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

Advisory Committee, Meeting #3

Virtual Meeting

Advisory Committee Meeting #3

Welcome & Opening Remarks

Honorable Dan Pope, Mayor, City of Lubbock,
Ports-to-Plains Advisory Committee Chair

TxDOT Leadership

Caroline Mays,
Director, Freight, Trade and Connectivity, TxDOT

Agenda Review

1. Welcome and Opening Remarks
2. Segment Committee Chair Presentations of Segment Committee Findings and Recommendations
3. Discussion of Advisory Committee Report Outline and Schedule
4. Discussion of Advisory Committee Report Chapters 1 and 2
5. Break
6. Discussion of Advisory Committee Report Chapters 3 and 4
7. Discussion of Advisory Committee Preliminary Recommendations and Implementation Plan
6. Advisory Committee Next Steps
7. Open Discussion
8. Adjourn

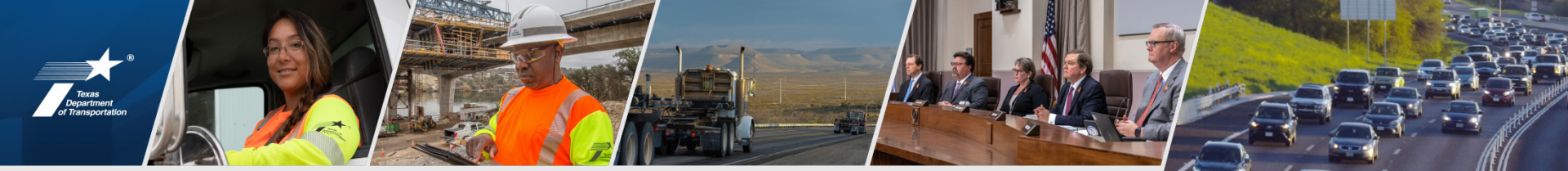
Recap of Previous Advisory Committee Meetings

Committee Meeting #1
October 1, 2019
Lubbock

- Overview of the study
- Study goals, scope and schedule
- Existing conditions and needs
- Interstate facility design features
- Committee members and chair
- Report outline

Committee Meeting #2
February 19, 2020
San Angelo

- Forecasted Corridor Conditions
- Planned and Programmed Projects and Gaps
- Discussion of Preliminary Corridor Feasibility Analysis



Advisory Committee Meeting #3

Segment Committee Chair Presentations of Segment Committee Recommendations

Jared Miller, Amarillo City Manager,
Segment #1 Committee Chair

Honorable Brenda Gunter, Mayor of San Angelo,
Segment #2 Committee Chair

Honorable Bruno Lozano, Mayor of Del Rio,
Segment #3 Committee Chair

Caroline Mays, TxDOT

Segment #1 Corridor Importance

Agriculture production is a key component of Segment #1

- Agriculture is a driver of economic industry in the Corridor
- Annual agriculture sales within the Ports-to-Plains Corridor is $11 billion with Segment #1 contributing $9 billion
- Livestock is significant in Potter and Moore Counties
- Top producer of cotton, grain, oilseed, and hay

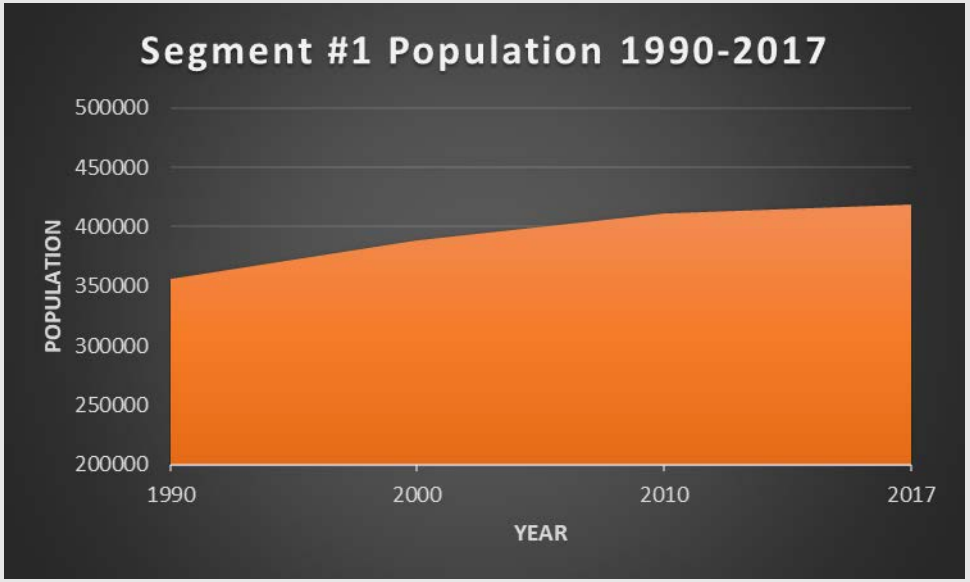
Segment #1 Corridor Characteristics

- Located within the high plains of the Texas panhandle
- Begins at the Hale County line and ends at the Oklahoma and New Mexico state lines
- Accounts for 274 miles of the Corridor

Segment #1 Current and Future Population

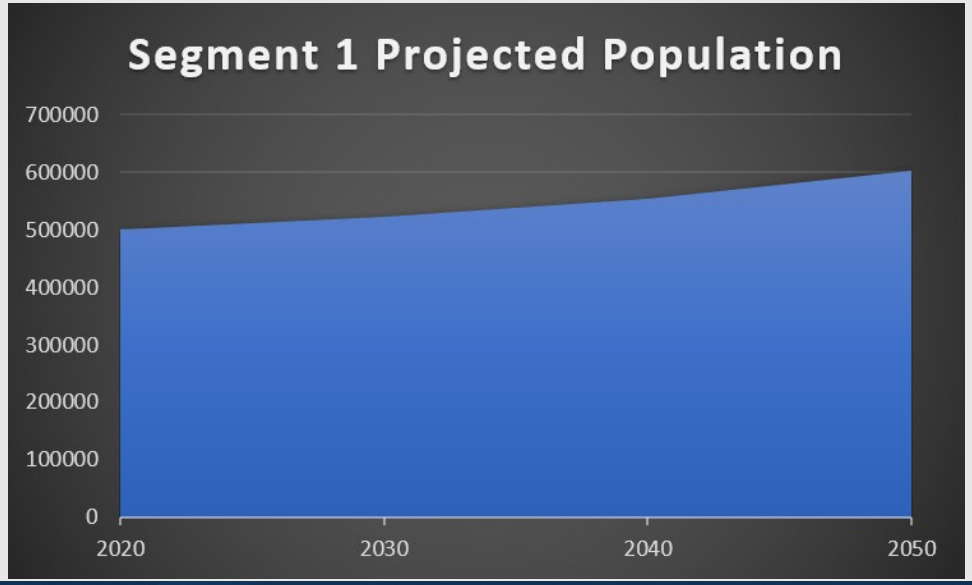
1990 to 2017

- Grew from 356,644 in 1990 to 419,186 in 2017, an increase of 18%
- Most population growth was in Hartley and Potter Counties
- Segment #1 accounts for 23% of the Corridor population



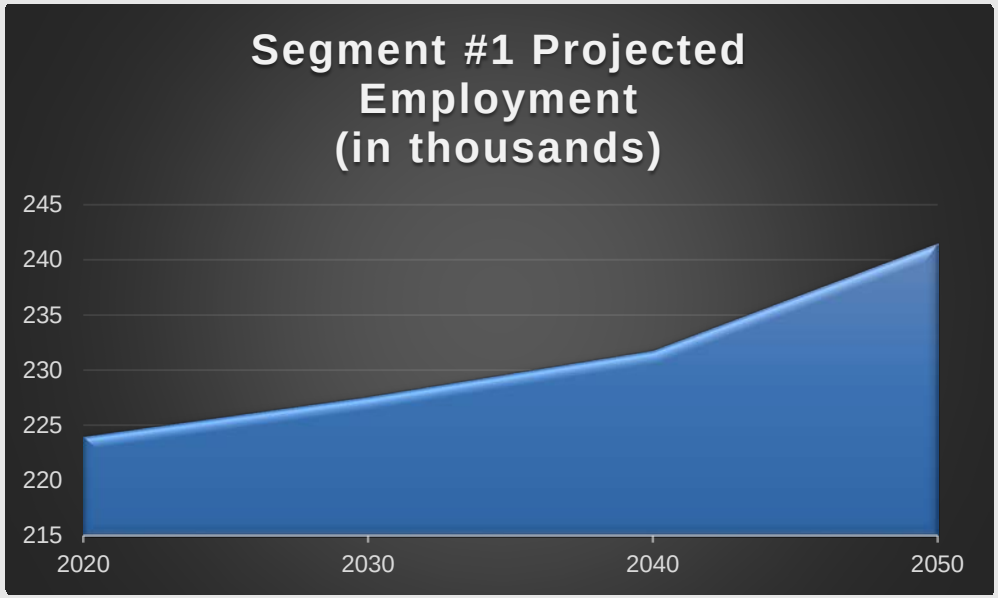
2020 to 2050

- Projected to grow 21%, from 499,624 in 2020 to 602,827 in 2050



Segment #1 Current and Future Employment

- Top Industries: health care and social assistance, retail trade, education, accommodation and food, manufacturing
- Major employers: health care, retail trade, educational services



1990 to 2017

- From 1990 to 2017, employment grew 20%, from 167,608 to 201,916

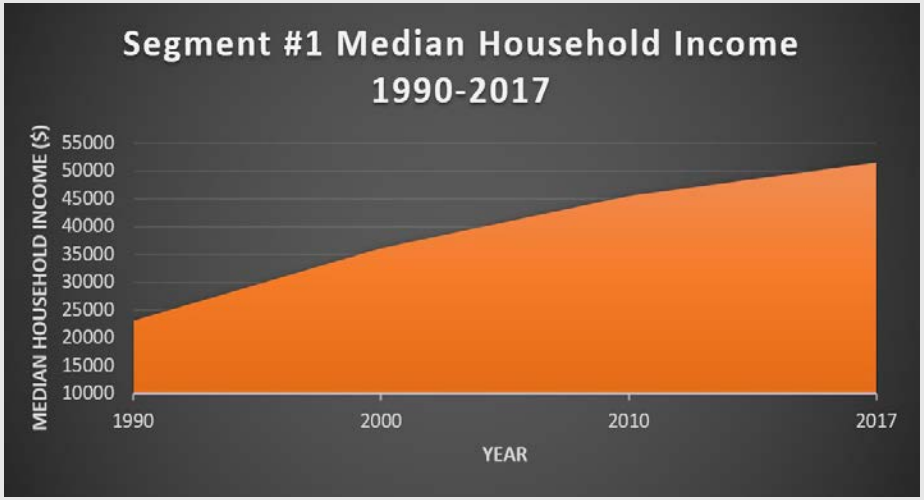
2020 to 2050

- Employment is expected to grow 8%, from 224,060 to 241,547

Segment #1 Current and Future Median Household Income

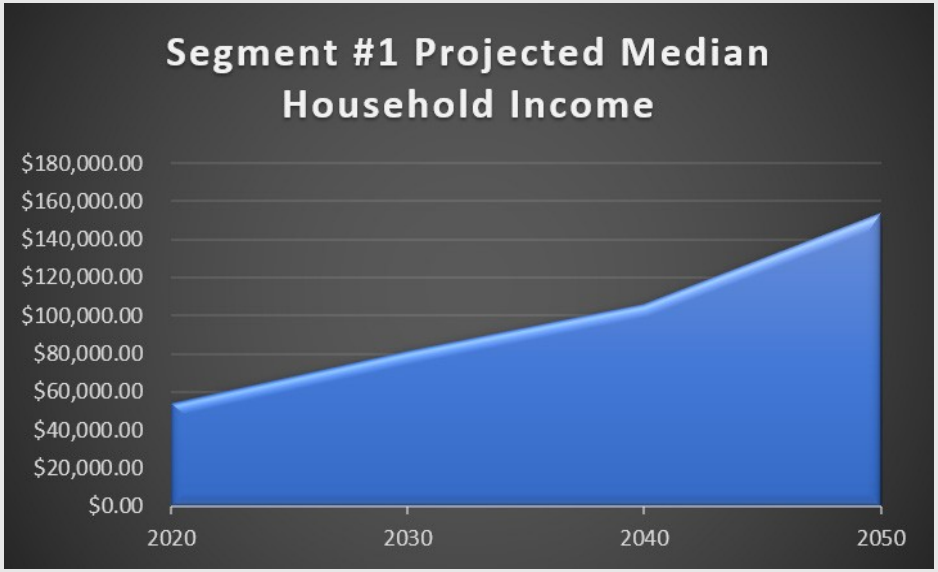
1990 to 2017

- From 1990 to 2017, median household income grew from $23,176 to $51,601, an increase of 123%

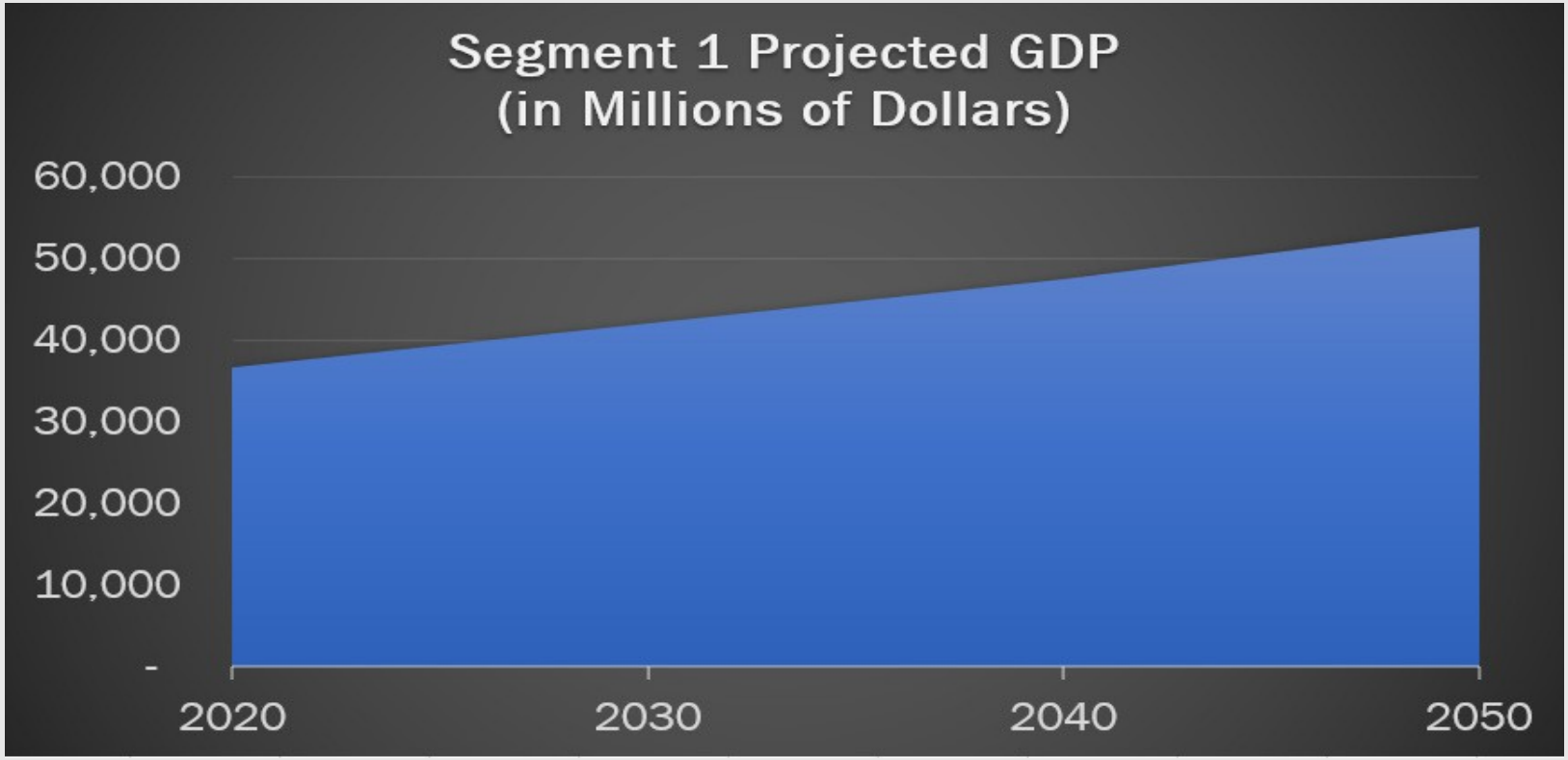


2020 to 2050

- Median household income is expected to grow 186%, from $53,650 in 2020 to $153,632 in 2050
- Segment #1 has the highest anticipated percentage median income growth rate in the Corridor



Segment #1 Future Gross Domestic Product

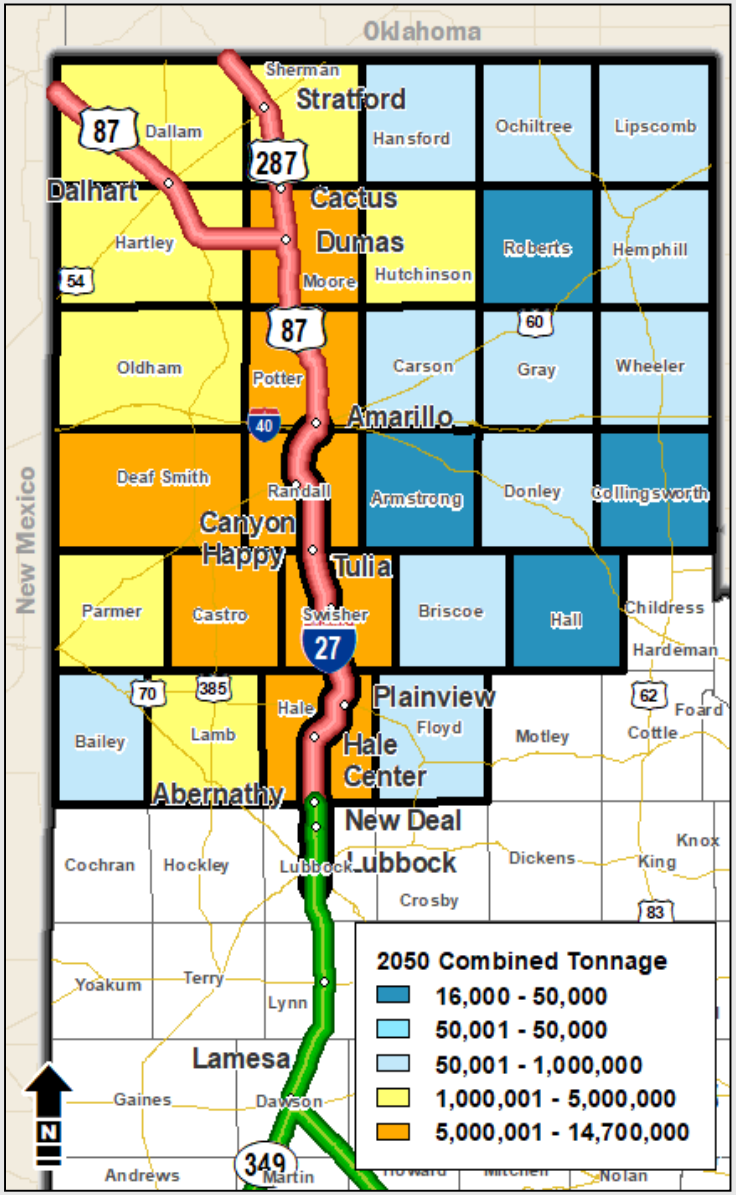


2020 to 2050

Expected to grow 47% from $37 million in 2020 to $54 million in 2050

Segment #1 Existing and Future Conditions - Freight

- In 2017, truck traffic was generally between 5,000 to 9,000 trucks per day
- Truck traffic is notably high in Sherman County through Stratford to the Texas/Oklahoma state line
- Total volume of freight to and from Segment #1 was 49 million tons in 2018 and is expected to reach 77 million tons in 2050, a 59% increase which the highest of all 3 segments



