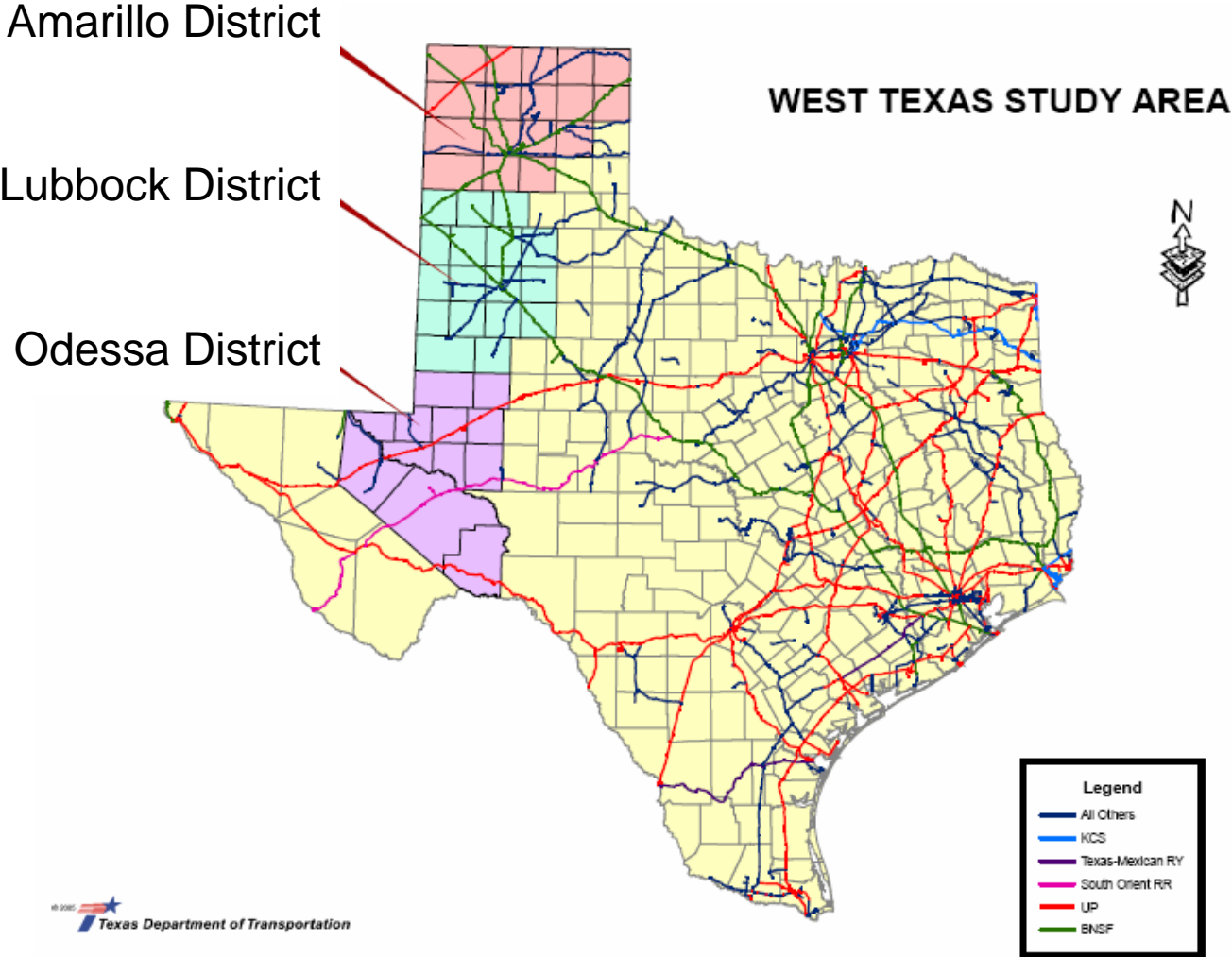


# West Texas Freight Study



**La Entrada al Pacifico  
Corridor Conference  
Odessa, Texas  
January 10, 2007**

# West Texas Freight Study



# Overall Scope

- Identify Existing Inventory/Conditions
- Provide Alternative Solutions
- Model and Evaluate Alternatives
- Economic Analysis of Preferred Alternatives
- Listing of Recommended Improvements



# Study Approach

- Three Phase Program
  - ✓ Phase 1 – Information Gathering
  - ✓ Phase 2 – Alternative Analysis and Evaluation
  - ✓ Phase 3 – Economic Development and Summary of Recommendations



# Objective

A Safe and Efficient Freight Transportation Network that will Support the Future Needs of the Region and will:

- Reduce Congestion
- Enhance Safety
- Expand Economic Activity
- Improve Air Quality
- Increase the Value of Transportation Assets



