



Documentation of Public Meeting

Project Location

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

Project Limits

Segment 3: Sutton/Edwards County Line to the I-35/Juarez-Lincoln Bridge in Laredo

Meeting Location

City of Del Rio Civic Center
1915 Veterans Blvd.
Del Rio, Texas 78840

Meeting Date and Time

Monday November 4, 2019, 4:30 p.m. – 7:00 p.m.

Translation Services

Spanish

Presenters

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

Elected Officials in Attendance

Oscar Puente, City of Carrizo Springs Mayor Pro-Tem
Bruno Lozano, City of Del Rio Mayor
Jim DeReus, City of Del Rio Councilperson
Diana Salgado, City of Del Rio Councilperson
José Luis Diaz Mirón, Mexican Consulate
Nirce Gomez, Mexican Consulate
Beau Nettleton, Val Verde County Commissioner
Carmen Gutierrez, representing Office of Congressman Will Hurd

Total Number of Attendees (approx.)

58

Total Number of Commenters

5



Contents

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
- D. Comments received
- E. Handouts & Exhibits
- F. Public Meeting Summary Report

ATTACHMENT A
COMMENT/RESPONSE MATRIX

COMMENT/RESPONSE MATRIX
 Ports-to-Plains Corridor Feasibility Study
 Segment 3 Public Meeting #1
 November 4, 2019

COMMENT CARDS

Question 1: Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals (1 = most important; 5 = least important)

Priority	Rankings (# of responses)					Ranked Average*
	1	2	3	4	5	
Examination of the economic development impacts of the corridor, including creation of employment opportunities.	3	0	0	0	2	2.6
Examination of freight movement.	1	2	0	2	0	2.6
Examination of the ability to transport energy products to market.	1	1	3	0	0	2.4
Examination of project costs.	1	1	1	2	0	2.8
Minimization of impacts to private property.	3	0	0	0	2	2.6

**1 = most important; 5 = least important*

Question 2: Which outcomes of the corridor feasibility study are the most important to you? Prioritize the outcomes (1 = most important; 5 = least important)

Priority	Rankings (# of responses)					Ranked Average*
	1	2	3	4	5	
Prioritization of a list of improvements that promote safety and mobility.	3	0	1	0	1	2.2
Maximization of existing highway infrastructure.	2	0	3	0	0	2.2
Determination that the corridor would relieve traffic congestion.	1	1	0	2	1	3.2
Determination of areas suitable for interstate designation.	1	2	0	1	1	2.8
Identification of federal, state, local, and private funding sources.	2	1	0	1	1	2.6

**1 = most important; 5 = least important*

Question 3: What are the key needs, challenges, and opportunities in the corridor?

Responses:

Ability to transport freight and products in a safer, more efficient way.

Safety: economic development in area.

Open pathway to and from Mexico.

Narrow roads carrying heavy truck traffic.

-Mejorar en conectividad de las ciudades a lo largo de la ruta

-Favorecer el comercio internacional entre México y USA

-Hacer más seguro el tráfico en las carreteras.

Translation:

-Improve the connectivity of cities along the route.

-Promote international trade between Mexico and the USA.

-Make traffic on roads safer.

Question 4: What are the potential opportunities in the corridor?

Responses:

Economic development impacts of the corridor connectivity to I-10.

Growth: Jobs: New development

Improved prosperity to all regions of the area – release more traffic from IH 35.

Economic growth for our area of the state with more movement of goods from Mexico and from China and other countries coming through Mexico. Job creation here and alleviate congestion on I-35 from Port of Laredo.

-Mejorar el desarrollo económico de las ciudades.

-Aprovechar las posibilidades de comercio entre Mex-USA

-Mejorar la calidad de vida de los residentes de las ciudades de la ruta

Translation:

-Improve the economic development of cities.

-Take advantage of the possibilities of trade between Mexico and the USA.

-Improve the quality of life of the residents of the cities of the route.

Question 5: What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?

Responses:

Safety and security!

Hwy 277 between Del Rio and Eagle Pass – safety issues. North of Del Rio on 277 poor highway conditions.

IH 35 and congested ports at Laredo.

Highway 277 from Del Rio to points south is a very dangerous highway – not conducive to safe accommodation of heavy industrial type vehicles. Oil and gas activity in our part of the state make public transportation movement challenging! Dangerous.

-El tráfico del centro de las ciudades que no tiene una ruta de alivio.

-Los puentes internacionales.

-Los puentes pequeños de las carreteras.

Translation:

-The traffic of the downtown of the cities that do not have a relief route.

-International bridges.

-The small bridges of the roads.

Question 6: What are the key safety needs and challenges in the corridor?

Responses:

Economic growth

Better highways – wider roads to relieve truck traffic.

Smoother flow of traffic.

Truck traffic moves at a high rate of speed on roads that are not suitable for safe traffic travel of the general public!

-Reducir el número de accidentes.

-Crear más líneas para rebasar.

-Promover el uso de la ruta en los 3 países Canada/USA/Mexico.

Translation:

-Reduce the number of accidents.

-Add more passing lanes.

-Promote the use of the route in the three countries: Canada/USA/Mexico.

General Comments

Number	Commenter Name	Date Received	Comment Topic	Response
1	Dora Alcala	11/4/2019	We have a great need for the expansion of this corridor – safety – security. Relieve the highways that are saturated (i.e. I-35)!	Comment noted.
2	Frank H. Larson	11/4/2019	Need to be supported.	Comment noted.
3	Otila Gonzalez	11/4/2019	Segment 3 will experience an explosive growth due to international trade with the growth of the Port of Mazatlán and the progress of infrastructure in Mexico leading to the Del Rio Port of Entry. China trade through Mexico will not subside anytime soon!	Comment noted.
4	Trinidad Herrera	11/4/2019	<p><i>-La vocación del corredor ha sido siempre favorecer el comercio entre México y USA, entonces los puentes internacionales deben incluirse.</i></p> <p><i>-El reducido numero de oficiales sirviendo en los puentes internacionales es el principal obstáculo para favorecer el intercambio de bienes y servicios entre los 2 países.</i></p> <p><i>*IMPORTANTE* Tienen que considerar los puertos de entrada como parte de este estudio para que este completo.</i></p> <p>Translation:</p> <p>-The vocation of the corridor has always been to take advantage of trade between Mexico and the USA, so international bridges must be included.</p> <p>-The small number of officers serving on international bridges is the main obstacle to take advantage of the exchange of goods and services between the two countries.</p> <p>*Important – You must consider the ports of entry as part of this study to be complete.</p>	Comment noted.

**ATTACHMENT B
NOTICES**

Attachment B
Elected Officials Email Invitation

An email invitation with attached meeting notice was sent to the following list of elected and public officials on October 18, 2019.

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

Organization	Name	Title
City of Carrizo Springs	Wayne Seiple	Mayor
City of Del Rio	Bruno Lozano	Mayor
City of Eagle Pass	Ramsey English Cantu	Mayor
City of Laredo	Pete Saenz	Mayor
Del Rio Chamber of Commerce	Blanco Larson	Executive Director
Del Rio Economic Development Corporation	Leo Martinez	President, Board of Directors
Del Rio International Bridge	Margie Montez	Superintendent
Dimmit County	Francisco G. Ponce	Judge
Eagle Pass Business and Economic Development Council	Morris Libson	Chairman
Eagle Pass Chamber of Commerce	Sandra Martinez	Executive Director
Eagle Pass International Bridge System	Anna De La Garza	Bridge Operations Manager
Kinney County	James Tullis Shahan	Judge
Laredo Chamber of Commerce	Miguel Conchas	President/CEO
Laredo International Bridge System	Yvette Limon	Director
Laredo Licensed U.S. Customs Brokers Association, Inc.	Raul S. Villareal	President
Laredo Motor Carriers Association	Melissa Huddleston	Executive Director
Laredo Urban Transportation Study	James Kirby Snideman	Director
Maverick County	David R. Saucedo	Judge
Middle Rio Grande Development Council	Nick Gallegos	Executive Director
Ports-to-Plains Alliance	Sid Cauthorn	Board Member/Past Chair President
U.S. Customs and Border Protection, Del Rio Port of Entry	Liliana Flores	Director
Val Verde County	Lewis G. Owens, Jr.	Judge
Webb County	Tano E. Tijerina	Judge

[REDACTED]

[REDACTED]

From: Akila Thamizharasan [REDACTED]
Sent: Friday, October 18, 2019 6:11 PM
To: Anna De La Garza, Bridge Operations Mgr, Eagle Pass Int'l Bridge System
[REDACTED]; Blanca Larson, Executive Director, Del Rio Chamber of Commerce
[REDACTED]; Bruno Lozano, Mayor, City of Del Rio [REDACTED];
David R. Saucedo, Judge Maverick County [REDACTED]; Francisco G. Ponce,
Judge Dimmit County [REDACTED]; James Kirby Snideman, Director, Laredo
Urban Transportation Study (MPO) [REDACTED] James Tullis Shahan, Judge Kinney
County [REDACTED]; Leo Martinez, President, Board of Directors, Del Rio
Economic Development Corporation [REDACTED]; Lewis G. Owens Jr., Judge Val Verde
County [REDACTED]; Liliana Flores, Director, US Customs and Border
Protection, Del Rio Port of Entry [REDACTED]; Margie Montez, Superintendent, Del
Rio Int'l Bridge [REDACTED]; Melissa Huddleston, Executive Director, Laredo
Motor Carriers Association [REDACTED]; Miguel Conchas, President/CEO, Laredo
Chamber of Commerce [REDACTED]; Morris Libson, Chairman, Eagle Pass
Business and Economic Development Council [REDACTED]; Nick Gallegos, Executive
Director, Middle Rio Grande Development Council [REDACTED]; Pete Saenz, Mayor
City of Laredo, [REDACTED]; Ramsey English Cantu, City of Eagle Pass
[REDACTED]; Raul S. Villareal, President, Laredo Licensed U.S. Customs Brokers
Association, Inc. [REDACTED]; Sandra Martinez, Executive Director, Eagle Pass Chamber of
Commerce [REDACTED]; Sid Cauthorn, Ports to Plains Alliance
[REDACTED]; Tano E. Tijerina, Judge Webb county
[REDACTED]; Wayne Seiple, Mayor, City of Carrizo Springs
[REDACTED]; Yvette Limon, Director, Laredo Int'l Bridge System
[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: ANNOUNCEMENT: Segment 3 Public Meeting for HB 1079 Ports to Plains Corridor Feasibility Study

Greetings,

The first round of Ports-to-Plains Corridor Feasibility Study public meetings are scheduled. **The first Segment 3 public meeting will be held on Monday, November 4, 2019 at the Del Rio Civic Center from 4:30 p.m. to 7:00 p.m.**

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

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

We appreciate your assistance.

Sincerely,

Akila


Akila Thamizharasan, PE PTOE PMP
Corridor Planning Branch Manager
Transportation Planning and Programming Division

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 3: SUTTON/EDWARDS COUNTY LINE TO I-35/JUAREZ-LINCOLN BRIDGE IN LAREDO

PUBLIC MEETING NOTICE

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 to the right. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.



MONDAY, NOV. 4, 2019

4:30 p.m. — 7 p.m.

City of Del Rio Civic Center
1915 Veterans Blvd.
Del Rio, Texas 78840



Why Attend the Meeting?

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 needs, challenges, and opportunities for moving people and goods along the corridor.

Contact Us:

For more information, contact portstoplastains@txdot.gov or (512) 486-5106.

Visit us and RSVP at
<https://www.txdot.gov/inside-txdot/projects/studies/statewide/ports-plains.html>



ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 3: desde la línea del Condado de Sutton/Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.

ANUNCIO DE REUNIÓN PÚBLICA

Información general:

La 86ª Legislatura de Texas aprobó la Ley 1079 para estudiar el Corredor de Puertos-a-Llanuras, incluyendo una evaluación de la viabilidad, y los costos y asuntos logísticos asociados con mejoras que crean una carretera de cuatro carriles de flujo continuo que cumpla con los estándares de carreteras interestatales en la medida de lo posible incluyendo mejoras que extienden la Interestatal 27 entre las fronteras de Nuevo México y Oklahoma y Laredo. El corredor de Puertos-a-Llanuras se ha dividido en tres "segmentos" como se muestra a la derecha. Esta reunión pública se enfocará en el Segmento 3 desde la línea del Condado de Sutton / Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.



LUNES 4 DE NOV. DE 2019

4:30 p.m. — 7 p.m.

City of Del Rio Civic Center
1915 Veterans Blvd.
Del Rio, Texas 78840



¿Por que asistir a la reunión?

El propósito de la reunión pública es proporcionar al publico la oportunidad de aprender más sobre el Estudio de la Viabilidad del Corredor de Puertos-a-Llanuras y también darle la oportunidad para comunicar sus opiniones sobre las necesidades, los desafíos, y las oportunidades para mover a personas y bienes en el corredor.

Contáctenos

Para más información, contacte a portstoplastains@txdot.gov o (512) 486-5106.

Visítenos y avisenos de su intención de participar en
<https://www.txdot.gov/inside-txdot/projects/studies/statewide/ports-plains.html>



Attachment B
Postcard Mailout

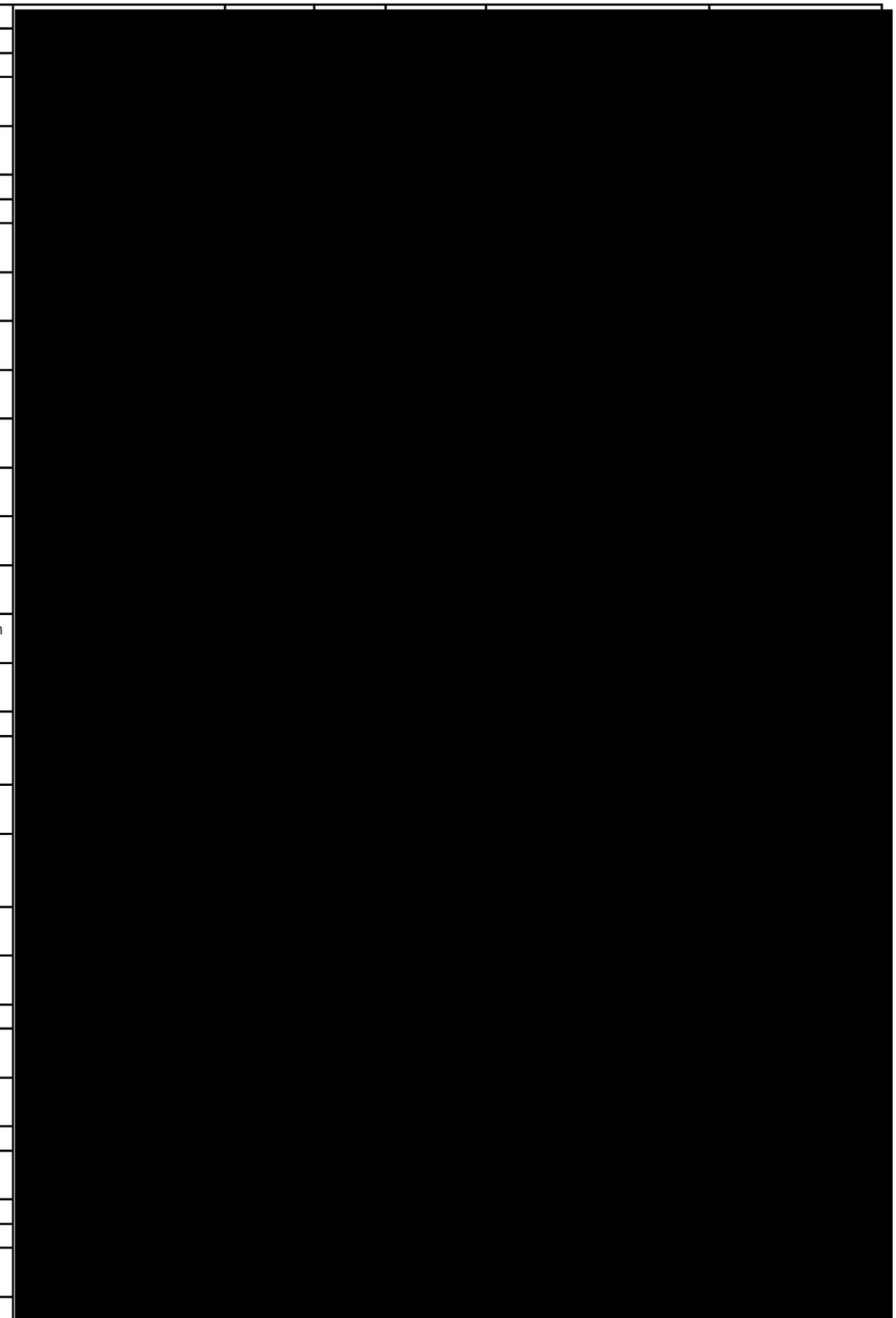
*A bilingual postcard was mailed to stakeholders included on the following database on
October 23, 2019.*

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 3

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Airport	Del Rio International Airport										
Airport	Maverick County Memorial International Airport										
Airport	Dimmit County Airport										
Airport	Laredo International Airport										
Business	HEB				Customer Relations						
Business	Del Monte Foods Co										
Business League	Association Of Laredo Forwarding Agents Inc										
Business League	Border Chapter Of The American Petroleum Institute										
Council of Governments	Middle Rio Grande Development Council										
Council of Governments	South Texas Development Council	Mr.	Juan E.	Rodriguez	Director, Regional Services						
County	Dimmit County	Commissioner	Alonso G.	Carmona	Commissioner, Pct. 2						
County	Dimmit County	Commissioner	Juan	Carmona	Commissioner, Pct. 3						
County	Dimmit County	Commissioner	Valerie	Rubalcaba	Commissioner, Pcts. 4, 5, 6						
County	Dimmit County	Commissioner	Mike	Uriegas	Commissioner, Pct. 1						
County	Edwards County	Commissioner	William	Epperson	Commissioner, Pct. 1						
County	Edwards County	Commissioner	Matt	Fry	Commissioner, Pct. 3						
County	Edwards County	Commissioner	Kenneth	Reed	Commissioner, Pct. 4						
County	Edwards County	Commissioner	Lee D.	Sweeten	Commissioner, Pct. 2						
County	Kinney County	Commissioner	Dennis	Dodson	Commissioner, Pct. 3						
County	Kinney County	Commissioner	Mark	Frerich	Commissioner, Pct. 1						
County	Kinney County	Commissioner	Pat	Melancon	Commissioner, Pct. 4						
County	Kinney County	Commissioner	Joe	Montalvo	Commissioner, Pct. 2						
County	Maverick County	Commissioner	Rosy	Cantu	Commissioner, Pct. 2						
County	Maverick County	Commissioner	Gerardo "Jerry"	Morales	Commissioner, Pct. 1						
County	Maverick County	Commissioner	Roberto	Ruiz	Commissioner, Pct. 4						
County	Maverick County	Commissioner	Pete	Venegas	Commissioner, Pct. 3						
County	Val Verde County	Commissioner	Gustavo "Gus"	Flores	Commissioner, Pct. 4						
County	Val Verde County	Commissioner	Robert Beau	Nettleton	Commissioner, Pct. 3						
County	Val Verde County	Commissioner	Juan Carlos	Vazquez	Commissioner, Pct. 2						
County	Val Verde County	Commissioner	Martin	Wardlaw	Commissioner, Pct. 1						

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 3

County	Webb County	Commissioner	John	Galo	Commissioner, Pct. 3
County	Webb County	Commissioner	Jesse	Gonzalez	Commissioner, Pct. 1
County	Webb County	Commissioner	Cindy	Liendo	Commissioner, Pct. 4
County	Webb County	Commissioner	Rosaura "Wawi"	Tijerina	Commissioner, Pct. 2
County, Eco Develop	Webb County, Economic Development Department	Mr.	James E.	Flores	Director of Economic Development
Eco Develop	Del Rio EDC	Mr.	Frank H.	Larson	President
Eco Develop	Laredo EDC	Ms.	Olivia	Varela	President/CEO
Economic Development	Ceniza Community Development Corporation				
Economic Development	Ceniza Community Reinvestment Corporation	Mr.	Alfredo R.	Delgado	
Economic Development	Del Rio SP Credit Union				
Economic Development	Go Del Rio Inc	Ms.	Carmen	Weise	
Economic Development	Greater South Del Rio Development Association				
Economic Development	Texas Border Initiative for Leadership Development				
EJ Populations	Greater Laredo Development Foundation	Ms.	Olivia	Varela	Executive Director
Environmental	Rio Grande Natural Resource Conservation Foundation				
Environmental Agencies	Texas Commission on Environmental Quality	Mr.	Jaime A.	Garza	Regional Director, Region 16
Farming Interest	Kinney-Val Verde County Farm Bureau				
Federal Land	Amistad National Recreation Area				
Federal Land	Laughlin Air Force Base				
Foundation	Del Rio Area Development Foundation				
Foundation	Del Rio Parks Foundation	Ms.	Laura	Gill Vasconcellos	
Foundation	Light Transport Foundation				
Foundation	Val Verde Community Foundation				
Groundwater Conservation District	Real-Edwards C and R District	Ms.	Tina	Ashley	Office Assistant
Groundwater Conservation District	Wintergarden GCD	Mr.	Ed	Walker	General Manager
Groundwater Conservation District	Kinney County GCD				
Industry	Logistics & Manufacturing Association Port Laredo	Ms.	Alma	Acevedo	President
Industry	Texas Center for Border and Economic Development	Mr.	Federico	Schaffler	Program Manager
Industry	Center for the Study of Western Hemispheric Trade	Dr.	Stephen	Meardon	Director
Industry	TAMIU - Small Business Development Center	Mr.	Michael I.	Gonzalez	Director
Industry	Laredo Licensed U.S. Customs Brokers Association	Mr.	Raul S.	Villarreal	President
Industry	Laredo Association of Realtors	Ms.	Ana	Quesada	President



STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 3

Industry	Mexican Customs Broker Association	Mr.	Edgardo Pedraza	Quintanilla	President
Industry	Laredo Motor Carriers Association	Mr.	Ernesto	Gaytan, Jr.	President
Industry	Association of Logistics and Forwarding Agents	Mr.	Jesus	Marina	President
Industry	Comite de Desarrollo Industrial Economico de Nuevo Laredo (CODEIN)	Arq.	Jose Alfredo	Leal	Director
Labor Organization	International Association Of Sheet Metal Air Rail & Transportation				
Labor Organization	Brotherhood Of Maintenance Of Way Employees				
Members of Ports to Plains Alliance	Laredo Development Foundation				
Members of Ports to Plains Alliance	Central 57 Importers and Exporters, Inc.				
Members of Ports to Plains Alliance	Eagle Pass Chamber of Commerce				
Members of Ports to Plains Alliance	Maverick County Development Corporation				
Members of Ports to Plains Alliance	City of Del Rio	Mr.	Bruno	Lazano	Mayor
Members of Ports to Plains Alliance	Val Verde County	Ms.	Generosa	Garcia-Ramon	County Clerk
Members of Ports to Plains Alliance	Del Rio Chamber of Commerce	Ms.	Blanca G.	Larson	Executive Director
Members of Ports to Plains Alliance	Del Rio Hispanic Chamber of Commerce				
MPO	Laredo MPO	Mr.	James Kirby	Snideman	Planning/MPO Director
Municipality	City of Carrizo Springs	Council Member	Jesse	Johnson	Council Member
Municipality	City of Carrizo Springs	Council Member	Oscar	Puente	Council Member
Municipality	City of Del Rio	Councilperson	Alfredo "Fred"	Carranza, Jr.	Councilperson - District I
Municipality	City of Del Rio	Councilperson	James	DeReus	Councilperson - District II
Municipality	City of Del Rio	Councilperson	Elizabeth "Liz"	Elizalde de Calderon	Councilperson - District III
Municipality	City of Del Rio	Councilperson	Rowland	Garza	Councilperson - Large Place B
Municipality	City of Del Rio	Councilperson	Raul	Ojeda	Councilperson - Large Place C
Municipality	City of Del Rio	Councilperson	Diana	Salgado	Councilperson - Large Place A
Municipality	City of Del Rio	Mr.	Matt	Wojnowski	City Manager
Municipality	City of Eagle Pass	Mr.	George	Antuna	City Manager
Municipality	City of Eagle Pass	Mayor Pro-Tem	William W.	Davis	Mayor Pro-Tem
Municipality	City of Eagle Pass	Councilwoman	Yolanda P.	Ramon	Councilmember, Place 3
Municipality	City of Eagle Pass	Councilman	Luis	Sifuentes	Councilmember, Place 4

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 3

Municipality	City of Eagle Pass	Councilman	Rodolfo "Rudy" Villalpando	Councilmember, Place 2
Municipality	City of Laredo	Councilman	George J. Altgelt	Councilmember, District 7
Municipality	City of Laredo	Councilman	Roberto Balli	Councilmember, District 8
Municipality	City of Laredo	Ms.	Rosario Cabello	City Manager
Municipality	City of Laredo	Councilman	Rudy Gonzalez, Jr.	Councilmember, District 1
Municipality	City of Laredo	Councilman	Marte A. Martinez	Councilmember, District 6
Municipality	City of Laredo	Councilman	Mercurio Martinez, III	Councilmember, District 3
Municipality	City of Laredo	Councilman	Vidal Rodriguez	Councilmember, District 2
Municipality	City of Laredo	Councilman	Alberto Torres, Jr.	Councilmember, District 4
Municipality	City of Laredo	Councilwoman	Nelly Vielma	Councilmember, District 5
Municipality, Eco Develop	City of Del Rio, Economic Development Department	Ms.	Oriana Fernandez	Economic Development Director
Ports	Del Rio Port of Entry			
Ports	Eagle PassPort of Entry			
Ports	Laredo Port of Entry			
RMA	Webb County-City of Laredo Regional Mobility Authority	Mr.	Douglas Howland	
School District	Rocksprings ISD	Mr.	Daron Worrell	Superintendent
School District	Crystal City ISD	Mr.	Edward Churchill	Superintendent
School District	Brackett ISD	Dr.	Guillermo Mancha, Jr.	Superintendent
School District	San Felipe-Del Rio Consolidated ISD	Dr.	Carlos Rios	Superintendent
School District	Carrizo Springs Cons ISD	Dr.	Alberto Gonzales	Superintendent
School District	Eagle Pass ISD	Mr.	Samuel Mijares	Superintendent
School District	United ISD	Mr.	Robert J. Santos	Superintendent
State Park	Devils River SNA - Del Norte Unit			
State Park	Devils River SNA - Big Satan Unit			
State Park	Kickapoo Cavern SNA			
State Rep	Texas Senate	Mr.	Pete Flores	District 19
State Rep	Texas Senate	Ms.	Judith Zaffirini	District 21
State Rep	U.S. House of Representatives		Will Hurd	Congressional District 23
State Rep	U.S. House of Representatives		Henry Cuellar	Congressional District 28
Transit Agency	El Metro	Mr.	George Altgelt	MPO Transit Representative

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 3

Transit Agency	City of Del Rio Transportation					
Transit Agency	Webb County Community Action Agency	Mr.	Javier	Ramirez	Executive Director	
Transit Agency	El Aguila Rural Transit System	Mr.	Roberto	Martinez	Manager Transportation	
Transit Agency	Conway Southern Express					
Transit Agency	Greyhound Bus Lines					
Transit Agency	Kerrville Bus Line					
Transit Agency	Americanos Usa					
Transit Agency	Autobuses Adame Ltd					
Transit Agency	Cougar Bus Lines Limited					
Transit Agency	Greyhound Bus Lines					
University	Southwest Texas Junior College	Ms.	Connie W.	Buchanan	Vice President, Del Rio/Accounting Professor	
University	Sul Ross University	Dr.	Bill	Kibler	President	
University	Texas A&M International University	Dr.	Pablo	Arenaz		
Utility	Devils Shores Water Supply Corporation	Mr.	Eric	Hale		
Utility	Lower Colorado River Authority	Mr.	Don	Kiser	Manager of Regulatory Affairs	
Utility	ERCOT	Mr.	Bill	Magness	President and CEO	
Utility	AEP Texas Central	Mr.	Gilbert	Hughes	Director Regulatory Affairs	
Utility	Exelon Wind LLC					
Utility	Edison Mission Group					
Utility	Topaz Power Group					
Utility	AT&T					
Utility	Time Warner Cable					
Utility	Alenco Communications Inc.					
Utility	Reliant Energy					
Utility	Medina Electric Coop.					
Utility	City of Laredo Utilities					
Utility	Solid Waste Dept.	Mr.	Stephen	Geiss	Solid Waste Director	
Wildlife Management Area	Chaparral WMA					



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 3: SUTTON/EDWARDS COUNTY LINE TO I-35/JUAREZ-LINCOLN BRIDGE IN LAREDO

PUBLIC MEETING NOTICE

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 to the right. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.




