Documentation of Public Meeting

Project Location
Ports-to-Plains Corridor Feasibility Study (HB 1079)

Project Limits
Segment 2: Hale/Lubbock County Line to Sutton/Edwards County Line

Meeting Location
West Texas Training Center at Howard College San Angelo
3501 N US 67
San Angelo, Texas 76905

Meeting Date and Time
Wednesday February 19, 2020, 4:30 p.m. – 7:00 p.m.

Translation Services
Spanish

Presenters
Caroline Mays, TxDOT
Akila Thamizharasan, TxDOT
Kirsten McCullough, Garver
Joe Bryan, WSP
Michael Penic, WSP

Elected Officials in Attendance

Laura Lewis, Office of Senator Charles Perry, District Director
Cheryl DeCordova, Office of Representative Drew Darby, District Director
Kim Halfmann, Glasscok County, County Judge
Brenda Gunter, City of San Angelo, Mayor
Commissioner Rick Bacon, Tom Green County, Precinct 3
Council Member Billie DeWitt, City of San Angelo, District 6
Commissioner Mark Halfmann, Glasscock County, Precinct 2
Commissioner Charles Gully, Glasscock County, Precinct 1

Total Number of Attendees (approx.)
49

Total Number of Commenters
2

Contents

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B. Comment/response matrix
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ATTACHMENT A
MEETING SUMMARY

Ports-to-Plains Public Meeting #2 Segment 2

February 19, 2020
4:30 p.m. – 7 p.m.
West Texas Training Center at Howard College San Angelo

On Wednesday, February 19, 2020, the Texas Department of Transportation (TxDOT) held a public meeting for the Ports-to-Plains Corridor Feasibility Study at West Texas Training Center at Howard College San Angelo, 3501 N US 67, San Angelo, Texas 76905 from 4:30 p.m. to 7 p.m.

MEETING OBJECTIVES

Meeting objectives for this public meeting were to:

- Present information on forecasted conditions for the Ports-to-Plains Corridor and gather public input; and
- Gather public input on the potential strategies and solutions to meet the projected corridor challenges, opportunities, and needs.

OUTREACH

A postcard providing information regarding the upcoming public meeting was distributed to elected officials, project stakeholders and the public via various methods. The postcard was also used as a "display ad" for online and email distribution. The following outreach methods were used to advertise the public meeting and are provided in **Attachment C**.

- Feb. 13 A display ad was published in English in the San Angelo Standard Times
- Feb. 10 An email invitation with attached meeting notice was sent to elected officials
- Feb. 11 A postcard was mailed to 216 stakeholders identified on the Segment 2 Stakeholder Database

The public meeting was advertised on the TxDOT project webpage, located at www.txdot.gov.

Approximately 33 meeting attendees signed in at the registration table, in addition to members of the project team. Copies of the sign-in-sheets are provided in **Attachment D.**

MEET AND GREET

The "Meet and Greet" portion of the public meeting was from 4:30 p.m. until 4:45 p.m. where the public was able to visit with staff, view exhibits and boards, get to know other participants, and view maps.

INTERACTIVE PRESENTATION

Caroline Mays, TxDOT Director of Freight, Trade and Connectivity Section, Transportation Planning and Programming Division, opened the meeting at 4:55 p.m. and welcomed attendees to the second Public Meeting in San Angelo representing Segment 2 of the Ports-to-Plains Corridor, and thanked them for their attendance.

Ms. Mays invited Mayor Gunter to make opening remarks. Mayor Gunter thanked all for attending. She made the following remarks: 'Today we are at the time period when the future is shining bright in West Texas. We are a source of energy for countries even outside the USA. We ARE important to

Texas. We were not important because we are not heavily populated. We feed the world, we clothe the world and Texas. You cannot have economic development if you don't have a conversation about transportation. Interstates drive economies. This needs to be a community effort and find a meeting point where we can agree. Tonight is your night to participate and help us move this project forward positively. You all deserve this interstate. Your life matters. With two-lane highways comes a lot of fatalities. Two-lane roadways were not designed for heavy truck traffic. We must find a better route, a better way to address these issues. We have the opportunity to design for the future with bridges that are tall enough for trucks. Let's make an interstate happen.'

Ms. Mays thanked Mayor Gunter and San Angelo for hosting the Ports-to-Plains Corridor Feasibility Study public meeting. She thanked everyone for attending and said that TxDOT is here to listen and to hear from the attendees.

Ms. Mays turned the presentation over to Akila Thamizharasan, TxDOT Corridor Planning Branch Manager. Ms. Thamizharasan initiated round robin introductions and acknowledged the diverse group of attendees present at the public meeting. She then provided an overview of the agenda. A copy of the presentation is provided in **Attachment F**.

Overview of HB 1079

Ms. Thamizharasan gave a brief overview of House Bill (HB) 1079. The bill requires TxDOT to conduct a comprehensive feasibility study of the Ports-to-Plains (P2P) Corridor, as defined by Texas Transportation Code 225.069. The Ports-to-Plains Corridor Feasibility Study must evaluate the feasibility of, and costs and logistical matters associated with, improvements to the corridor that create a continuous-flow, four-lane divided highway that meets interstate standards to the extent possible.

The bill outlines that TxDOT must established an Advisory Committee and three Segment Committees for the study, and that quarterly public meetings be held at designated locations along the corridor.

Ms. Thamizharasan emphasized that public participation is crucial for the study because it provides participants with the opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and to provide input on needs, challenges, and opportunities for moving people and goods along the corridor.

Feasibility Study Overview

Ms. Thamizharasan explained that three "segments" were created for the Ports-to-Plains Corridor Feasibility Study, were defined as:

- Segment 1 – New Mexico and Oklahoma borders to Hale/Lubbock County Line
- Segment 2 – Hale/Lubbock County line to Sutton/Edwards County line
- Segment 3 – Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo

She then described some of the key goals of the feasibility study, including:

- An examination of the ability of the energy industry to transport products to market,

- An evaluation of the economic development impacts of the Ports-to-Plains Corridor, including whether the improvement or expansion of the Ports-to-Plains Corridor would create employment opportunities in this state,
- A determination of whether improvements or expansion of the Ports-to-Plains Corridor would relieve traffic congestion in the segment,
- An examination of freight movement along the Ports-to-Plains Corridor,
- A determination and prioritization of improvements and expansion of the Ports-to-Plains Corridor that are warranted in order to promote safety and mobility, while maximizing the use of existing highways to the greatest extent possible and striving to protect private property as much as possible,
- A determination of the areas that are preferable and suitable for interstate designation,
- An examination of project costs related to the improvement or expansion of the Ports-to-Plains Corridor, and
- An assessment of federal, state, local, and private funding sources for a project improving or expanding the Ports-to-Plains Corridor.

Ms. Thamizharasan then reviewed the study process and timeline. She explained that the study is currently in the "forecasting and future conditions" phase of the study development process.

Ms. Thamizharasan then opened the meeting for questions. None were offered from the public.

<u>Existing and Forecasted Conditions</u>
Ms. Thamizharasan then turned the presentation over to Kirsten McCullough, Garver Environmental Team Leader, to present forecasted conditions for the corridor. Ms. McCullough provided a summary of the existing conditions for Segment 2, then talked about forecasted conditions in the year 2050 to better understand the needs of the corridor. Ms. McCullough said the study team wants to be forward thinking and plan for the future. A few overview facts for Segment 2 include that this segment is the longest with 12 counties that the segment touches. Major cities and towns include Sonora, San Angelo, others. Segment 2 has two routes that traverse through Big Spring.

Forecasted Population Conditions - Ms. McCullough presented maps that depict forecasted population data in 2020 and 2050. She stated that the overall corridor population is projected to increase by approximately 1.2 million persons (61 percent increase) from 2020 to 2050. In Segment 2, the total population is projected to increase by approximately 101 percent. Employment in the corridor is also projected to increase by approximately 150,000 jobs, an approximate 17 percent increase. In Segment 2, the overall segment employment is projected to increase by approximately 22 percent.

Ms. McCullough asked if there were any questions about population/income data?

Public Question 1: Population affects us in small towns and rural areas. Population is predicted to stay low or even decline with 9,000 taxpayers. Texas A&M doesn't count absentee landowners. We need to question that.

Ms. McCullough responded that sometimes populations numbers do not reflect actual needs of counties. Any projection is just that – a projection. Segment 2 has a lot of oil/gas industry with folks that move in and out. I appreciate your comment.

Public Question 2: Any study of employment opportunities other than project itself? What type of employment have you studied?

Ms. McCullough responded that she expects to see employment opportunities regardless of what the study does. The study team does have data on industry. From 2020-2050, there are not a lot of changes. There are opportunities showing for government, trade, transportation and this information stays consistent.

Public Question 3: Looking at interstate over next 30 years, what does this do to the real estate market? What data have you gathered.

Ms. McCullough responded that the study team has not processed that data yet. These are the next questions that we will be studying. Mayor Gunter added that this region will have 1.5 million people by the year 2050.

Ms. Mays added that more companies look for access to market and ease of transportation. Transportation is a huge consideration for companies. A lot of companies locate near the interstate. An interstate acts to open the corridor to investment. Trucks do not want to go thru downtowns.

Ms. McCullough then turned the presentation over to Michael Penic, WSP Senior Supervising Traffic Engineer, to provide information on forecasted traffic conditions.

Forecasted Traffic Conditions – Mr. Penic described three traffic growth scenarios that are being considered for the study, including:

1. No Build – Corridor lane configurations include only what is planned/programmed
2. Four-Lane Divided Highway - Would upgrade most of US 277 and US 83; route still traverses small towns and cities as urban streets
3. Interstate Highway – Full control of access for entire corridor; traverse's urban areas via local preferred route (urban freeway or relief route)

Mr. Penic presented maps that displayed the Average Daily Traffic for 2017 in both the entire corridor and Segment 2. Much of the corridor had a wide range of traffic volumes. The lowest volumes are occurring from Eldorado to Del Rio. The forecasted traffic conditions considered a horizon year of 2050. The increases are approximately at the 50% level (that is new traffic added to the corridor for no build). For the 4-lane highway, levels are not too much different, but it depends on the options. Current traffic might use alternate routes since not much time savings is realized.

Forecasted traffic conditions for the year 2050 indicate that under the No Build scenario, the corridor would experience a solid amount of growth, with higher growth anticipated on US 83 north of Laredo and near Midland, and lower growth near the Oklahoma border and near Big Spring. Under the Four-Lane Divided Growth scenario, projected growth is similar to that anticipated under the No Build scenario. The Four-Lane Divided Growth scenario would not be expected to attract additional traffic, as urban mobility and reliability would likely remain an issue. Lastly, under the Interstate Highway scenario, forecasted traffic volumes would be expected to increase by 100 to 200 percent from 2018 to 2050 in all three corridor segments. Under this scenario, additional traffic would be expected to be attracted to the corridor. Mr. Penic then paused for questions.

Public Question 4: If you build an interstate, do you think you'll attract traffic?

Mr. Penic responded yes. Mayor Gunter added that we are looking to divert freight and make it easier and more affordable from Laredo/Del Rio north to new interstate to get to I-25. This is an important freight corridor.

Public Question 5: So, you've done studies, doesn't it depend on where you want to go?

Ms. Mays responded that upcoming speaker, Joe Bryan, WSP Service Area Manager, Freight and Logistics will be able to show you how this corridor attracts freight nationally.

Forecasted Freight Growth Conditions
Mr. Bryan then presented forecasted truck freight growth conditions for the corridor. Mr. Bryan noted that freight is everything we move and everything we possess. Some of it is household goods and there's an input and output. What an economic forecast does is look at a national, local, and regional model to look at changes in demand and volume. We will not be able to see origin and destination. We can show you tonnage by trucks, but the data that shows the tonnage is part of a North American data set. He explained that the forecast is based on economic factors, such as global trade and changes in the industry, but does not consider traffic diversion or economic stimulus. Mr. Bryan explained the ocean shipping rates have increased, resulting in trade corporations considering Mexico as an option for a trade corridor.

Mr. Bryan presented two maps that displayed 2018 and 2050 Total Freight Tonnage for the corridor. The total truck tonnage in the corridor is projected to increase by 78 percent from 2018 to 2050. The top locations for freight growth are projected to be Laredo (Webb County), Midland/Odessa (Midland/Ector Counties), and Lubbock (Lubbock County). Growth is strong generally all along the corridor.

For Segment 2, total truck tonnage is projected to grow by approximately 87 percent from 2018 to 2050. The fastest freight growth by county is projected in Midland County (an additional 9.3 million tons), Ector County (an additional 7.5 million tons), and Lubbock County (an additional 6.3 million tons).

Mr. Bryan explained that exports and imports are projected to grow in Segment 2 by 2050, with the majority that growth associated with exports in Lubbock and Howard Counties. The export market is important for the oil and gas industry. Growth is general across Segment 2 for imports, the pattern is different. A lot of the goods that are in your homes came from overseas. Warehousing needs to serve some of this. New distribution centers need to be set up such as for Amazon. Facilities will be designed to meet these commitments. This shows a positive outlook across all industries.

Public Question 6: Are you saying it would cause growth such as in the gas pipeline industry?

Mr. Bryan responded no. He clarified that truck freight is only part of the picture.

Public Comment 1: Water is a big factor. We have a shortage. Are you taking that into consideration?

Mr. Bryan responded that for agriculture, yes. There is a potential for crop shifts. The population projections come from the state demographer. Water access is going to be important to any demographic projection.

Public Comment 2: The state water board has a 50-year plan. They do look at needs within the state.

Next, Mr. Bryan began the interactive Mentimeter portion of the presentation. He asked attendees to log on to Mentimeter if they hadn't already done so. Through the development of an interactive survey hosted on Mentimeter, attendees were invited to anonymously provide input on the Ports-to-Plains Corridor Feasibility Study. Mr. Bryan facilitated the interactive portion of the meeting.

One test question – *Who's your favorite Batman?* – was asked of attendees to verify the operation capabilities of Mentimeter. After ensuring Mentimeter was operating correctly, Mr. Bryan continued with the interactive portion of the meeting to receive public feedback. Feedback received is summarized below and correlates with the accompanying slides found in **Attachment E**. Please note that the respondent total may differ slightly from question to question based on voluntary responses of the public. Summarized responses are provided for each question and represent the most commonly given responses by theme. **Attachment E** contains the verbatim Mentimeter responses that were recorded during the interactive portion of the meeting.

Mentimeter Question: What factors do you think are influencing future economic, traffic, and freight conditions?

Total Respondents: 19

Responses by Choice	#
Water availability	4
Economic development and growth	3
Energy production, i.e. renewable and petroleum based	3
Workforce development and availability	2
Road condition and capacity	2
Immigration from other states and general population growth	2
Funding	2
Congestion in other corridors i.e., Interstate 35	2

Mentimeter Question: Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?

Total Respondents: 16

Responses by Choice	#
Yes, more economic development will spur growth for the corridor	4

Yes, most likely the growth will occur in the already populated areas with infrastructure in place	3
Yes, my land will be gone. Big road, loud noise!!!!	1
Not all change will be positive	3
Specific locations: • Tom Green County • Rural communities along US 277 and US 87 • Sonora at intersection of I-27 and I-10	2

Public Question 7: How do you get a copy of this information to evaluate?
Ms. Thamizharasan responded that meeting information will be posted on txdot.gov; do a search on Ports to Plains.

Public Comment 3: I grew up in another state and two interstates came through my dad's property and I've observed development over the years. Almost all the land became commercial. There are all kinds of jobs that pop up.

Public Question 8: We show from Del Rio to Sonora is 3,000 trucks. We'll never start getting traffic – the Ports to Plains conversation started in 1972. We ask the State to take some of our highway district money and go further south. We should start working on the main problems – bottlenecks. Why don't we spend more money going from Del Rio to Sonora?

Ms. Mays responded that the purpose of this study is to study the feasibility of an interstate and to look at a 4-lane divided highway. She said that the attendee's point is what we would be talking about next. Committees will take a deep dive to recommend short, medium- and long-term improvements – looking at step by step and mile by mile solutions.

<u>Preliminary Corridor Feasibility Analysis</u>
Feasibility Analysis and Cross Sections - Ms. Thamizharasan explained that a feasibility analysis is a determination if improvements of the Ports-to-Plains corridor to a four-lane divided highway, or interstate, where feasible, would achieve the goals set out in HB 1079. Using cross-section diagrams, she then described the differences between a four-lane divided highway versus an interstate with frontage roads, including the following characteristics:

Four-Lane Divided Highway Cross Section:

- Driveway access to local businesses and residences
- Lower design speeds
- Smaller ROW widths
- At-grade intersections with other roadways

Interstate with Frontage Roads Cross Section:

- No driveways connecting to main lanes
- No stop signs or traffic signals on main lanes
- Higher design speeds
- Traffic will flow uninterrupted from one end of the facility to the other. To accomplish this, overpasses are necessary.
- Larger ROW widths

Ms. Thamizharasan solicited questions from the public. None were offered. She then passed the presentation back to Mr. Penic.

Feasibility Analysis Criteria, Traffic Congestion - Mr. Penic reviewed one of the feasibility analysis criteria for the Ports-to-Plains Corridor, which includes whether the improvements or expansion would relieve traffic congestion in the segment including the reliability of travel time.

A four-lane divided roadway would be similar to the No Build scenario in that it would not attract more traffic. In this scenario urban mobility/reliability would be an issue; without access control, urban areas would be subject to slower travel speeds and stops. Under the interstate scenario, urban congestion would be anticipated to be alleviated through controlled access. This scenario would establish a continuous regional/national corridor that would improve reliability and route attractiveness.

Mr. Penic then reviewed forecasted traffic conditions of the corridor, utilizing 2050 projected traffic volumes. An overview of the findings included:

No Build Growth:

- Solid corridor growth
- High growth on US 83 north of Laredo, SH 158 near Midland
- Low growth on US 287 near Oklahoma border, US 87 near Big Spring

Four-Lane Divided Growth:

- Option A – Very similar to No Build. Does not attract more traffic – urban mobility/reliability still an issue
- Option B – Would attract moderate additional growth over No Build or Option A

Interstate Highway Growth:

- 100 to 200 percent growth over 2018 volumes found in all three segments on arterial sections
- US 87 provides path to I-25
- US 287 route mostly two-lanes in Oklahoma and Colorado

Interstate Highway Diversions:

- Fills in National Grid
- Most diversions from within 100 miles
- Diversions also traced on national and statewide basis

Mr. Penic then reviewed traffic diversion maps that illustrate expected patterns of change along the Ports-to-Plains Corridor based on growth scenario. Under the four-lane divided scenario, Option A would have minimal diversion anticipated from other routes and Option B would have moderate diversion anticipated from other routes compared to the 2050 No Build scenario.

Under the interstate scenario, impacts would be expected in northern bordering states. Within Texas, low to moderate diversion would be expected from I-35 between Austin and DFW; moderate diversion would be expected from I-10 and portions of I-20; moderate diversion from I-35 from

Laredo to San Antonio to Austin; and significant diversion would be expected from US 385 south of Hartley, US 385 to US 62 between Odessa and Lubbock, and US 84 between Lubbock and I-20. Anticipated diversions for Segment 2 are listed below:

- South of Lubbock, the corridor attracts trips from US 84/I-20, US 62/US-385
- SH 349 segment will attract trips from SH 137 and US 385 to Odessa
- SH 158 segment will attract trips from I-20
- South of San Angelo, the corridor attracts national trips drawn to the I-44 corridor as well as local trips from US 83

Ms. Mays interjected to ask the public if the information that Michael provided answers previous questions regarding traffic from Canada and elsewhere? Members of the public responded yes.

Feasibility Analysis Criteria, Safety and Mobility - Mr. Penic then described another criteria for the feasibility study – a determination and prioritization of improvements and expansion of the Ports-to-Plans Corridor that are warranted in order to promote safety and mobility, while maximizing the use of existing highways to the greatest extent possible and striving to protect private property as much as possible. A summary of analysis under this criterion includes:

Four-Lane Divided:

- Option A:
    - Lower crash rates than two-lane roadways
    - Mobility challenges in urban areas
    - Mobility/reliability an issue in areas without access control - slower speeds and stops
- Option B:
    - Lower crash rates and improved mobility in urban areas
    - Mobility/reliability an issue in areas without access control - slower travel speeds and stops

Interstate:

- Lowest crash rates of all route types
- Full access control offers the best mobility
- Travel time savings of approximately 80 minutes in Segment 2

Crashes are anticipated to be reduced under both scenarios. Converting a roadway from an undivided facility to a divided facility would improve safety. From a mobility standpoint, the study team compared average travel times versus 75 miles per hour (mph) travel times. This analysis showed that delays occur along the corridor for various reasons. Within Segment 2, there is a savings of 80 minutes vs. 212 minutes for the entire corridor.

Feasibility Analysis Criteria, Freight Movement and Energy Sector – The next criteria analyzed were (1) an examination of freight movement along the Ports-to-Plains corridor, and (2) an examination of the ability of the energy industry to transport products to market. This analysis showed:

Four-Lane Divided:

- Option A:
    - Upgrade to 4-Lane Highway has no material effect on truck tons above the 2050 forecast

    - No increase in forecast tonnage
    - Performance gains are insufficient vs. no-build to attract new trips
    - Traffic is not diverted from other routes
- Option B:
    - Moderate increase in forecast tonnage
    - Performance gains are moderate vs. 4-lane divided to attract new trips
    - Moderate traffic is diverted from some alternate routes

Interstate:

- Truck tonnage grows by 125 percent with establishment of Interstate Corridor
- Interstate facility attracts trips from parallel routes

Mr. Penic solicited questions from the public, but none were offered.

Mr. Penic explained that under the four-lane corridor scenario, truck traffic is not anticipated to be diverted from other routes. However, if upgraded to an interstate, approximately 125 percent additional truck tonnage would be expected above the 2050 forecast. For Segment 2 specifically, upgrading to a four-lane highway would not divert tonnage above the 2050 forecast, while upgrading to an interstate would add another 135 percent in diverted truck tons above the 2050 forecast.

Ms. Thamizharasan solicited questions from the public. None were offered.
The presentation was then paused for comments and questions.

Ms. Thamizharasan asked members of the public if the forecasted data results were as expected?

Public Question #9: We hear very little of design of interstates causing floods. Parts of I-10 are a drainage ditch. How much time are the engineers working with the flood/drainage people? You're flooding places that used to not flood.

Ms. Thamizharasan responded that this is a feasibility study. During the next phase, we will work on schematic where these considerations are made and on into detailed design.

Next Steps

Ms. Thamizharasan then reviewed the next steps for Segment Committees, which include:

- Evaluate the economic development impacts of the Ports-to-Plains Corridor, including whether the improvement or expansion of the Ports-to-Plains Corridor would create employment opportunities in this state,
- Determine the areas that are preferable and suitable for interstate designation,
- Develop recommendations and examine project costs related to the improvement or expansion of the Ports-to-Plains Corridor, and
- Assess federal, state, local, and private funding sources for a project improving or expanding the Ports-to-Plains Corridor

Ms. Thamizharasan shared the project QR code and shared the location of the project website.

Public Feedback

Following the presentation, Ms. Mays encouraged attendees to participate in a map exercise asking for assistance to identify issues. Participants viewed Potential Strategies (see **Attachment F**) and were asked to provide handwritten comments/notes on paper maps. Those comments and locations are provided in **Attachment E**.

Wrap-Up

Ms. Mays thanked all attendees for their participation and attendance.

Public Question #10: Assuming this feasibility study goes through, what is the timetable to beginning of construction?

Ms. Thamizharasan responded 10-15 years. Ms. Mays added that the study team will be looking segment by segment so there could be short, middle and long-term solutions. The timeline is fluid.

At 6:45pm the group dispersed to review maps.

ATTACHMENT B
COMMENT/RESPONSE MATRIX

COMMENT/RESPONSE MATRIX

Ports-to-Plains Corridor Feasibility Study
Segment 2 Public Meeting #2
February 19, 2020

Number	Commenter Name	Date Received	Comment Topic	Response
1	David L. Smith	2/19/20	Blank.	Comment noted.
2	Vitoria Powers	2/19/20	Please post more visible notices for meetings and shorten the meeting times.	Comment noted.

This matrix only includes information provided via Comment Forms. Verbal comments made during the meeting presentation are summarized in Attachment A (Meeting Summary). Other interactive public participation (Mentimeter and Map Exercise) are provided in Attachment E (Comments Received).

ATTACHMENT C
NOTICES

Attachment C
Elected Officials Email Invitation

An email invitation with attached meeting notice was sent to the following list of elected and public officials on February 10, 2020.

The invitation email and attachment were sent to these elected and public officials and major stakeholders.

Organization	Name	Title
Big Spring Area Chamber of Commerce	Debbye ValVerde	Executive Director
City of Big Spring	Gloria McDonald	Commissioner
City of Big Spring	John Medina	Assistant City Manager
City of Big Spring	Shannon Thompson	Mayor
City of Eldorado	George Arispe	Mayor
City of Lamesa	Josh Stevens	Mayor
City of Lubbock	Dan Pope	Mayor
City of Midland	Jerry Morales	Former Mayor
City of Midland	Patrick Payton	Mayor
City of Odessa	David Turner	Mayor
City of Odessa	Phillip Urrutia	Assistant City Manger
City of San Angelo	Brenda Gunter	Mayor
City of Sonora	Arturo Fuentes	City Manager
City of Sonora	Wanda Shurley	Mayor
City of Sterling City	Lane Horwood	Mayor
City of Tahoka	John Baker	Mayor
Coke County	Hal Spain	Judge
Concho Valley Council of Governments	John Austin Stokes	Executive Director
Dawson County	Foy O'Brien	Judge
Ector County	Debi Hays	Judge
Glasscock County	Kim Halfmann	Judge
The High Ground of Texas	Kasey Coker	Executive Director
Howard County	Kathryn Wiseman	Judge
Lamesa Area Chamber of Commerce	Karen Mize	President
Lubbock Chamber of Commerce	Eddie McBride	President and CEO
Lubbock County	Curtis Parrish	Judge
Lubbock County	Kristen Windham	Court Coordinator
Lubbock MPO	David Jones	Director
Lynn County	Mike Braddock	Judge
Martin County	Bryan Cox	Judge
Mayor Dan Pope's Office	Abby Dye	Assistant to the Mayor
Midland Chamber of Commerce	Bobby Burns	President and CEO
Midland County	Terry Johnson	Judge
MOTRAN Alliance, Inc.	James Beauchamp	President
Permian Basin MPO	Cameron Walker	Director
Permian Basin Petroleum Association	Stephen Robertson	Executive Vice President
Plains Cotton Growers, Inc.	Steve Verett	Executive Vice President
Ports-to-Plains Alliance	John Osborne	Executive Director

San Angelo Chamber of Commerce	Bruce Partain	President and CEO
San Angelo Economic Development Corporation	Guy Andrews	Director
San Angelo MPO	Major Hofheins	Director
Schleicher County	Charlie Bradley	Judge
Select Milk/Legacy Farms LP	Brad Bouma	President
Sonora Chamber of Commerce	Donna Garrett	Executive Director
South Plains Association of Governments	Tim Pierce	Executive Director
Sterling City Economic Development Corporation	Fred Thompson	Director
Sterling County	Deborah Horwood	Judge
Sutton County	Stephen Smith	Judge
Texas Trucking Association	John Esparza	CEO
Tom Green County	Rick Bacon	Commissioner
Tom Green County	Steve Floyd	Judge
TxDOT	Humberto Gonzalez, Jr.	Director of Transportation Planning & Development
TxDOT	Roberto Rodriguez, III	Transportation Engineer
TxDOT	Neil Welch	Area Engineer

From: Akila Thamizharasan [redacted]
Sent: Monday, February 10, 2020 2:32 PM
To: Neil Welch [redacted]; Abby Dye, Assitan to Mayor Dan Pope [redacted]; Arturo Fuentes, City Manager, City of Sonora [redacted]; Bobby Burns, President and CEO, Midland Chamber of Commerce [redacted]; Brad Bouma, Select Milk/Legacy Farms LP [redacted]; Brenda Gunter, Mayor, City of San Angelo [redacted]; Bruce Partain, President and CEO, Midland Chamber of Commerce [redacted]; Bryan Cox, Judge, Martin County [redacted]; Cameron Walker, Director, Permian Basin MPO [redacted]; Charlie Bradley, Judge, Schleicher County [redacted] Curtis Parrish, Judge, Lubbock County [redacted]; Dan Pope, Mayor, City of Lubbock [redacted]; David Turner, Mayor, City of Odessa [redacted]; Debbye ValVerde, Executive Director, Big Spring Area Chamber of Commerce [redacted]; Debi Hays , Ector County Judge [redacted]; Deborah Horwood, Judge, Sterling County [redacted]; Donna Garrett, Executive Director, Sonora Chamber of Commerce [redacted]; Eddie McBride, President and CEO, Lubbock Chamber of Commerce [redacted]; Foy O'Brien, Judge, Dawson County [redacted]; Fred Thompson, Director Sterling City Economic Development Corporation [redacted]; Fred Thompson, Director, Sterling City Economic Development Corporation [redacted]; George Arispe, Mayor, City of Eldorado [redacted]; Gloria McDonald, City of Big Spring Commissioner [redacted]; Guy Andrews, Economic Development Director, San Angelo Economic Development Corporation [redacted]; H. David Jones, Director, Lubbock MPO [redacted]; Hal Spain, Judge, Coke County [redacted]; Humberto "Tito" Gonzalez Jr [redacted]; James Beauchamp, President, MOTRAN Alliance, Inc. [redacted]; Jerry Morales, Mayor, City of Midland [redacted]; John Austin Stokes, Executive Director, Concho Valley Council of Governments [redacted]; John Baker, Mayor, City of Tahoka [redacted]; John Esparza, CEO, Texas Trucking Association [redacted]; John Medina, Assistant City Manager, Big Spring [redacted]; John Osborne, Executive Director, Ports-to-Plains Alliance [redacted]; Josh Stevens, Mayor, City of Lamesa [redacted]; Karen Mize, President, Lamesa Area Chamber of Commerce [redacted]; Kasey Coker, Executive Director, The High Ground of Texas [redacted]; Kathryn Wiseman, Howard County Judge [redacted]; Kim Halfmann, Judge, Glasscock County [redacted]; Kristen Windham Court Coordinator, Lubbock County [redacted]; Lane Horwood, Mayor, City of Sterling City [redacted]; Major Hofheins, Director, San Angelo MPO [redacted]; Mike Braddock, Judge, Lynn County [redacted]; Patrick Payton, Mayor, Midland [redacted]; Phillip Urrutia, Assistant City Manager, City of Odessa [redacted]; Rick Bacon, Commissioner, Tom Green County [redacted]; Roberto Rodriguez III [redacted]; Shannon Thomason, Mayor City of Big Spring [redacted]; Stephen H. Smith, Judge, Sutton County [redacted]; Stephen Robertson, Executive VP, Permian Basin Petroleum Association [redacted]; Steve Floyd, Judge, Tom Green County [redacted]; Steve Smith, Judge, Sutton County [redacted]; Steve Verett, Executive VP, Plains Cotton Growers, Inc. [redacted]; Terry Johnson, Judge, Midland County [redacted]; Tim Pierce, Executive Director, South Plains Association of Governments [redacted]; Wanda Shurley, Mayor, City of Sonora [redacted]

Cc: Caroline Mays [redacted]; Peter Smith [redacted]; Roger Beall [redacted]; Brian Barth [redacted]; Bill Hale [redacted]; Marc Williams [redacted]; Trent Thomas [redacted]; Blake Calvert [redacted]; David Salazar [redacted]; Mark Jones [redacted]; John Speed [redacted]; Carl Johnson [redacted]; Steven Warren [redacted]>; Brian Crawford [redacted]; Steve Linhart [redacted]; Charlie Leal [redacted]; Alvin New [redacted]; Emily Clisby [redacted]; Norma Rios [redacted]; Loretta Brown [redacted]; Travis, Wendy G. [redacted]

Subject: Segment 2 HB 1079 Ports to Plains Corridor Feasibility Study - Public Meeting Announcement

Greetings,

The second round of Ports-to-Plains Corridor Feasibility Study public meetings are scheduled. **The second public meeting for Segment 2 will be held on February 19, 2020 at the West Texas Training Center, Howard College in San Angelo from 4:30 p.m. to 7:00 p.m.** Please note the change of venue relative to previous announcement.

Attached, is a flyer for the February 19th public meeting. We would like your help, sharing the information with the public and stakeholders in your area.

Please let us know if you have any questions or would like additional information on the study.

We appreciate your assistance.

Sincerely,
Akila

Texas Department of Transportation
Akila Thamizharasan, PE PTOE PMP
Corridor Planning Branch Manager
Transportation Planning and Programming Division
118 E. Riverside Dr.
Austin, Texas 78704
Office: [redacted]
Cell: [redacted]
Email: [redacted]

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

Texas Department of Transportation

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 2: HALE/LUBBOCK COUNTY LINE TO SUTTON/EDWARDS COUNTY LINE

Join us at the Public Meeting

Overview:

The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line.

WEDNESDAY, FEB. 19, 2020

4:30 p.m. — 7 p.m.
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67
San Angelo, TX 76905

Meeting Purpose:

The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and to provide input on the forecasted conditions along the corridor that were developed and will be presented by the study team.

For more information:

For more information or if you have a special communication accommodation or need for an interpreter, a request can be made at least two days prior to the meeting at portstoplains@txdot.gov or (512) 486-5106. TxDOT will make every reasonable effort to accommodate these needs.

Visit us online at txdot.gov, keyword "Ports to Plains."

Attachment C
Postcard Mailout

A postcard was mailed to stakeholders included on the following database on February 11, 2020.

