



Documentation of Public Meeting

Project Location

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

Project Limits

Segment 1: New Mexico and Oklahoma Borders to the Hale/Lubbock County Line

Meeting Location

Amarillo Civic Center Complex
401 S. Buchanan St.
Amarillo, Texas 79101

Meeting Date and Time

Wednesday November 20, 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

Council Member Sherri Haschke, City of Dalhart, Ward-4
Council Member Tim Yee, City of Dalhart, Ward-4
Commissioner David Ford, Hartley County, Precinct 2
Commissioner Dee Vaughan, Moore County, Precinct 4
Joel Riedel, Office of U.S. Senator John Cornyn
Mary Owen, Office of U.S. Senator Ted Cruz
Representative Four Price, Texas House of Representatives, District 87

Total Number of Attendees (approx.)

57

Total Number of Commenters

4



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 1 Public Meeting #1
 November 20, 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.	2	0	0	1	1	1.2
Examination of freight movement.	0	2	0	2	0	2.4
Examination of the ability to transport energy products to market.	1	1	2	0	0	1.8
Examination of project costs.	0	1	1	0	2	3.0
Minimization of impacts to private property.	1	0	1	1	1	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.	2	0	0	2	0	2.0
Maximization of existing highway infrastructure.	1	2	1	0	0	1.6
Determination that the corridor would relieve traffic congestion.	0	1	2	0	1	2.6
Determination of areas suitable for interstate designation.	0	0	1	0	3	3.6
Identification of federal, state, local, and private funding sources.	1	1	0	2	0	2.2

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

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

Responses:

Moving products to large markets. Decreasing truck traffic on I-35. Increasing and modernizing highway infrastructure.

Improved connection of local road and present state highways, FM roads for rural cities.

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

Responses:

Economic development through distribution of goods from Tx Panhandle's central location to NM, Colorado, Kansas, and all the way to Canada. Amarillo is a strategically located city for interstate east and west, but we could add north and south IF this ONCE this corridor is completed. Distribution by air, rail, and automotive is critical to Amarillo's future growth.

Connecting Laredo → Del Rio to Raton, NM crossing I-410, I-20 and merging into I-25. I-27 should not terminate in Lubbock. Laredo to Del Rio is an important port corridor to America.

Improved safety for motorists and freight traffic.

Economic development as major areas become increasingly congested and ED begins to shift to rural/semi-urban areas.

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

Responses:

I-27 stops in Lubbock. Need more transportation to move all products including energy out of Permian Basin.

Ingress and egress for rural towns.

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

Responses:

I-35 overcrowded. Highways in Permian Basin are too small and too dangerous. Port at Del Rio and Laredo is too important to ignore.

Improved State Highway 86 ramp for northbound traffic coming into Tulia.

General Comments

Number	Commenter Name	Date Received	Comment Topic	Response
1	Gregg Bynum	11/20/2019	This project is 25 years past due. Laredo → Del Rio to Raton N. Mexico makes sense moving products to markets and connecting I-27 north and south to I-10 and I-20 east/west.	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 November 1, 2019.

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

Organization	Name	Title
Amarillo Chamber of Commerce	Gary Molberg	President
Amarillo Economic Development Corporation	Kevin Carter	President
Amarillo MPO	Travis Muno	Administrator
City of Amarillo	Jared Miller	City Manager
City of Amarillo	Ginger Nelson	Mayor
City of Dalhart	Phillip Hass	Mayor
City of Dalhart	James Stroud	City Manager
City of Dumas	Bob Brinkmann	Mayor
City of Lubbock	Dan Pope	Mayor
City of Stratford	Ricky Reed	Mayor
Dalhart Chamber of Commerce	Ashley Posthumus	President
Dallam County	Wesley Ritchey	Judge
Dumas Chamber of Commerce	Carl Watson	Executive Director
Hale County	David B. Mull	Judge
Hartley County	Ronnie Gordon	Judge
The High Ground of Texas	Kasey Coker	Executive Director
Mayor Dan Pope's Office	Abby Dye	Assistant to the Mayor
Moore County	Johnnie Rhoades	Judge
Moore County	Dee Vaughan	County Commissioner
Panhandle Regional Planning Commission	Kyle Ingham	Executive Director
Plainview Chamber of Commerce	Tonya Keesee	Executive Director
Ports-to-Plains Alliance	Joe Kiely	Vice President of Operations
Ports-to-Plains Alliance	Milton Pax	Vice Chairman, Board of Directors
Potter County	Nancy Tanner	Judge
Potter County	Sebastin Ysaguirre	Director of Roads and Bridges
Public Relations Hilmar Cheese	Denise Skidmore	Director
Randall County	Ernie Houdashell	Judge
Sherman County	Terri Beth Carter	Judge
Sutton County	Stephen Smith	Judge
Swisher County	Harold Keeter	Judge
Texas Cattle Feeders Association	Ross Wilson	President and CEO
TxDOT	Humberto Gonzalez, Jr.	Director of Transportation Planning & Development
TxDOT	Roberto Rodriguez, III	Transportation Engineer

From: Akila Thamizharasan <[REDACTED]>
Sent: Friday, November 1, 2019 9:28 AM
To: Abby Dye, Assistant to Mayor Dan Pope <[REDACTED]>; Ashley Posthumus, President, Dalhart Chamber of Commerce <[REDACTED]>; Bob Brinkmann, Mayor, City of Dumas <[REDACTED]>; Carl Watson, Executive Director, Dumas Chamber of Commerce <[REDACTED]>; Dan Pope, Mayor, City of Lubbock <[REDACTED]>; David B. Mull, Judge, Hale County <[REDACTED]>; Dee Vaughan, County Commissioner, Moore County <[REDACTED]>; Denise Skidmore, Director, Public Relations Hilmar Cheese <[REDACTED]>; Ernie Houdashell, Judge, Randall County <[REDACTED]>; Gary Molberg, President and CEO, Amarillo Chamber of Commerce <[REDACTED]>; Ginger Nelson, Mayor, City of Amarillo <[REDACTED]>; Harold Keeter, Judge, Swisher County <[REDACTED]>; Humberto "Tito" Gonzalez Jr <[REDACTED]>; James Stroud, City Manager, City of Dalhart <[REDACTED]>; Jared Miller, City Manager, City of Amarillo <[REDACTED]>; Joe Kiely, Vice President of Operations, Ports-to-Plains Alliance <[REDACTED]>; Johnnie "Rowdy" Rhoades, Judge, Moore County <[REDACTED]>; Kasey Coker, Executive Director, The High Ground of Texas <[REDACTED]>; Kevin Carter, President, Amarillo Economic Development Corporation <[REDACTED]>; Kyle Ingham, Panhandle Regional Planning Commission <[REDACTED]>; Milton Pax, Vice Chairman, Board of Directors, Ports-to-Plains Alliance <[REDACTED]>; Nancy Tanner, Judge, Potter County <[REDACTED]>; Phillip Hass, Mayor, City of Dalhart <[REDACTED]>; Ricky Reed, Mayor, City of Stratford <[REDACTED]>; Roberto Rodriguez III <[REDACTED]>; Ronnie Gordon, Judge, Hartley County <[REDACTED]>; Ross Wilson, President and CEO, Texas Cattle Feeders Association <[REDACTED]>; Sebastin Ysaguirre, Pottery County Director of Roads and Bridges <[REDACTED]>; Stephen Smith, Sutton County Judge, Advisory Committee vice chairman <[REDACTED]>; Terri Beth Carter, Judge, Sherman County <[REDACTED]>; Tonya Keesee, Executive Director, Plainview Chamber of Commerce <[REDACTED]>; Travis Muno, Administrator, Amarillo MPO <[REDACTED]>; Wesley Ritchey, Judge, Dallam County <[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 1 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 1 public meeting will be held on Wednesday, November 20, 2019 at the Amarillo Civic Center Complex 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.

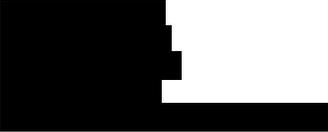
We appreciate your assistance.

Sincerely,

Akila



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





PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 1: NEW MEXICO AND OKLAHOMA BORDERS TO HALE/LUBBOCK COUNTY LINE

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 1 from the New Mexico and Oklahoma borders to the Hale/Lubbock County line.



WEDNESDAY, NOV. 20, 2019

4:30 p.m. — 7 p.m.

Amarillo Civic Center Complex

401 S. Buchanan St.

Amarillo, Texas 79101



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

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



Attachment B
Postcard Mailout

*A bilingual postcard was mailed to stakeholders included on the following database on
November 6, 2019.*

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Tribal	Association Of Amarillo Indian						Amarillo	TX	79107		
Multimodal	Hale County Cycling Club						Plainview	TX	79072-7612		
Civic Groups/Agricultural Interest	Hale County Farm Bureau Federation						Plainview	TX	79072-8652		
Civic Groups/Agricultural Interest	Halfway Coop Gin						Plainview	TX	79072-0736		
Civic Groups/Agricultural Interest	Panhandle Grain & Feed Association						Amarillo	TX	79120		
Economic Development	Plainview Chamber Of Commerce And Agriculture						Plainview	TX	79072-6932		
Economic Development	Plainview Downtown Assoc Inc						Plainview	TX	79073-1173		
Civic Groups/Agricultural Interest	United Farm Industries Inc 050193						Plainview	TX	79073-0040		
Municipality	City of Canyon	Commissioner	Paul R.	Lyons	Commissioner, Place 3		Canyon	TX	79015		
Municipality	City of Canyon	Commissioner	Randy	Ray	Commissioner, Place 5		Canyon	TX	79015		
Municipality	City of Canyon	Commissioner	Roger	Remlinger	Commissioner, Place 4		Canyon	TX	79015		
Municipality	City of Dumas	Commissioner	David	Bonner	Commissioner, Place 4		Dumas	TX	79029		
Municipality	City of Dumas	Commissioner	Bob	Brinkmann	Commissioner, Place 3		Dumas	TX	79029		
Municipality	City of Dumas	Commissioner	Ben	Maples	Commissioner, Place 2		Dumas	TX	79029		
Municipality	City of Dumas	Commissioner	Justin	Willis	Commissioner, Place 1		Dumas	TX	79029		
County	Dallam County	Commissioner	Corey	Crabtree	Commissioner, Pct. Two		Dalhart	TX	79022		
County	Dallam County	Commissioner	Floyd	French	Commissioner, Pct. Four		Dalhart	TX	79022		
County	Dallam County	Commissioner	Levi	James	Commissioner, Pct. Three		Dalhart	TX	79022		
County	Dallam County	Commissioner	Carl	McCarty	Commissioner, Pct. One		Dalhart	TX	79022		
County	Hale County	Commissioner	Kenny	Kernell	Commissioner, Pct. 3		Plainview	TX	79072		
County	Hale County	Commissioner	Harold	King	Commissioner, Pct. 1		Plainview	TX	79072		
County	Hale County	Commissioner	Mario	Martinez	Commissioner, Pct. 1		Plainview	TX	79072		
County	Hale County	Commissioner			Commissioner, Pct. 4		Plainview	TX	79072		
County	Hartley County	Commissioner	David	Ford	Commissioner, Pct. 2		Dumas	TX	79029		
County	Hartley County	Commissioner	Chad	Hicks	Commissioner, Pct. 3		Dalhart	TX	79022		
County	Hartley County	Commissioner	Robert "Butch"	Owens	Commissioner, Pct. 4		Dalhart	TX	79022		
County	Hartley County	Commissioner	David	Vincent	Commissioner, Pct. 1		Hartley	TX	79044		
County	Moore County	Commissioner	Rowdy	Rhoades	Commissioner, Pct. 1		Dumas	TX	79029		
County	Moore County	Commissioner	Dee	Vaughan	Commissioner, Pct. 4		Dumas	TX	79029		
County	Potter County	Commissioner	Leon	Church	Commissioner, Pct. 3		Amarillo	TX	79101		
County	Potter County	Commissioner	H.R.	Kelly	Commissioner, Pct. 1		Amarillo	TX	79101		
County	Potter County	Commissioner	Mercy	Murguia	Commissioner, Pct. 2		Amarillo	TX	79101		
County	Potter County	Commissioner	Alphonso	Vaughn	Commissioner, Pct. 4		Amarillo	TX	79101		
County	Randall County	Commissioner	Mark	Benton	Commissioner, Pct. 2		Canyon	TX	79015		
County	Randall County	Commissioner	Buddy	DeFord	Commissioner, Pct. 4		Canyon	TX	79015		
County	Randall County	Commissioner	Christy	Dyer	Commissioner, Pct. 1		Canyon	TX	79015		

