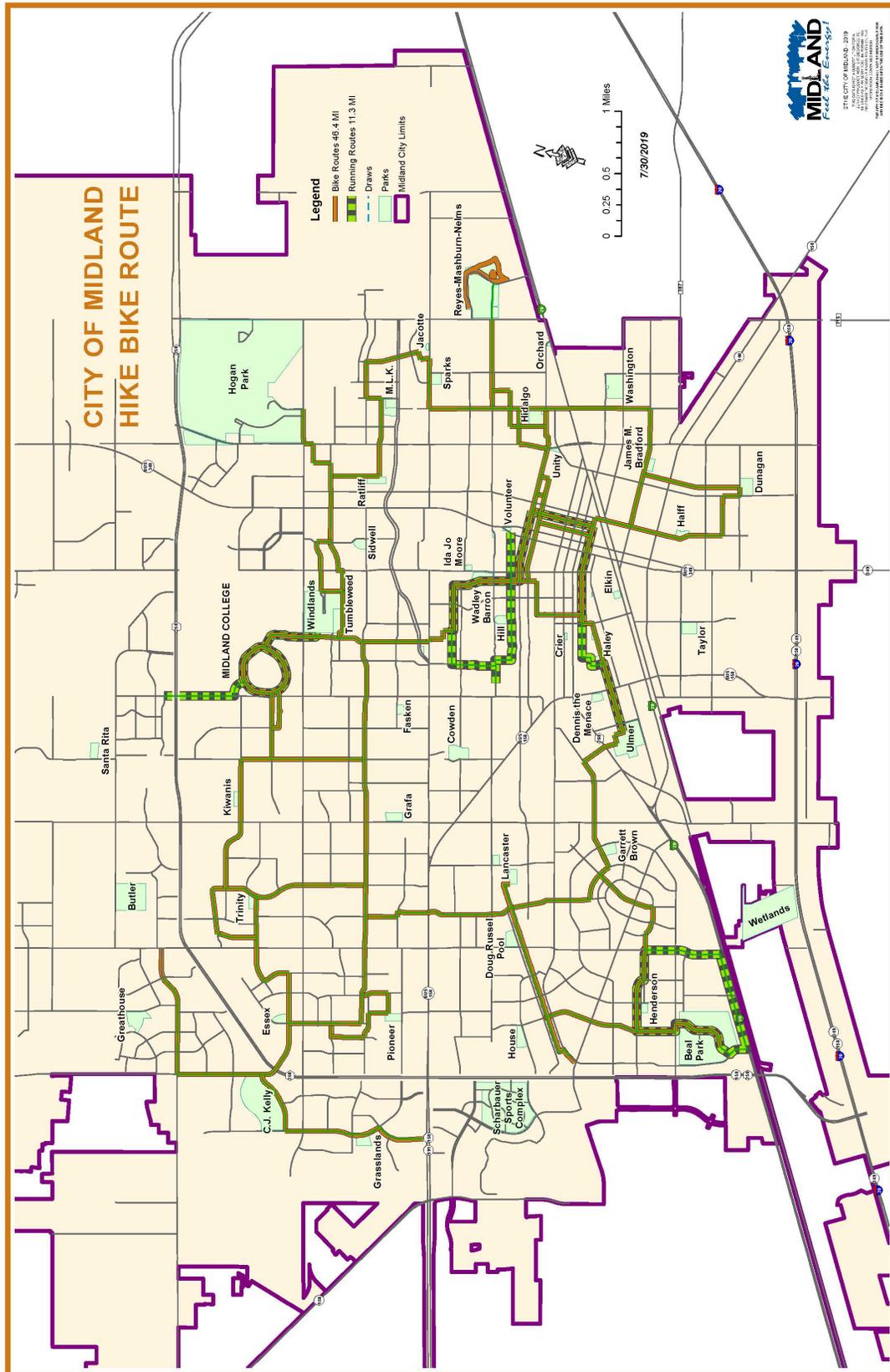
Existing Infrastructure – Non-Motorized

The *Forward 2045* plan later highlights the results of an initial study conducted in 2019 to promote a regional trail between Midland and Odessa to connect the two hike and bike trails. In order to stay abreast of continuing bicycle and pedestrian needs, it is critical for regions and communities to maintain a database of pedestrian and bicycle facilities. This database should first involve creating an inventory of the existing system and contain information as to the conditions and features of the infrastructure. In addition to facility conditions and other basic features, the database could also include the location of missing links in sidewalks and pathways, and the conditions of existing traffic operations and geometric conditions which impact a pedestrian or bicyclist's decision in using certain roadways. The database should be updated regularly to help in planning for future improvements to better accommodate bicyclists and pedestrians and include future planned facilities. Both the cities of Midland and Odessa have a good start on a bicycle network