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

Type	Organization/ Business	Sal.	First Name	Last Name	Title
Public Meeting #1	ABS	Mr.	HR (Ray)	Stubblefield	
University	Angelo State University				
Chamber	Big Spring Area Chamber of Commerce	Ms.	Debbye	ValVerde	Executive Director
Economic Development	Big Spring EDC	Mr.	Terry	Wegman	Executive Director
School District	Big Spring ISD	Mr.	Jay	McWIlliams	Superintendent
Airport	Big Spring McMahone-Wrinkle Airport				
School District	Christoval ISD	Dr.	David	Walker	Superintendent
Transit Agency	Citibus				
Municipality	City of Big Spring	Mr.	Todd	Darden	City Manager
Municipality (EO)	City of Big Spring	Councilmember	Jim	DePauw	Councilmember, District 6
Municipality (EO)	City of Big Spring	Councilmember	Doug	Hartman, Jr.	Councilmember, District 2
Municipality (EO)	City of Big Spring	Councilmember	Raul	Marquez, Jr.	Councilmember, District 1
Municipality (EO)	City of Big Spring	Councilmember	Terry	McDaniel	Councilmember, District 3
Municipality (EO)	City of Big Spring	Councilmember	Gloria	McDonald	Councilmember, District 4
Municipality (EO)	City of Big Spring	Councilmember	Camila	Strande	Councilmember, District 5
Municipality (EO)	City of Eldorado	Council Member	Vicki	Farmer	Council Member SMW #2
Municipality (EO)	City of Eldorado	Council Member	Dan	Halbert	Council Member SMW #1
Municipality (EO)	City of Eldorado	Council Member	Oscar	Martinez	Council Member SMW #3
Municipality (EO)	City of Eldorado	Council Member	Wayne	McGinnes	Council Member SMW #2
Municipality (EO)	City of Eldorado	Council Member	Paul	Rebuck	Council Member SMW #3
Municipality (EO)	City of Eldorado	Council Member	J. Mack	Redish	Council Member SMW #1
Municipality (EO)	City of Lamesa	Council Member	Marie	Briseno	Council Member, District 2
Municipality	City of Lamesa	Ms.	Shawna	Burkhart	City Manager
Municipality (EO)	City of Lamesa	Council Member	Bobby	Gonzales	Council Member, District 5
Municipality (EO)	City of Lamesa	Council Member	Rick	Moreno	Council Member, District 3
Municipality (EO)	City of Lamesa	Council Member	Doug	Morris	Council Member, District 6
Municipality (EO)	City of Lamesa	Council Member	Dore Evan	Rodriguez	Council Member, District 4
Municipality (EO)	City of Lamesa	Council Member	Brant	Stewart	Council Member, District 1
Municipality	City of Lubbock	Mr.	W. Jarrett	Atkinson	City Manager
Municipality (EO)	City of Lubbock	Councilman	Juan A.	Chadis	Councilman, District 1
Municipality (EO)	City of Lubbock	Councilman	Randy	Christian	Councilman, District 5
Municipality (EO)	City of Lubbock	Councilman	Jeff	Griffith	Councilman, District 3
Municipality (EO)	City of Lubbock	Councilwoman	Latrelle	Joy	Councilman, District 6
Municipality (EO)	City of Lubbock	Councilman	Steve	Massengale	Councilman, District 4
Municipality (EO)	City of Lubbock	Councilwoman	Shelia	Patterson Harris	Councilman, District 2
Utility	City of Lubbock Utilities				
Municipality (EO)	City of Midland	Council Member	Scott	Dufford	Council Member, District 1
Municipality (EO)	City of Midland	Council Member	Sharla	Hotchkiss	Council Member, District 3
Municipality (EO)	City of Midland	Council Member	J. Ross	Lacy	Council Member, District 4
Municipality (EO)	City of Midland	Council Member	John B.	Love, III	Council Member, District 2
Municipality (EO)	City of Midland	Council Member	Spencer	Robnett	Council Member, At-Large
Municipality	City of Midland	Mr.	Courtney	Sharp	City Manager
Municipality (EO)	City of Midland	Council Member	Michael	Trost	Council Member, At-Large
Municipality (EO) Public Meeting #1	City of San Angelo	Councilman	Lane	Carter	Council Member, District 5

[redacted]

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

Municipality (EO)	City of San Angelo	Council Member	Billie	DeWitt	Council Member, District 6	[redacted]
Municipality (EO)	City of San Angelo	Council Member	Lucy	Gonzales	Council Member, District 4	[redacted]
Municipality (EO) Public Meeting #1	City of San Angelo	Mrs.	Brenda	Gunter	Mayor	[redacted]
Municipality (EO)	City of San Angelo	Council Member	Tommy	Hiebert	Council Member, District 1	[redacted]
Public Meeting #1	City of San Angelo	Mr.	Ron	Lewis		[redacted]
Municipality (EO) Public Meeting #1	City of San Angelo	Council Member	Harry	Thomas	Council Member, District 3 Mayor Pro Tem	[redacted]
Municipality (EO)	City of San Angelo	Council Member	Tom	Thompson	Council Member, District 2	[redacted]
Municipality, Public Meeting #1	City of San Angelo	Mr.	Daniel	Valenzuela	City Manager	[redacted]
Municipality, Eco Develop, Public Meeting #1	City of San Angelo, Economic Development Dept.	Mr.	Guy	Andrews	Economic Development Director	[redacted]
Municipality (EO)	City of Tahoka	Mayor Pro-Tem	Ray	Box	Mayor Pro-Tem, District 5	[redacted]
Municipality (EO)	City of Tahoka	Council Member	Shiloh	Braddock	Council Member, District 3	[redacted]
Municipality (EO)	City of Tahoka	Council Member	Ryan	Curry	Council Member, District 4	[redacted]
Municipality (EO)	City of Tahoka	Council Member	Ronny	Jolly	Council Member, District 2	[redacted]
Municipality (EO)	City of Tahoka	Council Member	Johnny	Rosas	Council Member, District 1	[redacted]
Municipality	City of Tahoka	Mr.	Jerry W.	Webster	City Administrator	[redacted]
County (EO)	Coke County	Commissioner	Marshall	Millican	Commissioner, Pct. 3	[redacted]
County (EO)	Coke County	Commissioner	Donald	Robertson	Commissioner, Pct. 1	[redacted]
County (EO)	Coke County	Commissioner	Joe	Sefcik	Commissioner, Pct. 4	[redacted]
County (EO)	Coke County	Commissioner	Paul	Williams	Commissioner, Pct. 2	[redacted]
Groundwater Conservation District	Coke County UWCD					[redacted]
Utility	Concho Valley Electric Cooperative, Inc.		Kelly	Lankford	CEO	[redacted]
Public Meeting #1	COSADC Transportation Committee	Mr.	John	Bariou		[redacted]
County (EO)	Dawson County	Commissioner	Russell	Cox	Commissioner, Pct. 4	[redacted]
County (EO)	Dawson County	Commissioner	Nicky	Goode	Commissioner, Pct. 3	[redacted]
County (EO)	Dawson County	Commissioner	Tony	Hernandez	Commissioner, Pct. 2	[redacted]
County (EO)	Dawson County	Commissioner	Ricky	Minjarez	Commissioner, Pct. 1	[redacted]
Public Meeting #1	Enervest	Mr.	James	Jaeger		[redacted]
Public Meeting #1	Enervest	Mr.	Michael	Walther		[redacted]
School District	Forsan ISD	Mr.	Randy	Johnson	Superintendent	[redacted]
County (EO)	Glasscock County	Commissioner	Charles	Gully	Commissioner, Pct. 1	[redacted]
County (EO)	Glasscock County	Commissioner	Mark	Halfmann	Commissioner, Pct. 2	[redacted]
County (EO)	Glasscock County	Commissioner	Gary	Jones	Commissioner, Pct. 3	[redacted]
County (EO)	Glasscock County	Commissioner	John	Seidenberger	Commissioner, Pct. 4	[redacted]
School District	Glasscock County ISD	Mr.	Scott	Bicknell	Superintendent	[redacted]

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

Groundwater Conservation District	Glasscock Groundwater Conservation District	Ms.	Rhetta	Yanez	General Manager
Federal Land, Military	Goodfellow Air Force Base				
School District	Grady ISD	Mr.	Leanardo	Gonzales	Superintendent
School District	Grape Creek ISD	Ms.	Angie	Smetana	Superintendent
School District	Greenwood ISD	Mr.	Edward	Elliott	Superintendent
Public Meeting #1	Halff Associates	Mr.	Michael	Sexton	
Public Meeting #1	Hance Scarborough	Ms.	Cheri	Huddleston	
County (EO)	Howard County	Commissioner	Craig	Bailey	Commissioner, Pct. 2
County (EO)	Howard County	Commissioner	John	Cline	Commissioner, Pct. 4
County (EO)	Howard County	Commissioner	Oscar	Garcia	Commissioner, Pct. 1
County (EO)	Howard County	Commissioner	Jimmie	Long	Commissioner, Pct. 3
School District	Idalou ISD	Mr.	Jim	Waller	Superintendent
School District	Klondike ISD	Mr.	Steve	McLaren	Superintendent
Media Public Meeting #1	KLST	Mr.	Victor	Glenn	
Chamber	Lamesa Chamber of Commerce				
Economic Development	Lamesa Economic Development	Mr.	Sean	Overeynder	Executive Director
School District	Lamesa ISD	Mr.	Jim	Knight	Superintendent
Airport	Lamesa Municipal Airport				
Groundwater Conservation District	Lipan-Kickapoo WCD	Mr.	Leon	Braden	General Manager
Chamber	Lubbock Chamber of Commerce	Mr.	Eddie	McBride	President & CEO
University	Lubbock Christian University	Mr.	John	King	Senior Vice President of University Relations
County (EO)	Lubbock County	Commissioner	Jason	Corley	Commissioner, Pct. 2
County (EO)	Lubbock County	Commissioner	Gilbert A.	Flores	Commissioner, Pct. 3
County (EO)	Lubbock County	Commissioner	Bill	McCay	Commissioner, Pct. 1
County (EO)	Lubbock County	Commissioner	Chad	Seay	Commissioner, Pct. 4
Economic Development	Lubbock Economic Development Alliance	Mr.	John	Osborne	President & CEO
Airport	Lubbock International Airport	Ms.	Kelly	Campbell	Director of Aviaton
School District	Lubbock ISD	Dr.	Kathy	Rollo	Superintendent
Ports	Lubbock Port of Entry				
School District	Lubbock-Cooper ISD	Mr.	Keith	Bryant	Superintendent
County (EO)	Lynn County	Commissioner	Don	Blair	Commissioner, Pct. 3
County (EO)	Lynn County	Commissioner	Larry	Durham	Commissioner, Pct. 4
County (EO)	Lynn County	Commissioner	John	Hawthorne	Commissioner, Pct. 2
County (EO)	Lynn County	Commissioner	Matt	Woodley	Commissioner, Pct. 1
Utility	Lyntegar Electric Cooperative, Inc.		Greg	Henley	CEO

[redacted]

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

County (EO)	Martin County	Commissioner	Robin	Barnes	Commissioner, Pct. 2	[redacted]
County (EO)	Martin County	Commissioner	Koy	Blocker	Commissioner, Pct. 4	[redacted]
County (EO)	Martin County	Commissioner	Bobby	Holland	Commissioner, Pct. 3	[redacted]
County (EO)	Martin County	Commissioner	Kenny	Stewart	Commissioner, Pct. 1	[redacted]
Groundwater Conservation District	Mesa UWCD	Mr.	Jacob	Hernandez	District Manager	[redacted]
Airport	Midland Airpark					[redacted]
Chamber	Midland Chamber of Commerce	Mr.	Bobby	Burns	President & CEO	[redacted]
Chamber	Midland Chamber of Commerce	Ms.	Helen	Cooley	Public Relations Specialist	[redacted]
County (EO)	Midland County	Commissioner	Robin	Donnelly	Commissioner, Pct. 2	[redacted]
County (EO)	Midland County	Commissioner	Randy	Prude	Commissioner, Pct. 4	[redacted]
County (EO)	Midland County	Commissioner	Scott	Ramsey	Commissioner, Pct. 1	[redacted]
County (EO)	Midland County	Commissioner	Luis D.	Sanchez	Commissioner, Pct. 3	[redacted]
Economic Development	Midland Development Corporation	Mr.	John	Trischitti	Executive Director	[redacted]
Airport	Midland International Airport					[redacted]
School District	Midland ISD	Mr.	Orlando	Riddick	Superintendent	[redacted]
Ports	Midland Port of Entry					[redacted]
School District	New Deal ISD	Mr.	Matt	Reed	Superintendent	[redacted]
School District	New Home ISD	Mr.	Shane	Fiedler	Superintendent	[redacted]
Public Meeting #1	Oak Mountain	Mr.	Daniel	Reisner		[redacted]
School District	O'Donnell ISD	Ms.	Cathy	Palmer	Superintendent	[redacted]
MPO	Permian Basin MPO	Ms.	Lorrine	Quimiro	Sr. Transportation Planner	[redacted]
MPO	Permian Basin MPO	Mr.	Cameron	Walker	Executive Director	[redacted]
Council of Governments	Permian Basin Regional Planning Commission					[redacted]
Groundwater Conservation District	Permian Basin UWCD	Ms.	Donna	Springer		[redacted]
Members of Ports to Plains Alliance	Plains Cotton Growers, Inc.					[redacted]
Groundwater Conservation District	Plateau UWC and Supply District	Mr.	Jon	Cartwright	Manager	[redacted]
Members of Ports to Plains Alliance	Reece Albert, Inc.					[redacted]
Utility	Reliant Energy					[redacted]
Members of Ports to Plains Alliance	Republic Services					[redacted]
Public Meeting #1	RS&H	Mr.	Karl	Bednarz		[redacted]
Public Meeting #1	RS&H	Mr.	Jordan	Sefcik		[redacted]
Chamber	San Angelo Chamber of Commerce	Ms.	Kayla	Boyett	Communications Director	[redacted]
Chamber	San Angelo Chamber of Commerce	Mr.	Michael	Looney	Vice President of Economic Development	[redacted]
Chamber	San Angelo Chamber of Commerce	Mr.	Bruce	Partain	President/CEO	[redacted]
Economic Development	San Angelo EDC	Mr.	Guy	Andrews	Economic Development Director	[redacted]

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

School District	San Angelo ISD	Dr.	Carl	Dethloff	Superintendent	[redacted]
MPO, Public Meeting #1	San Angelo MPO	Mr.	Major	Hofheins	Director	[redacted]
MPO, Public Meeting #1	San Angelo MPO	Mr.	Pete	Madrid	MPO Planner/GIS Technician	[redacted]
Airport	San Angelo Regional/Mathis Airfield					[redacted]
State Park	San Angelo State Park					[redacted]
School District	Sands Consolidated ISD	Mr.	Wayne	Henderson	Superintendent	[redacted]
County (EO)	Schleicher County	Commissioner	Matt	Brown	Commissioner, Pct. 4	[redacted]
County (EO)	Schleicher County	Commissioner	Kirk	Griffin	Commissioner, Pct. 3	[redacted]
County (EO)	Schleicher County	Commissioner	Johnny F.	Mayo	Commissioner, Pct. 1	[redacted]
County (EO)	Schleicher County	Commissioner	Lynn	Meador	Commissioner, Pct. 2	[redacted]
School District	Schleicher ISD	Mr.	Robert	Gibson	Superintendent	[redacted]
Chamber	Sonora Chamber of Commerce					[redacted]
Economic Development	Sonora EDC	Mr.	David L.	Smith	Manager	[redacted]
School District	Sonora ISD	Mr.	Ross	Ashenbeck	Superintendent	[redacted]
Council of Governments	South Plains Association of Governments					[redacted]
Utility	Southwest Texas Electric Cooperative	Mr.	William	Whitten	General Manager	[redacted]
School District	Stanton ISD	Dr.	Merl	Brandon	Superintendent	[redacted]
Municipality (EO)	Sterling City	Council Member	Randy	Guetersloh	Council Member Ward #3/Mayor Pro Tem	[redacted]
Municipality (EO)	Sterling City	Council Member	Karen	Hodges	Council Member Ward #3	[redacted]
Municipality (EO)	Sterling City	Council Member	George	Rodriguez	Council Member Ward #2	[redacted]
Municipality	Sterling City	Mr.	Richard	Seals	Public Works Director	[redacted]
Municipality (EO)	Sterling City	Council Member	Bill	Smith	Council Member Ward #1	[redacted]
Municipality (EO)	Sterling City	Council Member	Charlie	Stevens	Council Member Ward #1	[redacted]
Municipality, Eco Develop	Sterling City Economic Development Corporation	Mr.	Fred	Thompson	EDC Director	[redacted]
School District	Sterling City ISD	Mr.	Bob	Rauch	Superintendent	[redacted]
County (EO)	Sterling County	Commissioner	Ross	Copeland	Commissioner, Pct. 1	[redacted]
County (EO)	Sterling County	Commissioner	Edward	Michulka, Jr.	Commissioner, Pct. 2	[redacted]
County (EO)	Sterling County	Commissioner	Reed	Stewart	Commissioner, Pct. 4	[redacted]
County (EO)	Sterling County	Commissioner	Tommy	Wright, Jr.	Commissioner, Pct. 3	[redacted]
Groundwater Conservation District	Sterling County UWCD	Mr.	Jack	Clark	Chairman	[redacted]
County (EO)	Sutton County	Commissioner	Bob	Brockman	Commissioner, Pct. 2	[redacted]
County (EO)	Sutton County	Commissioner	Fred	Perez	Commissioner, Pct. 4	[redacted]
County (EO) Public Meeting #1	Sutton County	The Honorable	Steve	Smith	Judge	[redacted]
County (EO)	Sutton County	Commissioner	Carl	Teaff	Commissioner, Pct. 3	[redacted]

STAKEHOLDER DATABASE

Ports-to-Plains Corridor Feasibility Study - Segment 2

County (EO)	Sutton County	Commissioner	Miguel	Villanueva	Commissioner, Pct. 1	[redacted]
Groundwater Conservation District	Sutton County UWCD	Ms.	Meredith	Allen	Manager	[redacted]
School District	Tahoka ISD					[redacted]
Airport	T-Bar Airport	Mr.	Jerry	Webster	Manager	[redacted]
Members of Ports to Plains Alliance	Texas Pacifico					[redacted]
State Rep Public Meeting #1	Texas Senate	Ms.	Laura	Lewis	District Director	[redacted]
State Rep (EO)	Texas Senate	The Honorable	Charles	Perry	District 28	[redacted]
State Rep (EO)	Texas Senate	The Honorable	Kel	Seliger	District 31	[redacted]
University	Texas Tech University					[redacted]
County (EO) Public Meeting #1	Tom Green County	Commissioner	Rick	Bacon	Commissioner, Pct. 3	[redacted]
County (EO)	Tom Green County	Commissioner	Sammy	Farmer	Commissioner, Pct. 2	[redacted]

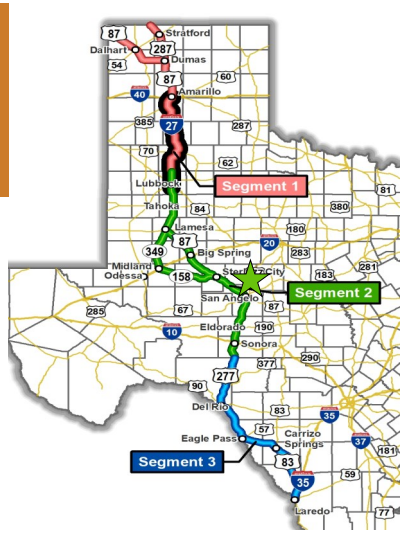
Join us at the Public Meeting

Overview:

The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line.

WEDNESDAY, FEB. 19, 2020

4:30 p.m. — 7 p.m.
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67
San Angelo, TX 76905



Meeting Purpose:

The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and to provide input on the forecasted conditions along the corridor that were developed and will be presented by the study team.

For more information:

For more information or if you have a special communication accommodation or need for an interpreter, a request can be made at least two days prior to the meeting at portstoplains@txdot.gov or (512) 486-5106. TxDOT will make every reasonable effort to accommodate these needs.

Visit us online at txdot.gov, keyword "Ports to Plains."

Attachment C
Newspaper Advertisement

A display ad was published in English in the San Angelo Standard Times on February 13, 2020.

Affidavit of Distribution

State of Ohio

County of Hamilton

City of Cincinnati

I, Amber Gray being sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication know as, The San Angelo Standard Times ("Publication")

And have full knowledge of the facts herein stated as follows:

The insert for The San Angelo Standard Times ("Advertiser") with The Texas Dept. of Transportation ("Agency") and insertion order number GC10 36874.01 was distribute according to the insertion order/distribution list on the 13th day of February, 2020.

By: Amber Gray

Subscribed and sworn to before me this 14 day of February, 2020.

Karla Hollenkamp

Notary Public 2019-RE-807765

Notary Seal:

NOTARY PUBLIC STATE OF OHIO

KARLA ANN HOLLENKAMP
Notary Public
State of Ohio
My Comm. Expires
November 24, 2024

"Cross That River" musical coming to San Angelo

Rosanna Aguilera
San Angelo Standard-Times
USA TODAY NETWORK – TEXAS

The musical "Cross That River" is coming to San Angelo to tell the story of a runaway slave who escapes to Texas for a new life.

The show is scheduled for 7 p.m. Tuesday at the Brooks & Bates Theatre, 82 Gillis St. Tickets are $25 and can be bought online at sanangelopac.org.

The musical was composed by renowned jazz artist Allan Harris and is directed by Regge Life. Harris and his wife, Pat, also wrote a book, "Cross That River: A Tale of the Black West."

"The unsettled West of the 1860s provides a new life and new dreams for Blue, a runaway slave who escapes to Texas to become one of America's first black cowboys," states the SAPAC website in a short summary of the musical. "This compelling tale of freedom integrates fiction with historical fact, and each song presents a different page in this complicated chapter of American history."

Harris says he wrote this to tell the untold story of the black west and empower Americans with a story of hope and freedom.

If you go

What: "Cross That River" musical

When: 7 p.m. Tuesday

Where: Brooks & Bates Theatre, 82 Gillis St.

Harris has received several awards, including the New York Nightlife Award for "Outstanding Jazz Vocalist," which he has won three times.

The musical "Cross That River" is coming to San Angelo to tell the story of a runaway slave who escapes to Texas for a new life, showcasing Allan Harris. JAMIE GERMANO, @JGERMANO1/STAFF PHOTOGRAPHER

Parks

Continued from Page 1A

the first residential plats, such as the Ellis Addition, it took 16 more years for a park to become a reality in San Angelo. The turn of the 19th century saw continued progress in the growth of San Angelo, and the City permanently incorporated in 1903.

As the City grew, trash and construction debris began to be a problem, especially downtown. The edges of town, including the future Santa Fe Park and other undeveloped properties, were used as dumping grounds. City Council helped to address this problem by establishing a "city dumping ground" west of the city limits and by burying refuse on various "city-owned" properties.

Mr. S. W. Merchant, an early San Angelo businessman, and Mr. John Loomis, an early rancher, approached City Council to donate some of their property downtown to the City on condition the City clean up the properties and accept them as a park. The City Council agreed and on May 10, 1904, the City got its first park. The City abated the refuse nuisance on the properties but they remained a public park in name only.

The first true park development in San Angelo did not begin at City Park. This honor goes to "U. G. Taylor Park." If you've never heard of "U. G. Taylor Park," don't worry, most folks haven't. "U. G. Taylor Park" is known to us now as "Civic League" Park and most know it simply as the "water lily park."

If any one person should take the credit for the start of parks and for the very unique character of the parks that we enjoy today, that person is Mary Ellen Lee. There were many active women in San Angelo's early history, creating civilization out of the rough and rugged plains, but Mrs. Lee far out-shown them all. She was involved in many social endeavors and helped make San Angelo a true town. Mrs. Lee was the founding member, and served in the first years as President, of the San Angelo League for Civic Improvement.

Begun in December of 1902, the Civic League, as it was known in short, was part of the City Beautiful Movement which began at the very end of the 19th century (many believe as a result of the Columbian Exposition of 1893 in Chicago). This national movement was a loosely-formed artistic movement with strong civic and social improvement intentions.

The movement dealt with public property adornment, litter and trash problems, and, most importantly for this accounting, park development. It is exactly these matters that Mrs. Lee involved herself in San Angelo. She was native to Philadelphia and often took trips back home for months at a time. In this way, she was able to better become associated with nationwide endeavors and to take these ideas back to her home on the rolling plains at San Angelo.

In its adopted constitution of December 16, 1902, the "purpose of the league shall be to further the improvement of the city in every way." The league's first major task was to purchase and install trashcans downtown and to hire a "scavenger ... to look after them." In addition, one of the primary goals of the nationwide collection of civic leagues (under the umbrella of the American League formed in 1901) was park development.

I give most of the credit to Mrs. Lee. However, there are others who deserve prominent recognition, and who were also members of the Civic League, include Mrs. W. S. Kelly (the city's first florist), Mrs. Kate Veck (wife of the first businessman in San Angelo and herself one of the city's first florists), Mrs. Clarissa Frary and Mrs. Helen Merchant (wife of the man who donated to the City most of the first park property).

In the spring of 1904, Mr. Uriah Gilliam Taylor began to lay out and sell lots of the Angelo Heights Addition which included the area west of the North Concho River from Caddo Street (then a cattle crossing) to Beauregard Avenue and some distance west.

This was the city's first development west of the North Concho River. It is strongly believed, but it is not clear how, that Mrs. Lee approached Mr. Taylor and got him to dedicate the property we now know as Civic League Park as a park. Mr. Taylor agreed and placed it "under the league's control" on May 1, 1904.

The City's first true park development had begun thanks to the City Beautiful Movement and, most importantly, the efforts of the women of the San Angelo League for Civic Improvement.

It is apparent that some work had been done to turn the property into a park by the Civic League because in August of 1904, the group offered the park for the upcoming Labor Day picnic.

The offer was, however, turned down. It is not known yet where the event was eventually held, if at all. One can assume that the ladies would not have put themselves on the line for the event without the property having been made presentable as a park.

The City Council finally accepted this property as a city park on December 10, 1907, and it was officially deeded by Mr. Taylor to the City on June 9, 1911. At this point in time, the cost for maintenance and development was passed from the Civic League to the City. The League did, however, continue to be involved in the park.

As shown, the Civic League was instrumental in the park's early development. Headed by Mrs. Lee, the women of the Civic League including Mrs. Kelly, Mrs. Veck, Mrs, Frary, and Mrs. Merchant, dedicated their time, talents, and money to transform the property into a park. It is these women who began our park history and who have shaped the very unique character that our city enjoys today.

It is also these women, especially Mrs. Kelly, whom the Mayor approached in 1905 to begin to develop City Park. Being avid horticulturists, these women transformed what once were cattle yards (the earliest owners were the Tankersleys) and dumping grounds into gardens, pathways, and picnic areas. The efforts of the women of the Civic League did not end here.

The Park along South Abe Street, south of the North Concho River has been known as the Park Heights Park, Abe Street Park, Spanish Park, but it is now known to most folks as Sunken Garden Park (and also now home to the Richard and Pam Salmon Sculpture Garden). Sometimes, the name, "Sunken Garden Park," gets confused with Civic League Park since both locations have sunken gardens.

Since this property was not good real estate to develop homes — it was a "ravine-like block of land lying next to the river, with steep slopes tumbling down toward a small stream" — developers C. T. Paul, who later became Mayor, and E. E. Bailey laid out the Park Heights Addition in 1906 with the area drawn out on the plat as "park." No deed was made for this dedication, and later when Mr. Bailey consulted on Attorney R. Wilbur Brown to know if he could recover the property, he was informed that "the dedication was effective and complete."

In the early days, the Civic League met in the courthouse. After the first courthouse was lost, the group began to meet elsewhere. Records show that the Civic League met, at least in its final years, in the late 1920s and early 1930s, at 418 West Twohig. Local historians will recognize this address; it is that of another civic leader and the first music businessman, Mr. George Allen.

This home was moved to a ranch near Millersview and, in present times, can be found at Old Town. What is also interesting is that this structure remained involved in civic endeavors, being home to Kinney-Franke Architects for several years.

The Civic League was also instrumental in developing and funding a municipal band. It doesn't take much to make a connection here with Mr. Allen. One can assume he was also involved. This band played at bandstands (which no longer exist) that were located at City Park and at the west end of Twohig Avenue.

This latter bandstand, on Santa Fe Park property, became the Park Department's first "headquarters" in 1925. Tools and equipment were stored, and the first employees reported there for work.

Mary E. Lee's park legacy lives on since there is a park named after her at Lake Nasworthy. This is how that happened. In 1894, Mary E. Lee sold to the county for $300 more than 1,900 acres of land including Flat Rock crossing near the iron span bridge over Middle Concho; this land to be for public use for road and watering purposes.

When in later years the building of Nasworthy Dam put this acreage under water, other land on the lake shore was dedicated to the public use and given the name of Mary E. Lee Park.

While the honor of the city's first florists belongs to Mrs. Kelly and Mrs. Veck, the honor of the City's first nurseryman belongs to Mr. Joe Nussbaumer who, in his early days in San Angelo, rented a home located on the City Park property before it was deeded to the City.

Mr. Nussbaumer moved to another location east and north of there to open up his nursery at 407 North Emerick (corner of Koberlin). One hundred years later, that nursery was still in the horticultural business as Ridgway Florist! Unfortunately, the business recently closed.

The general vicinity of City Park was a recreational hub for the early town of San Angelo. A skating rink was located immediately north of the park on Tankersley Street (now East Twohig Avenue) at least as early as 1906, and the Turn Verein (a German social and health club) occupied most of the southeast corner of the block west of the park as early as 1903, and had a club house, opera house, and dance hall.

Mrs. Lee became a widow at the age of 37 with nine children. "On the death of her husband, Mrs. Lee, foregoing a strong inclination to return to her former home in Philadelphia, yielded to the wishes of her children and became a lifelong resident of San Angelo." Her husband, Phillip C. Lee, was one of the organizers of the Concho National Bank and its president. This bank later became the First National Bank.

Mrs. Veck, who we have already introduced as one of the City's first florists, opened up her shop in 1903 at 209/11 South Magdalen directly opposite City Park. One could rightly assume that Mrs. Veck had something to do with the City Park property being cleaned up and donated as the first official park, but this has yet to be confirmed. She operated a florist shop opposite the park and its gardens until the mid 1920s. She died in her apartment near the shop in April of 1936. Her son continued the business as Veck's Pioneer Florists until the mid 1930s when he sold it.

The efforts of the women of the Civic League didn't end here, and it evolved into the Twentieth Century Club that survived for several decades. Our women leaders continued to mold and shape San Angelo into the city we all love now. Their impact in creating San Angelo's park system has often been overshadowed by the acquisition and development of Santa Fe Park and the role of the Park Commission, but now the significant role of our early women leaders is seen in full light.

Carl White is the Parks and Recreation director for the City of San Angelo. Contact him at 325-657-4450 or carl.white@cosatx.us

Daily Promise

Herein is love, not that we loved God, but that he loved us, and sent his Son a propitiation for our sins. Beloved, if God has so loved us, we also ought to love one another. 1 John 4:10-11
New International Version

I like to call the Bible 'God's Love Letters to Mankind.' Over and over and in many ways, God tells us He loves us. He loves us so much He has paid the full price of our Sin. We are told that since God loves us so much we should love one another. Love is not a warm mushy feeling. The greatest act of love was demonstrated at the Cross of Christ, and it hurt! If we are to love, as He loves us, we must make ourselves available to others and become vulnerable to hurt as well.
Life Application Bible Notes

This inspirational message is sponsored by the 31
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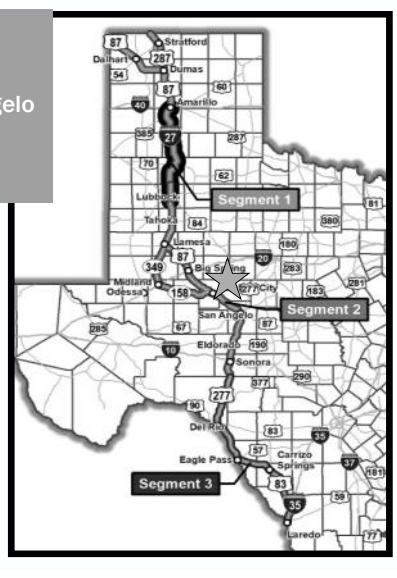
Texas Department of Transportation

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY
SEGMENT 2: HALE/LUBBOCK COUNTY LINE TO SUTTON/EDWARDS COUNTY LINE

Join us at the Public Meeting

Overview:
The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line.

WEDNESDAY, FEB. 19, 2020
4:30 p.m. — 7 p.m.
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67
San Angelo, TX 76905



Meeting Purpose:
The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and to provide input on the forecasted conditions along the corridor that were developed and will be presented by the study team.

For more information:
For more information or if you have a special communication accommodation or need for an interpreter, a request can be made at least two days prior to the meeting at portstoplains@txdot.gov or (512) 486-5106. TxDOT will make every reasonable effort to accommodate these needs.

Visit us online at txdot.gov, keyword "Ports to Plains."

Attachment C
Project Website

The public meeting was advertised on the TxDOT project webpage located at www.txdot.gov.

Public Meeting - Ports-to-Plains Corridor Segment 2

Where: West Texas Training Center - Howard College
3501 N. US 67
San Angelo, TX 76905 (Map)

When: Wednesday, Feb. 19, 2020
4:30 p.m. to 7 p.m.

Purpose: The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on the forecasted conditions along the corridor that were developed and will be presented by the study team.

Description: The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three “segments” as shown on the Segment Map. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line.