Segment #1 Existing and Future Conditions – Traffic and Safety

2014 to 2018

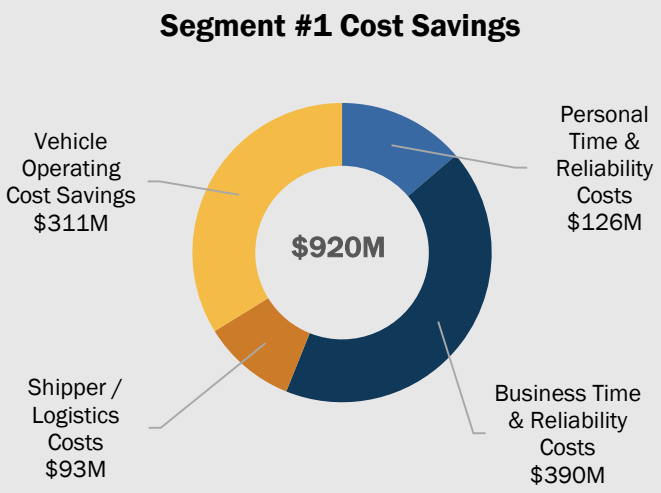
- 5,716 crashes occurred in Segment #1, accounting for 33% of the total corridor crashes
- The highest crash rate occurred through downtown Amarillo
- A total of 61 fatal crashes occurred, 29% of the entire corridor

Traffic and safety impacts beyond the 2018 existing:

- Total traffic volumes are projected to grow 78% from 12,200 vehicles per day to 21,800 vehicles per day in 2050
- Total truck volumes are projected to grow 75% from 2,800 trucks per day to 4,900 trucks per day in 2050
- The average crash rate is projected to reduce by 28% from 109 crashes per hundred million vehicles to 78 crashes per hundred million vehicles in 2050

Segment #1 Interstate Feasibility Analysis Findings

- Travel Time Cost Savings
- Expansion of Regional Truck Delivery Market
- Expansion of Job Opportunities
- Total Corridor and Segment Economic Impacts
- Rest-of-State Economic Impacts
- Energy Impacts by Industry (Energy; Food and Agriculture; Warehousing and Distribution)
- Economic Impacts of Construction and maintenance Spending
- Long-term Economic Return for Upgrading Corridor to Interstate (Return on Investment and Cost Benefit Ratio)



Segment #1 Evaluation of Economic Development Impacts

An interstate upgrade is projected to create the following economic impacts over the baseline:

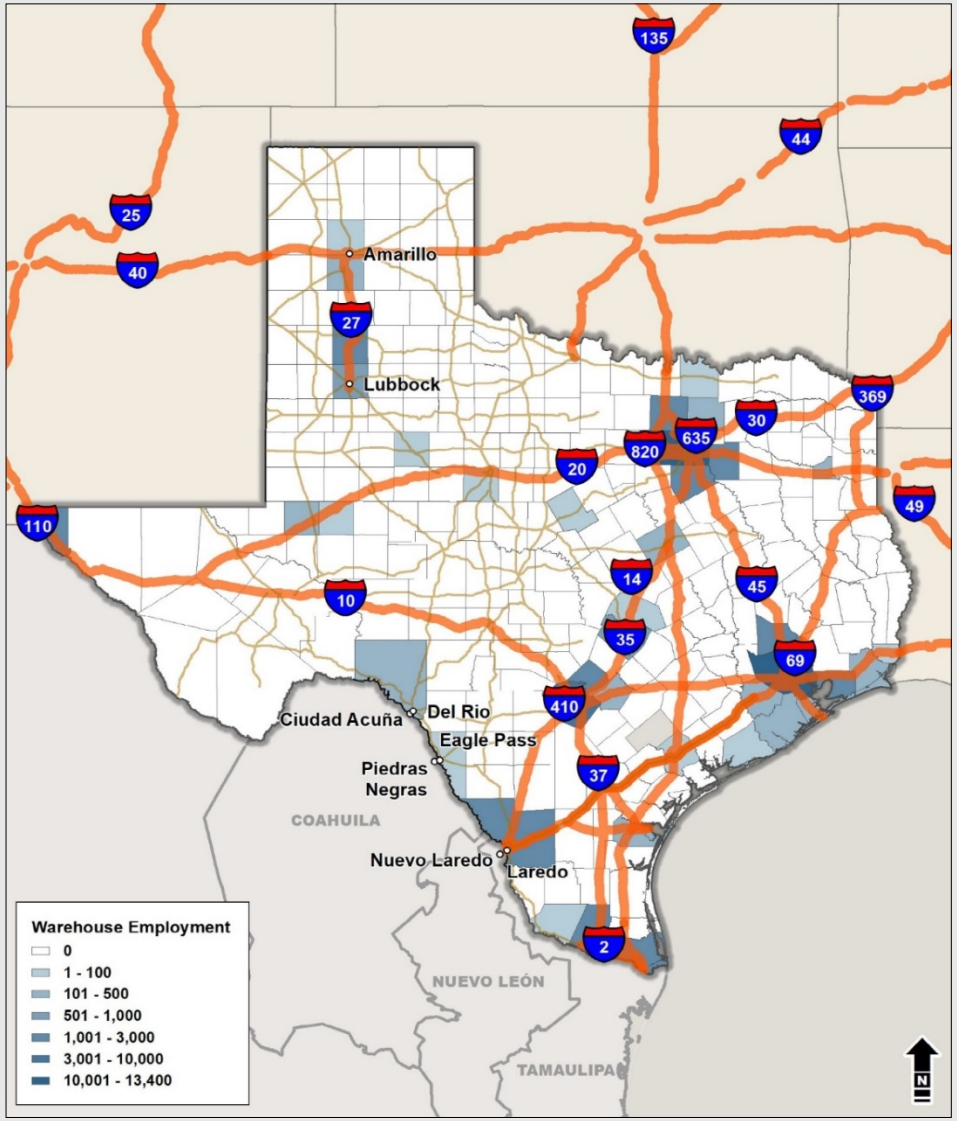
- Food and Agriculture Industry Impacts
  - Increase jobs in the industry from 23,128 to 23,415, an increase of 1%
  - Grow the sector GDP $34 million - from $6,261 million to $6,295 million, an increase of 0.5%

- Energy Industry Impacts
  - Increase jobs in the industry from 11,973 to 12,485, an increase of 4%
  - Grow the sector GDP $90 million - from $9,125 million to $9,214 million, and increase of 1%

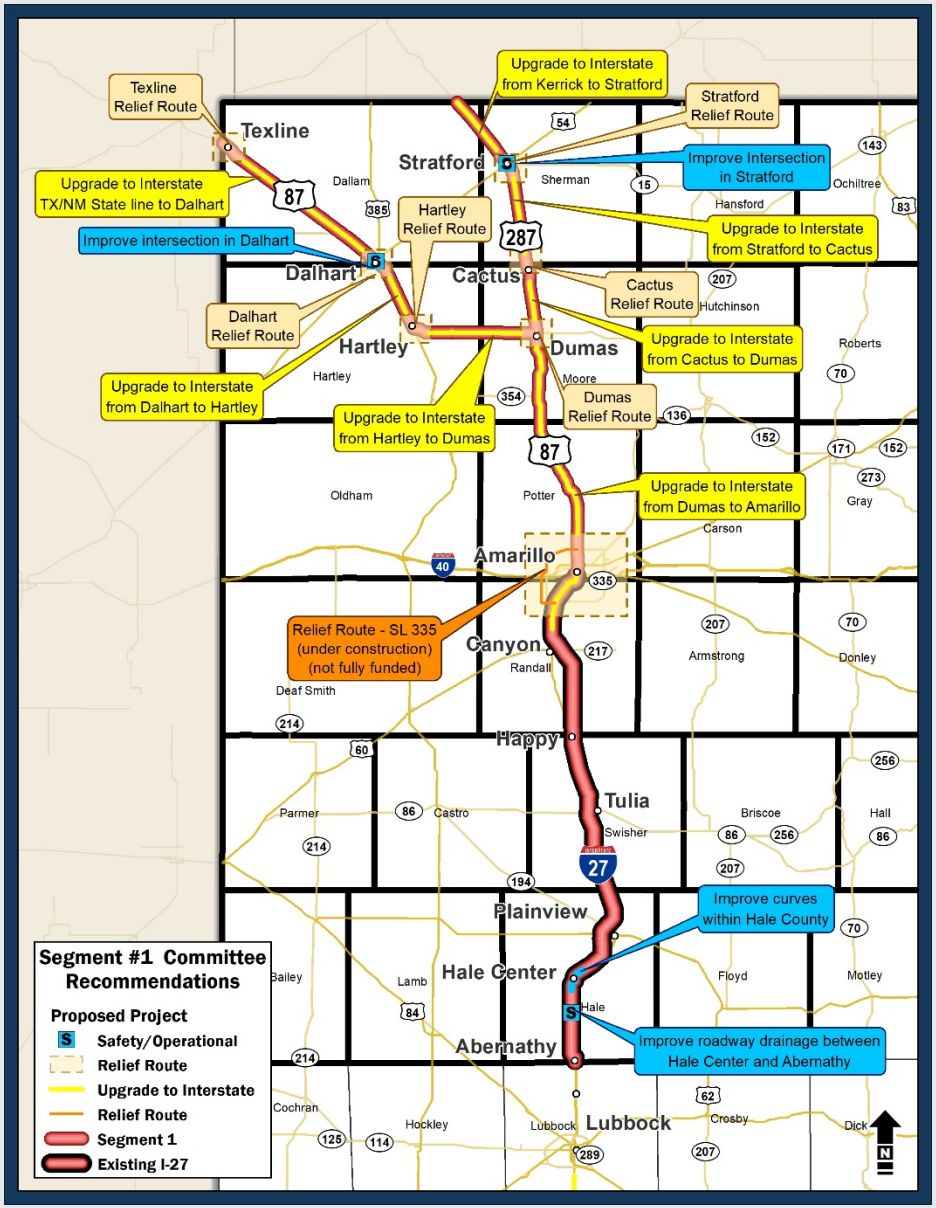
Segment #1 Evaluation of Economic Development Impacts

Warehousing and Distribution Impacts

- Increase jobs from 3,017 to 3,293, an increase of 9%
- Grow the sector GDP by $60 million – from $756 million to $813 million, an increase of 8%



Segment #1 Committee Recommendations & Cost Estimate



Cost estimate for Segment #1 is $4.8 billion

- **7** Interstate Projects
- **7** Relief Route Projects
- **4** Operational and Safety Projects

- **11** Starting in the Short-term (0 to 5 years)
- **4** Starting in the Mid-term (6 to 10 years)
- **3** Starting in the long-term (11+ years)

Segment #2 Corridor Importance

Energy production is a key component of Segment #2

- The Corridor is a vital energy trade corridor that connects the Permian Basin and Eagle Ford Shale production areas.
- The Permian Basin comprises 32% of U.S. crude oil production and 13% of U.S. natural gas production
- The Permian Basin accounted for $9 billion of the state's taxes and royalties from oil and gas producers
- Windpower industry employs over 25,000 Texans
- Wind farms in Texas have drawn over $46 million in capital investment and pay $307 million each year in rural land owner payments

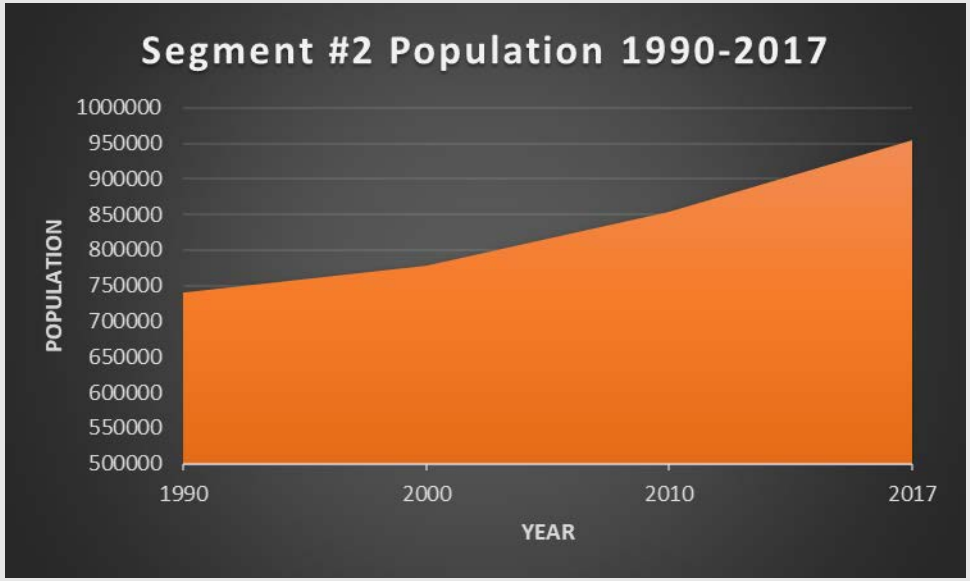
Segment #2 Existing Corridor Characteristics

- Begins in the hill country of the Edwards Plateau region and transitions to flatter terrain into the High Plains north of San Angelo
- Accounts for 441 miles of the Corridor, the longest of the three segments
- Begins at the Edwards/Sutton County line and ends at the Lubbock/Hale County line

Segment #2 Existing and Future Population

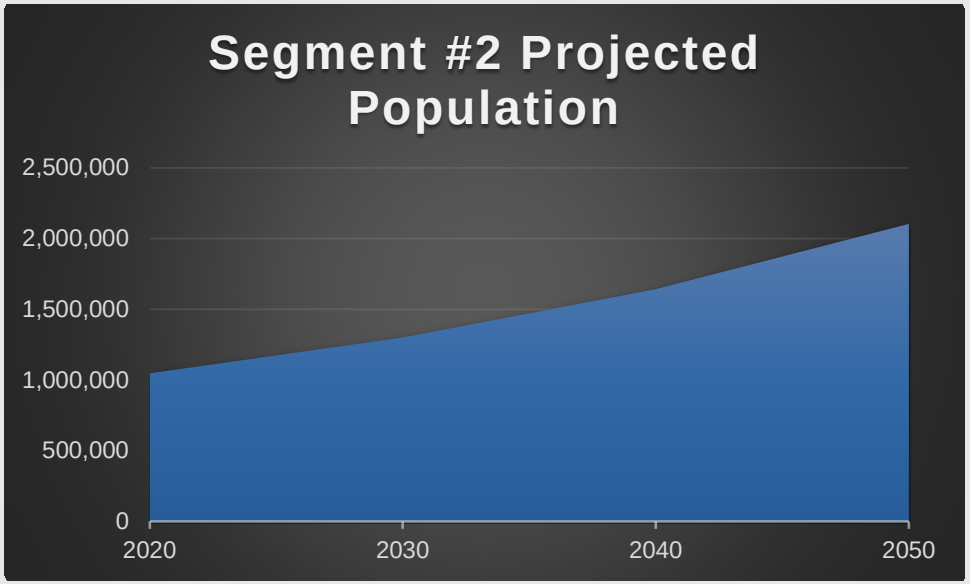
1990 to 2017

- Grew from 740,999 in 1990 to 954,316 in 2017, an increase of 29%
- Most population growth was in the Permian Basin
- Segment #2 makes up approximately half of the Corridor population



2020 to 2050

- Population is projected to grow 101% from 1,046,558 in 2020 to 2,104,479 in 2050



Segment #2 Existing and Future Employment

Employment

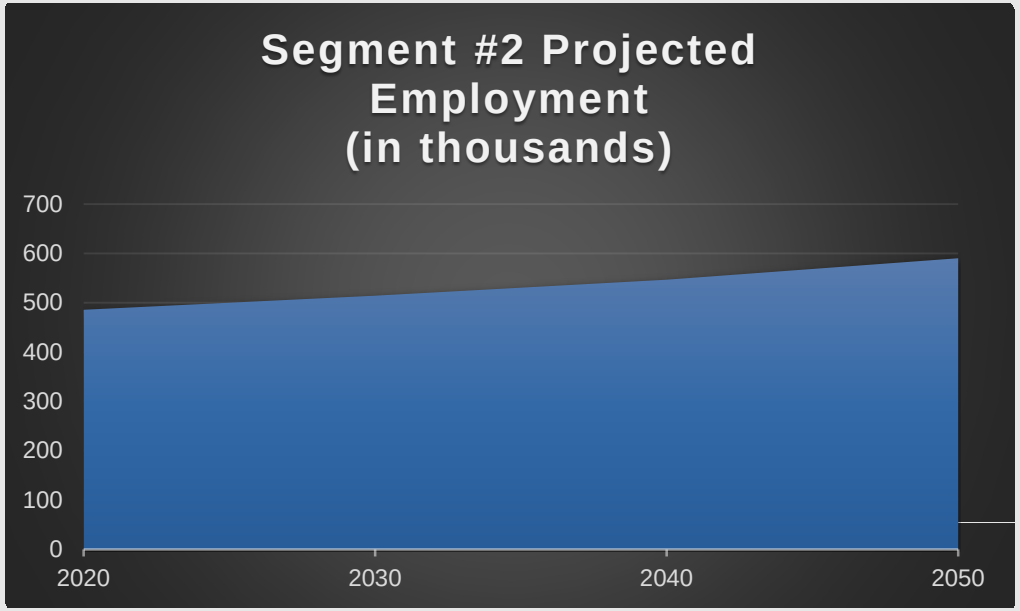
- Major employers: health care, retail trade, and educational services
- Top industry: mining, quarrying, and oil/gas extraction