inventory and sidewalk inventory. In 2019 the City of Midland and the City of Odessa both initiated updates to their parks and open space plans. The previously discussed Park and Recreation Master Plan and Trails Plans in Odessa and Midland, the cities completed in 2016, with significant emphasis placed on quality of life issues including bicycle and pedestrian infrastructure and public health which was reflected in the previous MTP.

This MTP recommends extensive integration of bicycle needs into the design and construction specification of new highways and other ongoing or future transportation projects. Highway and transit project designs assume the provision of bicycle racks and other bicycle and pedestrian amenities at key locations such as intermodal connection facilities, transit hubs, and major activity centers. Park and ride centers are also great locations for the integration of bicycle racks.



Figure 3.7 City of Midland Existing Hike and Bike Route



Map 3.7 City of Odessa Bike Lanes and Trails



City of Odessa Bike Lanes and Trails



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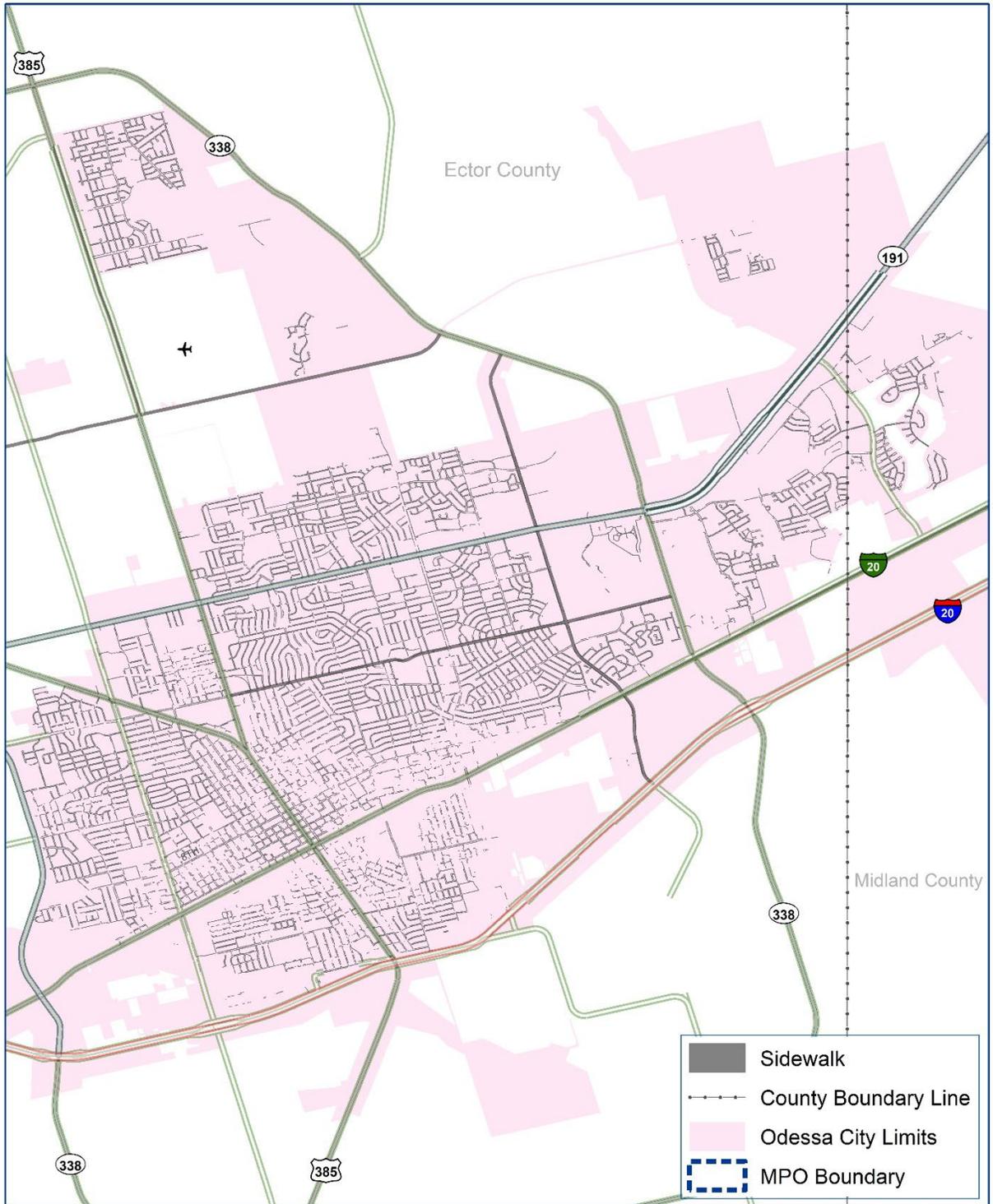