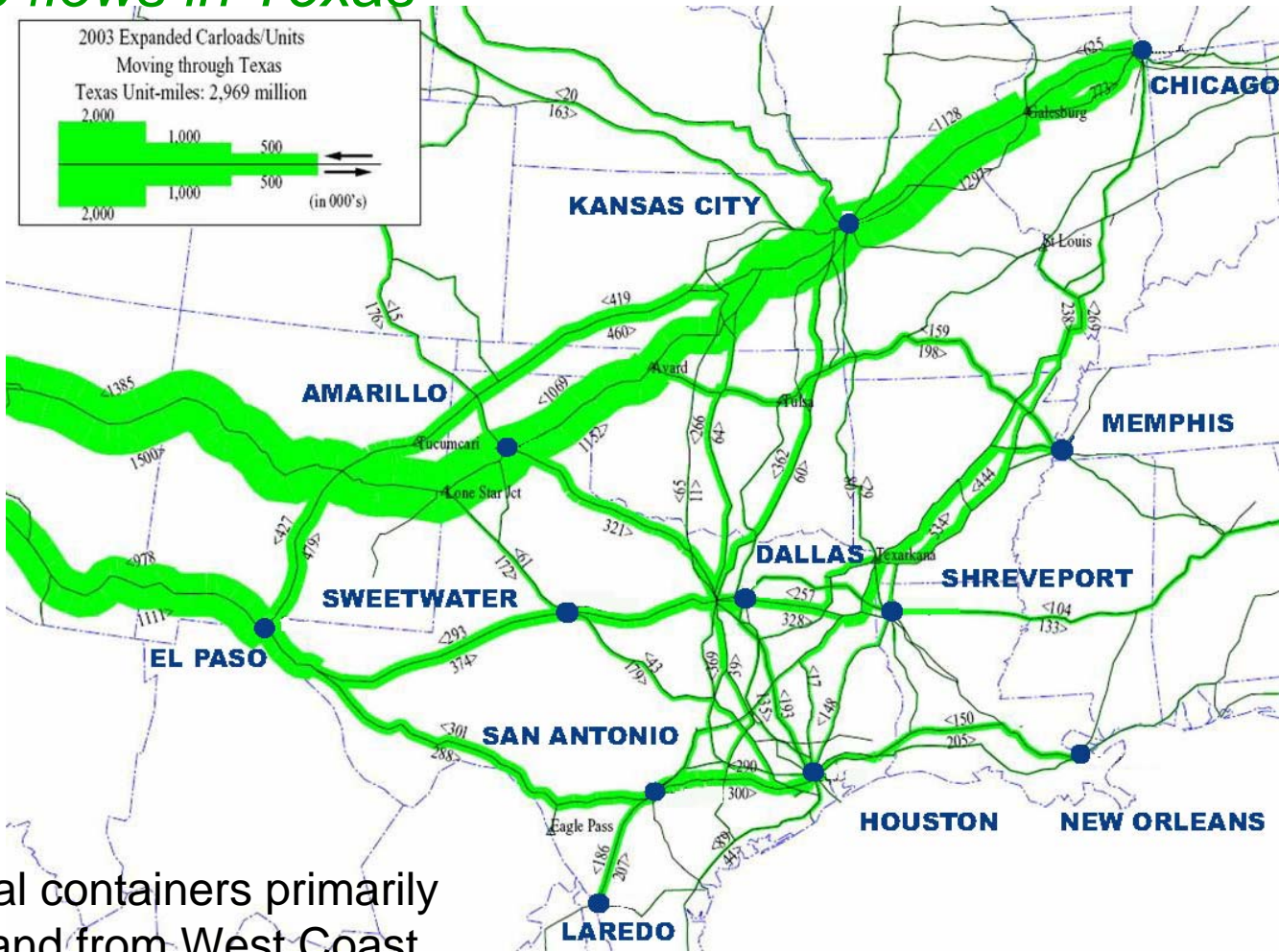
# West Texas Characteristics

- Class 1 – 1,289 miles of Mainline Track
- Shortline Rail Line – 481 miles of track for local freight movements
- Freight Movements between Rail and Truck Traffic
- Local Transportation Congestion and Safety Issues
- Economic Development Opportunities



