



**Permian Basin Regional Planning Commission
Training Conference Room, 2910 La Force Blvd, Midland, TX
Policy Board Meeting
June 15, 2020 3:00 p.m.**

ZOOM Meeting URL: <https://us02web.zoom.us/j/84862151782>

ZOOM Meeting Call-in Number: +1 346 248 7799 US

ZOOM Meeting ID: 848 6215 1782

AGENDA

1. Call Meeting to Order
2. Introductions and Announcements
3. Public Comment Period (limited to 3 minutes each)
4. Approve the FY 2021-2024 TIP **ACTION ITEM**
5. Presentation by FHWA on the TMA Certification Review **INFORMATION ITEM**
6. Presentation by TxDOT Odessa District on the TxDOT Transportation Systems Management and Operations program **INFORMATION ITEM**
7. Presentation by Kimley Horn on the TxDOT Loop 338 study **INFORMATION ITEM**
8. Discuss corridors studies and policy ideas as part of the TxDOT Permian Basin Freight Plan **INFORMATION ITEM**
9. MPO Staff Reports **INFORMATION ITEM**
 - a. 90-Day Calendar
 - b. 30-Day Activity and Social Media Update
10. Agency Project Reports **INFORMATION ITEM**
 - a. TxDOT Odessa District
 - b. City of Midland

- c. Midland County
- d. City of Odessa
- e. Ector County
- f. Martin County
- g. MOUTD

11. Future Meetings

INFORMATION ITEM

12. Conduct Executive Session concerning any, and all, subjects and for any, and all, purposes permitted by Chapter 551 of the Texas Government code, including, but not limited to: Texas Government Code Section 551.071 for the purpose of consulting with the Board’s attorney; Texas Government Code Section 551.072 to deliberate the purchase, lease, or value of real property; Texas Government Code Section 551.074 to discuss personnel matters.

13. Take Action Concerning Executive Session Matters

ACTION ITEM

14. Adjourn

ACTION ITEM

This meeting is being conducted in accordance with the Texas Open Meeting Law (V.T.C.A. Government Code 551).



TxDOT Odessa Transportation Systems Management & Operations (TSMO) Program Plan

Enhancing Quality of Life for All Texans

Permian Basin MPO - Transportation Policy Board Meeting

June 15, 2020



- TSMO is a set of **strategies** that focus on **operational improvements** that can **maintain** and even **restore the performance** of the existing transportation system before extra capacity is needed.
- **Goal:** Get the most performance out of the transportation facilities we already have.
- Benefits
 - Improved quality of life
 - Smoother and more reliable traffic flow
 - Improved safety
 - Reduced Congestion
 - Less wasted fuel
 - Cleaner air
 - Increased economic vitality
 - More efficient use of resources (facilities, funding)



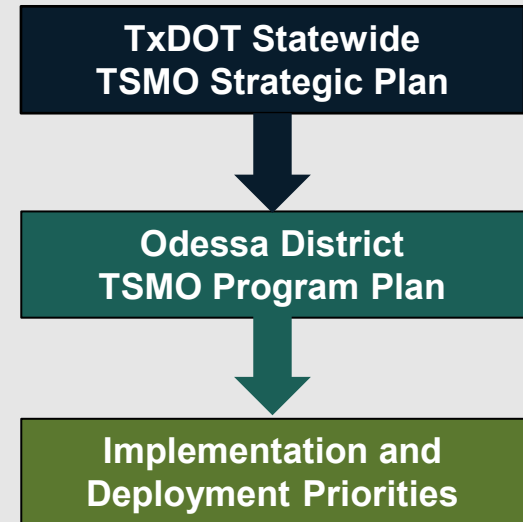
- **TSMO Vision Statement:** improve safety and mobility for all modes of transportation by **integrating planning, design, operations, construction, and maintenance** activities and acknowledging all opportunities for innovation.
- **TSMO Mission Statement:** through innovation, **collaboration**, and performance-based **decision making**, transportation facilities are developed, constructed, maintained, and operated cost-effectively, with the end user in mind.