MONDAY, NOV. 4, 2019
 4:30 p.m. — 7 p.m.
 City of Del Rio Civic Center
 1915 Veterans Blvd.
 Del Rio, Texas 78840

Why Attend the Meeting?

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 needs, challenges, and opportunities for moving people and goods along the corridor.

Contact Us:

For more information, contact portstoplains@txdot.gov or (512) 486-5106.

Visit us and RSVP at
<https://www.txdot.gov/inside-txdot/projects/studies/statewide/ports-plains.html>




ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 3: desde la línea del Condado de Sutton/Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.

ANUNCIO DE REUNIÓN PÚBLICA

Información general:

La 86ª Legislatura de Texas aprobó la Ley 1079 para estudiar el Corredor de Puertos-a-Llanuras, incluyendo una evaluación de la viabilidad, y los costos y asuntos logísticos asociados con mejoras que crean una carretera de cuatro carriles de flujo continuo que cumpla con los estándares de carreteras interestatales en la medida de lo posible incluyendo mejoras que extienden la Interestatal 27 entre las fronteras de Nuevo México y Oklahoma y Laredo. El corredor de Puertos-a-Llanuras se ha dividido en tres "segmentos" como se muestra a la derecha. Esta reunión pública se enfocará en el Segmento 3 desde la línea del Condado de Sutton / Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.




LUNES 4 DE NOV. DE 2019
 4:30 p.m. — 7 p.m.
 City of Del Rio Civic Center
 1915 Veterans Blvd.
 Del Rio, Texas 78840

¿Por que asistir a la reunión?

El propósito de la reunión pública es proporcionar al publico la oportunidad de aprender más sobre el Estudio de la Viabilidad del Corredor de Puertos-a-Llanuras y también darle la oportunidad para comunicar sus opiniones sobre las necesidades, los desafíos, y las oportunidades para mover a personas y bienes en el corredor.

Contáctenos

Para más información, contacte a portstoplains@txdot.gov o (512) 486-5106.

Visítenos y avisenos de su intención de participar en
<https://www.txdot.gov/inside-txdot/projects/studies/statewide/ports-plains.html>



Attachment B
Newspaper Advertisement

*A display ad was published in English and Spanish in Del Rio News-Herald and the Eagle
Pass News Leader on October 20, 2019.*

NATURALEZA

Celebran a las monarcas

POR RAMIRO GÓMEZ
Corresponsal News-Herald

ACUÑA, México – Coahuila es cruce de la mariposa monarca, y el estado suma miles de ciudadanos que participan en la conservación de esta especie durante su ruta migratoria de 5 mil kilómetros desde Canadá, Estados Unidos y México, para arribar a su santuario en el centro del país, expresó la Secretaria de Medio Ambiente del Gobierno del Estado, Eglantina Canales Gutiérrez en evento celebrado el miércoles en el Gimnasio Municipal de la Macroplaza.

La servidora pública, acompañada del

Director de Ecología Municipal, Eloy Rivera, encabezó el Festival en el Municipio de Acuña, en el que cientos de alumnos desde preescolar a universidad dieron la bienvenida a esta especie.

Con exposiciones como “Vuela Libre sin Fronteras”, la Ruta de la Mariposa y Sala de Estimulación Sensorial, estudiantes representaron las múltiples acciones que se llevan a cabo para la protección de la mariposa monarca en este municipio.

Estudiantes de preescolar y primaria representaron a través de la danza y la poesía a los tres países que participan en su recepción

y tránsito, Canadá, Estados Unidos y México.

Canales Gutiérrez reconoció al Municipio de Acuña como un fuerte impulsor en la protección de la mariposa, donde se crearon jardines polinizadores para que esta especie cuente con espacios adecuados para su alimentación y reposo.

Indicó que también se realizan campañas de concientización y cursos dirigidos a estudiantes y maestros, todo ello encaminado a brindar conocimiento, primero, y luego protección de la mariposa monarca.

Explicó que el Gobernador Miguel Ángel Riquelme Solís impulsa la conservación de la

naturaleza a través de programas que permiten proteger la ruta de aves migratorias, así como la migración de este lepidóptero.

En representación de Roberto de los Santos Vázquez, Presidente Municipal de Acuña, Iván Moreno Carrera señaló que el Municipio involucra a niños y jóvenes, así como a la población, en acciones para la conservación del medio ambiente.

Esta frontera mantiene un convenio con la Secretaría de Medio Ambiente de Coahuila para concientizar sobre la importancia de proteger a la mariposa monarca.

En la ceremonia de



Foto Ramiro Gómez

Escuelas locales desde el nivel preescolar hasta universitario desarrollaron diversas muestras artísticas con temática de la mariposa monarca. Los proyectos de arte incluyeron poesía, danza y artes gráficas.

inauguración de la Feria de la Mariposa Monarca en el Gimnasio Municipal, ubicado en la Macroplaza, asistieron representantes de la iniciativa privada, sector educativo y coordinadores regionales de dependencias del Gobierno del Estado,

así como de las asociaciones Correo Real y PROFAUNA.

Acuña welcomes Monarch butterflies

ACUÑA, Mexico – The state of Coahuila

See MONARCH Page 2B



Foto Ramiro Gómez

El Alcalde de Ciudad Acuña, Roberto de los Santos, durante la presentación del Censo de Población y Vivienda 2020 que se llevará a cabo en marzo. La presentación fue realizada el lunes en el salón audiovisual de la Presidencia Municipal.

POBLACIÓN

Visitará el censo 1.9M de hogares en Coahuila

POR RAMIRO GÓMEZ
Corresponsal News-Herald

ACUÑA, México – México se prepara para realizar el Censo de Población y Vivienda 2020, el cual se llevará a cabo en marzo, con visitas a 50 millones de hogares, informaron funcionarios del Instituto Nacional de Estadística, Geografía e Informática el lunes.

En la sala audiovisual de la presidencia municipal, representantes del INEGI, hicieron entrega al municipio del paquete cartográfico (plano, croquis y plano rural), y posteriormente fue integrado y rindió protesta el Comité de Apoyo al Censo 2020.

La reunión la presidió el Alcalde Roberto de los Santos Vázquez acompañado del Secretario del Ayuntamiento Felipe Basulto Corona, misma a la que asistieron los regidores

Armando Muruaga Gallegos, Blanca Marcela Saucedo Robles, Karina Elizabeth Cruz Hernández, Cinthia Magaly Juárez Riojas, Carlos Calvillo Galván y Sandra Luz Murillo Rivas.

Por parte del INEGI asistieron a esta reunión informativa Óscar Cuevas y Rogelio Jasso, quienes hicieron la presentación del Censo de Población y Vivienda 2020, que dispondrá de 4,800 figuras operativas en Coahuila, 4 mil 500 móviles (tablets) para la recopilación de la información y cuestionarios impresos para zonas de alto riesgo.

Los métodos de recolección de información, tipo de cuestionarios, temática y, una meta de visitar a 50 millones de hogares en la República Mexicana y 1.2 millones de inmuebles en Coahuila, fueron

Veá CENSO Pág. 2B



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 3: SUTTON/EDWARDS COUNTY LINE TO I-35/JUAREZ-LINCOLN BRIDGE IN LAREDO

PUBLIC MEETING NOTICE

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 to the right. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.



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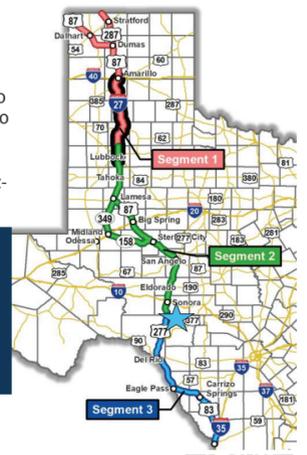
ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 3: DESDE LA LÍNEA DEL CONDADO DE SUTTON/EDWARDS HASTA EL PUENTE DE JUAREZ-LINCOLN DE I-35 EN LAREDO

ANUNCIO DE REUNIÓN PÚBLICA

Información general:

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<https://www.txdot.gov/inside-txdot/projects/studies/statewide/ports-plains.html>



RAUL REYES FOR CONGRESS

YOUR HOMETOWN 23RD DISTRICT CANDIDATE!



(Ret) Lt. Colonel - U.S. Air Force

TOWN HALL
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THE RAMADA
2101 Veterans Blvd.

Fighting For TEXAS!
Fighting For YOU!

Political Ad paid for by the Raul Reyes for Congress Committee



(Ret) LTC - U.S. Army

ALLEN WEST

AFFP
PUBLIC MEETING NOTICE-ENGLISH

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Affidavit of Publication

STATE OF TEXAS } SS nullnullnullnull
COUNTY OF POTTER }

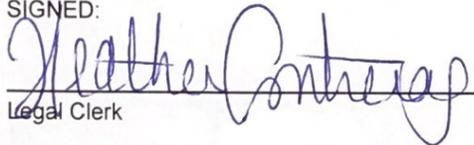
Heather Contreras, being duly sworn, says:

That she is Legal Clerk of the Amarillo Globe-News, a daily newspaper of general circulation, printed and published in Amarillo, Potter County, Texas; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

November 05, 2019

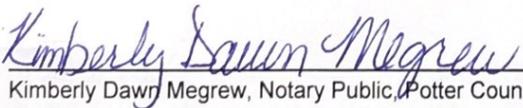
That said newspaper was regularly issued and circulated on those dates.

SIGNED:



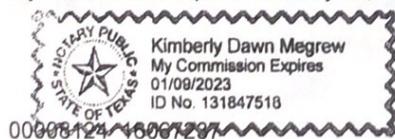
Legal Clerk

Subscribed to and sworn to me this 5th day of November 2019.



Kimberly Dawn Megrew, Notary Public, Potter County, Texas

My commission expires: January 09, 2023



POZNECKI-CAMARILLO, INC
5835 CALLAGHAN RD
SUITE 200
SAN ANTONIO, TX 78228

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Affidavit of Publication

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COUNTY OF POTTER }

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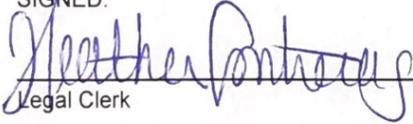
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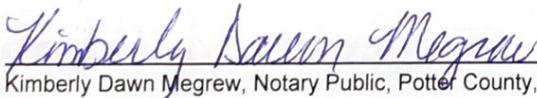
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SIGNED:



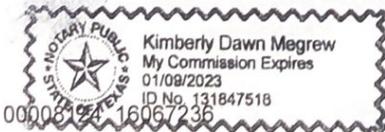
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Texas

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POZNECKI-CAMARILLO, INC
5835 CALLAGHAN RD
SUITE 200
SAN ANTONIO, TX 78228



Eagle Pass News Leader

October 30 · 🌐

PUBLIC MEETING NOTICE: November 4, 2019 at 4:30 PM at the City of Del Rio Civic Center.

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 to the right. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.

Why Attend the Meeting? 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 needs, challenges, and opportunities for moving people and goods along the corridor.



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 3: SUTTON/EDWARDS COUNTY LINE TO I-35/JUAREZ-LINCOLN BRIDGE IN LAREDO

PUBLIC MEETING NOTICE

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Visit us and RSVP at <https://www.tdot.gov/inside-tdot/projects/studies/statewide/ports-plains.html>



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

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Public Meeting - Ports-to-Plains Corridor Segment 3

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)

> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Where:	City of Del Rio Civic Center 1915 Veterans Blvd. Del Rio, TX 78840 (Map)
When:	Monday, Nov. 4, 2019 4:30 p.m. to 7:00 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 needs, challenges, and opportunities for moving people and goods across the State of Texas.
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 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.
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.

Memorandum of Understanding:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- Segment Map
- Notice - English & Español

Contact:

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

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-  TxTag
-  MY35.org
-  I-69
-  Roads for Texas Energy
-  Freight Advisory Committee

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125 East 11th Street • Austin, Texas 78701

**ATTACHMENT C
SIGN-IN SHEETS**



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

PUBLIC MEETING SEGMENT 3 SIGN-IN SHEET

Monday, Nov. 4, 2019

Meet and Greet: 4:30 p.m. – 5 p.m. | Interactive Presentation: 5 p.m. – 6:45 p.m. Wrap-up: 6:45 p.m. - 7 p.m.
 City of Del Rio Civic Center | 1915 Veterans Boulevard | Del Rio, Texas 78840

GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Luis	Utraza	chamber of commerce Acuña		
TRINIDAD	HERREERA	CD. ACUÑA		
Ofelia	Reyes	WFSolutions		
Jon	HOKE	JP		
CONNIE	BUCHANAN	JWTJC DR		
Cathie	Gillis			
Mark	Brown			
Lino G. González	Celvillo	Acuña City		
Alba	Reyes	City of Del Rio		
Ramon	Flores	Laughlin AFB ATCES		



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

PUBLIC MEETING SEGMENT 3 SIGN-IN SHEET

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 City of Del Rio Civic Center | 1915 Veterans Boulevard | Del Rio, Texas 78840

GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Frank H	Chase	Del Rio AREA Development		
Charlene	Barner			
Monte	Barner	Integrating Properties		
Juan C	Garcia Gomez	Ciudad Acuña		
Robert	Benton	Loughlin AFB		
OTILA	GONZALEZ	D.R.H.C.C.		
JESOS	SALGADO	—		
MAT	WOJCIKOWSKI	CITY OF DEL RIO		
Twana	Billeaudan	The Bank & Trust		
Florentino	Gomez	USAF, 47 Civil Engineer Sq		



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

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 City of Del Rio Civic Center | 1915 Veterans Boulevard | Del Rio, Texas 78840

GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
DORA	Alcala	City of Del Rio Int'l Bridge Bd		
Margie	Montez	Int. Bridge		
FRANK	MENDOZA	BRIDGE BOARD MEMBER		
Willie	Hyslop	BANK & TRUST		
Wayne	BROWN	Land owner		
Joe	Joplin	TPWD		
Shannon	Brown	Buffalo Girls / The Brown Club		



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

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GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Fernando	Garcia	Val Verde Republican Chair		
Jim	Butterworth			
Pat	Butterworth	— —		
Joel	Laughlin	Laughlin		
BILL H	HILL	Citizen		
JOAN	ONOFFRE	Del Rio Airport		
Martina	Briones	The Bank and Trust		
Karina	Salas	Middle Rio Grande Del		
Carmen	Gutierrez	Cong Will Hurd		



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

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ELECTED OFFICIALS

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
José Luis	Díaz Mirán	Mexican Consulate		
Nirce	Gómez	Mexican Consulate		
OSCAR	Puente	City of Carrizo Springs		
Bruno	Lozano	City of Del Rio		
DIANA	SALGADO	CITY OF DEL RIO		
BEAU	NETTLETON	Val VERE COUNTY		
Jim	DeVos	Del Rio		



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

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STUDY TEAM

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Tambra	Ellason	Garver		
Tracy	Michel	Garver		
Hugo	Tzintzun	PCT		
Michael	Peric	WSP		
Steve	Linhart	TxDOT		
Colin	McGahey	Poznecki-Camarillo, Inc.		
Robert	Ryan	Blanton		
Lenk	Camarillo	Poznecki-Camarillo		
Rachel	Lunsford	HG Consult		
Andrey	Kocher	WSP		

**ATTACHMENT D
COMMENTS RECEIVED**

Attachment D
Comment Cards

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

COMMENT CARD

Monday, Nov. 4, 2019

City of Del Rio Civic Center | 1915 Veterans Blvd. | Del Rio, Texas 78840

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 form in the comment box or give it to project representatives at the meeting tonight. If not, please fax to (512) 486-5007, email to portstoplains@txdot.gov, or mail to the address provided below. All written comments must be postmarked by Tuesday, Nov. 19, 2019. Thank you for your comments.

(PLEASE PRINT)

1. Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals (1 = most important; 5 = least important):

- 5 Examination of the economic development impacts of the corridor, including creation of employment opportunities
- 4 Examination of freight movement
- 3 Examination of the ability to transport energy products to market
- 2 Examination of project costs
- 1 Minimization of impacts to private property

2. Which outcomes of the corridor feasibility study are the most important to you? Prioritize the outcomes (1 = most important; 5 = least important):

- 1 Prioritization of a list of improvements that promote safety and mobility
- 3 Maximization of existing highway infrastructure
- 2 Determination that the corridor would relieve traffic congestion
- 5 Determination of areas suitable for interstate designation
- 4 Identification of federal, state, local, and private funding sources

3. What are the key needs, challenges, and opportunities in the corridor?

Ability To transport Freight & Products in a safer, more efficient way -

4. What are the potential opportunities in the corridor?

Economic Development impacts of the Corridor
Connectivity To I-10

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

5. What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?

Safety + Security!

6. What are the key safety needs and challenges in the corridor?

Economic Growth!

GENERAL COMMENTS (Please feel free to list any other comments or questions.)

We have a great need for the expansion of this corridor - Safety - Security Release other highways that are saturated i.e., I-35!

NAME:

Dora Alcalá

ADDRESS:



EMAIL:

REPRESENTING:

City of Del Rio - International Bridge Board member

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 Tuesday, Nov. 19, 2019 and sent to:

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





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

COMMENT CARD

Monday, Nov. 4, 2019

City of Del Rio Civic Center | 1915 Veterans Blvd. | Del Rio, Texas 78840

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3. What are the key needs, challenges, and opportunities in the corridor?

SAFETY : ECONOMIC DEVELOPMENT IN AREA

4. What are the potential opportunities in the corridor?

GROWTH : JOBS : NEW DEVELOPMENT

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

5. What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?

HWY 277 BETWEEN DEL RIO AND EAGLEPASS SAFETY ISSUES
NORTH OF DEL RIO ON 277 POOR HWY CONDITIONS

6. What are the key safety needs and challenges in the corridor?

BETTER HIGHWAYS - WIDER ROADS TO RELIEVE TRUCK TRAFFIC

GENERAL COMMENTS (Please feel free to list any other comments or questions.)

NAME:

CONNIE BUCHANAN

ADDRESS:



EMAIL:

REPRESENTING:

SWTJC (Southwest Jc. Junior College)

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3. What are the key needs, challenges, and opportunities in the corridor?

OPEN PATHWAY TO & FROM MEXICO -

4. What are the potential opportunities in the corridor?

IMPROVED PROSPERITY TO ALL
REGIONS OF THE AREA - RELEASE
MORE FREE TRAFFIC FROM IH 35

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

5. What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?

I-35 & CONGESTED PORTS
AT LARSON

6. What are the key safety needs and challenges in the corridor?

SMOOTH-LN FLOW OF TRAFFIC

GENERAL COMMENTS (Please feel free to list any other comments or questions.)

NEED TO BE SUPPORTED

NAME: FRANK H LARSON

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: DETROIT AREA DEVELOPMENTS
DETROIT AREA DEVELOPMENTS

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3. What are the key needs, challenges, and opportunities in the corridor?

NARROW ROADS CARRYING HEAVY TRUCK TRAFFIC

4. What are the potential opportunities in the corridor?

ECONOMIC GROWTH FOR OUR AREA OF THE STATE WITH MORE MOVEMENT OF GOODS FROM MEXICO AND FROM CHINA AND OTHER COUNTRIES COMING THROUGH MEXICO. JOB CREATION HERE AND ALLEVIATE CONGESTION ON I35 FROM PORT OF LAREDO.

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

5. What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?

HIGHWAY 247 FROM DEL RIO TO POINTS SOUTH IS A VERY DANGEROUS HIGHWAY - NOT CONDUCTIVE TO SAFE ACCOMMODATION OF HEAVY INDUSTRIAL TYPE VEHICLES. OIL AND GAS ACTIVITY IN OUR PART OF THE STATE MAKE PUBLIC TRANSPORTATION MOVEMENT CHALLENGING! DANGEROUS

6. What are the key safety needs and challenges in the corridor?

TRUCK TRAFFIC MOVES AT A HIGH RATE OF SPEED ON ROADS THAT ARE NOT SUITABLE FOR SAFE TRAFFIC TRAVEL OF THE GENERAL PUBLIC!

GENERAL COMMENTS (Please feel free to list any other comments or questions.)

SEGMENT 3 WILL EXPERIENCE AN EXPLOSIVE GROWTH DUE TO INTERNATIONAL TRADE WITH THE GROWTH OF THE PORT OF MAZATLAN AND THE PROGRESS OF INFRASTRUCTURE IN MEXICO LEADING TO THE DEL RIO PORT OF ENTRY. CHINA TRADE THROUGH MEXICO WILL NOT SUBSIDE ANYTIME SOON!

NAME: OTILA GONZALEZ

ADDRESS:

EMAIL:

REPRESENTING: PRIVATE CITIZEN, DEL RIO HISPANIC CHAMBER OF COMMERCE BOARD OF DIRECTORS

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

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Austin, TX 78701





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

TARJETA DE COMENTARIO

lunes 4 de noviembre de 2019

City of Del Rio Civic Center | 1915 Veterans Blvd. | Del Rio, Texas 78840

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. Por favor, deposite el formulario completo en la caja de comentarios o entréguelo a los representantes del proyecto en la reunión de esta noche. De lo contrario, envíe un fax al (512) 486-5007, envíe un correo electrónico a portstoplains@txdot.gov o envíe un correo a la dirección que se proporciona al final del documento. Todos los comentarios escritos deben estar con timbre postal antes del martes 19 de noviembre de 2019. Gracias por sus comentarios.

(Por favor complete)

1. ¿Qué objetivos del Estudio de Viabilidad del Corredor son los más importantes para usted? Favor de priorizar los objetivos del estudio (1 = más importante; 5 = menos importante):
 - 1 Evaluación de los efectos del corredor en el desarrollo económico, incluida la creación de oportunidades de empleo.
 - 2 Evaluación del movimiento de carga.
 - 3 Evaluación de la capacidad de transportar productos energéticos al mercado.
 - 4 Evaluación de los costos del proyecto.
 - 5 Minimización de los impactos a la propiedad privada.
2. ¿Qué resultados del estudio de viabilidad del corredor son los más importantes para usted? Favor de priorizar los resultados (1 = más importante; 5 = menos importante):
 - 3 Priorización de una lista de mejoras que promueven la seguridad y la movilidad.
 - 1 Maximización de la infraestructura vial existente.
 - 4 Determinación de que el corredor aliviará la congestión del tráfico
 - 2 Determinación de áreas adecuadas para designación interestatal
 - 5 Identificación de fuentes de financiación federales, estatales, locales y privadas.
3. ¿Cuáles son las necesidades y los desafíos en el corredor?
 - * MEJORAR LA CONECTIVIDAD DE LAS CIUDADES A LO LARGO DE LA RUTA
 - * FAVORECER EL COMERCIO INTERNACIONAL ENTRE MEXICO Y USA
 - * HACER MAS SEGURO EL TRAFICO EN LAS CARRETERAS
4. ¿Cuáles son las oportunidades potenciales en el corredor?
 - * MEJORAR EL DESARROLLO ECONOMICO DE LAS CIUDADES
 - * APROVECHAR LAS POSIBILIDADES DE COMERCIO ENTRE MEX-USA
 - * MEJORAR LA CALIDAD DE VIDA DE LOS RESIDENTES DE LAS CIUDADES DE LAS RUTA

666236

5. ¿Cuáles son los principales cuellos de botella, necesidades y desafíos para trasladar a personas y mercancías en el corredor?

* EL TRAFICO DEL CENTRO DE LAS CIUDADES QUE NO TIENEN UNA RUTA DE ALIVIO

* LOS PUENTES INTERNACIONALES.

* LOS PUENTES PEQUENOS DE LAS CARRETERAS

6. ¿Cuáles son las principales necesidades y desafíos de seguridad en el corredor?

* REDUCIR EL NUMERO DE ACCIDENTES

* CREAR MAS LINEAS PARA RESARSA

* PROMOVER EL USO DE LA RUTA EN LOS 3 PAISES (CANADA/USA/MEX)

COMENTARIOS GENERALES (Por favor enumere cualquier otro comentario o pregunta).

* LA UBICACION DEL CORREDOR HA SIDO SIEMPRE FAVORECER EL COMERCIO ENTRE MEXICO Y USA, ENTONCES LOS PUENTES INTERNACIONALES DEBEN INCLUIRSE.

* EL REDUCIDO NUMERO DE OFICIALES SIRVIENDO EN LOS PUENTES INTERNACIONALES ES EL PRINCIPAL OBSTACULO PARA FAVORECER EL INTERCAMBIO DE BIENES Y SERVICIOS ENTRE LOS 2 PAISES.

NOMBRE: TRINIDAD HERRERA

DIRECCIÓN: [REDACTED]

CORREO ELECTRÓNICO: [REDACTED]

REPRESENTANDO: CIUDAD DE ACUÑA, MEXICO.

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 martes 19 de noviembre de 2019 a:

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

* IMPORTANTE *

* TIENEN QUE CONSIDERAR LOS PUENTES DE ENTRADA COMO PARTE DE ESTE ESTUDIO PARA QUE ESTE COMPLETO.