1990 to 2017

- From 1990 to 2017, employment grew 20%, from 167,608 to 201,916

2020 to 2050

- Employment is expected to grow 8%, from 224,060 to 241,547



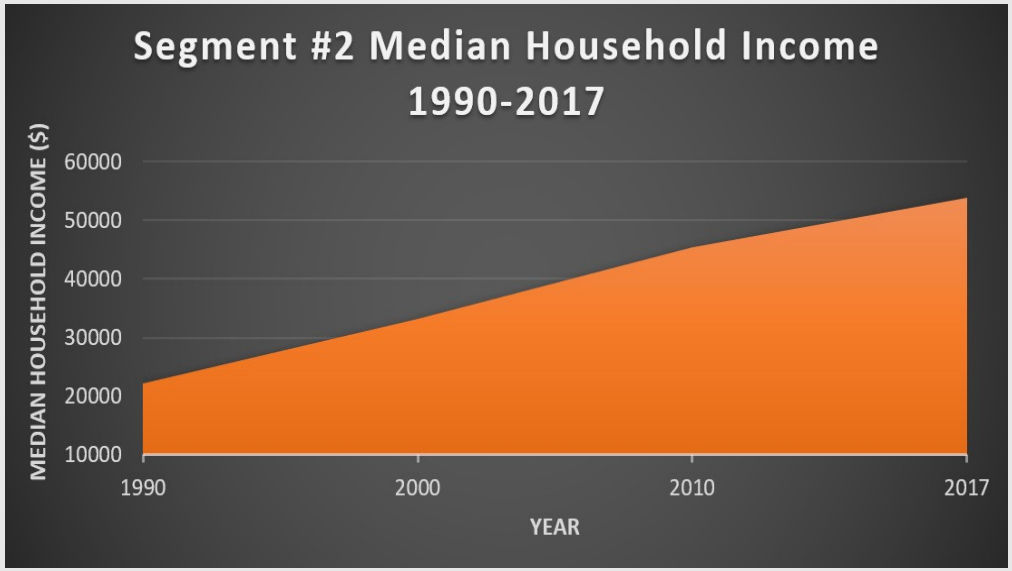
Segment #2 Existing and Future Median Household Income

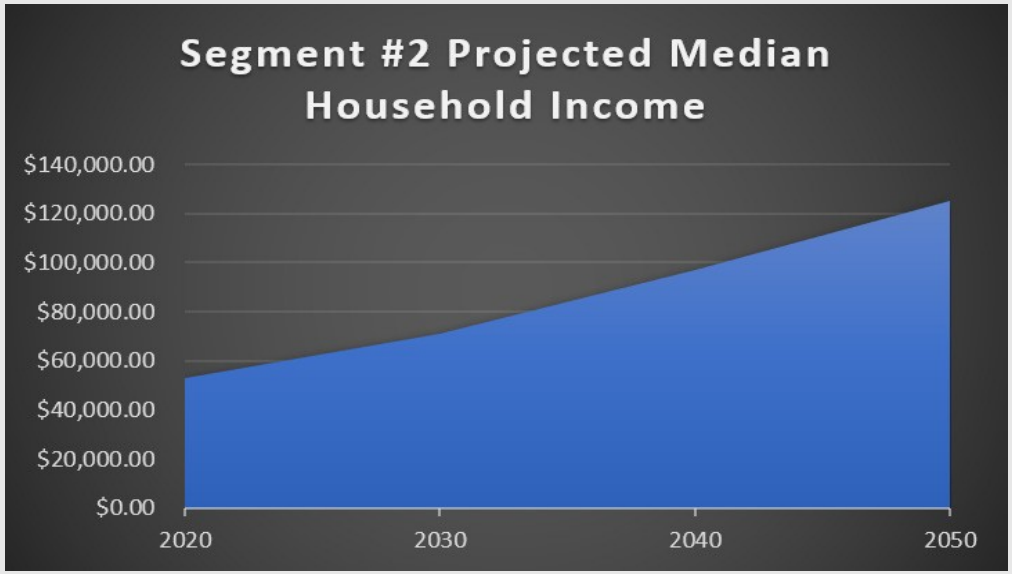
1990 to 2017

- Median household income grew from $23,176 in 1990 to $51,601 in 2017, a 122% increase

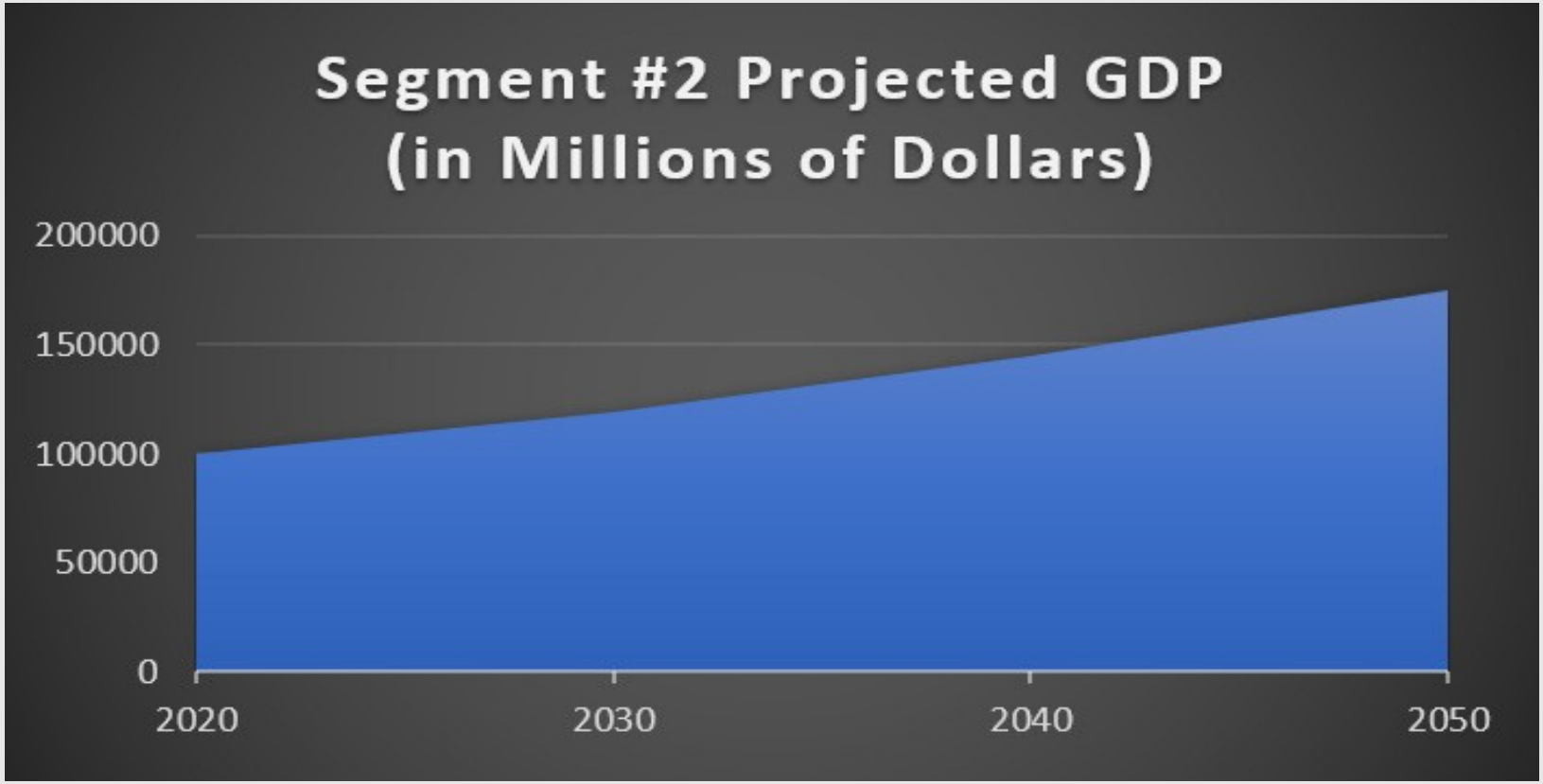
2020 to 2050

- Median household income is expected to grow 135% from $52,491 in 2020 to $125,376 in 2050





Segment #2 Future Gross Domestic Product

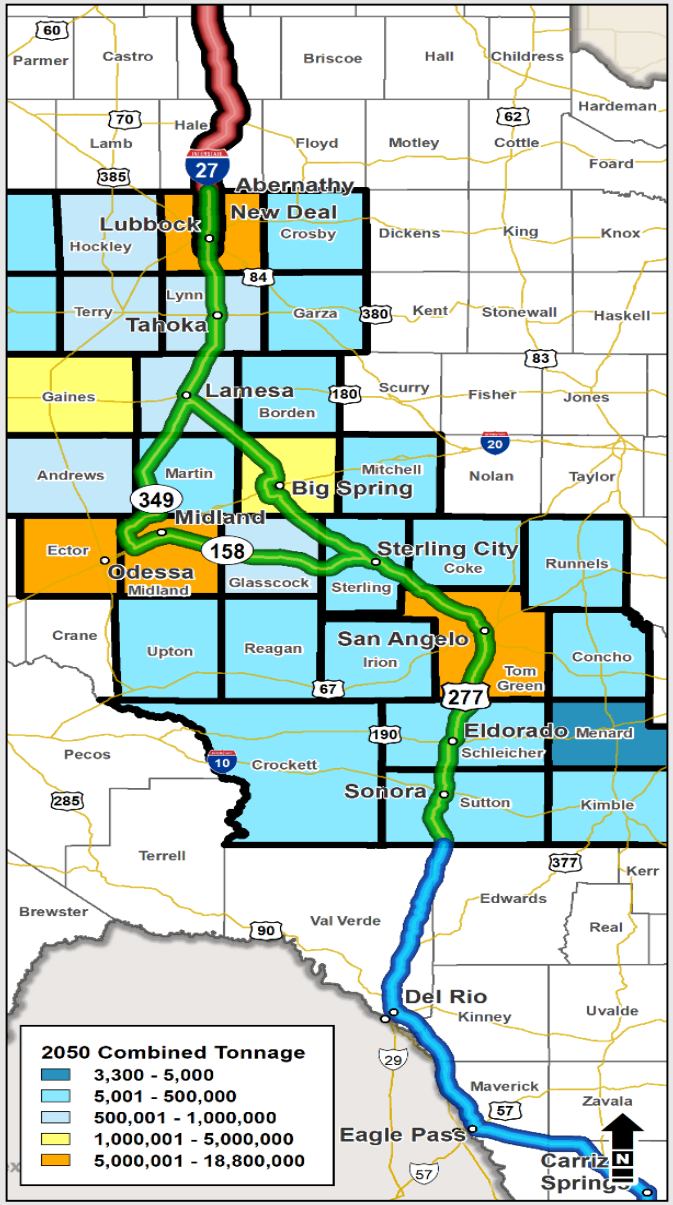


2020 to 2050

Expected to grow 76% from $100 million to $175 million

Segment #2 Existing and Future Conditions - Freight

- In 2017, truck traffic was generally between 4,000 and 6,000 trucks per day
- Midland, Ector, and Lubbock Counties account for 75% of the total truck tonnage in Segment #2
- Truck tonnage is projected to grow 87% from 35 million in 2018 to 66 million in 2050.



Segment #2 Existing and Future Conditions Traffic and Safety

Traffic and safety impacts 2014 to 2018

- 7,460 crashes occurred in Segment #2, accounting for 42% of the total corridor crashes
- The highest crash rate occurred through Big Spring
- A total of 132 fatal crashes occurred, 55% of the entire corridor

Traffic and safety impacts beyond the 2018 existing:

- Total traffic volumes are projected to grow 45% from 10,200 vehicles per day to 24,000 vehicles per day in 2050
- Total truck volumes are projected to grow 133% from 2,100 trucks per day to 4,900 trucks per day in 2050
- The average crash rate is projected to reduce by 42% from 111 crashes per hundred million vehicles to 64 crashes per hundred million vehicles in 2050

Segment #2 Interstate Feasibility Analysis Findings

- Travel Time Cost Savings
- Expansion of Regional Truck Delivery Market
- Expansion of Job Opportunities
- Total Corridor and Segment Economic Impacts
- Rest-of-State Economic Impacts
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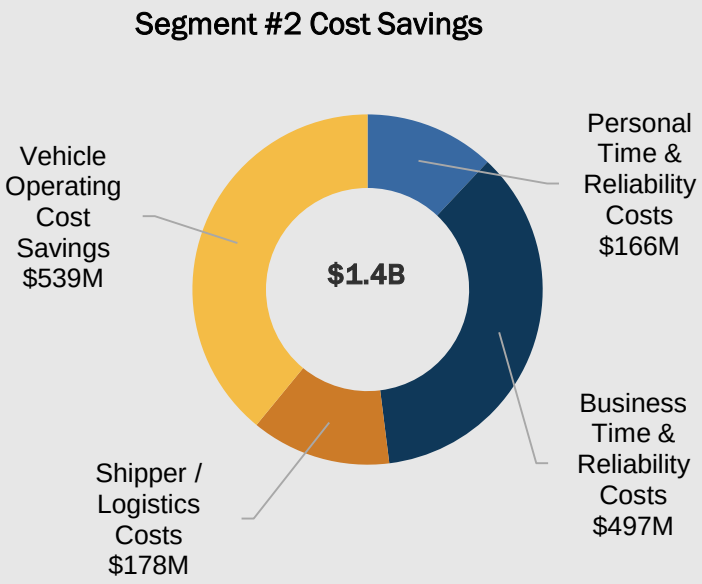


Segment #2 Evaluation of Economic Development Impacts

An interstate upgrade is projected to create the following economic impacts:

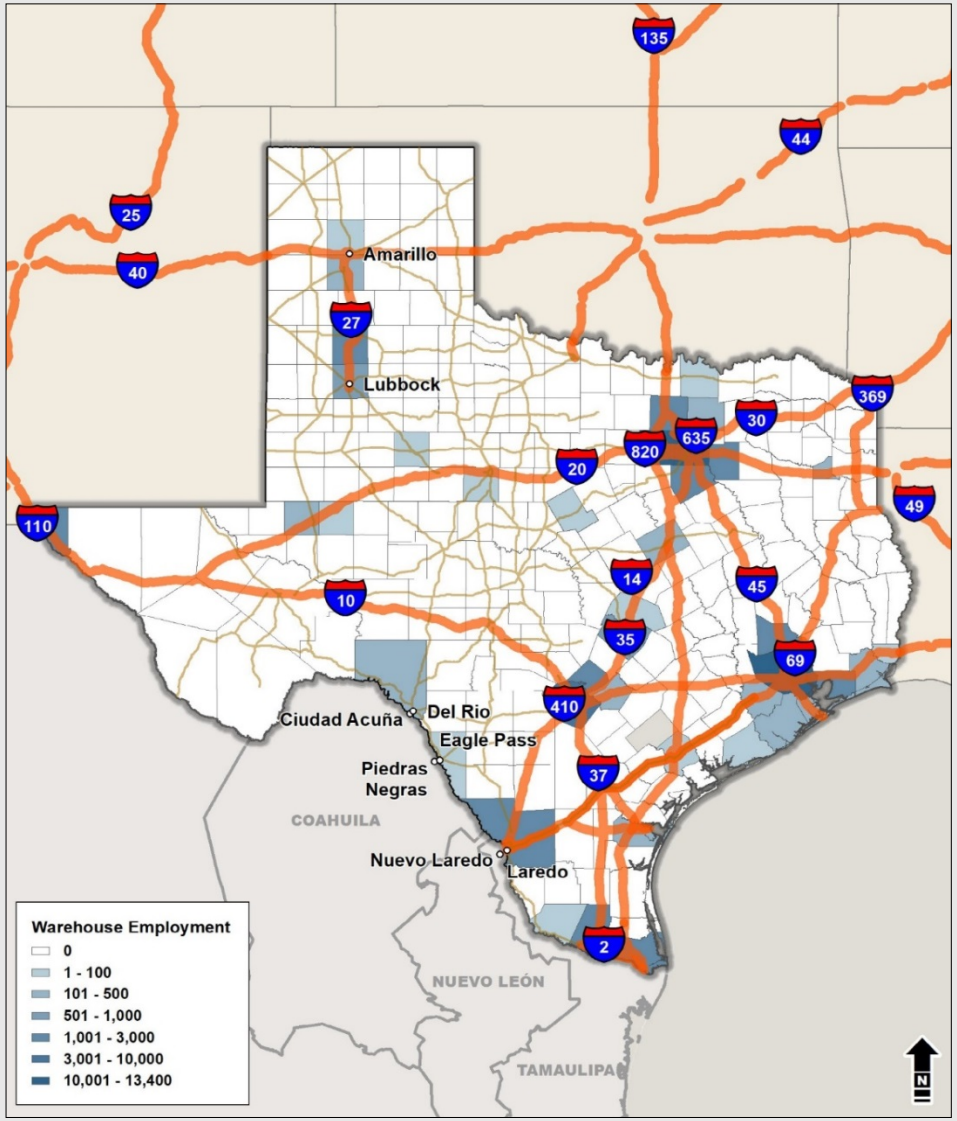
- Food and Agriculture Industry Impacts
  - Increase jobs in the industry from 15,958 to 16,489, and increase of 3%
  - Grow the sector GDP by $34 million – from $2,400 million to $2,474 million, an increase of 3%

- Energy Industry Impacts
  - Increase jobs in the industry from 64,988 to 66,439, an increase of 2%
  - Grow the sector GDP by $170 million – from $41,876 million to $42,045 million, an increase of 0.4%