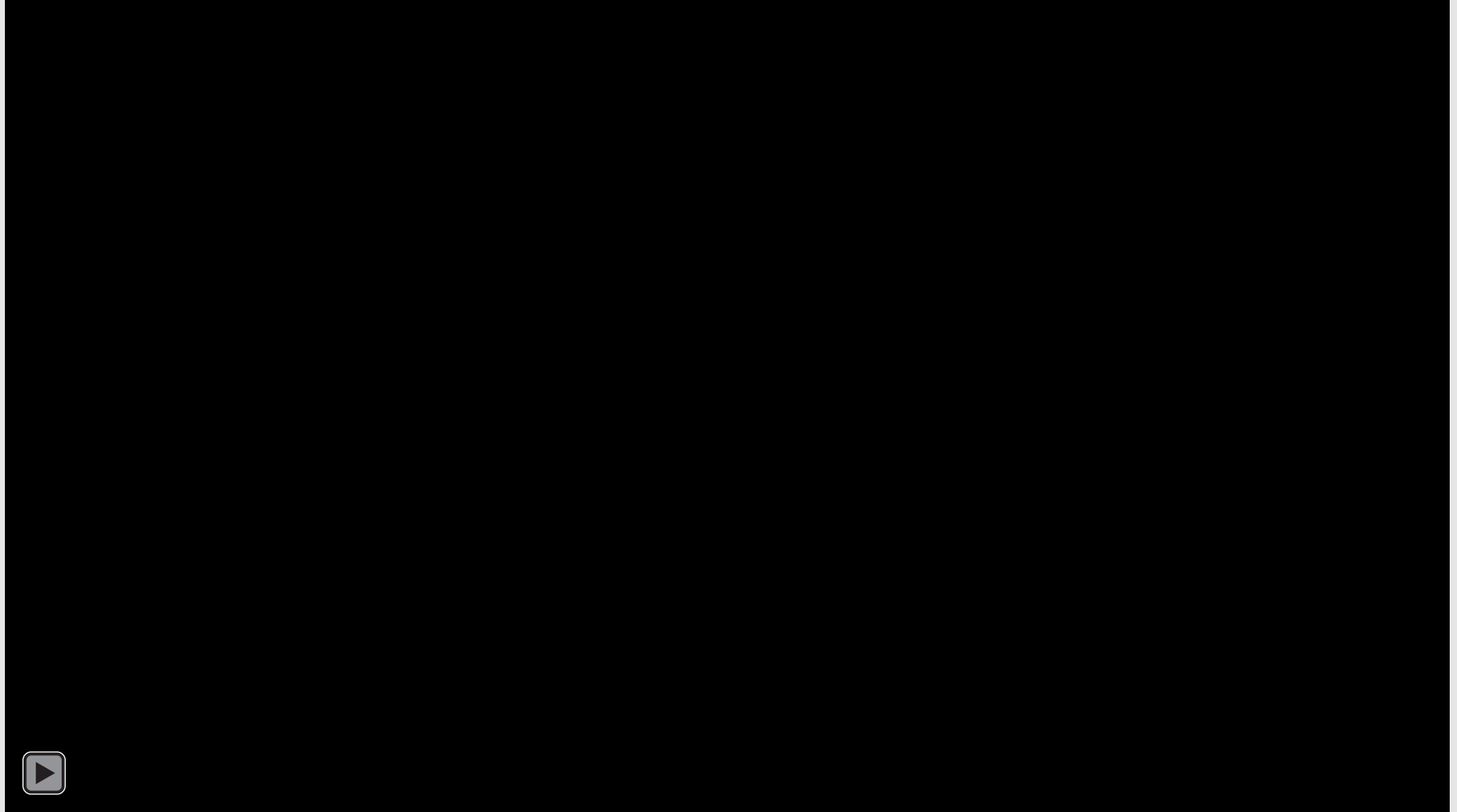
TSMO Goals





- TSMO Analysis and Program Plan
 - Develop business case, vision, mission and goals for TSMO, taking input from internal and external stakeholders
 - Analysis of business processes, institutional arrangements and mobility challenges
 - Recommend process improvements, institutional arrangements, projects and services that will improve TSMO capabilities and achieve TSMO goals and objectives





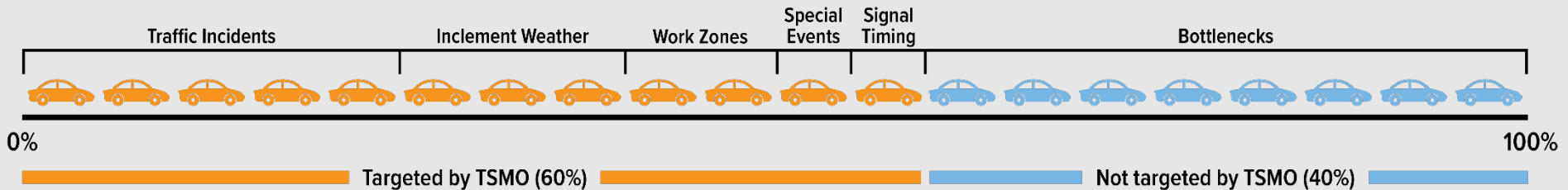


Congestion

Metric	Midland	Odessa
Annual Total Delay (hours)	2,950,000	3,710,000
Annual Delay per Auto Commuter (hours)	22	31
Annual Congestion Cost	\$62,000,000	\$77,000,000

Causes of Congestion

= 5%



TSMO strategies could help reduce **60%** of all traffic congestion

Source: FHWA Traffic Congestion and Fatality Report www.tinyurl.com/fhwacongestionreport

Source: TTI, 2019 Urban Mobility Report. Available at: <https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-report-2019.pdf>



Safety

- **3,639 fatalities** on Texas roadways in 2018
- **10** people killed per day on average
- **November 7, 2000** - last deathless day on Texas roads
- **12,161** serious injury crashes in 2018
- **249,241** injury crashes in 2018