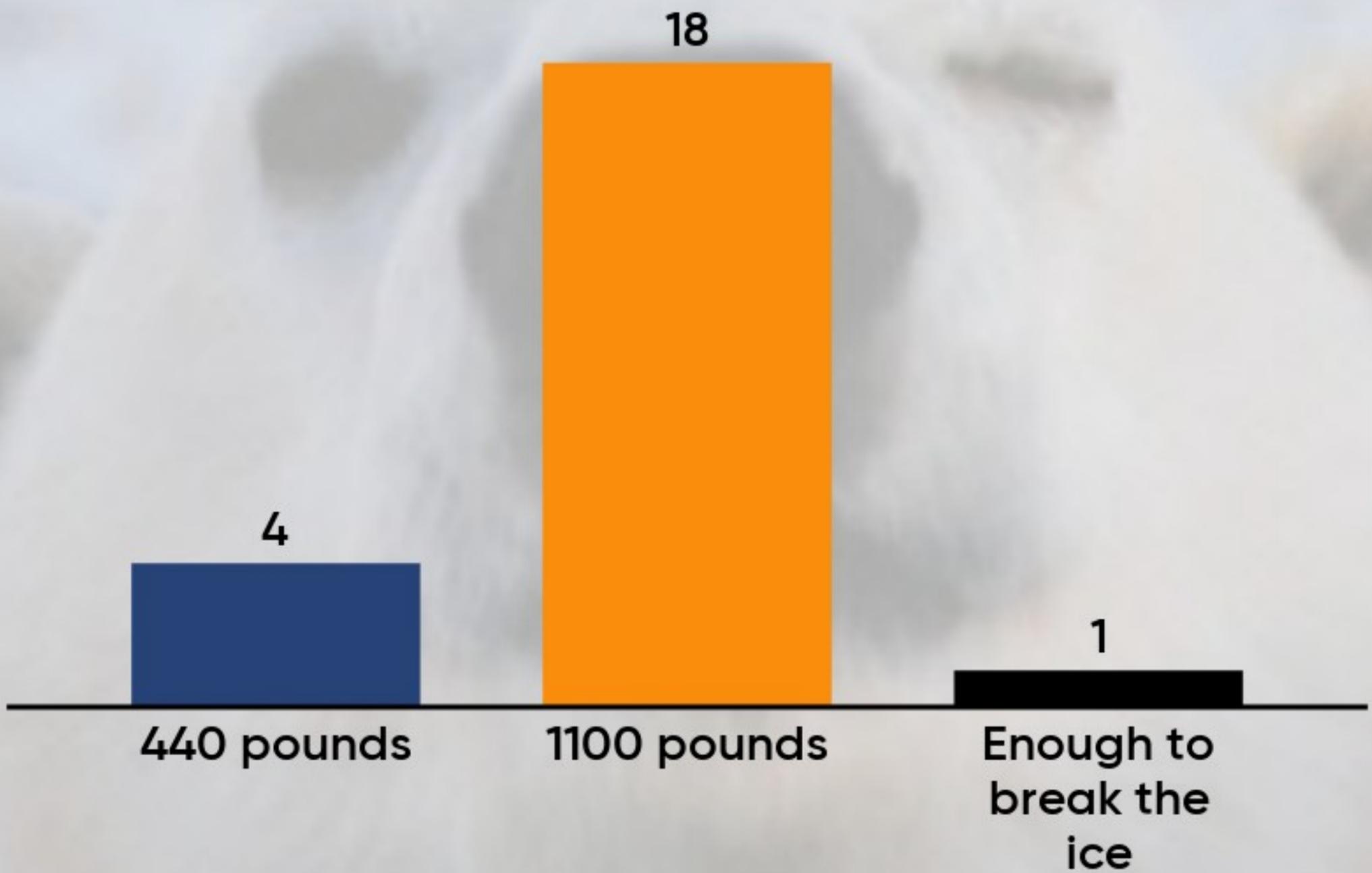
Attachment D
Mentimeter Feedback

Ports-to-Plains Corridor Feasibility Study (HB 1079) Public Meeting Segment #3

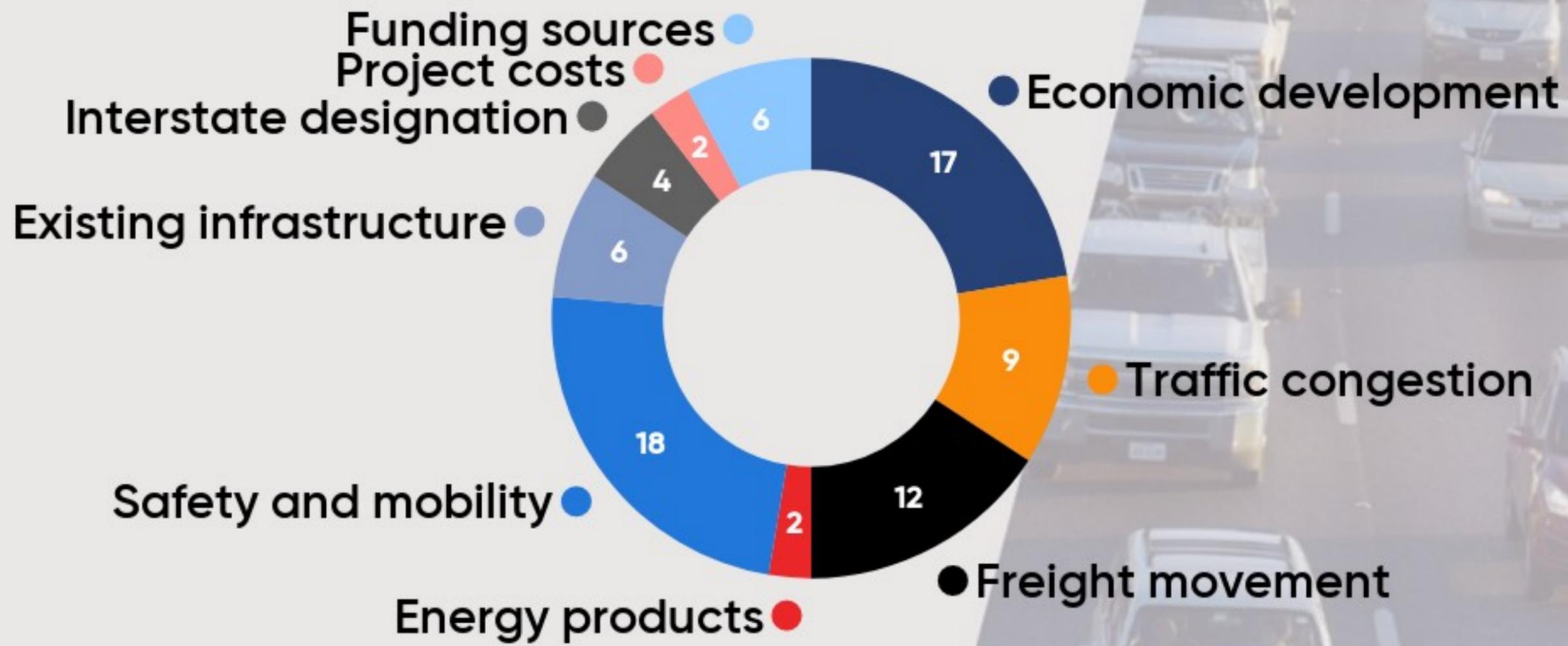
Sutton/Edwards County Line to I-35/ Juarez-Lincoln Bridge in Laredo



How much does a fully grown polar bear weigh?



Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals.





Pause



What are the key needs and challenges in Segment #3?



freight movement

wider roads

Terrain between Del Rio and Sonora

Wider roads.

safer road conditions

High 18 wheeler traffic causing safety issues.

Wider roads

maintaining the highway

Safety and space to pass.



What are the key needs and challenges in Segment #3?

Challenges on 277 between Del Río includes large freight items that back up traffic regularly.

Wider roads

Narrow substandard roads

Need: passing lanes
Challenges: terrain

No shoulders in some areas

Traffic congestion relief

Needs: easy traffic flow for large freight loads, passing lanes, road path across the terrain north of Del Río.

Wider, safer roads

Needs-wider, safer roads
Challenges-land acquisitions, terrain

What are the key needs and challenges in Segment #3?



Poor construction Loop around Del Rio

accessibility to safe highway route (I-10, I-20, I-35)

Better flow of traffic faster moving of trucks off the non major highways better quality of road to handle the large trucks. We need safer road to protect the traveling public

Wider roads, safer roads

Improve road conditions connecting and with in border towns. Increased traffic from Mexico & eagle-ford shale towns

We need better traffic flow the biggest challenges would be the cost of segment 3 especially the part from Del Rio to Sonora

International trade

International trade

Roads that can stand up to heavy vehicles traffic

What are the key needs and challenges in Segment #3?



Self driving cars ... drones



What are the potential opportunities in Segment #3?



economic growth.

Economic

enhance safety.

Economic

Attracting New/large company growth

Easy access to border commerce

competitive alternate route to I-35

Economic development and keeping our highways safer.

To expand economy along the segments



What are the potential opportunities in Segment #3?



Economic Growth, Safer Travel.

Economic development. Safety.

Safety

More jobs to area

Economic exchange with Mexico

accessibility to other routes in Texas (I-10/I-20, I-40)

Attract investment

Increased truck travel

Generate jobs



What are the potential opportunities in Segment #3?



Economic.

Economic

Ecónomic more impor and export in this area (Del Río - Acuña) safety in roads

When you have better infrastructure, more companies will want to settle in the area, thus people moving near the highways, more jobs, etc.





Pause



What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?



international trade.

political support for trade.

Import/Export

Trade with Mexico

renewable energy.

National politics and federal trade policies

Quality of Life

Oil

Border/immigration issues



What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?



minerals and commodities.

Growth at the air base.

ecommerce.

technology.

International trade

Continued steady growth of oil field related jobs

Federal agencies presence.
(Military and others)

Trade from Mexican Ports

More freight coming from Mexico into Del Rio port of entry to move north into US



What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?

Federal economy

Trade with Mexico

job opportunities.

Other bridge in del rio and Acuña, support local bussinnes to grow

International trade

congestion on I-35 will impact alternate route enhancements.

Growth the trade between Mexico and US along with the expansion of the our Air Force base. As this growth come income will increase that will bring better quality of life

attract the next generation of entrepreneurs to our region.

Border Crossing times

What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?



Loops





Pause



What are the key needs and challenges for moving people and freight in Segment #3?

Infrastructure

Ease of travel

traffic flow

congestion

Expedited crossing

Designated truck lanes or passing lanes

bottle neck areas/passing lanes

Need: Well-staffed international bridges

Truck congestion

What are the key needs and challenges for moving people and freight in Segment #3?

Border crossing times

Infraestructure

Quality roads, other bridge del río acuña,

More law enforcement on the highways

Better roads and faster crossing

Safe around through terrain

More entry lanes from Mexico into US

Challenge. Mixing POVs and commercial traffic

Better times for border crossing.



What factors do you think will influence future freight movement in Segment #3?

Pipelines

technology

energy sector

Politics

Border and trade issues

renewable energy

National politics and federal trade policies

Crossing time at border crossing

manufacturing



What factors do you think will influence future freight movement in Segment #3?

Availability of food and lodging

international trade

Cities can grow, locals can make big bussinnes

More entry lanes at border

National economy

Ecommerce.

Politics

holding facilities/product processing

I'm and around Quemado



Pause





How does energy production influence the transportation needs in Segment #3?





How does agricultural production influence the transportation needs in Segment #3?





Pause



Where are the bottlenecks for traffic in Segment #3 and what is the cause?

Terrain N. Of Del Rio

Urban Eagle Pass

North of Del Rio on 277 terrain issues

In Del Rio, Gibbs and Veterans along with Dr. Fermin Calderon Blvd and Gibbs.

uS90 and SP 239

I'n and around Quemado

Areas that lack a passing lane.

Entrance to loop 79

Gibbs and Veterans, Del Rio

Where are the bottlenecks for traffic in Segment #3 and what is the cause?

Intersection of Hwy 90 turn to Veterans Blvd.

Internacional trade

More border lanes from Mexico to Del Rio to allow more freight crossings

More entry lanes at border

Wildlife crossing

Increased freight

Freight truck not follow speed limits

What do you think will influence future traffic conditions in Segment #3?

Amount of lanes

interstate designation

type of highway/ amount of lanes

controlled access

Increase in population

Increase trade with Mexico and expand of oil and gas

Lanes .. commercial traffic

Type of hwy

international trade with Mexico

What do you think will influence future traffic conditions in Segment #3?



Oil exploration





Pause



What areas and issues contribute to safety needs and challenges in Segment #3?

Loma Alta

Quemado

It's a major crossing for deer and feral hogs

lack of passing lanes

Quemado

lack of shoulders (width)

Self driving cars

incline/grade level north of Del Rio on 277

sharp curves north of Del Rio

What areas and issues contribute to safety needs and challenges in Segment #3?



the need for wider bridges/higher clearance



Any questions for the presenter?



Attachment D
Interactive Map Feedback

INTERACTIVE MAP

Ports-to-Plains Corridor Feasibility Study

Segment 3 Public Meeting #1

November 4, 2019

INTERACTIVE MAP COMMENTS

The comments in the table below correspond to the following map.



Map ID	Comment Type	Comment	Date Created	Organization	Name
1	Highway	No cell service. Causes issues for first responder.	11/4/19	Segment #3 Committee	Arturo Fuentes
2	Highway	More lanes are needed. Visibility issues seeing equipment and other vehicles around curves.	11/4/19	Public Meeting Comment	Public Meeting Comment
3	Highway	Does this study take into consideration the environmental impacts to local rovers, dark skies area , and wildlife unique to the section of 277 between Del Rio and Sonora	11/4/19	Anonymous	Anonymous

ATTACHMENT E
HANDOUTS & EXHIBITS

Attachment E
Representative Photographs



REPRESENTATIVE PHOTOGRAPHS
Ports-to-Plains Public Meeting #1 Segment 3
November 4, 2019 4:30 p.m. – 7 p.m.
Del Rio Civic Center



Photo 1. Exhibits were available for attendees to review including the scope and schedule.



Photo 2. Exhibits were available for attendees to review during the Meet and Greet.



Photo 3: Attendees gathering during the Meet and Greet.



Photo 4: Attendees discussing information during the meeting.



Photo 5: Mentimeter explanation and instruction being provided by consultant team.



Photo 6: Caroline Mays, TxDOT, inviting participants to provide feedback.



Photo 7: Engaged audience during presentation and Mentimeter results.



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

PUBLIC MEETING AGENDA

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

Segment 3

Monday, Nov. 4, 2019

Meet and Greet: 4:30 p.m. – 5 p.m. | Interactive Presentation: 5 p.m. – 6:45 p.m.

| Wrap-up: 6:45 p.m. – 7 p.m.

City of Del Rio Civic Center | 1915 Veterans Boulevard | Del Rio, Texas 78840

Meeting Objectives:

- Provide background on the Ports-to-Plains Corridor Feasibility Study and House Bill 1079.
- Present the study methodology, timeline, and desired outcomes.
- Gather input from the public on the existing Segment #3 conditions and needs for the Ports-to-Plains Corridor Feasibility Study.

Meet and Greet (4:30 p.m. – 5 p.m.):

- Visit with staff
- View exhibits and boards
- Provide input through interactive mapping tool
- Get to know other participants

Interactive Presentation and Mentimeter (5 p.m. – 6:45 p.m.):

- Welcome & Introductions
- Overview of HB 1079
- Ports-to-Plains Feasibility Study Process
- Existing Segment Conditions and Needs

Wrap-up (6:45 p.m. – 7 p.m.):

- Open Discussion
- Provide input through interactive mapping tool

Adjourn

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



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

AGENDA DE LA REUNIÓN PÚBLICA

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

Segmento #3

lunes 4 de noviembre de 2019

Bienvenida: 4:30 p.m. – 5 p.m. | Presentación Interactiva: 5 p.m. – 6:45 p.m.

| Cierre: 6:45 p.m. – 7 p.m.

City of Del Rio Civic Center | 1915 Veterans Boulevard | Del Rio, Texas 78840

Objetivos de la reunión pública:

- Proporcionar antecedentes del Estudio de Viabilidad del Corredor de Puertos-a-Llanuras y de Ley 1079 de la Cámara de Representantes.
- Presentar la metodología del estudio, el cronograma y los resultados deseados.
- Obtener información del público sobre las condiciones y necesidades existentes del Segmento #3 para el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras

Bienvenida (4:30 p.m. – 5 p.m.):

- Visite con el equipo de estudio
- Revise las exhibiciones y los tableros de información
- Proporcionar comentarios a través del mapa interactivo
- Conoce otros participantes

Presentación Interactiva con Mentimeter (5 p.m. – 6:45 p.m.):

- Introducciones
- Descripción general de la Ley 1079
- El Proceso del Estudio de Viabilidad del Corredor de Puertos-a-Llanuras
- Condiciones y necesidades existentes del segmento

Cierre (6:45 p.m. – 7 p.m.):

- Discusión abierta
- Proporcionar comentarios a través del mapa interactivo

Fin

Para más información, visite www.txdot.gov y busque la palabra clave “Ports-To-Plains Corridor.”



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

Fall 2019

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 992 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

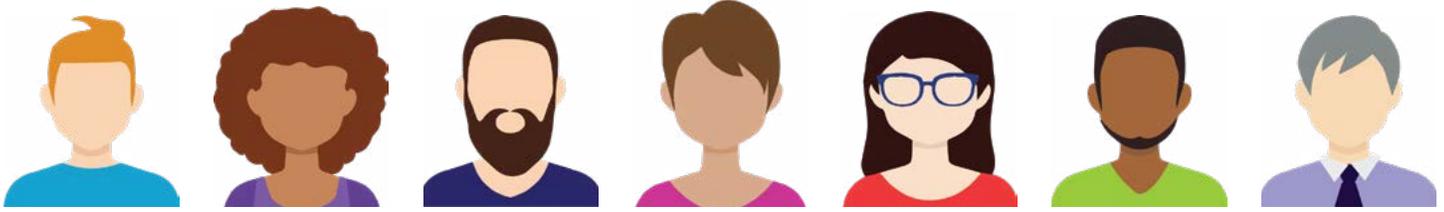
PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY MILESTONES

- 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



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

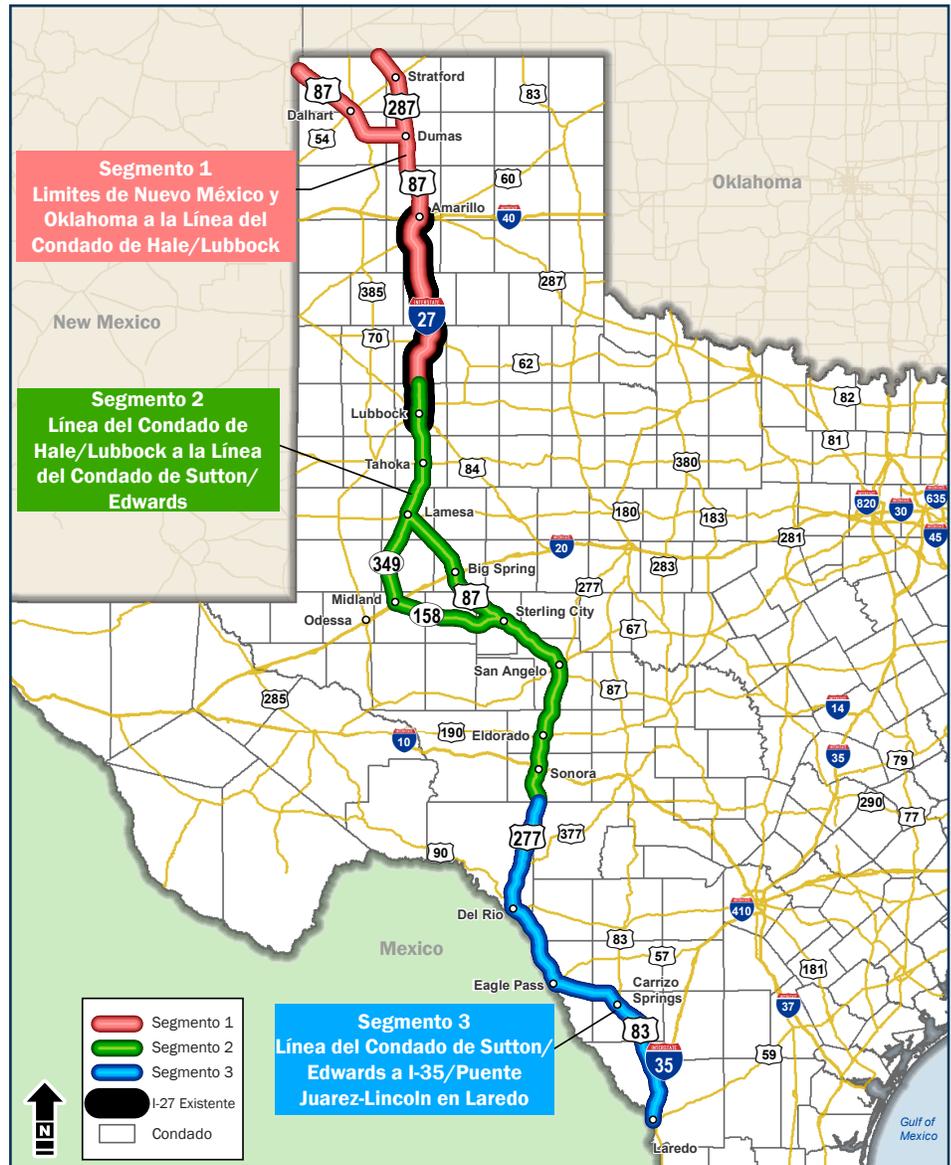
La 86a Legislatura de Texas aprobó la ley 1079 relativo a un Estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés).

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 992 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.

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



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

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

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 REUNIONES



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 992 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 officer 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 inglés) 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 992 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.



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

COMMENT CARD

Monday, Nov. 4, 2019

City of Del Rio Civic Center | 1915 Veterans Blvd. | Del Rio, Texas 78840

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 form in the comment box or give it to project representatives at the meeting tonight. If not, please fax to (512) 486-5007, email to portstoplains@txdot.gov, or mail to the address provided below. All written comments must be postmarked by Tuesday, Nov. 19, 2019. Thank you for your comments.

(PLEASE PRINT)

1. Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals (1 = most important; 5 = least important):

- Examination of the economic development impacts of the corridor, including creation of employment opportunities
- Examination of freight movement
- Examination of the ability to transport energy products to market
- Examination of project costs
- Minimization of impacts to private property

2. Which outcomes of the corridor feasibility study are the most important to you? Prioritize the outcomes (1 = most important; 5 = least important):

- Prioritization of a list of improvements that promote safety and mobility
- Maximization of existing highway infrastructure
- Determination that the corridor would relieve traffic congestion
- Determination of areas suitable for interstate designation
- Identification of federal, state, local, and private funding sources

3. What are the key needs, challenges, and opportunities in the corridor?

4. What are the potential opportunities in the corridor?



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

5. *What are the key bottlenecks, needs, and challenges for moving people and freight in the corridor?*

6. *What are the key safety needs and challenges in the corridor?*

GENERAL COMMENTS (Please feel free to list any other comments or questions.)

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 Tuesday, Nov. 19, 2019 and sent to:

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



TARJETA DE COMENTARIO

lunes 4 de noviembre de 2019

City of Del Rio Civic Center | 1915 Veterans Blvd. | Del Rio, Texas 78840

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. Por favor, deposite el formulario completo en la caja de comentarios o entréguelo a los representantes del proyecto en la reunión de esta noche. De lo contrario, envíe un fax al (512) 486-5007, envíe un correo electrónico a portstoplains@txdot.gov o envíe un correo a la dirección que se proporciona al final del documento. Todos los comentarios escritos deben estar con timbre postal antes del martes 19 de noviembre de 2019. Gracias por sus comentarios.

(Por favor complete)

- ¿Qué objetivos del Estudio de Viabilidad del Corredor son los más importantes para usted? Favor de priorizar los objetivos del estudio (1 = más importante; 5 = menos importante):*
 - Evaluación de los efectos del corredor en el desarrollo económico, incluida la creación de oportunidades de empleo.
 - Evaluación del movimiento de carga.
 - Evaluación de la capacidad de transportar productos energéticos al mercado.
 - Evaluación de los costos del proyecto.
 - Minimización de los impactos a la propiedad privada.
- ¿Qué resultados del estudio de viabilidad del corredor son los más importantes para usted? Favor de priorizar los resultados (1 = más importante; 5 = menos importante):*
 - Priorización de una lista de mejoras que promueven la seguridad y la movilidad.
 - Maximización de la infraestructura vial existente.
 - Determinación de que el corredor aliviará la congestión del tráfico
 - Determinación de áreas adecuadas para designación interestatal
 - Identificación de fuentes de financiación federales, estatales, locales y privadas.
- ¿Cuáles son las necesidades y los desafíos en el corredor?*

- ¿Cuáles son las oportunidades potenciales en el corredor?*

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

5. *¿Cuáles son los principales cuellos de botella, necesidades y desafíos para trasladar a personas y mercancías en el corredor?*

6. *¿Cuáles son las principales necesidades y desafíos de seguridad en el corredor?*

COMENTARIOS GENERALES (Por favor enumere cualquier otro comentario o pregunta).

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 martes 19 de noviembre de 2019 a:

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





TEXAS DEPARTMENT OF TRANSPORTATION

Sign-In Registrarse



TEXAS DEPARTMENT OF TRANSPORTATION

Interactive Map

Mapa Interactivo



TEXAS DEPARTMENT OF TRANSPORTATION

Comments

Comentarios



Welcome to the Ports-to-Plains Corridor Feasibility Study

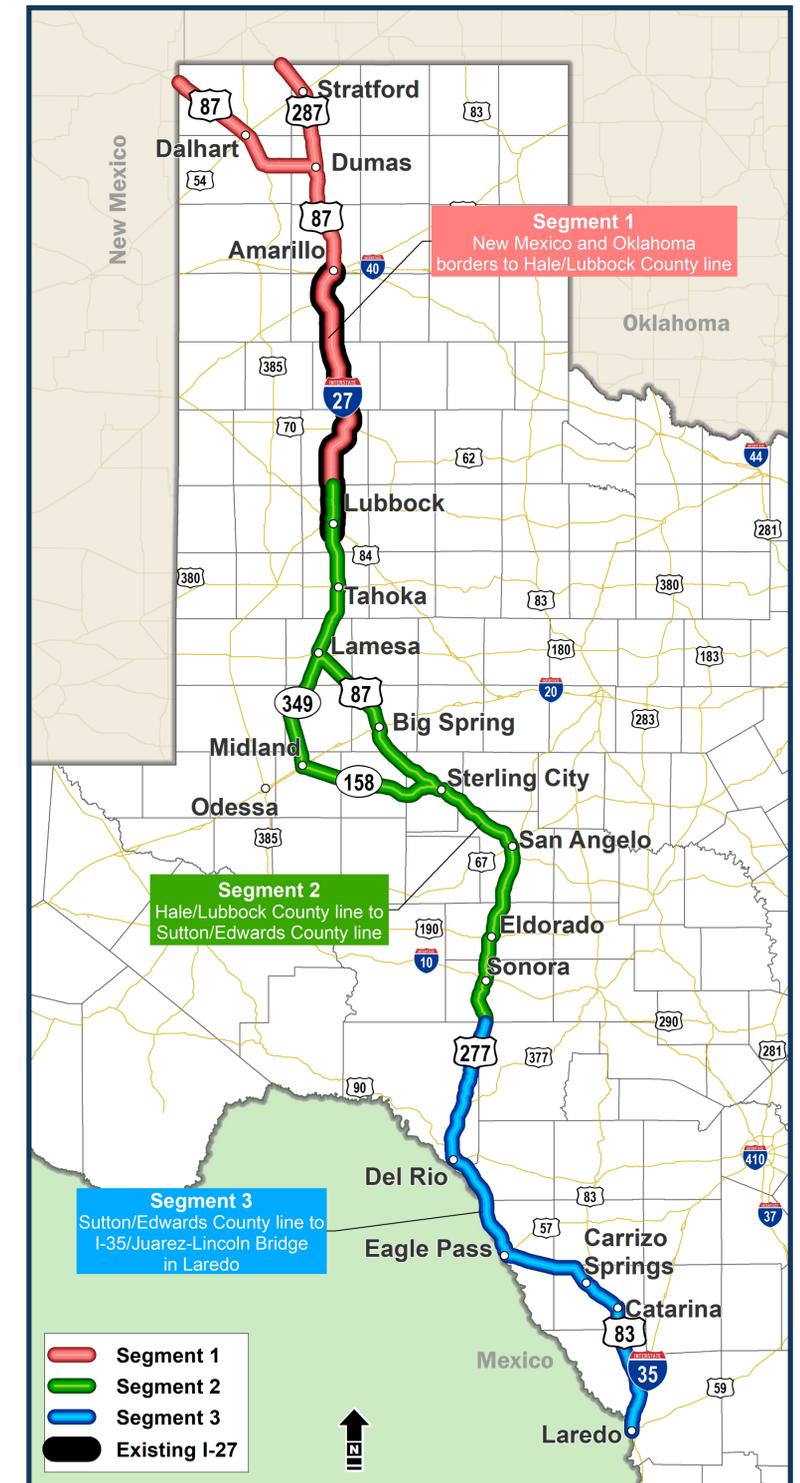
**What is the
purpose of
this meeting?**

- 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

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

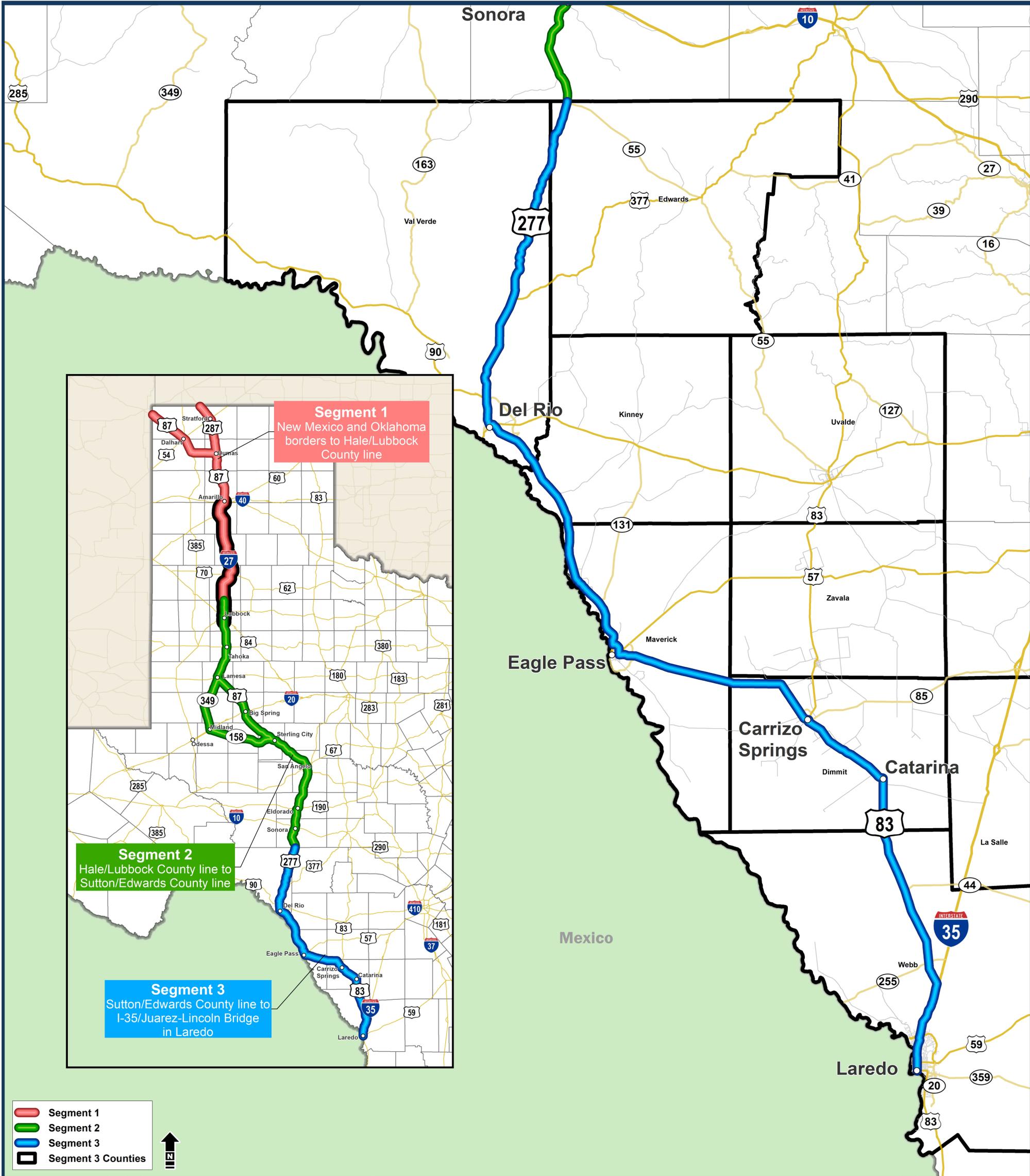
The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

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.