Sidewalks

Pedestrian facilities in the Permian Basin MPO region vary by type and condition. Urban areas within the MPO boundary are often constructed with suitable sidewalk facilities and are installed as part of each city's development requirements. However, many thoroughfares lack any pedestrian accommodations or relegate pedestrians to one side of the roadway. Incomplete pedestrian networks exist within highly populated commercial and residential areas. Also, many areas once classified as rural are being developed, and citizens are demanding pedestrian access from their neighborhoods to adjacent commercial or institutional uses. The cities of Midland and Odessa recognize these pedestrian needs and are working toward filling the missing links in local sidewalk networks. As mentioned previously, both city governments have instituted sidewalk requirements for new development, and sidewalk upgrades are generally included in roadway construction projects. Most roadway projects in the 'Roadway Element' of Forward 45 are expected to provide appropriate accommodations for pedestrians, concurrent with roadway improvements. Missing links and gaps in the pedestrian networks will be constructed retroactively. Priority is generally given to areas with heavy pedestrian traffic generators, such as schools, parks and business districts. In 2019, handicap ramps were constructed in numerous neighborhoods in both cities.



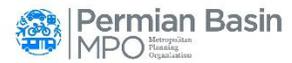
Map 3.8 City of Odessa Preliminary Sidewalk Inventory