Mission Zero

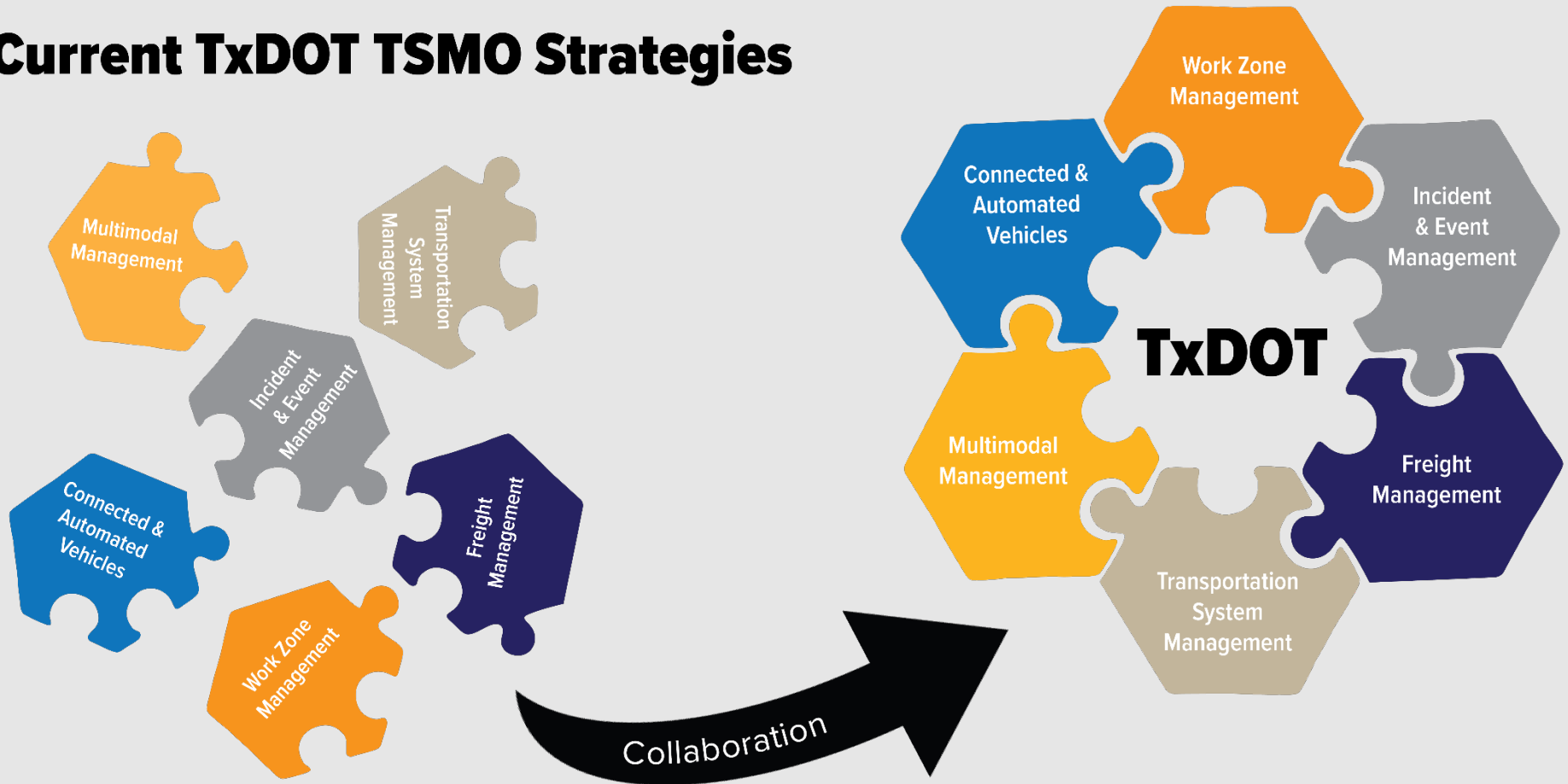


- The Texas Transportation Commission adopted a formal goal to achieve **zero fatalities** on roadways by 2050 and cut fatalities in **half** by 2035

Source: TxDOT (http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2018/01.pdf)



Current TxDOT TSMO Strategies



“Coming together is a beginning. Keeping together is progress. Working together is success.”

-Henry Ford



Operations Strategies

- Work Zone Management
- Road Weather Management
- Traveler Information
- Traffic Incident Management
- Rural Emergency Response
- Traffic Signal Coordination
- Commercial Vehicle Operations
- Service Patrols
- Special Event Management
- Transit Management
- Ramp Management
- Active Traffic Management
- Integrated Corridor Management
- Managed Lanes



Operations is a critical component for managing the transportation network on a daily basis.



To be successful, operations need to be “mainstreamed” into the regional planning and programming processes and documentation



QUESTIONS??

Victor De la Garza, P.E.

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Joe Hutchinson

Joe.Hutchinson@aecom.com



- In the face of global pandemic, TSMO is more important than ever
- Optimize existing transportation funding – budget uncertainty
- Respond to, and work to prevent accidents – evidence of more high-speed crashes in the past two months
- Leverage low-cost enhancements and ITS technology
- Institutional partnerships
- Pandemic Response





1. Is TSMO just another acronym for ITS or is it different?
2. Will TSMO be a replacement for providing new capacity projects?
3. Does TSMO have its own funding resources or will it compete with existing funding requests?
4. Do rural districts/areas really need TSMO?
5. Who will pay for the continuing operations and maintenance expenses for TSMO strategies and where will the funds come from?
6. Show me one example where TSMO made a difference for a rural district.
7. Show me one example where TSMO made a difference for an urban or metro district.
8. Does TSMO qualify for federal funding including grants?

TMA Certification Review for Permian Basin MPO



Members of the Federal Review Team



U.S. Department of Transportation
Federal Transit Administration



U.S. Department of Transportation
Federal Highway Administration

- FTA Region VI
 - Tony Ogboli
- FHWA Texas Division
 - Kirk D. Fauver

List of Participants

List of Participants

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Federal Review Team Members

- Tony Ogboli, FTA Region VI
- Scott Allen, FHWA HQ's Office of Planning
- Kirk Fauver, FHWA Texas Division
- Ed Burgos-Gomez, FHWA Texas Division
- Angelica Rodriguez, FHWA Texas Division

Why Did We Perform This Joint Review?

- Every 4 years FTA and FHWA must jointly review the metropolitan transportation planning process for those Transportation Management Areas (TMA) with over 200,000 population
- Part of this review includes seeking public input (we used a public listening roundtable session) on February 26th
- Interviews with three elected officials completed by Federal Review Team

Commendations

- Commend the MPO for its excellent working relationships and coordination with its local partner agencies, including local elected officials, private development corporations, Chamber of Commerce, and general public as part of its “3-C” metropolitan planning process.
- Commend the MPO for its development of a multi-use corridor trail study between Midland and Odessa for purposes of advancing safety and livability goals within the metropolitan planning area.

Commendations

- Commend the MPO for the development of measures of effectiveness (MOE) for its public involvement strategies and tools as part of the Public Participation Plan (PPP).
- Commend the MPO for carrying forward the Regional Freight Study in partnership with TxDOT, Texas A&M Transportation Institute (TTI), and FHWA covering a 24-county region of the Permian Basin.

Recommendations

- Recommend the identification of the Title VI Coordinator on the title page of the Public Participation Plan (PPP) and on the MPO website for resolution of complaints per 49 CFR Part 21.
- Encourage the MPO to update the 2013 Limited English Proficiency (LEP) plan and consider the four-factor analysis for purposes of updating the LEP plan document due to changing demographics.
- The MPO is encouraged to develop a social media policy and a social media calendar if it is considering pursuing social media for public outreach and involvement. A Broward County MPO example was furnished as a template for this purpose.