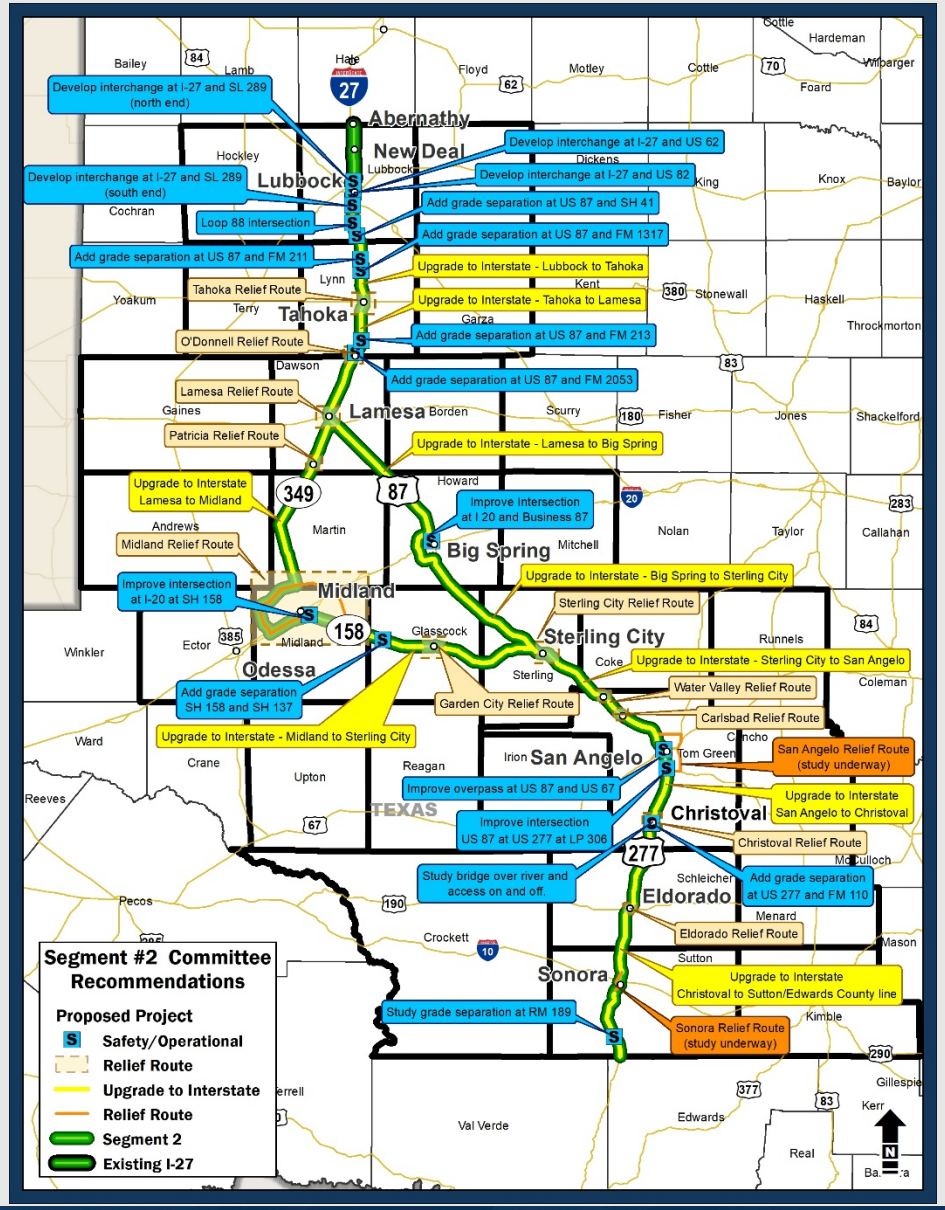
Segment #2 Evaluation of Economic Development Impacts

Warehousing and Distribution Impacts

- Increase jobs from 5,424 in to 6,270, an increase of 16%
- Grow the sector GDP by $75 million – from $1,434 million to $1,579 million, an increase of 10%



Segment #2 Committee Recommendations & Cost Estimate



Cost estimate for Segment #2 is **$12** billion

- **9** Interstate Projects
- **13** Relief Route Projects
- **18** Operational and Safety Projects

- **28** Starting in the Short-term (0 to 5 years)
- **9** Starting in the Mid-term (6 to 10 years)
- **3** Starting in the Long-term (11+ years)

Segment #3 Corridor Importance

International Trade is a key component of Segment #3

- The Corridor carries a significant amount of Texas-Mexico trade entering through the three strategic U.S.-Mexico trade gateways of Laredo, Eagle Pass, and Del Rio.
- These three border crossings accounted for:
  - $262 billion in total U.S.-Mexico trade
  - 50% of U.S.-Mexico cross-border trade,
  - 66% of Texas-Mexico cross-border trade
- 2.6 million Northbound truck crossings
- USMCA (effective 7/1/20) to have significant positive impact on North American trade increasing the need for the corridor

Segment #3 Corridor Characteristics

- Located in the South Texas Plains, traverses rolling terrain through Eagle Pass and flat terrain to Del Rio. North of Del Rio are steep hills and deep canyons as it winds through the Edwards Plateau

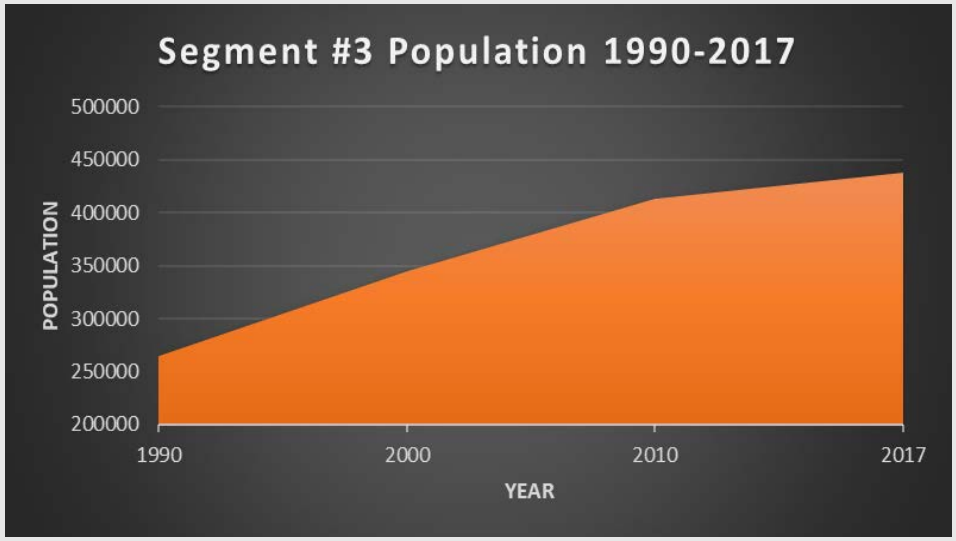
- Accounts for 274 miles of the Corridor

- Begins in Laredo and ends at the Edwards/Sutton County line

Segment #3 Current and Future Population

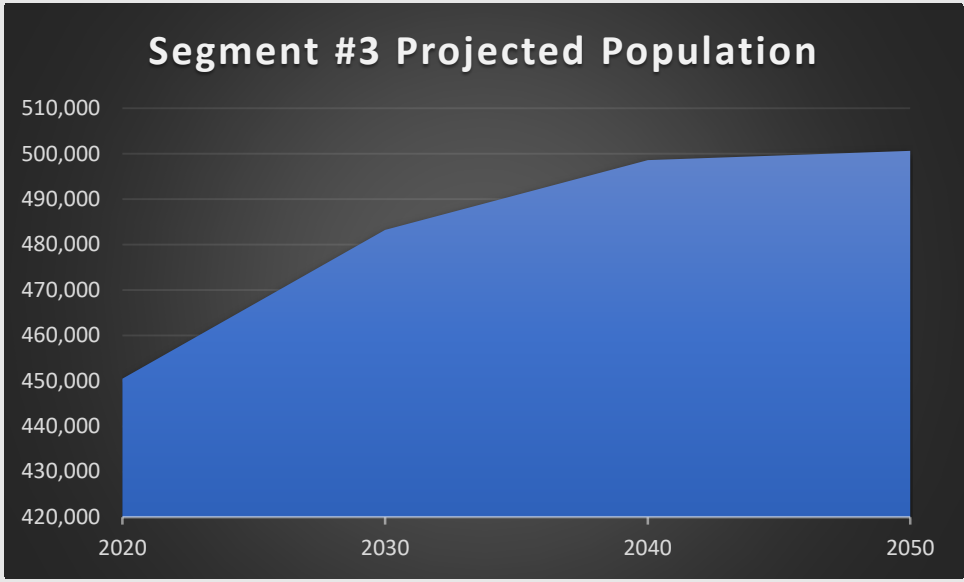
1990 to 2017

- Grew from 264,912 in 1990 to 437,909 in 2017, a 70% increase
- Most population growth was in Webb County
- Segment #3 accounts for 24% of the Corridor population



2020 to 2050

- Population is projected to grow 11% from 450,498 in 2020 to 500,662 in 2050



Segment #3 Current and Future Employment

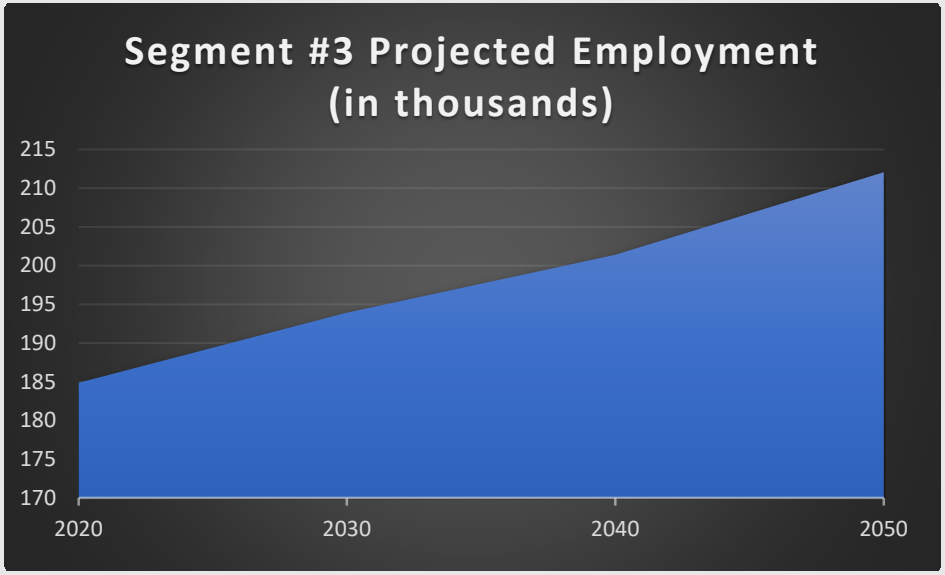
- Major employers: health care, retail trade, and educational services
- Top Industries: retail trade, health care and social services, educational services, transportation and warehousing, and public administration

1990 to 2017

- Employment grew from 102,285 in 1990 to 181,628 in 2017, a 76% increase

2020 to 2050

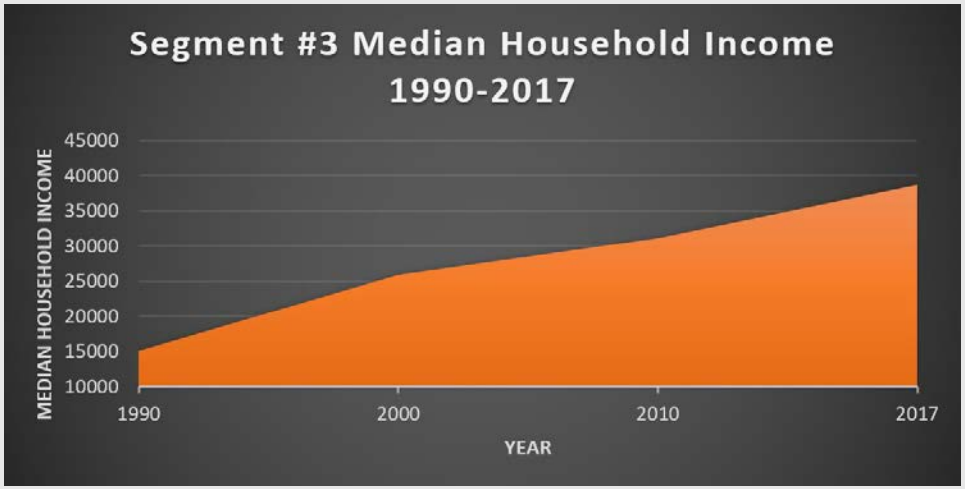
- Employment is projected to grow from 181,891 in 2020 to 212,063 in 2050, a 17% increase



Segment #3 Current and Future Median Household Income

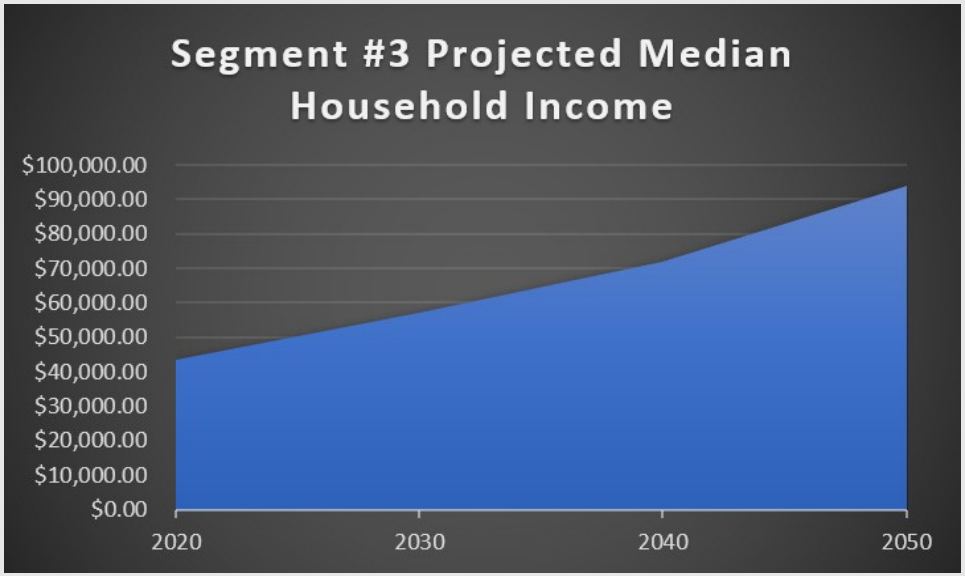
1990 to 2017

- Median household income grew from $15,159 in 1990 to $38,770 in 2017, a 155% increase

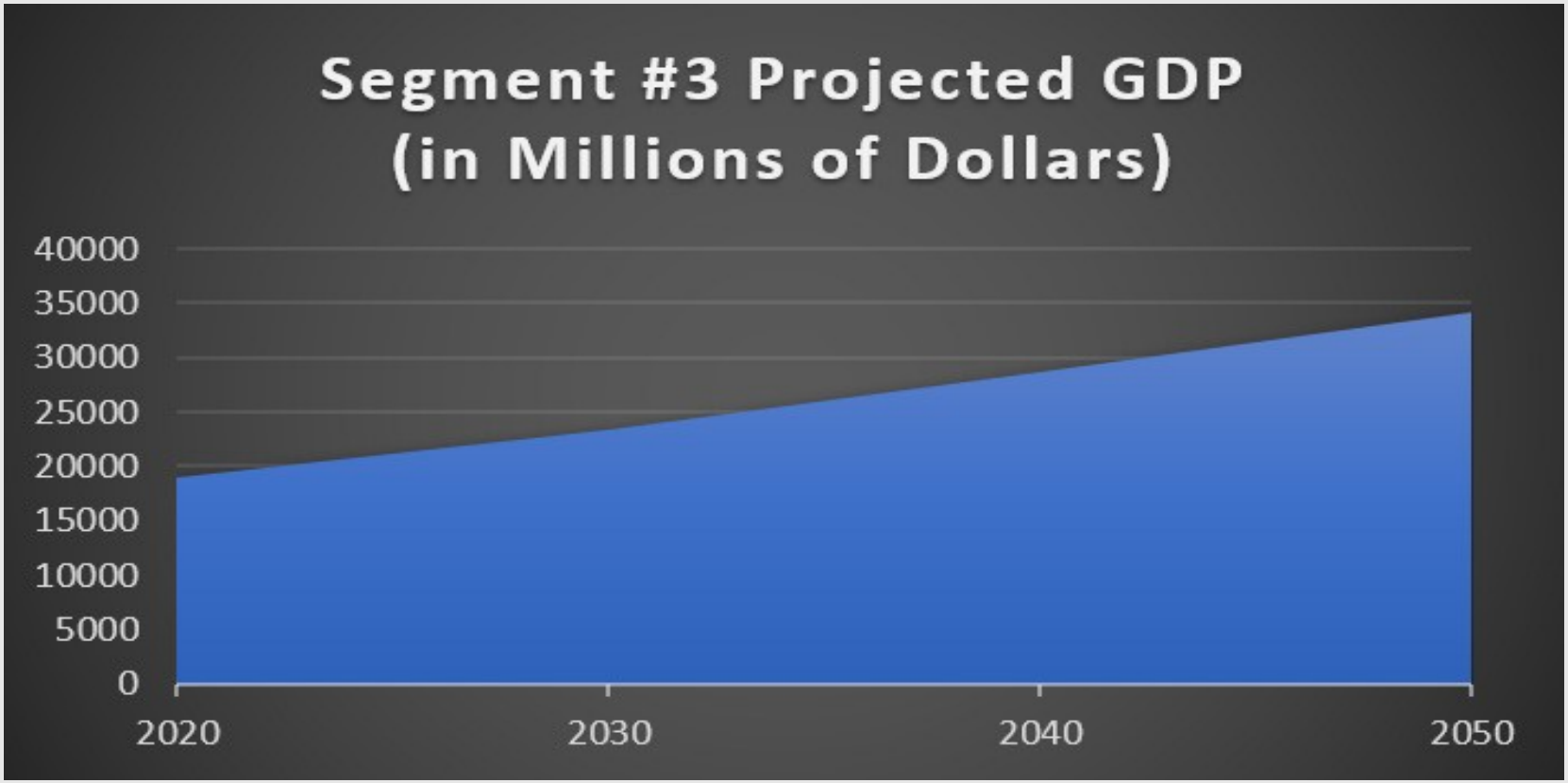


2020 to 2050

- Median household income is expected to grow 116% from $43,448 in 2020 to $93,883 in 2050



Segment #3 Future Gross Domestic Product



2020 to 2050

Expected to grow from $19 million in 2020 to $34 million in 2050, an 80% increase, the highest in the Corridor

Segment #3 Existing and Future Conditions – Traffic and Safety

2014 to 2018

- 4,378 crashes occurred in Segment #3
- The highest crash rate occurred in Del Rio and Laredo
- A total of 69 fatal crashes occurred, 20% of the entire Corridor

Traffic and safety impacts beyond the 2018 existing:

- Total traffic volumes are projected to grow 173% from 9,400 vehicles per day to 25,700 vehicles per day in 2050
- Total truck volumes are projected to grow 211% from 1,800 trucks per day to 5,600 trucks per day in 2050
- The average crash rate is projected to reduce by 51% from 133 crashes per hundred million vehicles to 65 crashes per hundred million vehicles in 2050

Segment #3 Evaluation of Economic Development Impacts

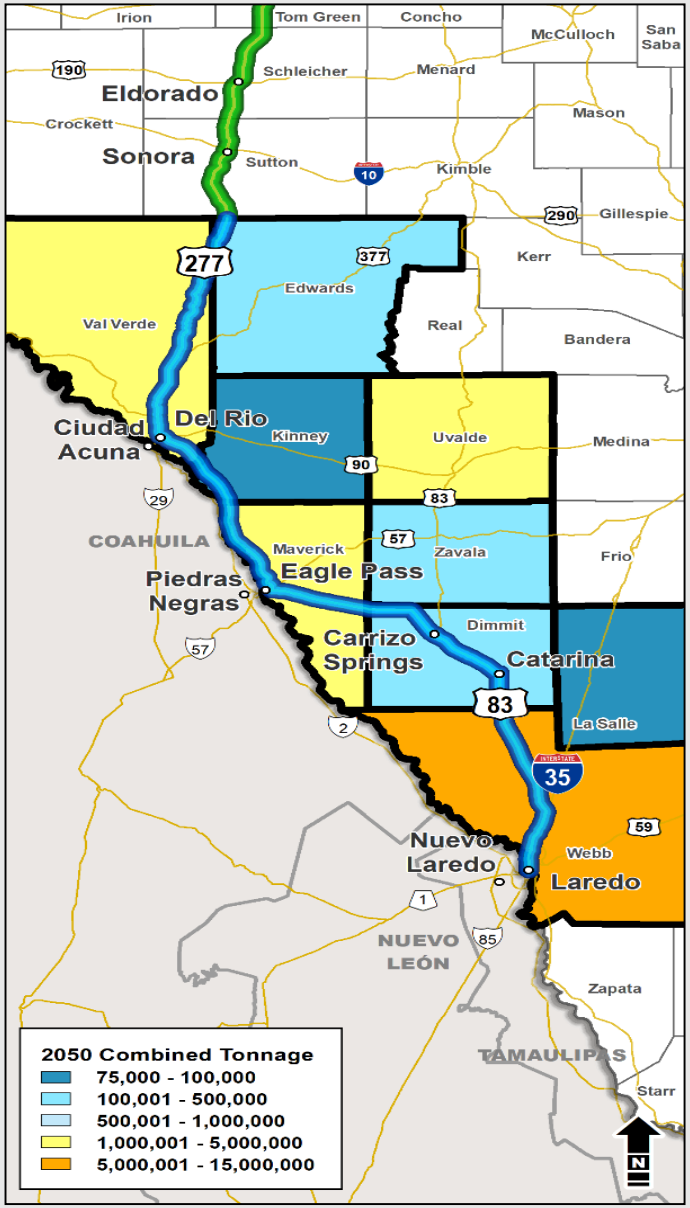
An interstate upgrade is projected to create the following economic impacts:

- **Food and Agriculture Industry Impacts**
  - Increase jobs in the industry from 4,309 to 4,547, an increase of 6%
  - Grow the sector GDP by $12 million – from $415 million to $426 million, and increase of 3%

- **Energy Industry Impacts**
  - Increase jobs in the industry from 4,545 to 5,701, and increase of 25%
  - Grow the sector GDP by $140 million – from $1,317 million to $1,455 million, an increase of 10%

Segment #3 Existing and Future Conditions - Freight

- In 2017, northern locations of Segment #3 truck traffic was relatively low (less than 500), but near Laredo, there were up to 17,000 trucks per day
- Most of the truck traffic is concentrated between Laredo, Eagle Pass, and Del Rio.
- Truck tonnage is projected to grow 139% from 18 million in 2018 to 25 million in 2050.