Special Accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The public meeting will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 486-5106 at least 2 working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Downloads: Notice

Contact: Texas Department of Transportation
125 East 11th St.
Austin, TX 78701
Email

Posted on Jan. 27, 2020

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125 East 11th Street • Austin, Texas 78701

ATTACHMENT D
SIGN-IN SHEETS

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting, Segment 2
Wednesday, February 19, 2020 | 4:30 p.m. – 7 p.m.
West Texas Training Center at Howard College San Angelo | 3501 N US Hwy 67 | San Angelo, TX 76905

GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)
Registro de participación del público (por favor con letra molde)

NAME *NOMBRE*	ORGANIZATION *ORGANIZACIÓN*	EMAIL ADDRESS *DIRECCIÓN DE CORREO ELECTRÓNICO*
Cheri Huddleston	Hance Scarborough	[redacted]
David Smith	Sonora EDC	
Robert Hill	Christoval, TX	
James Saeger	Emerdest LLP Sonora	
Linda Dierschke		
Norman Dierschke		
Sally Ayana		
Daniel Valenzuela	City of San Angelo	

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting, Segment 2
Wednesday, February 19, 2020 | 4:30 p.m. – 7 p.m.
West Texas Training Center at Howard College San Angelo | 3501 N US Hwy 67 | San Angelo, TX 76905

GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)
Registro de participación del público (por favor con letra molde)

NAME *NOMBRE*	ORGANIZATION *ORGANIZACIÓN*	EMAIL ADDRESS *DIRECCIÓN DE CORREO ELECTRÓNICO*
Cheri Huddleston	Hance Scarborough	[redacted]
David Smith	Sonora EDC	
Robert Hill	Christoval, TX	
James Saeger	Emerdest LLP Sonora	
Linda Dierschke		
Norman Dierschke		
Sally Ayana		
Daniel Valenzuela	City of San Angelo	

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting, Segment 2
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West Texas Training Center at Howard College San Angelo | 3501 N US Hwy 67 | San Angelo, TX 76905

GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)
Registro de participación del público (por favor con letra molde)

NAME *NOMBRE*	ORGANIZATION *ORGANIZACIÓN*	EMAIL ADDRESS *DIRECCIÓN DE CORREO ELECTRÓNICO*
Pete Madrid	San Angelo MPO	[redacted]
John Schwartz Jr		
Victoria Power		
Linda D. Williams		
SHERLEY SPEARS	NAACP	
Joe David Ross	Citizen	
Jamie Rainey	Howard College	
Gene Franks		
Dennis Whitlock		
RIC ABBOTT	SELF	

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

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GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)
Registro de participación del público (por favor con letra molde)

NAME *NOMBRE*	ORGANIZATION *ORGANIZACIÓN*	EMAIL ADDRESS *DIRECCIÓN DE CORREO ELECTRÓNICO*
Duffy Hinkle	Ports to Plains	[redacted]
Pete Meehrid	MPO	
Bill + Belinda Mabe		

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

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GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)
Registro de participación del público (por favor con letra molde)

NAME *NOMBRE*	ORGANIZATION *ORGANIZACIÓN*	EMAIL ADDRESS *DIRECCIÓN DE CORREO ELECTRÓNICO*
Major Hofnems	San Angelo MPO	[redacted]
Donna Bethune	West TX Training Center	
Angela Haywood	N/A	

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting, Segment 2
Wednesday, February 19, 2020 | 4:30 p.m. – 7 p.m.
West Texas Training Center at Howard College San Angelo | 3501 N US Hwy 67 | San Angelo, TX 76905

STUDY TEAM SIGN-IN SHEET (PLEASE SIGN)

NAME	SIGNATURE	ORGANIZATION
Roger Beall		TxDOT
Loretta Brown	Loretta Brown	TxDOT
Joe Bryan		WSP
Lena Camarillo		PCI
Emily Clisby		TxDOT
John DeWitt	John DeWitt	TxDOT San Angelo District
Kylan Francis		TxDOT Lubbock District
Michael Haithcock		TxDOT Abilene District
Cliff Hallford		TxDOT Abilene District
Krista Jeacopello		TxDOT
Carl Johnson		TxDOT Abilene District
Mark Jones		TxDOT San Angelo District
Audrey Koehler		WSP
Steve Linhart	Steve Linhart	TxDOT
Rachel Lunceford	Rachel Lunceford	HG Consult

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting, Segment 2

Wednesday, February 19, 2020 | 4:30 p.m. – 7 p.m.

West Texas Training Center at Howard College San Angelo | 3501 N US Hwy 67 | San Angelo, TX 76905

STUDY TEAM SIGN-IN SHEET (PLEASE SIGN)

NAME	SIGNATURE	ORGANIZATION
Caroline Mays		TxDOT
Kristen McCullough		Garver
Colin McGahey		PCI
Tracy Michel		Garver
Alvin New		Texas Transportation Commission
Michael Penic		WSP
Gene Powell		TxDOT
Robert Ryan		Blanton & Associates
Randee Shields		TxDOT San Angelo District
Mike Spayd		Garver
John Speed		TxDOT Odessa District
Akila Thamizharasan		TxDOT
Karen Threlkeld		TxDOT
Wendy Travis		Garver
Steve Warren		TxDOT Lubbock District

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

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STUDY TEAM SIGN-IN SHEET (PLEASE SIGN)

NAME	SIGNATURE	ORGANIZATION
Neil Welch		TxDOT
Sean Wray		Garver
Michele Lopez		GARVER

ATTACHMENT E
COMMENTS RECEIVED

COMMENT CARD

Wednesday, February 19, 2020
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67 | San Angelo, TX 76905

Thank you for attending this evening's public meeting. Please use the space below to submit written comments; attach additional pages if necessary. Please drop the completed card in the comment box or give it to a project representative at the meeting tonight. You may also email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, March 5, 2020. Thank you for your comments.

COMMENTS (*PLEASE PRINT.*)

NAME: DAVID C. SMITH

ADDRESS: [redacted]

EMAIL: [redacted]

REPRESENTING: Sonora Economic Development Corporation

Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Written comments submitted by mail must be postmarked by Thursday, March 5, 2020 and sent to:

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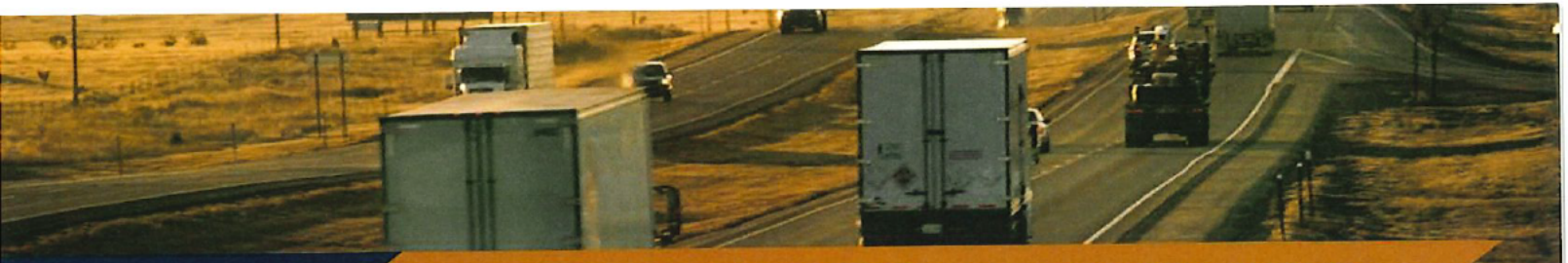
Freight, Trade and Connectivity Section
125 East 11th St.
Austin, TX 78701

Texas Department of Transportation



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

COMMENT CARD

Wednesday, February 19, 2020
West Texas Training Center at Howard College San Angelo
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COMMENTS (*PLEASE PRINT.*)

Please post more visabile notices for meetings and shorten the meeting times.

NAME: Victoria Powers

ADDRESS: [redacted]

EMAIL: [redacted]

REPRESENTING: Sutton County Citizen

Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
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- ☐ I could benefit monetarily from the project or other item about which I am commenting

Written comments submitted by mail must be postmarked by Thursday, March 5, 2020 and sent to:

Texas Department of Transportation
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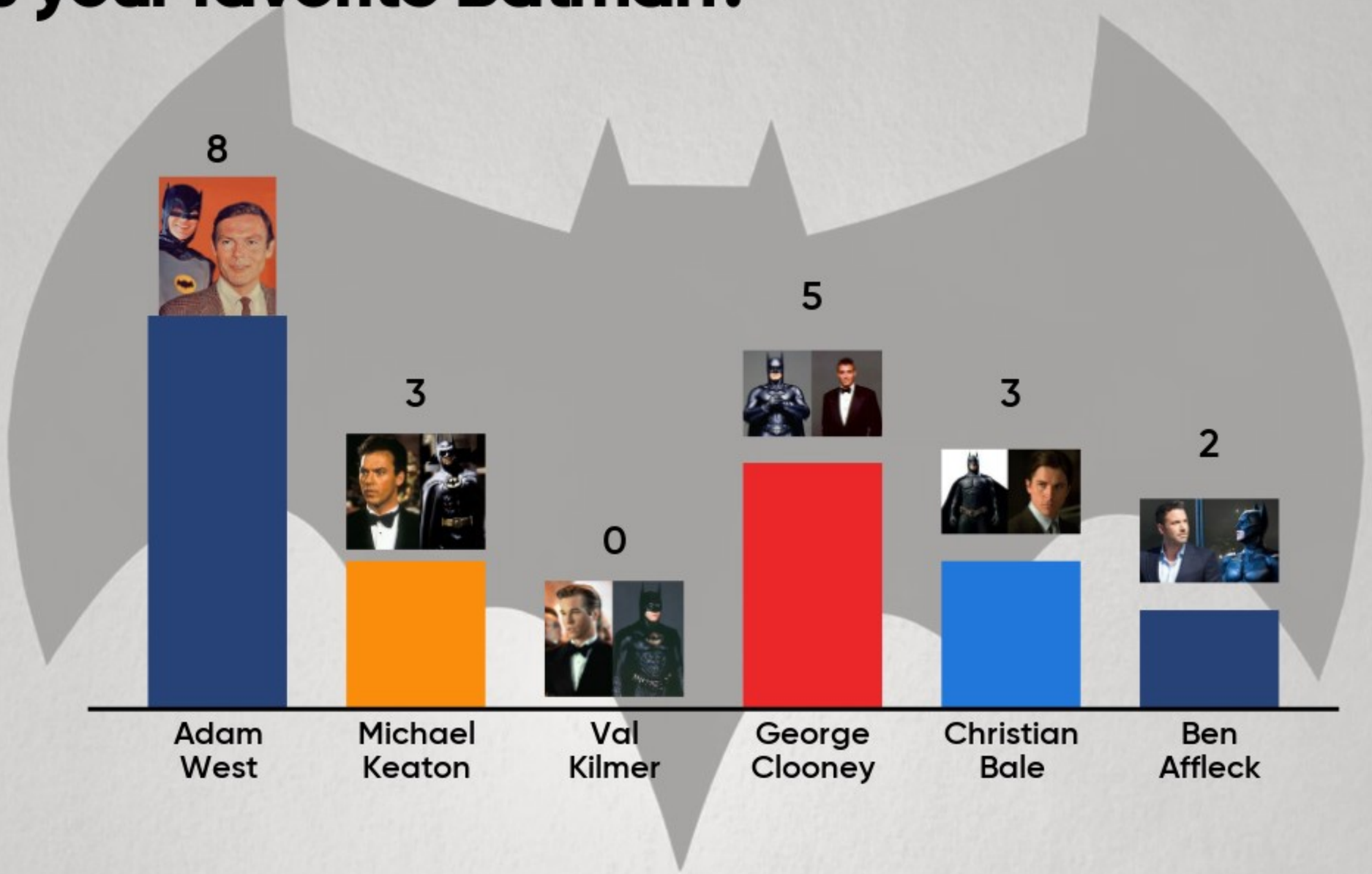
125 East 11th St.
Austin, TX 78701

Texas Department of Transportation

Ports-to-Plains Corridor Feasibility Study (H.B. 1079) Segment 2 Public Meeting

February 19, 2020

Who is your favorite Batman?



21

What factors do you think are influencing future economic, traffic, and freight conditions?

Texas Department of Transportation

- International trade
- Water, Workforce
- Influx of Californians!
- Money, money money
- Water availability
- Future growth.
- Water, jobs, housing, education
- Congestion on other corridors
- Interstate needed. Economy is currently held back due to poor roads,

23

What factors do you think are influencing future economic, traffic, and freight conditions?

Texas Department of Transportation

- Road conditions and lack of infrastructure maintenance
- Congestion on I-35 limits Texas ability to compete at ports
- Types of products
- Trained workers, housing
- Water, stability of economy
- Travel distances
- Oil and gas industries
- Road condition and capacity
- Economic opportunities

23

What factors do you think are influencing future economic, traffic, and freight conditions?

Lack of interstate

Rural areas

Unsafe conditions in oil area cause unreliability for other freight

Absolutely. Statistics prove it. Corporations do not move to cities without interstate. Economic development will jump.

Population growth regardless of highways

23

Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?

Land use in urban areas will be able To compete more Effectively with Dallas and Austin etc. farm areas will be able to better move their product

Yes, rural communities along 277 and 87.

Yes. More economic opportunity = more jobs, diverse workforce, more industry

Yes, Tom Green county.

Yes...mainly in areas with larger populations

Yes. More diverse workforce, retention of college graduates

Yes....Sonora at intersection of I 27 and I 10

Yes, most likely in the current populated areas with infrastructure in place.

Drastic improvements all along the corridor but especially extending out from existing population centers

17

Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?

Texas Department of Transportation

Yes,my land will be gone. Big road, loud noise!!!! As far as impro

Local Population will increase with economic boom and allow for further advancements

Yes in Tom Green County

Better jobs in urban areas

Along the corridor

Yes more economic development and better ways of transporting goods from rural to urban areas

Yes all three things will change. Some for the better and some not. Overall economy will improve for the corridor.

Unwelcome changes to local populas. Not all will profit

17

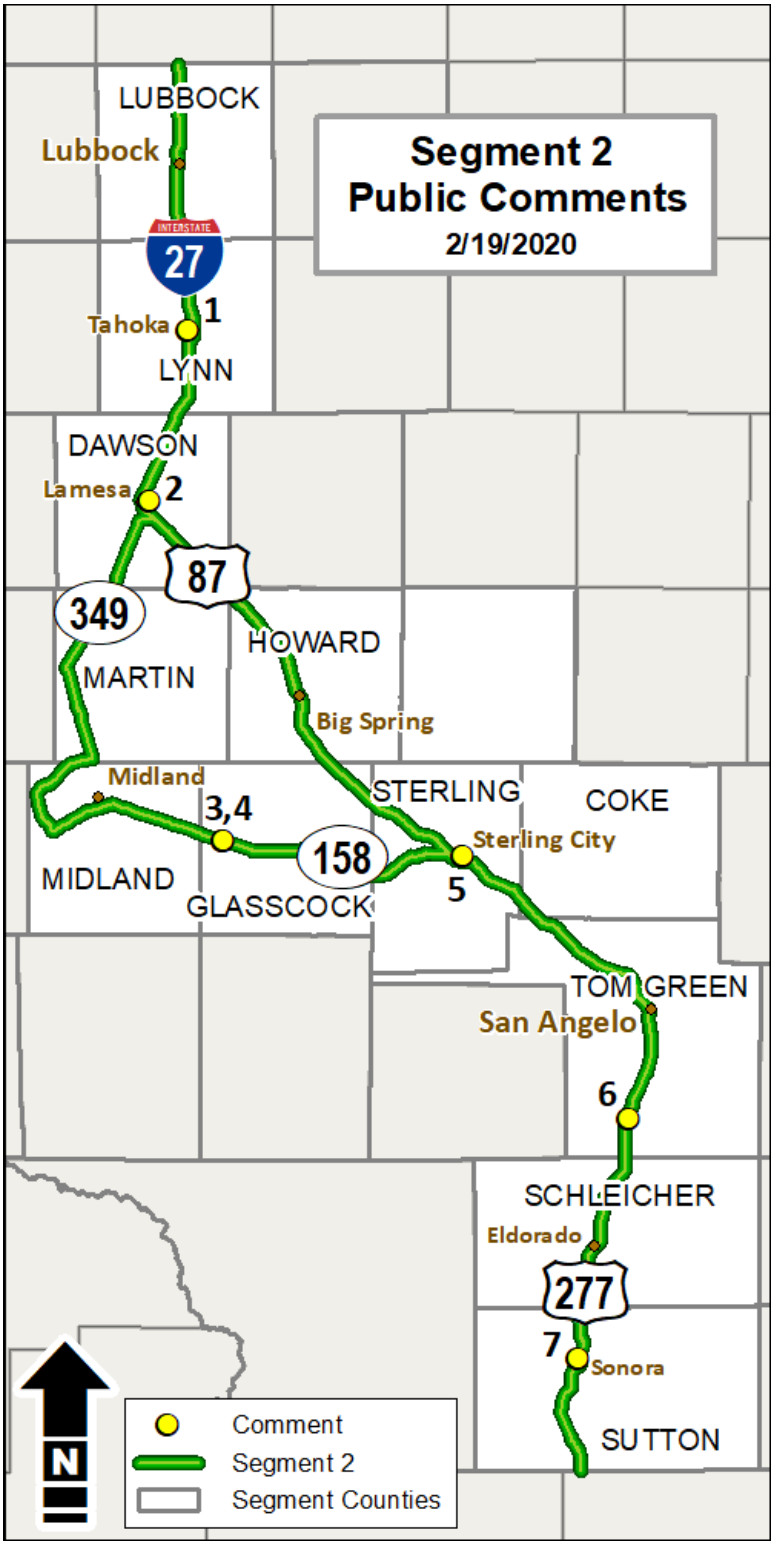
Pause

Attachment E
Map Exercise

Participants viewed Potential Strategies (see Attachment F – Handouts & Exhibits) and were asked to provide handwritten comments/notes on paper maps. Those comments and locations are provided on the following pages.

Map ID	Comment Type	Comment	Date Created	Region	Meeting
1	Highway	Red line depicting a route to the west of Tahoka.	2/19/2020	2	Public
2	Highway	Line along SH 349, N on CR 320	2/19/2020	2	Public
3	Highway	Overpass (planning)	2/19/2020	2	Public
4	Highway	delete 137- tie from Sterling City to Big Spring	2/19/2020	2	Public
5	Highway	create alternate route north of Sterling City, from the SH 158/US 87 intersection, north to US 87 southern curve	2/19/2020	2	Public
6	Highway	Need overpass here.	2/19/2020	2	Public
7	Highway	Considerations- safety, flooding caused by inadequate drainage, one way access roads don't work well in small towns, community billboard for direct route.	2/19/2020	2	Public

This matrix only includes handwritten notes made on the paper maps at the Map Exercise. The paper maps are included in Attachment F (Handouts & Exhibits).


Segment 2
Public Comments
2/19/2020
LUBBOCK
Lubbock
INTERSTATE
27
1
Tahoka
LYNN
DAWSON
Lamesa
2
87
349
HOWARD
MARTIN
Big Spring
Midland
3,4
STERLING
COKE
158
Sterling City
MIDLAND
GLASSCOCK
5
TOM GREEN
San Angelo
6
SCHLEICHER
Eldorado
277
7
Sonora
SUTTON
N
Comment
Segment 2
Segment Counties

ATTACHMENT F
HANDOUTS & EXHIBITS

REPRESENTATIVE PHOTOGRAPHS

Ports-to-Plains Public Meeting #2 Segment 2
February 19, 2020 4:30 p.m. – 7 p.m.
West Texas Training Center at Howard College San Angelo

Photo 1: Opening remarks were made by the Honorable Brenda Gunter, Mayor of the City of San Angelo.

Photo 2: Caroline Mays, TxDOT, opening the Public Meeting. Mrs. Mays encouraged broad participation from attendees.

Photo 3: Akila Thamizharasan, TxDOT, presenting information on the corridor to an engaged audience.

Photo 4: Engaged attendees during the public meeting.

Photo 5: Attendees were able to gather at tables separated by geographical interest in order to discuss matters important to them and their communities.

Photo 6: Study team members were available to facilitate discussion and answer questions.

Photo 7: Exhibits were available for review by attendees.

Photo 8: Comments or questions from attendees were encouraged throughout the meeting.

Photo 9: Study team member Michael Penic presenting on potential future traffic divergence resulting from various roadway alternatives.

Photo 10: Attendees were able to alert the consultant team of concerns or challenges with great specificity during the Map Exercise.

PUBLIC MEETING AGENDA

Ports-to-Plains Corridor Feasibility Study (HB 1079)
Segment 2
Wednesday, February 19, 2020
West Texas Training Center at Howard College San Angelo
3501 North US Highway 67 |San Angelo, Texas 76905

Meeting Objectives:

- Present information on forecasted conditions for the Ports-to-Plains corridor and gather public input
- Gather public input on the potential strategies and solutions to meet the projected corridor challenges, opportunities and needs

Meet and Greet (4:30 p.m. – 4:45 p.m.):

- Visit with staff
- View exhibits and boards
- Get to know other participants
- View maps

Interactive Presentation (4:45 p.m. – 6:45 p.m.):

- Overview of House Bill 1079
- Summary of existing conditions
- Forecasted conditions
- Preliminary Corridor Feasibility Analysis
- Identify potential strategies to meet the corridor needs

Wrap-up (6:45 p.m. – 7 p.m.):

- Open Discussion

Adjourn

For more information, visit www.txdot.gov and search for keyword “Ports-To-Plains Corridor.”

Texas Department of Transportation

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079) FACT SHEET

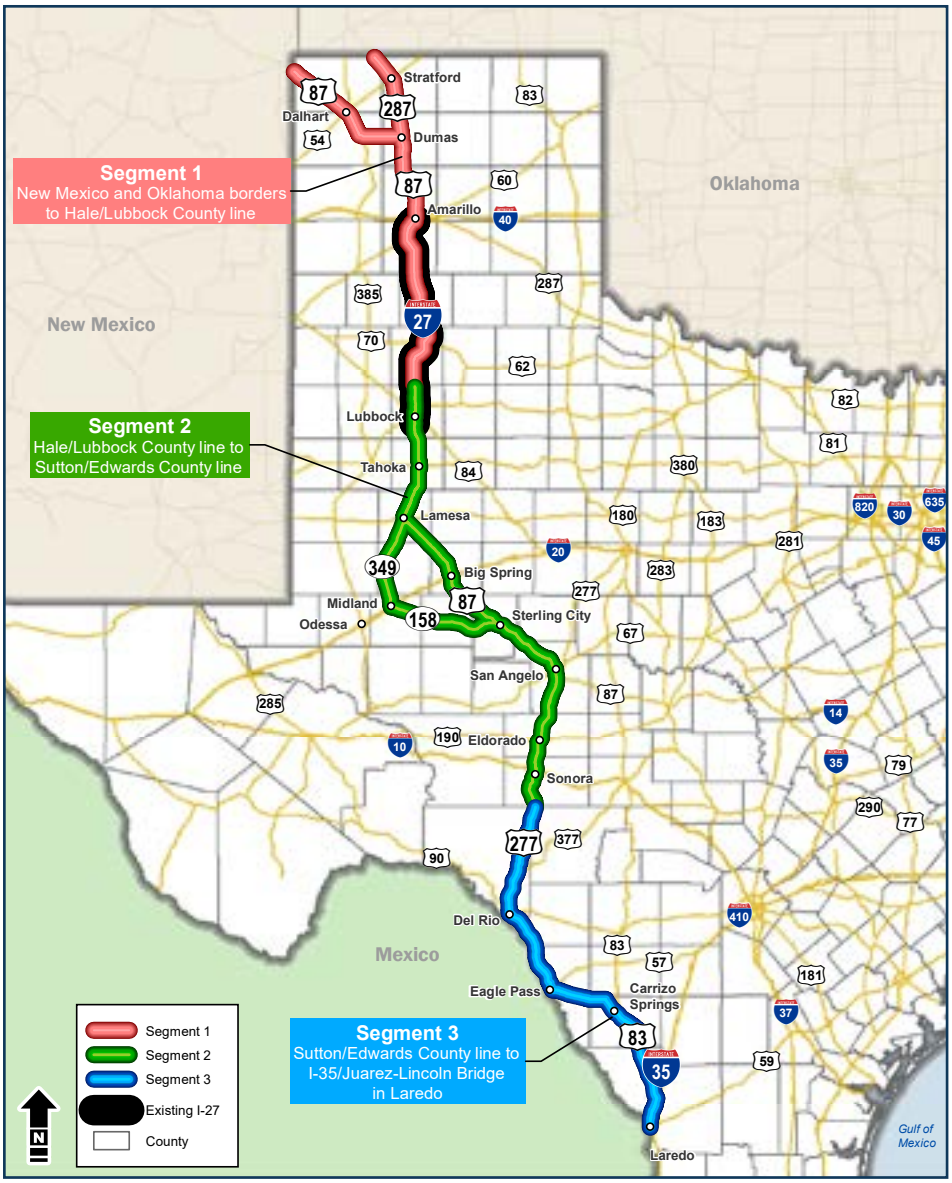
Winter 2020

The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

The Ports-to-Plains Corridor Feasibility Study evaluates the feasibility of, and the costs and logistical matters associated with, improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend I-27. The study evaluates those highways that comprise the Ports-to-Plains Corridor. The feasibility study will examine two alternatives: identifying areas that are suitable for four-lane divided highway improvement or areas that are suitable for interstate highway development.

The study limits stretch 963 miles between the New Mexico and Oklahoma borders and Laredo. This includes sections of I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158, and SH 349. The corridor is divided into three segments as shown on the map.

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY SEGMENTS



COUNTIES

Coke, Dallam, Dawson, Dimmit, Edwards, Glasscock, Hale, Hartley, Howard, Kinney, Lubbock, Lynn, Martin, Maverick, Midland, Moore, Potter, Randall, Schleicher, Sherman, Sterling, Sutton, Swisher, Tom Green, Val Verde, Webb

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY MILESTONES

June 10, 2019	The governor signed House Bill 1079 into law
June 30, 2020	Segment Committees submit reports to Advisory Committee
October 31, 2020	Advisory Committee submits recommendations to TxDOT
January 1, 2021	TxDOT submits report to the Governor and Texas Legislature

Contact Information:
Caroline Mays, AICP
Caroline.Mays@txdot.gov

TxDOT Director,
Freight, Trade and
Connectivity Section

PUBLIC PARTICIPATION

Public Meetings

Quarterly public meetings will be held on a rotational basis in the following cities:

- Amarillo
- Lubbock
- San Angelo
- Laredo

Additional public meetings will be held in other communities throughout the corridor.

TxDOT welcomes and expects the public to provide feedback and to inform the department of any concerns, community features, and other topics that would help in the development of the Ports-to-Plains Corridor Feasibility Study.

Advisory Committee

House Bill 1079 establishes that the study will have an Advisory Committee to guide the planning process. On August 29, 2019, the Texas Transportation Commission passed Minute Order 115567 creating the Ports-to-Plains Advisory Committee.

Membership includes the county judge or designee of each county along the Ports-to-Plains Corridor; and the mayor or designee of the following cities:

Amarillo, Big Spring, Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado, Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora, Sterling City, Stratford, and Tahoka.

Segment Committees

TxDOT, in conjunction with the Advisory Committee, shall establish segment committees for each geographic segment along the Ports-to-Plains Corridor as determined by the department.

Membership could potentially include the following entities:

Municipalities, counties, Metropolitan Planning Organizations, ports, chambers of commerce, economic development organizations, oil and gas industry, trucking industry, TxDOT representatives, and any other interested parties.

MEETING SCHEDULE

OCT – DEC 2019	JAN – MAR 2020	APRIL – JUNE 2020	JULY – SEPT 2020
Advisory Committee #1	Advisory Committee #2	Segment Committee Round #3	Advisory Committee #4
Segment Committee Round #1	Segment Committee Round #2	Public Meeting Round #3	Public Meeting Round #4
Public Meeting Round #1	Public Meeting Round #2	Segment Committee Round #4	Advisory Committee #5
	Advisory Committee #3	Segment Committee Round #5	

STUDY UPDATES: For periodic updates, please visit **txdot.gov**; search keywords “Ports-to-Plains Corridor”

ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS (LEY 1079) HOJA DE HECHOS

Invierno 2020

La 86a Legislatura de Texas aprobó la ley 1079 relativo a un Estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en ingles).

El Estudio de Viabilidad del Corredor de Puertos-a-Llanuras evalúa la viabilidad y los costos y asuntos logísticos asociados con mejoras que crearían una carretera dividida de cuatro carriles de flujo continuo que cumple con los estándares de una carretera interestatal en la medida de lo posible, incluidas las mejoras que extienden a la I-27. El estudio evalúa aquellas carreteras que comprenden el Corredor de Puertos-a-Llanuras.

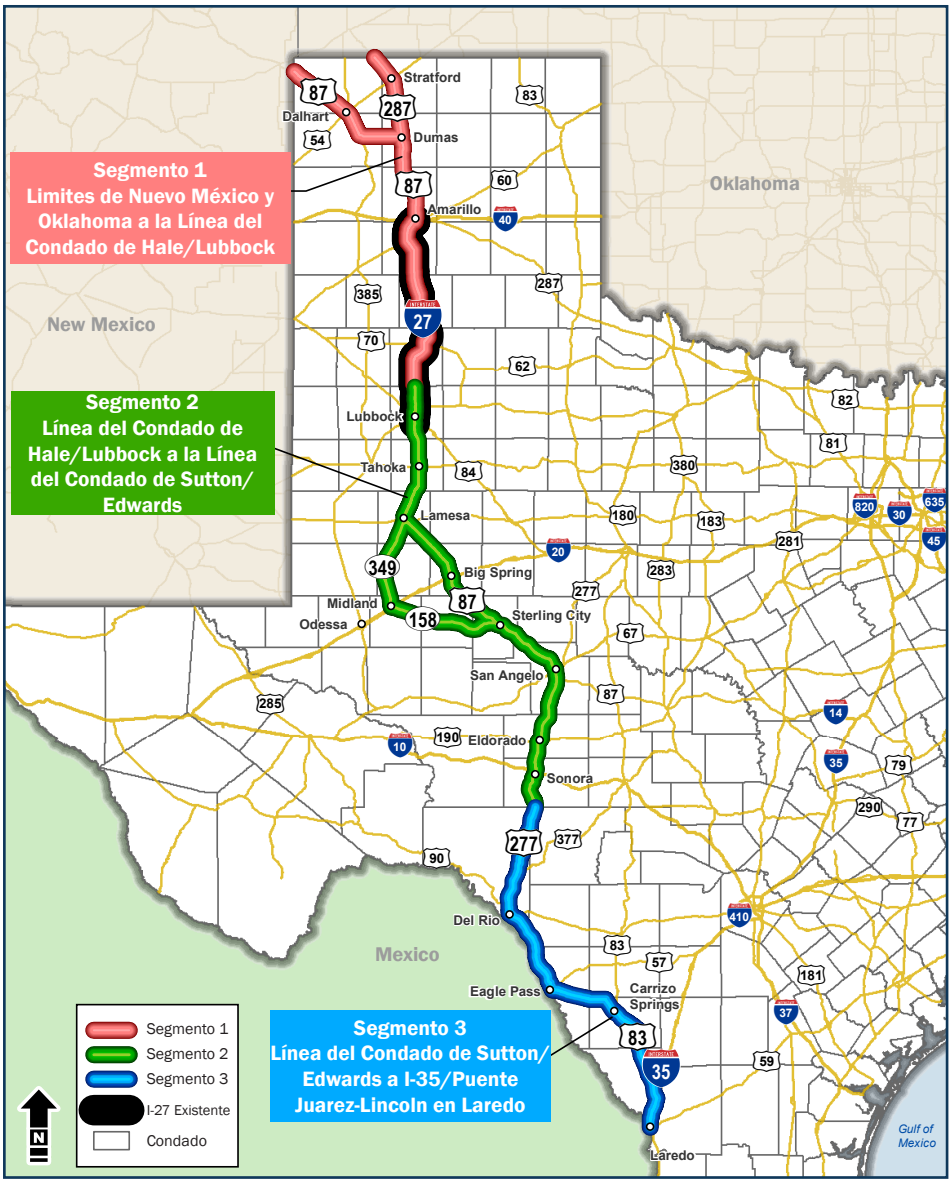
El Estudio de Viabilidad examinará dos alternativas: identificar áreas que sean adecuadas para la mejora de carreteras divididas en cuatro carriles o áreas que sean adecuadas para el desarrollo de carreteras interestatales.

Los límites del estudio se extienden 963 millas entre las fronteras de Nuevo México y Oklahoma y Laredo. Esto incluye secciones de I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158 y SH 349. El corredor está dividido en tres segmentos como se muestra en el mapa.

CONDADOS

Coke, Dallam, Dawson, Dimmit, Edwards, Glasscock, Hale, Hartley, Howard, Kinney, Lubbock, Lynn, Martin, Maverick, Midland, Moore, Potter, Randall, Schleicher, Sherman, Sterling, Sutton, Swisher, Tom Green, Val Verde, Webb

SEGMENTOS DEL ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS



HITOS DEL ESTUDIO DE VIABILIDAD DE CORREDOR DE PUERTOS-A-LLANURAS

10 DE JUNIO DE 2019	El gobernador firmó la ley 1079
30 DE JUNIO DE 2020	Los Comités de Segmentos presentan informes al Comité Asesor
31 DE OCTUBRE DE 2020	El Comité Asesor presenta recomendaciones a TxDOT
1 DE ENERO DE 20201	TxDOT presenta informe al Gobernador y a la Legislatura de Texas

Información de contacto: portstoplains@txdot.gov

PARTICIPACIÓN PÚBLICA

Reuniones Públicas

Las reuniones públicas trimestrales se realizarán de forma rotativa en las siguientes ciudades:

- Amarillo
- Lubbock
- San Angelo
- Laredo

Se realizarán reuniones públicas adicionales en otras comunidades a lo largo del corredor.

TxDOT da la bienvenida y espera que el público brinde comentarios e informe al departamento de cualquier inquietud, características de la comunidad y otros temas que puedan ayudar en el desarrollo del Estudio de Viabilidad del Corredor de Puertos-a-Llanuras.

Comité Asesor

La Ley 1079 establece que el estudio tendrá un Comité Asesor para guiar el proceso de planificación. El 29 de agosto de 2019, la Comisión de Transporte de Texas aprobó la Orden de Minuta 115567 que crea el Comité Asesor de Puertos-a-Llanuras.

La membresía incluye al juez del condado o la persona designada de cada condado a lo largo del corredor de Puertos-a-Llanuras; y el alcalde o la persona designada de las siguientes ciudades:

Amarillo, Big Spring, Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado, Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora, Sterling City, Stratford, y Tahoka.

Comités de Segmentos

TxDOT, en conjunto con el Comité Asesor, deberá establecer comités de segmento para cada segmento geográfico a lo largo del Corredor de Puertos-a-Llanuras según lo determine el departamento.