Recommendations

- Suggest that the MPO develop documentation of the EJ/Title VI analysis used as part of the 2045 MTP to include the 2010 (or anticipated 2020) Census Transportation Planning Package (CTPP) travel time journey to work travel times (or other available tool).
- Recommend that the MPO include the transit route GIS layer over low income and EJ communities and perform a travel time analysis based on the proposed transit and highway projects in the current TIP/MTP to ensure compliance. This would support the needs of low income and EJ communities by showing these areas have access to adequate transportation for trip-making purposes.

Recommendations

- Recommend that the MPO work with EZ Rider in the development of the Public Transportation Agency Safety Plan (PTASP) to include goals and targets by the December 31, 2020 deadline.¹⁵ The MPO adoption of the subject targets shall occur within six months or 180 days after PTASP targets are adopted by the transit agency.
- Recommend working closely with EZ Rider on the TAM plan update and any required revisions as appropriate due to new inexperienced transit staffing.
- Recommend moving forward with the Congestion Management Process (CMP) update with revised travel time indices to better identify congested networks as part of the CMP process.

Recommendations

- Recommend that the MPO coordinate with the TxDOT district rail highway crossing coordinator for future rail-crossing projects within the MPO planning area boundary.
- Recommend improved coordination with rural local public agency and freight industry officials for purposes of identifying critical rural freight corridors.
- Suggest that the Permian Basin MPO undergo a Texas A&M Transportation Institute (TTI) MPO staffing study (in coordination with TxDOT TPP Division) to determine if additional staffing would be reasonable and necessary for public involvement and freight coordination efforts.

Recommendations

- Recommend that the MPO assess future training needs for purposes of addressing Planning and Environmental Linkages (PEL), safety planning, virtual public involvement (VPI), value capture and other EDC-related training and peer exchanges available through FHWA.
- Recommend MPO participation in future SHSP implementation efforts such as the SHSP Emphasis Area groups.

What Did We Find?

FHWA/FTA JOINT CERTIFICATION ACTION

- Upon review and evaluation of the Permian Basin MPO metropolitan transportation planning process, FHWA and FTA have jointly determined that the area substantially meets the requirements of 23 CFR Part 450 and 49 CFR Part 613.
- Final certification report was issued on June 3, 2020 after completion of the February 2020 on-site review.



TMA Certification Review

Input or Comments?

- Did you have any questions pertaining to the TMA Certification Review?
- How do you think we could improve the overall process?
- What are your views of the public listening session roundtable process?



References Cited

Permian Basin MPO Website

<http://permianbasinmpo.com/index.php>

FY 2020 Unified Planning Work Program

<http://permianbasinmpo.com/default.asp?contentid=1000713>

Forward 45 Metropolitan Transportation Plan (2045)

<http://permianbasinmpo.com/uploads/1580165630-huuzwod.pdf>

FY 2019-22 Transportation Improvement Program

<http://permianbasinmpo.com/default.asp?contentid=1000712>

FHWA/FTA Certification Review Notebook (provided by the Permian Basin MPO staff during the February 26-27, 2020 on-site TMA Certification Review)

For Additional Information

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SL 338 FEASIBILITY STUDY ODESSA, TEXAS