Segment #3 Interstate Feasibility Analysis Findings

- Travel Time Cost Savings
- Expansion of Regional Truck Delivery Market
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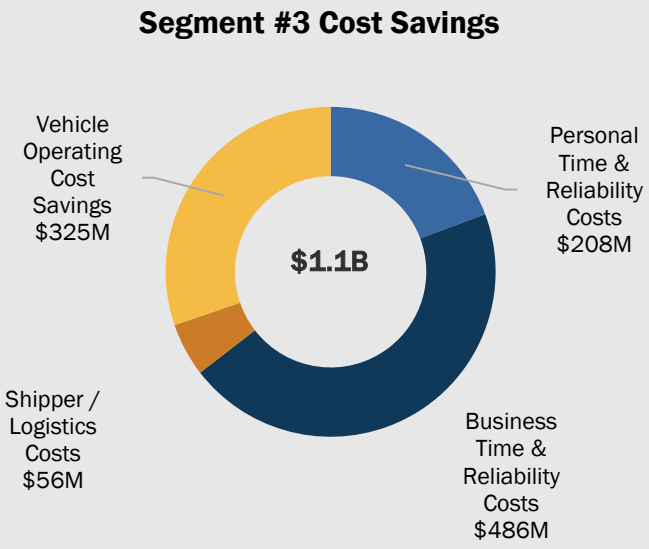
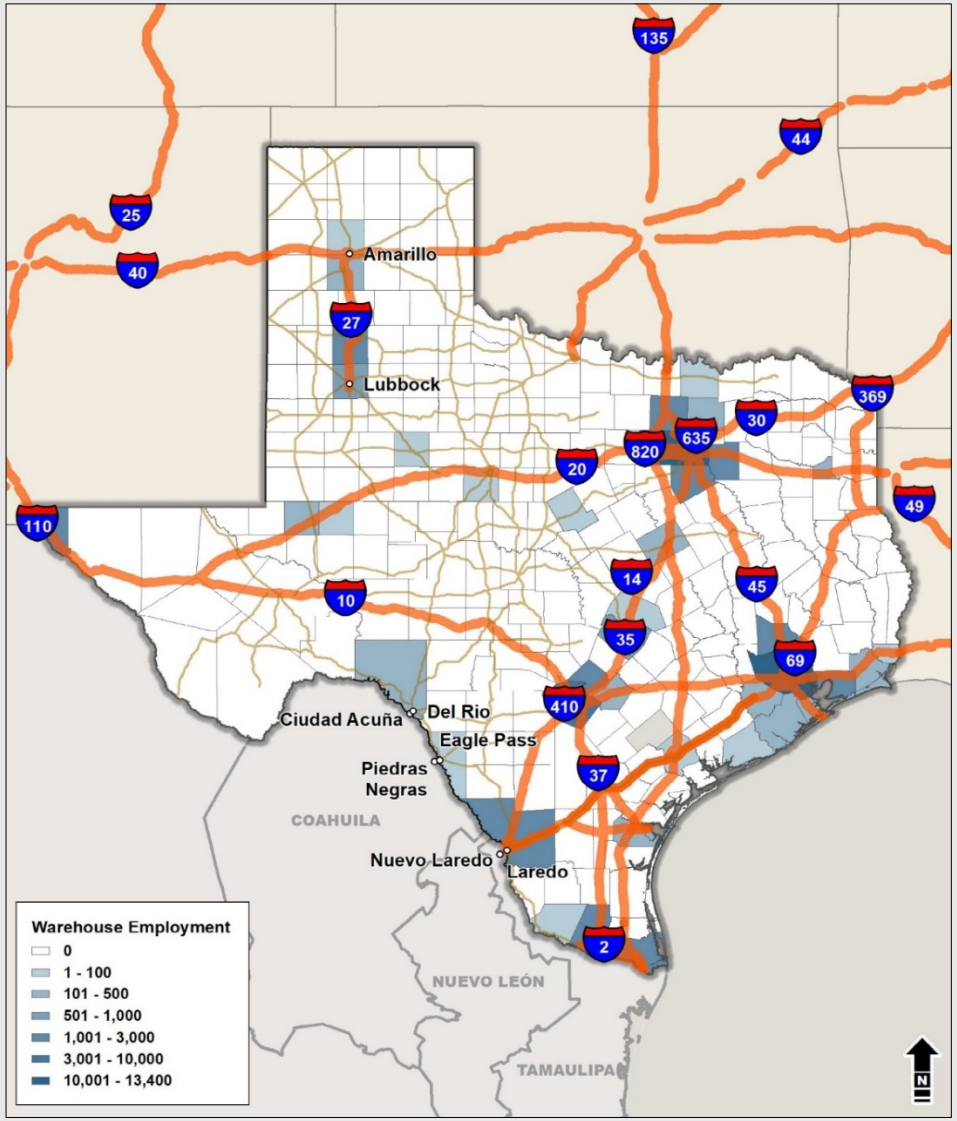


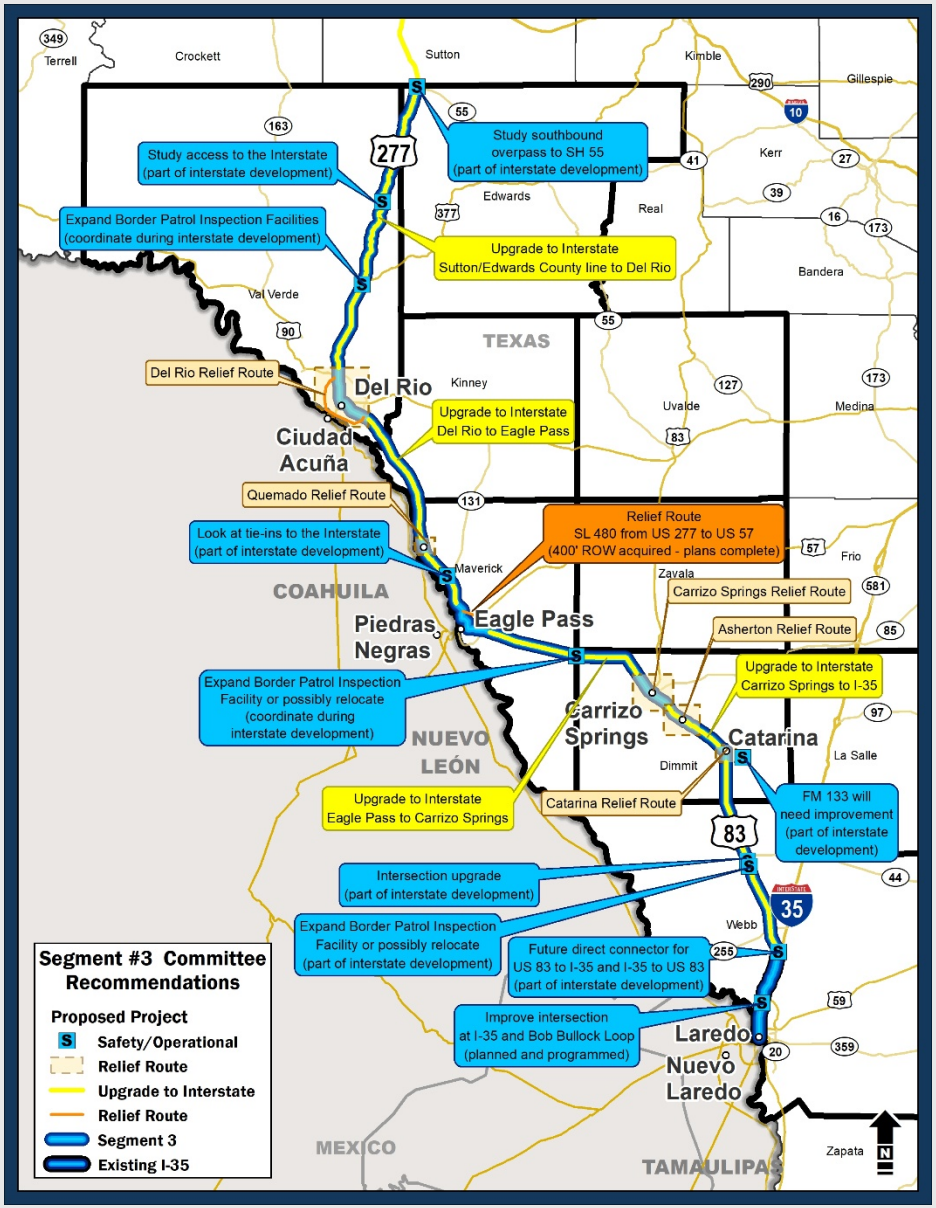
Segment #3 Evaluation of Economic Development Impacts

Warehousing and Distribution Impacts

- Increase jobs from 4,118 in 2017 to 5,541 in 2050, an increase of 34%
- Grow the sector GDP by $245 million – from $953 million in 2017 to $1,199 million in 2050, an increase of 26%



Segment #3 Committee Recommendations & Cost Estimate



Cost estimate for Segment #3 is **$6.7** billion

- **4** Interstate Projects
- **6** Relief Route Projects
- **10** Operational and Safety Projects

All **20** projects start in the Short-term (0 to 5 years)

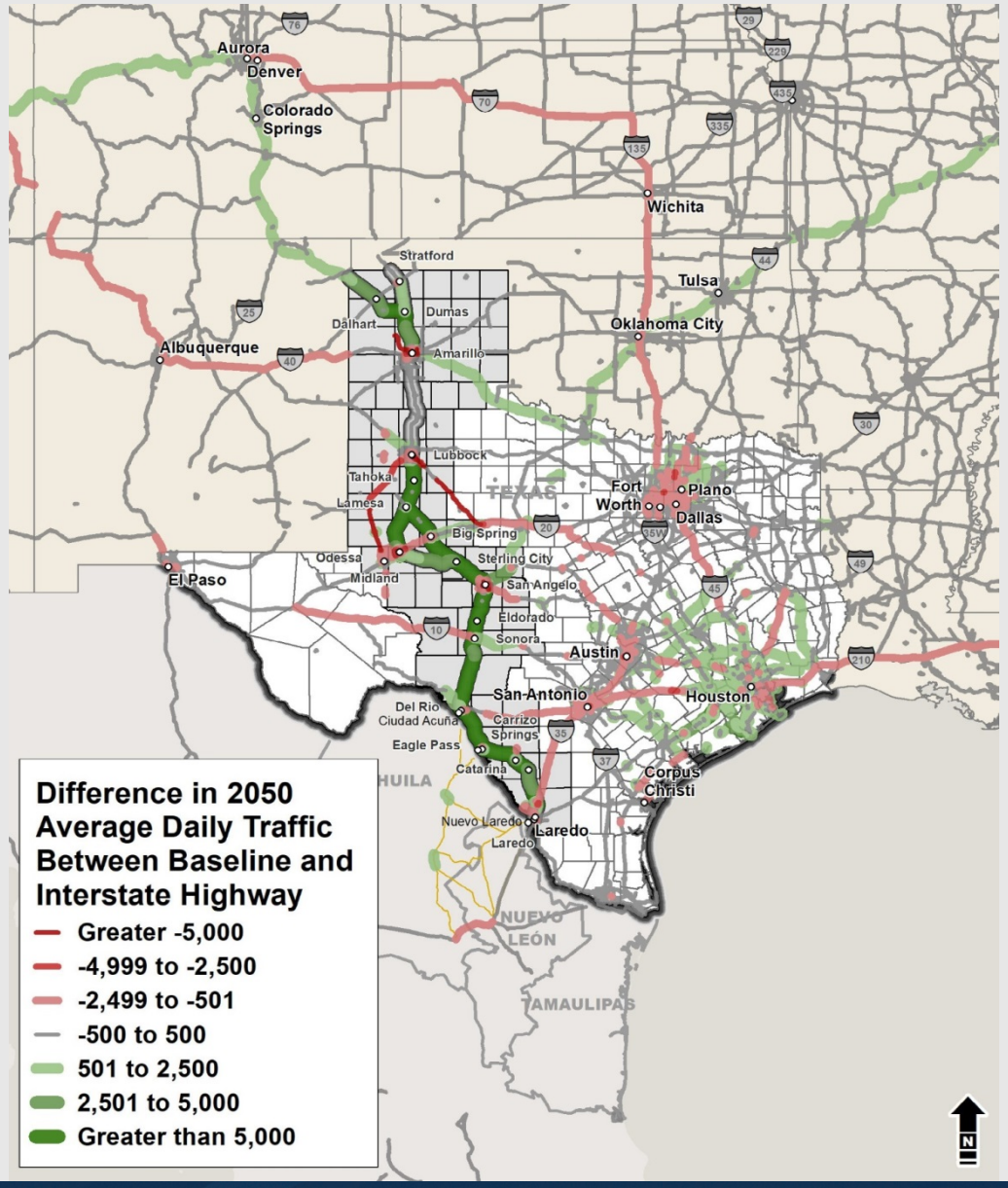
Summary of Segment Committee Key Findings

Freight Movement

- The Interstate will attract 5,100 trucks per day as compared to the baseline at 3,800 (a 34% growth)

Ability of Energy Sector to Transport Products to Market

- The Interstate reduces travel times, increases market access radius, and route reliability for transporting energy products to market



Segment Committee Key Findings

Traffic Congestion

- Due to the higher speeds throughout the corridor traffic would divert from parallel and intersecting roadways to take advantage of the improved travel time with the interstate upgrade

Corridor Safety and Mobility

- The interstate upgrade would result in a crash reduction of 21% from 115 per 100 Million Vehicles Miles Travelled (MVMT) in 2018 to 68 crashes per 100 MVMT in 2050

Corridor Travel Time Savings

  - Peak period travel times are projected to reduce by 145.7 minutes over the baseline from 1,038.7 minutes to 893

Total Cost for Corridor Interstate upgrade $23.5 billion

Corridor return on investment of $17.8 billion (76%)

Corridor benefit cost ratio of 2.4

Segment Committee Recommendations

Common Project recommendations among the Segment Committees included:

- Upgrade to interstate standards
- Relief routes
- Operational and safety improvements

Common Policy Recommendations among the Segment Committees included:

- Complete planned and programmed projects
- Continue detailed project-level planning development process
- Construction of any relief route undergo environmental review and public input
- Recognize the importance of community support
- TxDOT to submit a proposal requesting interstate designation
- Continued role of the Advisory Committee

Summary of Segment Committee Meetings and Work

- November – Existing Conditions
- February – Forecasted Conditions
- April – Cost Estimates, Feasibility Analysis, and Preliminary Recommendations
- May – Economic Analysis, Final Recommendations, Implementation Plan, and Review of Draft Report
- June – Final Report and Executive Summary

Throughout the process, Segment Committees developed sub-committees to help determine recommendations and implementation plans. The Segment Committee Chairs, Vice-Chairs, Advisory Committee Chair Mayor Pope, and TxDOT District Engineers were instrumental in accomplishing this task.

The Segment Committee Reports and Executive Summaries were finalized and sent to the Advisory Committee June 30, 2020.

Advisory Committee Meeting #3

Discussion of Advisory Committee Report Outline and Schedule

Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

Advisory Committee Report Outline Updates

- Executive Summary
- Letter from the Advisory Committee Chair

1. Introduction
2. Public Involvement and Stakeholder Engagement
3. Existing Conditions and Needs Assessment
4. Forecasting and Future Conditions
5. Corridor Feasibility Analysis
6. Economic Development Impacts of the Corridor
7. Corridor Improvement Strategies
8. Segment Committee Findings and Recommendations
9. Advisory Committee Recommendations
10. Financial Plan
11. Implementation Plan

- Figures, Tables, and Appendices

- Executive Summary
- Letter from the Advisory Committee Chair

1. Introduction
2. Current and Future Corridor Conditions and Assessment
3. Corridor Interstate Feasibility Analysis and Findings
4. Public Involvement and Stakeholder Engagement
5. Recommendations and Implementation Plan

- Figures, Tables, and Appendices

Advisory Committee Report Outline

- Executive Summary
- Letter from the Advisory Committee Chair

1. Introduction
2. Current and Future Corridor Conditions and Assessment
3. Corridor Interstate Feasibility Analysis and Findings
4. Public Involvement and Stakeholder Engagement
5. Recommendations and Implementation Plan

- Figures, Tables, and Appendices

— **Today's Review with Committee**
— **To Be Reviewed**

Advisory Committee Schedule

- **Thursday, August 20** – Meeting #4: Review and Comment on Draft Report
- **Tuesday, August 25** – Public Meeting
- **Thursday, September 17** – Meeting #5: Review and Comment on Draft Final Report and Executive Summary
- **October** – Meeting #6: Final Approval and Submittal of Final Report and Executive Summary

Advisory Committee Meeting #3

Discussion of Advisory Committee Report Chapters 1 and 2

Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

This chapter provides information about the importance of the corridor to West and South Texas. It describes key corridor challenges, the study charge, and the organization of the report.