La membresía podría incluir las siguientes entidades:

Municipios, condados, organizaciones de planificación metropolitana, puertos, cámaras de comercio, organizaciones de desarrollo económico, industria de petróleo y gas, industria de camiones, representantes de TxDOT y cualquier otra parte interesada.

CALENDARIO DE REUNIONESE

ACTUALIZACIONES DEL ESTUDIO: Para actualizaciones periódicas, visite a **txdot.gov**; y busque las palabras clave "Ports-to-Plains Corridor"

Ports-to-Plains Corridor Feasibility Study (House Bill 1079) Frequently Asked Questions

1) What is the Ports-to-Plains Corridor?

Beginning with the Intermodal Surface Transportation Efficiency Act of 1991, corridors have been designated by Congress in Federal transportation legislation as high priority corridors on the National Highway System for inclusion in the NHS as specific routes or general corridors. The Ports-to-Plains Corridor is a proposed divided highway corridor stretching 963 miles from Laredo through West Texas to Denver, Colorado. The corridor was designated by Congress as a High Priority Corridor on the National Highway System in 1998. In Texas, the Ports-to-Plains Corridor is comprised of sections of Interstate 20, Interstate 27, Interstate 35, US 83, US 87, US 277, US 287, State Highway 158, and State Highway 349.

2) Why is this study being conducted?

The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT). The governor signed the bill into law on June 10, 2019. The law requires TxDOT to submit a report on the results of the study to the governor, the lieutenant governor, the speaker of the House of Representatives, and the presiding office of each standing committee of the legislature with jurisdiction over transportation matters not later than January 1, 2021.

3) What is the difference between the "Initial Assessment on the Potential Extension of Interstate 27 within the Ports-to-Plains Corridor" that TxDOT completed in 2015 and this Corridor Feasibility Study?

In early 2015, TxDOT conducted a high-level planning and public outreach effort for the Ports-to-Plains Corridor. As part of the study, TxDOT hosted listening sessions in Amarillo, Lubbock, Midland-Odessa, Big Spring, Eagle Pass and San Angelo to gather stakeholder input. TxDOT considered this input regarding the evaluation and development of the Ports-to-Plains Corridor as part of the interstate highway network.

The Ports-to-Plains Corridor Feasibility Study that is being conducted is required by House Bill 1079. This study will include an evaluation of improvements that extend I-27 and improvements that would create a continuous flow four-lane divided highway that meets interstate highway standards.

4) Would only existing highway corridors be studied to extend I-27?

The study will evaluate those highways that comprise the Ports-to-Plains Corridor. The feasibility study will examine two alternatives – identifying areas that are suitable for four-lane divided highway improvement or areas that are suitable for interstate highway development. During the evaluation, it may be determined that upgrading an existing highway to interstate standards would create significant engineering challenges due to constraints such as steep terrain or adverse environmental impacts. In those areas, deviation from the existing highway may be identified. Where the existing highway extends through a community to the extent that upgrading it to interstate standards would

create significant adverse environmental impacts, the need to construct a highway on a new alignment (a "relief route") around that community would be studied.

5) Is the Ports-to-Plains Corridor in Texas going to be constructed to interstate standards?

Using a data-driven planning process, this study will evaluate the need for and feasibility of extending I-27 in Texas. Although Congress has designated this corridor as a "High Priority" corridor on the National Highway System, it has not designated this corridor as a "High Priority Corridor designated as Future Interstate." There would be many steps and coordination between the state and federal government, should this Ports-to-Plains Corridor Feasibility Study determine that extending I-27 is recommended. It is noted that currently, there is no funding currently programmed by TxDOT and the Texas Transportation Commission to construct this corridor to interstate standards.

6) How is membership in the Advisory and Segment Committees determined?

House Bill 1079 requires TxDOT to establish an Advisory Committee to assist in conducting the study. The bill is explicit that the membership in the Advisory Committee shall include the county judge, or an elected county official or the administrator of the county's road department, as designated by the county judge, of each county along the Ports-to-Plains Corridor; and the mayor, or city manager or assistant city manager, as designated by the mayor of Amarillo, Big Spring, Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado, Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora, Sterling City, Stratford, and Tahoka.

The bill also requires TxDOT, in conjunction with the Advisory Committee, to establish segment committees for each geographic segment along the Ports-to-Plains Corridor as determined by TxDOT. Per the bill, the segment committees are composed of municipalities, counties, Metropolitan Planning Organizations, ports, chambers of commerce, economic development organizations, oil and gas industry, trucking industry, TxDOT representatives, and other interested parties.

7) Will the public have an opportunity to participate in the study?

Public input is an integral part of the planning process. TxDOT welcomes and expects the public to provide feedback and to inform the department of its concerns, interest, community features, and other topics that would be beneficial. The law requires public meetings to be held quarterly on a rotational basis in Amarillo, Laredo, Lubbock and San Angelo. Additional public meetings to engage the public will also be scheduled in other communities along the corridor. These meetings will be advertised through various means once the date, time and location are confirmed.

8) What are the key milestones in the study?

Per House Bill 1079, not later than June 30, 2020, each Segment Committee must submit to the Advisory Committee a report that includes their priority recommendations for improvement and expansion of the Ports-to-Plains Corridor. Not later than October 31, 2020, the Advisory Committee must review and compile the reports submitted by each Segment Committee and submit to TxDOT, including a summary and any recommendations based on those reports. TxDOT must submit a report on the results of the Ports-to-Plains Corridor Feasibility Study to the governor, lieutenant governor, the speaker of the House of Representatives, and the presiding officer of each standing committee of the legislature with jurisdiction over transportation matters not later than January 1, 2021.

9) Who can I contact for more information?

Caroline Mays, AICP; TxDOT Director of Freight, Trade and Connectivity Caroline.Mays@txdot.gov

Estudio de Viabilidad del Corredor de Puertos-a-Llanuras (Ley 1079) Preguntas Frecuentes

1) ¿Qué es el Corredor de Puertos-a-Llanuras?

A partir de la Ley de eficiencia del transporte intermodal de superficie de 1991, los corredores han sido designados por el Congreso en la legislación federal de transporte como corredores de alta prioridad en el Sistema Nacional de Carreteras (NHS por sus siglas en ingles) para su inclusión en el NHS como rutas específicas o corredores generales. El Corredor de Puertos-a-Llanuras es propuesto como una carretera dividida que se extiende 963 millas desde Laredo a través del oeste de Texas hasta Denver, Colorado. El corredor fue designado por el Congreso como un Corredor de Alta Prioridad en el Sistema Nacional de Carreteras en 1998. En Texas, el Corredor de Puertos-a-Llanuras se compone de secciones de la Interestatal 20, las carreteras Interestatales 27 y 35, la US 83, la US 87, la US 277, la US 287, la SH 158 y la SH 349.

2) ¿Por qué se realiza este estudio?

La 86a Legislatura de Texas aprobó la Ley 1079 en relación con un estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés). El gobernador firmó la ley el 10 de junio de 2019. La ley exige que TxDOT presente un informe sobre los resultados del estudio al gobernador, al vicegobernador, al presidente de la Cámara de Representantes y a la oficina presidencial de cada miembro del comité de la legislatura con jurisdicción sobre asuntos de transporte a más tardar el 1 de enero de 2021.

3) ¿Cuál es la diferencia entre la "Evaluación inicial sobre la extensión potencial de la carretera Interestatal 27 dentro del Corredor de Puertos-a-Llanuras" que TxDOT completó en 2015 y este estudio de viabilidad del corredor?

A principios de 2015, TxDOT realizó una planificación de alto nivel y un esfuerzo de divulgación pública para el Corredor de Puertos-a-Llanuras. Como parte del estudio, TxDOT organizó sesiones de escucha en Amarillo, Lubbock, Midland-Odessa, Big Spring, Eagle Pass y San Angelo para recabar las opiniones de las partes interesadas. TxDOT consideró este aporte en relación con la evaluación y el desarrollo del Corredor de Puertos-a-Llanuras como parte de la red de carreteras interestatales.
La Ley 1079 requiere el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras. Este estudio incluirá una evaluación de las mejoras que extienden a la I-27 y mejoras que crearían una carretera dividida de cuatro carriles de flujo continuo que cumple con los estándares de una carretera interestatal.

4) ¿Se estudiarían solo los corredores viales existentes para extender la I-27?

El estudio evaluará aquellas carreteras que comprenden el Corredor de Puertos-a-Llanuras. El estudio de viabilidad examinará dos alternativas: identificar áreas que sean adecuadas para la mejora de carreteras divididas en cuatro carriles o áreas que sean adecuadas para el desarrollo de carreteras interestatales. Durante la evaluación, se puede determinar que actualizar una carretera existente a estándares interestatales crearía desafíos de ingeniería significativos debido a restricciones tales como terreno empinado o impactos ambientales adversos. En esas áreas, se puede identificar la desviación de la carretera existente. Cuando la carretera existente se extienda a través de una comunidad en la medida en que su actualización a estándares interestatales crearía impactos ambientales adversos significativos, se estudiaría la necesidad de construir una carretera en una nueva alineación (una "ruta de alivio") alrededor de esa comunidad.

5) ¿Se construirá el Corredor de Puertos-a-Llanuras en Texas según los estándares interestatales?
Utilizando un proceso de planificación basado en datos, este estudio evaluará la necesidad y la viabilidad de extender la I-27 en Texas. Aunque el Congreso ha designado este corredor como un corredor de "Alta Prioridad" en el Sistema Nacional de Carreteras, no ha designado este corredor como un "Corredor de Alta Prioridad designado como Futuro Interestatal". Habría muchos pasos y coordinación entre el gobierno estatal y federal, si este estudio de viabilidad de Corredor de Puertos-a-Llanuras determina que se recomienda extender la I-27. Se observa que no hay fondos programados actualmente por TxDOT y la Comisión de Transporte de Texas para construir este corredor de acuerdo con los estándares interestatales.

6) ¿Cómo es determinada la membresía de los comités consultivos y de segmento?
La Ley 1079 requiere que TxDOT establezca un Comité Asesor para ayudar en la realización del estudio. La ley es explícita en que la membresía en el Comité Asesor incluirá al juez del condado, o un funcionario electo del condado o el administrador del departamento de carreteras del condado, según lo designe el juez del condado, de cada condado a lo largo del Corredor de Puertos-a-Llanuras; y el alcalde, o administrador de la ciudad o asistente del administrador de la ciudad, según lo designado por los alcaldes de Amarillo, Big Spring, Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado, Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora, Sterling City, Stratford y Tahoka.

La ley también requiere que TxDOT, junto con el Comité Asesor, establezca comités de segmento para cada segmento geográfico a lo largo del Corredor de Puertos-a-Llanuras según lo determine TxDOT. Según la ley, los comités de segmento están compuestos por municipios, condados, organizaciones de planificación metropolitana, puertos, cámaras de comercio, organizaciones de desarrollo económico, industria de petróleo y gas, industria de camiones, representantes de TxDOT y otras partes interesadas.

7) ¿Tendrá el público la oportunidad de participar en el estudio?
El aporte público es una parte integral del proceso de planificación. TxDOT da la bienvenida y espera que el público brinde comentarios e informe al departamento sobre sus inquietudes, intereses, características de la comunidad y otros temas que serían beneficiosos. La ley exige que las reuniones públicas se realicen trimestralmente en forma rotativa en Amarillo, Laredo, Lubbock y San Angelo. También se programarán reuniones públicas adicionales para involucrar al público de otras comunidades a lo largo del corredor. Estas reuniones se anunciarán a través de diversos medios una vez que se confirmen la fecha, la hora y el lugar.

8) ¿Cuáles son los hitos clave en el estudio?
Per Según la ley 1079, a más tardar el 30 de junio de 2020, cada Comité de Segmento debe presentar al Comité Asesor un informe que incluya sus recomendaciones prioritarias para mejorar y expandir el Corredor de Puertos-a-Llanuras. A más tardar el 31 de octubre de 2020, el Comité Asesor debe revisar y compilar los informes presentados por cada Comité de Segmento y presentarlos a TxDOT, incluido un resumen y cualquier recomendación basada en esos informes. TxDOT debe presentar un informe sobre los resultados del estudio de viabilidad del Corredor de Puertos-a-Llanuras al gobernador, al vicegobernador, al presidente de la Cámara de Representantes y al presidente de cada comité permanente de la legislatura con jurisdicción sobre asuntos de transporte antes del 1 de enero de 2021.

9) ¿A quién puedo contactar para obtener más información?
Para mas información, por favor mande un correo electrónico a portstoplains@txdot.gov.

COMMENT CARD

Wednesday, February 19, 2020
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67 | San Angelo, TX 76905

Thank you for attending this evening's public meeting. Please use the space below to submit written comments; attach additional pages if necessary. Please drop the completed card in the comment box or give it to a project representative at the meeting tonight. You may also email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, March 5, 2020. Thank you for your comments.

COMMENTS (*PLEASE PRINT.*)

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_____

_____

NAME: _____

ADDRESS: _____

EMAIL: _____

REPRESENTING: _____

Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Written comments submitted by mail must be postmarked by Thursday, March 5, 2020 and sent to:

Texas Department of Transportation
Freight, Trade and Connectivity Section
125 East 11th St.
Austin, TX 78701

Texas Department of Transportation

TARJETA DE COMENTARIO

miércoles 19 de febrero de 2020
West Texas Training Center at Howard College San Angelo
3501 N US Hwy 67 | San Angelo, TX 76905

Gracias por asistir a la reunión pública de esta noche. Utilice el espacio a continuación para enviar comentarios por escrito, adjunte páginas adicionales si es necesario. Deje la tarjeta llena en la caja de comentarios o entréguelo a los representantes del proyecto en la reunión de esta noche. También puede enviar un correo electrónico a portstoplains@txdot.gov o enviar un correo a la dirección que se proporciona al final del documento. Todos los comentarios escritos deben estar con timbre postal antes del jueves 5 de marzo de 2020. Gracias por sus comentarios.

COMENTARIOS (*POR FAVOR CON LETRA MOLDE.*)

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_____

NOMBRE: _____

DIRECCIÓN: _____

CORREO ELECTRÓNICO: _____

REPRESENTANDO: _____

Código de Transporte de Texas, §201.811 (a) (5): marque cada una de las siguientes casillas que se aplican a usted:

- ☐ Soy empleado de TxDOT
- ☐ Hago negocios con TxDOT
- ☐ Podría beneficiarme monetariamente del proyecto u otro elemento sobre el que estoy comentando

Los comentarios escritos enviados por correo deben enviarse antes del jueves 5 de marzo de 2020 a:

Texas Department of Transportation
Freight, Trade and Connectivity Section
125 East 11th St.
Austin, TX 78701

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION

Welcome to the Ports-to-Plains Corridor Feasibility Study

What is the purpose of this meeting?

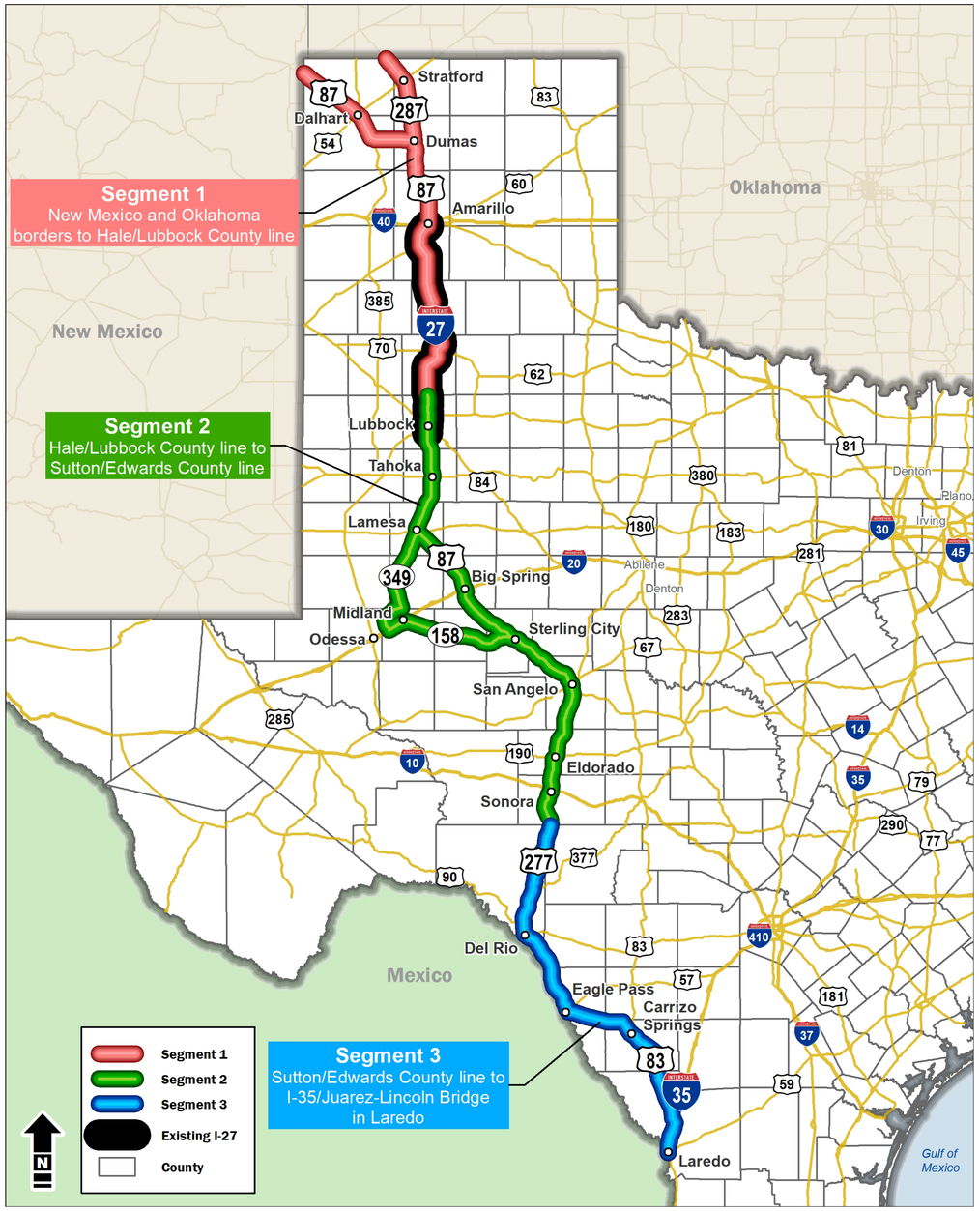
- Learn about the Ports-to-Plains Corridor Feasibility Study
- Ask questions and provide input on needs, challenges, and opportunities for moving people and goods along the corridor

TEXAS DEPARTMENT OF TRANSPORTATION

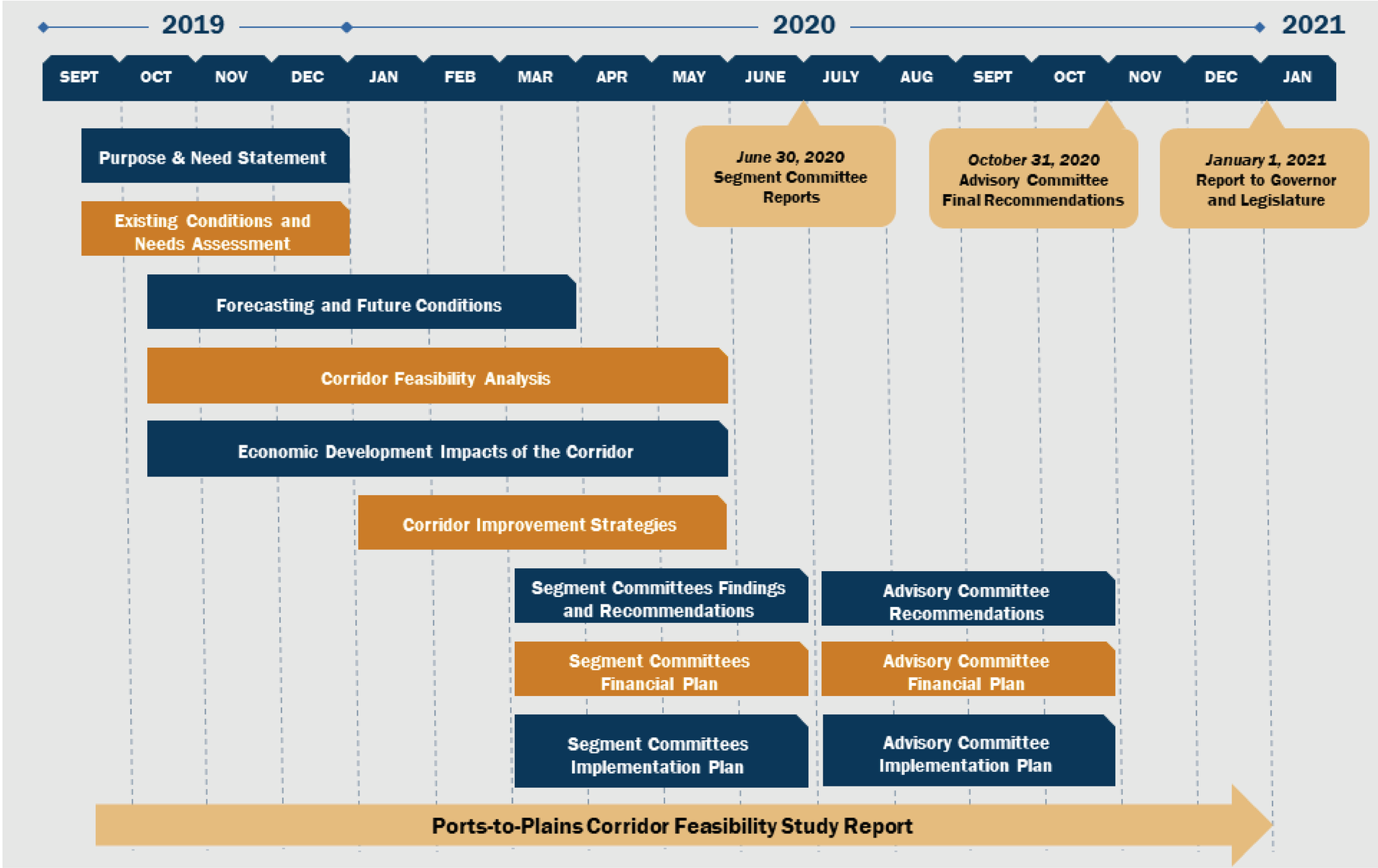
What is the Ports-to-Plains Corridor Feasibility Study?

The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

The Ports-to-Plains Corridor Feasibility Study evaluates the feasibility of, and the costs and logistical matters associated with, improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend I-27. The study evaluates those highways that comprise the Ports-to-Plains Corridor. The feasibility study examines two alternatives: identifying areas that are suitable for four-lane divided highway improvement or areas that are suitable for interstate highway development.

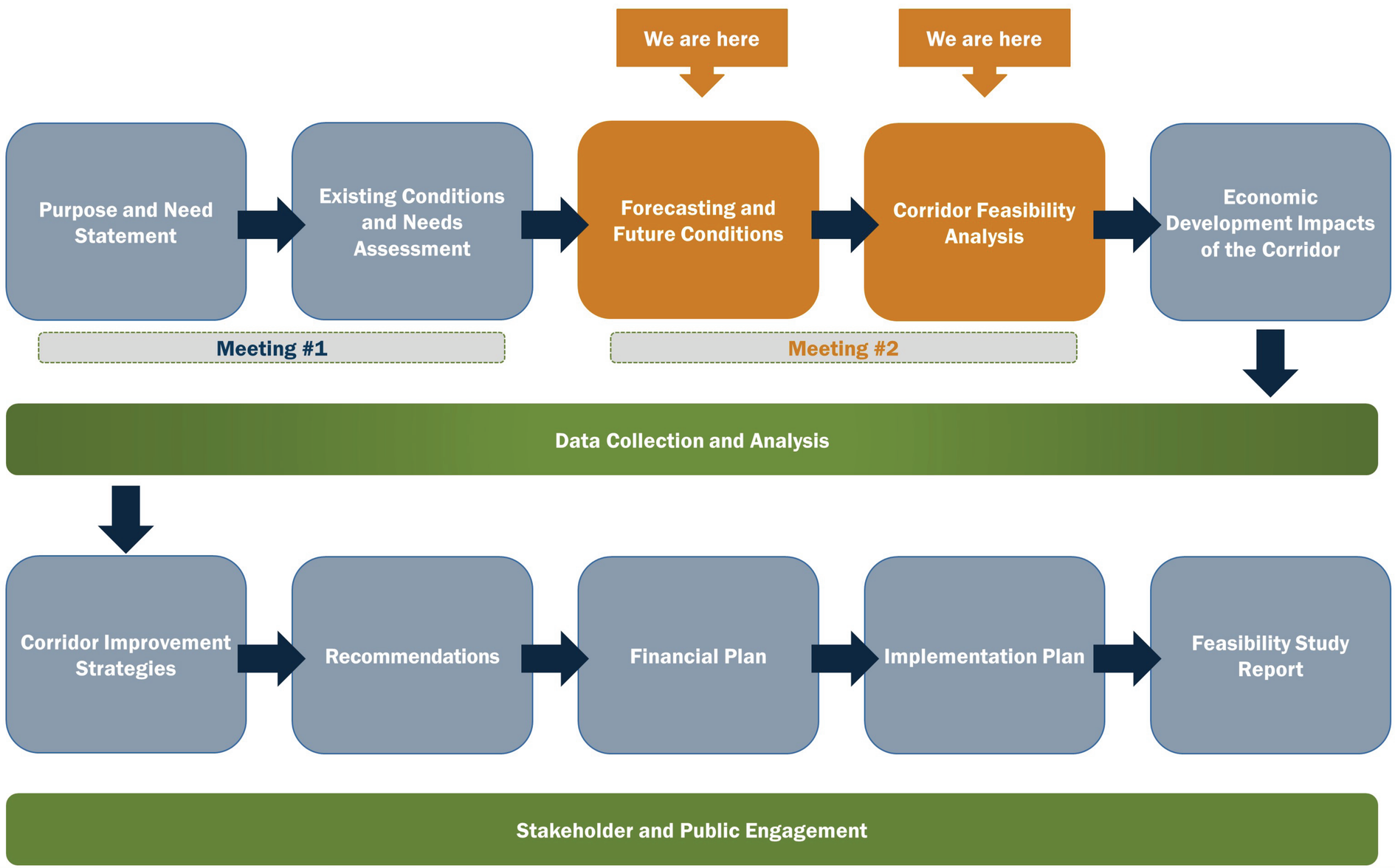


Ports-to-Plains Corridor Feasibility Study Schedule



TEXAS DEPARTMENT OF TRANSPORTATION

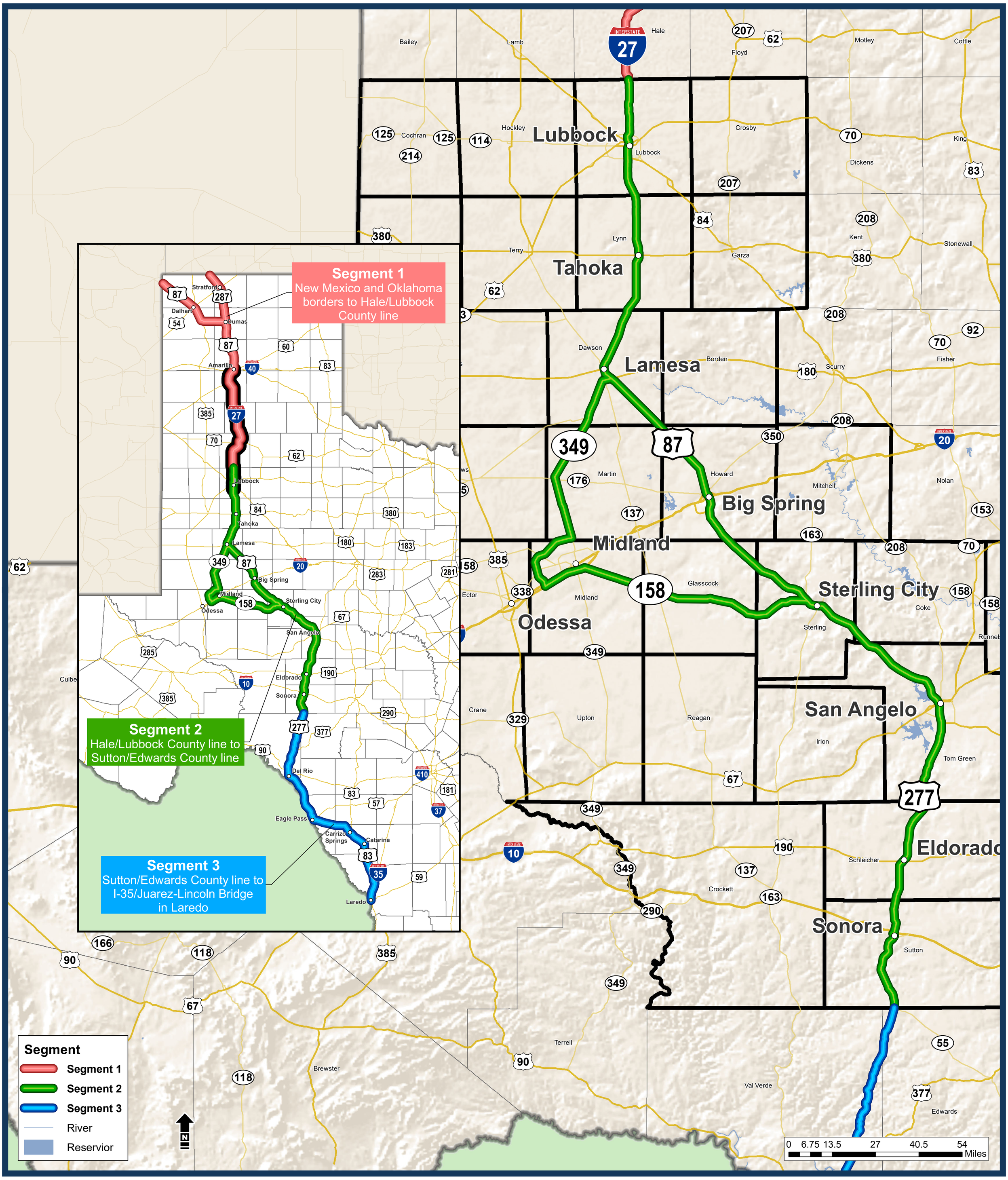
Ports-to-Plains Corridor Feasability Study Scope



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Segment #2 Map

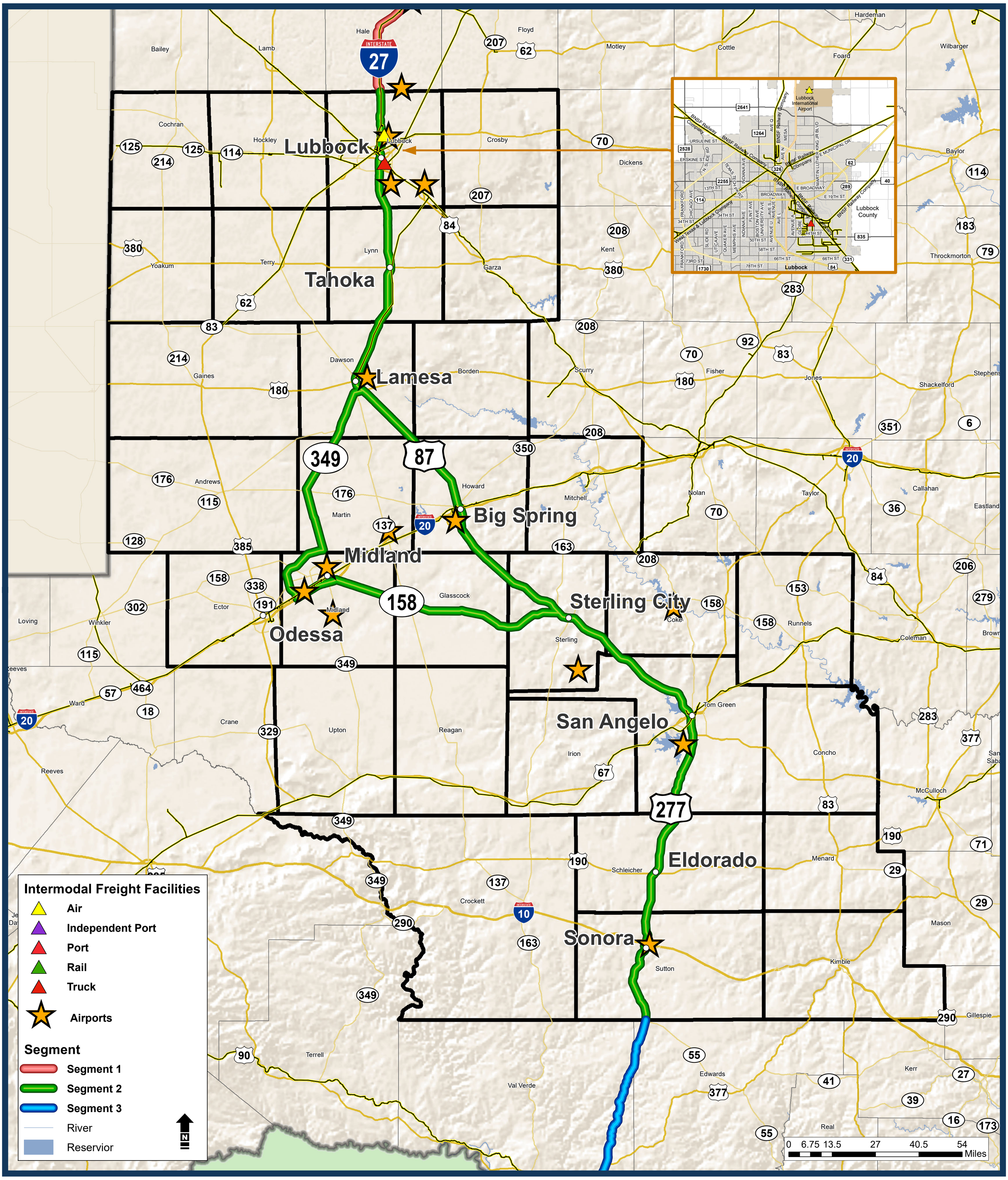
Hale/Lubbock County line to Sutton/Edwards County line