# Intermodal Freight Flows

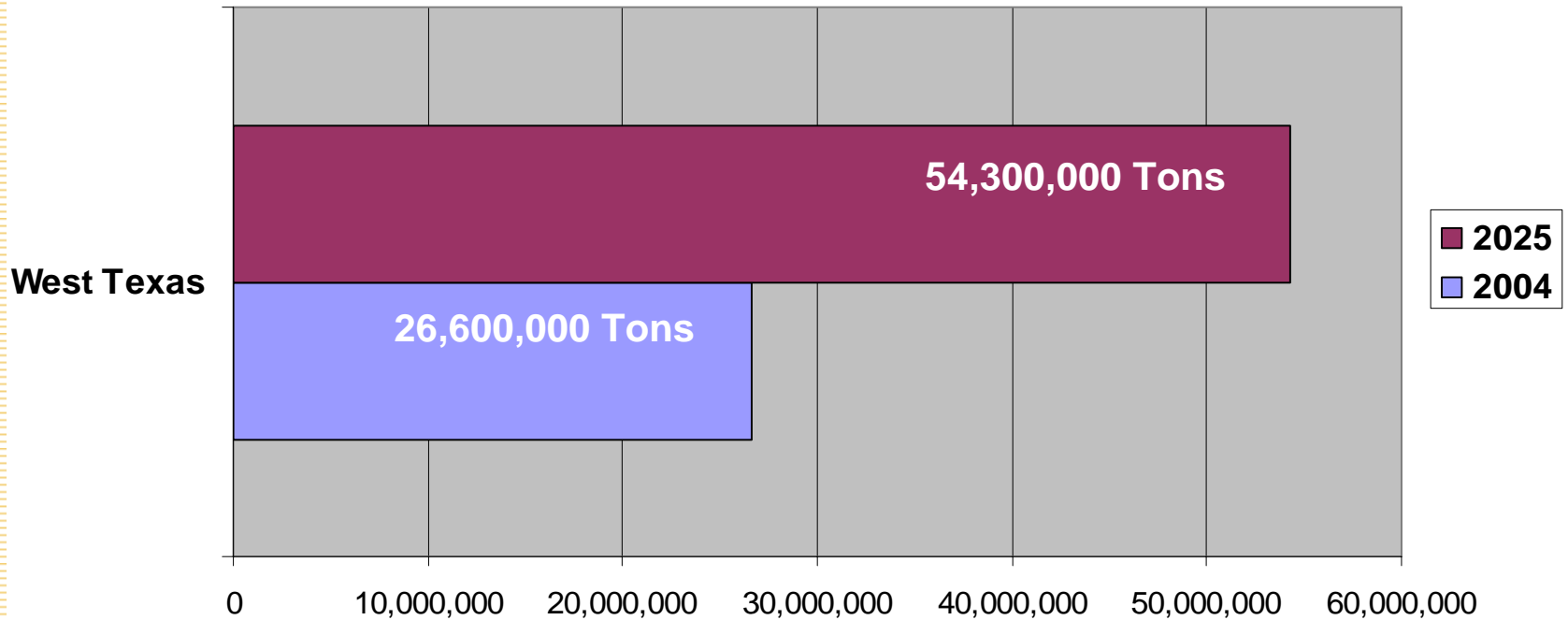
## Traffic flows in Texas



Intermodal containers primarily  
Move to and from West Coast  
Ports. Truck traffic moves between  
Urban areas, but also to and from Mexico borders