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

County	Randall County	Commissioner	Bob	Robinson	Commissioner, Pct. 3		Canyon	TX	79015
County	Sherman County	Commissioner	Dana	Buckles	Commissioner, Pct. 1		Stratford	TX	79084
County	Sherman County	Commissioner	Jeff	Crippen	Commissioner, Pct. 3		Stratford	TX	79084
County	Sherman County	Commissioner	David	Davis	Commissioner, Pct. 4		Stratford	TX	79084
County	Sherman County	Commissioner	Terry	Mathews	Commissioner, Pct. 2		Stratford	TX	79084
County	Swisher County	Commissioner	Larry	Buske	Commissioner, Pct. 4		Tulia	TX	79088
County	Swisher County	Commissioner	Danny	Morgan	Commissioner, Pct. 2		Tulia	TX	79088
County	Swisher County	Commissioner	Joe	Murrell	Commissioner, Pct. 3		Tulia	TX	79088
County	Swisher County	Commissioner	Lloyd	Rahfs	Commissioner, Pct. 1		Tulia	TX	79088
Municipality	City of Abernathy	Councilman	Matt	Riley	Councilman		Abernathy	TX	79311
Municipality	City of Abernathy	Councilman	Jared	Shannon	Councilman		Abernathy	TX	79311
Municipality	City of Abernathy	Councilman	Gary	Stone	Councilman		Abernathy	TX	79311
Municipality	City of Amarillo	Councilman	Eddy	Sauer	Councilmember, Place 3		Amarillo	TX	79101
Municipality	City of Amarillo	Councilman	Howard	Smith	Councilmember, Place 4		Amarillo	TX	79101
Municipality	City of Dalhart	Councilman	Brian	Brewer	Councilmember, Ward 3		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Troy	Ferguson	Councilmember, Ward 1		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Clinton	Hale	Councilmember, Ward 2		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Rusty	Hancock	Councilmember, Ward 1		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Billy	Sisco	Councilmember, Ward 3		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Brian	Walton	Councilmember, Ward 2		Dalhart	TX	79022
Municipality	City of Dalhart	Councilman	Tim	Yee	Councilmember, Ward 4		Dalhart	TX	79022
Municipality	City of Hale Center	Councilman	Richard	Castillo	Councilwoman		Hale Center	TX	79041
Municipality	City of Stratford	Councilman	Mike	Dominguez	Councilman		Stratford	TX	79084
Municipality	City of Stratford	Councilman	Kyle	Sandvig	Councilman		Stratford	TX	79084
Municipality	City of Stratford	Councilman	Joe	Zak	Councilman		Stratford	TX	79084
Municipality	City of Tulia	Councilman	Jason	Jack	Councilmember		Tulia	TX	79088
Municipality	City of Tulia	Councilman	Israel "Bibo"	Ramirez	Councilmember		Tulia	TX	79088
Municipality	City of Tulia	Councilman	JJ	Thomas	Councilmember		Tulia	TX	79088
Municipality	City of Abernathy	Councilwoman	Bilinda	Prater	Councilwoman		Abernathy	TX	79311
Municipality	City of Amarillo	Councilwoman	Elaine	Hays	Councilmember, Place 1		Amarillo	TX	79101
Municipality	City of Amarillo	Councilwoman	Freda	Powell	Councilmember, Place 2		Amarillo	TX	79101
Municipality	City of Dalhart	Councilwoman	Sherri	Haschke	Councilmember, Ward 4		Dalhart	TX	79022
Municipality	City of Hale Center	Councilwoman	Karen	Boyce	Councilwoman		Hale Center	TX	79041
Municipality	City of Hale Center	Councilwoman	Christine	Reyna	Councilwoman		Hale Center	TX	79041
Municipality	City of Stratford	Councilwoman	Ann	Johnson	Councilwoman		Stratford	TX	79084
Municipality	City of Tulia	Councilwoman	Kathy	Vestal	Councilmember		Tulia	TX	79088
College/University	Amarillo College	Dr.	Russell	Lowery-Hart, Phd	President		Amarillo	TX	79109
College/University	Clarendon College - Amarillo Cosmetology Center	Dr.	Robert K.	Riza, Phd			Amarillo	TX	79109
College/University	Texas A&M Agrilife Research And Extension Center At Amarillo	Dr.	Brent W.	Auvermann, Phd	Center Director		Amarillo	TX	79106

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

College/University	Wayland Baptist University - Amarillo	Dr.	Bobby	Hall, Phd	President	Plainview	TX	79072
College/University	West Texas A&M University	Dr.	Walter	Wendler, Phd	President	Canyon	TX	79015-001
Airport	Tulia City and Swisher County Airport	Judge	Harold	Keeter	Manager	Tulia	TX	79088
Municipality	City of Canyon	Mayor	Gary	Hinders	Mayor Place 1	Canyon	TX	79015
Municipality	City of Canyon	Mayor Pro-Tem	Cody	Jones	Mayor Pro-Tem Place 2	Canyon	TX	79015
Chamber of Commerce	Amarillo Chamber of Commerce	Mr.	Gary	Molberg	President and Chief Executive Officer	Amarillo	TX	79105
Tourism	Amarillo Convention & Visitor'S Council	Mr.	Dan	Quandt	Senior Vice President	Amarillo	TX	79101
Economic Development	Amarillo EDC	Mr.	Kevin	Carter	President & CEO	Amarillo	TX	79101
Airport	Amarillo International Airport	Mr.	Michael	Conner	Director of Aviation	Amarillo	TX	79111
MPO	Amarillo Metropolitan Planning Organization	Mr.	Cody	Balzen	Senior Planner	Amarillo	TX	79105
MPO	Amarillo Metropolitan Planning Organization	Mr.	Travis	Muno	Administrator	Amarillo	TX	79105
Chamber of Commerce	Canyon Chamber of Commerce	Mr.	Roger	Remlinger	Executive Director	Canyon	TX	79015
Economic Development	Canyon Economic Development Corporation	Mr.	Don	Lee	President	Canyon	TX	79015
Municipality	City of Amarillo	Mr.	Jared	Miller	City Manager	Amarillo	TX	79105
Economic Development	City of Amarillo, Economic Development Department	Mr.	Andrew	Freeman	Director of Planning and Development Services	Amarillo	TX	79101
Municipality	City of Canyon	Mr.	Jon	Behrens	Interim City Manager	Canyon	TX	79015
Municipality	City of Dalhart	Mr.	James	Stroud	City Manager	Dalhart	TX	79022
Municipality	City of Dumas	Mr.	Arbie	Taylor	City Manager	Dumas	TX	79029
Municipality	City of Hale Center	Mr.	Dennis	Burton	City Manager	Hale Center	TX	79041
Municipality	City of Plainview	Mr.	Jeffrey	Snyder	City Manager	Plainview	TX	79072
Municipality	City of Stratford	Mr.	Tommy	Bogart	City Administrator	Stratford	TX	79084
Municipality	City of Tulia	Mr.	Dion	Miller	City Manager	Tulia	TX	79088
Economic Development	Dumas EDC	Mr.	Michael	Running	Executive Director	Dumas	TX	79029
Chamber of Commerce	Dumas/Moore County Chamber of Commerce	Mr.	Carl	Watson	Executive Director	Dumas	TX	79029
Utility	Golden Spread Electric Cooperative Inc	Mr.	Mark	Schwartz		Amarillo	TX	79105-9898
Economic Development	Hale Center EDC	Mr.	Dennis	Burton		Hale Center	TX	79041
Utility	Halfway Water Supply Corp	Mr.	Ray	Sooter		Plainview	TX	79072-0737
Economic Development	High Ground Of Texas Economic Development Assoc Inc	Mr.	Kevin	Carter		Plainview	TX	79072-6714
Airport	Moore County Airport	Mr.	Brandon	Cox	Manager	Dumas	TX	79029
County	Moore County, Road & Bridge Department	Mr.	Wes	McDougal	Supervisor	Dumas	TX	79029
Council of Governments	Panhandle Regional Planning Commission	Mr.	Kyle	Ingham	Executive Director	Amarillo	TX	79105
County	Potter County, Road and Bridge Department	Mr.	Sebastin	Ysaguirre	Department Head	Amarillo	TX	79107
County	Randall County	Mr.	Tim	Sorrells	Road and Bridge Superintendent	Canyon	TX	79015
Employers	Regence Health Network, Inc.	Mr.	Rick	Love		Plainview	TX	79072
Federal Land	Rita Blanca National Grassland	Mr.	Mike	Atkinson	District Ranger	Clayton	NM	88415
Utility	South Plains Electric Cooperative Inc	Mr.	Dale	Ancell		Lubbock	TX	79408
Employers	Suddenlink Communications	Mr.	Dave	Gilles		Lubbock	TX	79413
Utility	Swisher Electric Cooperative Inc	Mr.	Dwain	Tipton		Tulia	TX	79088-0067

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

College/University	Texas A&M Agrilife Research And Extension Center At Amarillo	Mr.	Brandon	Dukes	District Extension Administrator		Amarillo	TX	79106
U.S. Representative	U.S. House of Representatives	Mr.	Mac	Thornberry	Congressional District 13		Amarillo	TX	79101
Employers	United Supermarkets	Mr.	Robert	Taylor			Lubbock	TX	79493
Employers	United Supermarkets/Amigos	Mr.	Rodney	White			Plainview	TX	79072
Economic Development	Canyon EDC	Ms.	Evelyn	Ecker	Executive Director		Canyon	TX	79015
Economic Development	Center City Of Amarillo, Inc.	Ms.	Beth	Duke	Executive Director		Amarillo	TX	79101
Employers	Central Plains Center	Ms.	Sherri	Bohr			Plainview	TX	79072
Employers	Convergys Corporation	Ms.	Shari	Barnes			Lubbock	TX	79407
Employers	G Boren Services	Ms.	Geneva	Boren			Lubbock	TX	79412
Utility	Grand Castle Water Supply Corp	Ms.	Anne C	Streger			Plainview	TX	79072-9244
Groundwater Conservation District	North Plains Groundwater Conservation District	Ms.	Kristen	Blackwell	Executive Assistant		Dumas	TX	79029
	Poznecki-Camarillo, Inc.	Ms.	Linda	Vela			San Antonio	TX	78228
Utility	Southwestern Public Service Company	Ms.	Alice	Jackson			Amarillo	TX	79105
U.S. Representative	U.S. House of Representatives	Ms.	Jodey	Arrington	Congressional District 19		Lubbock	TX	79401
College/University	West Texas A&M University Amarillo Center	Ms.	Michelle	Howington			Amarillo	TX	79101
Municipality	City of Plainview	Representative	Oliver	Aldape	Representative, District 7		Plainview	TX	79072
Municipality	City of Plainview	Representative	Susan	Blackerby	Representative, District 5		Plainview	TX	79072
Municipality	City of Plainview	Representative	Norma	Juarez	Representative, District 3		Plainview	TX	79072
Municipality	City of Plainview	Representative	Teressa	King	Representative, District 4		Plainview	TX	79072
Municipality	City of Plainview	Representative	Nelda	VanHoose	Representative, District 1		Plainview	TX	79072
Municipality	City of Plainview	Representative	Evan	Weiss	Representative, District 6		Plainview	TX	79072
Municipality	City of Plainview	Representative	Larry A.	Williams	Representative, District 2		Plainview	TX	79072
State Representative	Texas Senate	Sen.	Charles	Perry	District 28		Lubbock	TX	79424
State Representative	Texas Senate	Sen.	Kel	Seliger	District 31		Amarillo	TX	79105
Chamber of Commerce	Abernathy Chamber of Commerce						Abernathy	TX	79311
School District	Abernathy ISD						Abernathy	TX	79311
Airport	Abernathy Municipal Airport						Abernathy	TX	79311
Employers	Affiliated Foods/TriState Baking/Plains Dairy						Amarillo	TX	79120
Federal Land	Alibates Flint Quarries National Monument						Fritch	TX	79036
National Parks	Alibates Flint Quarries National Monument						Fritch	TX	79036
College/University	Amarillo College						Amarillo	TX	79109
College/University	Amarillo College Moore County						Dumas	TX	79029
School District	Amarillo ISD						Amarillo	TX	79106
Ports	Amarillo Port of Entry						Amarillo	TX	79111
Employers	Azteca Milling Company		Angel	Garcia			Plainview	TX	79072
Employers	B&W Pantex						Amarillo	TX	79120-0030
Employers	Bell						Fort Worth	TX	76101
Employers	BSA Health System						Amarillo	TX	79106