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Segment #2 Characteristics

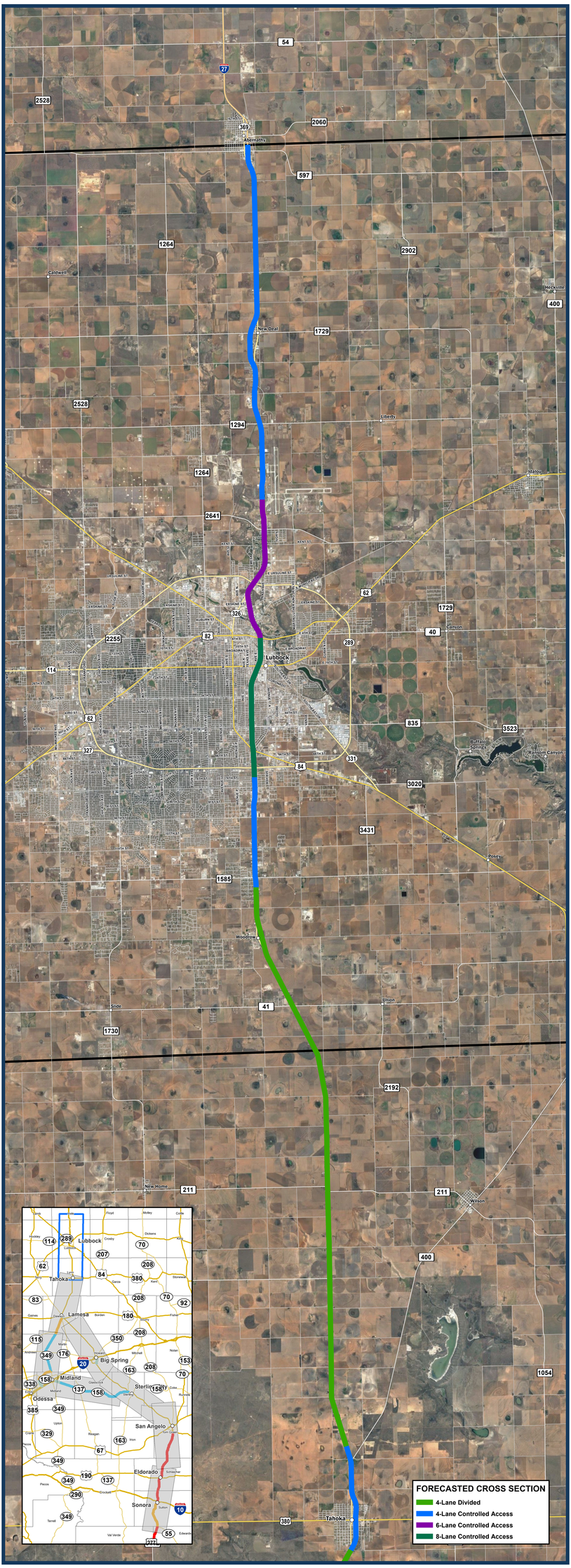
Hale/Lubbock County line to Sutton/Edwards County line



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

Segment 2, Map 1: County Road 295 to 0.5 Mi South of Tahoka



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

Segment 2, Map 2: 0.5 Mi South of Tahoka to County Road 145

TEXAS DEPARTMENT OF TRANSPORTATION

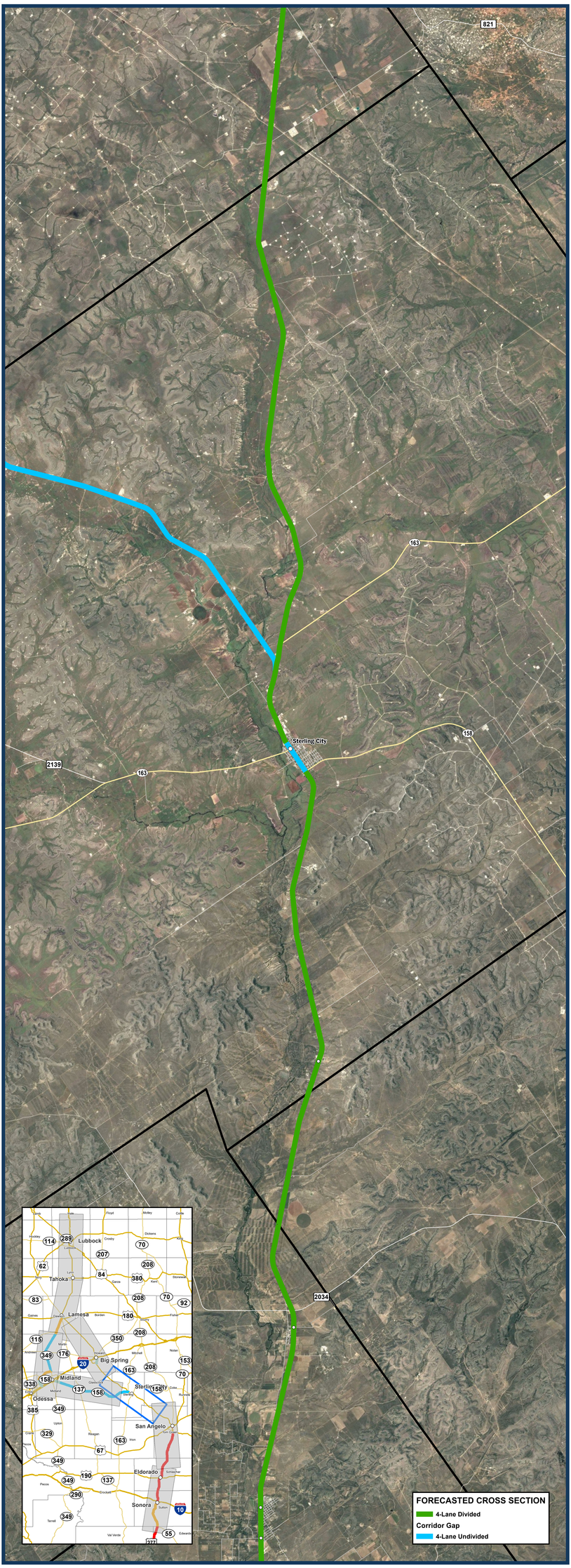
Ports-to-Plains Corridor Public Meeting

Segment 2, Map 3: FM 26 to McDonald E Road

TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

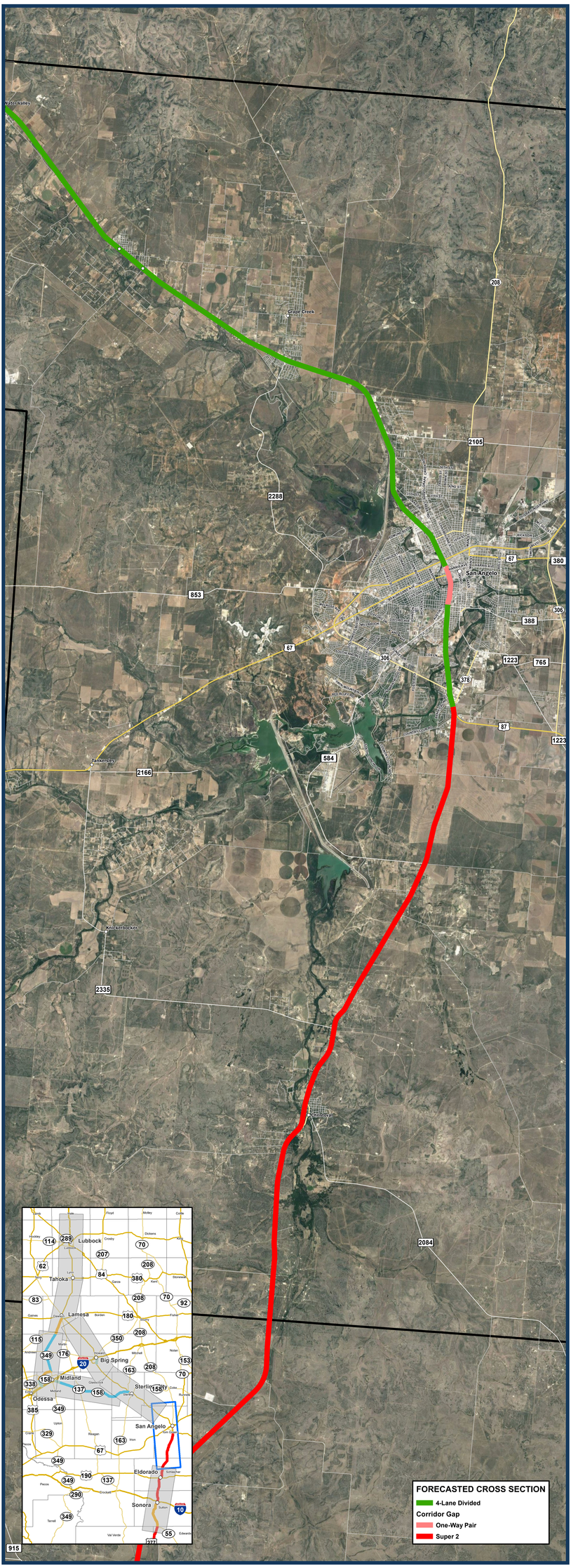
Segment 2, Map 4: McDonald E Road to 1Mi SE of Carlsbad



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

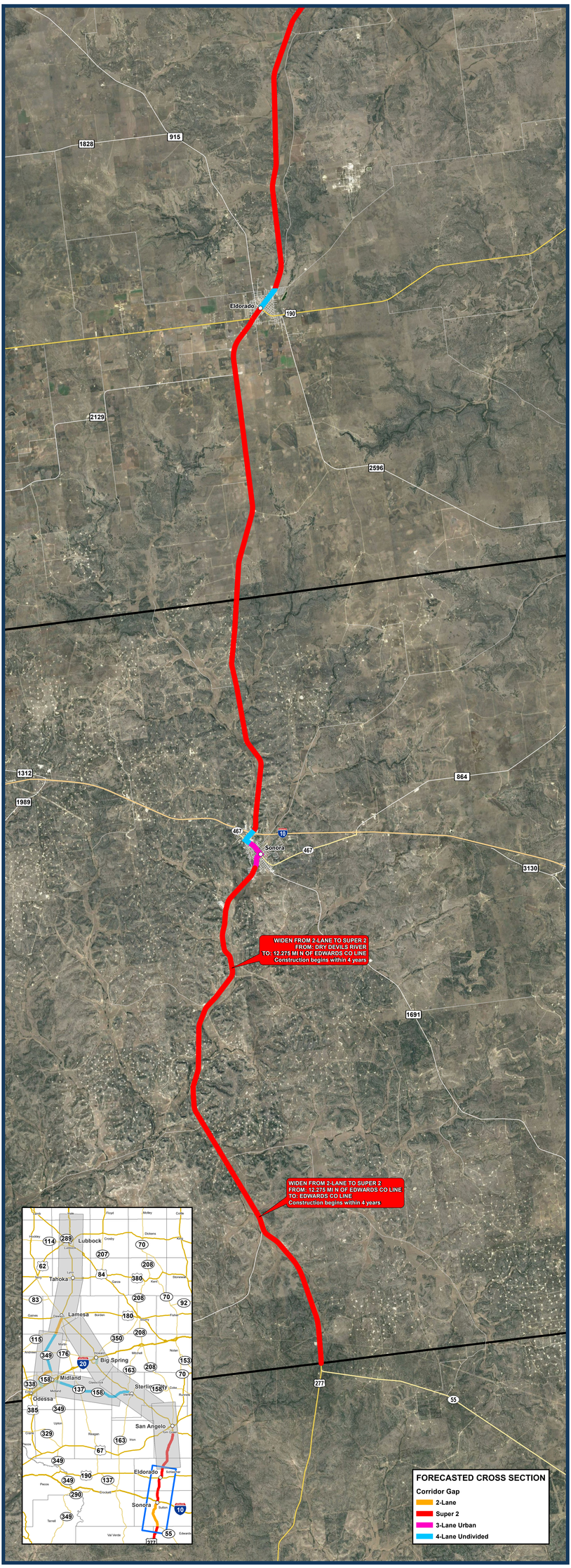
Segment 2, Map 5: Water Valley to 9 Mi N of Eldorado



TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

Segment 2, Map 6: McDonald E Road to Sutton/Edwards Co. Line



0 0.5 1 2 3 4 5 Miles

TEXAS DEPARTMENT OF TRANSPORTATION

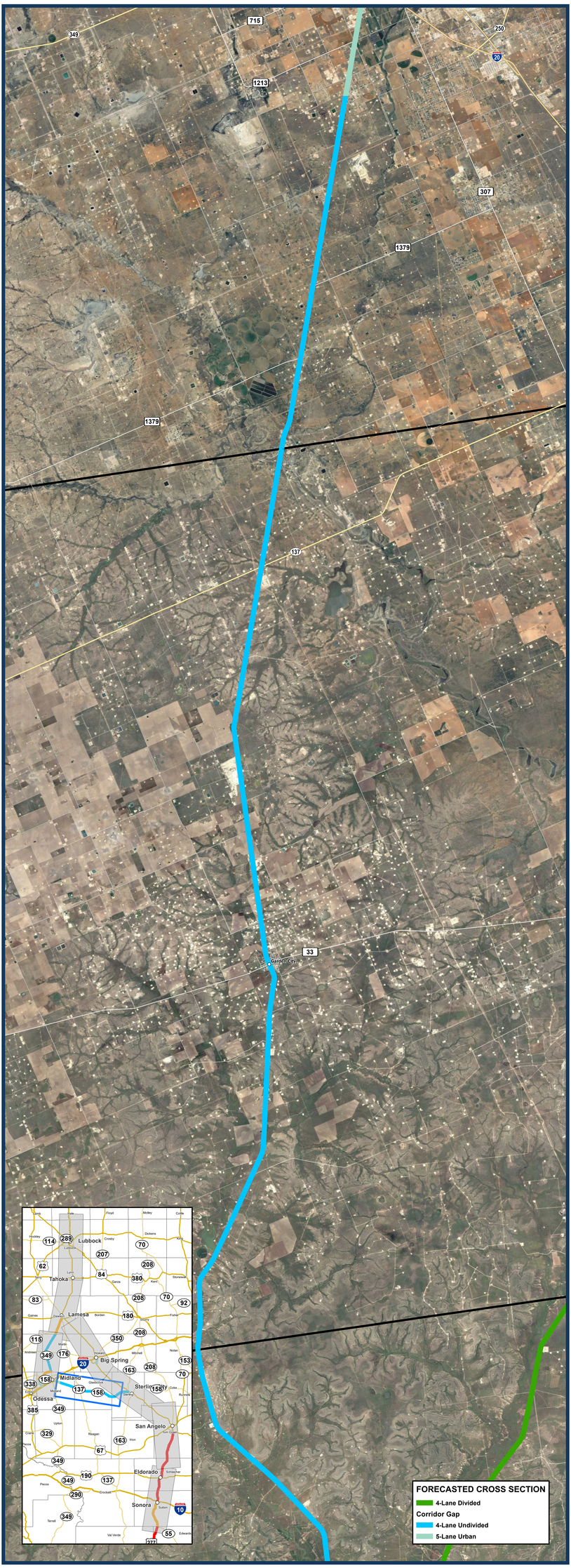
Ports-to-Plains Corridor Public Meeting

Segment 2, Map 7: Patricia to Midland

TEXAS DEPARTMENT OF TRANSPORTATION

Ports-to-Plains Corridor Public Meeting

Segment 2, Map 8: 1 Mi East of Midland to 7 Mi West of US 87



Ports-to-Plains Corridor Feasibility Study (HB 1079)

Public Meeting Segment #2
Hale/Lubbock County Line to Sutton/Edwards County Line

San Angelo, Texas

Discussion Review

1. HB 1079 Overview
2. Feasibility Study Scope and Schedule
3. Study Alternatives
4. Forecasted Conditions
5. Preliminary Corridor Feasibility Analysis
6. Identification of Potential Strategies and Solutions Work Session
7. Closing Discussion and Wrap-up

HB 1079 Overview

Ports-to-Plains Feasibility Study

House Bill (HB) 1079 requires TxDOT to conduct a comprehensive feasibility study of the Ports-to-Plains (P2P) Corridor, as defined by Texas Transportation Code 225.069.

- The study must evaluate the feasibility of, and costs and logistical matters associated with, improvements to the corridor that create a continuous-flow, four-lane divided highway that meets interstate standards to the extent possible.

P2P Committees

- HB 1079 requires TxDOT to establish a **P2P Advisory Committee (committee)**:
  - The committee is required to meet at least twice annually on a rotational basis in Lubbock and San Angelo.
  - Membership of the committee is limited to elected officials or their appointees specifically named in HB 1079.
  - The committee will review and compile reports from segment committees to form full advisory committee report.
  - TxDOT is required to incorporate reports submitted by the committee into the feasibility study.

- Additionally, TxDOT is required to establish **Corridor Segment Committees.** The segment committees are composed of:
  - Volunteers who may represent cities, counties, metropolitan planning organizations (MPOs), ports, chambers of commerce, and economic development corporations along the corridor;
  - The trucking industry;
  - TxDOT representatives; and
  - Other interested parties.

Public Involvement

Quarterly Public Meetings

- TxDOT is required to hold **quarterly public meetings** on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will **gather public feedback** on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.

Why is My Participation Important?

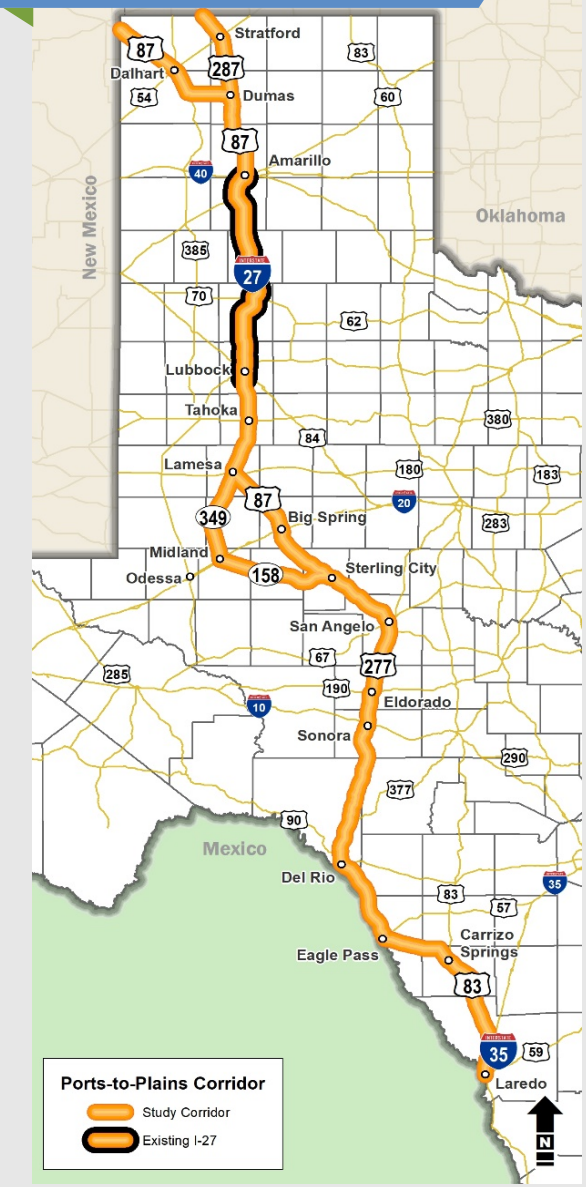
Your participation gives you the opportunity:

- **To learn** about the Ports-to-Plains Corridor Feasibility Study
- **To provide input** on needs, challenges, and opportunities for moving people and goods along the corridor

Feasibility Study Overview

Ports-to-Plains Corridor and Segments

Ports-to-Plains Corridor



Segment 1

New Mexico and Oklahoma borders to Hale/Lubbock County line

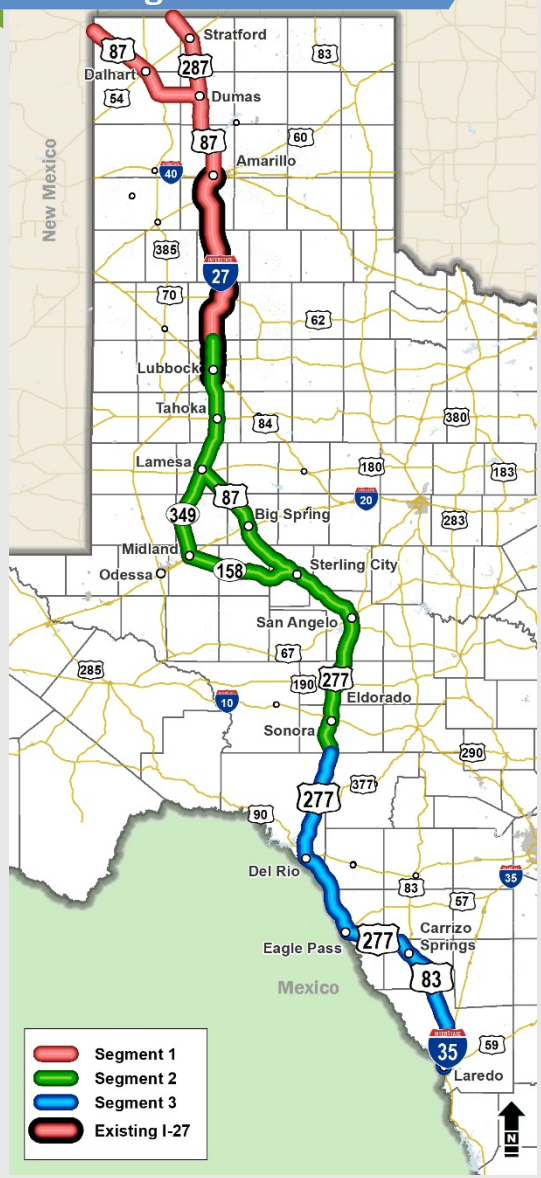
Segment 2

Hale/Lubbock County line to Sutton/Edwards County line

Segment 3

Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo

Corridor Segments



Ports-to-Plains Corridor Feasibility Study Goals

Verbatim HB 1079, Section 1, Subsection (h)

An examination of the ability of the energy industry to **transport products** to market

An evaluation of the economic development impacts of the Ports-to-Plains Corridor, including whether the improvement or expansion of the Ports-to-Plains Corridor would create **employment opportunities** in this state

A determination of whether improvements or expansion of the Ports-to-Plains Corridor would **relieve traffic congestion** in the segment

Ports-to-Plains Corridor Feasibility Study Goals

An examination of **freight movement** along the Ports-to-Plains Corridor

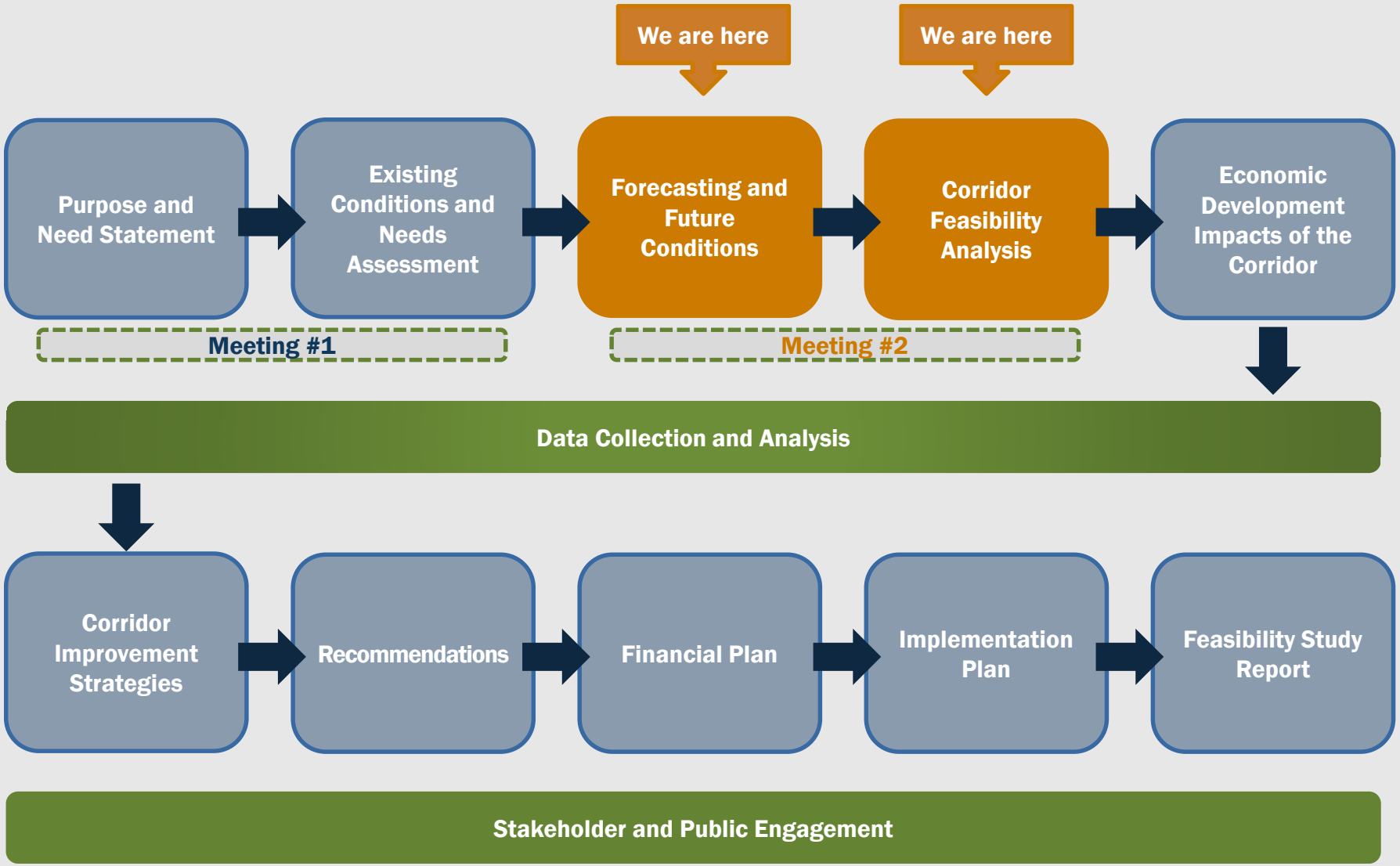
A determination and prioritization of improvements and expansion of the Ports-to-Plains Corridor that are warranted in order to promote safety and mobility, while **maximizing the use of existing highways** to the greatest extent possible and **striving to protect private property** as much as possible

A determination of the areas that are preferable and suitable for **interstate designation**

An examination of **project costs** related to the improvement or expansion of the Ports-to-Plains Corridor

An assessment of federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

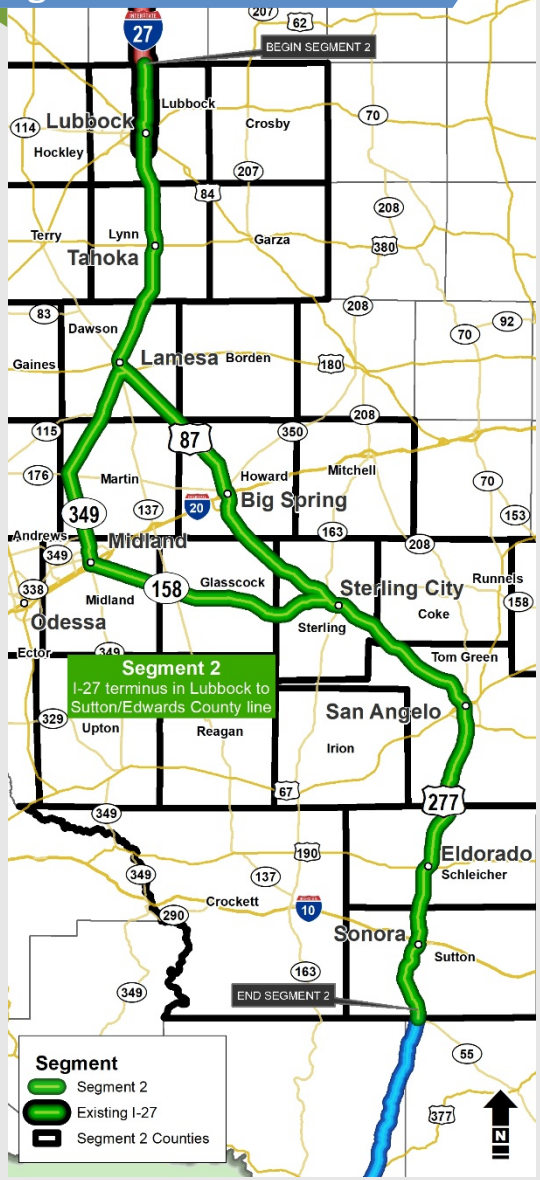
Ports-to-Plains Corridor Feasibility Study Scope



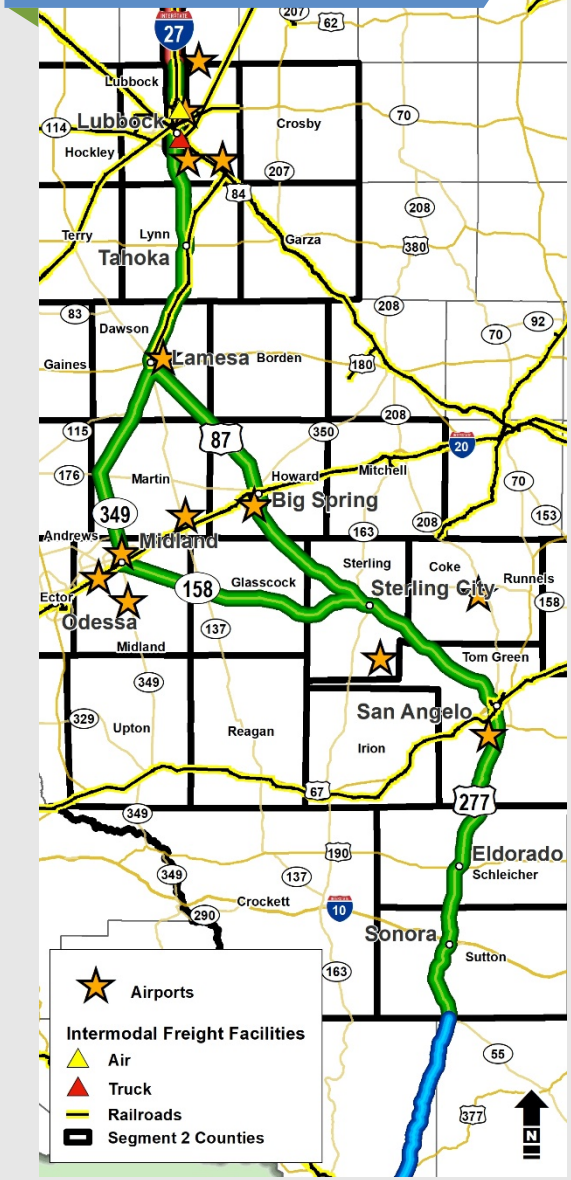
Forecasted Conditions

Current Segment #2 Characteristics

Segment #2



Other Modal Facilities



419 Segment Miles

12 Counties

4 TxDOT Districts

Abilene, San Angelo, Odessa, Lubbock

Major Cities and Towns

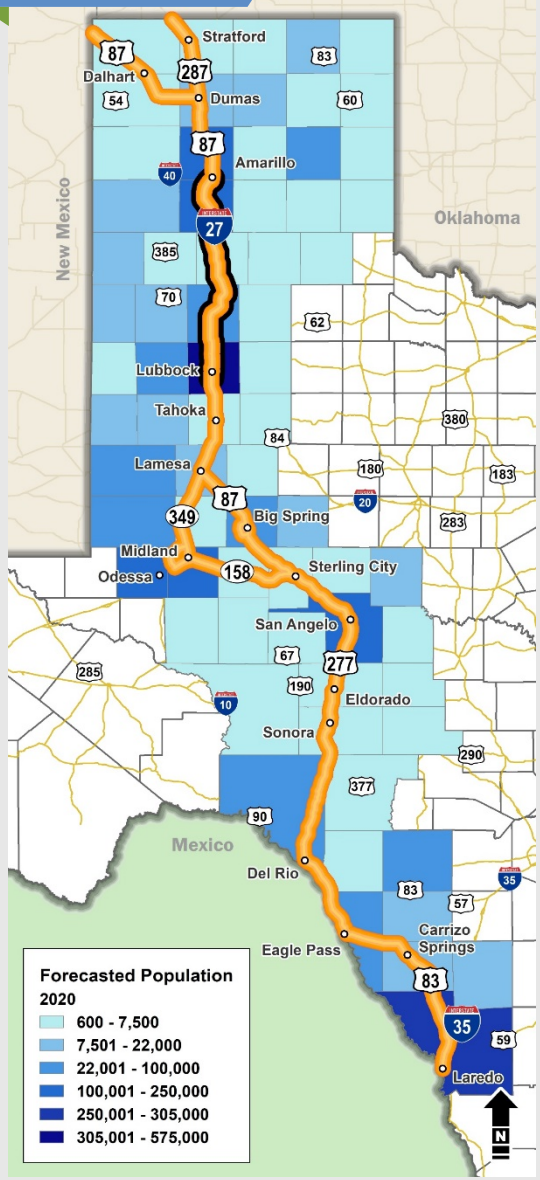
Sonora, Eldorado, San Angelo, Sterling City, Big Spring, Midland, Lamesa, Lubbock

Corridor Highways

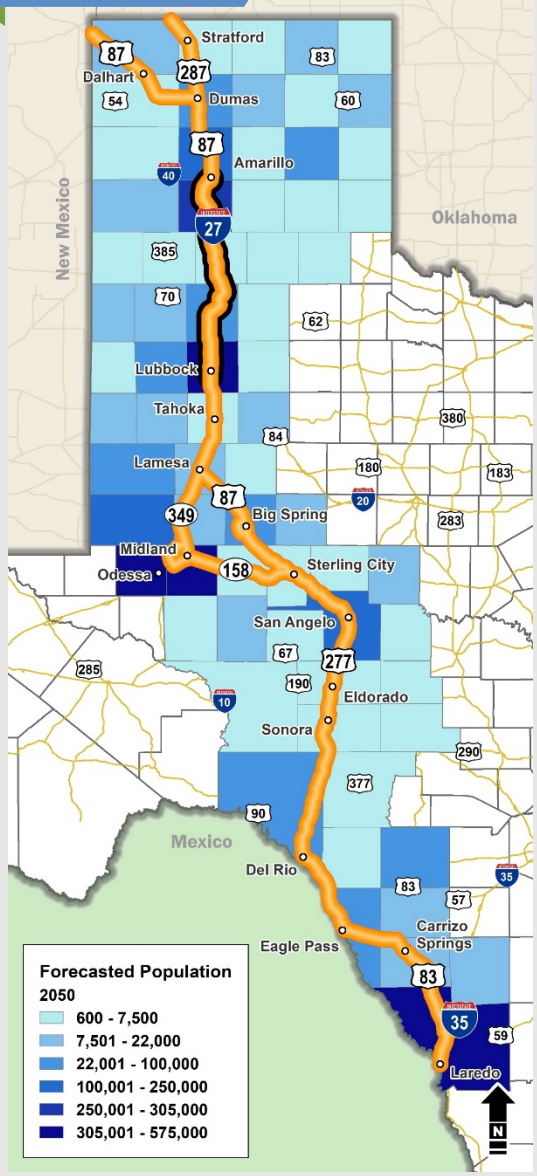
- US-277 from Edwards County to Sterling City
- US-87/SH-158/SH-349 from Sterling City to Lamesa
- US-87 from Lamesa to Lubbock

Corridor Forecasted Total Population 2020 and 2050

2020



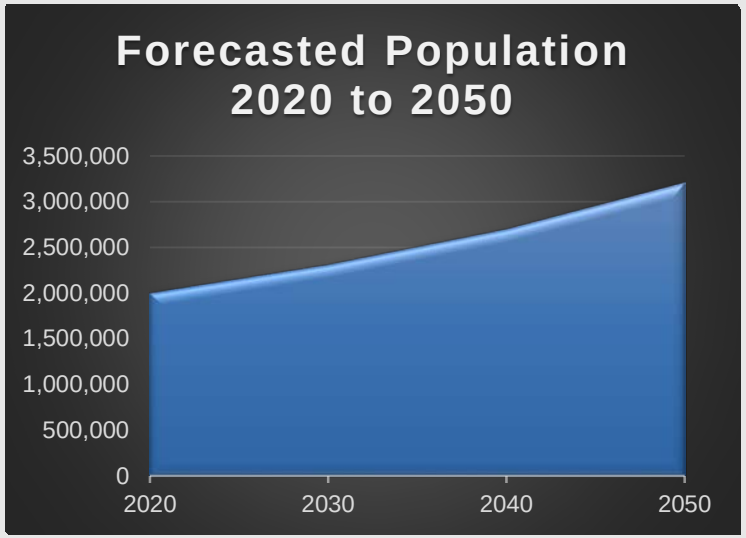
2050



1,996,680 (2020)

3,207,968 (2050)

- Corridor total population for all 69 counties is projected to **increase by 1,211,288 persons**.
- Overall corridor population is projected to **grow by 61%**.