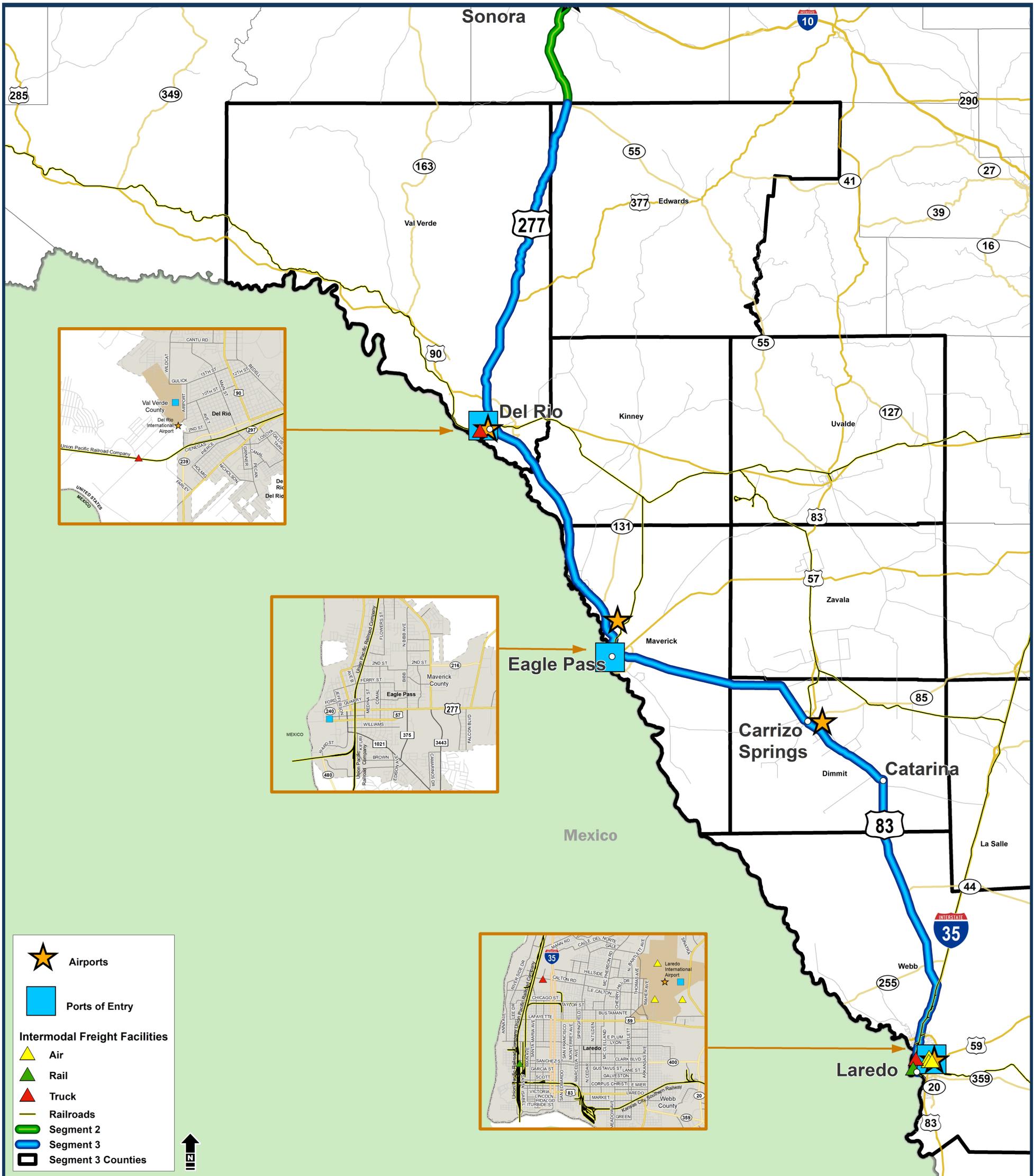
Ports-to-Plains Segment #3 Map

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

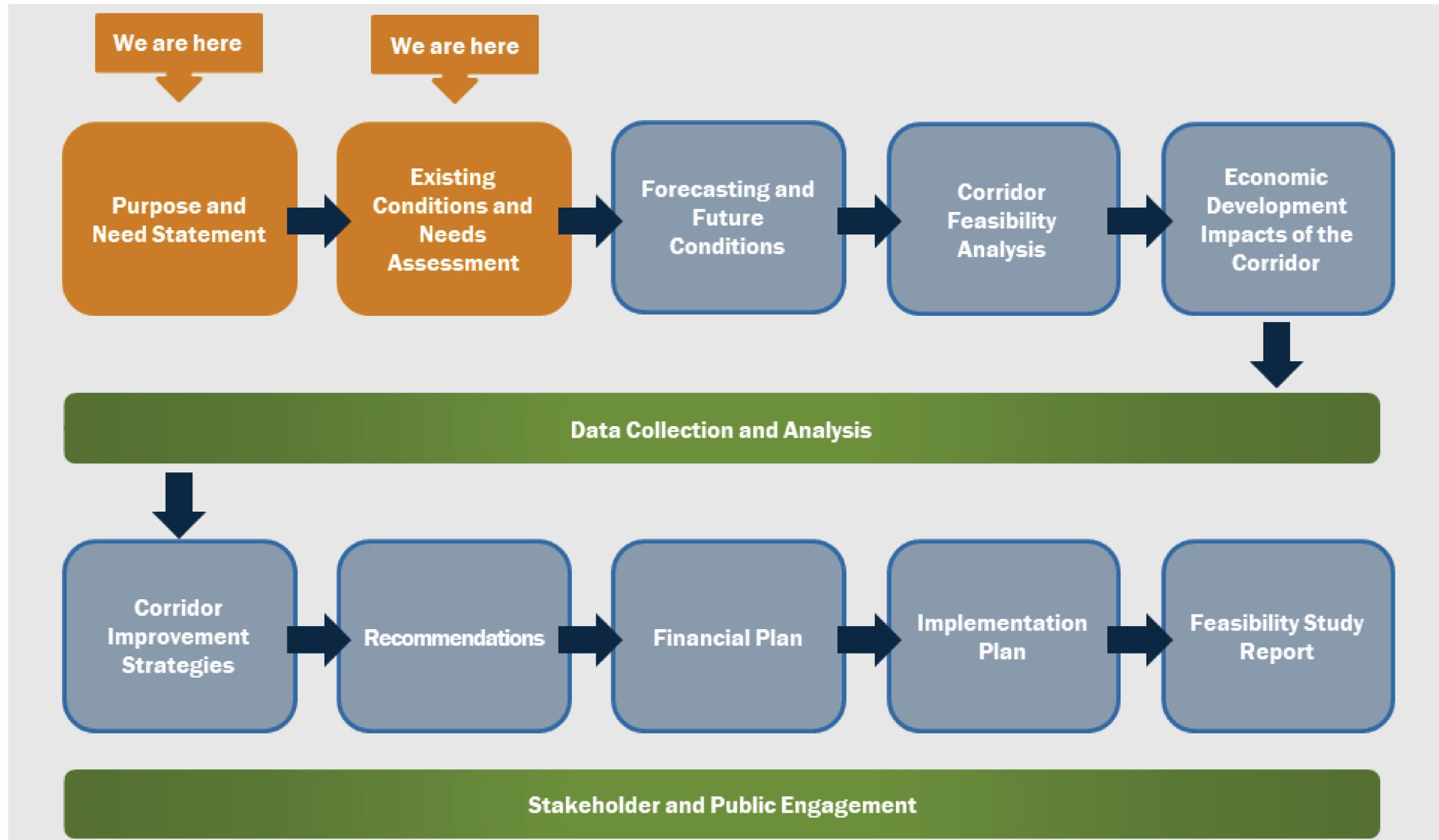


Ports-to-Plains Segment #3 Characteristics

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

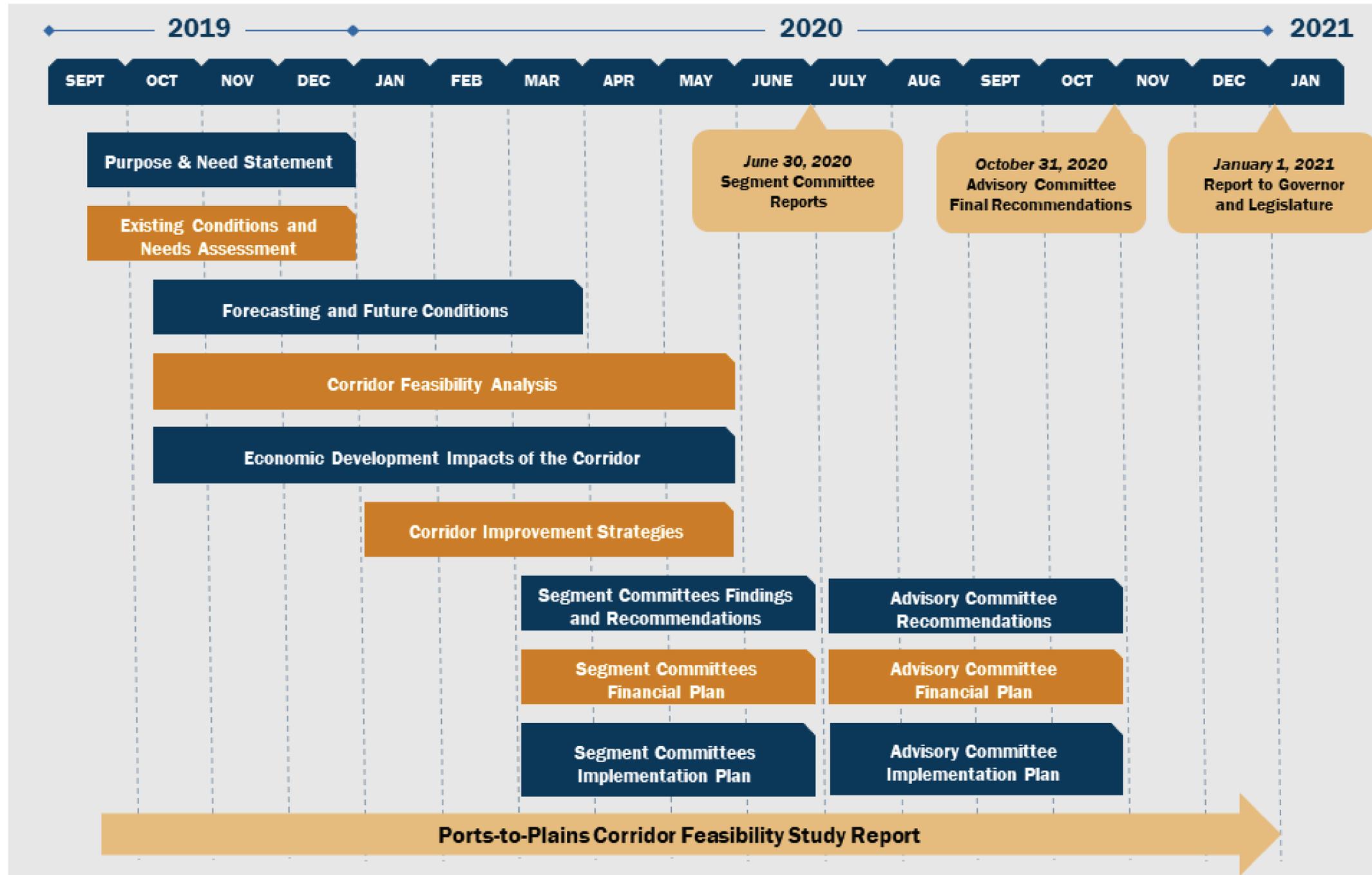


Ports-to-Plains Corridor Feasibility Study Scope





Ports-to-Plains Corridor Feasibility Study Schedule





Bienvenido al Estudio de Viabilidad del Corredor de Puertos-a-Llanuras

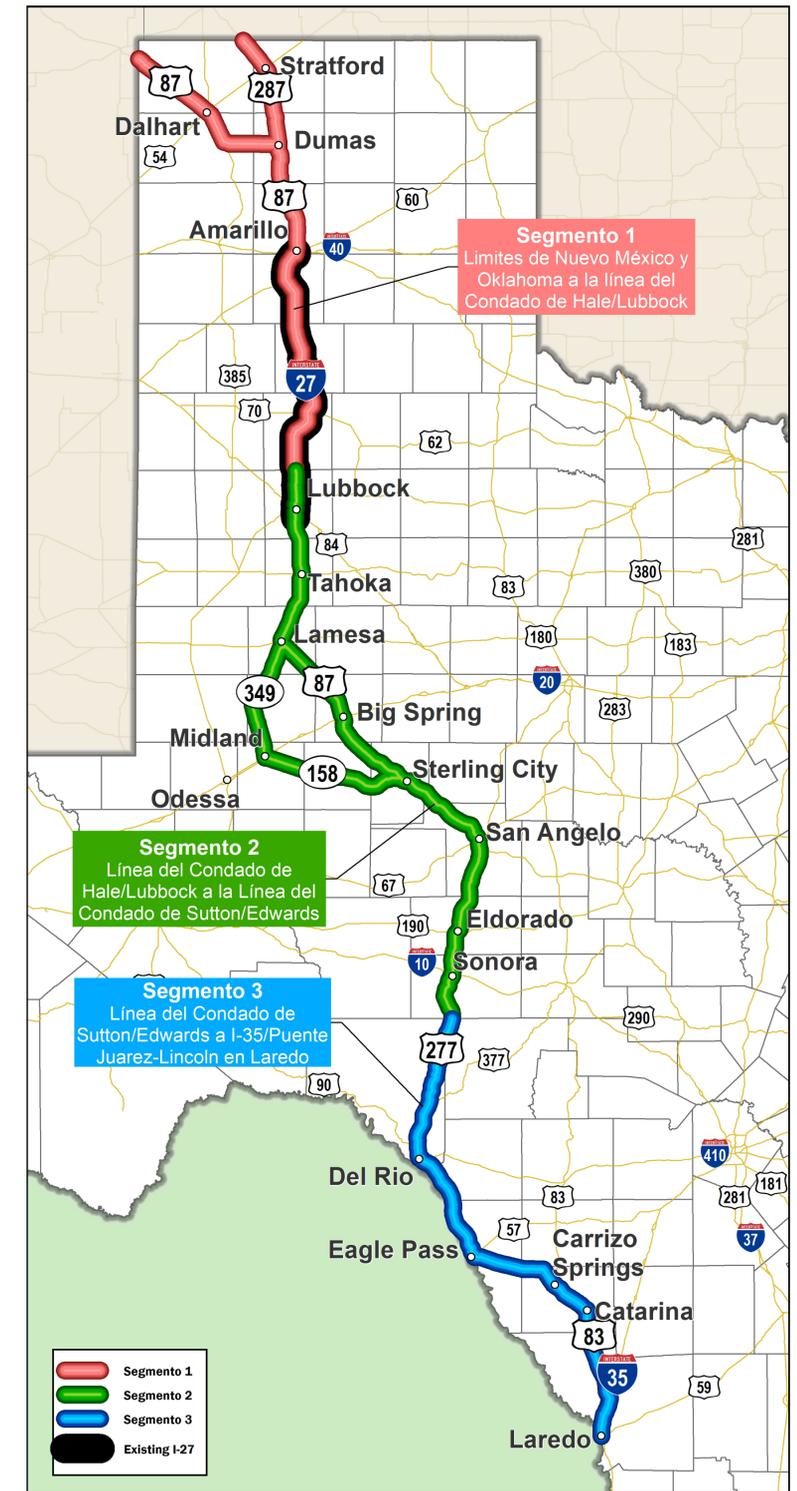
¿Cuál es el propósito de esta reunión?

- Aprenda sobre el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras
- Haga preguntas y brinde información sobre las necesidades, desafíos y oportunidades para mover personas y bienes a lo largo del corredor

¿Qué es el Estudio de Viabilidad del Corredor de Puertos-a-llanuras?

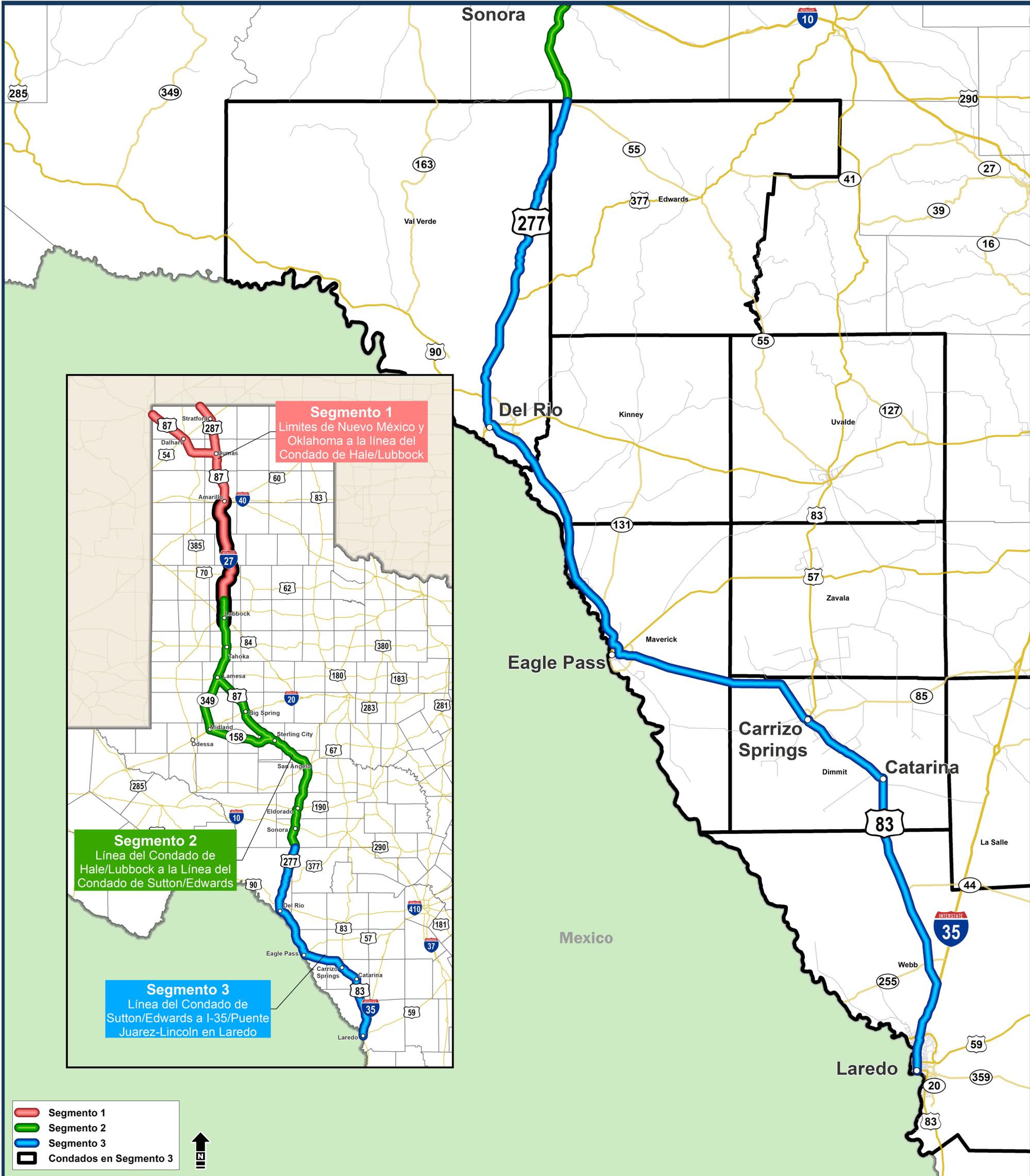
La 86a Legislatura de Texas aprobó la Ley 1079 de la Cámara de Representantes en relación con un Estudio del Corredor de Puertos-a-llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la Autopista Interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT).

El Estudio de Viabilidad del Corredor de Puertos-a-llanuras evalúa la viabilidad y los costos y asuntos logísticos asociados con las mejoras que crean una carretera dividida de flujo continuo con cuatro carriles que cumple con los estándares de autopistas interestatales 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 examina dos alternativas: identificar áreas que son adecuadas para la mejora de carreteras divididas en cuatro carriles o áreas que son adecuadas para el desarrollo de carreteras interestatales.



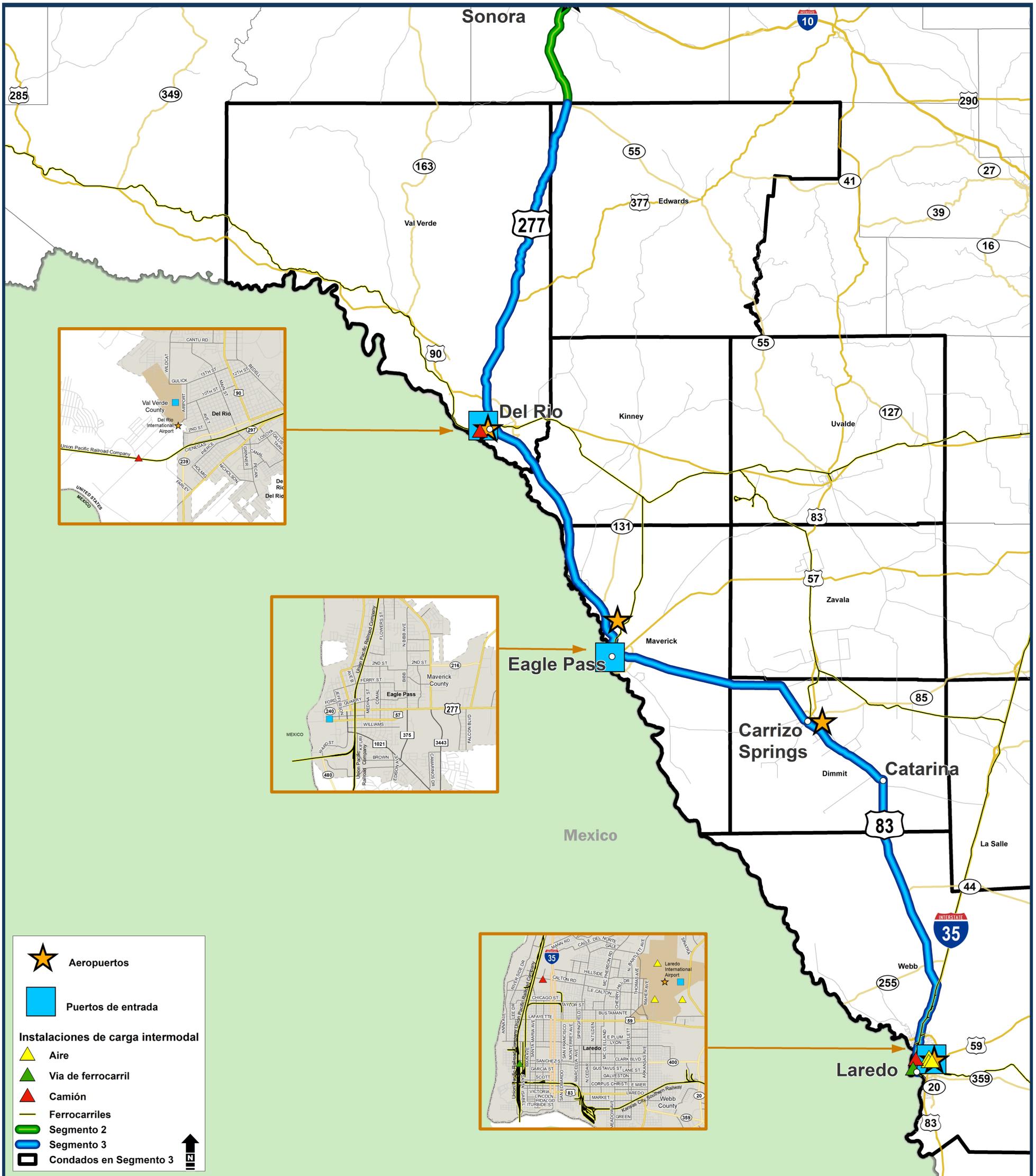
Mapa del Segmento # 3 de Puertos-a-llanuras