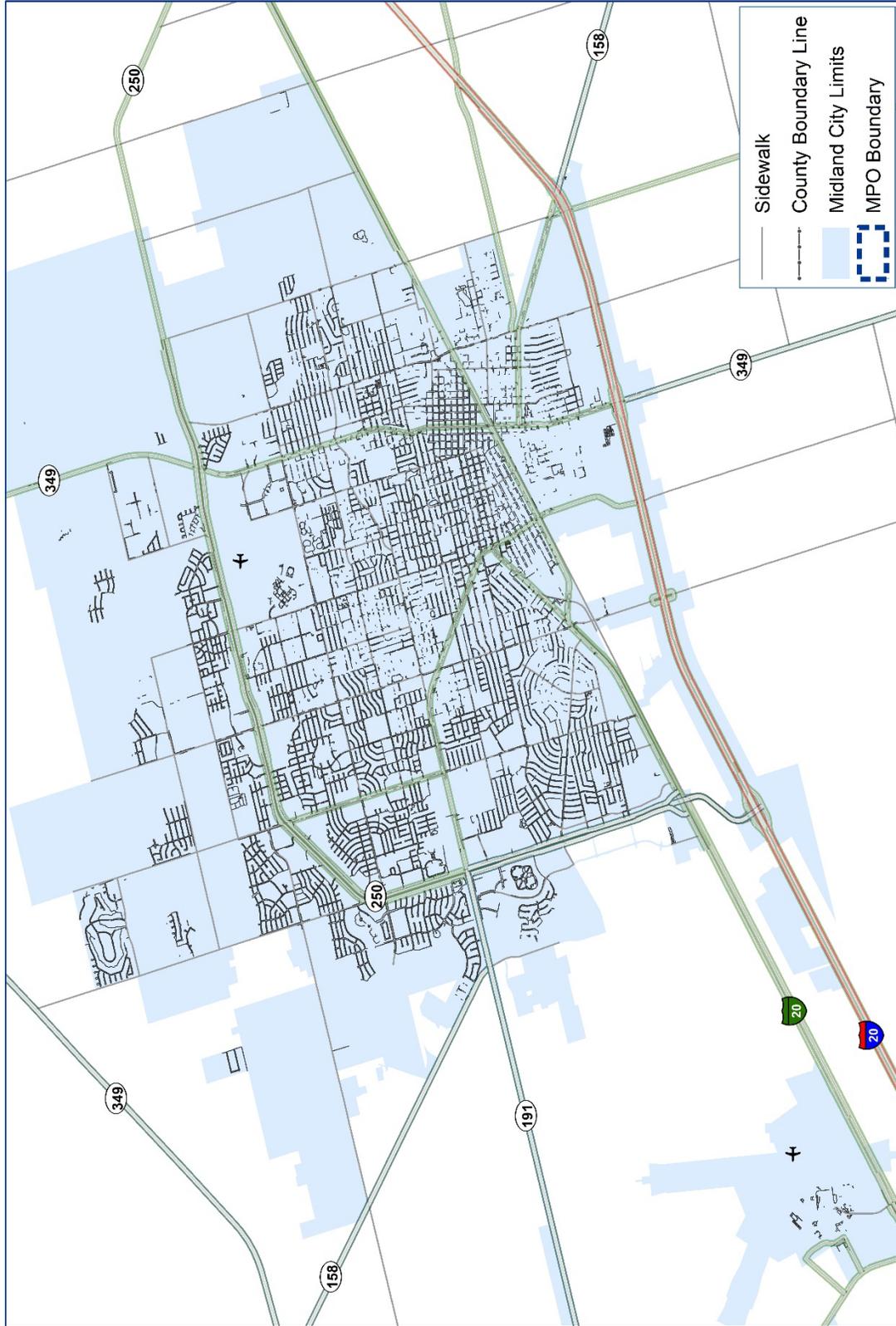
City of Odessa Sidewalk Inventory



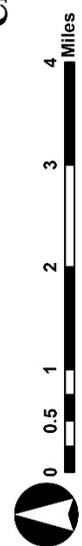
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Map 3.9 City of Midland Preliminary Sidewalk Inventory



City of Midland Sidewalk Inventory



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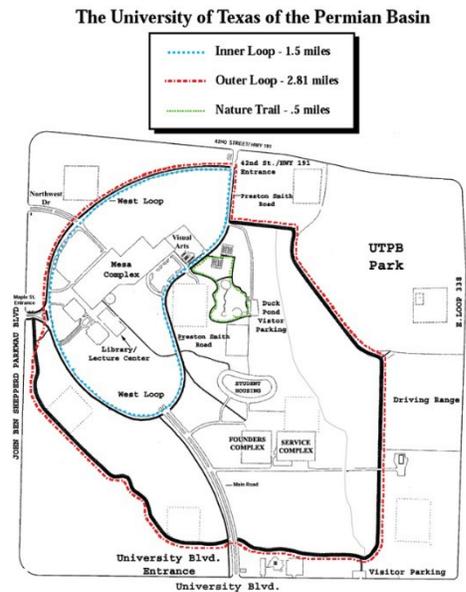


Nature and Recreational Trails

There are various off system recreational trails in the Midland and Odessa area, and a few are highlighted below.

University Texas Permian Basin (UTPB) Walking Trail

The UTPB campus has a highly utilized trail system around its Odessa campus. Stretches of the trail are cement sidewalk, while others are caliche paths. The trails are well lit and can be used for walking, running and biking. Other amenities exist along the paths such as a duck pond, a nature trail, and sculptures.



I-20 Wildlife Preserve

The I-20 Wildlife Preserve is a 100-acre wild space which includes an 86-acre urban playa lake. While the mission of the non-profit organization is conservation and education, the approximately 1.5-mile trail surrounding the park offers ample opportunity to visit with nature and admire the playa wildlife.