# Rail Tonnage For West Texas

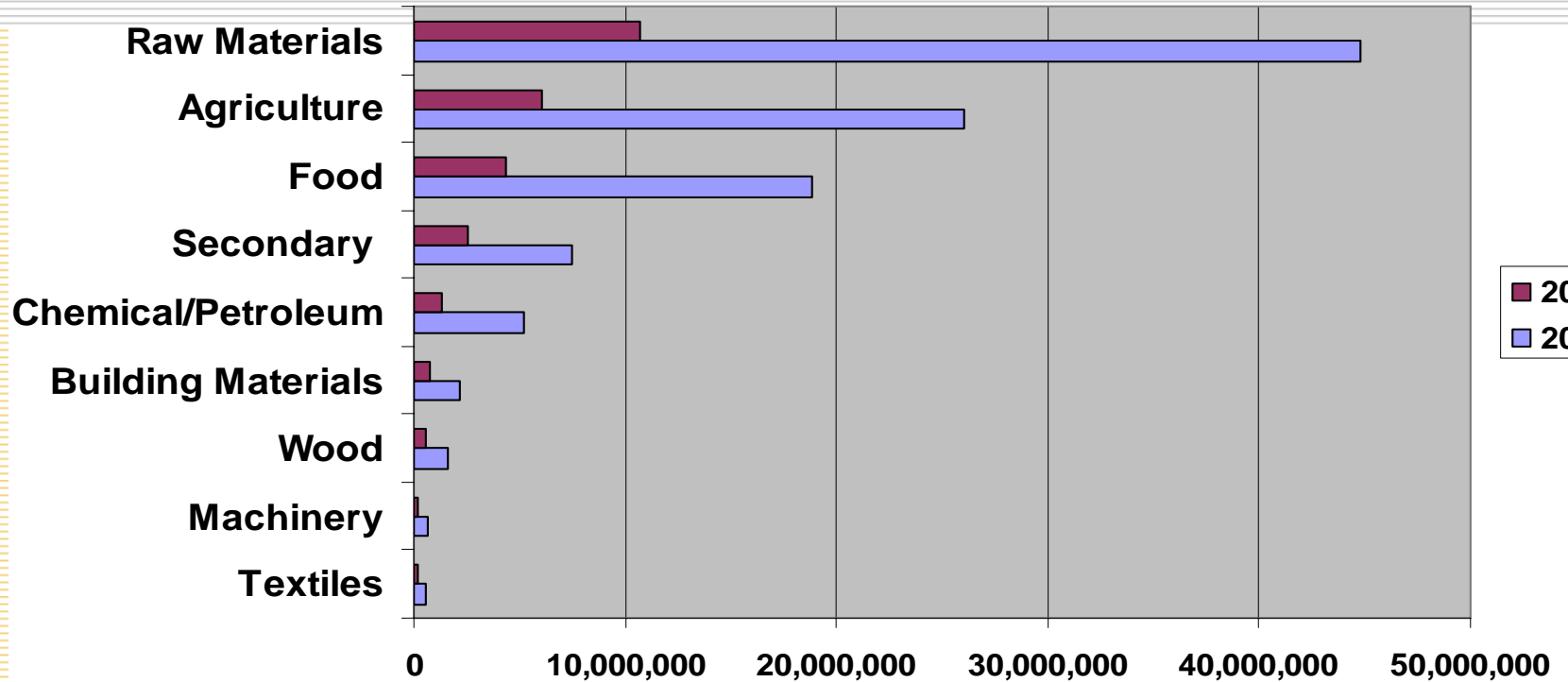


➤ Rail Tonnage Doubles for West Texas Region between 2004 and 2025





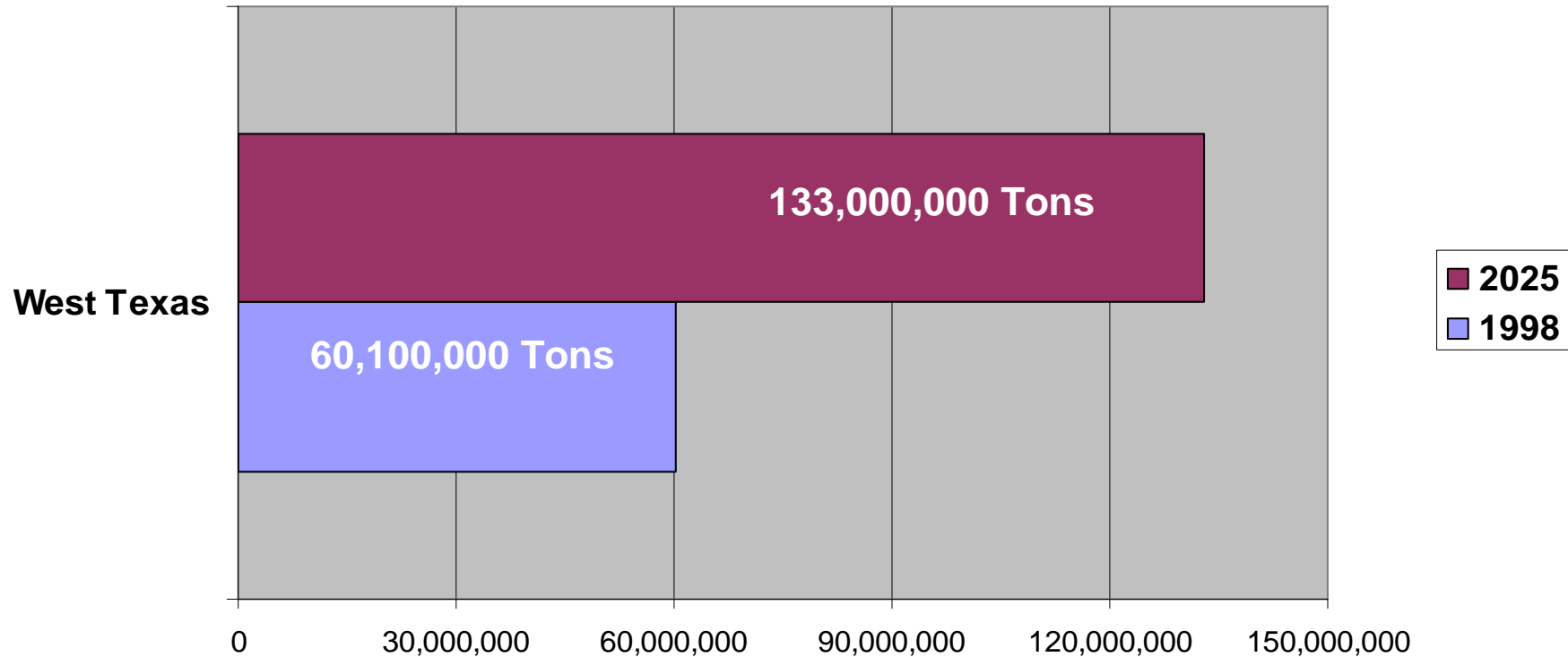
# Rail Tons by Commodity Group



- Most transported in West Texas : Raw Materials
- Largest Projected Growth between 2004 and 2025: Raw Materials and Agriculture