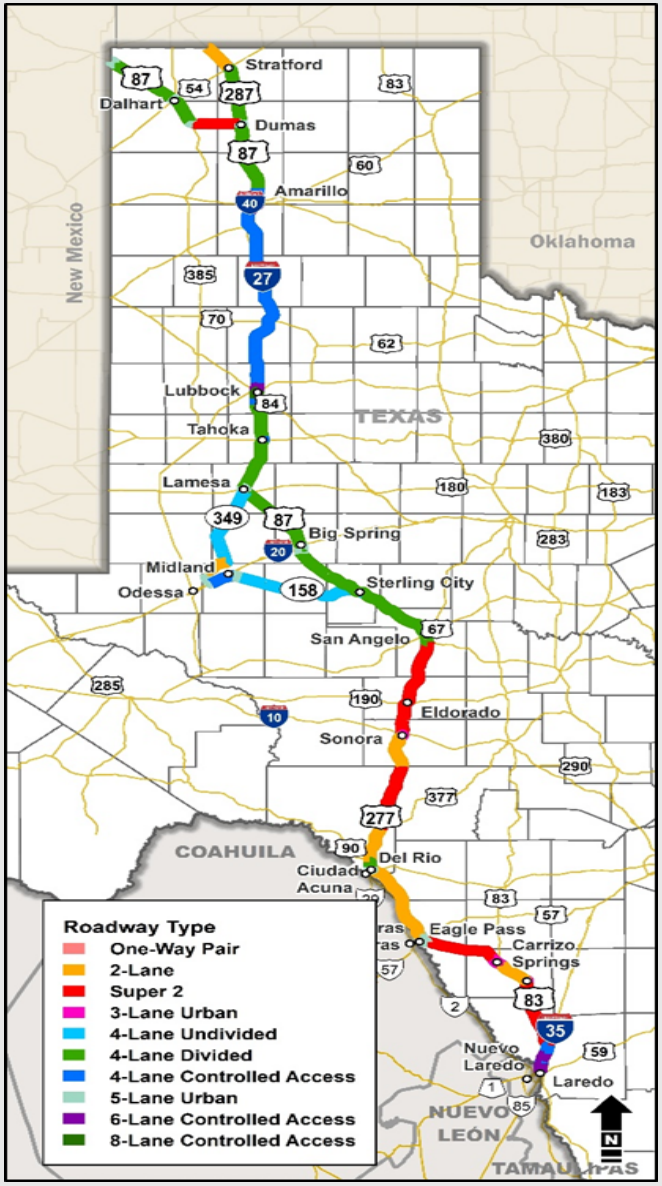
- Importance of the Corridor
- Key Corridor Challenges
- Corridor Feasibility Study Charge
- Study Development Process
- Organization of the Report

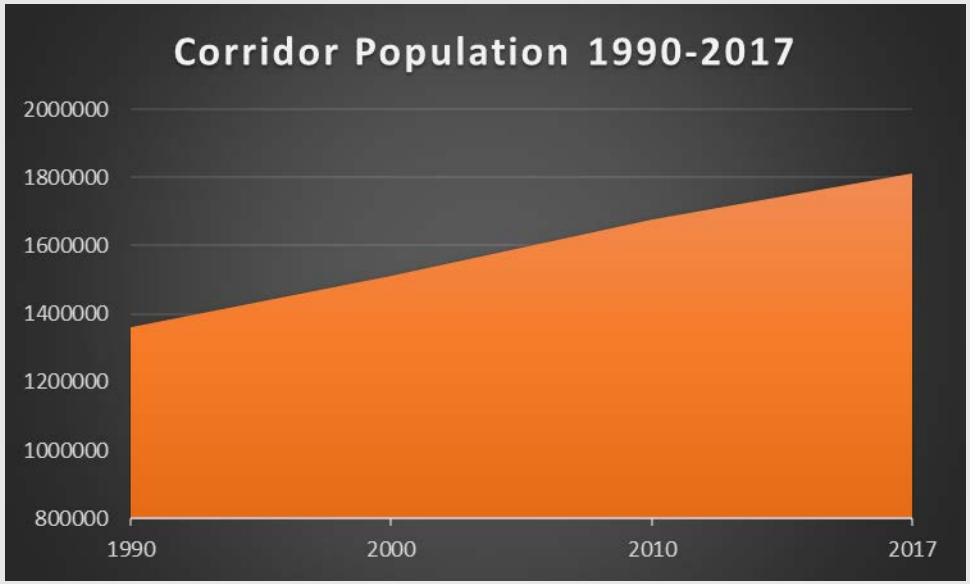
The purpose of this chapter is to summarize Segment Committee's findings on the current and future conditions in the corridor, including:

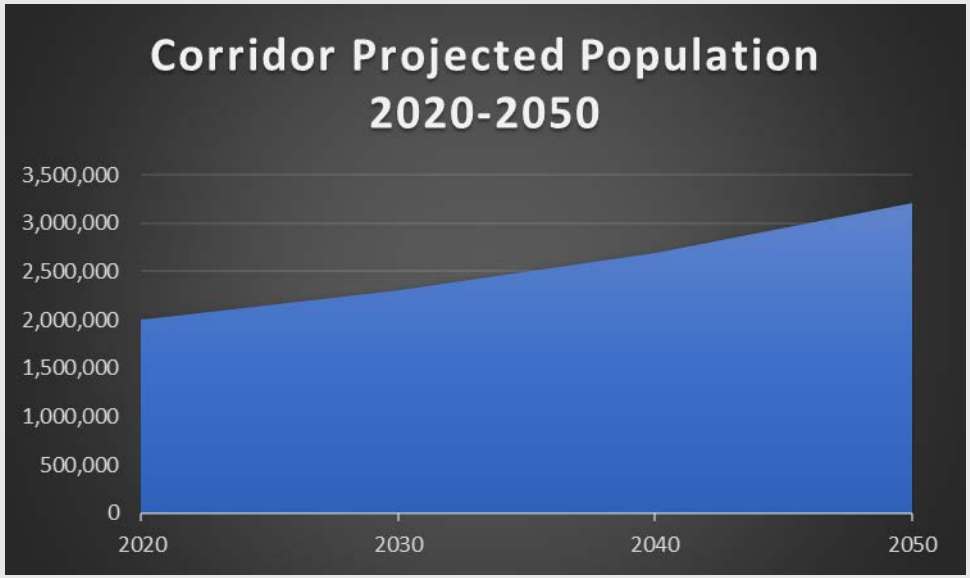
- Corridor Characteristics
- Population Characteristics
- Economic Conditions
- Traffic Conditions
- Safety Conditions
- Freight Flows

Corridor Characteristics:

- 963 miles of primarily rural area in West and South Texas
- Designated by Congress as a High Priority Corridor on the National Highway System in 1998.
- Spans 26 counties
- Connects to the state's and the nation's strategic trade gateways of Laredo, Eagle Pass, and Del Rio to destinations north, west, and east.

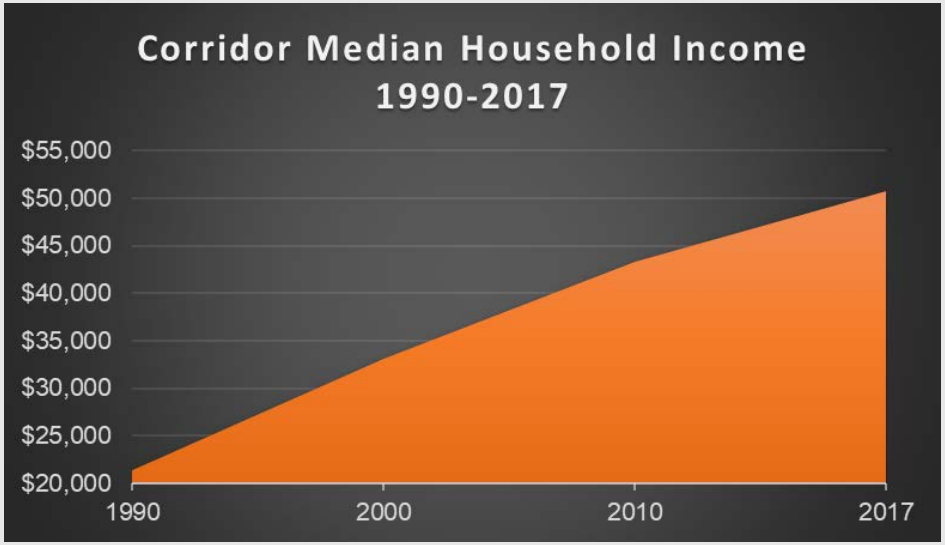


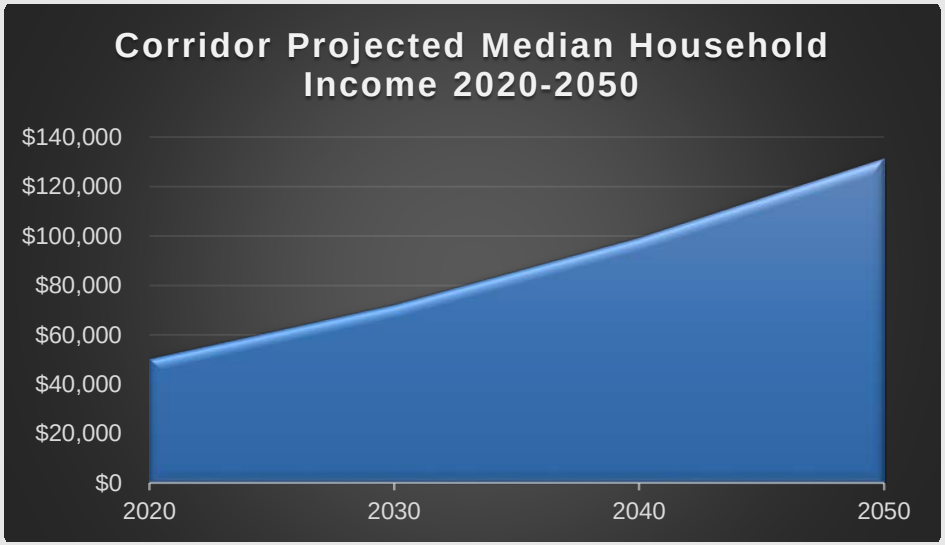




Population

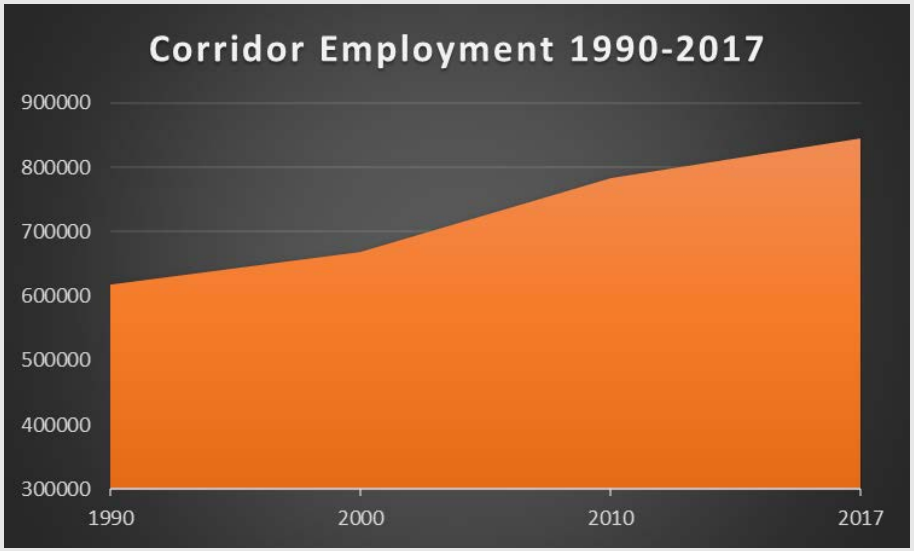
- Grew from 1,362,255 in 1990 to 1,811,411 in 2017, and increase of 33%
- Projected to grow from 1,996,680 in 2020 to 3,207,960 in 2050, an increase of 61%

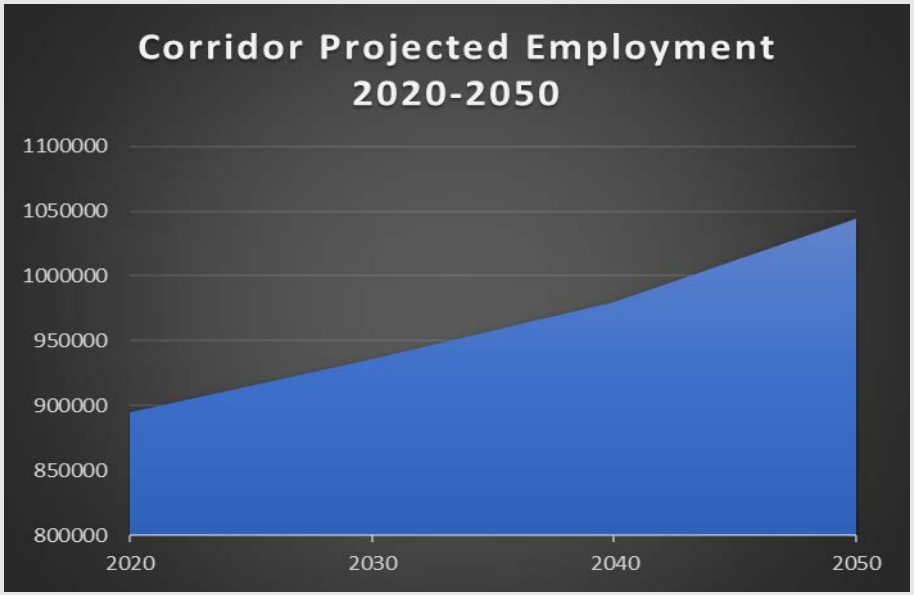




Median Household Income

- Grew from $21,396 in 1990 to $50,786 in 2017, an increase of 137%
- Projected to grow from $50,460 in 2020 to 131,467 in 2050, an increase of 161%



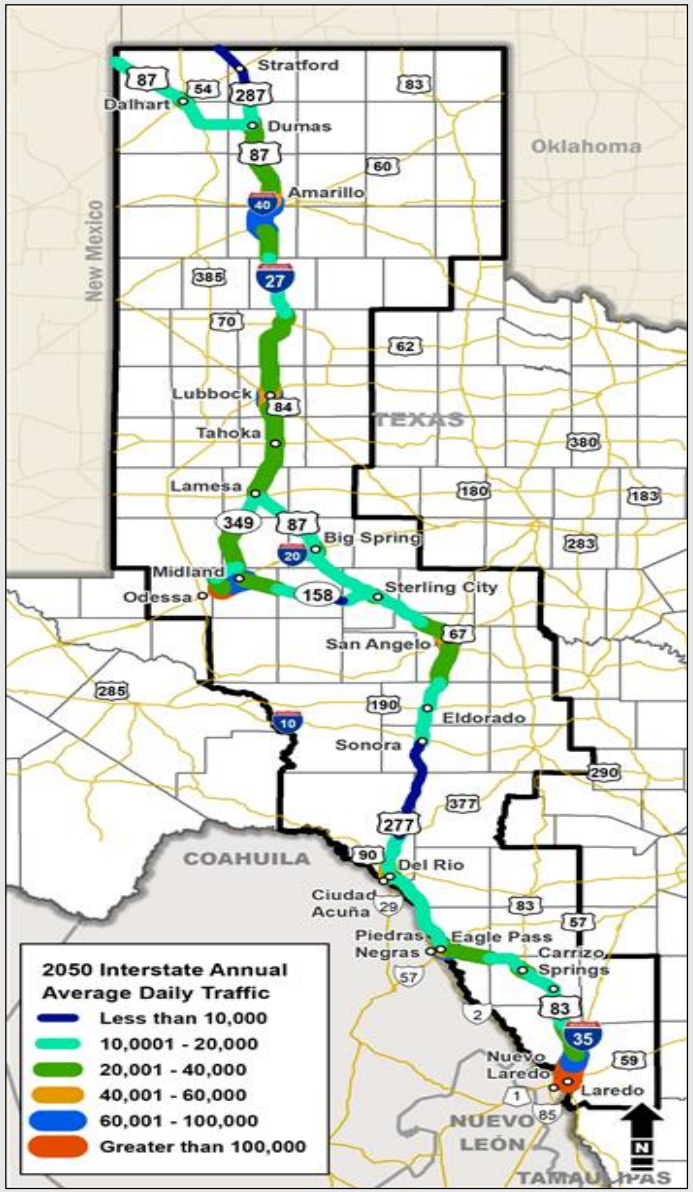


Employment

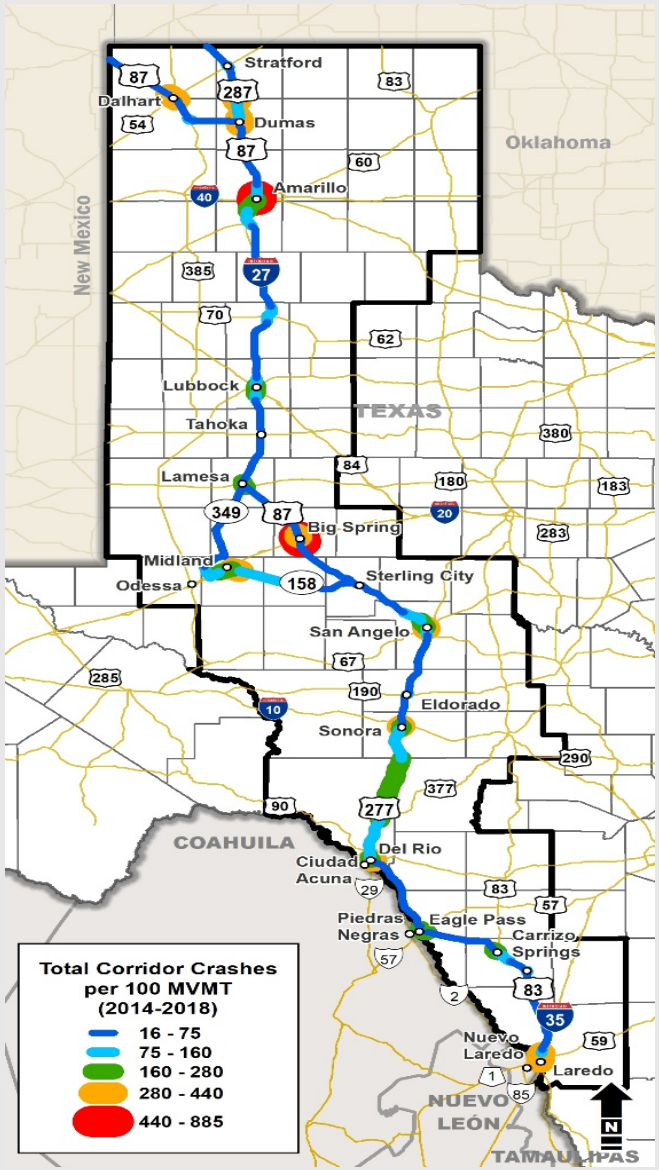
- Grew from 618,697 in 1990 to 845,071 in 2017, an increase of 37%
- Projected to grow from 894,768 in 2020 to 1,044,139 in 2050, an increase of 17%