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

Federal Land	Buffalo Lake National Wildlife Refuge					Umbarger	TX	79091
School District	Bushland ISD					Bushland	TX	79012
School District	Canyon ISD					Canyon	TX	790015
Municipality	City of Abernathy				City Manager	Abernathy	TX	79311
College/University	Clarendon College- Amarillo Campus					Amarillo	TX	79201
Airport	Clayton Municipal Airpark					Clayton	NM	88415
Employers	Covenant Hospital	Mr.	Alan	King		Plainview	TX	79072
Chamber of Commerce	Dalhart Area Chamber of Commerce					Dalhart	TX	79022
School District	Dalhart ISD					Dalhart	TX	79022
Airport	Dalhart Municipal Airport					Dalhart	TX	79022-5925
School District	Dumas ISD					Dumas	TX	79029
College/University	Frank Phillips College					Dalhart	TX	79022
Employers	Gebo Distribution Co., Inc.					Plainview	TX	79072
School District	Hale Center ISD					Hale Center	TX	79041
Airport	Hale County Airport					Plainview	TX	
School District	Happy ISD					Happy	TX	79042
School District	Hartley ISD					Hartley	TX	79044
Groundwater Conservation District	High Plains UWCD No. 1					Canyon	TX	79015-2410
School District	Kress ISD					Kress	TX	79052
Federal Land	Lake Meredith National Recreation Area					Fritch	TX	79036
National Parks	Lake Meredith National Recreation Area					Fritch	TX	79036
College/University	Lubbock Christian University					Lubbock	TX	79407
Employers	Maxor National Pharmacy Services Corp.					Amarillo	TX	79101
Employers	Northwest Texas Healthcare System					Amarillo	TX	79106
State Park	Palo Duro Canyon State Park					Canyon	TX	79015
Groundwater Conservation District	Panhandle Groundwater Conservation District					White Deer	TX	79097
Civic Groups/Agricultural Interest	Plains Cotton Growers, Inc.					Lubbock	TX	79424
School District	Plainview ISD					Plainview	TX	79072
Civic Groups	Ports-To-Plains Alliance		Duffy	Hinkle		Lubbock	TX	79401
Utility	Rita Blanca Electric Cooperative Inc					Dalhart	TX	79022-1947
School District	River Road ISD					Amarillo	TX	79108
Utility	Seth Ward Water Supply Corporation					Plainview	TX	79073-0729
Economic Development	Sherman County Development Committee					Stratford	TX	79084
Council of Governments	South Plains Association of Governments					Lubbock	TX	79412
College/University	South Plains College					Levelland	TX	79336
School District	Stratford ISD					Stratford	TX	79084
Civic Groups/Agricultural Interest	Texas Ag Industries Association- Lubbock Regional Meeting					La Grange	TX	78945
College/University	Texas Tech University					Lubbock	TX	79409
School District	Texline ISD					Texline	TX	79087
Employers	Toot'n Totum Food Stores, LLC					Amarillo	TX	79101
Airport	Tradewind Airport					Amarillo	TX	798118
School District	Tulia ISD					Tulia	TX	79088
College/University	Vista College of Lubbock					Lubbock	TX	79414

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 1

College/University	Wayland Baptist University					[REDACTED]	Plainview	TX	79072	[REDACTED]
College/University	Wayland Baptist University - Amarillo						Amarillo	TX	79109-6009	
College/University	Wayland Baptist University Lubbock Campus						Lubbock	TX	79416	
College/University	West Texas A&M University						Canyon	TX	79015-0001	



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 1: NEW MEXICO AND OKLAHOMA BORDERS TO HALE/LUBBOCK COUNTY LINE

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 1 from the New Mexico and Oklahoma borders to the Hale/Lubbock County line.



WEDNESDAY, NOV. 20, 2019

4:30 p.m. — 7 p.m.

Amarillo Civic Center Complex

401 S. Buchanan St. | Amarillo, TX 79101



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

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



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 1: NEW MEXICO AND OKLAHOMA BORDERS TO HALE/LUBBOCK COUNTY LINE

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ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 1: FRONTERAS DE NUEVO MÉXICO Y OKLAHOMA A LA LÍNEA DEL CONDADO DE HALE/LUBBOCK

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 1 desde las fronteras de Nuevo México y Oklahoma a la línea del Condado de Hale/Lubbock.



MIÉRCOLES 20 DE NOV. DE 2019

4:30 p.m. — 7 p.m.

Amarillo Civic Center Complex

401 S. Buchanan St. | Amarillo, TX 79101



¿Por que asistir a la reunión?

El propósito de la reunión pública es proporcionar al público 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 obtener más información o si requiere de apoyo especial de comunicación o necesita un intérprete, puede hacer una solicitud al menos dos días antes de la reunión al portstoplains@txdot.gov o (512) 486-5106. TxDOT hará todos los esfuerzos razonables para satisfacer estas necesidades.

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



ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 1: FRONTERAS DE NUEVO MÉXICO Y OKLAHOMA A LA LÍNEA DEL CONDADO DE HALE/LUBBOCK

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Attachment B
Newspaper Advertisement

A display ad was published in English and Spanish in the Amarillo Globe-News on November 5, 2019.

AFFP
PUBLIC MEETING NOTICE-ENGLISH

RECEIVED
DEC 02 2019

Affidavit of Publication

STATE OF TEXAS } SS nullnullnullnull
COUNTY OF POTTER }

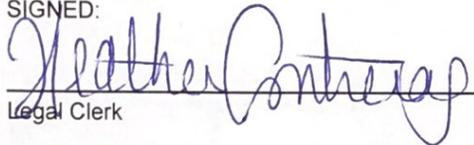
Heather Contreras, being duly sworn, says:

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

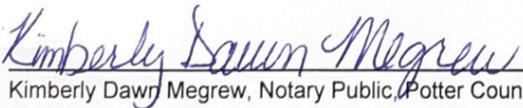
That said newspaper was regularly issued and circulated on those dates.

SIGNED:



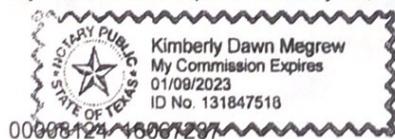
Legal Clerk

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



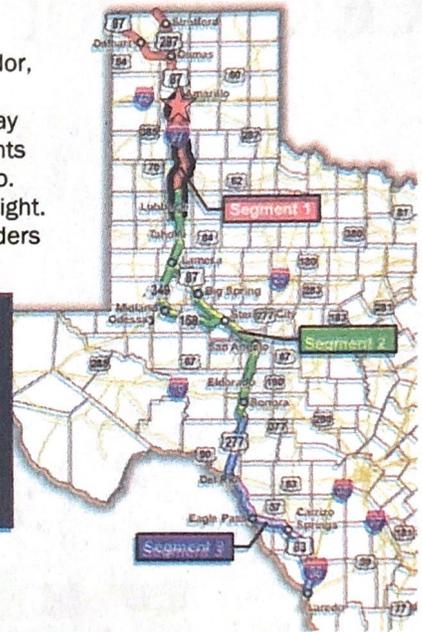
PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

SEGMENT 1: NEW MEXICO AND OKLAHOMA BORDERS TO HALE/LUBBOCK COUNTY LINE

PUBLIC MEETING NOTICE

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WEDNESDAY, NOV. 20, 2019

4:30 p.m. – 7 p.m.

Amarillo Civic Center Complex

401 S. Buchanan St.

Amarillo, Texas 79101

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RECEIVED

DEC 02 2019

AFFP
PUBLIC MEETING NOTICE-SPANISH

Affidavit of Publication

STATE OF TEXAS } SS nullnullnull
COUNTY OF POTTER }

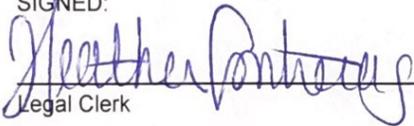
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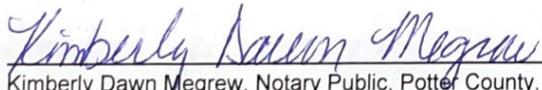
That said newspaper was regularly issued and circulated on those dates.

SIGNED:



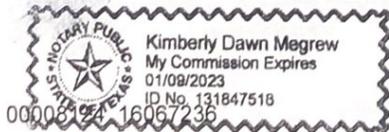
Legal Clerk

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



ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 1: FRONTERAS DE NUEVO MÉXICO Y OKLAHOMA A LA LÍNEA DEL CONDADO DE HALE/LUBBOCK

ANUNCIO DE REUNIÓN PÚBLICA

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MIÉRCOLES 20 DE NOV. DE 2019

4:30 p.m. – 7 p.m.
Amarillo Civic Center Complex
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Amarillo, Texas 79101

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Contáctenos

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



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

Public Meeting - Ports-to-Plains Corridor Segment 1

Texas Department of Transportation > Inside TxDOT > Get Involved
> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where:	Amarillo Civic Center Complex 401 S. Buchanan St. Amarillo, TX 79101 (Map)
When:	Wednesday, Nov. 20, 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 1 from the New Mexico and Oklahoma borders to the Hale/Lubbock Count Line.
Special Accommodations:	TxDOT makes every reasonable effort to accommodate the needs of the public. The public meeting will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 486-5106 at least 2 working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.
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:	<ul style="list-style-type: none">• Segment Map• Notice• Anuncio de Reunión Pública
Contact:	Texas Department of Transportation

125 East 11th St.

Austin, TX 78701

Email

Posted on October 31, 2019

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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 1 SIGN-IN SHEET

Wednesday, Nov. 20, 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.
 Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Cheri	Huddleston	PortstoPlains		
Wood	Franklin	City of Lubbock		
Beila	Welsch	Amarillo Assn. of Realtors		
Kevin	Creter	Amarillo EDC		
Milton	Pax	P.T.P.		
Travis	Muno	amarillo MPO		
Jeffrey	Snyder	City of Plainview		
Jonathan	Hampton	Kimley-Horn		
Thomas	Tipps	Tipps Real Estate Group		
Dianna	Tipps	" "		



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

PUBLIC MEETING SEGMENT 1 SIGN-IN SHEET

Wednesday, Nov. 20, 2019

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 Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

GENERAL PUBLIC

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
JOE	KIELY	Ports to Plains		
Duffy	Hinkle	PTP		
Tracy	Howell	RITA BLANCA Elec-		
Preston	Meed	Rita Blanca Electric Coop		
Dwain	Tipton	Swisher Electric Coop		
Larry	Shields	Golden Spread Electric		
Kristina	Perkins	PRPC		
Danita	Bynum	—		
David	Sougstad	Caldwell Butker AMARILLO ASSN of REALTORS		
Randy	Hochstein	Conson Engineers, LLC		



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

PUBLIC MEETING SEGMENT 1 SIGN-IN SHEET

Wednesday, Nov. 20, 2019

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 Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

ELECTED OFFICIALS

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Joel	Riedel	office of U-S Senator John Cornyn		
Dee	Vaughan	Moore County Commissioner		
Sherrri	Haschke	City of Dalhart Council		
Tim	YES	city of Dalhart city council		
David	Ford	HARTLEY County Commissioner		
MARY	OWEN	w/ US Senator Ted Cruz		
Four	Price	State Rep		



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

PUBLIC MEETING SEGMENT 1 SIGN-IN SHEET

Wednesday, Nov. 20, 2019

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 Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

STUDY TEAM

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Joe	Gryan	WSP		
Rachel	Luncheon	HG CONSULT		
CAROL	CARLTON	WSP		
COLIN	MCGATHER	PCI		
Lena	Camarillo	PCI		
Robert	Ryan	Benton		
Audrey	Kuhfer	WSP		
Wendy	Travis	Garver		
Tracy	Michel	Garver		
Kristen	McCallough	Garver		



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

PUBLIC MEETING SEGMENT 1 SIGN-IN SHEET

Wednesday, Nov. 20, 2019

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 Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

STUDY TEAM

FIRST NAME	LAST NAME	ORGANIZATION	EMAIL	PHONE
Mike	Spayd	Garver		
Steve	Linhart	TxDOT	steve.	
Acqa	Johnson	TxDOT		
Russell	Washer	TxDOT		
Ray	Newkum	TxDOT AMA		
Sign	Cross	TxDOT AMA		
Kit	Black	TxDOT AMA		
SEAN	WRAV	GARVER		

**ATTACHMENT D
COMMENTS RECEIVED**

Attachment D
Comment Cards

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

COMMENT CARD

Wednesday, Nov. 20, 2019

Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

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 Thursday, Dec. 5, 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
- 2 Maximization of existing highway infrastructure
- 3 Determination that the corridor would relieve traffic congestion
- 3 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?