Source: Texas Demographic Center

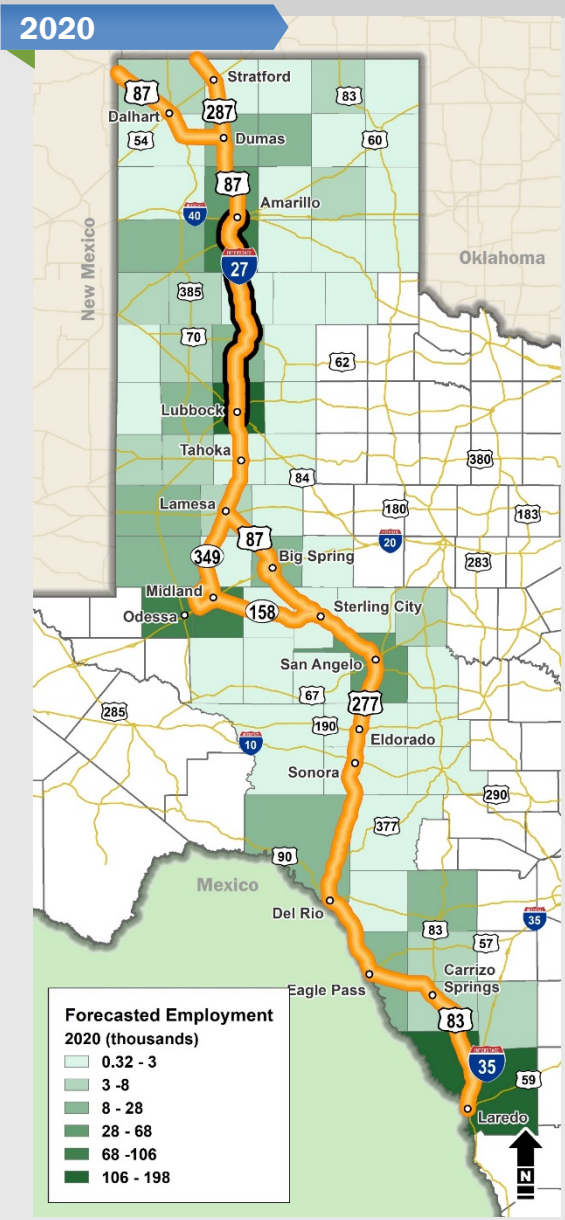
Segment #2 Forecasted Total Population 2020 and 2050

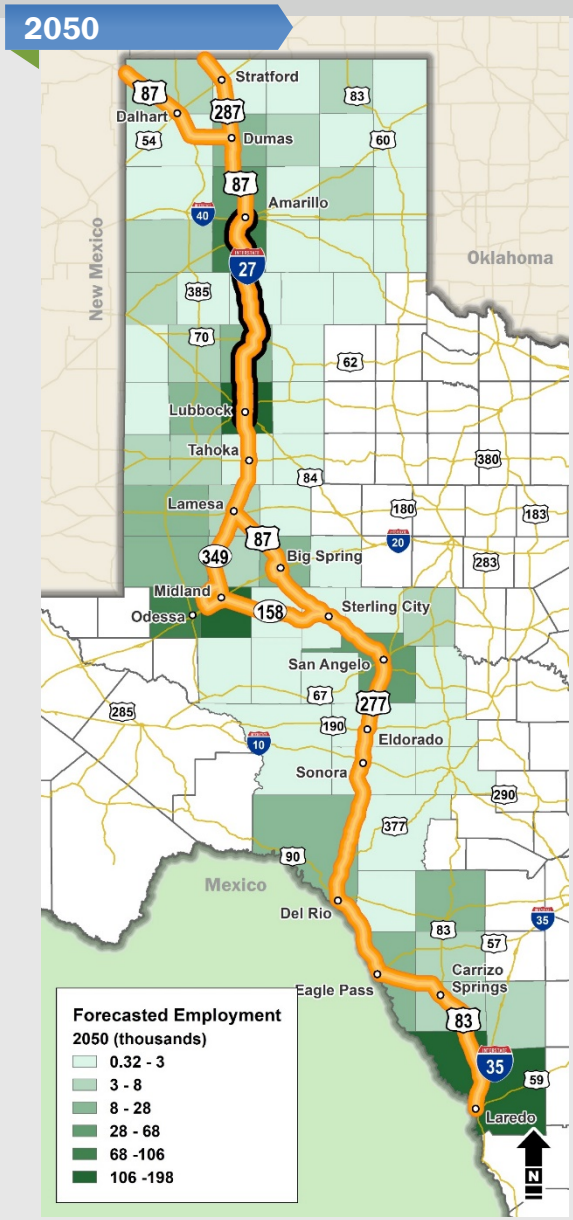
1,046,558 (2020) **2,104,479** (2050)

- Total population for the 31 counties is projected to **increase by 1,057,921** persons.
- **Andrews County** (352%) and **Midland County** (206%) and have the highest projected population growth.
- **Lynn County** (-25%) and **Kimble County** (-24%) have the largest projected population declines.
- Overall Segment #2 population is projected to **grow by 101%**.

Source: Texas Demographic Center

Corridor Forecasted Employment 2020 and 2050

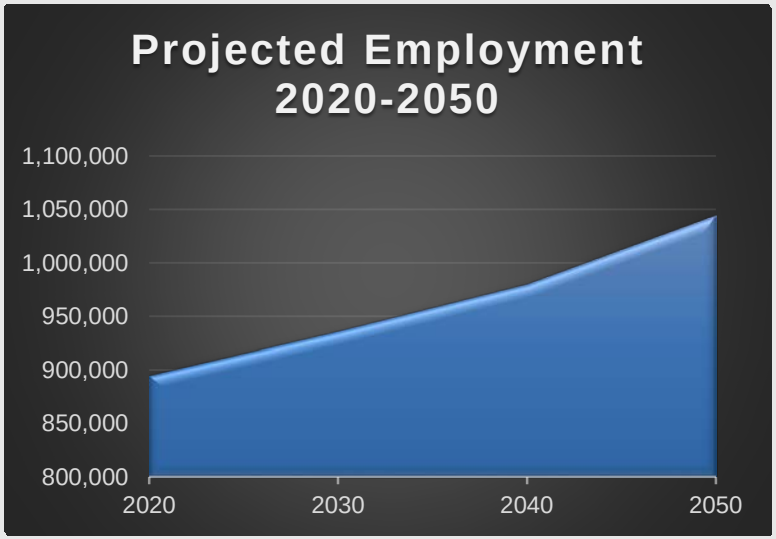




894,768 (2020)

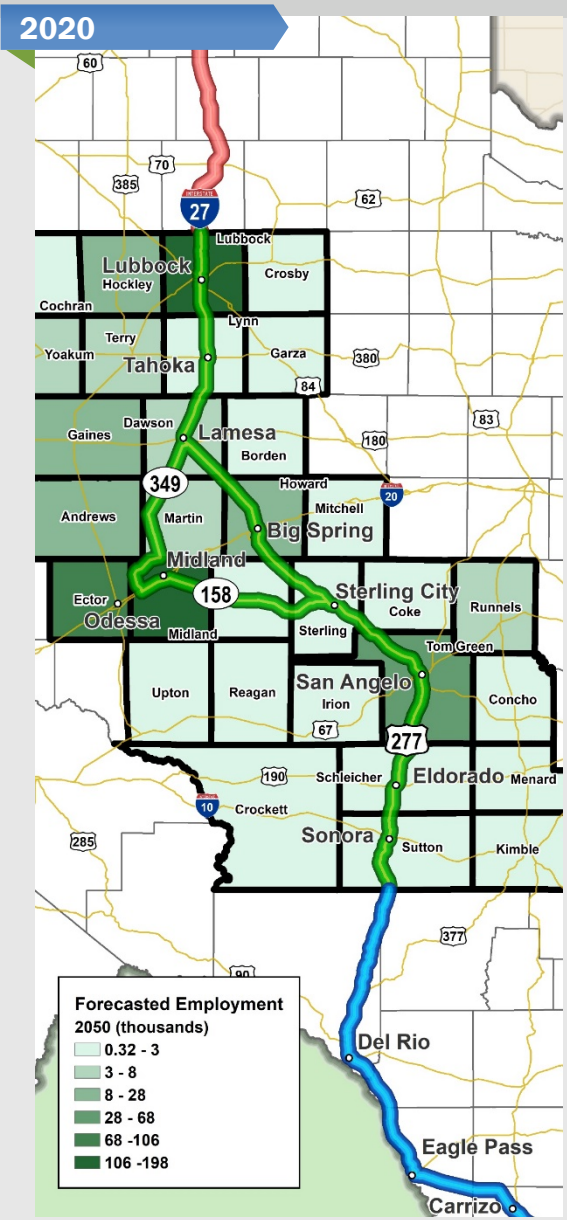
1,044,139 (2050)

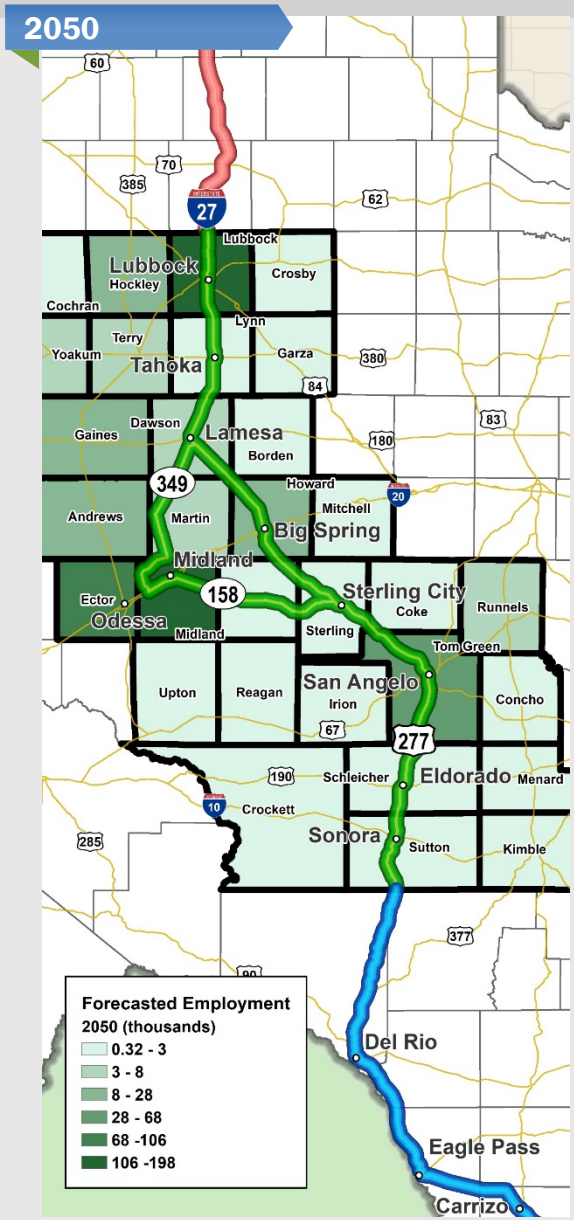
- Corridor total employment is **projected to increase by 149,372**.
- Overall corridor employment **is projected to grow by 17%.**



Source: Moody's Analytics Forecasted Data

Segment #2 Forecasted Employment 2020 and 2050





485,816 (2020)

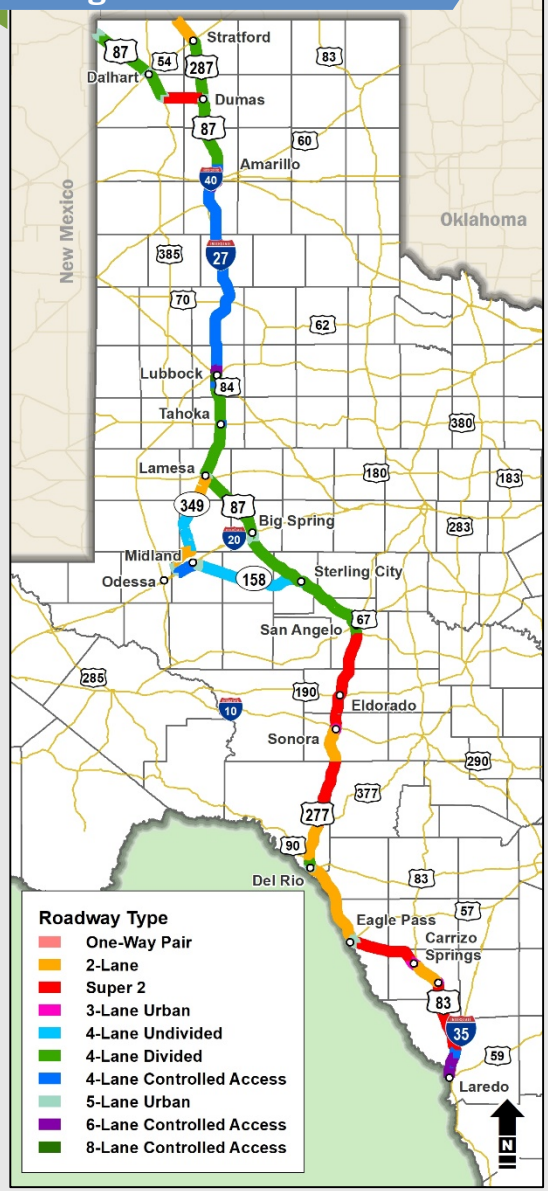
590,529 (2050)

- Employed population projected to **increase by 104,713** persons.
- **Andrews County** (43%) and **Gaines County** (41%) have the highest projected growth in employment.
- **Cochran County** (-34%) and **Dawson County** (-24%) have the largest projected decline in employment.
- Overall Segment #2 employment is projected to **grow by 22%.**

Source: Moody's Analytics Forecasted Data

Forecasted Traffic Conditions

Existing Cross Sections

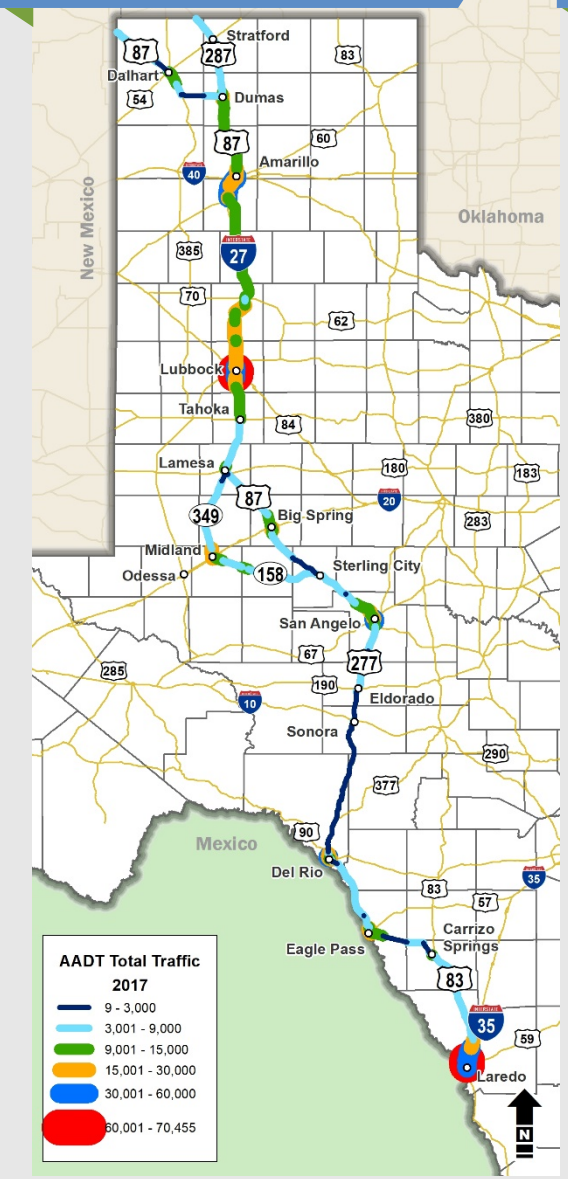


Traffic Growth Scenarios

- No Build
  - Corridor lane configurations include only what is planned/programmed
- 4-lane Divided Highway
  - Would upgrade most of US 277 & US 83
  - Option A: Traverses urban areas using existing route
  - Option B: Traverses urban areas using locally preferred new route
- Interstate Highway
  - Full control of access for entire corridor (75 mph)
  - Traverses urban areas via local preferred route

Average Daily Traffic - 2017

Corridor Total Traffic 2017



Segment #2 Total Traffic 2017

Source: TxDOT TPP Roadway Inventory 2017

Range – Annual Average Daily Traffic

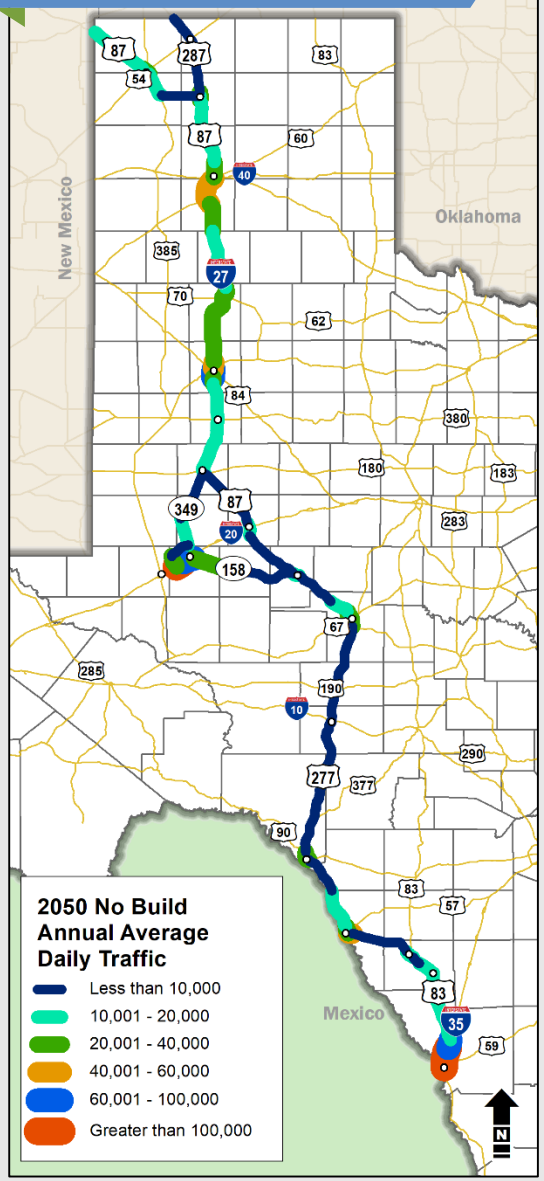
<3,000	Per day from Eldorado to Del Rio
3,000–9,000	Per day on many rural US Highway segments
9,000–30,000	Per day on rural I-27, north of Amarillo, near Big Spring
30,000–70,000	Per day on Interstate Highways in Laredo, Lubbock, and Amarillo

Key Takeaways

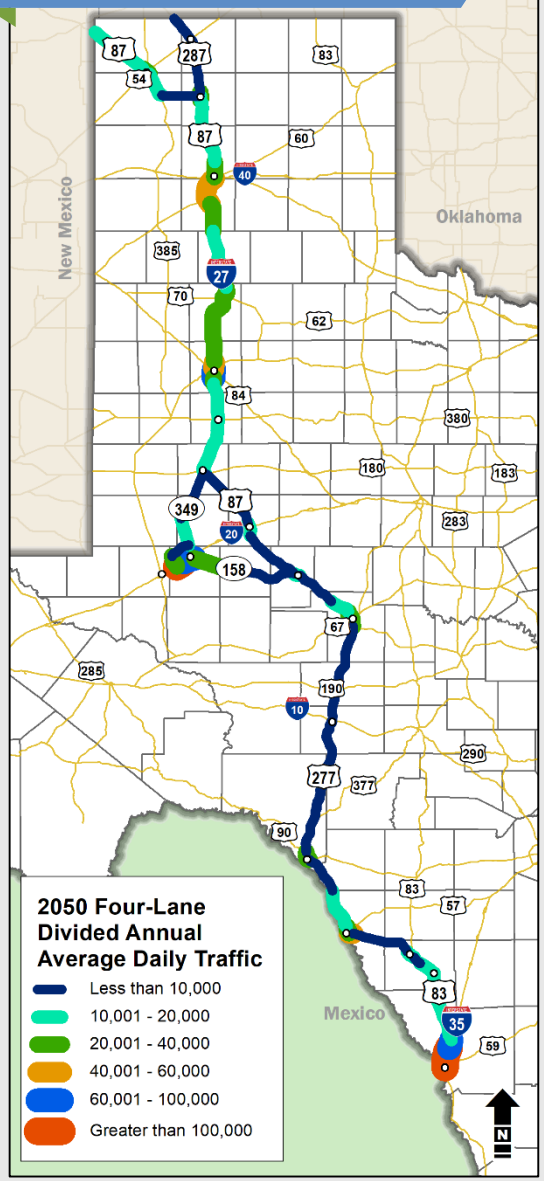
- Traffic volumes in the corridor and Segment #2 vary considerably.
- SH 349 in Midland and US 87 in San Angelo carry 25,000 to 30,000 vehicles per day

Forecasted Traffic Conditions

2050 Traffic – No Build



2050 Traffic - 4 Lane Divided



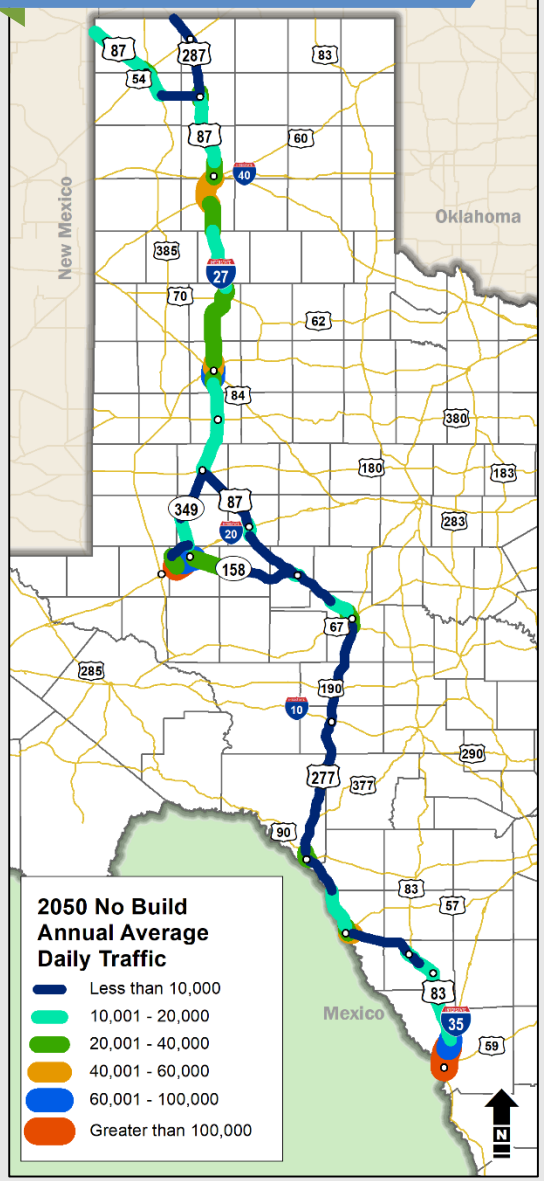
Overview of Findings

- No Build Growth
  - Traffic growth due to local population and employment growth only
  - High growth on US 83 north of Laredo (163%), SH 158 near Midland (124%)
  - Low Growth on US 287 near Oklahoma border (10%), US 87 near Big Spring (10%)
- 4-Lane Divided Growth
  - Option A:
    - Very similar to No Build. Doesn't attract more traffic – urban mobility/reliability still an issue
  - Option B
    - Would attract moderate additional growth over No Build or Option A

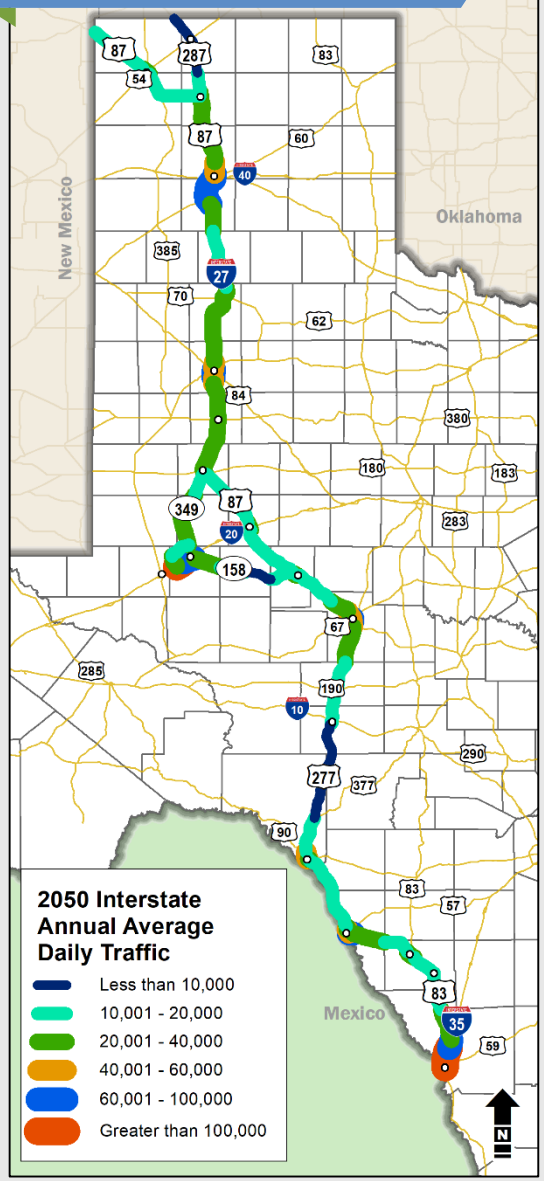
Source: TXDOT SAM and TxDOT 2018 RID

Forecasted Traffic Conditions

2050 Traffic – No Build



2050 Traffic – Interstate

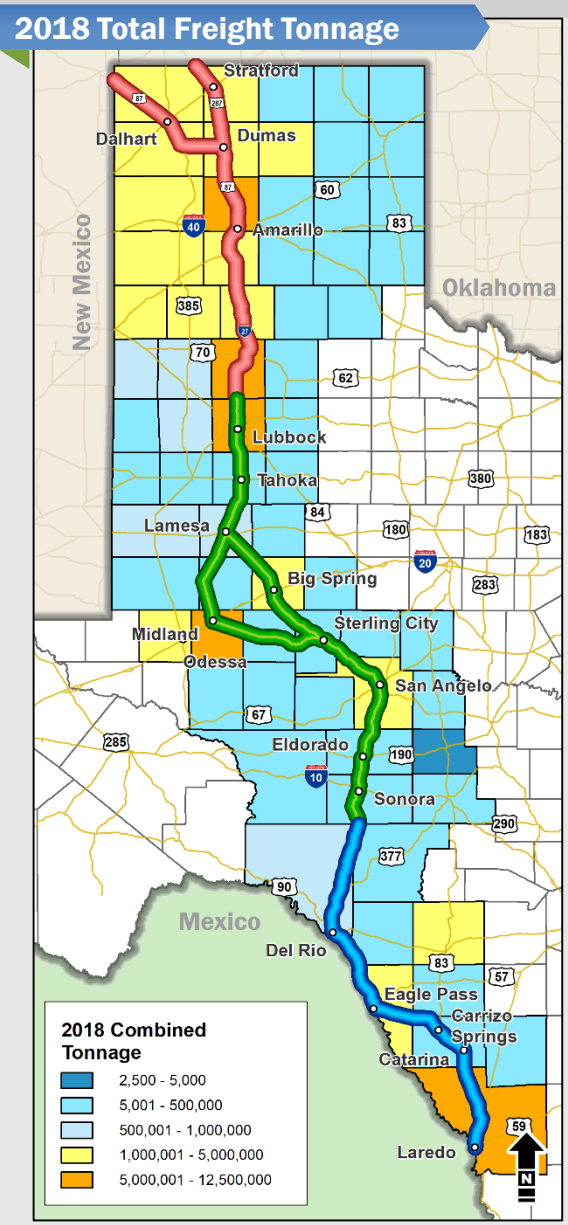


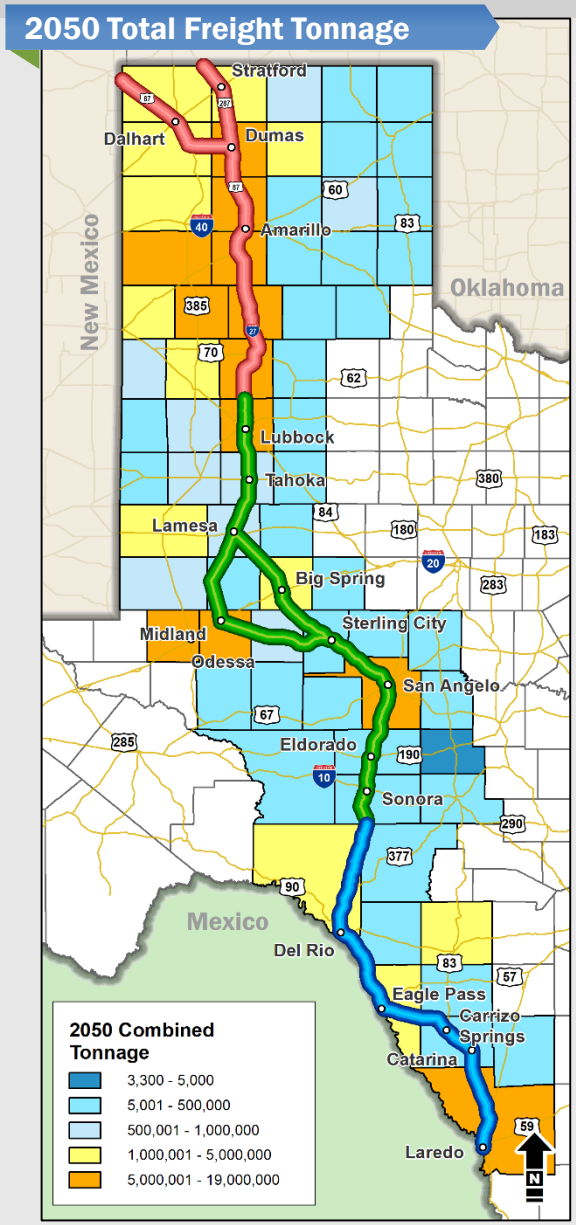
Overview of Findings

- **Interstate Highway Growth**
  - 100-200% growth over 2018 volumes found in all three segments on arterial sections
  - US-87 provides path to I-25
  - US-287 route mostly two-lanes in Oklahoma and Colorado
- **Interstate Highway Diversions**
  - Fills in National Grid
  - Most diversions from within 100 miles
  - Diversions also traced on national and statewide basis