Línea del Condado de Sutton/Edwards a I-35/Puente Juarez-Lincoln en Laredo

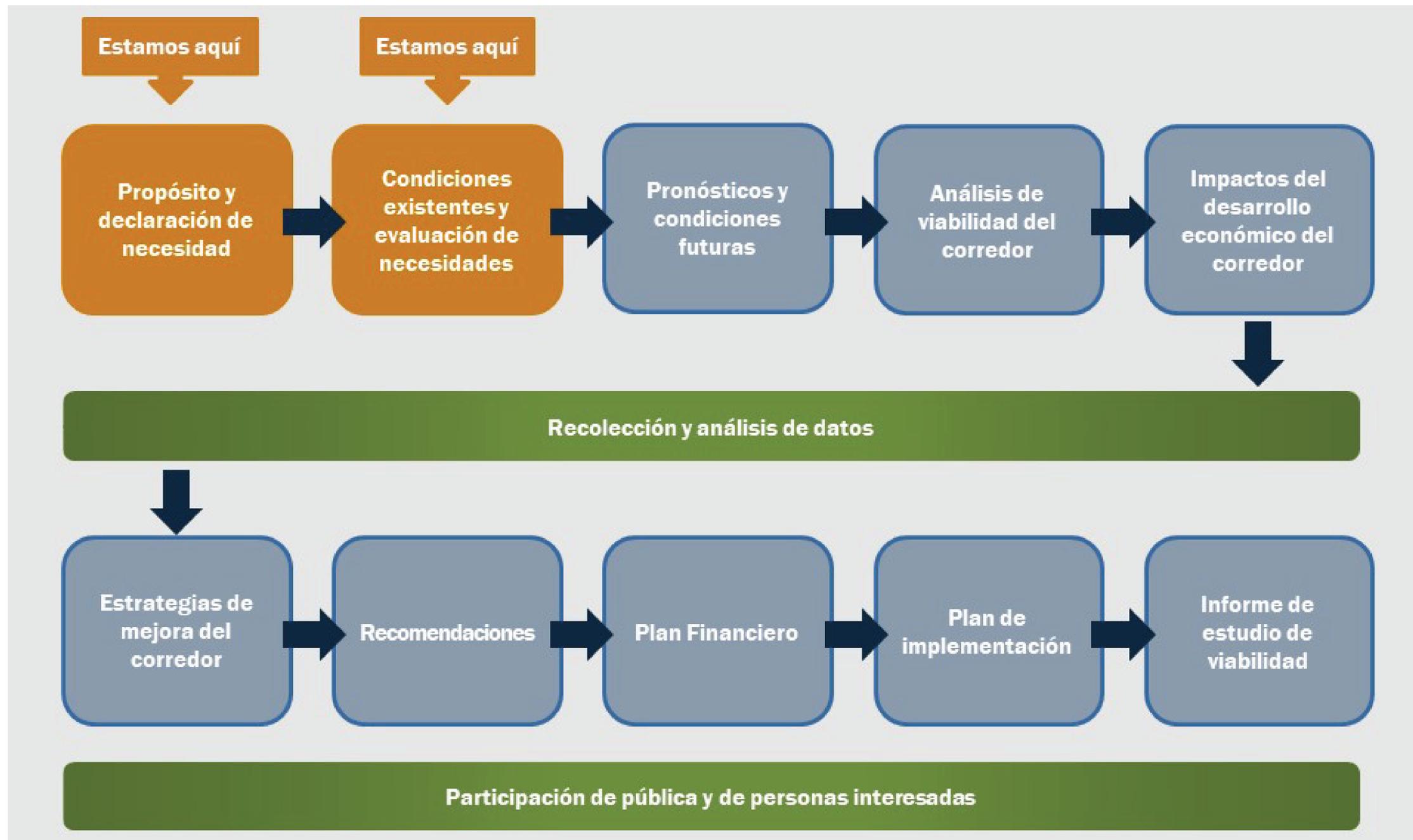


Características del Segmento # 3 de Puertos-a-lanuras

Línea del Condado de Sutton/Edwards a I-35/Puente Juárez-Lincoln en Laredo

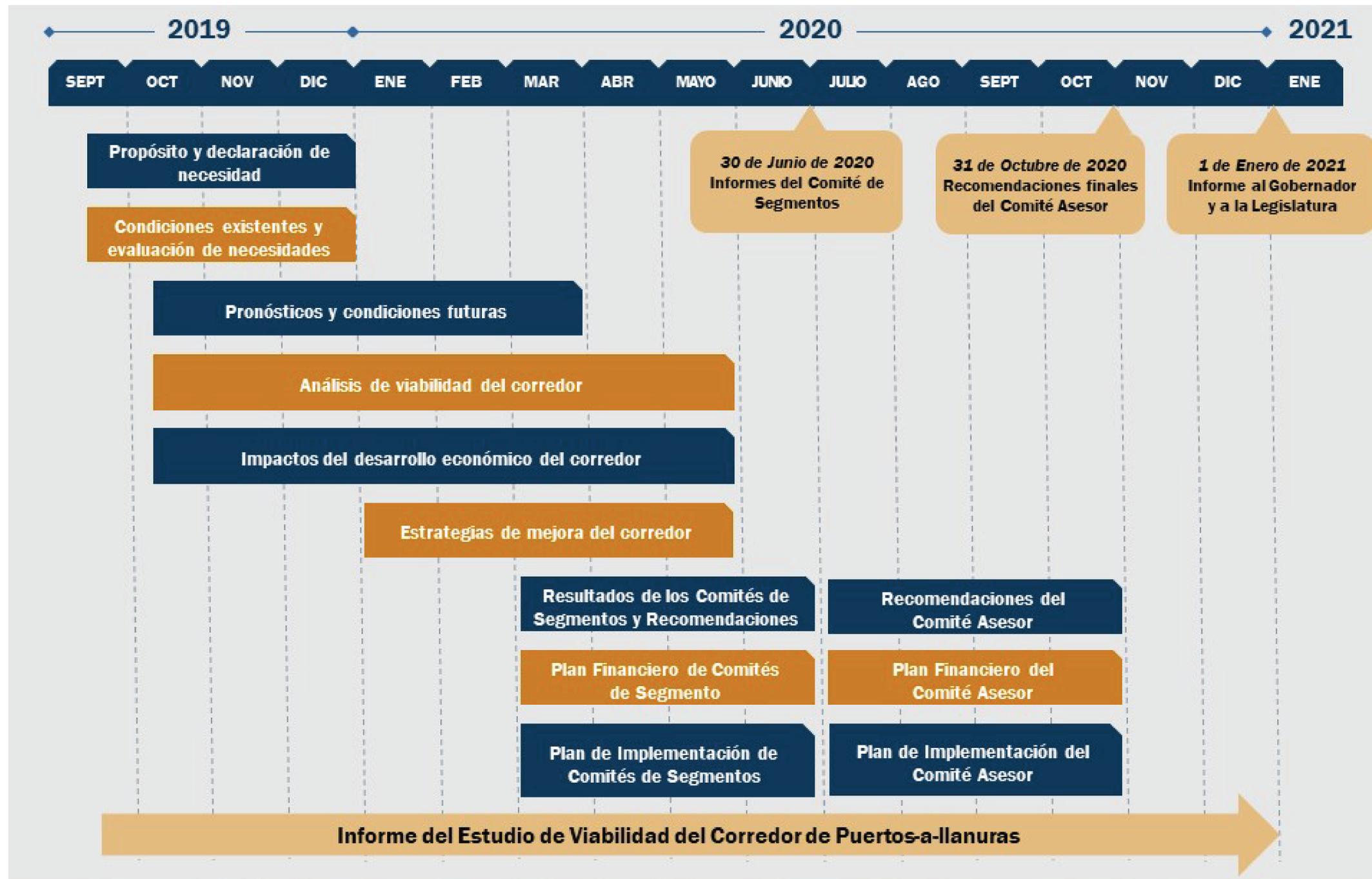


Alcance del Estudio de Viabilidad del Corredor de Puertos-a-Ilanuras





Programa del Estudio de Viabilidad del Corredor de Puertos-a-Ilanuras





Mentimeter

Access: www.menti.com

Code: 66 62 36

WiFi Hotspots

Access1: M33tin6!

Access2: M33tin6!

Access3: M33tin6!



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

Public Meeting Segment #3
Sutton/Edwards County Line to
I-35/Juarez-Lincoln Bridge in Laredo
Del Rio, Texas



- 1 HB 1079 Overview
- 2 Feasibility Study Scope and Schedule
- 3 Study Alternatives
- 4 Segment #3 Characteristics
- 5 Population, Income, and Employment
- 6 Freight Movement
- 7 Energy and Agricultural Production
- 8 Traffic Conditions



9 Pavement and Bridges

10 Safety



HB 1079 Overview





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.





- 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.



Quarterly Public Meetings

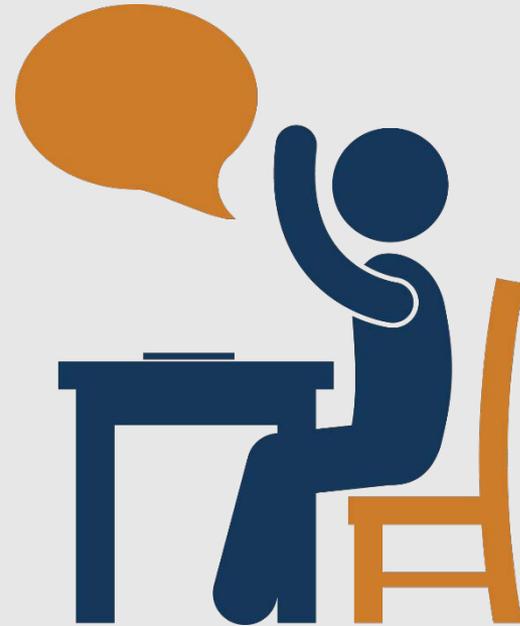
- TxDOT is required to hold **quarterly public meetings** on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will **gather public feedback** on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.





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





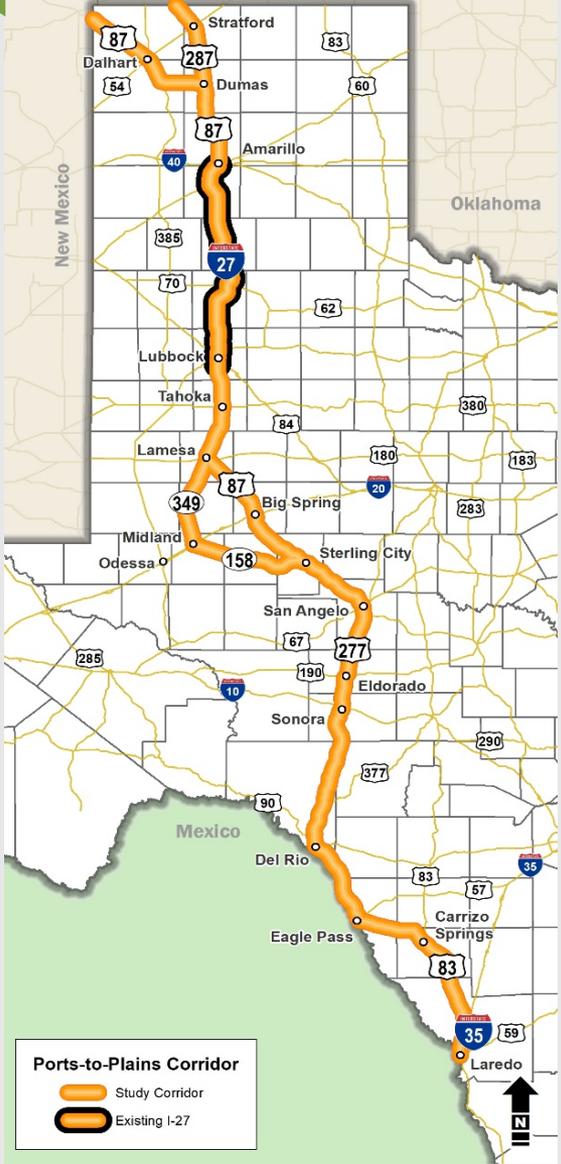
Feasibility Study Overview



Ports-to-Plains Corridor and Segments



Ports-to-Plains Corridor



Segment 1

New Mexico and Oklahoma borders to Hale/Lubbock County line

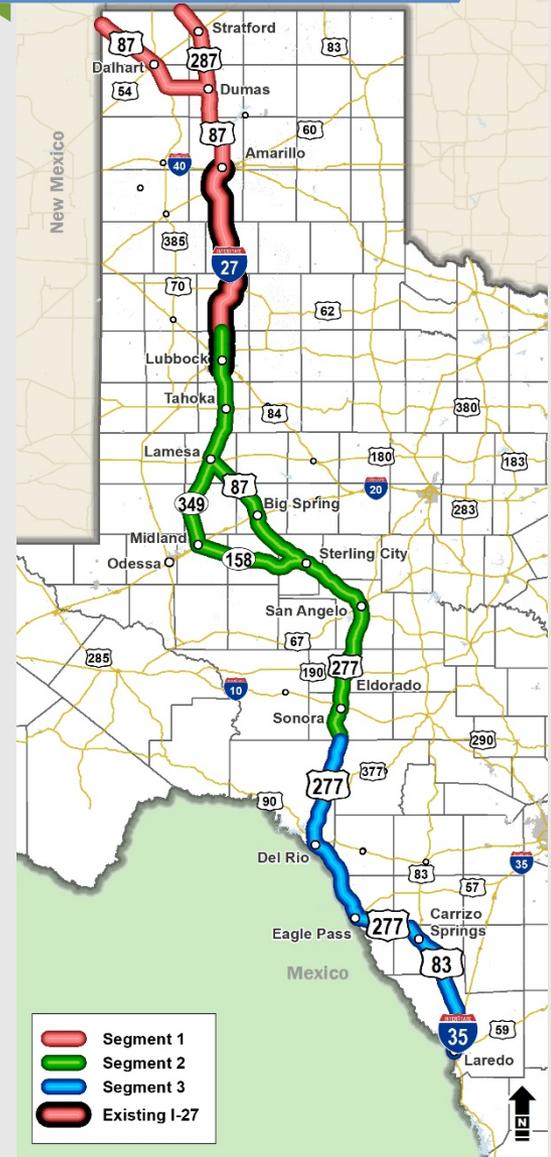
Segment 2

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





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



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

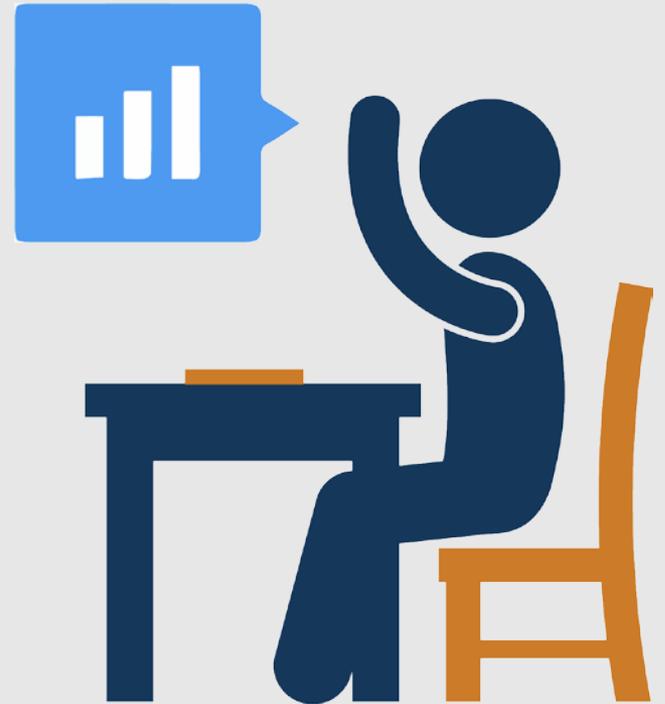


An assessment of federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

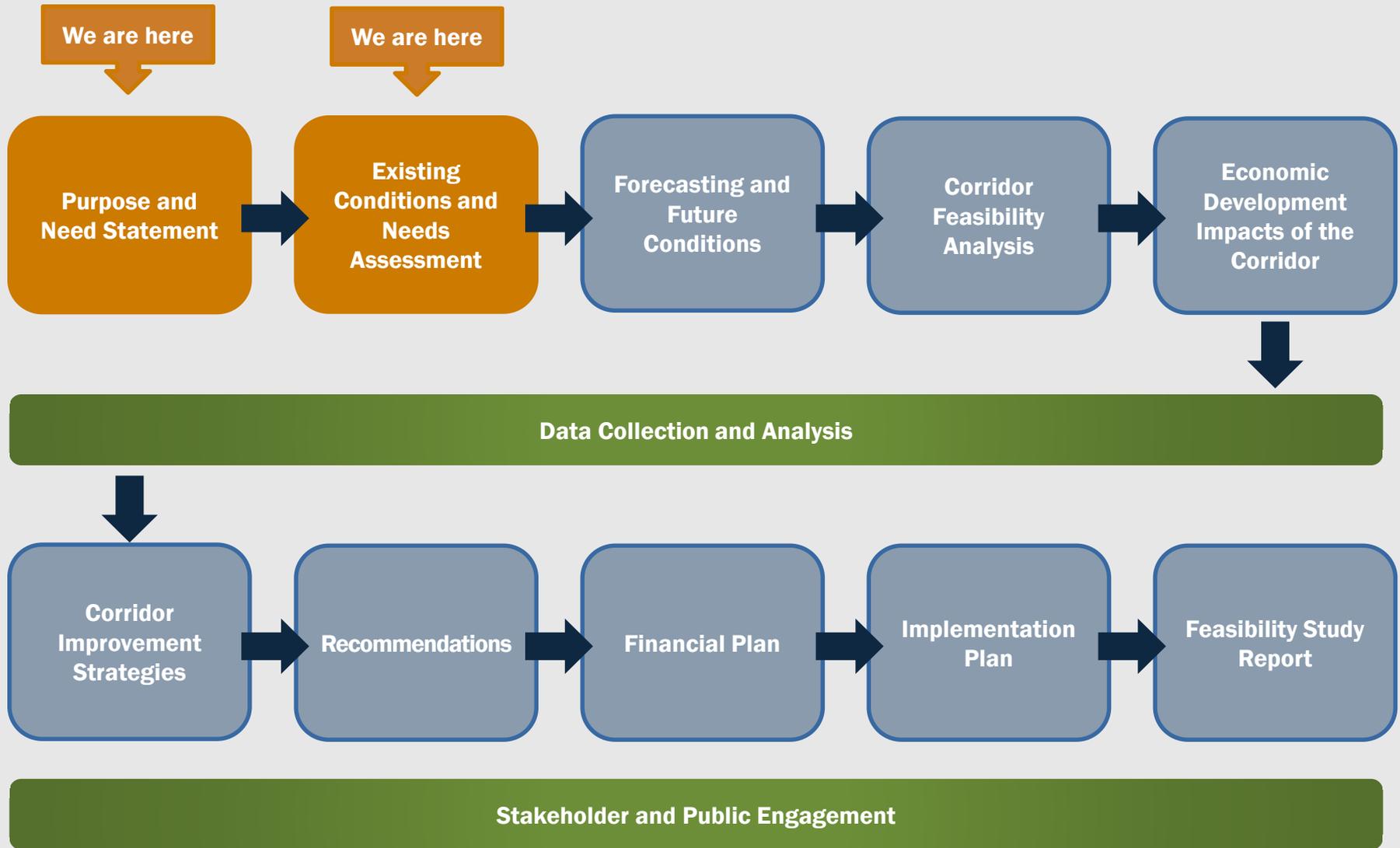


Public Feedback

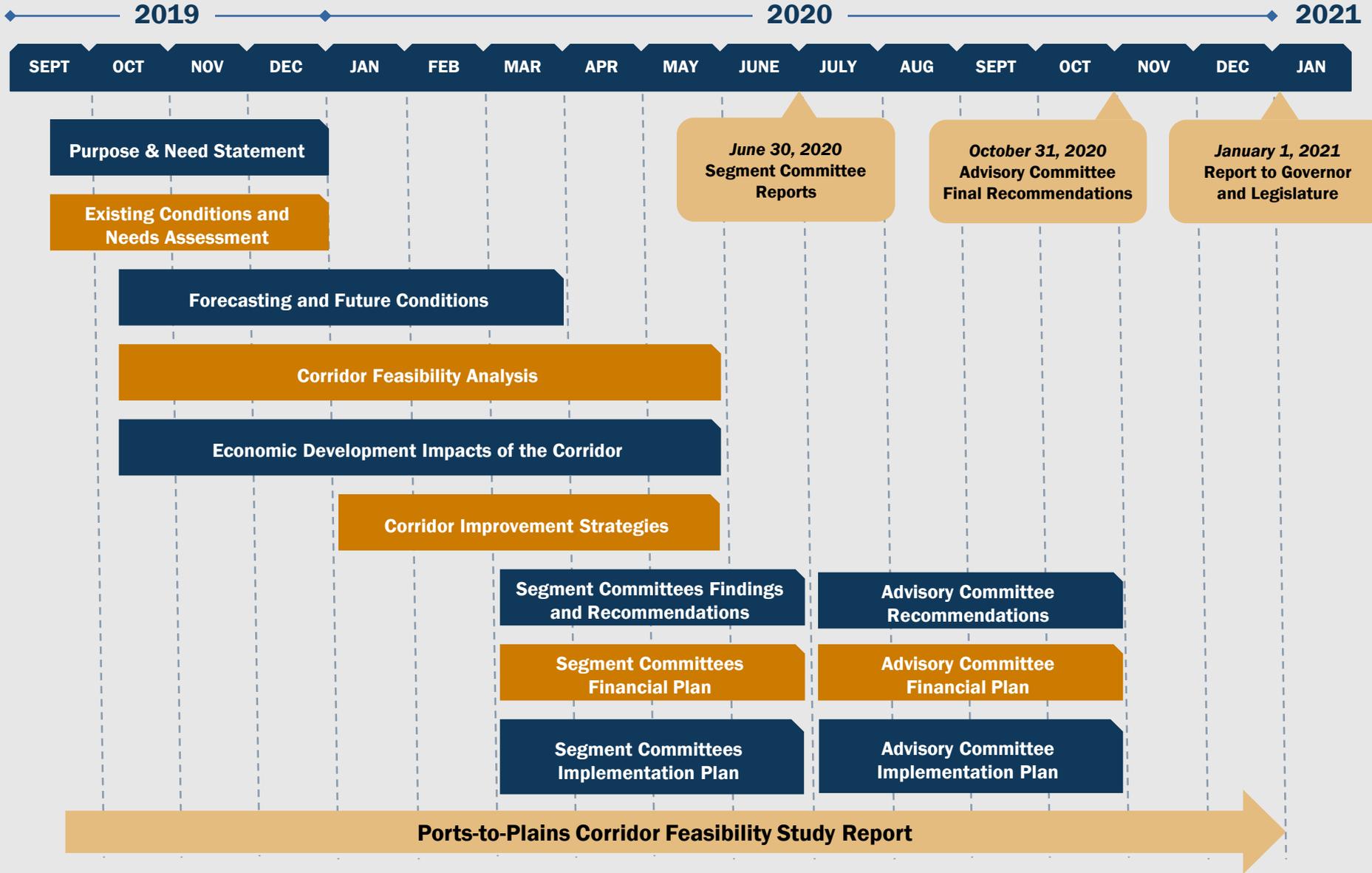
- Which goals of the corridor feasibility study are the most important to you?



Ports-to-Plains Corridor Feasibility Study Scope



Ports-to-Plains Corridor Feasibility Study Schedule

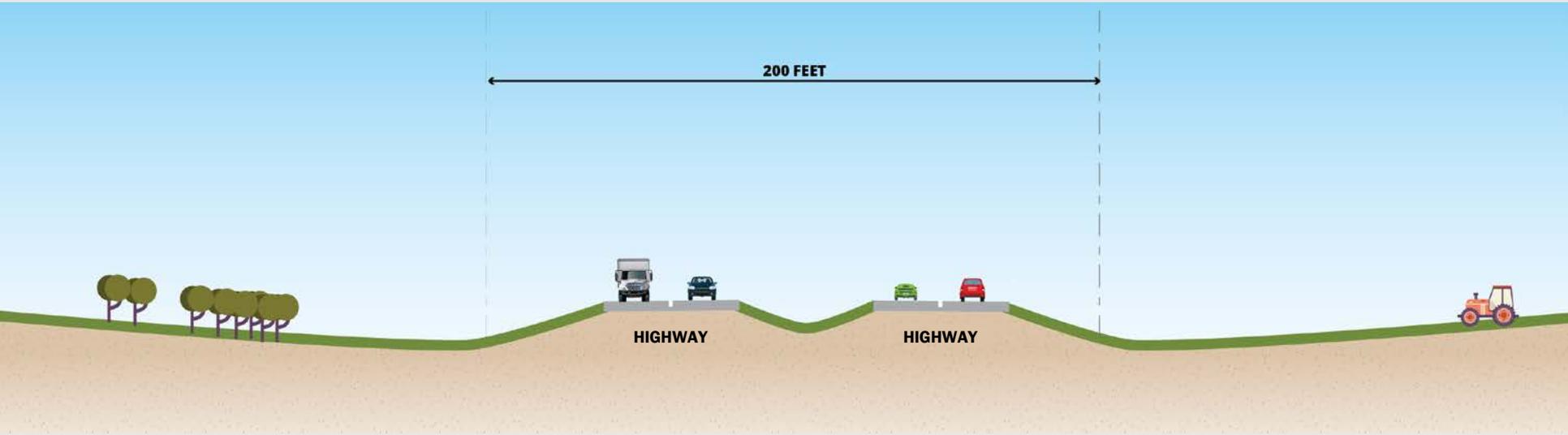




Study Alternatives



Four-Lane Divided Highway Cross Section



Driveway access to local businesses and residences



Lower design speeds

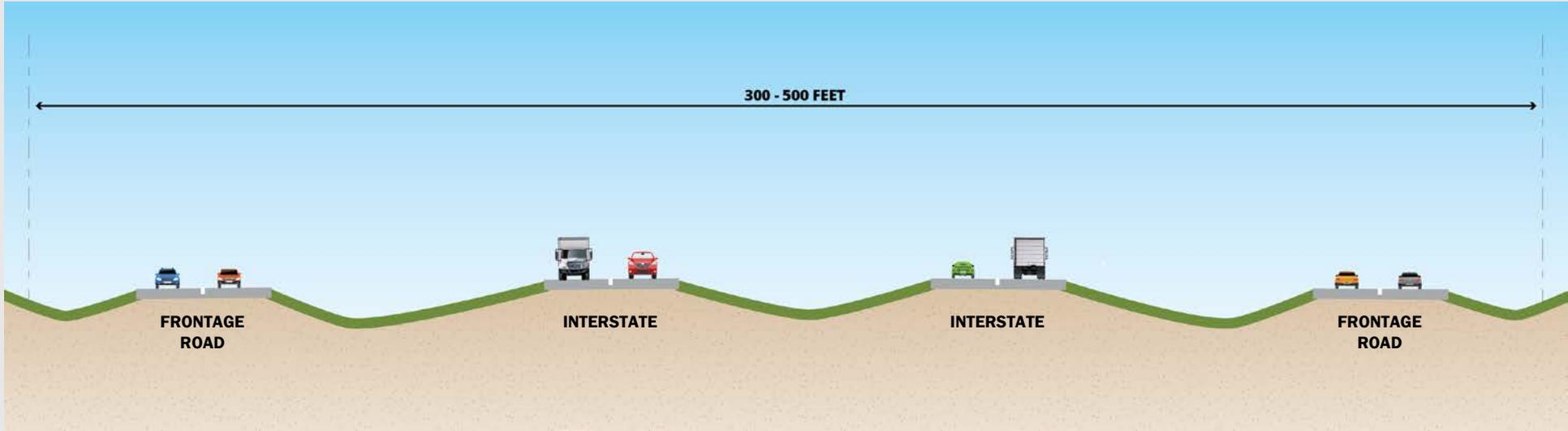


Smaller right-of-way **widths**



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**



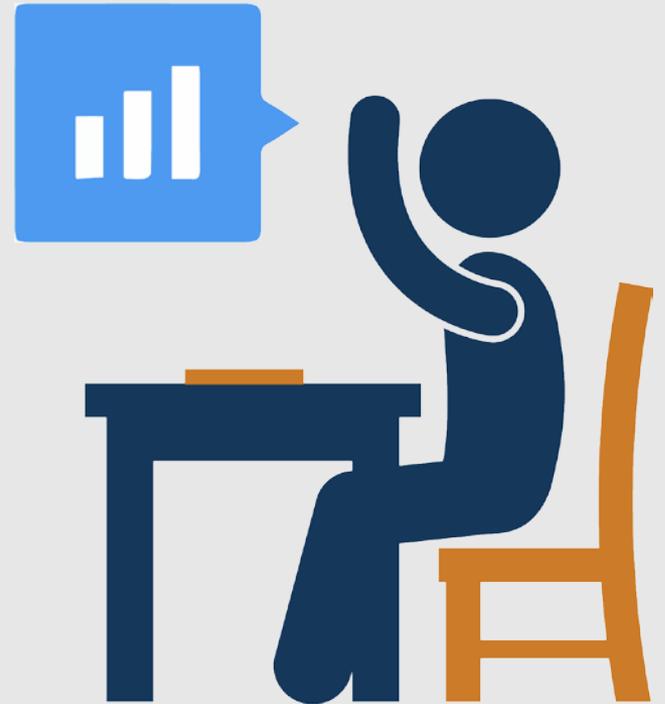
Existing Conditions and Needs





Public Feedback

- What are the key needs and challenges in Segment #3?
- What are the potential opportunities in Segment #3?