Permian Basin MPO

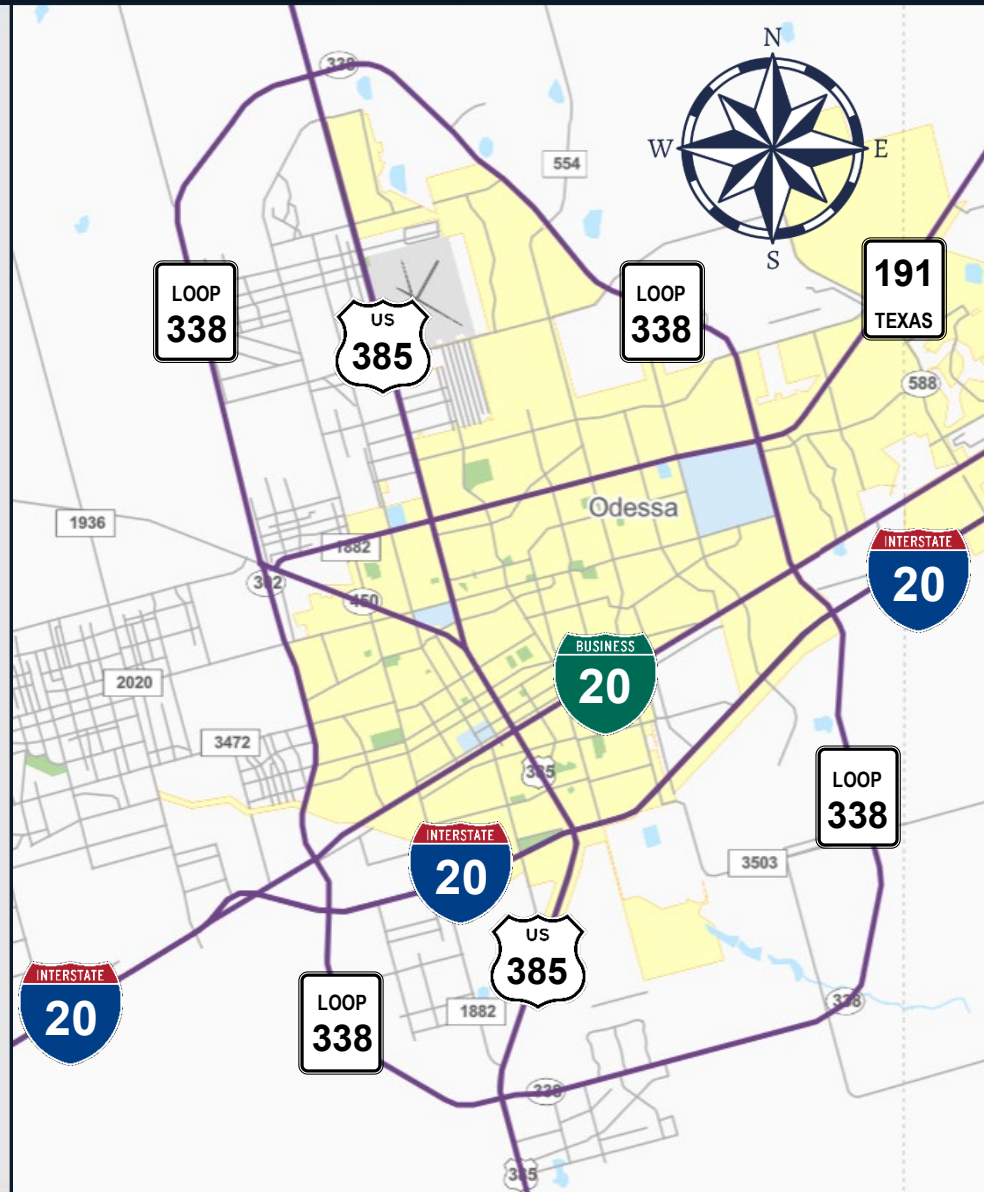
June 15, 2020

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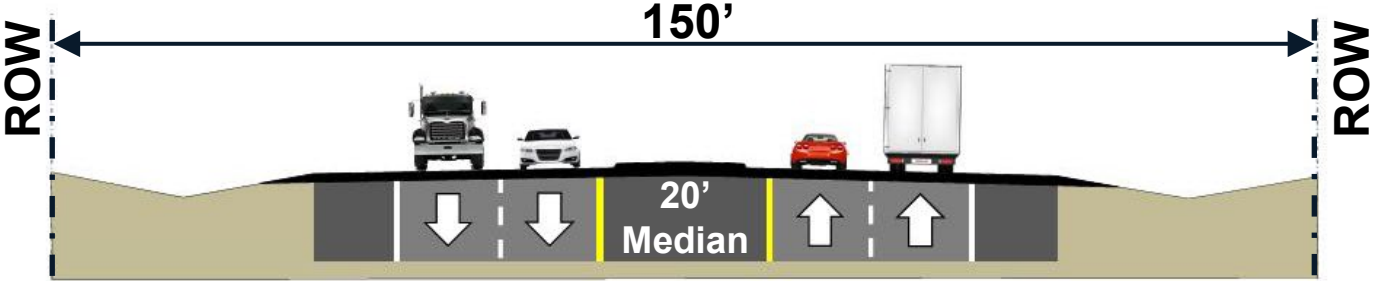


State Loop 338 (SL 338) History

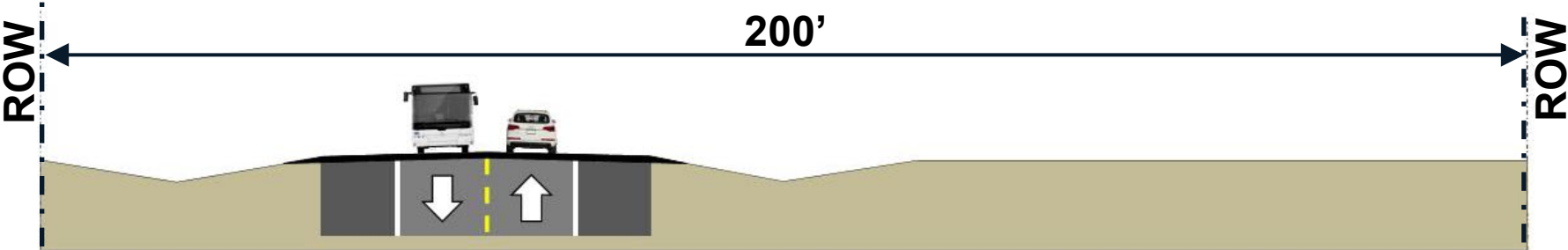
- Designated as a loop on September 26, 1960
- SL 338 designated as a “Principal Arterial – Other”
- Construction occurred between 1961 and 1992
- Not designated or designed as a freeway
- Today operates as a divided expressway, divided highway and undivided road