Comanche South Trail Park

Comanche Trail Park is a long linear park with a 3.2-mile trail, disc golf stations, and a large community fishing lake.

Odessa Mountain Bike Park

Built and maintained by the Permian Basin Bicycle Association through a lease agreement with the City of Odessa. The club continues to add and improve on the over nine miles of trail inside the 95-acre property. There are trails for beginner to intermediate mountain bike riders.

3.2.4 Aviation

The MTP’s characterization of the Midland Odessa transportation system would be incomplete without a description of the movement of people, goods and resources across the air and rail segments of the network. People in the Midland Odessa region wishing to travel long distances quickly and efficiently may do so by air and are served by one primary commercial service airport, and two general aviation airports. All area airports have seen steady growth in passenger activity over the last five years due to the strength of the economy and the fact that air travel is timely and convenient, especially over long distances.

Midland International Air and Space Port

The Midland International Air and Space Port is located midway between the communities of Midland and Odessa. It is a medium hub facility serving the region by accommodating both commercial and private air travel. In 2014, the Midland International Airport successfully applied to the Federal Aviation Administration to obtain a Part 139 certification to operate a space port. Since approval by F.A.A to conduct space flights, the private company that intended to utilize the Part 139 permit no longer exists. Currently, the City of Midland intends to maintain the Part 139 permit. Currently, three commercial airlines serve the area. American Eagle, Southwest, and United Express offer on average 25 daily departures with non-stop service to DFW, Dallas Love Field, Houston Intercontinental, Houston Hobby, Las Vegas, Phoenix, and Denver. In June of 2014, airport operations added its first CRJ700 aircraft allowing American Airlines to offer first class service to DFW. Various general aviation services are also provided at the airport such as charter service, flight training, aircraft sales, maintenance, airplane



maintenance training, military and non-military fuel sales and avionics. In June 2019 American Eagle began to offer first class seats of five of eight flights to Dallas. Midland International Air & Space Port has a long history of military activities beginning with its role as a bombardier training base during World War II. The relationship with the military continues today. The airport has been part of the Roving Sands exercise and the location of several Air Force and Navy deployments. As a full-service military fuel stop, the airport’s fixed base operator provides service with all amenities and required equipment. Minor repairs and full security are available. Accommodation for T-37s, rotary wing aircraft, to 117As and B-1Bs is available. Civilian commercial flights experienced a 19.8 percent increase in enplanements between 2017 and 2018, Table 3.2 shows this detail.

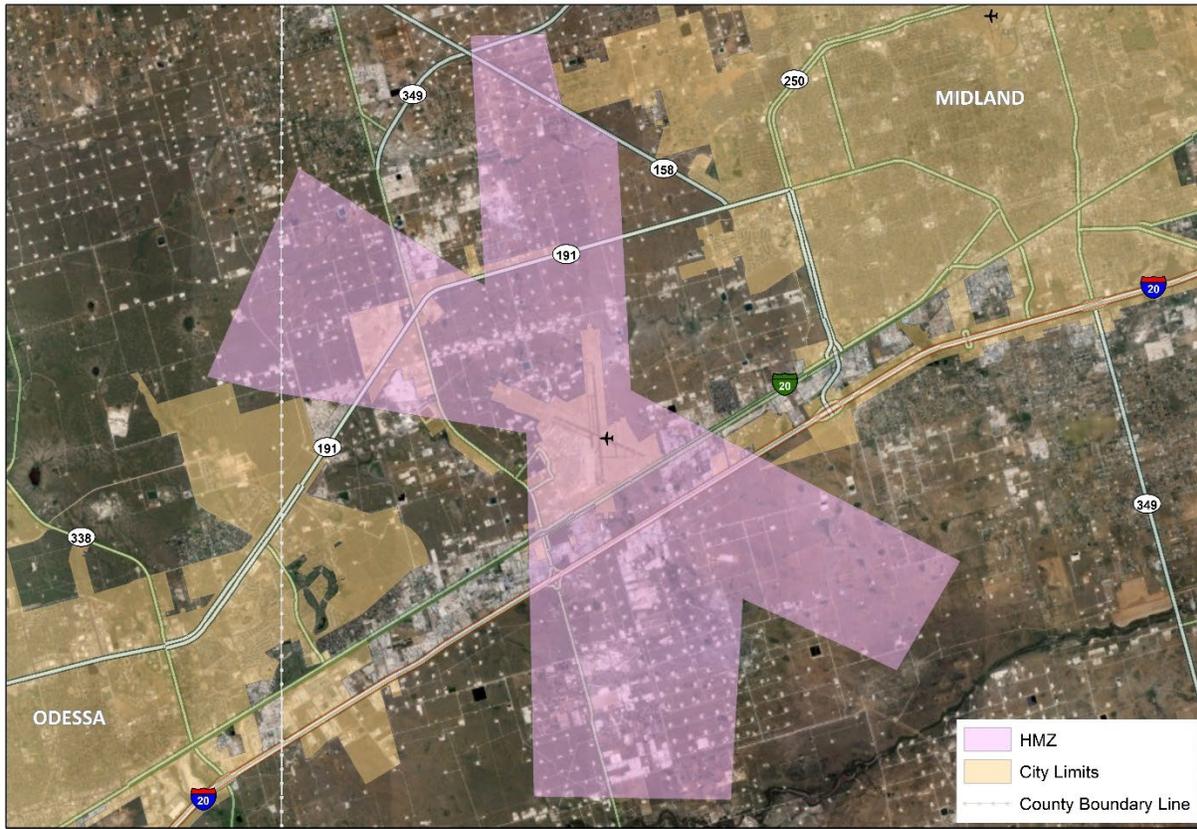
Table 3.2 Midland International Air and Space Port Number of Enplanements, 2012 – 2018.