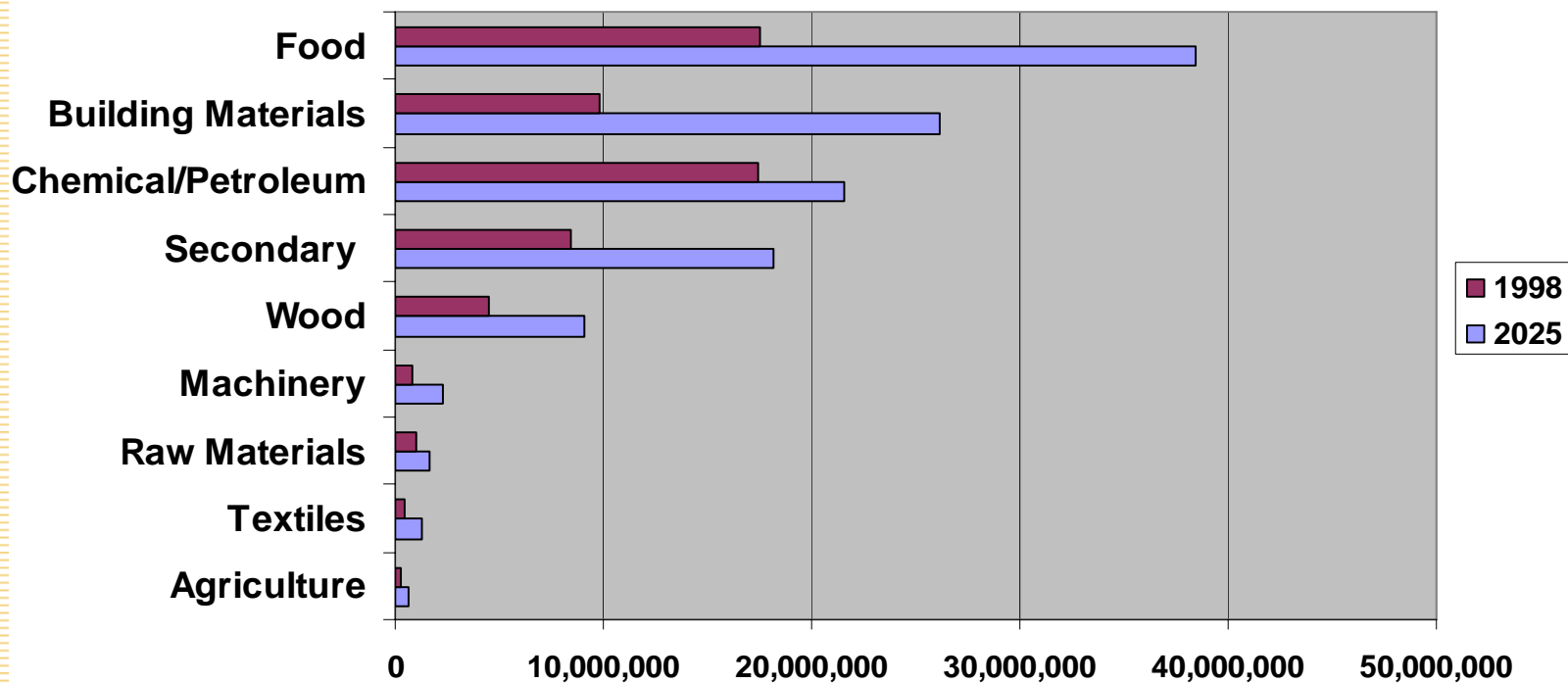
# Truck Tonnage for West Texas



➤ Truck Tonnage Doubles for West Texas Region between 1998 and 2025



# Truck Tons by Commodity Group



- Most transported by Trucks in West Texas : Food Products
- Largest Projected Growth between 1998 and 2025: Building Materials



# West Texas Tons by Movement Type

- Truck freight tonnage moving within the West Texas Region will increase by 55% by year 2025
- Truck freight tonnage destined for and originating in the West Texas Region will more than double by year 2025
- Rail freight tonnage for all movement types will double by year 2025



# West Texas Areas of Growth

## ➤ High growth in:

### ✓ Agriculture

- Corn Grain

- Ethanol Plants (7 planned)