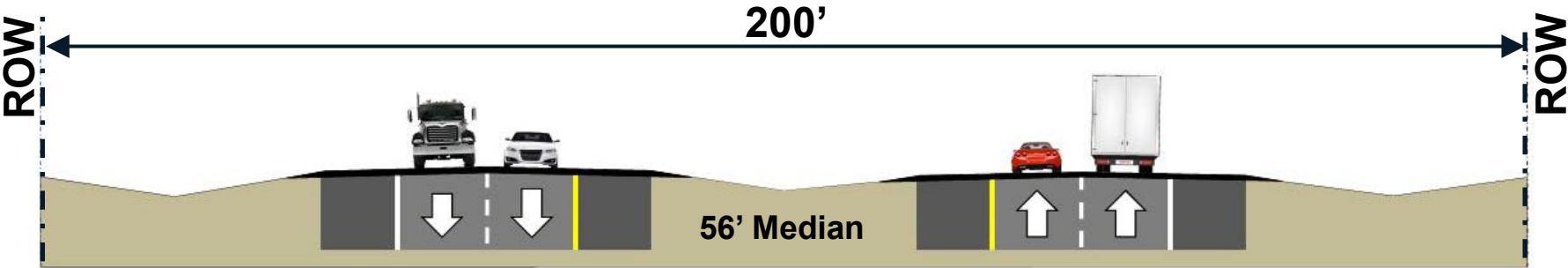
Existing Conditions



4-lane divided (raised median) – urban



2-lane undivided – rural



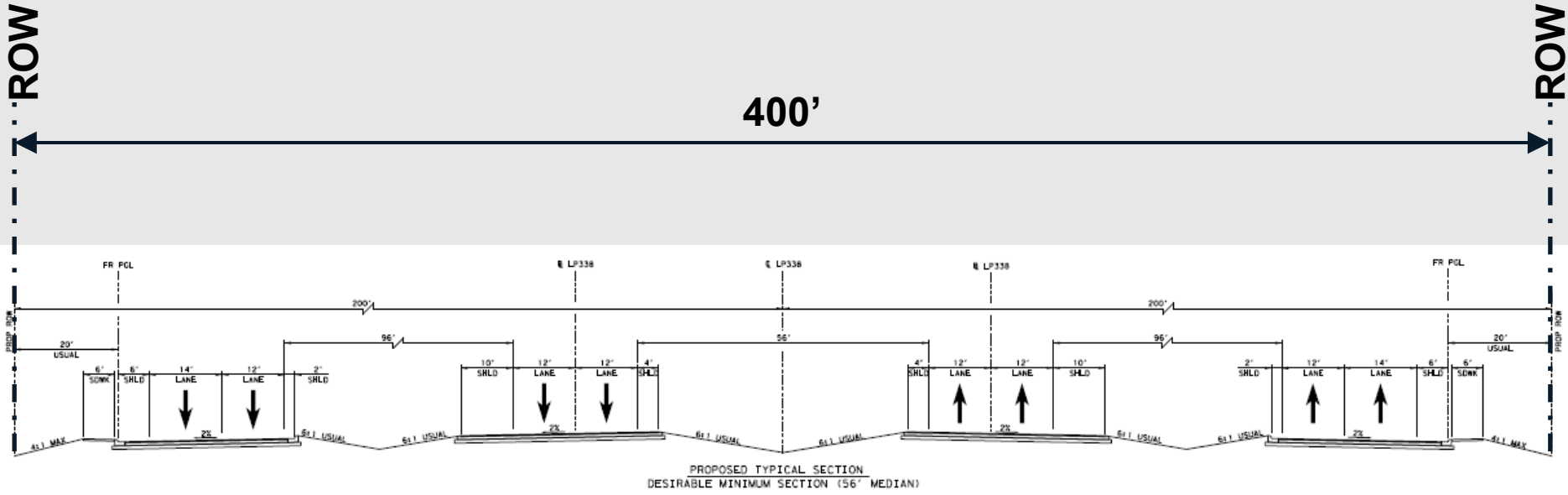
4-lane divided (grass median) – rural

Feasibility Study Objectives

- Evaluate SL 338 to determine the improvements needed to address the existing and future safety and mobility needs of Odessa and the Permian Basin.
- Determine if SL 338 warrants conversion to a controlled access freeway with frontage roads.
- Develop a needs-based, phased, prioritized implementation plan of proposed improvements.
- No funding has been identified for the construction of any proposed improvement from this study.



SL 338 Proposed Freeway Section



Proposed Desirable Typical Section

Project Questions

1. Do existing and/or future traffic volumes justify a freeway?
 - Are all 34-miles justified for conversion to freeway?
 - If not, do some segments justify a freeway section?
 - Priorities for segments which warrant a freeway conversion?

2. For sections not warranted as a freeway,
 - are safety or other capacity improvements needed?
 - What type improvements are justified and where are these located?
 - What are the priorities for proposed capacity or safety improvements for the non-freeway segments?

Project Questions

3. For the segments which justify a freeway:

- What typical section is recommended?
- How much right of way is required?
- What are the impacts of right of way acquisition
- What alternative(s) will have the fewest number of adverse impacts?

4. Are freeway-to-freeway direct connector ramps needed at:

- West I-20 at West SL 338
- East I-20 at East SL 338



6. What type of intersection improvements are needed?
 - Freeway segments?
 - Non-freeway segments?

7. Where are entrance and exit ramps needed?
 - What type of ramp configurations are recommended:
 - Diamond ramp configuration vs. X-ramp configuration
 - Braided ramps

8. What is the local vision for SL 338?

Feasibility Study Scope

1. Aerial survey
2. Ground topo supplement
3. Research existing ROW | develop ROW base map
4. Create Utility Base Map (QL C/D) | Utility Conflict Assessment
5. Develop conceptual design alternatives | Alternatives Analysis
6. Identify Environmental Constraints
7. Traffic Evaluation – counts, modeling and safety analysis
8. Interstate Access Justification (if needed)
9. Stakeholder and Public Meetings
10. Geometric Layouts (for recommended alternatives)
11. Drainage Evaluation of preferred alternative

Public Outreach Scope

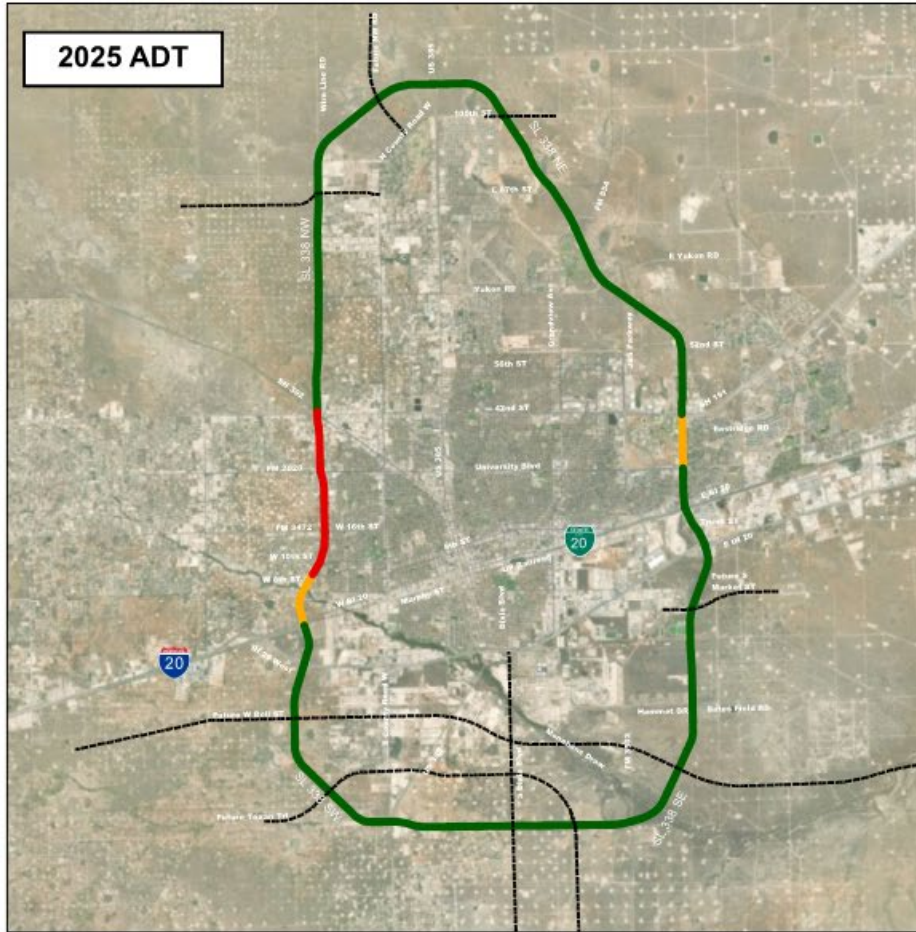
Solicit public input on improvements needed to address the safety and mobility needs of Odessa and the Permian Basin