Source: TXDOT SAM and TxDOT 2018 RID

Corridor Total Truck Freight Growth by County - 2050

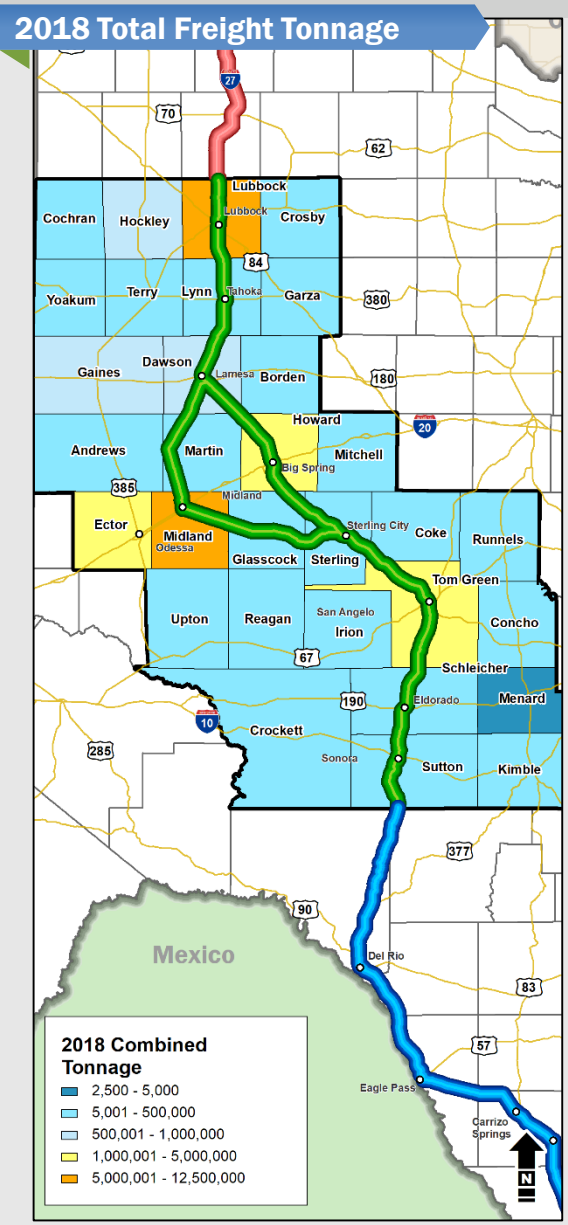


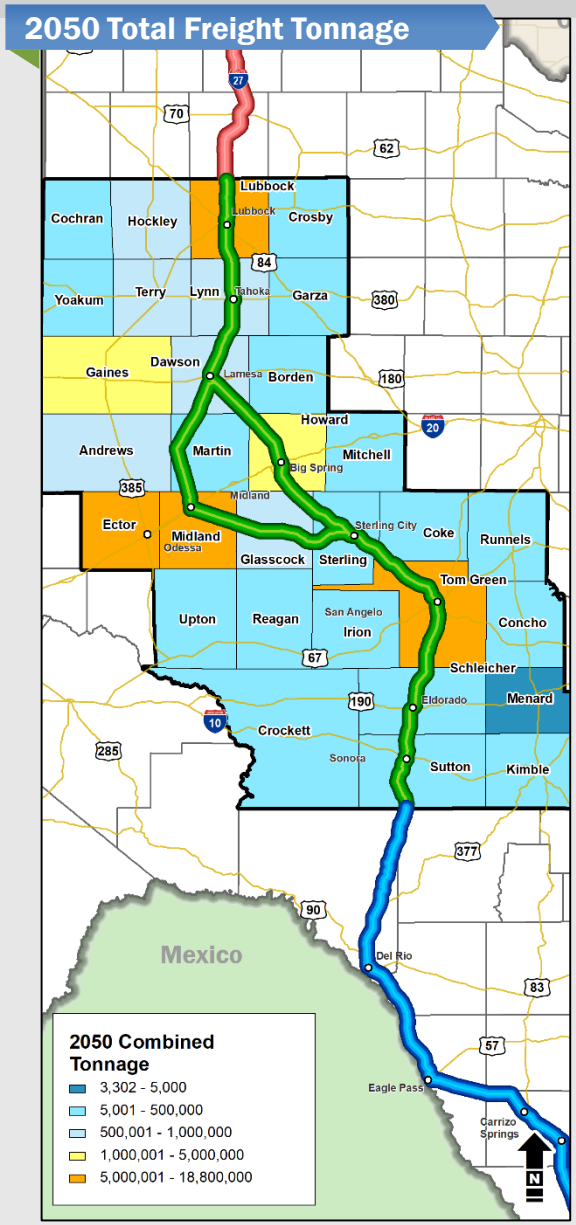


- Total truck tonnage is forecast to grow 78% through 2050
  - 73 million tons added
  - Total volume reaches 167 million tons
- Top locations for growth are
  - **Laredo** (Webb County)
  - **Midland/Odessa** (Midland/Ector Counties)
  - **Lubbock** (Lubbock County)
- Growth is strong generally along existing I-27, in San Angelo (Tom Green County), and along the border

Source: TXDOT SAM and TRANSEARCH database

Segment #2 Total Freight Growth by County - 2050

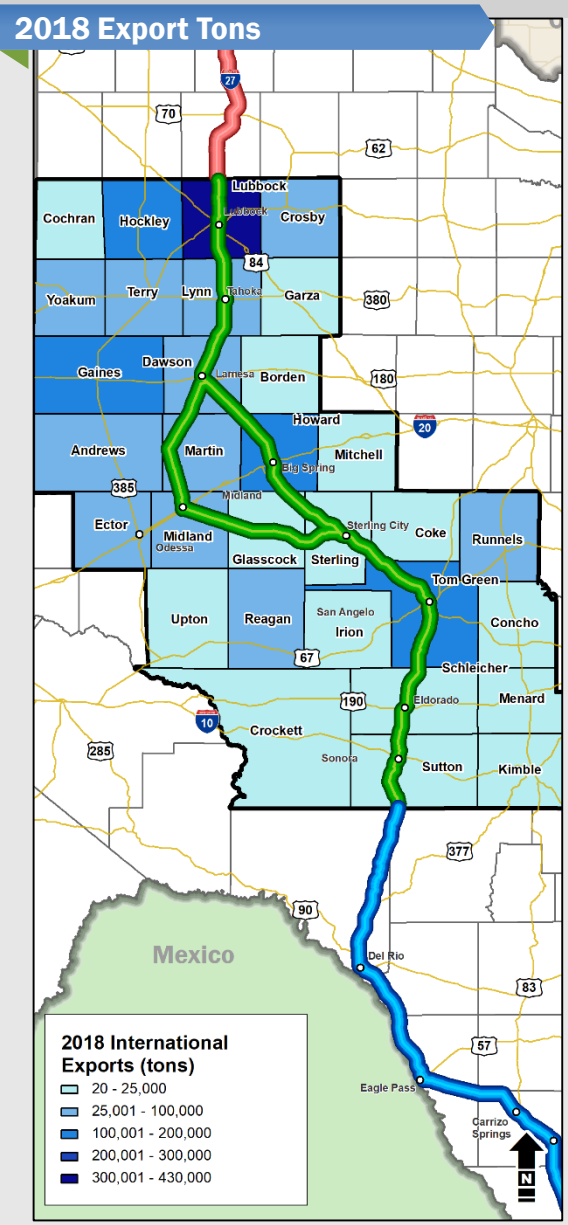


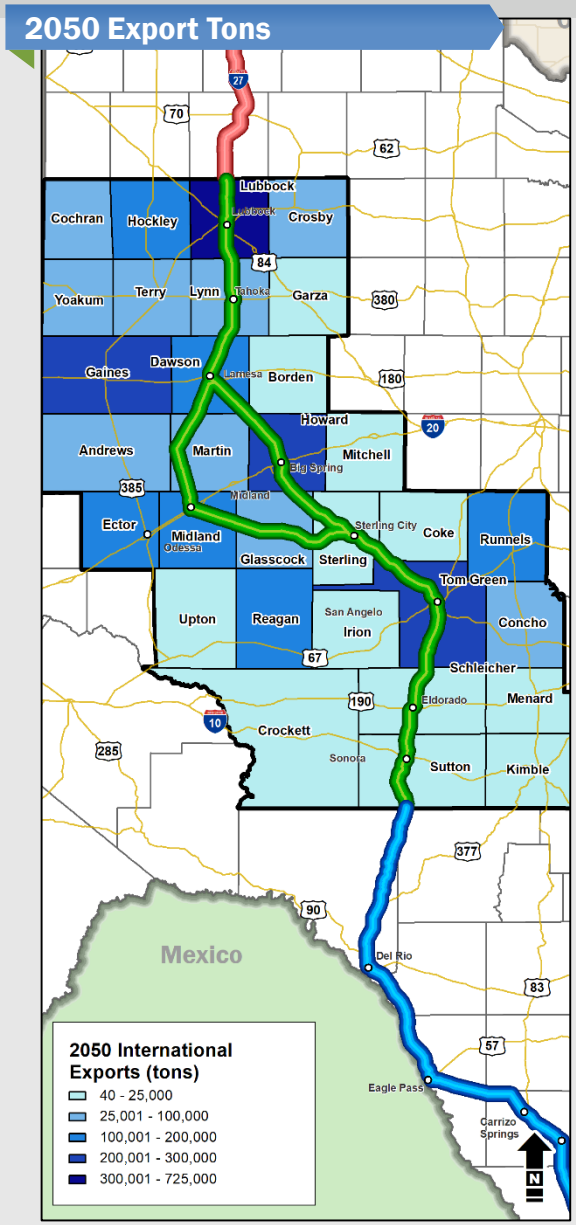


- Segment #2 total truck tonnage is projected to **grow 87%** through 2050
  - 30 million tons added, for 41% of the new tons on the corridor
  - Total volume 66 million tons
- Fastest county growth:
  - **Ector** - 182%
  - **Howard** - 124%
  - **Borden** - 119%
- Largest county growth:
  - **Midland** + 9.3 mil. tons
  - **Ector** + 7.5 mil. tons
  - **Lubbock** +6.3 mil. tons

Source: TXDOT SAM and TRANSEARCH database

Segment #2 International Truck Trade Growth by County – 2050 Exports

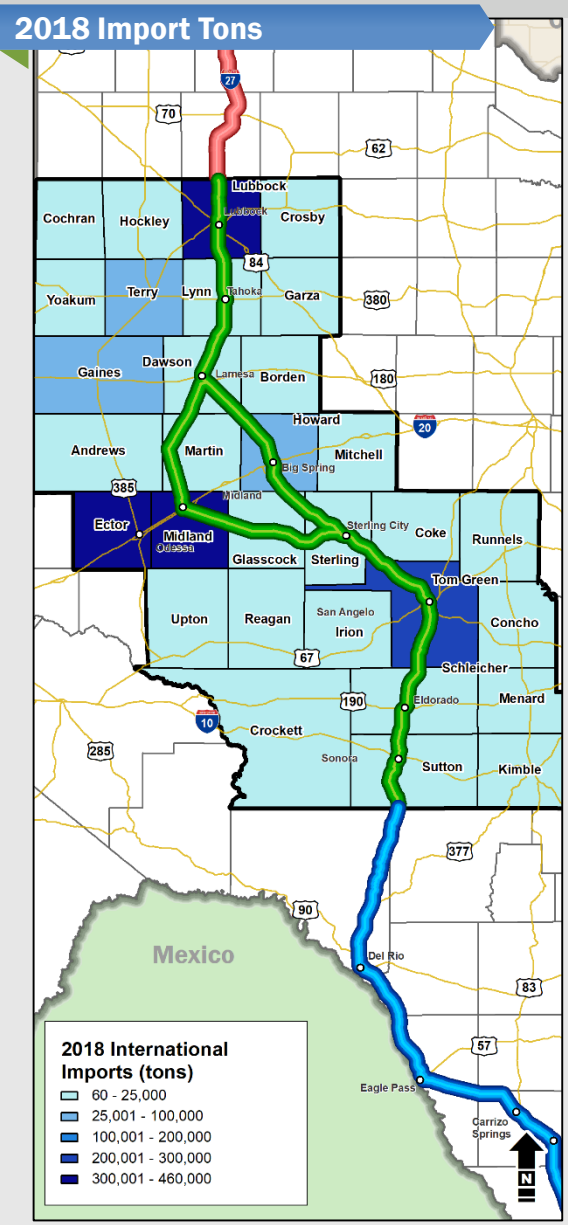


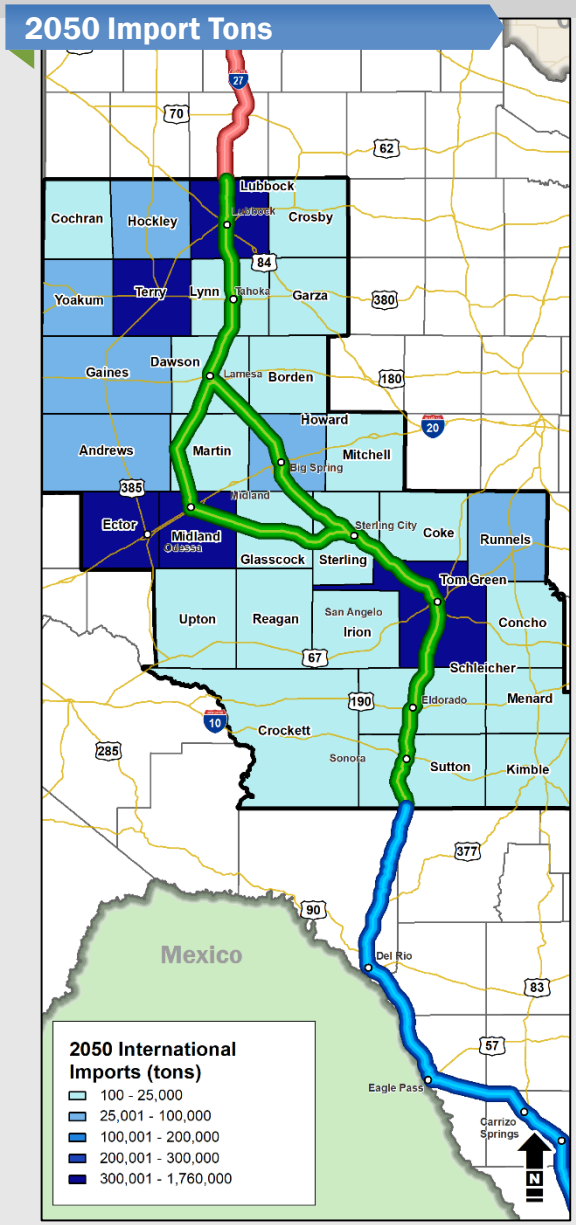


- Exports are projected to **grow 78%** in Segment #2 or by **1.3 million tons**
- Growth is fairly general across the segment
- Lubbock and Howard Counties have the most export tons added: about one-third of the total

Source: TXDOT SAM and TRANSEARCH database

Segment #2 International Truck Trade Growth by County – 2050 Imports





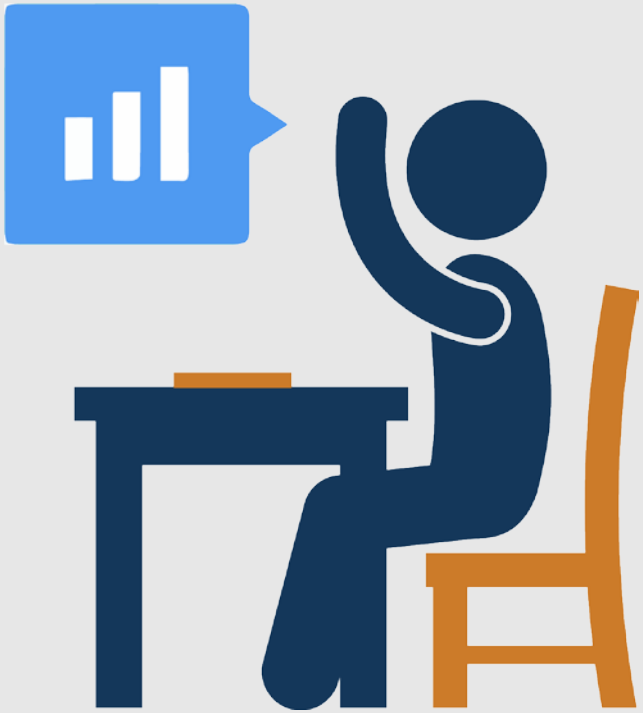
- Imports are projected to **grow 227%** in Segment #2 or by **3.8 million tons**
- Growth is concentrated - 4 counties account for 87% of the import tons added:
  - Lubbock
  - Midland
  - Ector
  - Tom Green

Source: TXDOT SAM and TRANSEARCH database

Public Feedback

- What factors do you think are influencing future economic, traffic, and freight conditions?

- Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?



Preliminary Corridor Feasibility Analysis

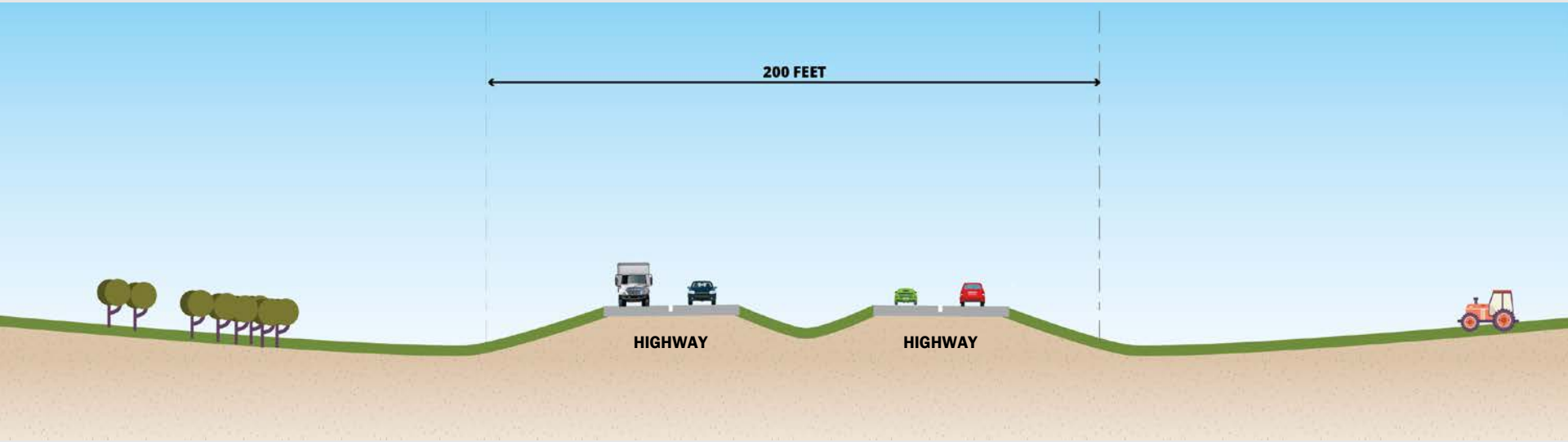
What is a Feasibility Analysis?

A **determination if improvements** of the Ports-to-Plains corridor **to a four-lane divided highway, or interstate**, where feasible, **will achieve the goals set out in House Bill 1079.**

How is a Feasibility Analysis Performed?

By **evaluating** how each alternative meets each goal and **comparing the results of the data analysis** to determine whether No Action, the four-lane divided highway, or an Interstate facility is feasible for the corridor.

Four-Lane Divided Highway Cross Section



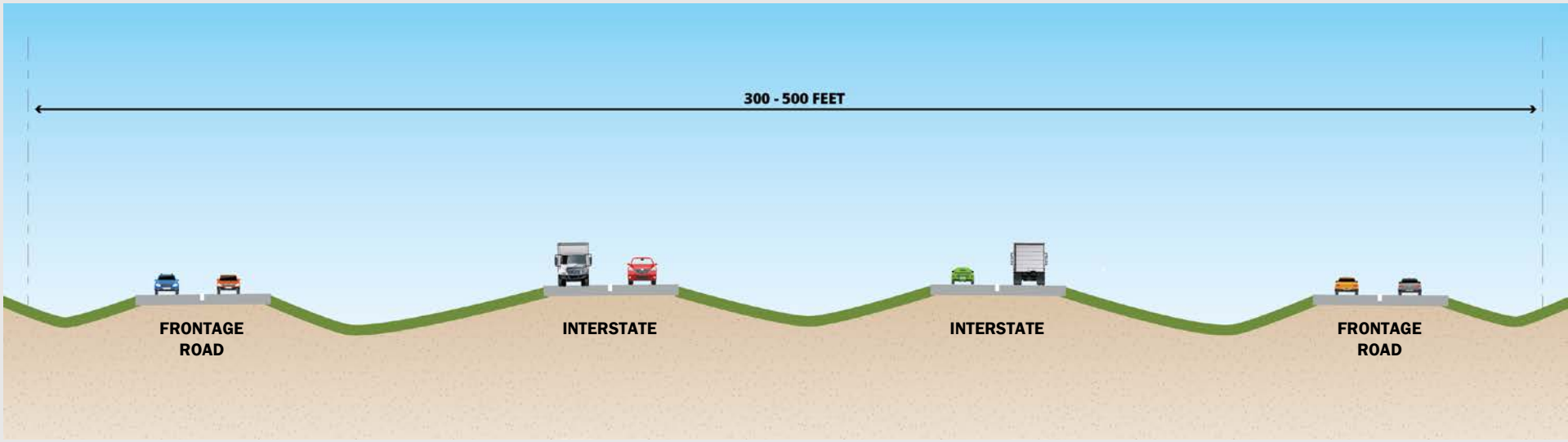
Driveway access to local businesses and residences

Lower design **speeds**

Smaller right-of-way **widths**

At-grade intersections with other roadways

Interstate with Frontage Roads Cross Section



No driveways connecting to main lanes.

No stop signs or traffic signals on main lanes.

Higher design **speeds**

Traffic will flow uninterrupted from one end of the facility to the other. To accomplish this, **overpasses are necessary**.

Larger right-of-way **widths**

HB 1079 Corridor Feasibility Analysis Criteria

A determination of whether improvements or expansion of the Ports-to-Plains Corridor would **relieve traffic congestion** in the segment

Summary of Analysis:

Four-Lane Divided

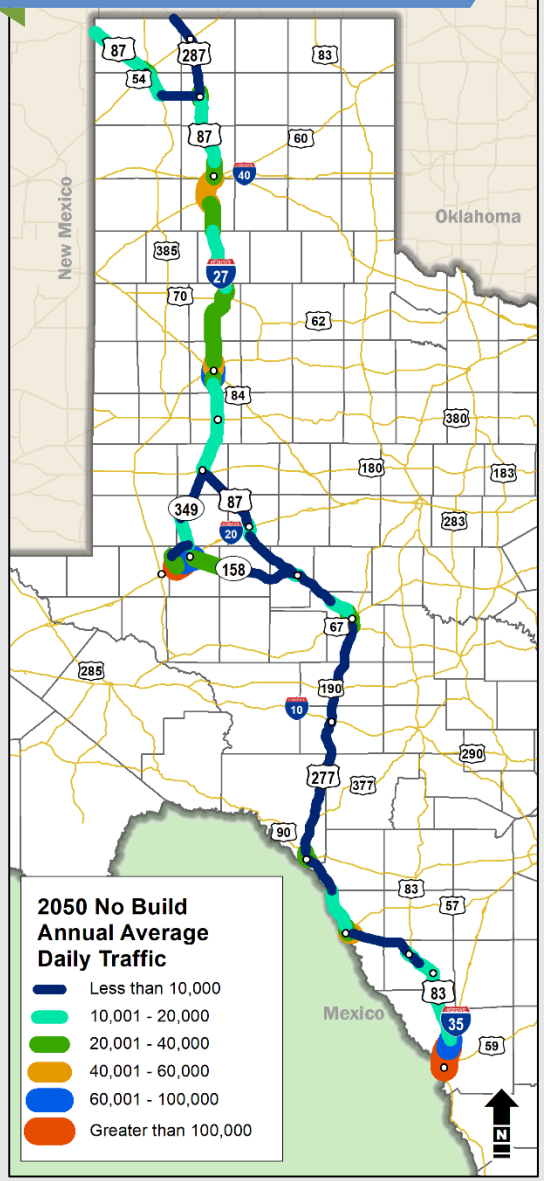
- Option A:
  - Similar to No Build – does not attract more traffic
  - Urban mobility & reliability an issue - without access control urban areas are subject to slower speeds, stops, and signal delay
- Option B:
  - Would attract more traffic though not as much as interstate
  - Mobility/reliability an issue in areas without access control (slower speeds and stops)

Interstate

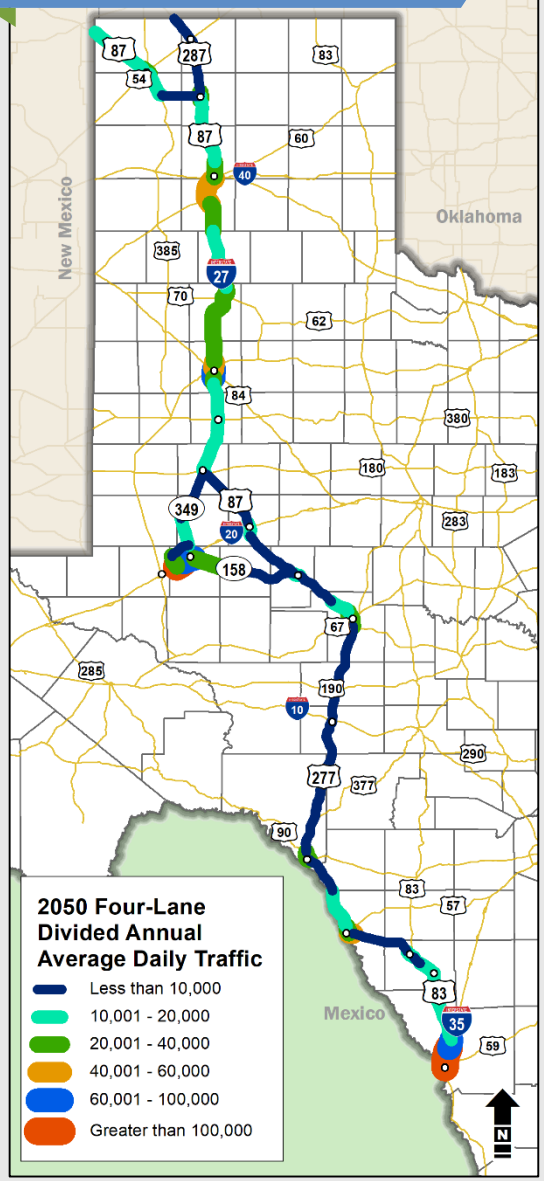
- Congestion on route would be alleviated through controlled access
- Establishment of a continuous regional/national corridor would improve reliability and route attractiveness

Forecasted Traffic Conditions

2050 Traffic – No Build



2050 Traffic - 4 Lane Divided



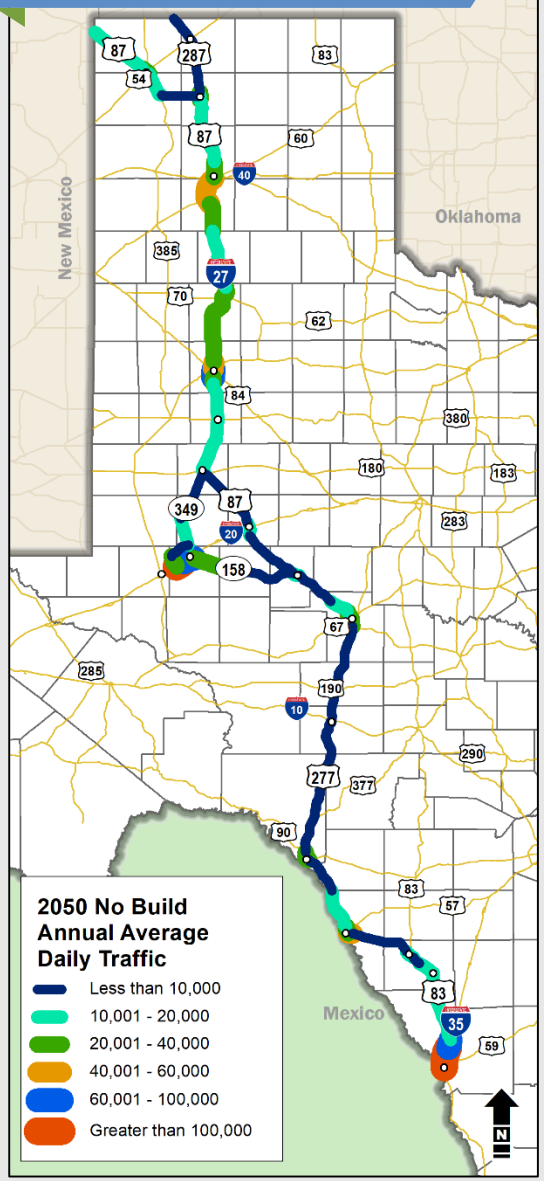
Overview of Findings

- No Build Growth
  - Traffic growth due to local population and employment growth only
  - High growth on US 83 north of Laredo (163%), SH 158 near Midland (124%)
  - Low Growth on US 287 near Oklahoma border (10%), US 87 near Big Spring (10%)
- 4-Lane Divided Growth
  - Option A:
    - Very similar to No Build. Doesn't attract more traffic – urban mobility/reliability still an issue
  - Option B
    - Would attract moderate additional growth over No Build or Option A

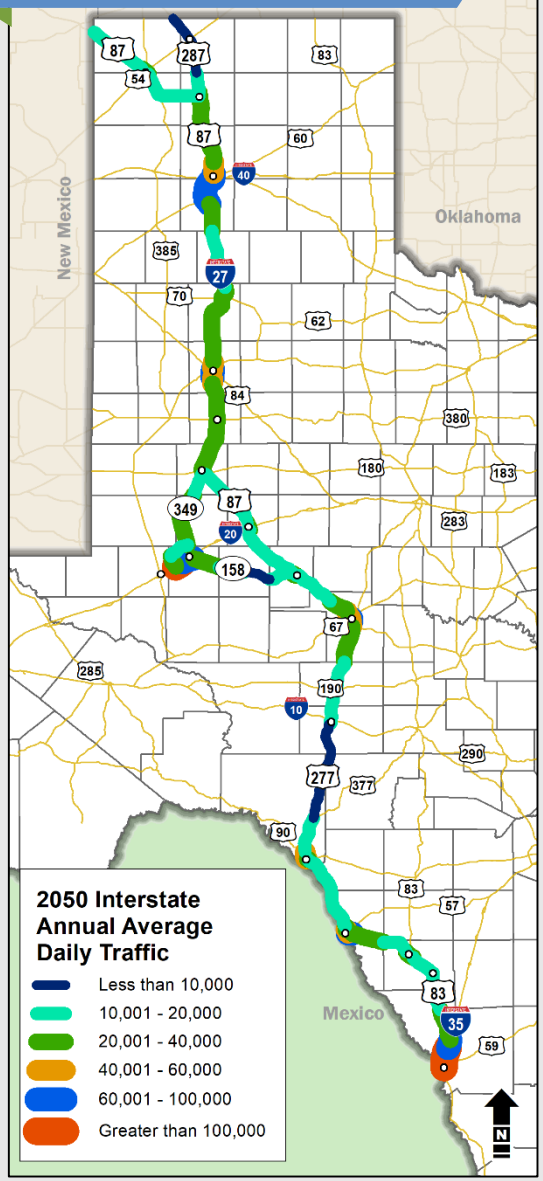
Source: TXDOT SAM and TxDOT 2018 RID

Forecasted Traffic Conditions

2050 Traffic – No Build



2050 Traffic – Interstate

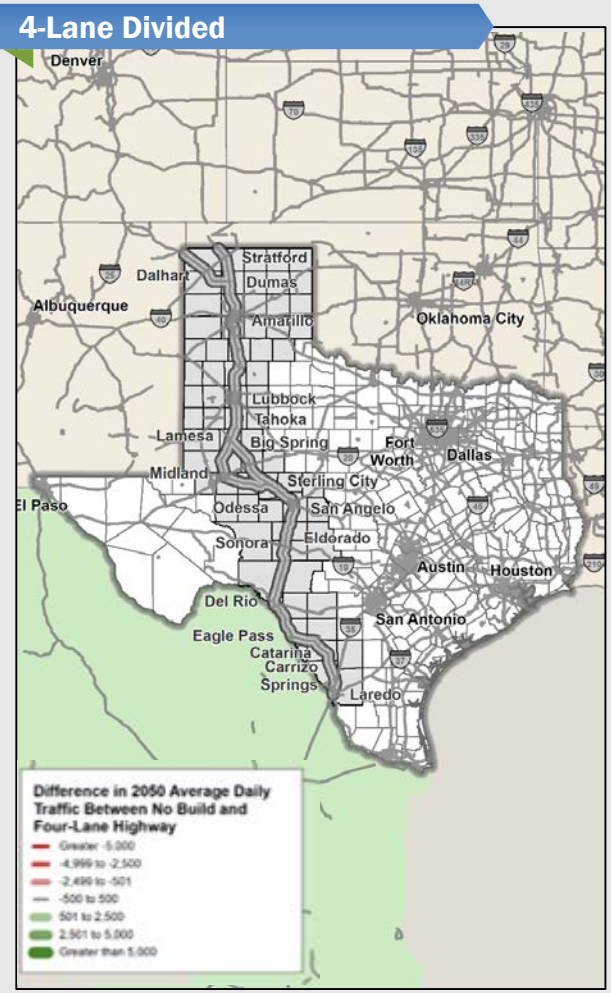


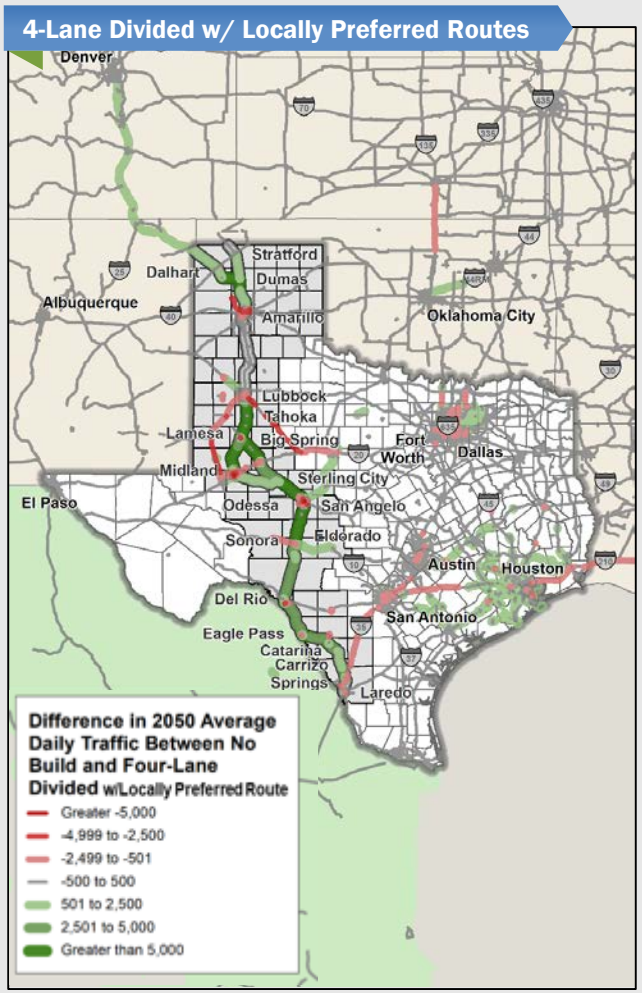
Overview of Findings

- **Interstate Highway Growth**
  - 100-200% growth over 2018 volumes found in all three segments on arterial sections
  - US-87 provides path to I-25
  - US-287 route mostly two-lanes in Oklahoma and Colorado
- **Interstate Highway Diversions**
  - Fills in National Grid
  - Most diversions from within 100 miles
  - Diversions also traced on national and statewide basis