- Distilled Feed Supplements

- Dairy Industry

- Cotton

### ✓ Raw Materials

### ✓ Food

### ✓ Building Materials

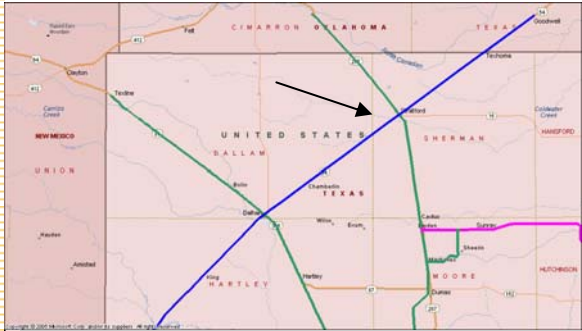


# Bottleneck Analysis

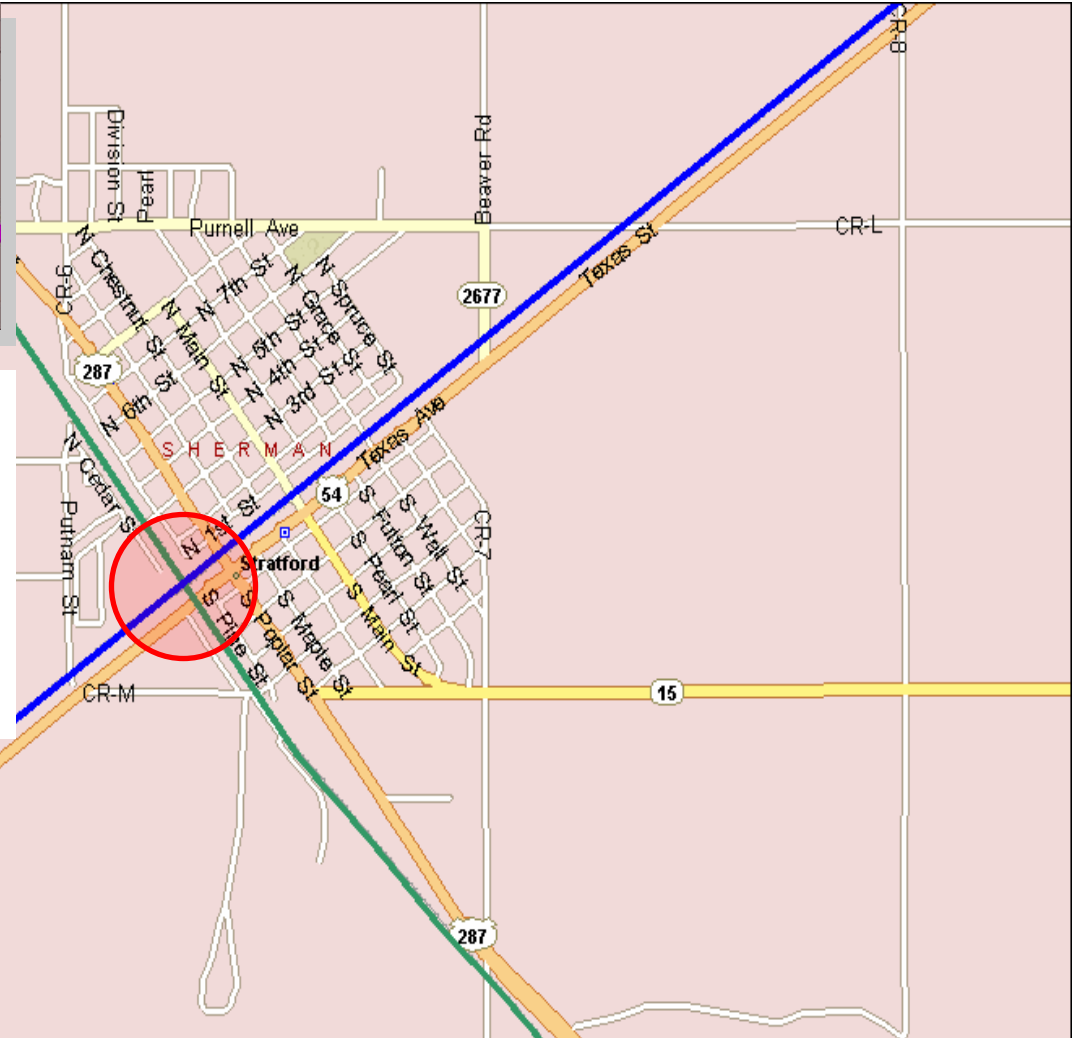
- Truck Volumes between 1998 and 2025 will more than double
- High Truck Volumes on Corridors
  - ✓ 50-60% trucks on US 54 and US 287 near Stratford
  - ✓ 30% trucks on IH 27 near Amarillo
  - ✓ 25% trucks on IH 27 near Lubbock
  - ✓ 30% trucks on IH 20 near Odessa
- Congestion and limited access for emergency vehicles caused by at-grade rail road crossing



# Stratford – US287/US54



- **4-Way Stop with UPRR and BNSF crossings**
- **50-60% Trucks on US 287 and US 54**