Gross Domestic Product (GDP)

- Projected to grow from $155,377 million in 2020 to $263,243 million in 2050, and increase of 69%

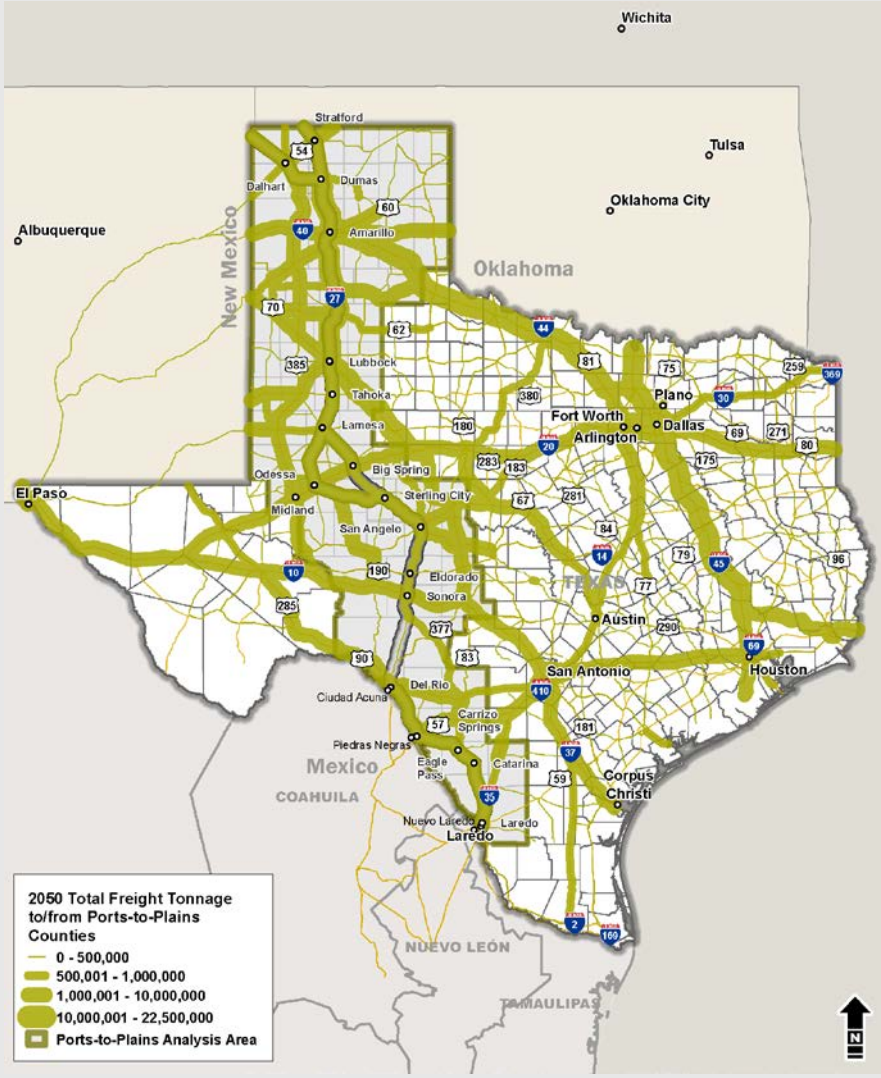


- 2018 the corridor carried
  - An average of 10,600 vehicles per day in 2018.
  - An average of 2,200 trucks per day in 2018.
  - Truck traffic is higher north of San Angelo than in the southern half of the corridor.
  - Laredo has the highest truck traffic volumes of the corridor
- Interstate upgrade
  - Traffic volumes are projected to increase from 10,600 vehicles per day in 2018 to 23,800 vehicles per day in 2050
  - Truck volumes would increase from 2,200 in 2018 to 5,100 in 2050



- Between 2014 to 2018:
  - 17,554 total crashes occurred, of those, 2,958 (17 percent) were truck related crashes.
  - The highest crash rates within the corridor occurred through Amarillo, Big Spring, Midland, San Angelo, Sonora, and Del Rio.
  - 242 fatal crashes occurred, resulting in 297 fatalities.

- The interstate upgrade is expected to reduce the 2018 average crash rate of 115 crashes per 100 MVMT to 68 crashes per 100 MVMT



- Truck traffic using the corridor connects across Texas is expected to grow

- The most significant commodity growth is expected to occur in agriculture and food products, and construction related bulk materials

Advisory Committee Meeting #3

Discussion of Advisory Committee Report Chapters 3 and 4

Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

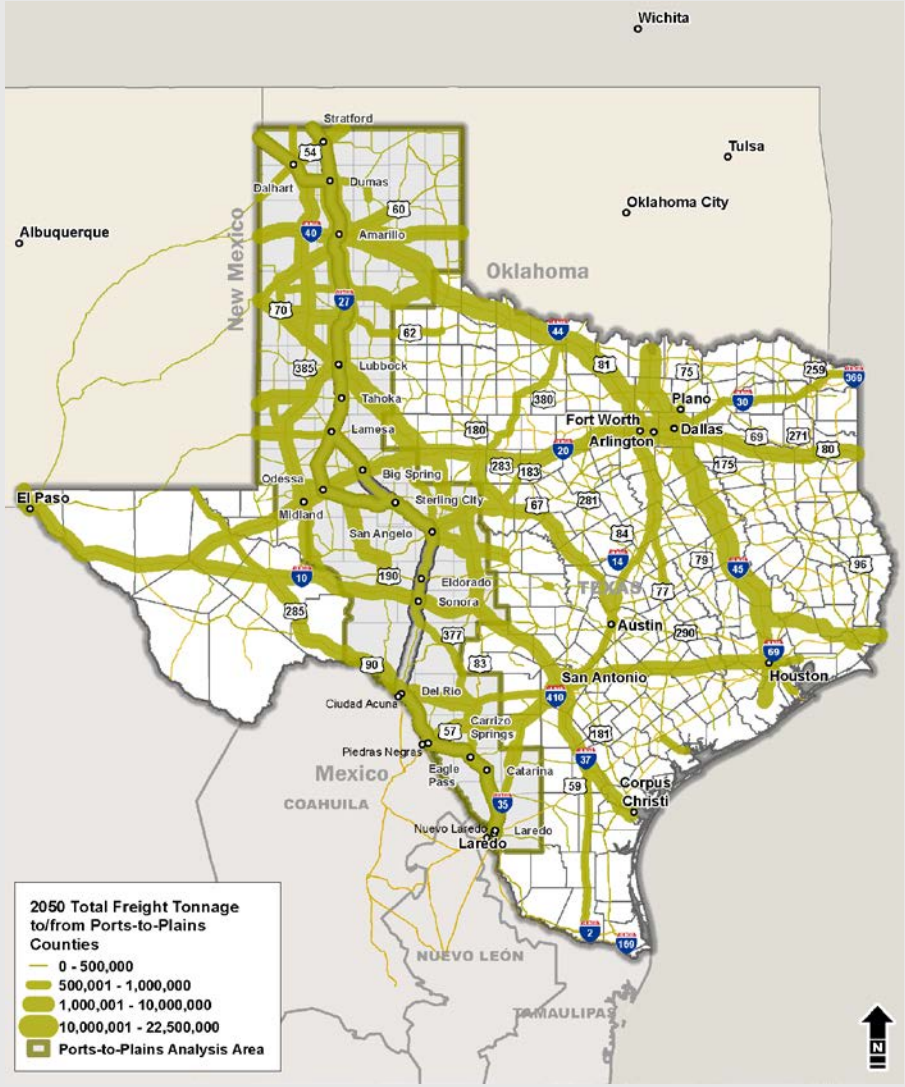
Chapter 3: Corridor Interstate Feasibility Analysis and Findings

This chapter provides a summary of the feasibility analysis conducted by the Segment Committees, including:

- Facilitate Freight Movement
- Ability of Energy Industry to Transport Products to Market
- Traffic Congestion Relief
- Ability to Promote Safety and Mobility
- Interstate Suitability Findings
- Costs to Upgrade the Corridor to Interstate Standards
- Economic Development Impacts and Return on Investment
- Federal, State Local and Private Funding Sources

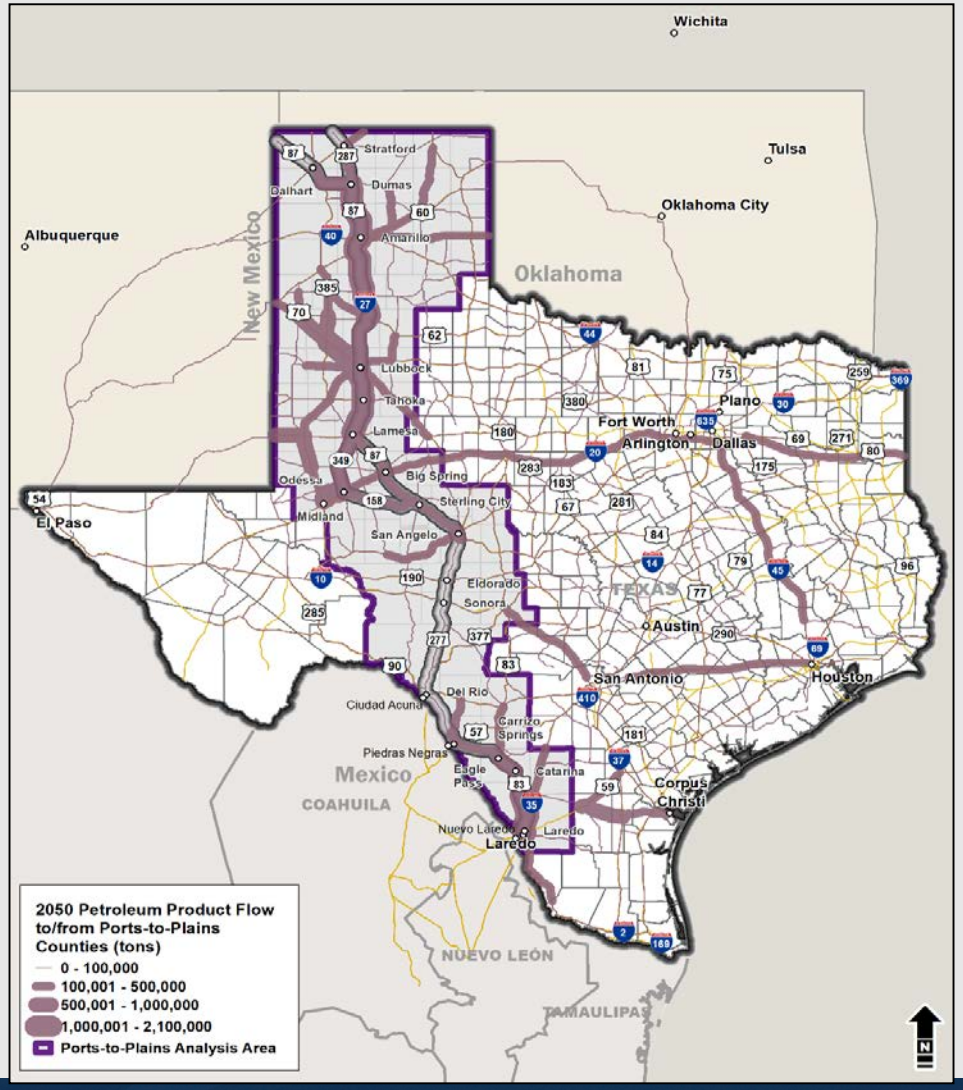
Facilitate Freight Movement

- The Interstate is projected to carry 5,100 trucks per day by 2050, an increase of 34% over the Baseline.
- The Interstate will provide improved travel times and additional capacity to address times of peak demand and decrease delays due to accidents.



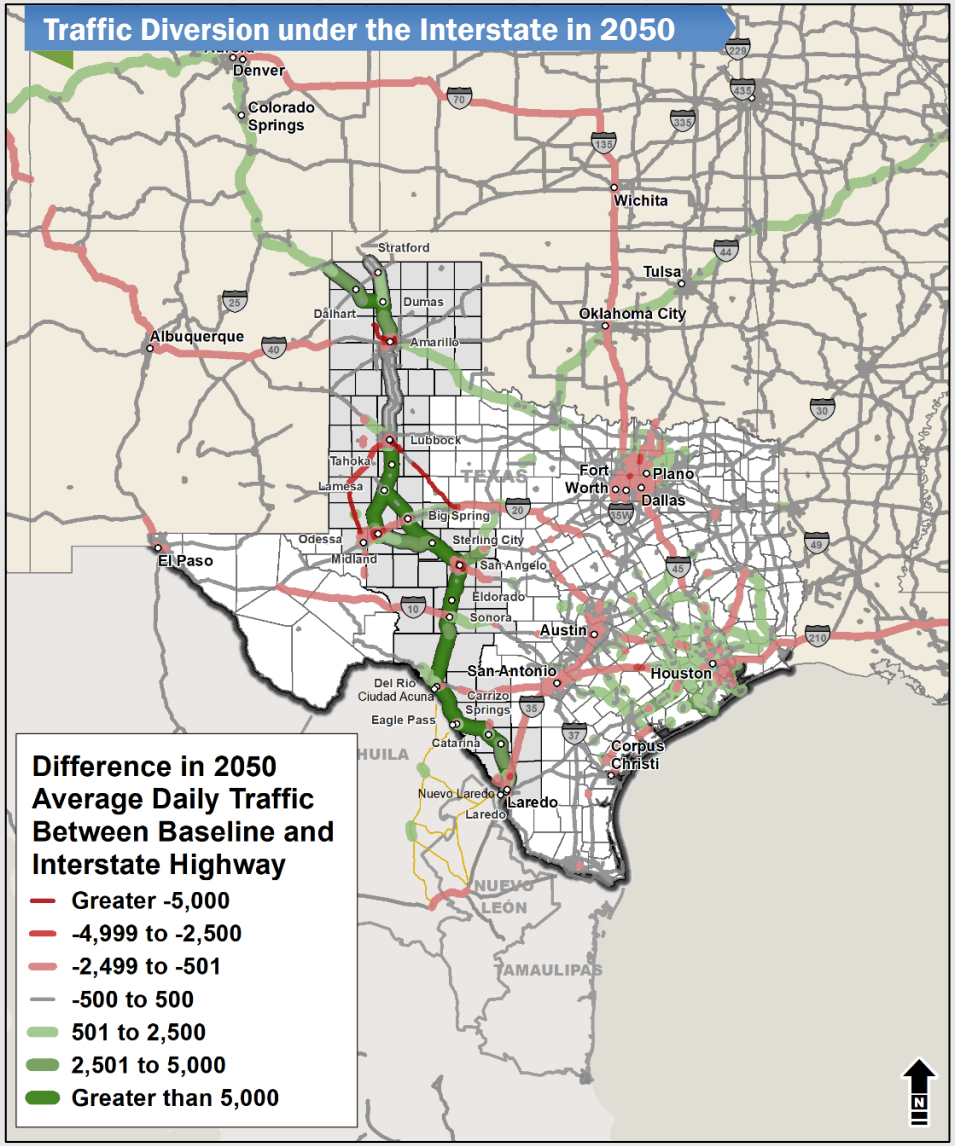
Ability of Energy Industry to Transport Products to Market

- The Interstate is projected to add 76 million freight tons (99%) above the Baseline
- Currently roughly half of the freight tons are energy related
- A significant portion of the future freight is expected to remain energy related
- The Interstate will provide improved travel times, increased market access, and enhanced reliability for the transportation of energy products.



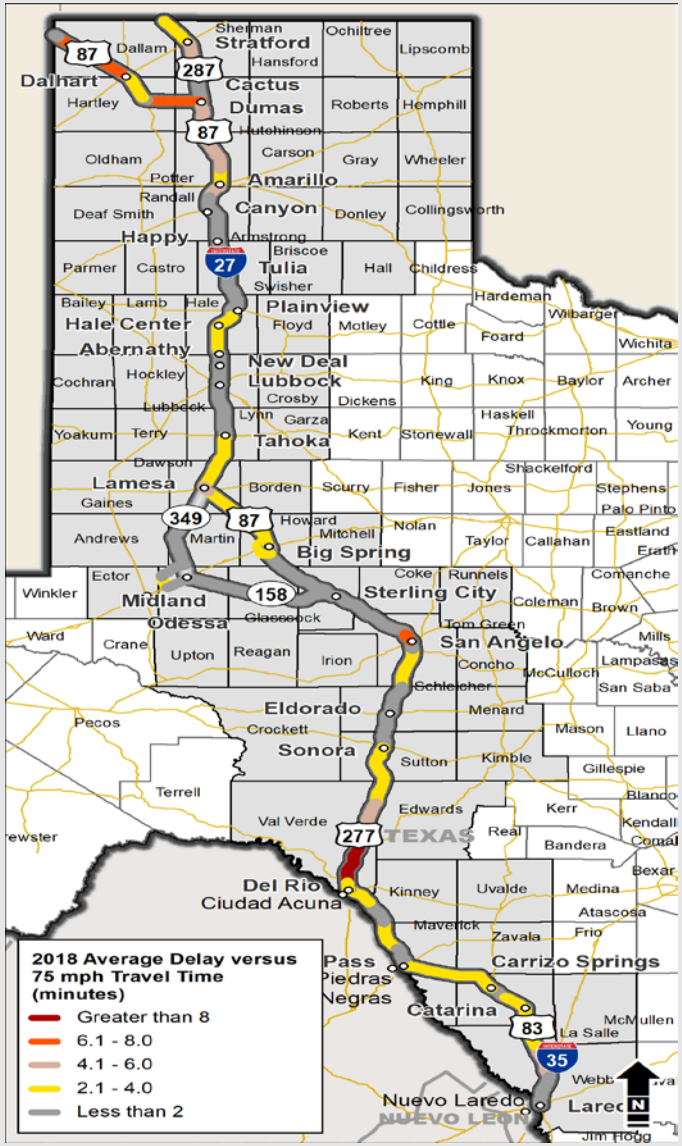
Traffic Congestion Relief

- The Interstate adds 3% new lane miles over the Baseline.
- Traffic in 2050 is expected to grow 34% over the Baseline.
- Trips are diverted from routes north of Amarillo (US 385, FM 1061, SH 354) and attracted to US 287 towards Dallas-Fort Worth.
- The Interstate results in higher speeds and diverts traffic from other corridors. While demand is higher, the Interstate has more capacity and congestion is improved on other corridors.



Ability to Promote Safety and Mobility

- The Interstate is expected to reduce crashes by 21% over the Baseline.
- The Interstate provides an average travel time savings of 89 minutes over the Baseline for the length of the Corridor.
- The additional capacity and full access control of the Interstate will reduce crashes and improve travel times throughout the corridor.