4. What are the potential opportunities in the corridor?

Economic development through distribution of goods from Il Panhandle's central location to NM, Colorado, Kansas and all the way to Canada. Amarillo is a strategically located city for interstate east & west, but we could add north and south ~~IF THIS~~ ^{THIS} ONCE ~~IF THIS~~ ^{THIS}  corridor is completed. Distribution by air, rail and automotive is critical to Amarillo's future growth.

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: Mrs. Gregg Bynum

ADDRESS: _____

EMAIL: _____

REPRESENTING: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, Dec. 5, 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)

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- 2 Identification of federal, state, local, and private funding sources

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

moving products to large markets. Decreasing Truck traffic on I-35, Increasing & modernizing Highway Infrastructure.

4. What are the potential opportunities in the corridor?

Connecting ^{Laredo} Del Rio to Raton NM Crossing I-40, I-20 and merging into I-25. I-27 should not terminate in Lubbock. Laredo to Del Rio is an important port corridor to America.



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-27 stops in Lubbock. need more transportation to move all products including energy out of Permian basin.

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

I-35 over crowded. Highways in Permian basin are too small and too dangerous. Port at Del Rio & Laredo is too important to ignore.

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

This project is 25 years past due.

Laredo
→ Del Rio to Raton N. Mexico makes sense moving products to markets and connecting I-27 north & south to I-10 and I-20 East West.

NAME: _____

Craig Bunnam

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
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- N/A

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

Improved connection of local roads + present state highways, FM roads for rural cities

4. What are the potential opportunities in the corridor?

Improved safety for motorists and freight traffic

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?

Ingress + Egress for rural towns

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

Improved ~~the~~ state Highway 86 ramp for north bound traffic coming into Tolia
~~Improved exits Add exit ramp on between~~

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

NAME: Diana Miller

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: City of Tolia

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

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4. What are the potential opportunities in the corridor?

Economic Development as major areas become increasingly congested and ED begins to shift to rural/semiurban areas.

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: David Souqstad

ADDRESS:



EMAIL:

REPRESENTING: Amarillo Association of Realtors

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

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Attachment D
Mentimeter Questions Handout



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

MENTIMETER QUESTIONS

Wednesday, Nov. 20, 2019

Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

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(PLEASE PRINT)

1. Which goals of the corridor feasibility study are the most important to you? Prioritize the goals (1 = most important; 10 = least important):

- 5 Economic development
- 1 Traffic congestion
- 6 Freight movement
- 7 Energy products
- 2 Safety and mobility
- 8 Existing infrastructure
- 3 Private property
- 9 Interstate designation
- 4 Project costs
- 10 Funding sources

2. What are the key needs and challenges in Segment #1?

Controlled Access & Facility Upgrade

3. What are the potential opportunities in Segment #1?

Improve Safety & Connectivity



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

4. Where are the bottlenecks for traffic in Segment #1 and what are the causes?

Down town Amarillo, Dumas, Dalhart, Stratford

5. What do you think will influence future traffic conditions in Segment #1?

Connectivity

6. What areas and issues contribute to safety needs and challenges in Segment #1?

Heavier load take a toll on our Roads maintenance & upkeep.

7. What factors do you think will influence population, income, and employment in Segment #1 over the next 30 years?

Jobs and Quality of life are Essential & Reducing

8. What are the key needs and challenges for moving people and freight in Segment #1?

Freight & people have to share the Road.

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

9. What factors do you think will influence future freight movement in Segment #1?

As People increase Purchasing online Freight
will increase.

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

NAME:

Corky Newkum

ADDRESS:

EMAIL:

REPRESENTING:

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

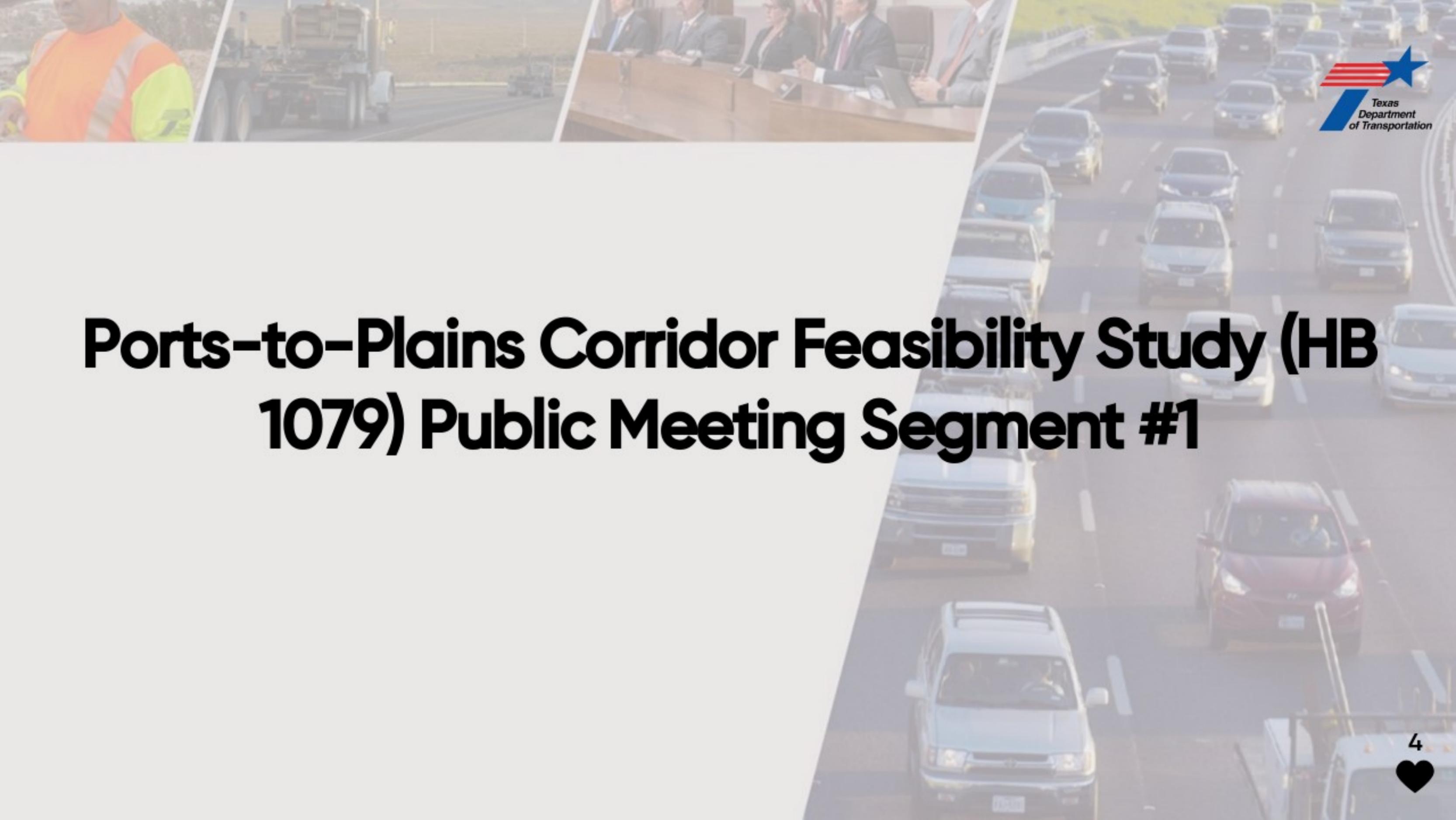
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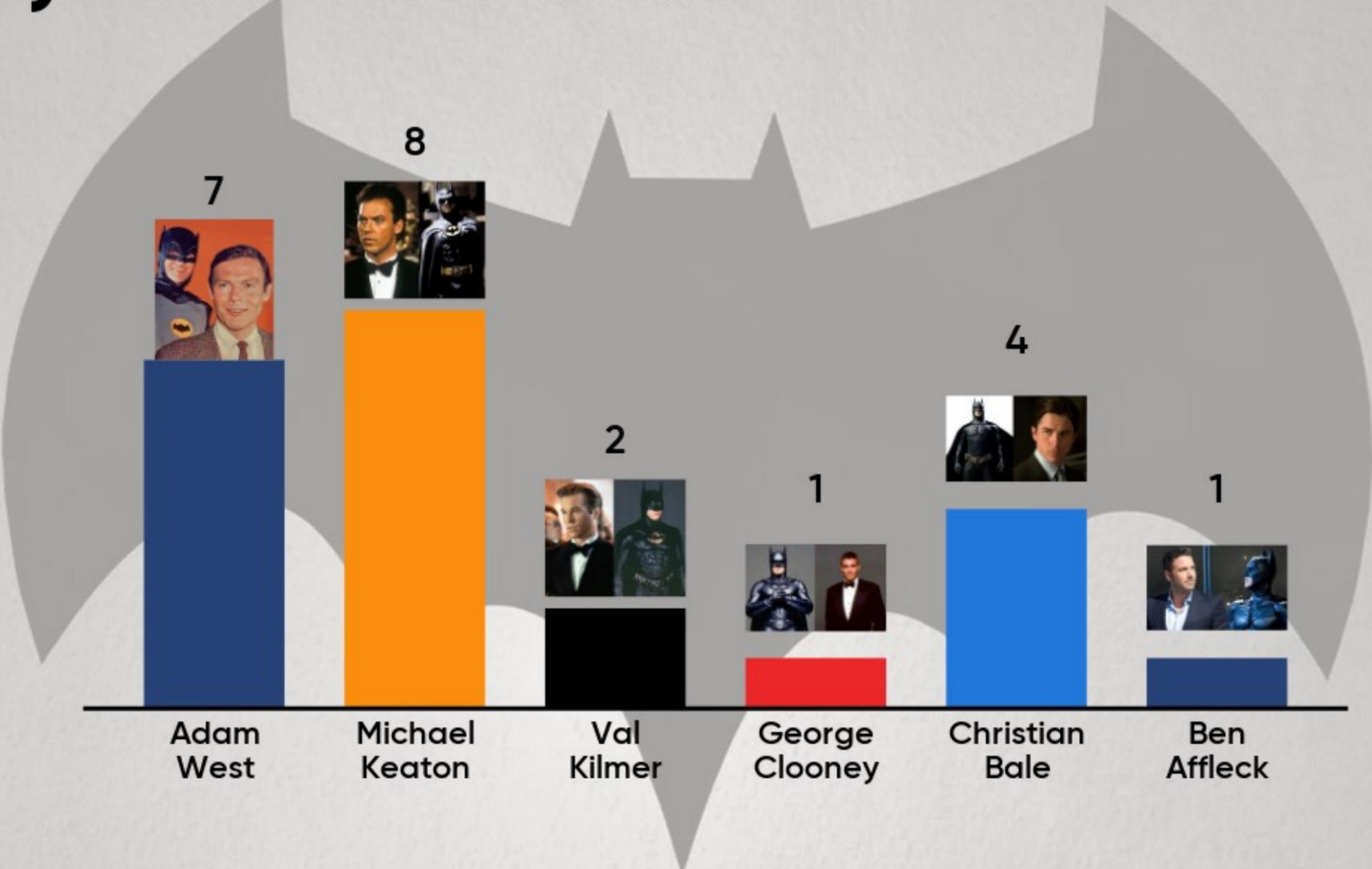