Determine if public and/or political support exists for converting all or parts of SL 338 to a controlled access freeway with frontage roads.

REDUCE YOUR RISK OF COVID-19 INFECTION

- WASH HANDS**
Wash your hands with soap or use a hand sanitiser
- COVER A COUGH OR SNEEZE**
Cover your cough or sneeze with your sleeves or tissues. Dispose the tissue and wash hands afterwards
- SOCIAL DISTANCING**
Keep a distance of around 1 meter away from others in public
- STAY AT HOME**
Always stay home unless you have an important reason to leave the house

Level of Service Analysis



TxDOT Odessa District

March 2020

0 1.5 3 6 9 12 Miles

STATE LOOP 338

2025 and 2045 Projected Level of Service

Kimley Horn

Legend

- Future Streets
- LOS C or Better
- LOS D/E
- LOS F

Alternatives Analysis – West SL 338 (University to SH 302)

**EXISTING
RIGHT OF WAY**
200 Feet



**CENTERED
OPTION**
+100 Feet Each Side



**INSIDE
OPTION**
+200 Feet Inside



**OUTSIDE
OPTION**
+200 Feet Outside



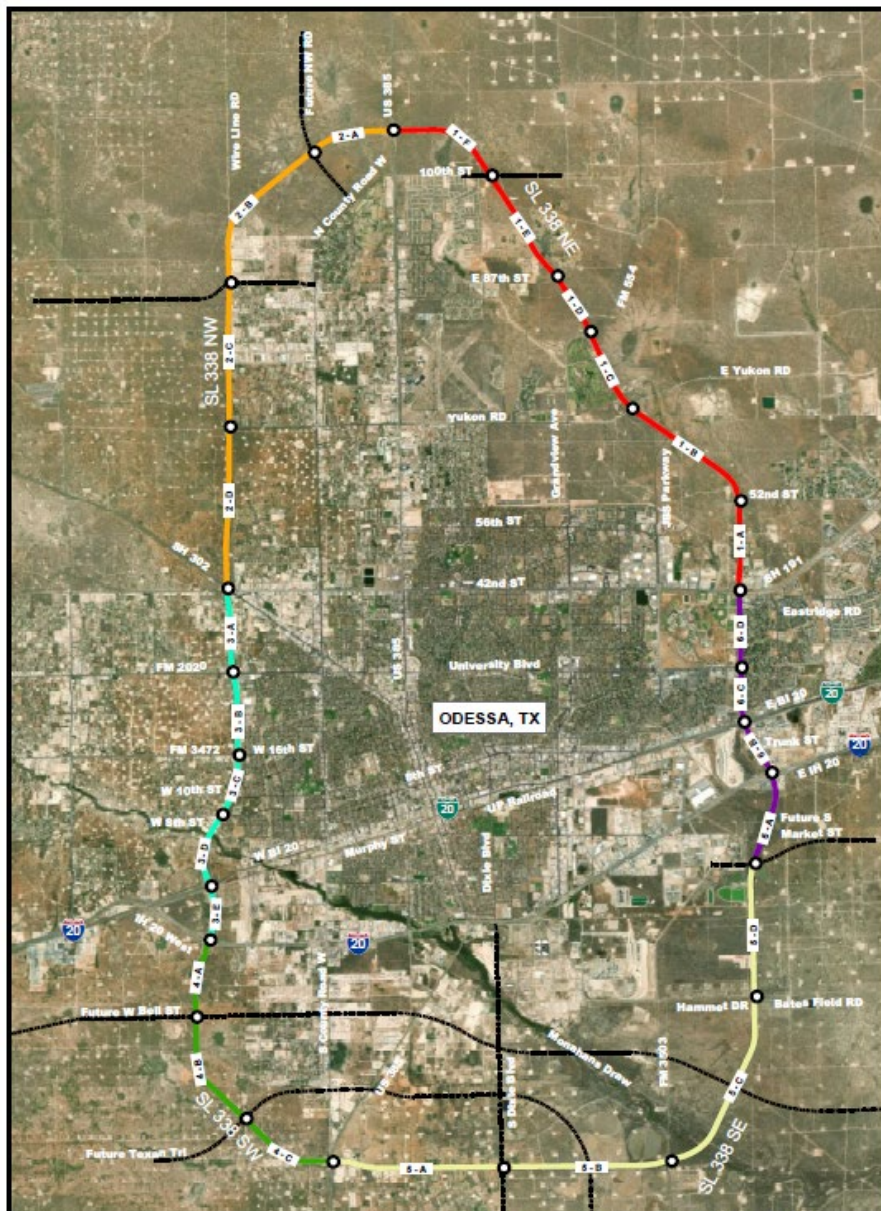
Alternatives Analysis

EXISTING
RIGHT OF WAY
200 Feet

CENTERED
OPTION
+100 Feet Each Side

INSIDE
OPTION
+200 Feet Inside

OUTSIDE
OPTION
+200 Feet Outside





TxDOT Odessa District

Texas Department of Transportation

0 3,500 7,000 14,000 Feet

STATE LOOP 338

Feasibility Study

Segment Identification Numbers

Kimley Horn

LEGEND

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3
- SEGMENT 4
- SEGMENT 5
- SEGMENT 6
- FUTURE ROAD