Interstate Suitability Findings

Three methods to obtain interstate designation:

Method 1: The US DOT Secretary may designate, if the corridor currently meets standards

Method 2: TxDOT may submit a proposal requesting designation as a future interstate

Method 3: By congressional act

Costs to Upgrade the Corridor to Interstate Standards

	Corridor Preliminary Interstate Estimate ***(Some Rural Frontage Roads)***
Interstate	***4-Lane Divided: 811 miles****
Frontage Roads in Urban Areas***	***All** (2-lane)***
Frontage Roads in Rural Areas***	***533 out of 718 miles (1-lane)***
Construction	$20.584 billion ($25.4 M/mi)
Right of Way	$2.058 billion
Utilities	$0.874 billion
Total	**$23.516 billion**

*Miles do not include I-27, I-20, and I-35

** Estimate includes approximately 100 miles of frontage roads in urban areas

***Number of lanes shown are in each direction. Frontage roads are assumed to be on both sides of the interstate.

Economic Development Impacts and Return on Investment

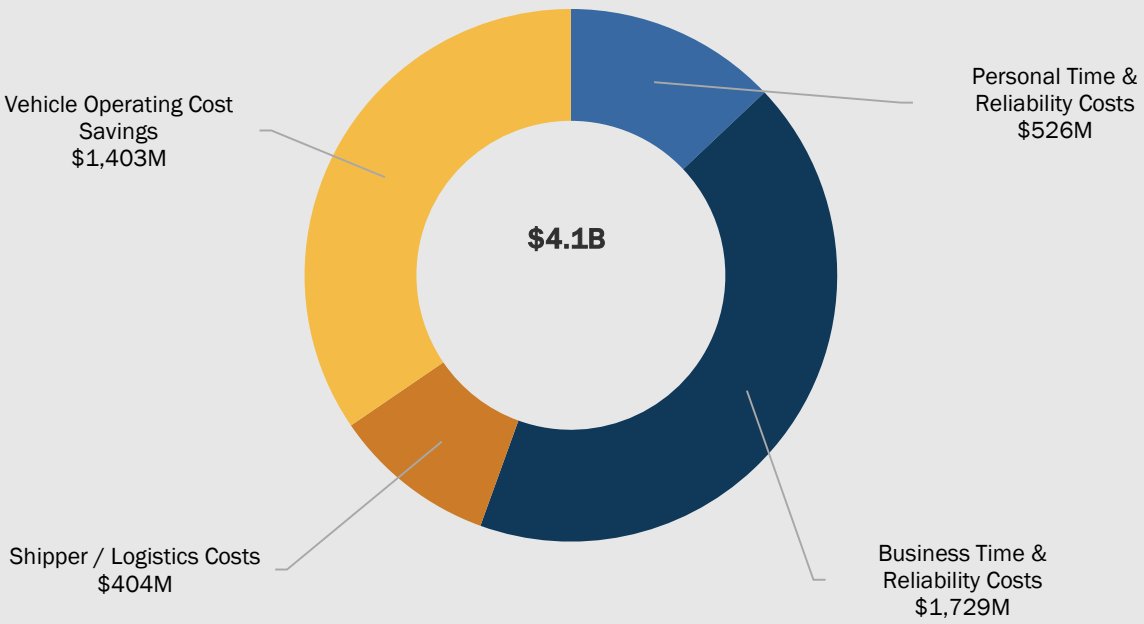
Total Annual Travel Cost Savings	**$4.1B**
Total Annual Increase in GDP	**$2.84B**
Total Increase in Employment	**22,110**
Return on Investment	**76%**

- $17B Net Return on Investment

Benefit-Cost Ratio	**2.4**

- Net Present Value of $39.2B

Corridor-wide Cost Savings



Federal, State, Local and Private Funding Sources

Public Funding

Federal

- Federal-Aid Highway Program
  Supports state highway systems
- USDOT Build Grant Program
  Max award is $25M. Projects should have significant local and/or regional impacts.
- Infrastructure for Rebuilding America Grant Program
  Grant to rebuild aging infrastructure. May be used for up to 60% of project's eligible cost.

State of Texas

- Proposition 1
  Tax based to construct, maintain, or acquire ROW for public roadways
- Proposition 7
  Tax based to construct, maintain, or acquire ROW for public roadways; or repay bonds
- State Infrastructure Bank
  At or below market rate loans for ROW acquisition, utility relocation, etc.
- State Highway Fund
  Primary source of transportation funding for Texas
- 2019 Legislative Session
  SB 500 and HB 1 fund county roads in energy sectors. Grant process. Local match.

Local

- Metropolitan Planning Organization
  Amarillo MPO; Lubbock MPO; San Angelo MPO; and Permian Basin MPO; Laredo Urban Transportation Study

This chapter describes the public involvement and stakeholder engagement that occurred during the study process, including:

- Advisory Committee Meetings
- Public Involvement

Advisory Committee Meeting #3

Discussion of Advisory Committee Preliminary Recommendations (Chapter 5)

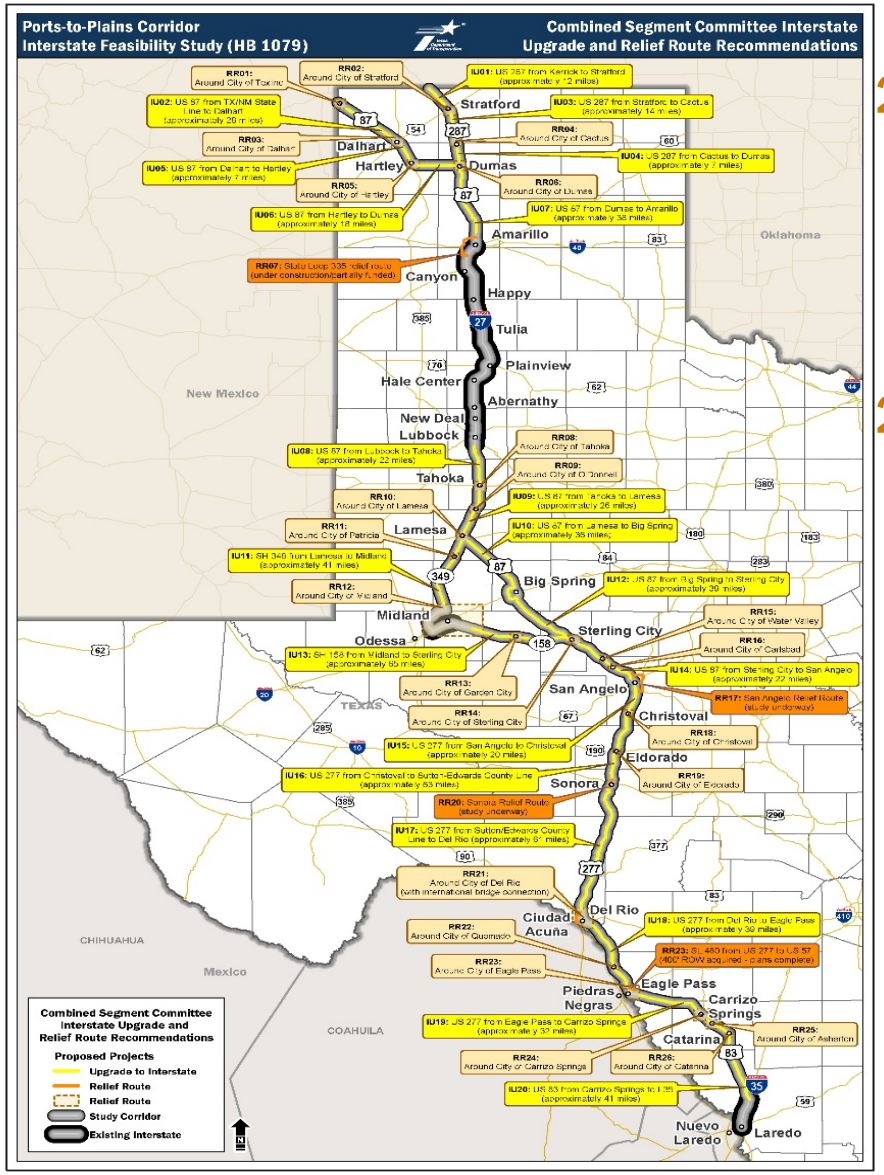
Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

This chapter provides the Advisory Committee recommendations and implementation plan, including:

- Committee Policy and General Recommendations
- Recommendations and Implementation Plan

Discussion of Preliminary Interstate Upgrade and Relief Route Recommendations



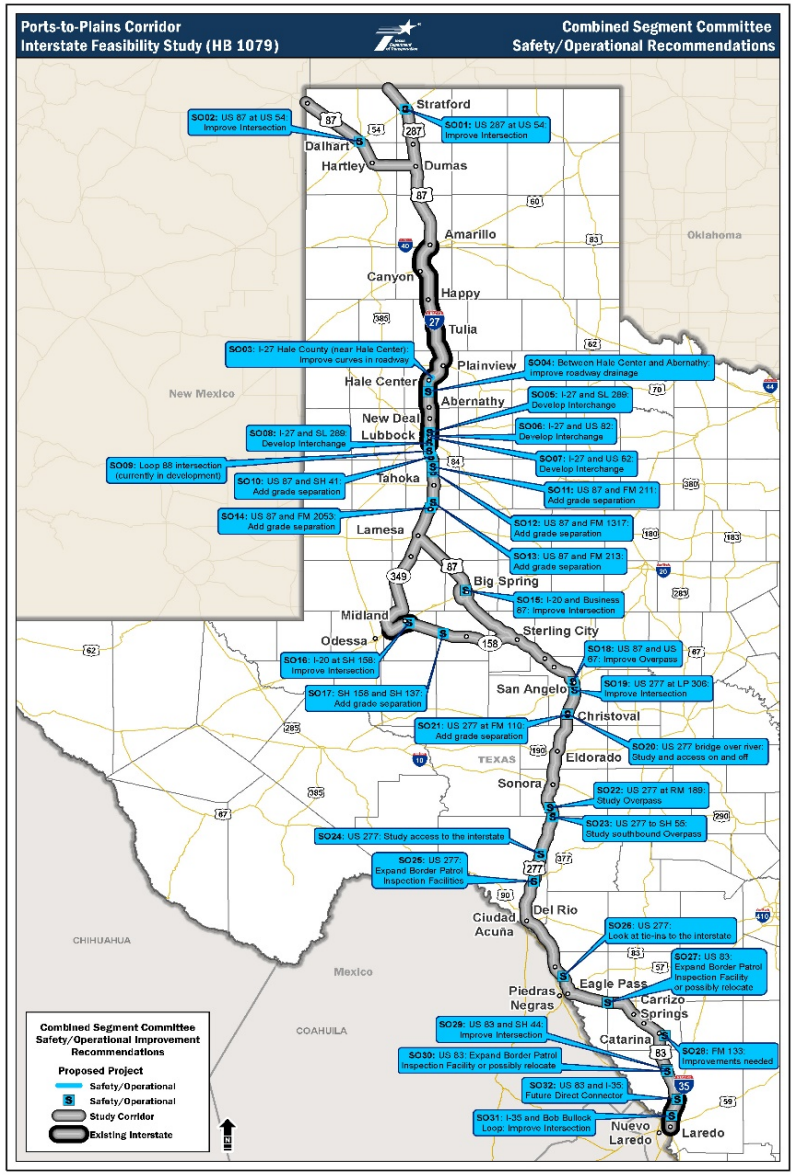
20 Interstate Upgrade Projects

- 11 starting in short-term
- 7 starting in mid-term
- 2 starting in long-term

26 Relief Route Projects

- 19 starting in short-term
- 4 starting in mid-term
- 1 starting in long-term

Discussion of Preliminary Safety/Operational Improvement Recommendations



31 Safety and Operational Projects

- 15 Intersection Improvement (includes grade separation projects)
- 5 Interchange Projects (includes direct connectors)
- 7 Roadway Improvements (includes access and safety improvements)
- 2 Border Patrol Check Point Improvements
- 2 Study Overpass Projects

Advisory Committee Meeting #3

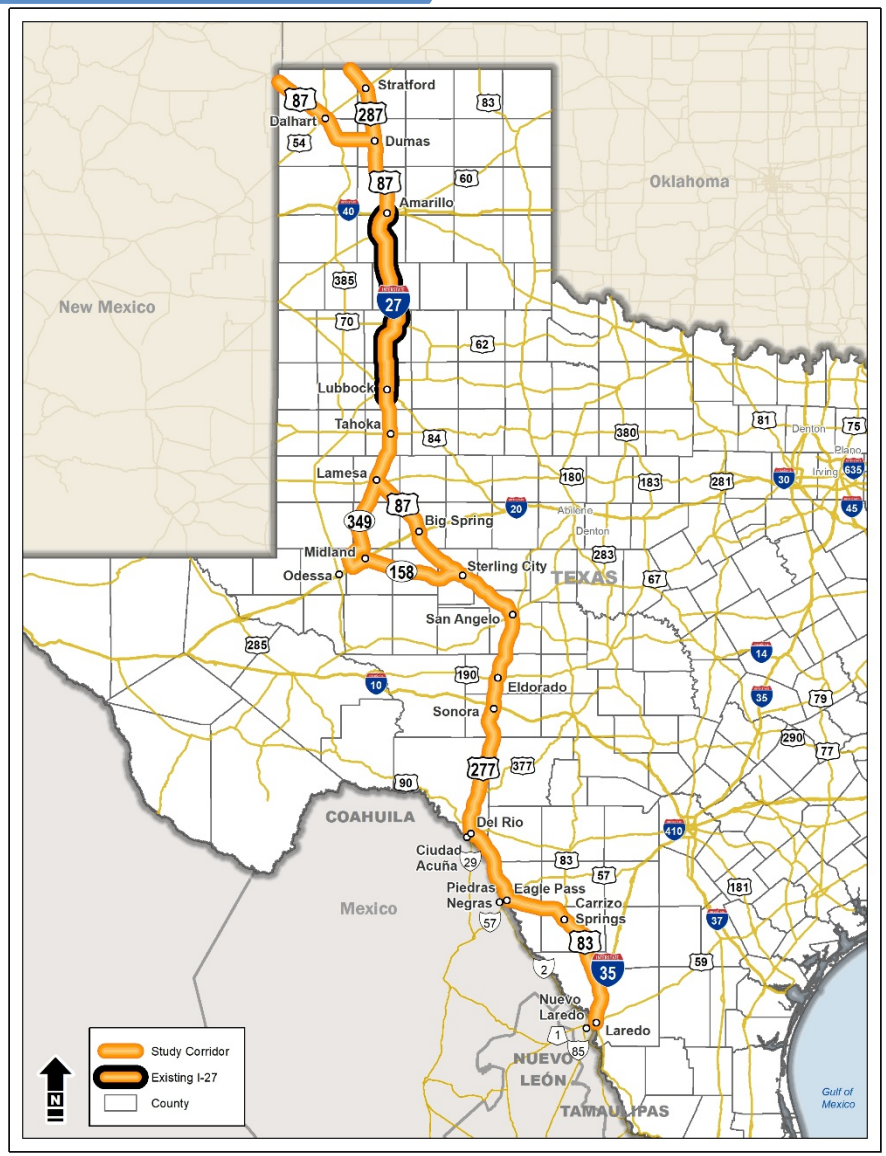
Advisory Committee Next Steps

Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

Advisory Committee Next Steps

Ports-to-Plains Corridor



- **Next Advisory Committee Meeting**
  Thursday, August 20, 2020
  - Finalize/Prioritize Recommendations
  - Implementation Plan
  - Review Draft Advisory Committee Report and Executive Summary

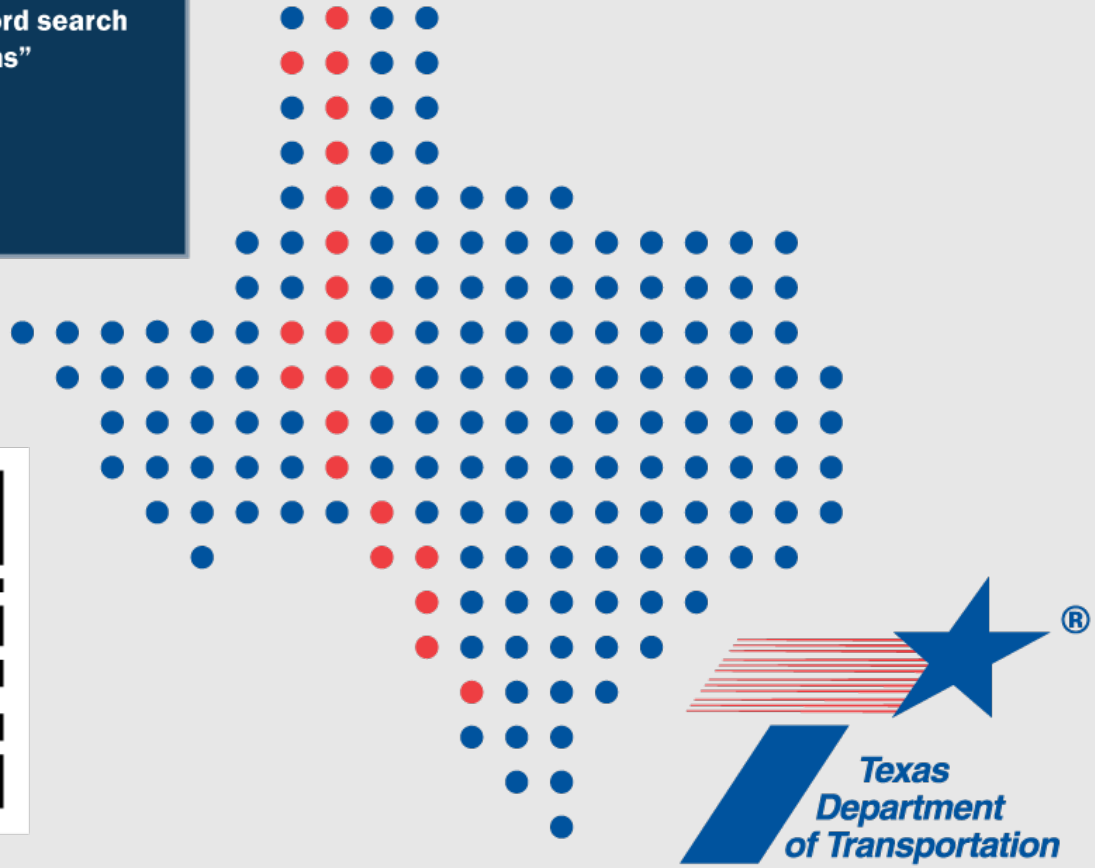
- **Next Public Meeting**
  Tuesday, August 25, 2020
  - Purpose of the meeting is to receive public input on the Advisory Committee recommendations

Advisory Committee Meeting #3

Open Discussion

Dan Pope, Advisory Committee Chair

Caroline Mays, TxDOT

Questions

For more information visit
www.txdot.gov keyword search
"Ports to Plains"