YEAR	2012	2013	2014	2015	2016	2017	2018
	497,193	506,726	547,355	518,509	471,490	516,983	619,325

Source: Passenger Boarding (Enplanement Data for U.S. Airports. Federal Aviation Administration

Cargo and package shipments at Midland International Air and Space Port are served by Southwest Airlines Cargo, Total Logistics Corporation, Federal Express, and UPS. Midland International has one cargo terminal and outbound air cargo remains relatively close to 2010 levels while inbound air cargo has dropped. Together, increases in air passenger and cargo activity have prompted several improvements at Midland International Air and Space Port.

Map 3.10 Space Port Clear Zone



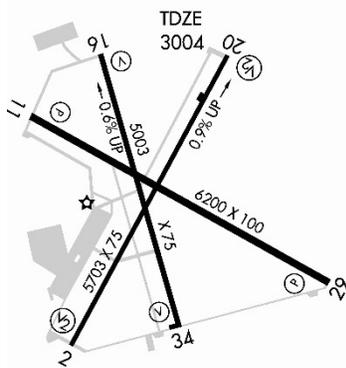
Spaceport Clear Zone



This map was developed by Permian Basin MPO for the purpose of aiding in regional transportation planning decisions and is not warranted for any other use. No warranty is made by Permian Basin MPO regarding its accuracy or completeness.

Odessa-Schlemeyer Field

Odessa-Schlemeyer Field, located three miles north of the City of Odessa, serves as a general aviation airport. It is owned by Ector County and operated by Wildcatter Aviation but will soon transition to the Fixed Base Operator Texas Arrow. Schlemeyer Field has three runways but does not operate commercial passenger service. Flight training, aircraft rental, aircraft sales, maintenance, fuel sales, and avionics are the general aviation services available at Schlemeyer Field. One indication of the level of activity at Schlemeyer Field is the increase in fuel sales. Figure 3.7 shows the increase in fuel sales from January 2016 to August of 2019.

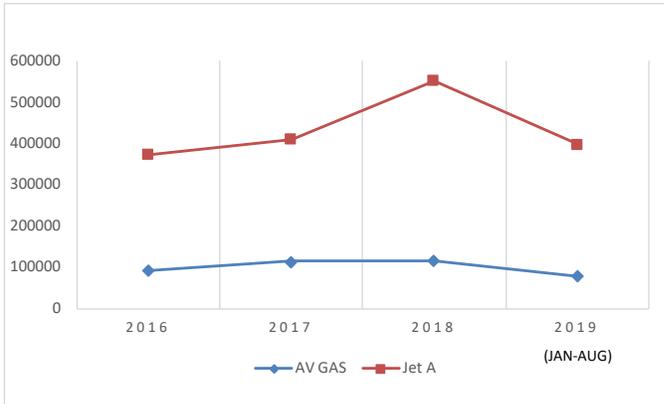


One indication of the level of activity at Schlemeyer Field is the increase in fuel sales. Figure 3.7 shows the increase in fuel sales from January 2016 to August of 2019.