Attachment D
Mentimeter Feedback

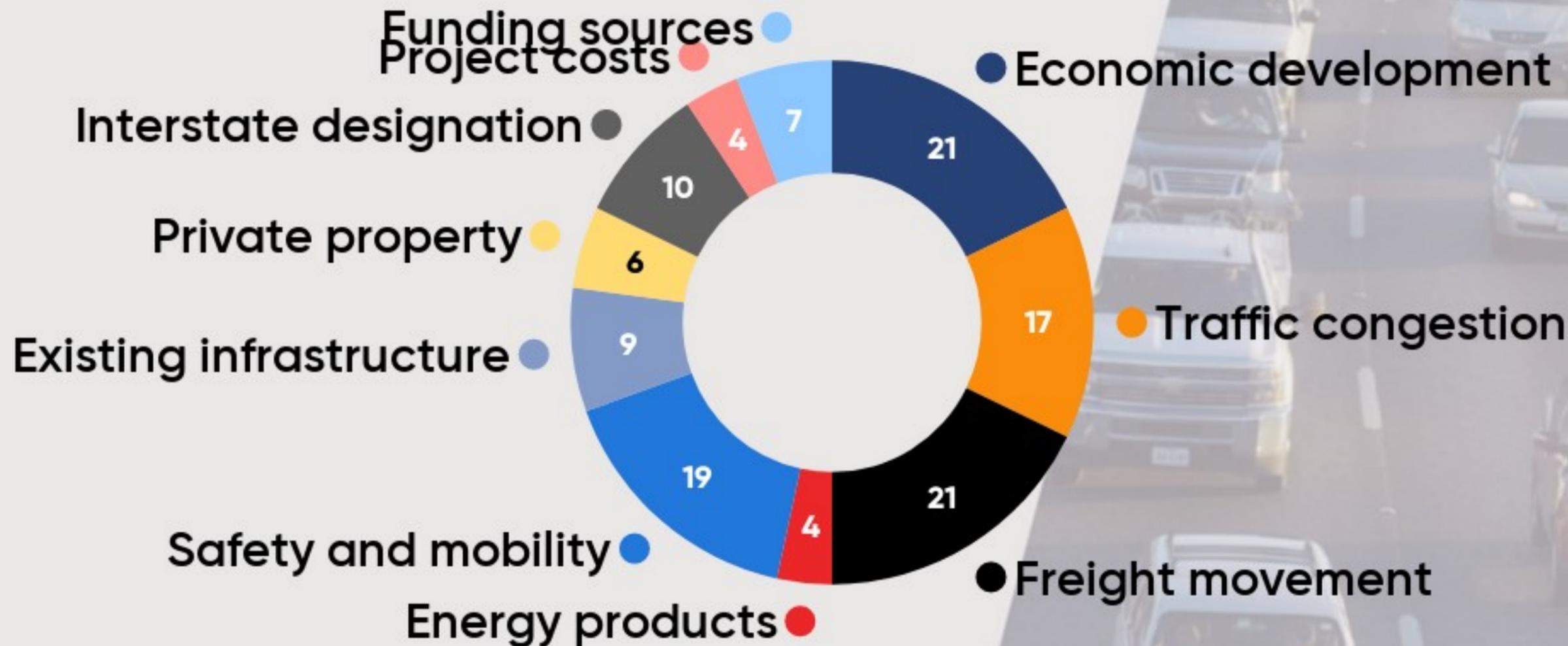


Ports-to-Plains Corridor Feasibility Study (HB 1079) Public Meeting Segment #1

Who is your favorite Batman?



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 #1?

Bypassing the local cities

Location Cost Right of way

Capacity and access from downtown Amarillo to around 58th

4lane Highway between Dumas and Hartley

Should be interstate style as much as possible and as soon as possible.

Relieve truck traffic and congestion in Dumas. Smooth flow of traffic on entire route.

Relief routes around city's to reduce congestion and allow for better traffic flow.

Creating a safe path in between and around city's without impacting local businesses

Connect I-27 to I-25 .. built to last 25 years with heavy trucks.

What are the key needs and challenges in Segment #1?



Reliever routes around Dumas, Hartley, and Dalhart needs.

How will down town Amarillo be affected? Bridge over down town similar to Wichita Falls?

ingress and egress to rural cities caused by ramps and limited exits and entrance

Relieve congestion between Amarillo and Canyon.

Allowing bigger companies to come into the area which would allow bigger trucks and accessibility in and out of the area.

What are the potential opportunities in Segment #1?



Increased economic activity in distribution, manufacturing, etc.

1st class transportation system for our area

To improve our roads and in turn improve our economy.

More rural economic development

Improved mobility and safety, economic growth, increases energy sector capacity.

More efficient transportation which will spur economic development. More jobs in businesses that support travel and commercial transportation.

Enhanced connectivity with other parts of the country facilitating economic expansion.

Move Ag products to markets faster using interstate system reducing truck traffic on smaller highways. That includes processed meat products.

Improved access to rural towns

What are the potential opportunities in Segment #1?



To upgrade an existing facility to new design standards which will improve safety and decrease future traffic congestion

Bring people from other markets to West Texas efficiently to increase tourism.

Alternative route to relieve I-35 congestion.

Dumas to Hartley

Better connectivity





Pause



Where are the bottlenecks for traffic in Segment #1 and what are the causes?

Downtown Amarillo

Downtown Amarillo and I27 south of there

Dumas

Downtown AMARILLO, Dumas and Dalhart

Dumas Avenue trucks

Dumas

Dumas Dalhart Stratford Cactus 2 lane section between Dumas and Hartley

Dumas to Stratford and Dumas to Hartly are packed with trucks... slow and dangerous.

Dumas to Hartley

Where are the bottlenecks for traffic in Segment #1 and what are the causes?

Dumas to Dalhart and on to New Mexico.

Dumas, Hartley and Dalhart

Downtown Amarillo

Amarillo, Dumas and Dalhart

Downtown Dumas, Dalhart, and Amarillo due to amount of traffic and stop lights.

Downtown Amarillo always.

Heavy tourism traffic Amarillo to Hartley is dangerous due to number of trucks.

Streets thru downtown AMARILLO especially at certain hours.

Dalhart, Hartley, Dumas

Where are the bottlenecks for traffic in Segment #1 and what are the causes?



The loop around Southwest Amarillo which will be connected and will affect this corridor.



What do you think will influence future traffic conditions in Segment #1?

More traffic from other parts of the state

Spikes in oil and gas prices frequently increase traffic volumes

Economic adjustments in the panhandle

Future industry north west of Dumas

The quality of infrastructure will dictate the routes people take

Self-driving vehicles.

Freight

Industry changes can influence traffic ie wind energy

More traffic on the entire route. More local traffic due to population growth.

What do you think will influence future traffic conditions in Segment #1?

Major north-south interstate other than IH35

New Mexico. They should be encouraged to continue the corridor to I-25.

More truck traffic due to more cotton gins in operation.

Continuing growth that is outside energy sector such as milk and ag

If 10+ year drought ends, ag volum will increase for dryland farmers

I25 and I35 are both terribly congested. An improved corridor north between those two existing interstates would bring an increased opportunity for new industry to towns along the corridor.

Congested areas in downtown environments

Oil and gas as well as agricultural production



Pause



What areas and issues contribute to safety needs and challenges in Segment #1?

Quick slowing thru town for lights

Undivided highways

Short ramps on I27 in south Amarillo

2 lane stretch Dumas to Hartley. Trucks entering and leaving the highway between Dumas and Cactus

Numerous driveways in urban areas

A more usable loop around Amarillo.

Curvy areas of highway - loss of control

Lack of road lighting on rural stretches

Freight traffic in the downtown areas of the cities

What areas and issues contribute to safety needs and challenges in Segment #1?

Winter weather and truck traffic; speed, drunk drivers, distracted drivers, unsafe on and off Ramos in Amarillo; lack of turn lanes.

Tall grass near roads are a leading cause to some of our wild land fires. Can TxDot now on a more regular schedule in the future. I've been told that you only mow twice a year. This is not sufficient.

High ADT in urban/developed areas

Open access to 4 lane divided roads.



Pause



What factors do you think will influence population, income, and employment in Segment #1 over the next 30 years?



Price of oil

Agriculture and the water table

Efforts to further diversify the economy

Transportation systems bring economic development

State of Agriculture, ability to retain and attract manufacturing jobs, quality of life.

Dairy industry

Renewable energy wind, solar,...

Growth in energy, agriculture

Job growth with more opportunity to bring in other companies and expand what is already in place.



What factors do you think will influence population, income, and employment in Segment #1 over the next 30 years?



Corridor will attract businesses that need this transportation corridor

Water

The role of federal and state government in aiding rural communities, climate change

Bigger businesses attracted to our area because of better trucking access.





Pause



What are the key needs and challenges for moving people and freight in Segment #1?

Cost

Bottlenecks on the corridor

safety between truck and car traffic

Ease of getting them to the the corridor

True interstate system with focus on safety and efficiency ... but at what cost?

Continuous flow

Connectivity throughout the corridor

Improved ingress & egress for rural toens to I-27

Truck congestion in towns. Multiple stop lights in each town lots of stop and starts

What are the key needs and challenges for moving people and freight in Segment #1?



Increase is Railroad freight



What factors do you think will influence future freight movement in Segment #1?

Natural resources

The economy

Cost of fuel.

Crop mix

Increased international trade.

Impact of declining water levels on ag products

Growth of electric vehicles

Climate change. Continued population shift from rural to urban

Large pipelines?

What factors do you think will influence future freight movement in Segment #1?



Supply and demand

As I35 and I25 become more congested even then they are now an alternative north/south a corridor becomes more important.