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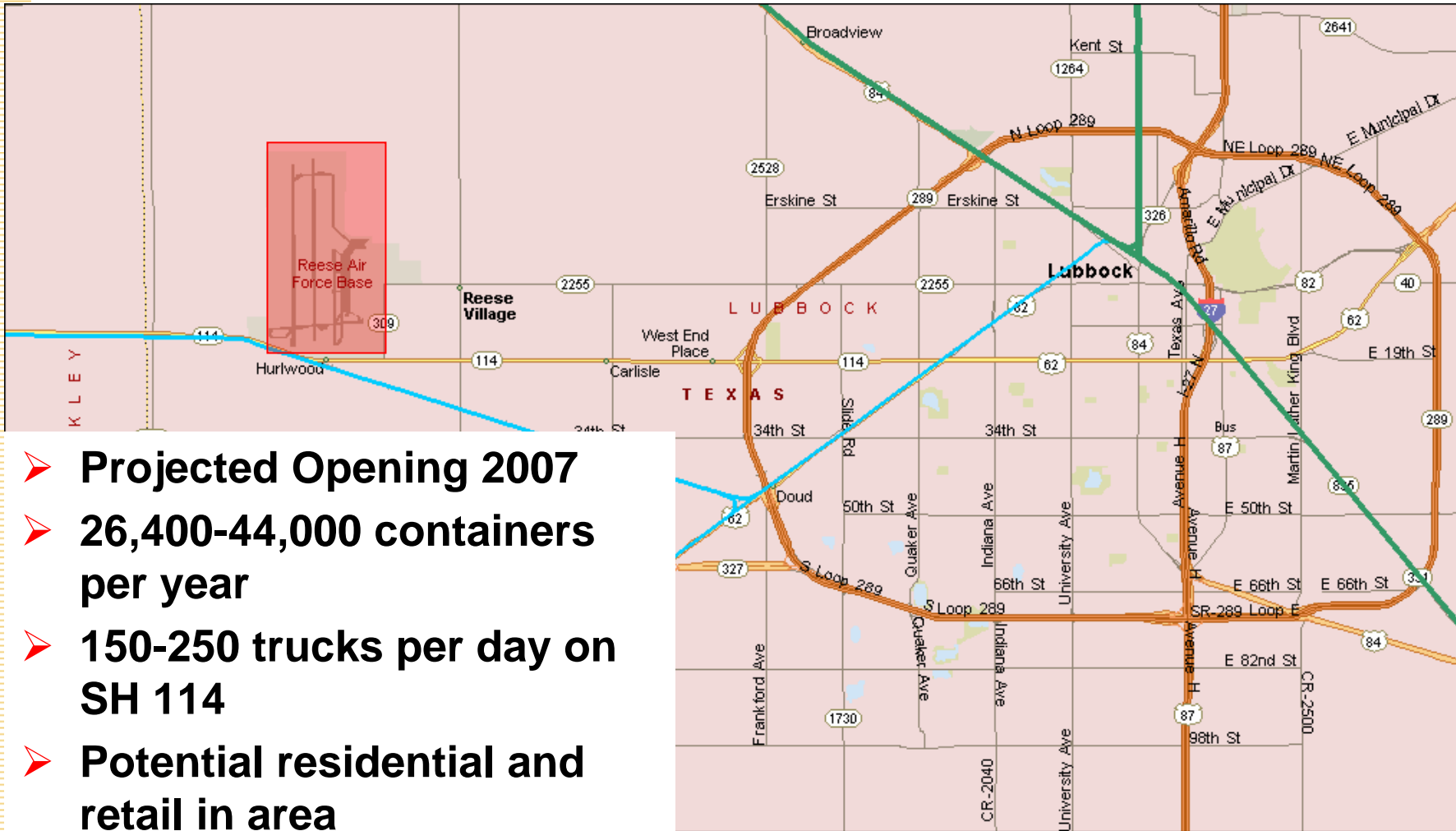
# Considerations

- West Texas Activities that may impact future freight movements
  - Reese Technology Center
  - Ports to Plains Corridor
  - La Entrada al Pacifico Multi-modal Corridor
  - South Orient Railroad Connection





# Reese Technology Center



- **Projected Opening 2007**
- **26,400-44,000 containers per year**
- **150-250 trucks per day on SH 114**
- **Potential residential and retail in area**