Another indicator is hangar occupancy and new construction. Since October of 2014 five hangars have been completed and one is under construction. Schlemeyer Field has also recently received funds for improvement projects.

In December of 2016 The Transportation Commission approved approximately \$439,800 for engineering, design, construction for electrical improvements. Project costs were funded through Ector County and TxDOT’s Aviation Facilities Grant Program, which preserves and improves the state’s general aviation system. And then again in March of 2019 the same

Figure 3.7 Odessa-Schlemeyer Fuel Sales

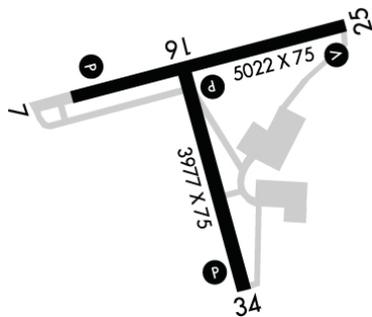


Source: Wildcatter Aviation

grant program and the county partnered for approximately \$903,800 for construction of lighting and pavement improvements. Additional improvements have included a resurfaced runway, signage upgrades, and a new beacon tower.

A \$1.1 million dollar capital improvement project is underway to an extension of the concrete runway by a third of its existing length.

Midland Airpark



Midland Airpark is on the northern side of the City of Midland south of Loop 250. It is a general aviation airport with two runways and provides many general aviation services including charter, flight training, aircraft rental, maintenance, fuel sales and avionics. The Airpark is under the operational control of the City of

Midland Department of Airports with Basin Aviation as the Fixed Based Operator.



In August of 2018 TxDOT Aviation Division provided a \$200,000 grant to fund the installation of automated weather observing system.

3.2.5 Rail

The existing east-west rail line connects Midland and Odessa to the state and national rail network. Rail service has increased due to the demand for raw and finished materials used in the oil and gas well fracking process. Rail service is further discussed in Chapter 5, Freight. Rail passenger service, however, is no longer an option in the region. Union Pacific provides rail service in the MPO boundary. The company owns and

operates the largest Class I railroad in North America.

A Class I Railroad is a freight railroad with an operating revenue exceeding \$457.9 million. Class II Railroads are often called a “regional railroad.” Class II railroads have operating revenues between \$36.6 million and \$457.9 million. A Class III Railroad is often called a “short line railroad.” Class III railroads have operating revenues of \$36.6 million or less. Source: Surface Transportation Board.

In 2018, UP revised its strategy and will focus on implementation in 2019. UP plans the following changes in 2019:

- Safest and Most Reliable Freight Rail Products and Services.
- Highly Efficient Operations.
- Industry-Leading Customer Experience.
- Optimal Investment.
- Proud and Engaged Workforce.