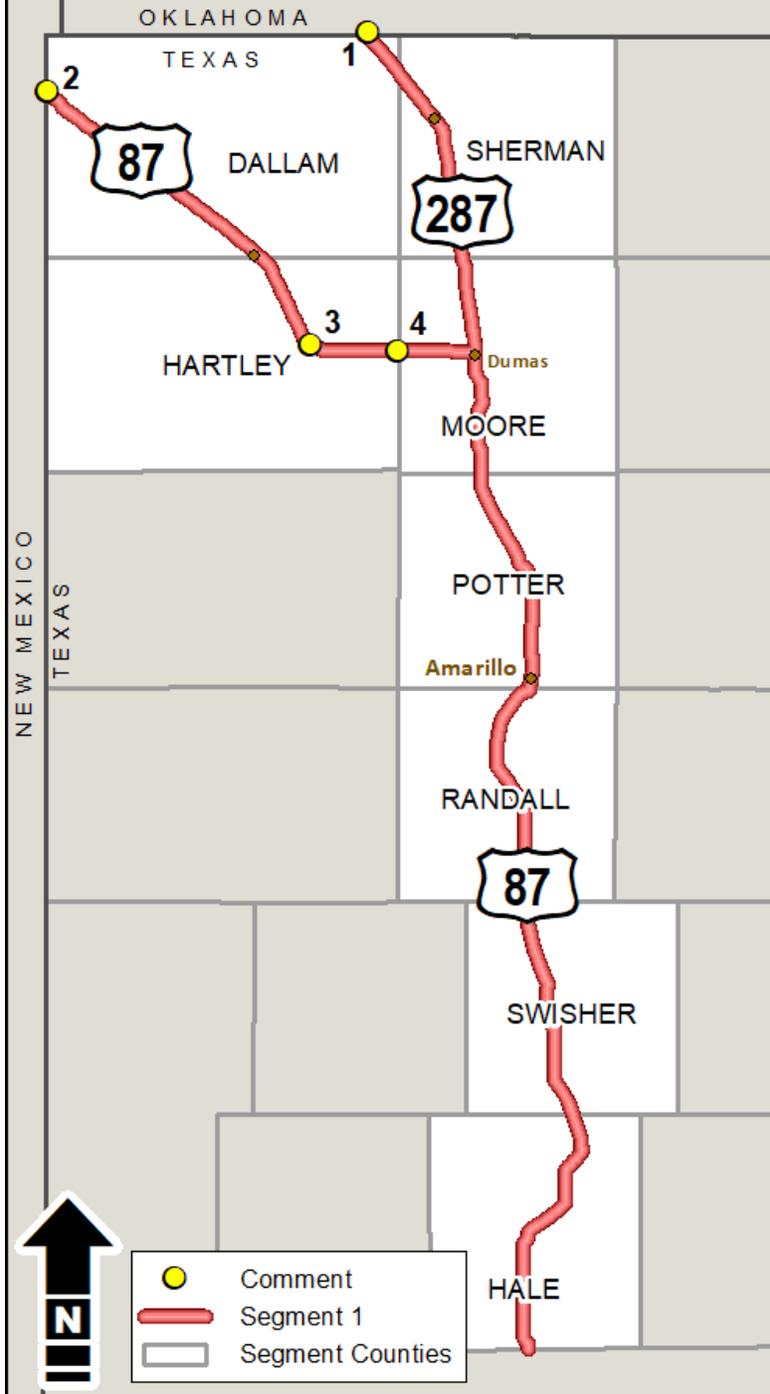
Thank you



Attachment D
Interactive Map Feedback

Segment 1 Public Comments

11/20/2019



Map ID	Comment Type	Comment	Date Created	Organization	Name	Segment
1	Highway	What plans does Oklahoma have for Ports to Plains?	11/20/2019 17:10	Segment #1	Member	1
2	Highway	What plans does New Mexico have in regards to Ports to Plains?	11/20/2019 17:09	Segment #1	Member	1
3	Highway	Come thru Dalhart	11/20/2019 22:49	City Council	Tim Yee	1
4	Highway	Highway right of way width for utility companies.	11/20/2019 22:57	Rita Blanca Electric Coop	Preston Mead	1

ATTACHMENT E
HANDOUTS & EXHIBITS

Attachment E
Representative Photographs



REPRESENTATIVE PHOTOGRAPHS
Ports-to-Plains Public Meeting #1 Segment 1
November 20, 2019 4:30 p.m. – 7 p.m.
Amarillo Civic Center Complex



Photo 1: Welcome board and media representative at the meeting.



Photo 2: Sign-in table located in the hallway at the entrance to the meeting.



Photo 3: Engaged attendees during the Meet and Greet.



Photo 4: Exhibits were available for attendees to review including boards highlighting characteristics and the limits for Segment 1.



Photo 5: Project team members staffing the Interactive Map station at the meeting.



Photo 6: Engaged audience during presentation with interactive Mentimeter feedback options.



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

PUBLIC MEETING AGENDA

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

Segment 1

Wednesday, Nov. 20, 2019

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

Wrap-Up: 6:45 p.m. – 7 p.m.

Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

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 #1 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.”





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"



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

Otoño 2019

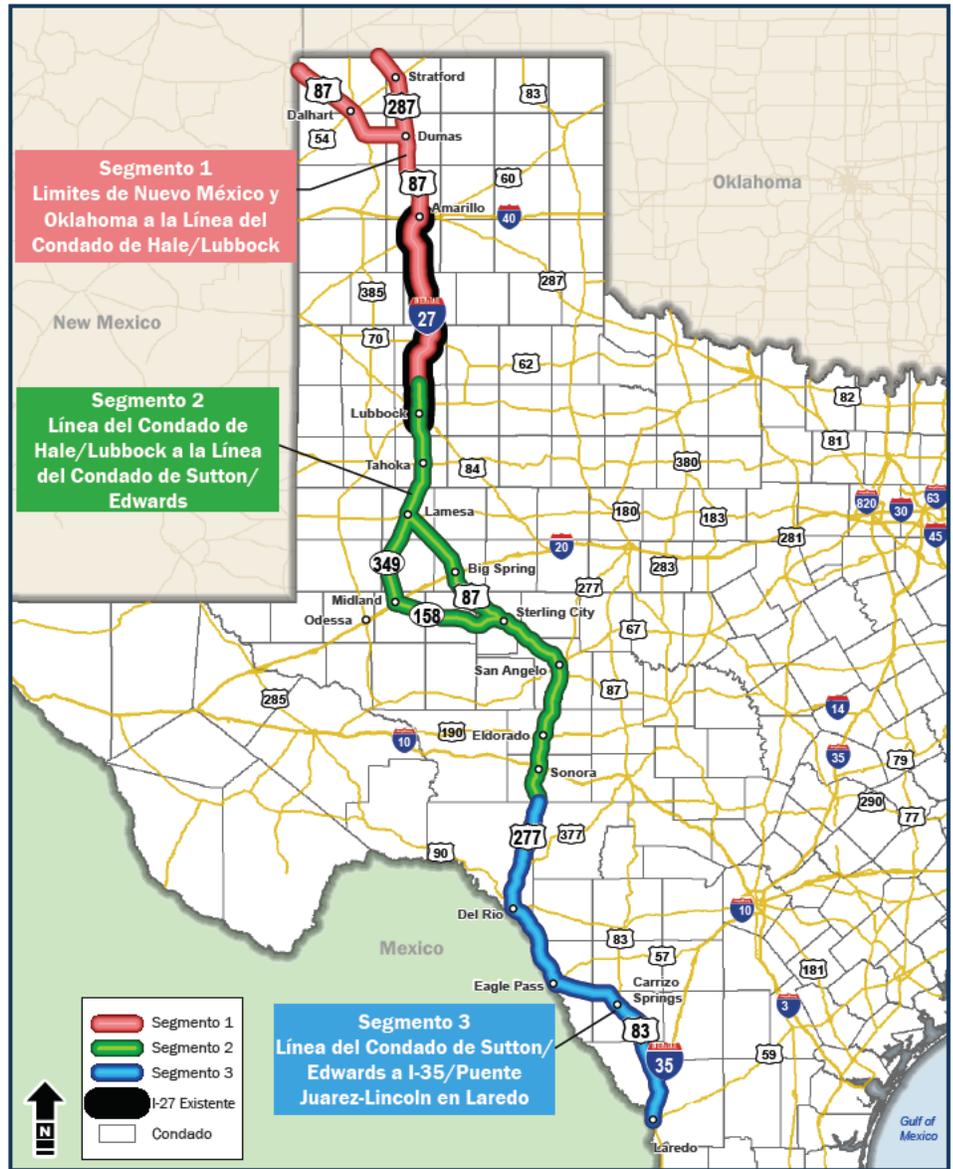
La 86a Legislatura de Texas aprobó la ley 1079 relativo a un Estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés).

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

Información de contacto: portstoplains@txdot.gov

PARTICIPACIÓN PÚBLICA



Reuniones Públicas

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

- Amarillo
- Lubbock
- San Angelo
- Laredo

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

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

Comité Asesor

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

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

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

Comités de Segmentos

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

La membresía podría incluir las siguientes entidades:

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

CALENDARIO DE 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

Wednesday, Nov. 20, 2019

Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

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 Thursday, Dec. 5, 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 Thursday, Dec. 5, 2019 and sent to:

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



TARJETA DE COMENTARIO

Miércoles 20 de Noviembre de 2019

Amarillo Civic Center Complex | 401 S. Buchanan St. | Amarillo, Texas 79101

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 jueves 5 de Diciembre 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):*

 - 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.
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):*

 - 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.
3. *¿Cuáles son las necesidades y los desafíos en el corredor?*

4. *¿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 jueves 5 de Diciembre de 2019 a:

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





Welcome to the Ports-to-Plains Corridor Feasibility Study

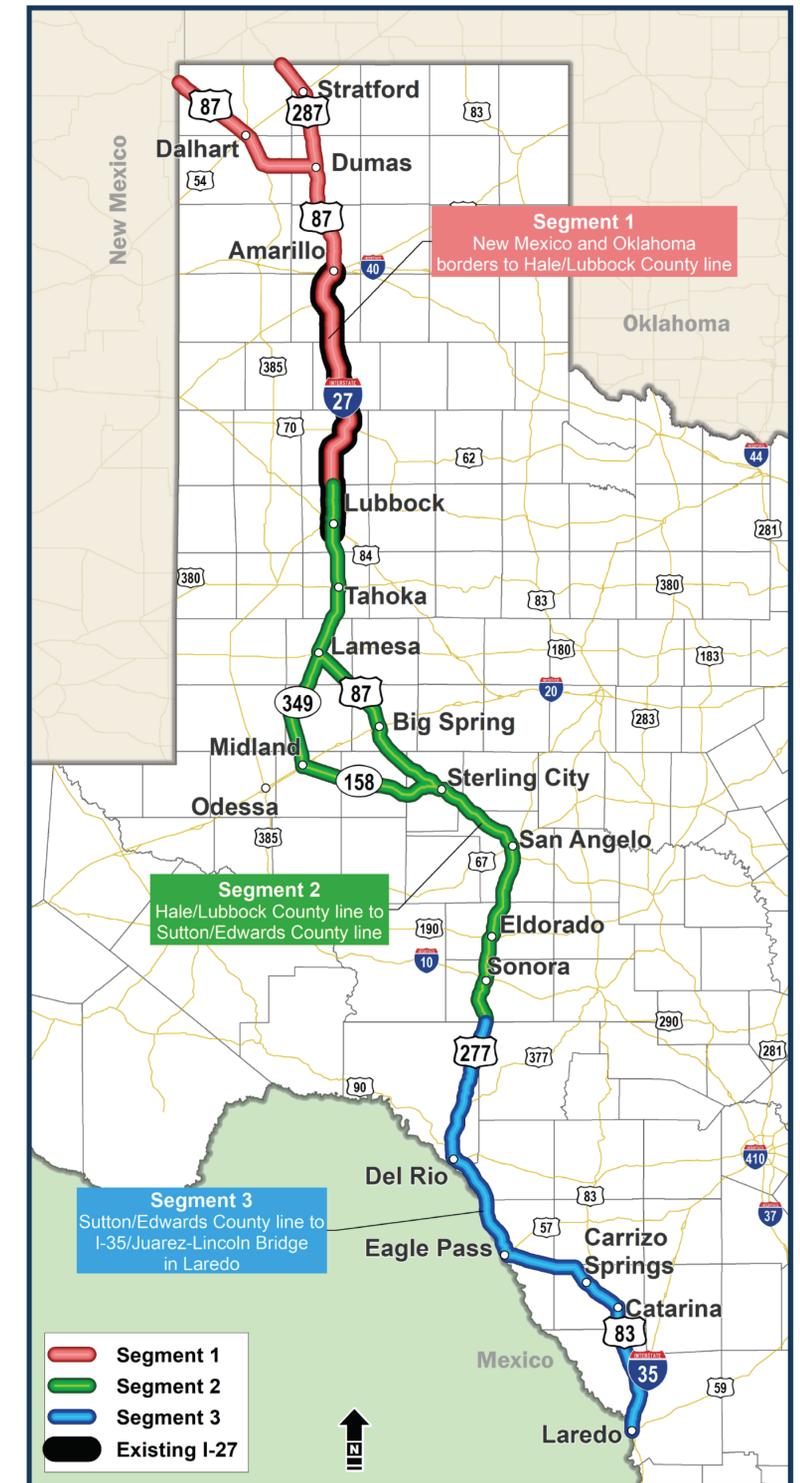
**What is the
purpose of
this meeting?**

- 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?