Source: TXDOT SAM and TxDOT 2018 RID

4-Lane Option – Anticipated Total Traffic Diversions



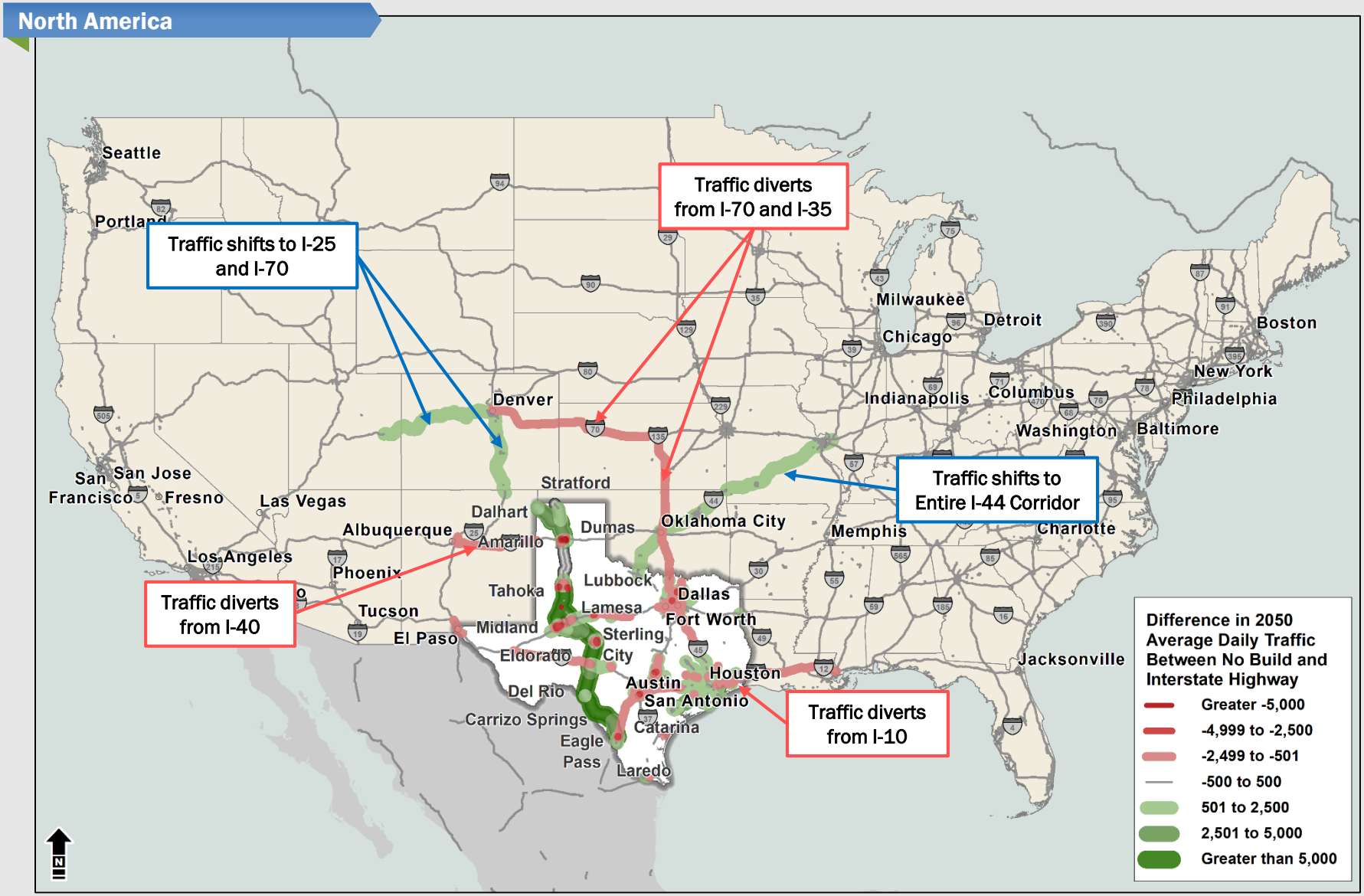


Diversions – Statewide for 4-Lane Divided

- **Option A**: Minimal Diversion from other routes
- **Option B**: Moderate Diversion from other routes
  - Trip attraction from parallel routes leading to Lubbock
  - Moderate diversion of trips on I-35 between Laredo and San Antonio

Source: TXDOT SAM and TxDOT 2018 RID

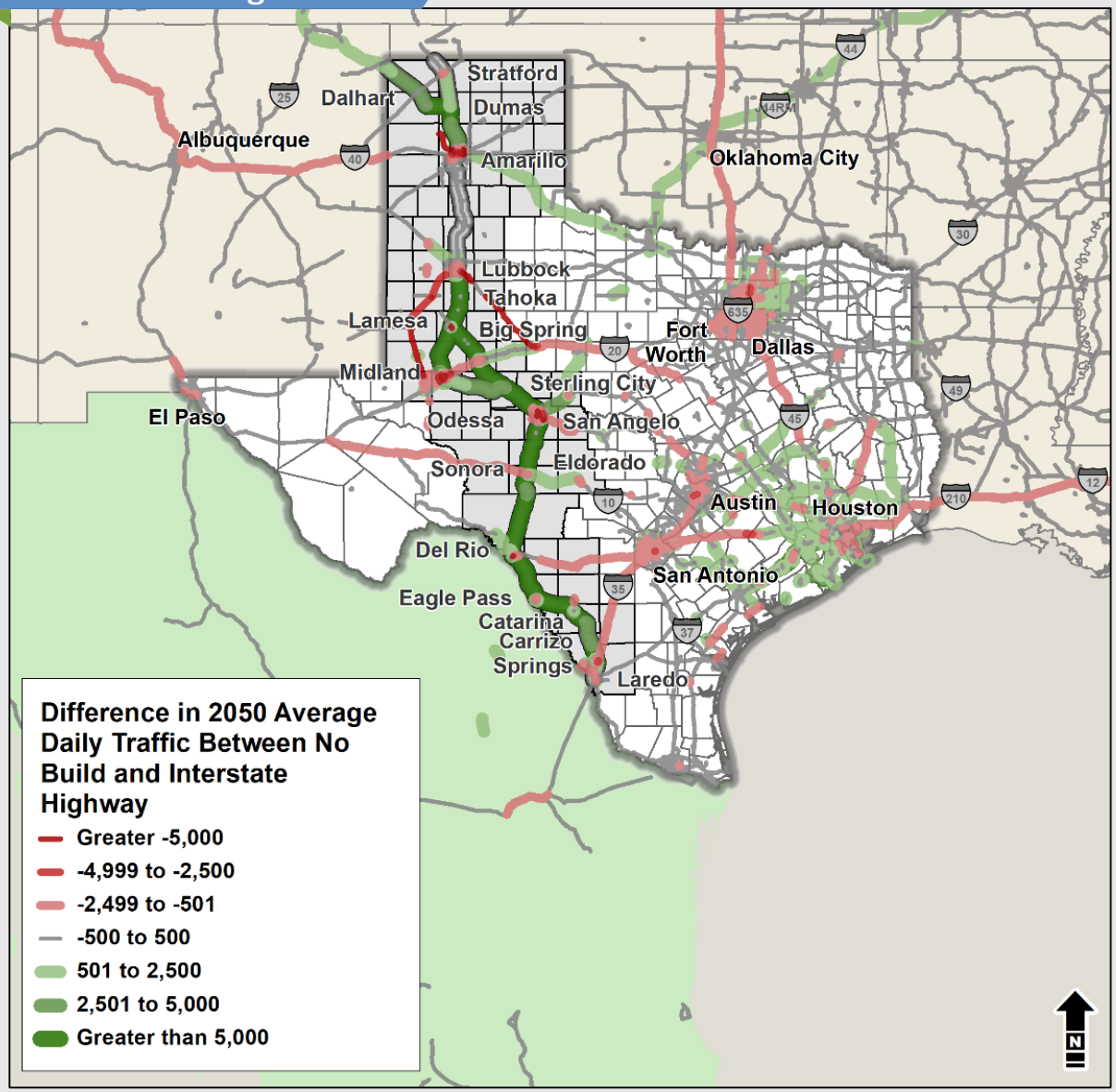
Interstate Option – Anticipated Total Traffic Diversions



Source: TXDOT SAM and TxDOT 2018 RID

Interstate Option – Anticipated Total Traffic Diversions

Texas & Surrounding States

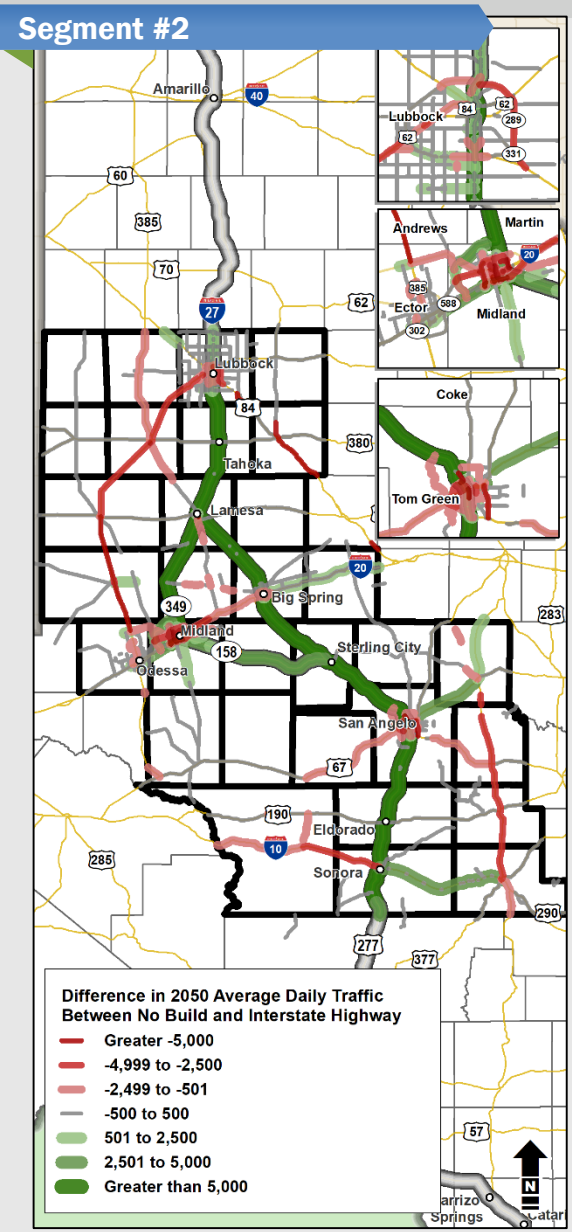


Diversions – Statewide for Interstate

- Significant diversion (more than 5,000 vehicles per day) traced from
  - US 385 south of Hartley
  - US 385 to US 62 between Odessa and Lubbock
  - US 84 between Lubbock and I-20
- Moderate diversion from I-35 from Laredo to San Antonio to Austin
- Moderate Diversion from I-10 and portions of I-20
- Low to Moderate Diversion from I-35 between Austin and DFW

Source: TXDOT SAM and TxDOT 2018 RID

Interstate Option – Anticipated Total Traffic Diversions



Interstate Diversions – Segment #2

- South of Lubbock, the corridor attracts trips from US 84/I-20, US 62/US-385
- SH 349 segment will attract trips from SH 137 and US 385 to Odessa
- SH 158 segment will attract trips from I-20
- South of San Angelo, the corridor attracts national trips drawn to the I-44 corridor as well as local trips from US 83

Source: TXDOT SAM and TxDOT 2018 RID

HB 1079 Corridor Feasibility Analysis Criteria

A determination and prioritization of improvements and expansion of the Ports-to-Plains Corridor that are warranted in order **to promote safety and mobility**, while maximizing the use of existing highways to the greatest extent possible and striving to protect private property as much as possible

Summary of Analysis:

Four-Lane Divided

- Option A:
  - Lower crash rates than two-lane roadways
  - Mobility challenges in urban areas
  - Mobility/reliability an issue in areas without access control - slower speeds and stops
- Option B:
  - Lower crash rates and improved mobility in urban areas
  - Mobility/reliability an issue in areas without access control - slower travel speeds and stops

Interstate

- Lowest crash rates of all route types
- Full access control offers the best mobility
- Travel time savings of approximately 68 minutes in Segment 3 (75 mph)

By Highway System

Highway System	Traffic Crashes per 100 million vehicle miles	
	Rural	Urban
Interstate	62.08	144.32
US Highway	72.08	177.84
State Highway	94.10	217.69
Farm-to-Market	118.18	225.28

By Road Type

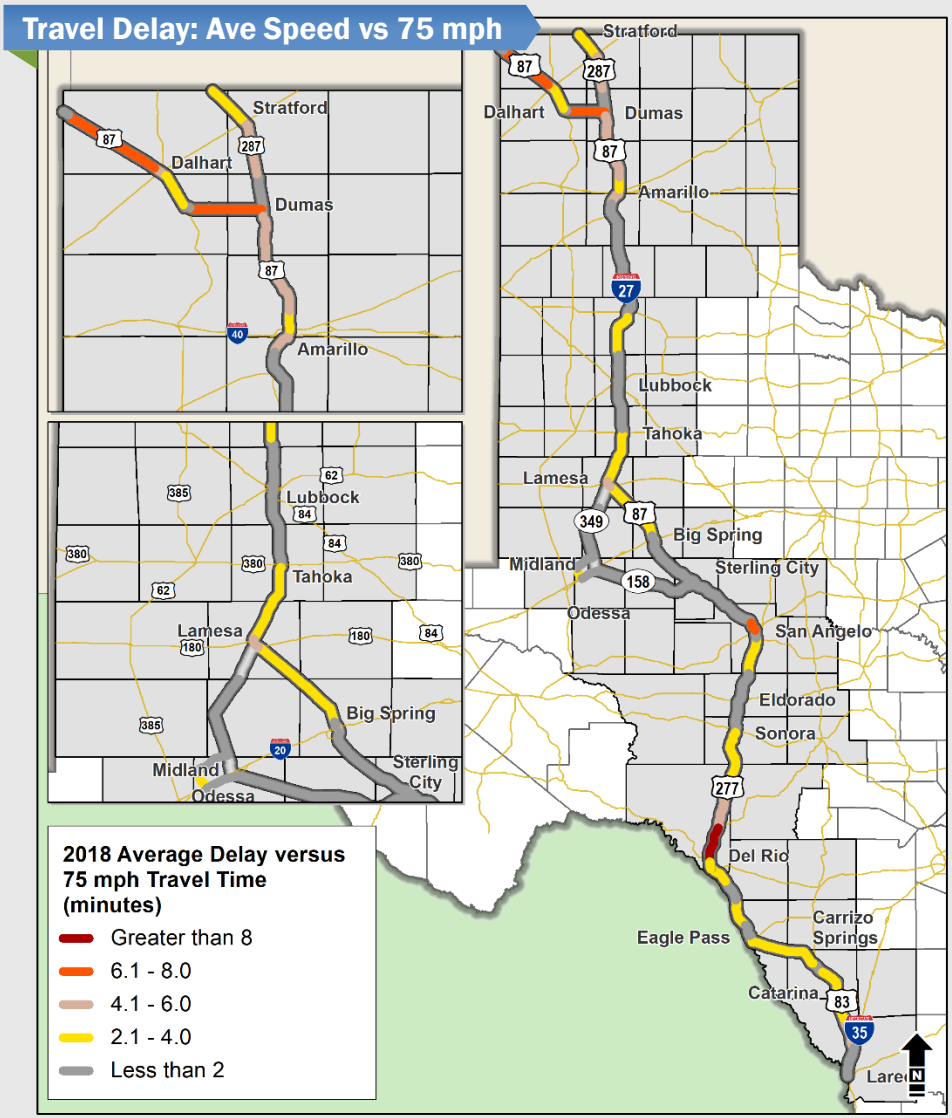
Road Type	Traffic Crashes per 100 million vehicle miles	
	Rural	Urban
2 lane, 2 way	102.13	213.77
4 or more lanes, divided	62.95	158.28
4 or more lanes, undivided	97.61	283.09

Source: TXDOT Crash Statistics, 2018

Evaluation – Texas State Crash Rates

- 4-Lane Divided
  - Option A
    - 25% to 40% fewer crashes than 2 Lane
    - 35% to 45% fewer crashes than 4 Lane Undivided
  - Option B
    - Would reduce crashes in urban areas over 4-Lane Divided
- Interstate
    - 15% to 25% fewer crashes than typical US Highway
    - 35% fewer crashes than typical State Highway

Traffic Evaluation - Mobility



Source: NPMRDS Data 2018

Evaluation

- Average Travel Time Versus 75 mph Travel Time
  - Segment #2 Savings: 80 minutes
  - Entire Corridor Savings : 212 minutes

HB 1079 Corridor Feasibility Analysis Criteria

An examination of **freight movement** along the Ports-to-Plains Corridor

An examination of the ability of the energy industry to **transport products** to market

Summary of Analysis:

Four-Lane Divided

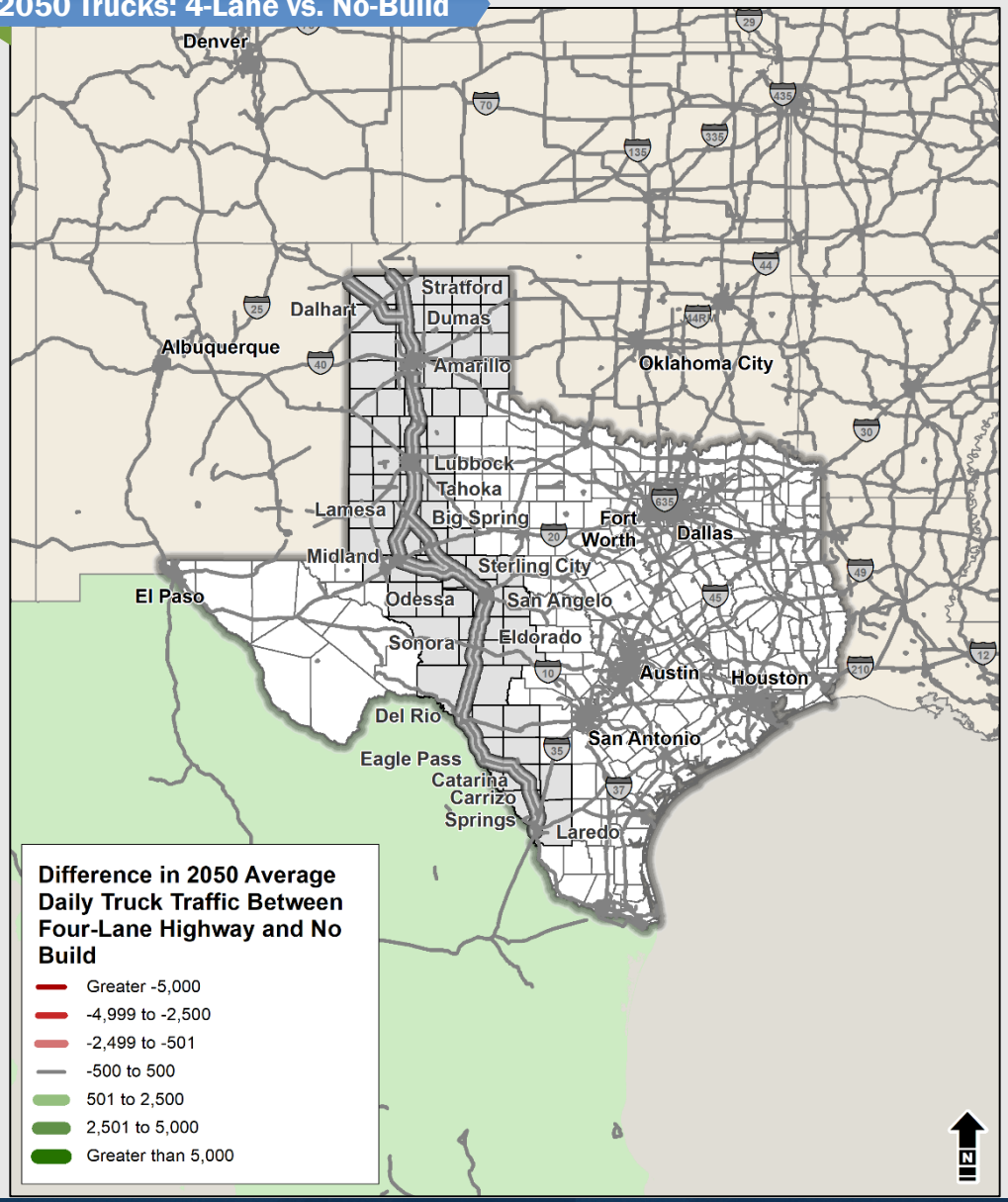
- Option A
  - Corridors without access control through urban areas are not ideal for freight transportation
  - Traffic congestion from growth burdens non-freeway facilities and affects the ability to transport energy products to market
- Option B
  - Partial control of access improves performance for freight transportation
  - Moderate trips attracted from parallel routes
  - Moderate improvements to safety and reliability

Interstate

- Truck tonnage grows by 125% with establishment of Interstate Corridor
- Interstate facility attracts trips from parallel routes
- Energy markets supported by improvements to safety and reliability

2050 Truck Traffic - 4-Lane Corridor

2050 Trucks: 4-Lane vs. No-Build



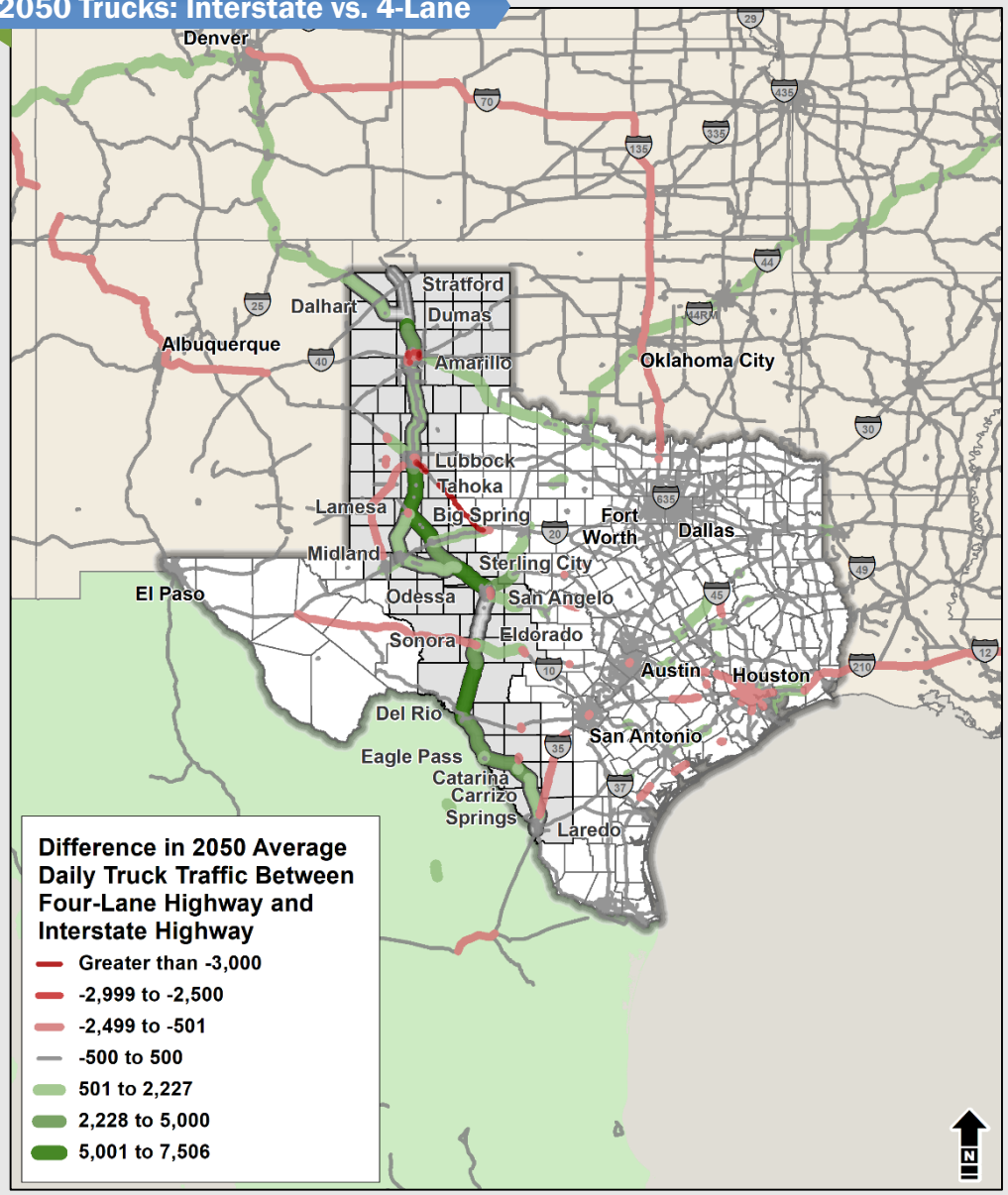
4-Lane Divided Truck Diversions

- Option A
  - Upgrade to 4-Lane Highway has no material effect on truck tons above the 2050 forecast
  - No increase in forecast tonnage
  - Performance gains are insufficient vs. no-build to attract new trips
  - Traffic is not diverted from other routes
- Option B
  - Moderate increase in forecast tonnage
  - Performance gains are moderate vs. 4-lane divided to attract new trips
  - Moderate traffic is diverted from some alternate routes

Source: TXDOT SAM

2050 Truck Traffic Diverted to Full Interstate Corridor

2050 Trucks: Interstate vs. 4-Lane



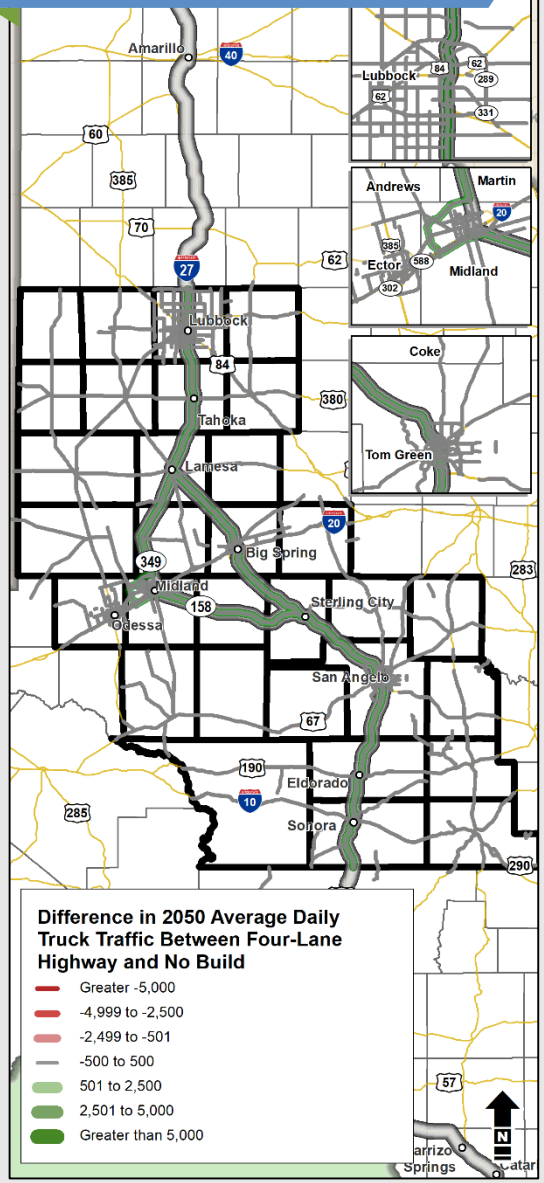
Interstate Truck Diversions

- Upgrade to Interstate adds another 125% in diverted truck tons above the 2050 forecast, compared to 4-Lane Highway
  - Total volume 377 million tons
- Corridor draws from:
  - Parallel routes
  - I-10 to west and east
  - I-35 from Laredo - San Antonio
  - I-35/I-70 from Dallas - Denver

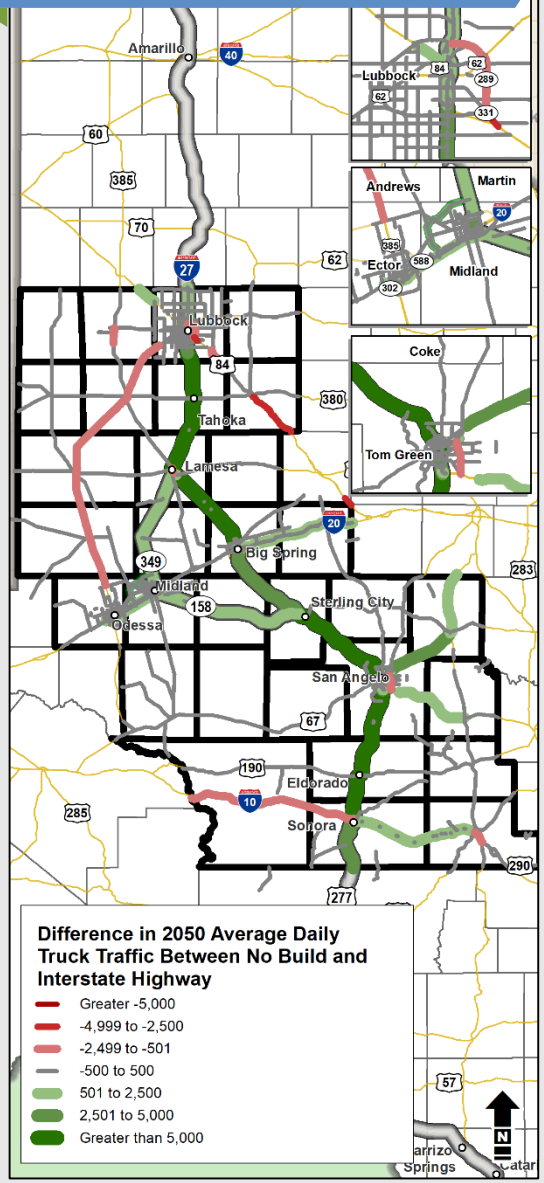
Source: TXDOT SAM

2050 Segment #2 Truck Traffic Diverted to Interstate Corridor

2050 Trucks: 4-Lane vs. No-Build



2050 Trucks: Interstate vs. No Build



Segment #2 Truck Diversions - Interstate

- Upgrade to 4-Lane Highway diverts no tonnage to Segment #2 above the 2050 forecast
- **Upgrade to Interstate adds another 135%** in diverted truck tons above the 2050 forecast
  - **Total volume 155 million tons**
  - Corridor draws from I-10 to the west
  - Corridor draws from parallel routes to Lubbock

Source: TXDOT SAM

Next Steps of the Segment Committees

Evaluate the **economic development impacts** of the Ports-to-Plains Corridor, including whether the improvement or expansion of the Ports-to-Plains Corridor would create employment opportunities in this state

Determine the areas that are preferable and suitable for **interstate designation**

Develop **recommendations** and examine **project costs** related to the improvement or expansion of the Ports-to-Plains Corridor

Assess federal, state, local, and private funding sources for a project improving or expanding the Ports-to-Plains Corridor

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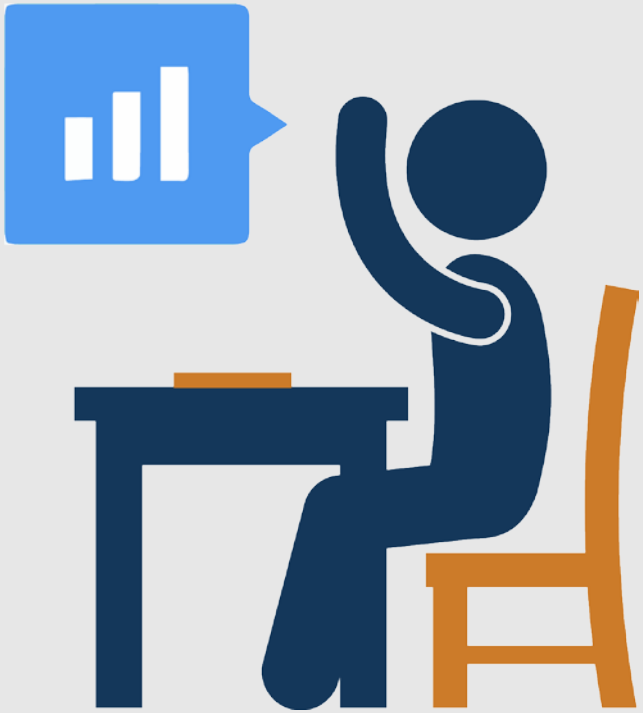
Public Feedback

- Map Activity



THANK YOU!