# Ports to Plains Corridor

➤ Multi-modal corridor from Laredo, Tx to Denver, Co



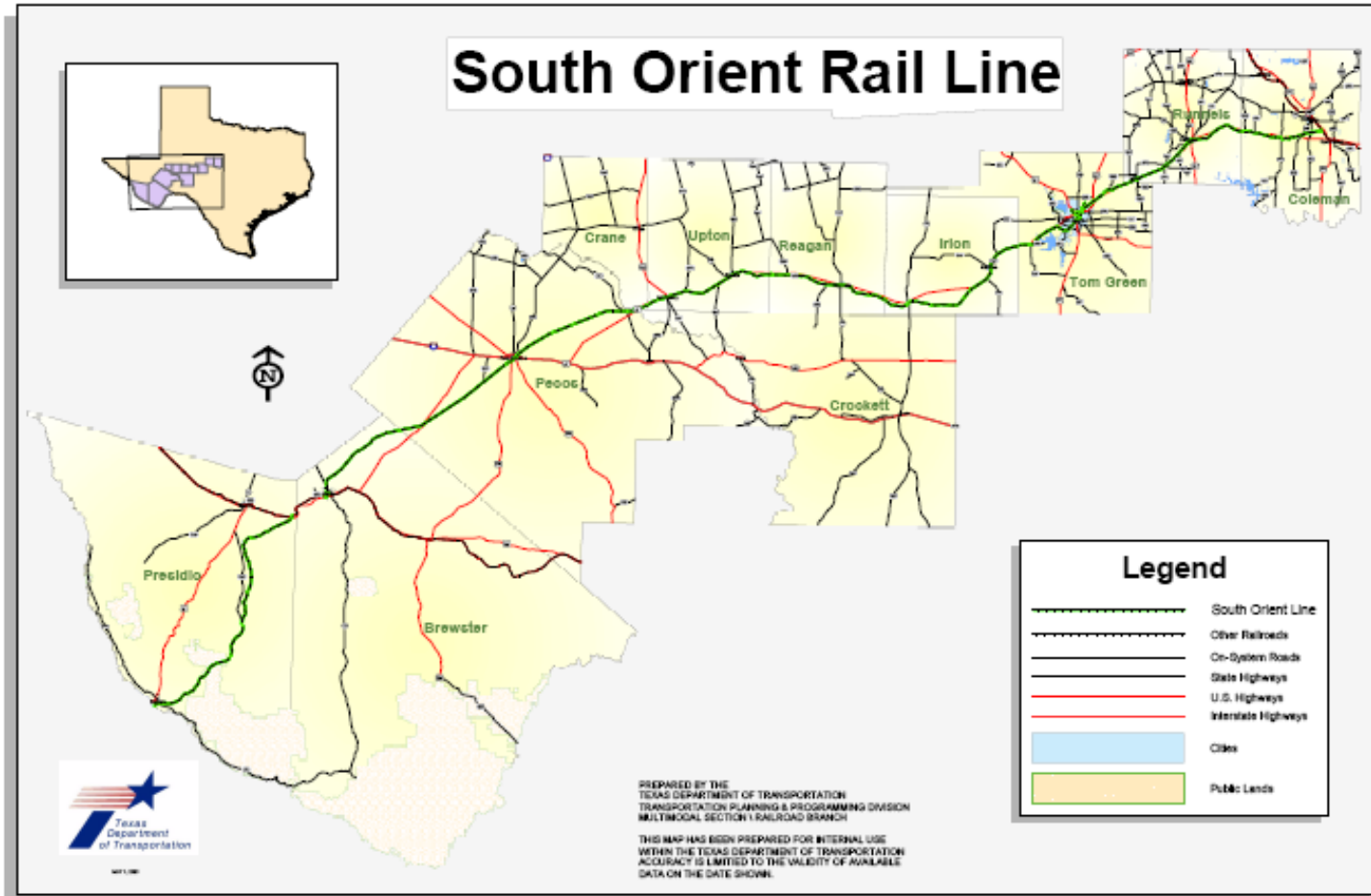
# La Entrada al Pacifico



- Multi-modal corridor from Presidio, Tx to Lamesa, Tx



# South Orient Rail Line



# Capacity Improvements Considerations

- Handle future tonnage
- Work within current railroad operations
- Significant benefit for the cost
- Ability to encourage and sustain economic growth



# Potential Capacity Improvements

- Grade separation for RR at major arterials for congestion and emergency access
- Roadway capacity upgrades
- Rail capacity upgrades
- Shift truck cargo to rail
- By-pass route for trucks & trains



# Where are we now?

Validate computer model with railroads

Incorporate Task 1 into Report

- ✓ Disseminate accordingly

- Utilize Phase 1 Results to Proceed to Phase 2



# Phase Two Tasks

- Identify roadway/rail safety interface issues
- Develop alternatives and feasibilities of infrastructure improvements
  - ✓ District(s) demographics
  - ✓ Environmental fatal flaws
  - ✓ Shortline railroad connectivity
- Model improvements
  - ✓ Establish benefits/costs





# Phase Three Tasks

- Economic Development Analysis
  - ✓ General Economic Overview
  - ✓ Analysis of Selected Industries
    - ❑ Overview of retail trends/opportunities
  - ✓ Economic Impact of Private Industries
    - ❑ Agricultural industries
    - ❑ Ethanol facilities
    - ❑ Employment, current and projected
  - ✓ Future Commercial and Industrial Development Considerations
    - ❑ Location
    - ❑ Incidental business development
    - ❑ Impacts on market access and operating costs
    - ❑ Integrate economic polity to transportation network
    - ❑ Economic development analysis
    - ❑ Cost/Benefit analysis