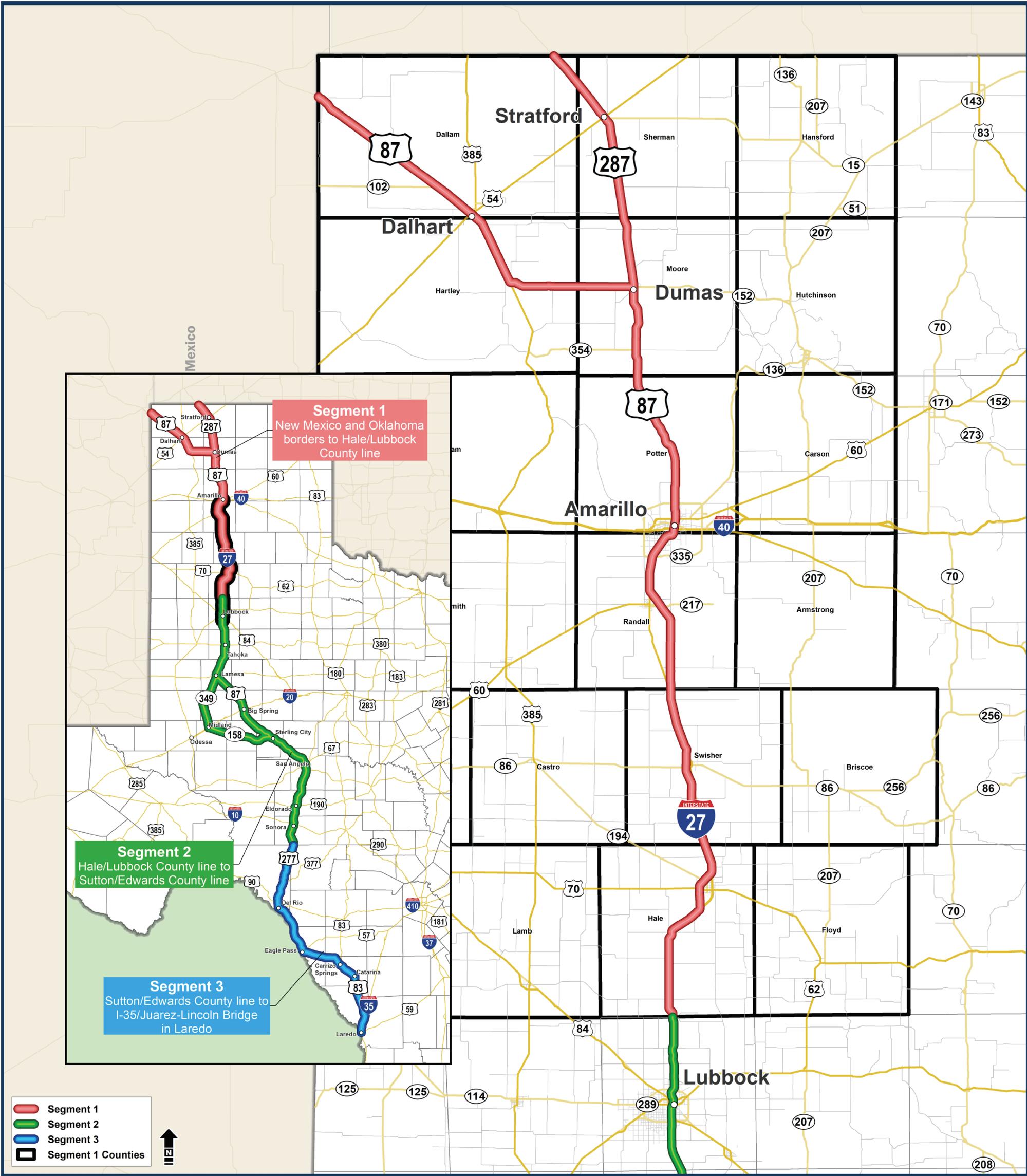
The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

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.