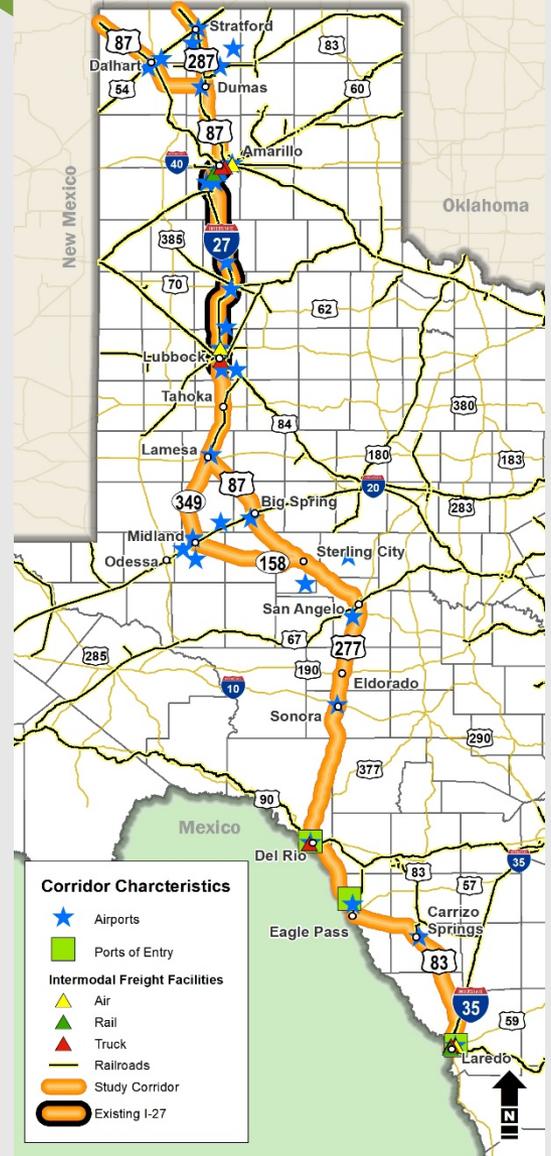
Current Corridor Characteristics



Ports-to-Plains Corridor



Other Modal Facilities



992 Corridor Miles
26 Counties
6 TxDOT Districts

Major Cities

Laredo, Del Rio, San Angelo, Big Spring, Midland, Lamesa, Lubbock, Amarillo, Dumas, Dalhart

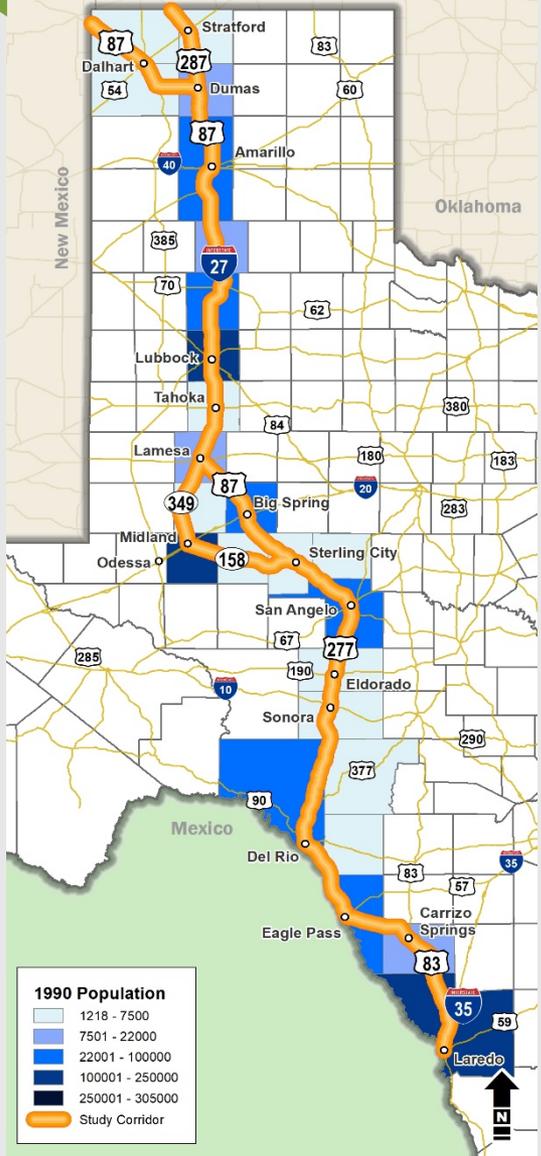
Major Land Ports of Entry

Laredo, Del Rio, Eagle Pass

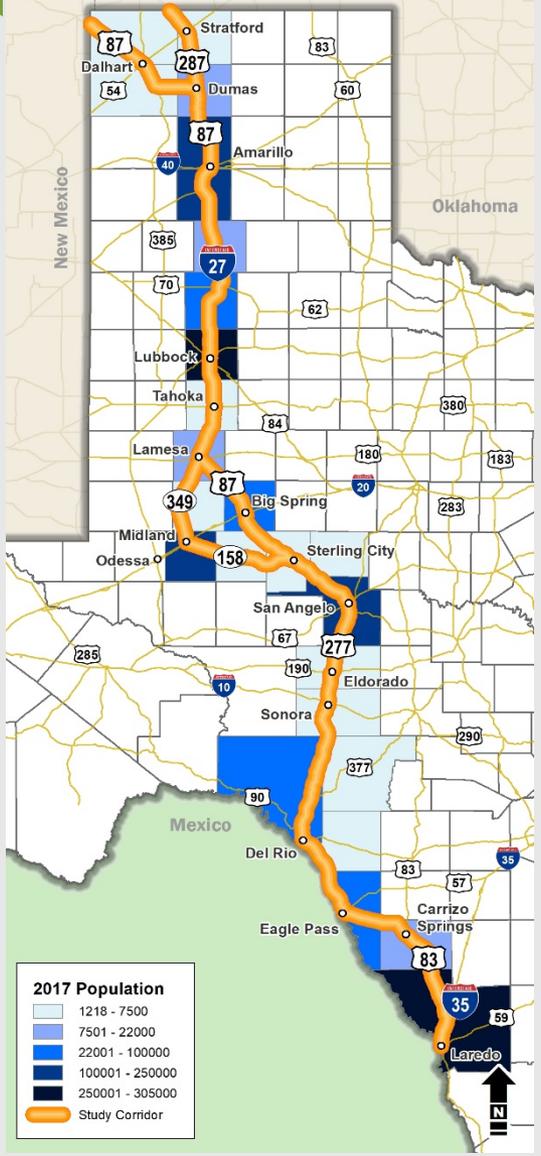
Corridor Population Growth 1990-2017



1990

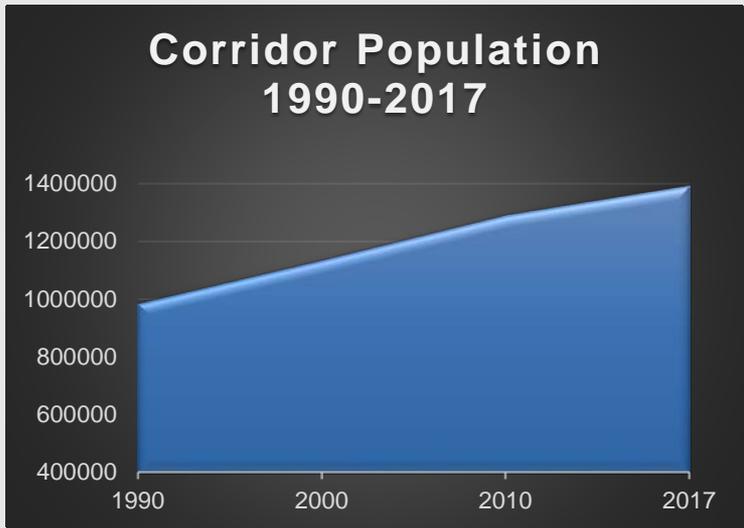


2017



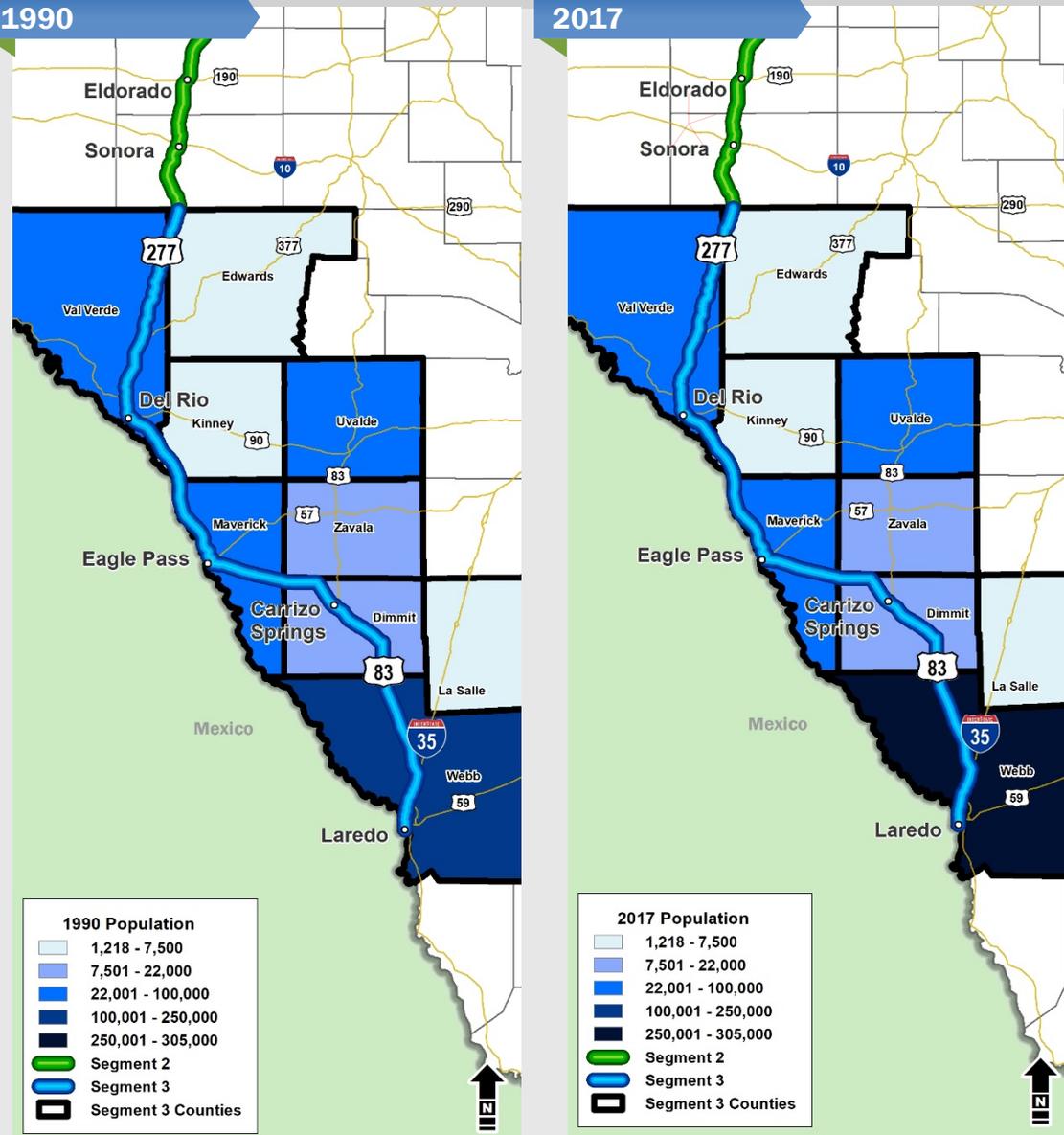
983,870 (1990) **1,395,130** (2017)

- Corridor total population **increased by 411,260 persons**
- Overall corridor population **grew by 42%**



Source: Texas Demographic Center, U.S. Census

Segment #3 Population Growth 1990-2017



Population 1990-2017

264,912 (1990) **437,909** (2017)

- Total population **increased by 172,997** persons
- **Webb County** (101%) and **Maverick County** (60%) had the highest population growth
- **Edwards County** (-11%) declined in population
- Overall segment population **grew by 65%**
- Overall corridor population **grew by 42%**

Source: Texas Demographic Center, U.S. Census

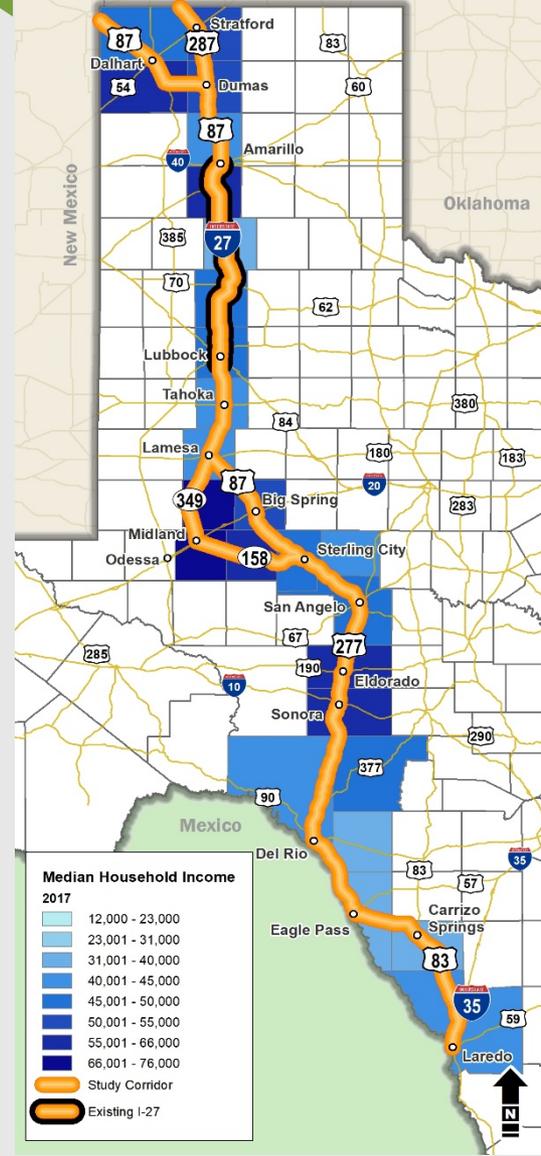
Corridor Median Household Incomes 1990-2017



1990

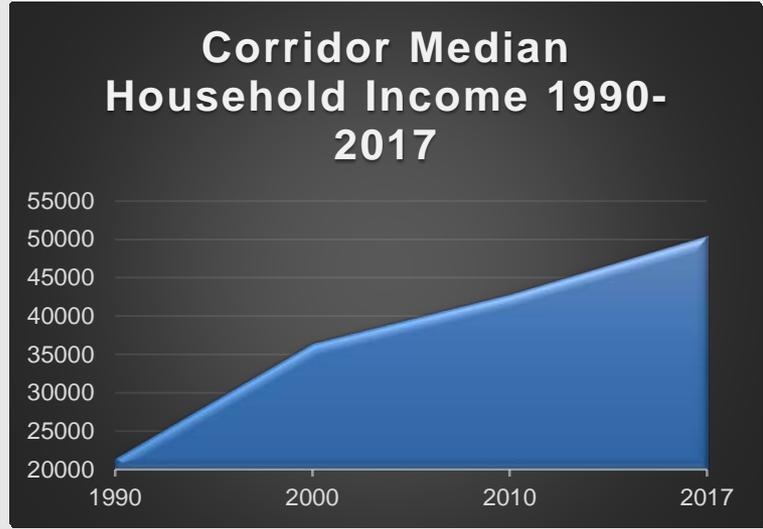


2017



\$21,517 (1990) **\$50,491** (2017)

- Corridor total median household income **increased by \$28,974**
- Overall corridor median household income **grew by 135%**



Source: U.S. Census, American Community Survey

Segment #3 Median Household Incomes 1990-2017



1990



2017



Average Median Household Income

\$15,159

(1990)

\$38,770

(2017)

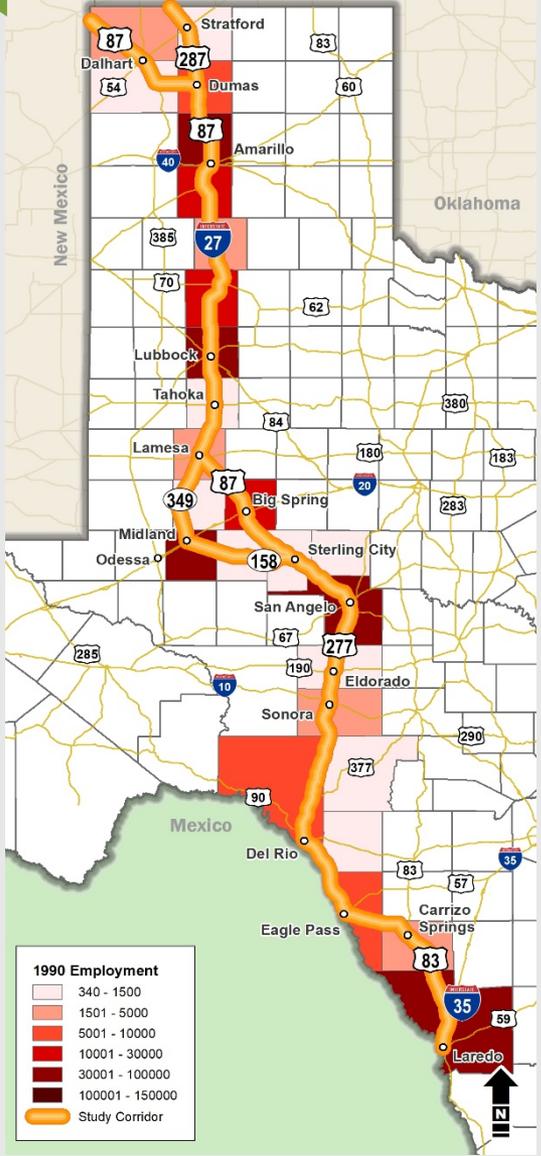
- Total income **increased by \$23,611**
- **Edwards County** (231%) and **Maverick County** (208%) had the highest increases in income
- No counties had income declines
- Overall segment income **grew by 156%**
- Overall corridor income **grew by 135%**

Source: U.S. Census, American Community Survey

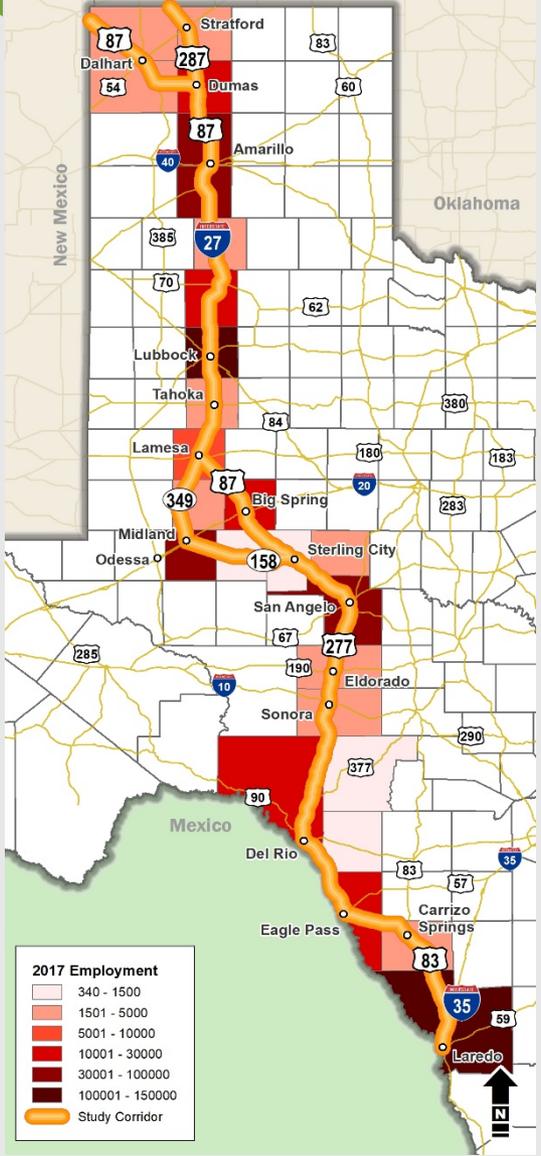
Corridor Total Employment 1990-2017



1990



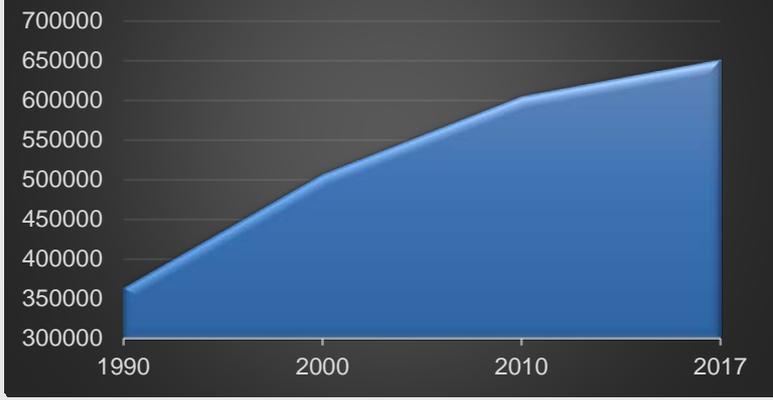
2017



365,609 (1990) **651,938** (2017)

- Corridor total employment **increased by 286,329**
- Overall corridor employment **grew by 78%**

Corridor Employment 1990-2000



Source: U.S. Census, American Community Survey

Segment #3 Total Employment 1990-2017



Employment 1990-2017

65,130

(1990)

161,508

(2017)

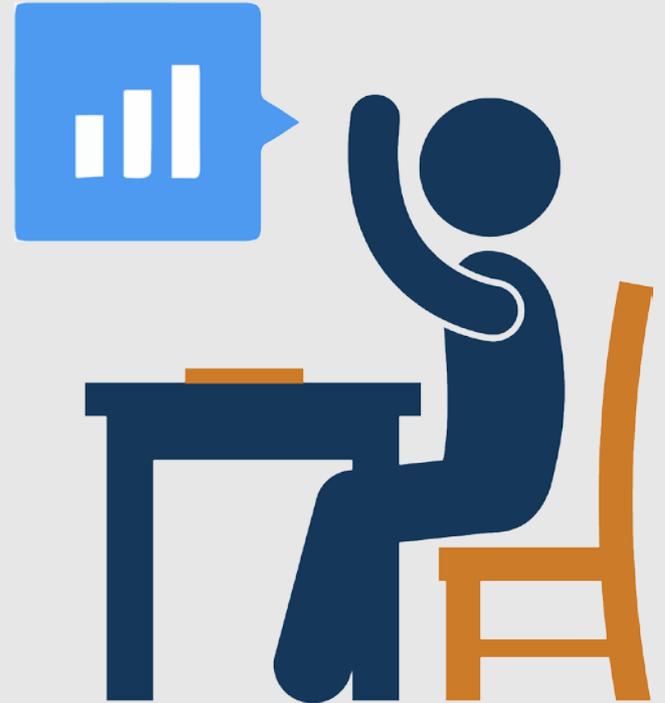
- Total employed population **increased by 96,378** persons
- **Webb County** (110%) and **Maverick County** (85%) had the highest employment growth
- No counties declined in employment
- Overall segment employment **grew by 78%**
- Overall corridor employment **grew by 78%**

Source: U.S. Census, American Community Survey

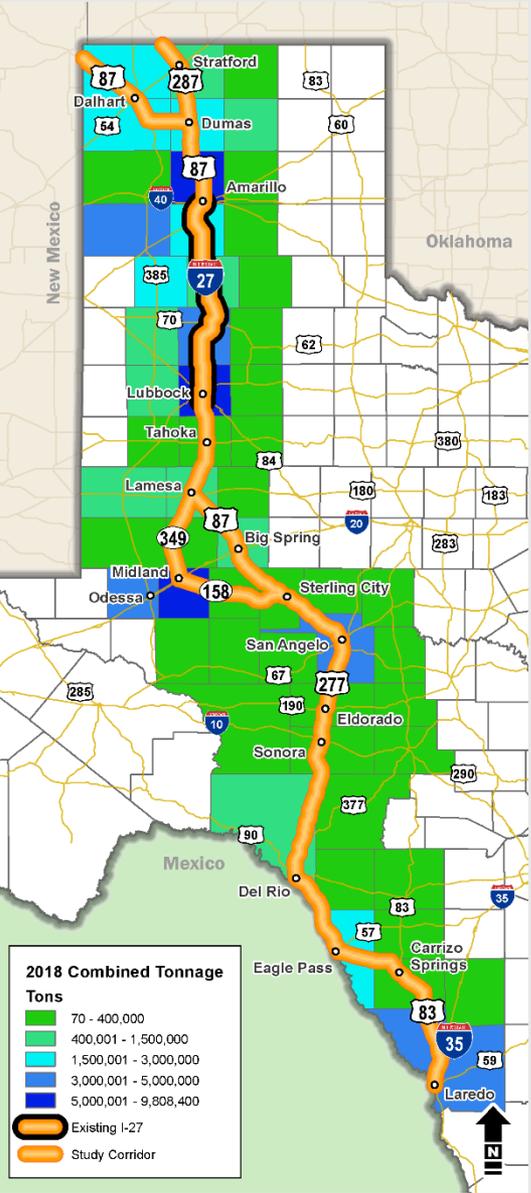


Public Feedback

- What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?



Corridor Total Freight - 2018



- Map shows the freight traffic from adjacent counties that is **using the Ports-to-Plains Corridor**
- Principal points for truck freight on the segment are at
 - Amarillo** (Potter County)
 - Lubbock** (Lubbock County)
 - Midland** (Midland County)
 - Laredo** (Webb County)
- Also existing I-27, Odessa, and San Angelo, northern Panhandle
- Corridor crosses **large rural areas** with light – but locally meaningful – freight volumes
- Segment 3 provides **market access** for many nearby counties

Source: TxDOT SAM and TRANSEARCH database

Segment #3 Total Freight - 2018



Total Freight Using the Segment



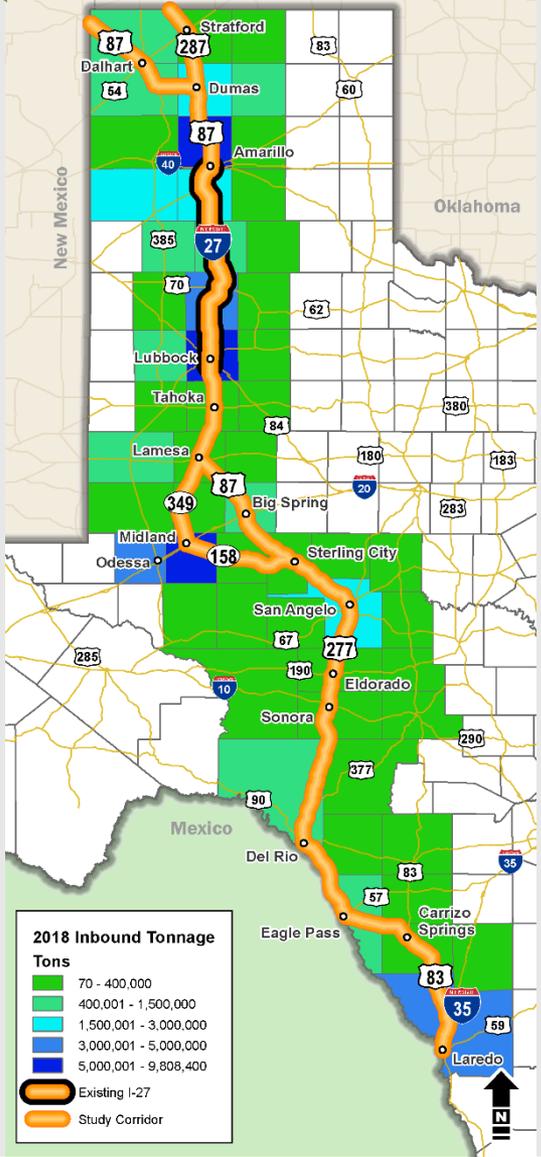
- Map shows the freight traffic from adjacent counties that is **using the Ports-to-Plains Corridor**
- Principal points for truck freight on the segment are at the **border crossings**
 - Laredo (Webb County)
 - Eagle Pass (Maverick County)
 - Del Rio (Val Verde County)
- Segment 3 crosses **large rural areas** with light – but locally meaningful – freight volumes
- Segment 3 provides **market access** for many nearby counties

Source: TxDOT SAM and TRANSEARCH database

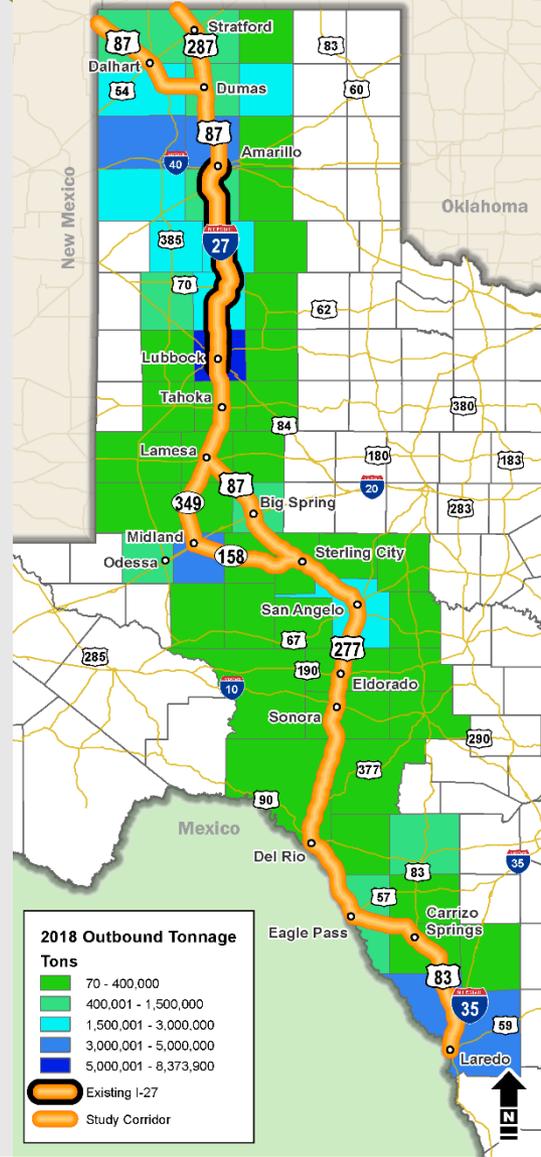
Inbound and Outbound Freight on the Corridor - 2018