September 2019

Alternatives Analysis

EXISTING
RIGHT OF WAY
200 Feet

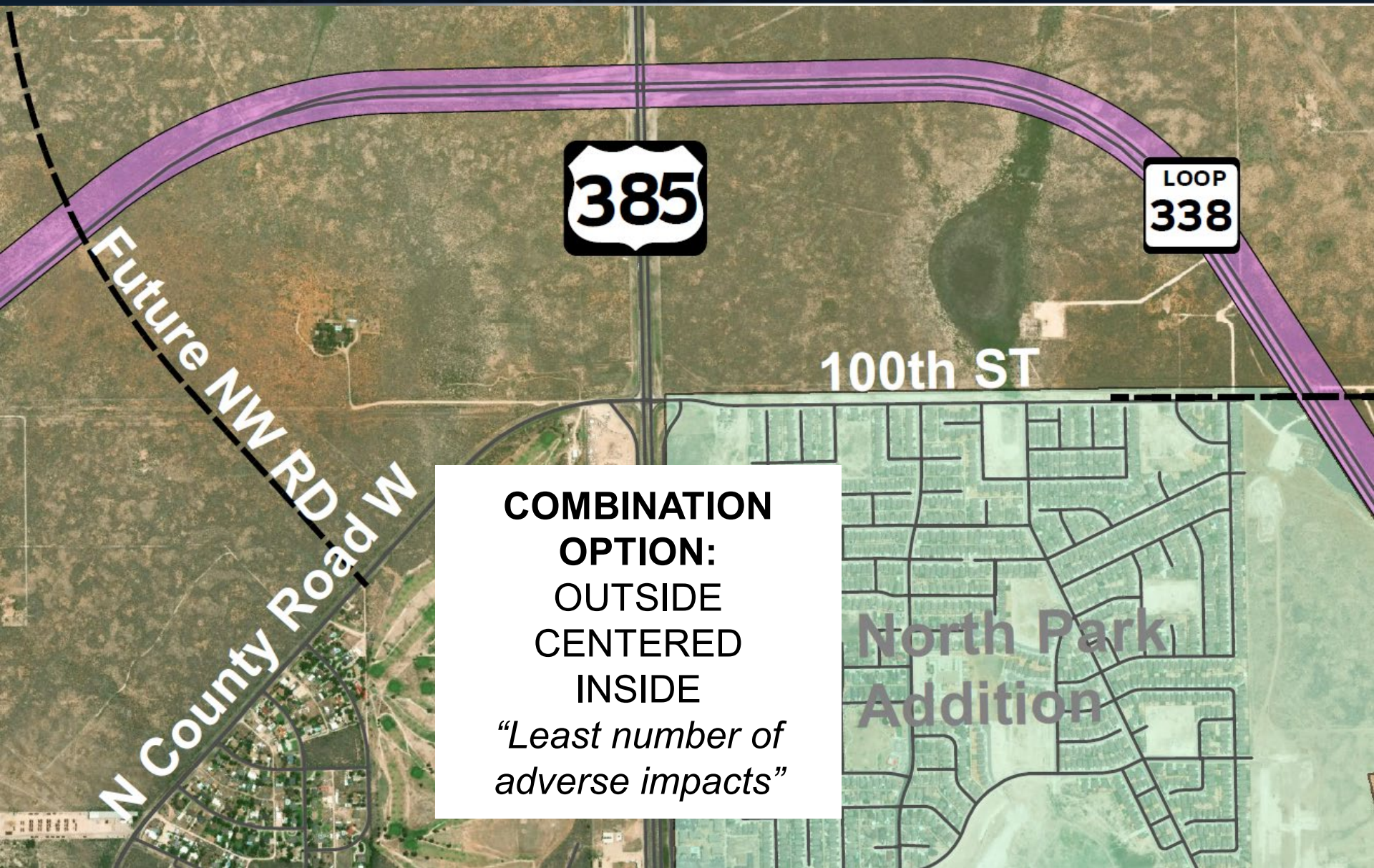
CENTERED
OPTION
+100 Feet Each Side

INSIDE
OPTION
+200 Feet Inside

OUTSIDE
OPTION
+200 Feet Outside



Alternatives Analysis



**COMBINATION
OPTION:
OUTSIDE
CENTERED
INSIDE**
*“Least number of
adverse impacts”*

Public Outreach Reset



Award-Winning Public Engagement

Exceptional public involvement starts with a best-in-class solution. Local governments, transportation agencies, and consulting firms trust MetroQuest to create visual engaging online experiences that both educate the public about planning alternatives and collect informed input from 1000s of residents. The resulting actionable insights build support for the adoption of great urban and transportation plans.

Build unlimited surveys with an **annual subscription!**



Outreach Goals for MetroQuest:

- Educate the public
- Engage the public to obtain buy-in to the process and support for the project
- Gather public input on the purpose and need, vision for the corridor, concerns, and opportunities

Team is currently working on a three phase MetroQuest process to reach a large group of stakeholders in combination with narrative-style website information uploaded to the TxDOT website

Next Steps

- Hold MetroQuest Outreach (this Summer)
- Build Consensus on Locally-Preferred Alignment
- Prepare Geometric Layouts for Preferred Alignment
- Hold second Series of Public Meetings or MetroQuest Outreach (Next Spring)
- Provide a Needs-Based, Phased, Implementation Plan