Source: UP Railroad

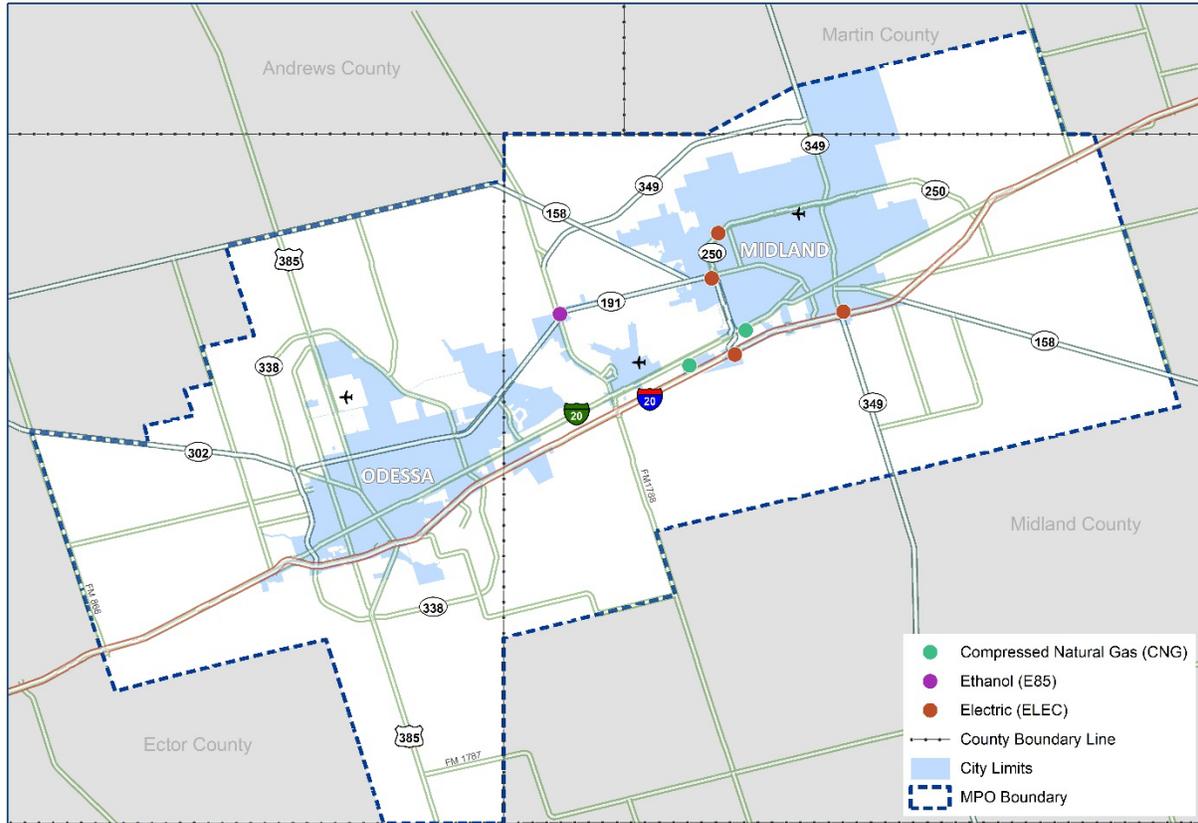
As discussed in Chapter 5, Freight, UP has made significant investments in the MPO boundary and throughout the Permian Basin primarily to serve the growing energy sector.



3.2.5 Alternative Fuel Sources

With the designation of alternative fuel corridors under the FAST Act, FHWA is establishing a national network of alternative fueling and charging infrastructure along national highway system corridors. Within the MPO boundary the following map shows the locations of alternative fueling stations.

Map 3.11 Alternative Fueling Stations



Alternative Fueling Stations



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3.2.6 System Preservation

Emphasize Preservation of Existing Transportation System

The Permian Basin MPO is committed to preserving the transportation system in coordination with the TxDOT Odessa District, which includes maintaining or improving both the safety and capacity of the existing system with a goal to maximize utilization of existing facilities, increasing operational efficiency, alter travel demand when appropriate, and minimizing adverse impacts to the natural, social, and economic environments. Typical strategies employed in the roadway preservations process include access management and corridor safety improvements such as installing medians, restricted turns, and consolidated driveways to improve safety and increase capacity on existing roadways without significantly expanding rights-of-way. Well-planned corridor and intersection improvements can improve efficiency and life of the road surface without significant expansion. The preservation of the system is largely managed

by TxDOT Odessa District and includes maintaining or improving the condition of the transportation system through asset management. Asset management strategies, which seek to use data-driven methods to regularly fund and improve the transportation system, have become increasingly important as many highways and arterial roadways near the end of their useful lives or have experienced high traffic volumes as a result of the energy sector development. Both the MTP and the Transportation Improvement Program (TIP) identify operations and maintenance funds to preserve the existing infrastructure, in recognition of the importance of maintaining a safe, efficient, and sustainable transportation system. Preservation of the system also has the effect of providing better road surfaces for the operation of EZ-Rider buses and para-transit vehicles as well as rural transit providers coming in and out of the MPO boundary.