Inbound



Outbound



- **Panhandle** ships more freight than it receives, except:
 - **Amarillo** receives more freight than it ships out
- **Midland/Odessa** receives more freight than it ships out, due to:
 - **Outbound freight traveling by other modes**
 - **Inbound freight supplies industry**
- Port of Entry at **Laredo** is busy in both directions

Source: TxDOT SAM and TRANSEARCH database

Inbound and Outbound Freight Using Segment #3 – 2018



Inbound Freight on the Segment



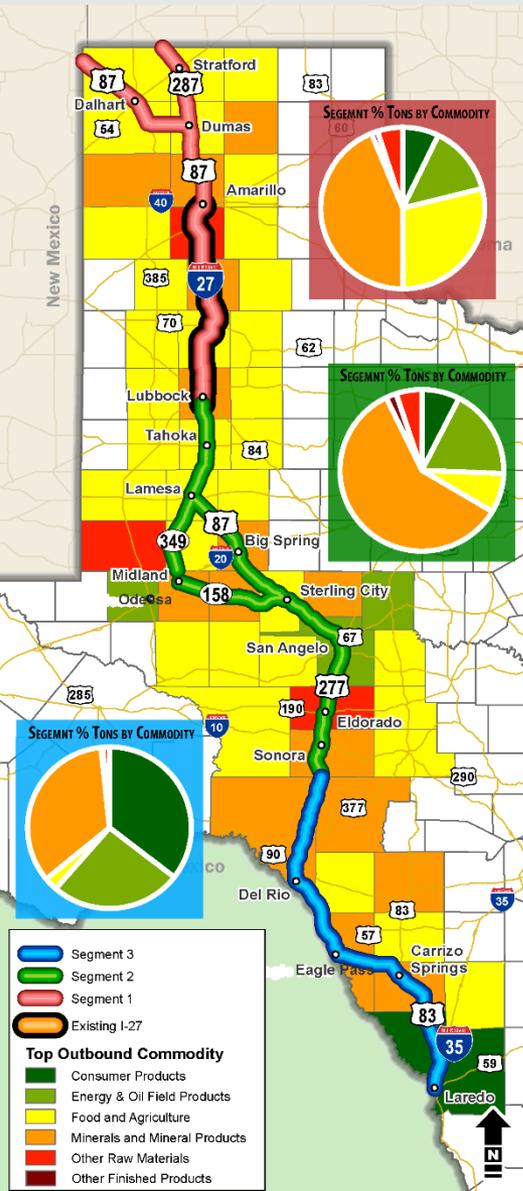
Outbound Freight on the Segment



- Freight coming in and going out of Segment 3 is **generally balanced** (in tonnage)
 - Val Verde County** receives somewhat more freight than it ships
 - Uvalde County** ships somewhat more freight than it receives
- Ports of Entry at **Laredo and Eagle Pass** are busy in both directions

Source: TxDOT SAM and TRANSEARCH database

Corridor Freight Commodities Outbound - 2018



- The mix of **outbound commodities** by truck differs along the corridor:
 - **Food and agriculture** is most prominent in the Panhandle
 - **Mineral products** - including frac sand - are more than half the volume in the Permian Basin
 - **Consumer products** are most prominent further south because of the Laredo gateway
- **Minerals and raw materials** are most often the top commodity in counties on the corridor
- **Food and agriculture** tends to be the top commodity in counties adjacent to the corridor
- **Energy and oil field products** are important across the corridor
 - But truck tonnage is smaller than minerals
 - And other modes also handle outbound shipping

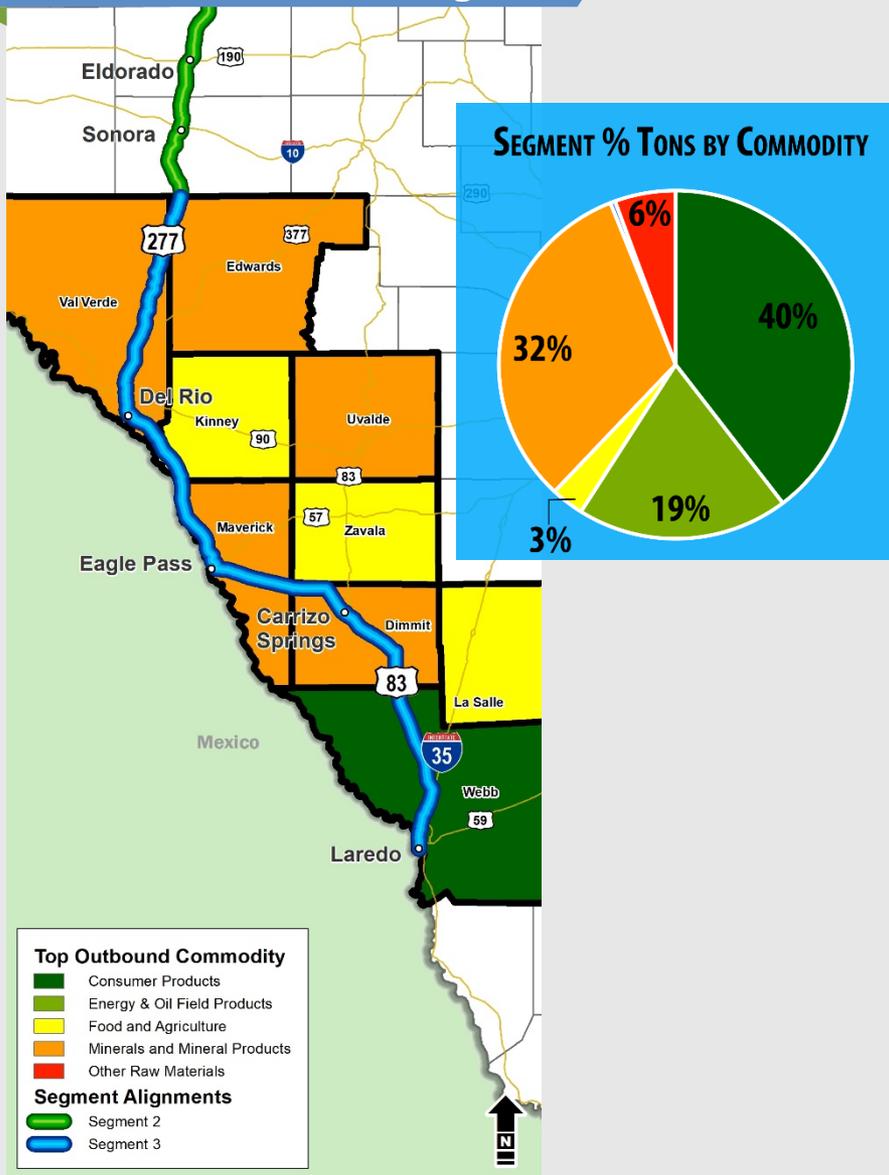
35

Source: TxDOT SAM and TRANSEARCH database

Segment #3 Freight Commodities Outbound - 2018



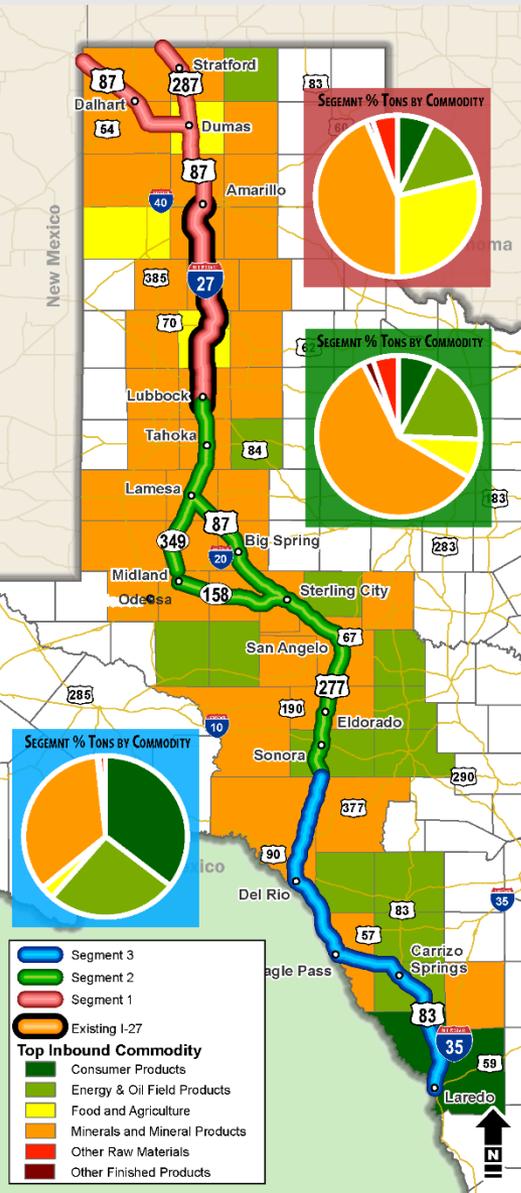
Outbound Commodities on the Segment



- Highest tonnage of **outbound freight** on Segment #3:
 - **Consumer Products (40%)**
 - **Mineral/Mineral Products (32%)**
 - **Energy and Oil Field Products (19%)**
- Commodities being shipped out by truck on Segment #3 differs by county:
 - **Mineral or Agricultural Products** are the top commodities in most counties
 - **Consumer Products** are the most prominent at the Laredo gateway and are present in all gateway counties.
- Energy and oil field products are important across the segment
 - **Other modes (i.e. pipelines)** also handle outbound shipping of energy products

36

Source: TxDOT SAM and TRANSEARCH database

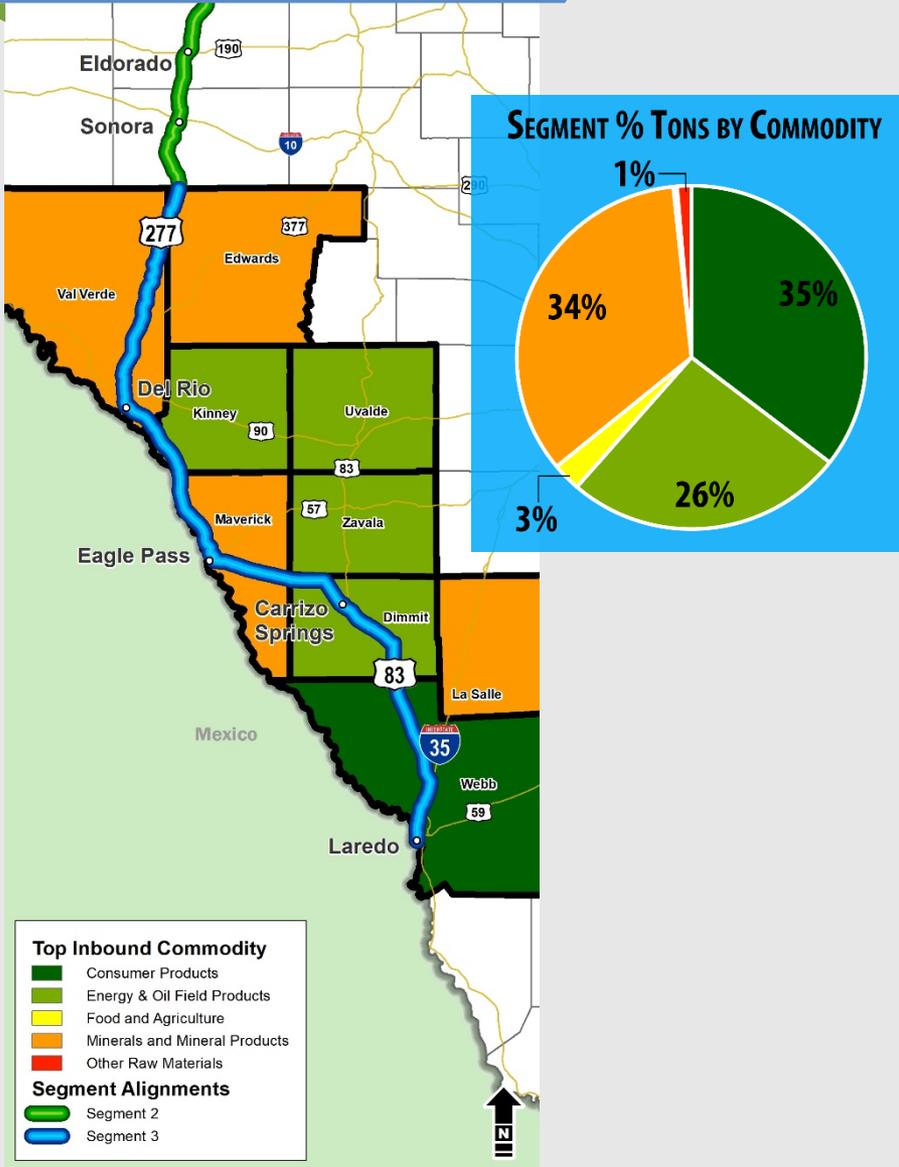


- Inbound commodities** is similar to outbound at the corridor level:
 - Food and agriculture** is most prominent in the Panhandle
 - Mineral products** - including frac sand - are more than half the volume in the Permian Basin
 - Consumer products** are most prominent further south because of the Laredo gateway
- The top inbound commodities by county show **less variation** than inbound:
 - The top commodity is either **mineral products** or **energy and oil field products**
 - The biggest exception is **consumer products** at Laredo, mainly concerned with foreign trade

Segment #3 Freight Commodities Inbound - 2018



Inbound Commodities on the Segment



- Highest tonnage of inbound freight on Segment #3
 - **Consumer Products (35%)**
 - **Mineral/Mineral Products (34%)**
 - **Energy and Oil Field Products (26%)**
- Commodities coming in by truck on Segment #3 differs from outbound:
 - **Mineral or Energy/Oil Field Products** are the top commodities in most counties
 - **Consumer Products** are the most prominent outbound product at the Laredo gateway, associated with foreign trade
 - **Food and Agricultural Product** tonnage is relatively small

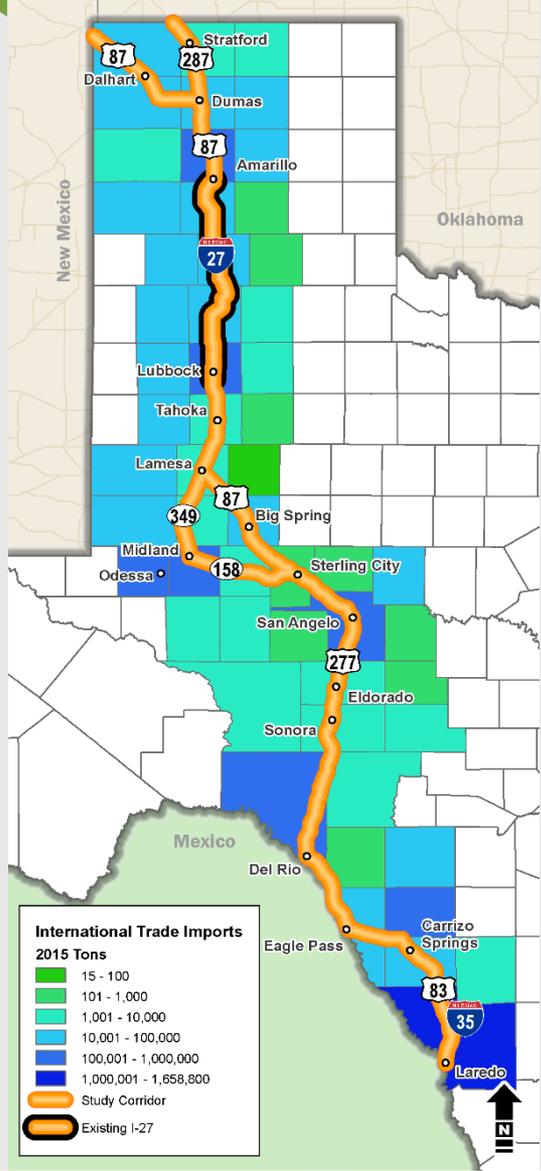
38

Source: TxDOT SAM and TRANSEARCH database

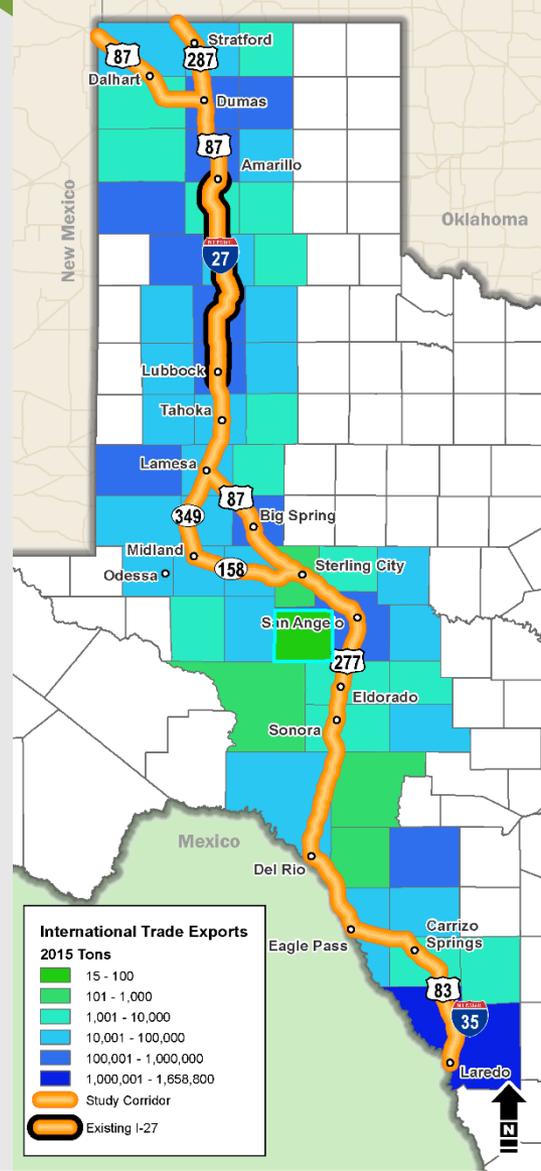
Foreign Truck Trade Across the Corridor - 2018



Import Freight



Export Freight



- Foreign trade is chiefly **cross-border trade with Mexico**
 - Also includes Canadian and overseas traffic
- While **Laredo is the top location** for imports and exports, foreign trade appears throughout the corridor
 - Exports from agricultural areas in the **Panhandle** and elsewhere
 - Imports and exports in the **metropolitan** areas
 - Cross-border trucking at **Del Rio and Eagle Pass**
- **Midland/Odessa** receives imports of industrial and consumer supplies
 - Exports also involve other modes

Source: TRANSEARCH database

Segment #3 Foreign Truck Trade - 2018



Import Freight



Export Freight



- Foreign trade chiefly **cross-border trade with Mexico**, with some Canadian and overseas traffic
- Foreign trade appears throughout the segment
- Freight is both **import and export**
- Laredo** has the most foreign trade, followed by **Del Rio** and counties near **Eagle Pass**.
- All counties have some level of involvement in foreign trade

Source: TRANSEARCH database

Segment #3 Border Crossing Truck Traffic - 2017



Border Truck Volumes



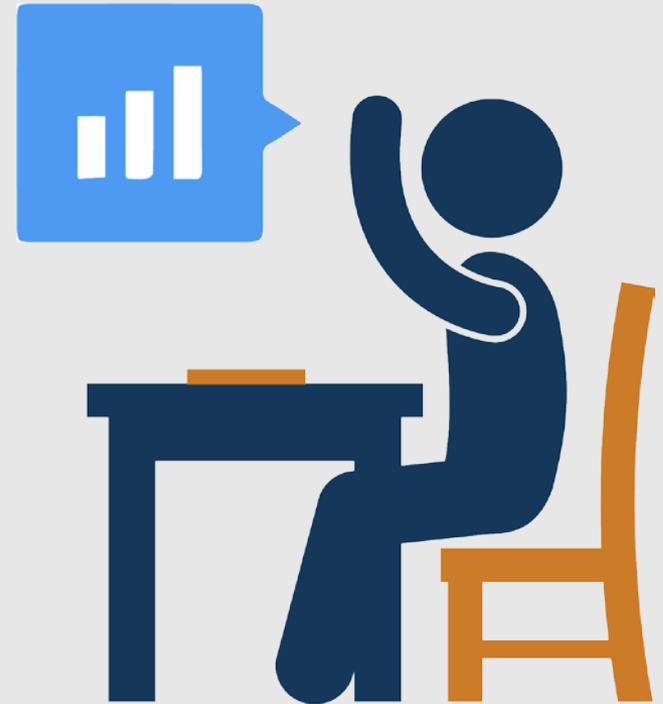
- **Laredo's** two truck crossings have the highest truck volumes:
 - **World Trade Bridge:** (12,097 Trucks/Day, 89%)
 - **Columbia Solidarity Bridge:** (2,283 Trucks/Day, 69%)
- **Eagle Pass**
 - **Camino Real International Bridge:** (954 Trucks/Day, 12%)
 - **Eagle Pass International Bridge:** (30 Trucks/Day, <1%)
- **Del Rio**
 - **Del Rio/Acuña:** (438 Trucks/Day, 11%)

Source: Texas Roadway Inventory 2017



Public Feedback

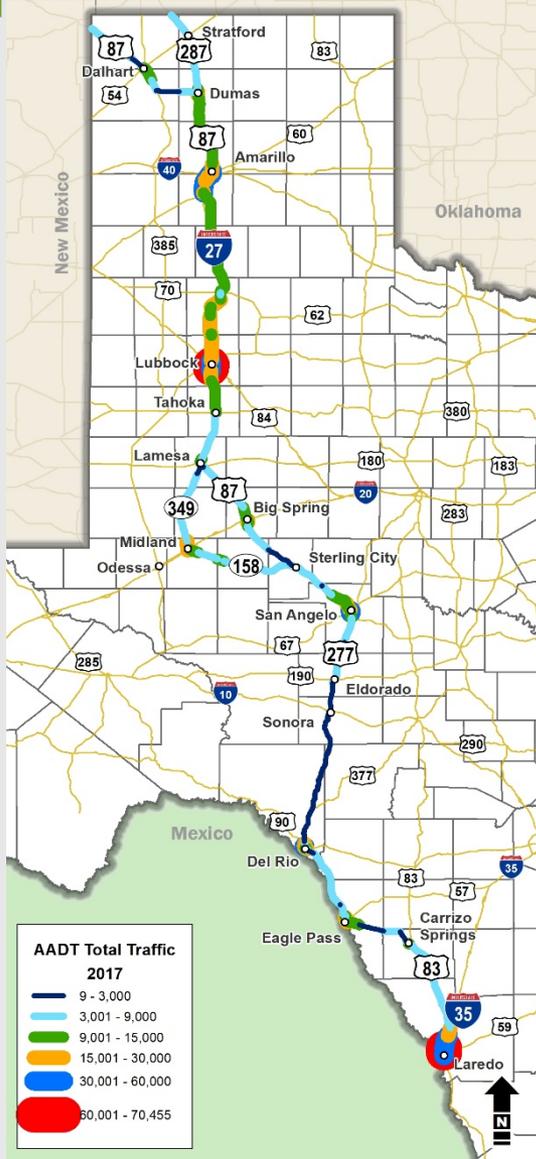
- What are the key needs and challenges for moving people and freight in Segment #3?
- What factors do you think will influence future freight movement in Segment #3?



Average Daily Traffic - 2017



Corridor Total Traffic 2017



Segment #3 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, within **Eagle Pass**

30,000-70,000 Per day on Interstate Highways in **Laredo**, Lubbock, and Amarillo

Key Takeaways

- Traffic volumes in the corridor and Segment #3 vary considerably
- US 277 carries significant volume in Segment #3 (18-25k vehicles per day) in Del Rio and Eagle Pass

Growth in Traffic Volumes - 2008 to 2017



Corridor Growth - 10 Years



Segment #3 Growth - 10 years



Growth Trends

5-10%
Per year in Midland, Big Spring, Sterling City, Laredo & Catarina

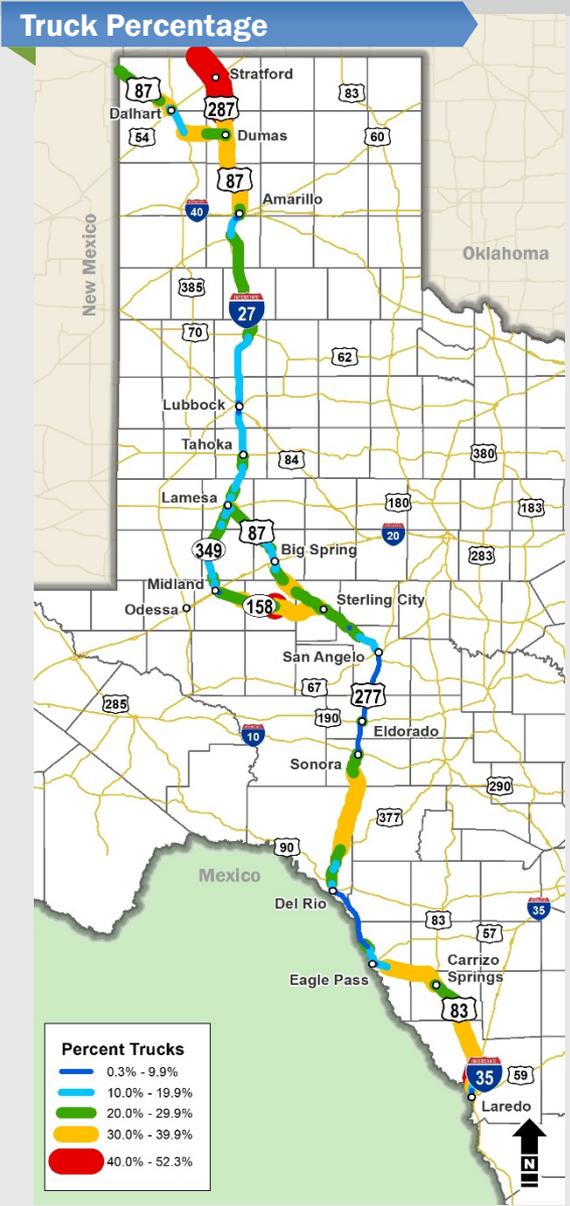
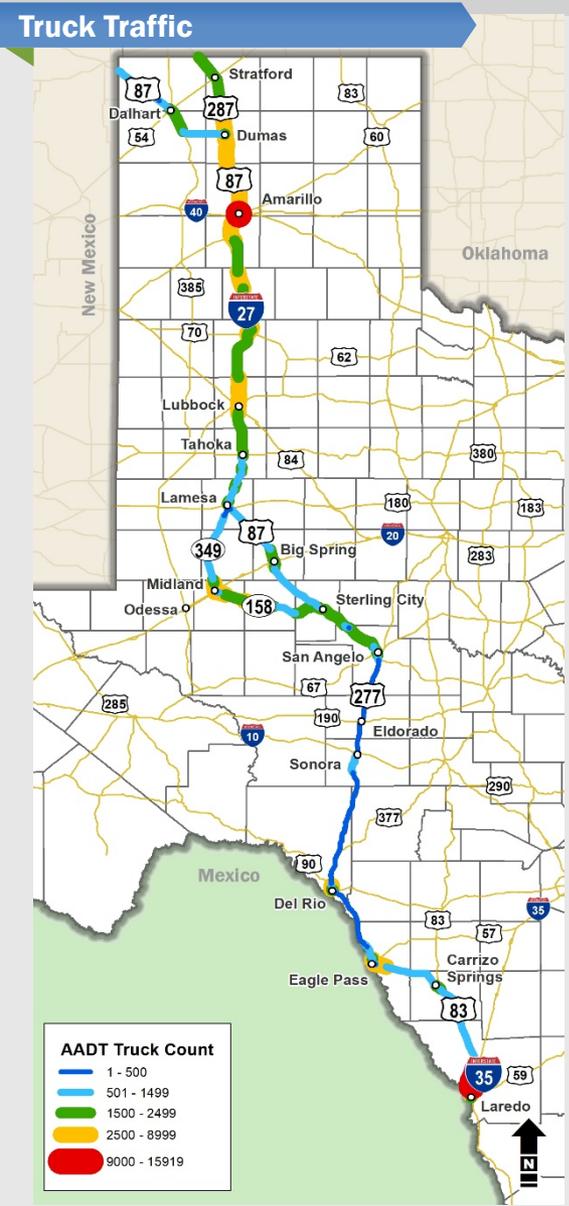
0-5%
Per year in Carrizo Springs, south of Del Rio, San Angelo, Lubbock, rural I-27, Dumas

<0%
Per year in Eldorado, Edwards/Val Verde County, Amarillo

Key Takeaways

- Growth in the corridor and Segment #3 vary considerably.
- Laredo with strongest growth in Segment #3 but entirety of growth has not tracked up the segment

Corridor Average Daily Truck Traffic - 2017



- The heaviest truck volumes by far are on the I-35 segment from **Laredo**
- Relatively low truck volumes between **Eagle Pass** and **San Angelo**
- Higher truck volumes in **northern portion** of corridor
- Spike in truck volumes at **Midland**, perhaps reflecting Permian Basin traffic
- Truck percentages/freight intensity follow similar pattern to overall truck volumes
- Higher percentages at **southern** and **northern** portions of corridor

Source: TxDOT TPP Roadway Inventory 2017

Average Speeds - 2018



Corridor Average Speed



Segment #3 Average Speed



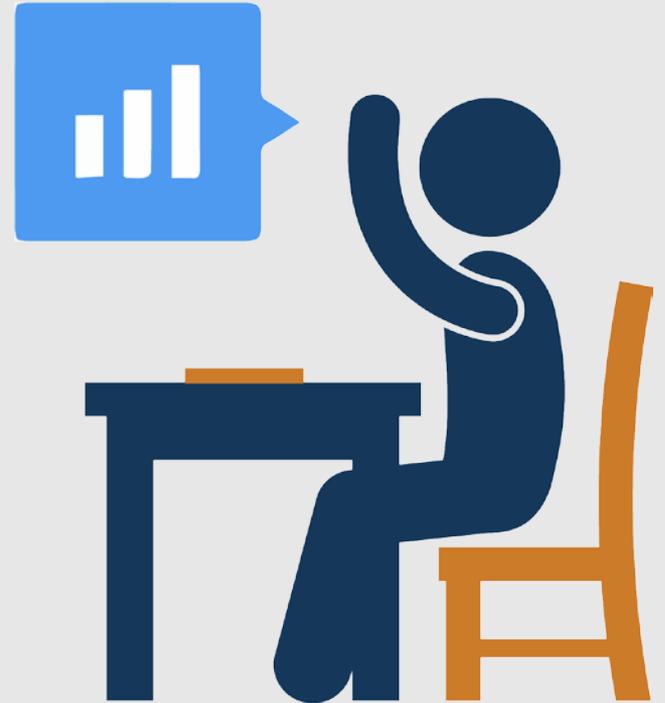
- Map shows **average speeds** along Ports-to-Plains routes
- Majority of corridor with travel speeds **60-70 mph**
- Rural segments **lower than 60 mph** (lack of passing lanes, topography, truck %)
 - North of Dumas, Stratford
 - Val Verde County, Dimmit County**
- City segments are typically **lower than 30 mph** (due to traffic signals, driveways)
 - Midland, San Angelo
 - Eagle Pass, Del Rio**

Source: National Performance Management Research Data Set - FHWA



Public Feedback

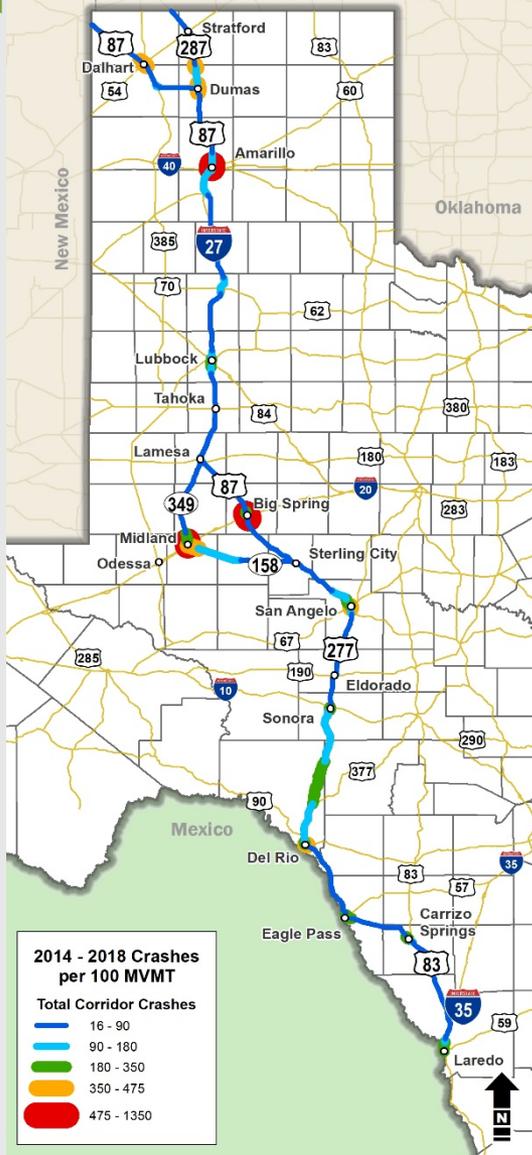
- Where are the bottlenecks for traffic in Segment #3 and what is the cause?
- What do you think will influence future traffic conditions in Segment #3?



Total Crashes – 2014-2018



Corridor Total Crashes



Segment #3 Total Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- 17,741 Total Crashes
- Highest rates in cities (Midland, Big Spring, Amarillo)
- Lubbock with relatively low rates

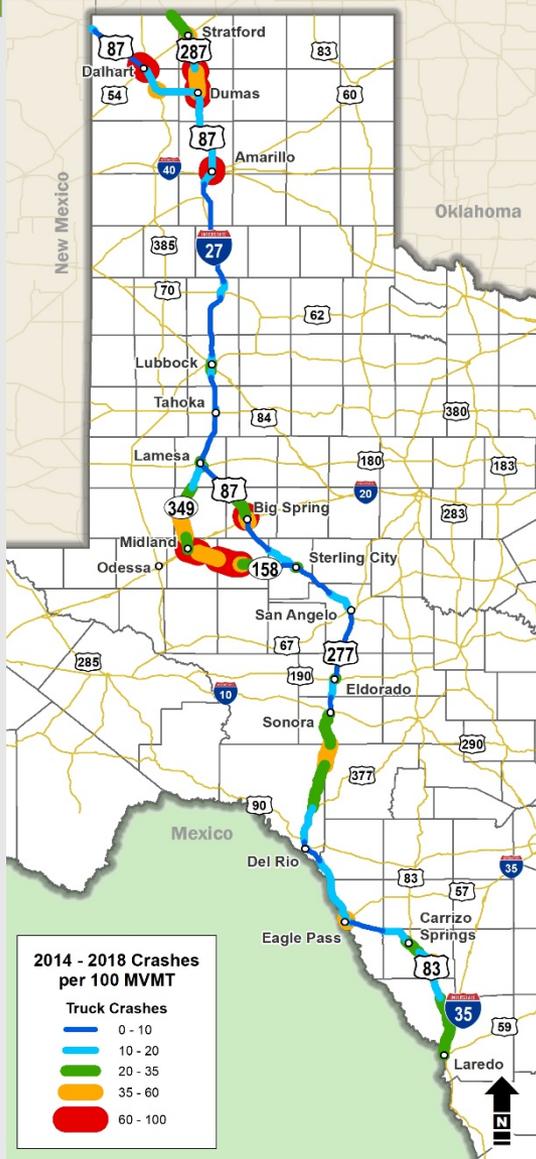
Key Segment #3 Takeaways

- 4,378 Total Crashes
- Highest crash rate through Del Rio
- Low crash rates on rural segments between Laredo and Del Rio

Truck Crashes – 2014-2018



Corridor Truck Crashes



Segment #3 Truck Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- 2,593 total truck crashes
- High rates near northern limits (Dumas, Dalhart, Amarillo)
- Segments between Midland and Garden City have high rates

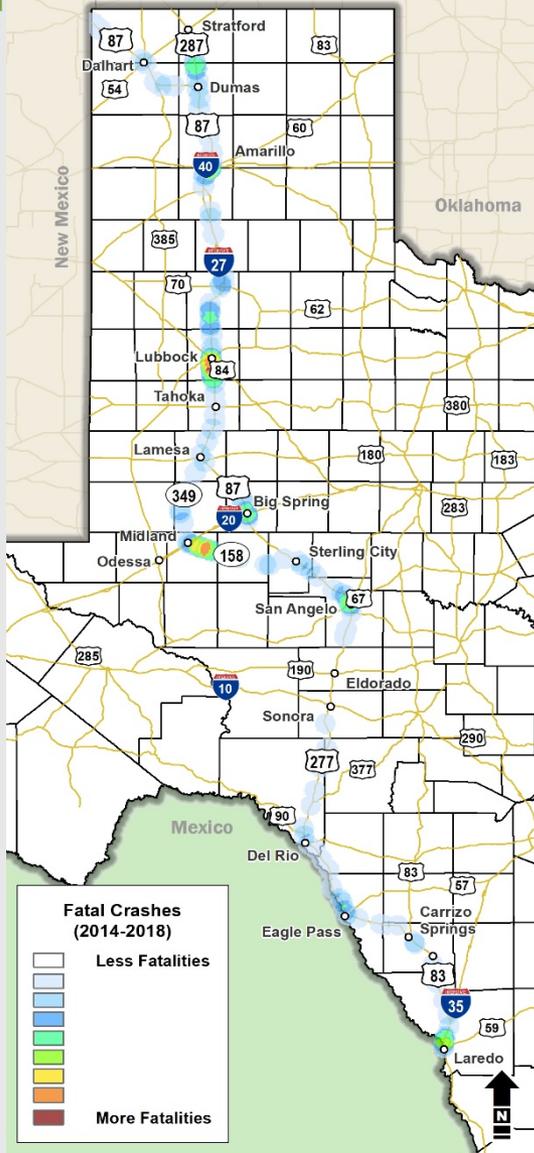
Key Segment #3 Takeaways

- 651 total truck crashes
- Higher truck crash rates in Catarina (30 mph curve)
- Higher truck crash rates around Eagle Pass and Edwards County
- Del Rio with low truck crash rates

Fatal Crashes – 2014-2018



Corridor Fatal Crashes



Segment #3 Fatal Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- 220 fatal crashes
- Amarillo, Lubbock and Midland exhibit highest number of crashes due to higher traffic volume
- Few fatalities on US 277 near Sonora and Eldorado

Key Segment #3 Takeaways

- 49 fatal crashes
- Higher concentrations near Eagle Pass and Laredo



Corridor Wide



■ **27%**
Speeding



■ **25%**
Failure to Stop/Yield



■ **9%**
Impaired or
Distracted Driver



■ **9%**
Improper Use of Lanes

Segment #3



■ **26%**
Speeding



■ **23%**
Failure to Stop/Yield



■ **13%**
Impaired or
Distracted Driver

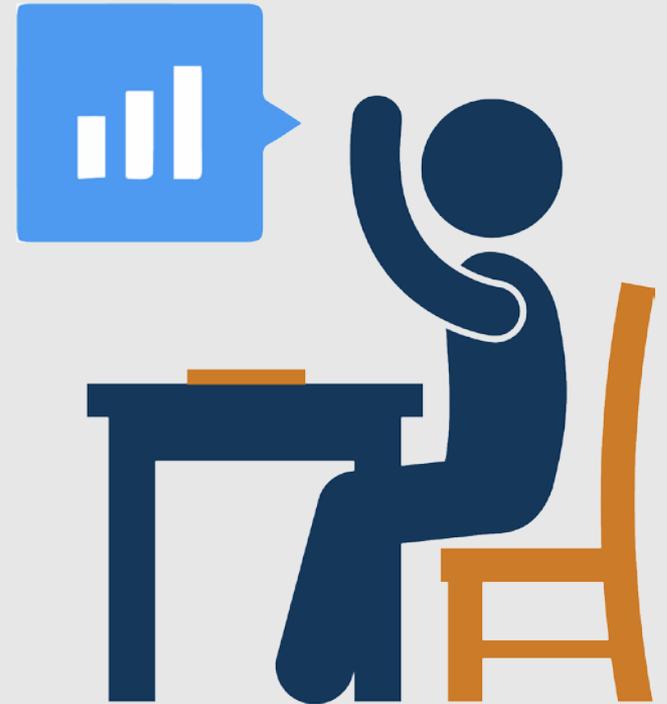


■ **13%**
Improper Use of Lanes



Public Feedback

- What areas and issues contribute to safety needs and challenges in Segment #3?





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THANK YOU!

**ATTACHMENT F
MEETING SUMMARY**

Ports-to-Plains Public Meeting #1 Segment 3

November 4, 2019

4:30 p.m. – 7 p.m.

Del Rio Civic Center

MEETING OBJECTIVES

Meeting objectives for this public meeting were to:

- Provide background on the Ports-to-Plains Corridor Feasibility Study and House Bill 1079;
- Present the study methodology, timeline, and desired outcomes; and
- Gather input from the public on the existing Segment #3 conditions and needs for the Ports-to-Plains Corridor Feasibility Study.

MEET AND GREET

The “Meet and Greet” portion of the public meeting was from 4:30 p.m. until 5 p.m. where the public was able to visit with staff, view exhibits and boards, provide input through the interactive mapping tool, and get to know other participants.

Members of the public were invited to log on to Mentimeter early in order to participate in the interactive portion of the public meeting.

INTERACTIVE PRESENTATION AND MENTIMETER

Welcome and Introductions

Caroline Mays, TxDOT Director of Freight, Trade and Connectivity Section, Transportation Planning and Programming Division, opened the meeting at 4:56 p.m. and welcomed attendees at the first public meeting for Segment 3. She introduced City of Del Rio Mayor Bruno Lozano for opening remarks.

Mayor Lozano thanked TxDOT for meeting in Del Rio and thanked his staff. He also thanked the cross-section of attendees and public officials. He announced that he will serve as Chair for Segment 3 and Webb County Judge Tano Tijerina will serve as Vice-Chair to ensure the region’s needs are addressed. He explained that this is an open process and encouraged participants to let TxDOT know what is needed for the Ports-to-Plains Corridor Feasibility Study.

Mayor Lozano explained that the presentation is focused only on Segment 3 and is specific to roadways in this area. He stated that the feasibility study is important to all of Texas and the Permian Basin, including agricultural needs. The purpose of the Ports-to-Plains Corridor Feasibility Study is to enhance the North American continent, not only within Texas but extending into Canada and Mexico. Of importance for Segment 3 is that commodities (e.g., minerals) begin and end here. He encouraged attendees to think about the big picture, such as the importance of trade, cattle, sheep, Boeing, and the movement of people and goods within the entire corridor across Texas. He asked attendees to share needs, accidents, and issues they are aware of in the corridor.

Ms. Mays thanked Mayor Lozano for his comments. She went on to note that we are at a crossroads for energy development. People live here – what are the safety needs? She then recognized Mayor

Bruno, Oscar Puente, City of Carrizo Springs Mayor Pro-Tem, representatives from the Mexican Consulate including José Luis Diaz Mirón and Nirce Gomez, individuals from Cd. Acuna, and Diana Salgado, City of Del Rio Councilperson. She then initiated round robin introductions from all attendees.

Ms. Mays asked attendees to log on to Mentimeter to continue with the presentation portion of the meeting. Through the development of an interactive survey hosted via Mentimeter, interested persons and members of the public were invited to anonymously provide input on the Ports-to-Plains Corridor Feasibility Study (HB 1079) for Segment 3. Audrey Koehler from the Study Team facilitated this portion of the meeting where attendees provided feedback/input via their phones or through a translator.

One test question - *How much does a fully-grown polar bear weigh?* - was asked of attendees to verify the operational capabilities of Mentimeter.

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. Some outlier responses were not summarized in this document.

Ms. Mays confirmed that responses to Mentimeter questions would remain anonymous. She explained that the team is using Mentimeter as a tool to gather feedback throughout the presentation.

Ms. Mays provided an overview of the evening agenda, including:

1. HB 1079 Overview
2. Feasibility Study Scope and Schedule
3. Study Alternatives
4. Segment #3 Characteristics
5. Population Income and Employment
6. Freight Movement
7. Energy and Agriculture Production
8. Traffic Conditions
9. Pavement and Bridges
10. Safety

Overview of HB 1079

Ms. Mays explained that HB 1079 sets the framework for the study and is very specific in language. Two committees have been established for the Ports-to-Plains Corridor Feasibility Study, including an Advisory Committee (one committee) and Corridor Segment Committees (three committees; one per segment). Ms. Mays described the committee roles and shared that the first Advisory Committee meeting was held on October 1, 2019, and that the first set of Segment Committee meetings was held this week.

This is the first of several public meetings that will be conducted for the Ports-to-Plains Corridor Feasibility Study. HB 1079 dictates the location of the public meetings. The goal of the meetings is to receive input on the challenges of this corridor and identify strategies to address these challenges. Public involvement is an important aspect for this study. Public meetings will be held quarterly. Stakeholder and public feedback are important and will make a big difference.

Feasibility Study Overview

Next, an overview was provided of the Ports-to-Plains Corridor and segments. A study limits map and corridor segments map were shown, with different colors denoting the three different segments that were created for the purpose of the study. Ms. Mays described the limits of each segment. Segment 3 has unique issues. Segment 2 has an energy focus.

Ms. Mays then reviewed study goals including transporting products, economic development, employment opportunities, traffic congestion relief, freight movement, corridor right-of-way (ROW) minimization, the use of existing highways, reducing impacts to private property, interstate designation, project costs, and funding sources.

Mentimeter Question: Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals.

Total Respondents: 24

Responses by Choice	*
Safety and mobility	18
Economic development	17
Freight movement	12
Traffic congestion	9
Existing infrastructure	6
Funding sources	6
Interstate designation	4
Energy products	2
Project costs	2
Private property	0

Ms. Mays said the responses were consistent with responses received at the Segment 3 Committee Meeting; the top three goals selected by the committee included:

- Economic development;
- Safety and mobility; and
- Freight movement.

Mayor Lozano told attendees that this is their chance to give feedback to TxDOT and empower you, the public. We want to make sure we understand the corridor needs.

One attendee said that the Sutton County line, which is at the end of Segment 3 at I-10, is one of the most important intersections. Eight (8) out of 10 accidents on US 90 occur with 18-wheelers. The commenter believes it would be optimal to extend Segment 3 north of this intersection.

Ms. Mays responded that representatives from Sonora chose to be included in Segment 2, but there is no reason why studies could not be extended to I-10.

During the morning meeting, the Judge Tano Tijerina, Webb County Judge, commented about truck traffic. This was an important comment that TxDOT needed to hear.

Mayor Puente of Carrizo Springs said that between Carrizo Springs and Ashington there have been a high number of fatalities due to crashes involving vehicles and semi-trailers within the last eight months. Ms. Mays responded that safety data would be reviewed later in the presentation.

Val Verde County Commissioner Beau Nettleton said that he agreed with the limits extending from town to town. He said the most expensive piece is likely going to be through Val Verde County due to the terrain. Ms. Mays thanked him for this comment.

Ports-to-Plains Corridor Feasibility Study Scope

Ms. Mays introduced Wendy Travis from the Study Team to discuss the study scope and process. Ms. Travis explained that the Study Team is currently looking at the purpose and the need for the study, which involves looking at baseline data, or existing conditions. The Study Team will consider stakeholder/public feedback to help support or supplement data.

The next public meeting will look at forecasted data to help plan the needs out to the year 2050. The Study Team will look at the feasibility of the corridor being an interstate versus it being a four-lane facility. The study will also look at potential projects and make recommendations for implementation. Finally, a financial and implementation plan will be prepared. TxDOT will be preparing a feasibility study report, which will be going to the governor and the legislature.

Ms. Travis then reviewed the study schedule. In June 2020, the Segment Committees will make recommendations to be presented to the Advisory Committee. Thereafter, the Advisory Committee will make their recommendations including public input gathered in October 2020.

Study Alternatives

Potential study alternatives were then discussed, including a four-lane, divided highway and an interstate with frontage roads. Ms. Travis compared a four-lane divided highway (driveway access, lower speeds, smaller ROW, at grade intersections) and an interstate facility (no driveways, no stop signs, higher speeds, larger ROW, overpasses). She then introduced Akila Thamizharasan, TxDOT Corridor Planning Branch Manager, to discuss existing conditions. She stated that TxDOT has done a lot of research on the existing corridor.

Existing Conditions and Needs

Mentimeter Question: What are the key needs and challenges in Segment #3?

Total Respondents: 28

Responses by Theme	#
Need for wider, safer roads	8
Freight movement (oversize/overweight) and congestion	4
Terrain	4
Safety and mobility	3
Construction cost	3
Alternative route to I-35	2
International trade	2
Population growth	1
Poor construction loop around Del Rio	1
Other responses (outlier responses)	11

An attendee shared that she just lost her sister four years ago in a head-on collision on the road between Del Rio and Eagle Pass. She asked if TxDOT will stay on top of contractors to make sure they are doing their job. She noted that the roadway did not have reflectors. The TxDOT District Engineer responded that they are mandated to check on the traffic control plan at least once a day.

An attendee asked TxDOT to please do this project better than that done for the Loop in Del Rio.

An attendee commented that they travel regularly from Del Rio to San Angelo on TX 277 and there is a need for wider roads. Huge pieces of equipment are on the road. Sometimes there are guide vehicles, sometimes not. There are tight turns in that area for safety reasons (number of lanes).

An attendee asked where the truck traffic would go when the highway between Del Rio and Sonora is built. Ms. Thamizharasan said that truck forecasting will be studied later in the process.

An attendee commented that short-cut back roads are not the way to go for trucks. The trucks need a better pathway. By working in Del Rio and looking at what is happening in Mexico, there is more traffic and more diversion off I-35.

Mentimeter Question: What are the potential opportunities in Segment #3?

Total Respondents: 22

Responses by Theme	#
Economic development	9
Growth along the corridor	4
Safety	3
Export/import opportunities with Mexico	2
Other responses (outlier responses)	4

Ms. Thamizharasan reviewed current corridor characteristics of Segment #3, including that the segment covers 247 segment miles, six counties, three ports of entry, and two TxDOT districts. She then passed the presentation to a member of the Study Team, Kirsten McCullough.

Ms. McCullough presented the corridor population growth from 1990 to 2017. Population has steadily increased overall, with a 65 percent growth in Segment 3. The segment has also experienced large increases in income. For employment, there has been approximately 78 percent growth in the entire corridor, and Segment 3 has also experienced strong growth. Webb County growth has more than doubled.

Mentimeter Question: What factors do you think will influence population, income, and employment in Segment 3 over the next 30 years?

Total Respondents: 28

Responses by Theme	#
Export/import trade	7
Minerals, water, and energy	5
Technological advancements	3
Job opportunities	2
Border/immigration issues	2
Growth at the Air Force Base in Del Rio	1
Other responses (outlier responses)	8

An attendee asked to explain what expanding “quality of life” means. A better highway improves quality of life and safety. On US 277, there have been many fatalities, including the fatality of a board member of the Del Rio Hispanic Chamber of Commerce. Another issue that effects quality of life is the need for relief on I-35. Right now, I-35 experiences many fatalities.

Ms. McCullough turned the presentation over to another member of the Study Team, Joe Bryan, to talk about freight.

Mr. Bryan said that freight is used daily for the transport of supplies. The largest areas for truck freight are at border crossings and in counties adjacent to the corridor. Ports of entry are busy in

both directions, especially in Laredo. There is a lot of agriculture in the northern section, oil and minerals in the middle section, and a mix of consumer products and energy/oilfield traffic in the southern section.

One of the big motivators for the project is foreign trade. Segment 3 is the crossing for foreign trade at the border. Foreign trade will be part of our future and how we make a living.

Mr. Bryan reviewed border crossing truck traffic in 2017 in Laredo, Eagle Pass, and Del Rio.

Mentimeter Question: What are the key needs and challenges for moving people and freight in Segment 3?

Total Respondents: 18

Responses by Theme	#
Traffic congestion	4
Infrastructure, roadway design	4
Staffing for ports of entry	3
Designated truck lanes, passing lanes	2
Training and funding for law enforcement and first responders	1
Other responses (outlier responses)	4

Mentimeter Question: What factors do you think will influence future freight movement in Segment 3?

Total Respondents: 18

Responses by Theme	#
National politics, economy, and international trade agreements	6
Ports of entry and border crossing time	4
Amplify bypasses and wide bridges	3
Renewable energy, pipelines, and technology	3
Availability of food and lodging	1
Other responses (outlier responses)	1

Mr. Bryan then turned the presentation over to Michael Penic, a member of the Study Team. Mr. Penic covered average daily traffic in 2017 and growth in traffic volumes during the same time period. He then reviewed average daily truck traffic for 2017. Mayor Lozano commented that north of Del Rio, much of the traffic is freight. The perception for public safety was discussed.

Val Verde County Commissioner Beau Nettleton asked if the Study Team has looked at truck traffic moving west of Fort Stockton. Mr. Penic said not yet, but that he suspected this will need to be looked at.

An attendee said this study could help relieve traffic on I-35. Mr. Penic said the future conditions evaluation will be looked at and the Study Team will be presenting this information at the next public meeting.

Val Verde County Commissioner Beau Nettleton asked if the Study Team will be doing an origin/destination analysis. Ms. Mays responded that a full-fledged origin/destination analysis will not be conducted, but the Study Team will be conducting interviews to help capture this type of data. Commissioner Nettleton said there have been studies on the Mexico side, and this is something that needs to be looked at.

Mr. Penic then covered average speeds in the corridor in 2018 and total crashes from 2014 to 2018. Approximately 17,000 total crashes occurred within the corridor during this five-year period. He reviewed key Segment 3 takeaways. He then reviewed truck crashes from 2014 to 2018 within the corridor and Segment 3. Finally, Mr. Penic covered fatal crashes within the same five-year time period (2014-2018) for the corridor and Segment 3. A summary of causes was provided with contributing factors usually being speeding and failure to stop/yield.

Mentimeter Question: How does energy production influence the transportation needs in Segment #3?

Total Respondents: 0

Mentimeter Question: How does agricultural production influence the transportation needs in Segment #3?

Total Respondents: 0

Mentimeter Question: Where are the bottlenecks for traffic in Segment 3 and what is the cause?

Total Respondents: 16

Responses by Theme	#
Intersection of Gibbs and Veterans Boulevard in Del Rio, Texas	3
Ports of entry and international bridges	2
Need for more lanes or a passing lane	2
Terrain north of Del Rio	2
Slower moving vehicles	1
Intersection of Dr. Fermin Calderon Boulevard with Gibbs	1
Quemado	1
Entrance to Loop 79	1
Intersection of Highway 90 and Veterans Boulevard	1
US 290 and SP 239	1
Other responses (outlier responses)	3

Mentimeter Question: What do you think will influence future traffic conditions in Segment 3?

Total Respondents: 10

Responses by Theme	#
Type of highway/interstate designation	2
Lanes for commercial traffic	2
International trade	2
Oil and gas exploration and development	2
Population growth	1
Other responses (outlier responses)	1

An attendee stated that there has been a lot of accidents between Del Rio and Eagle Pass and asked if a relief route was being considered. Ms. Mays said no, not at this time. Mr. Penic explained that right now the Study Team is collecting issues and will be looking at how to fix issues later.

Mentimeter Question: What areas and issues contribute to safety needs and challenges in Segment 3?

Total Respondents: 10

Responses by Theme	#
Quemado	2
Wider bridges and higher clearance	1
Lack of passing lanes	1
Terrain, sharp curves and steep inclines, north of Del Rio on 277	1
Lomo Alta	1
Other responses (outlier responses)	4

Mr. Penic then passed the presentation to Ms. Mays.

Mentimeter Question: Any questions for the presenter?

Total Respondents: 0

Ms. Mays reviewed the National Impact of Texas-Mexico Border from Laredo. This segment supports what happens in the entire nation.

Wrap-Up

Ms. Mays reviewed ways to provide comment including via comment cards, online, and on the interactive maps provided at the meeting. The next public meeting will be held on February 3, 2020.

Comments received at the meeting are provided in Attachment D (5 comment cards and 18 interactive map comments). No comments were received online.

The meeting closed at 6:55 p.m.