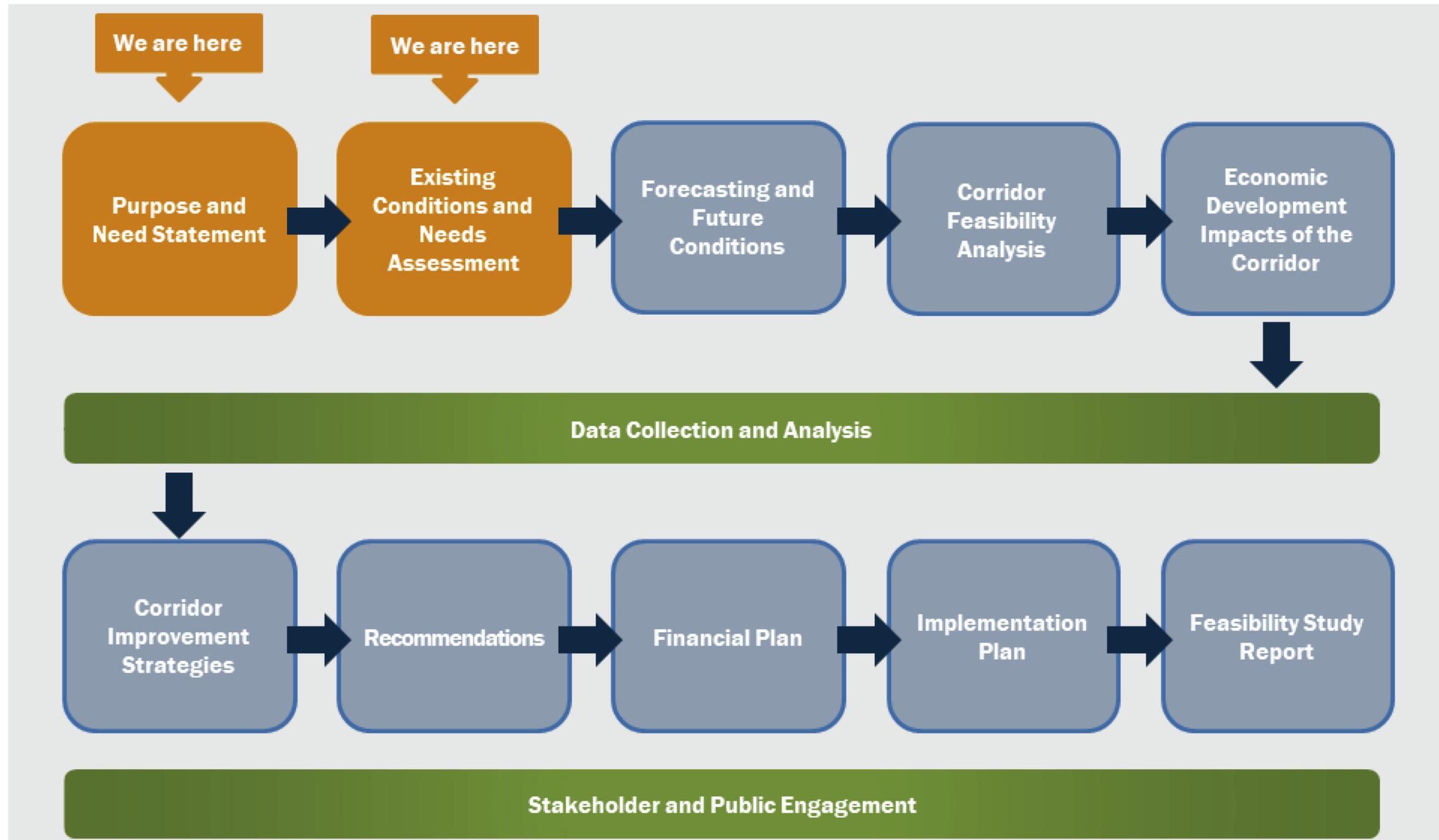


Ports-to-Plains Segment #1 Map

New Mexico and Oklahoma Borders to Hale/Lubbock County Line

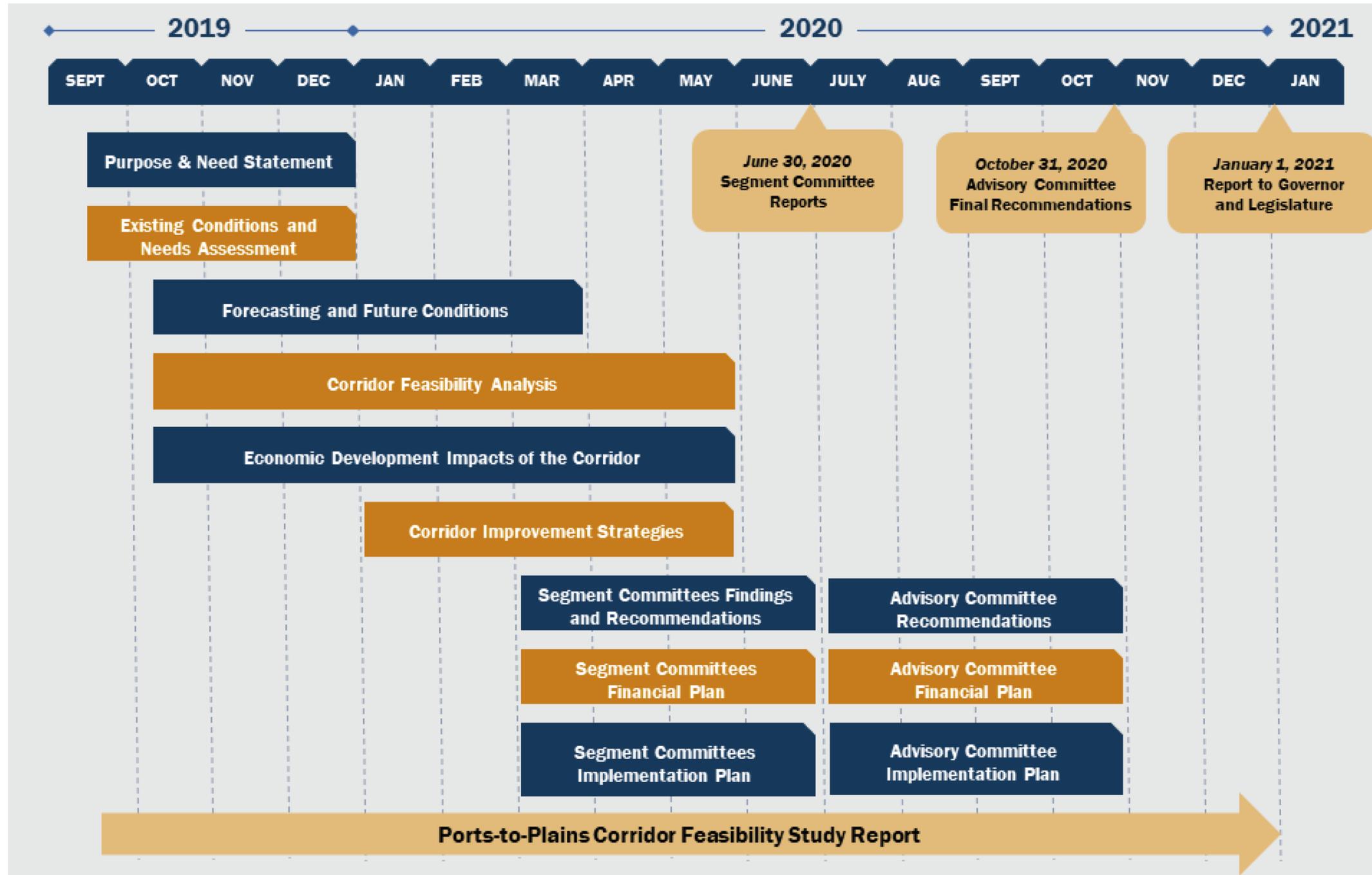


Ports-to-Plains Corridor Feasibility Study Scope





Ports-to-Plains Corridor Feasibility Study Schedule





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

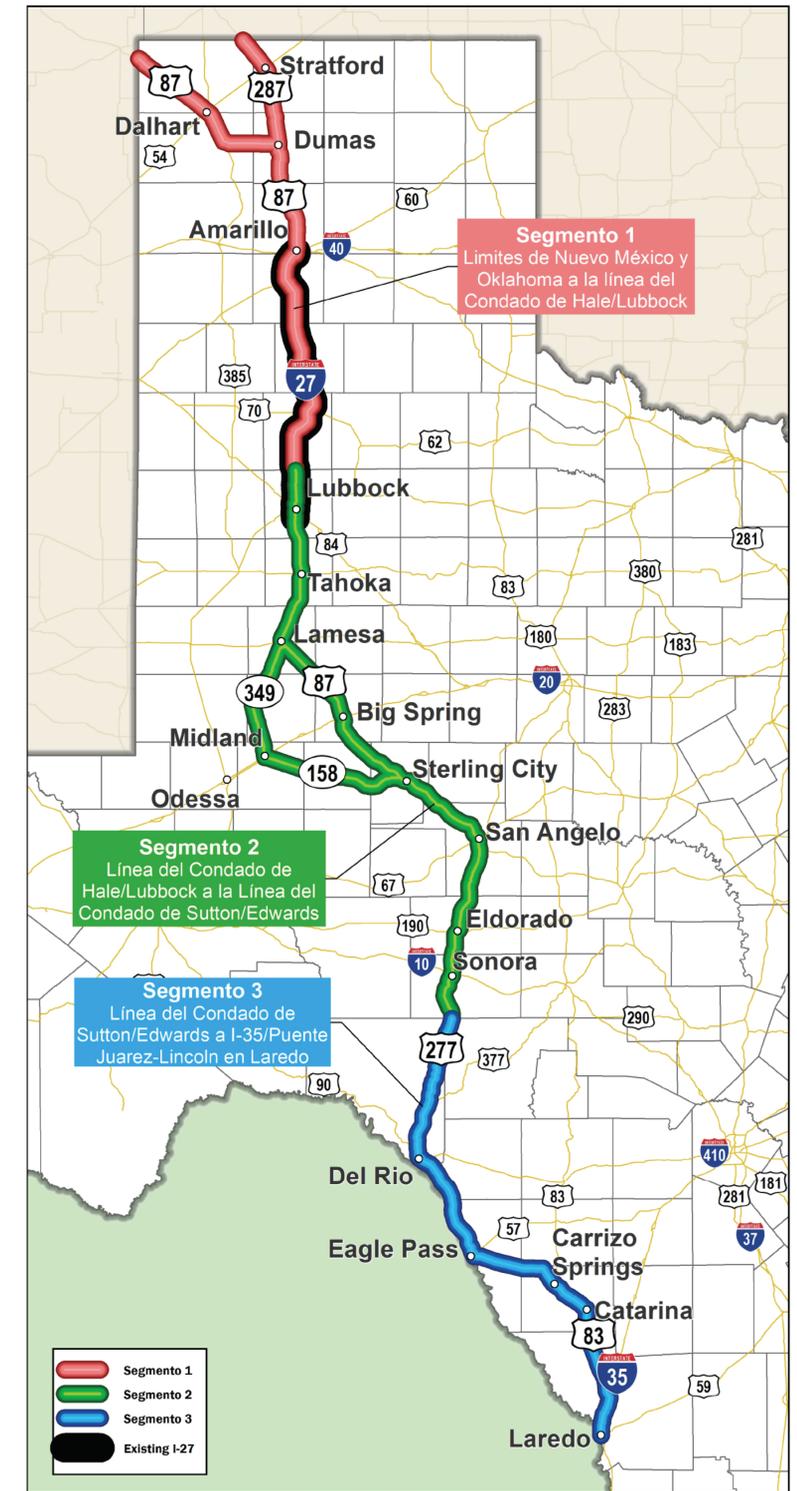
¿Cuál es el propósito de esta reunión?

- 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-Ilanuras?

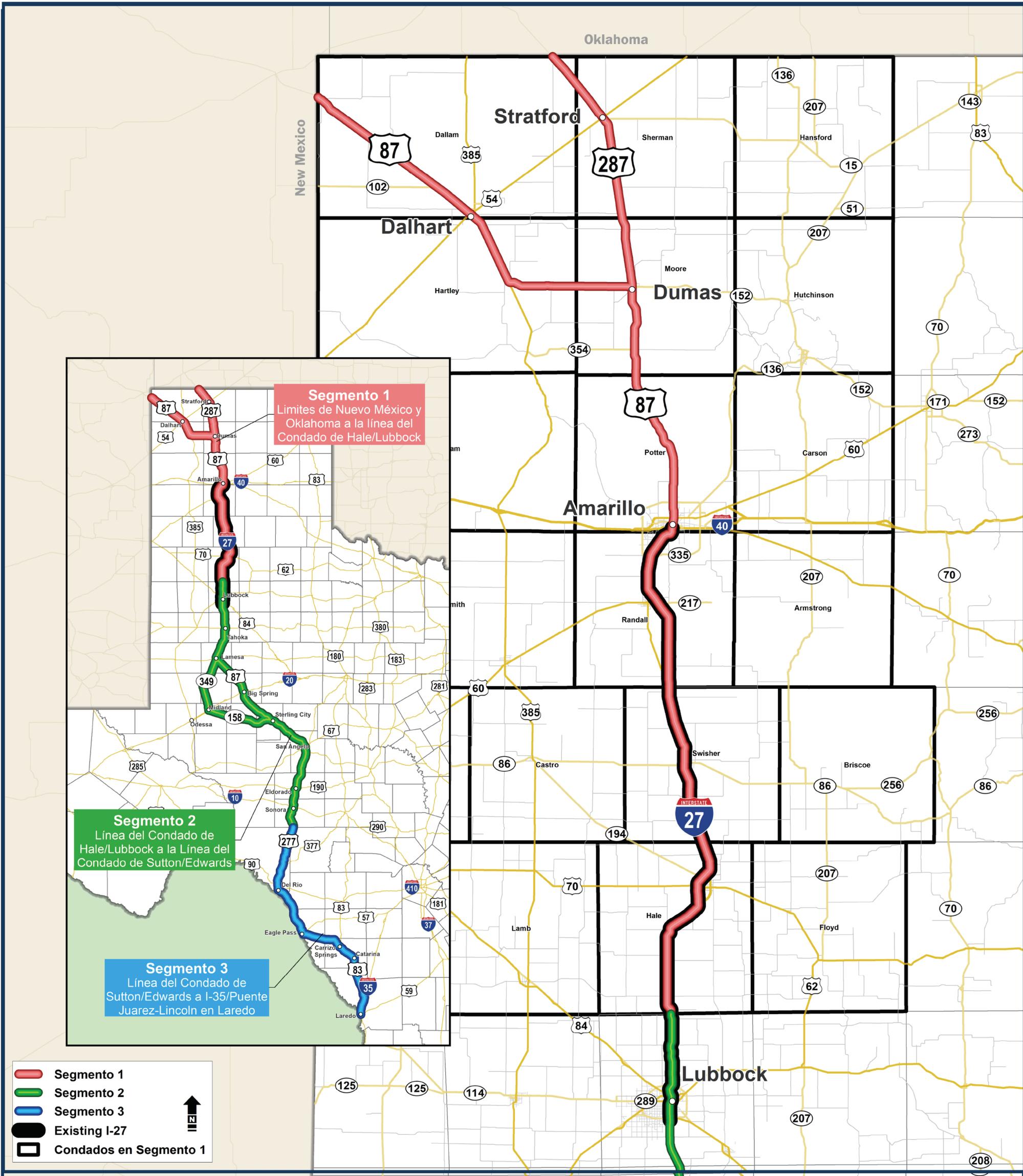
La 86a Legislatura de Texas aprobó la Ley 1079 de la Cámara de Representantes en relación con un Estudio del Corredor de Puertos-a-Ilanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la Autopista Interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT).

El Estudio de Viabilidad del Corredor de Puertos-a-Ilanuras 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-Ilanuras. 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.



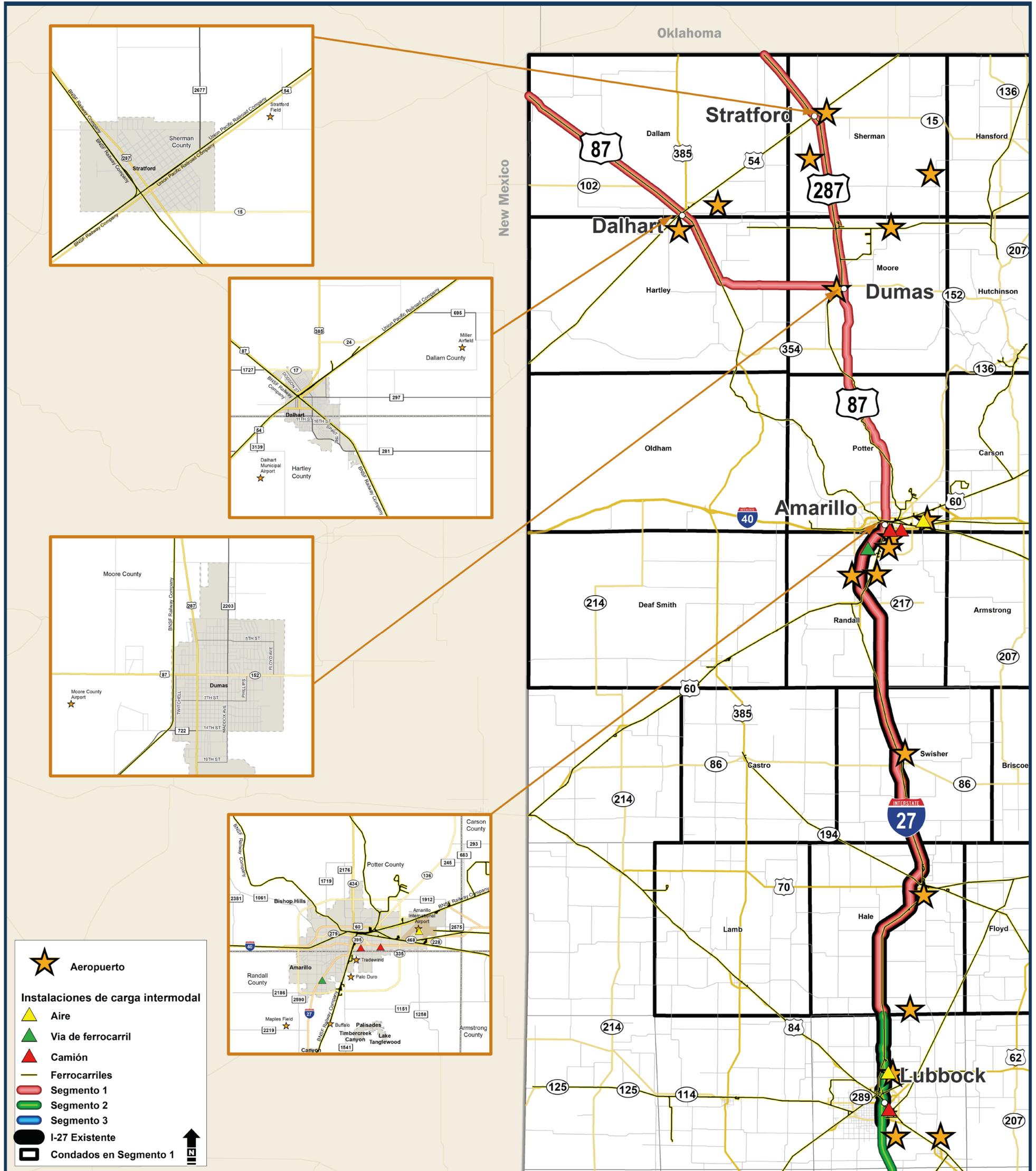
Mapa del Segmento # 1 de Puertos-a-llanuras

Limites de Nuevo México y Oklahoma a la Línea del Condado de Hale/Lubbock

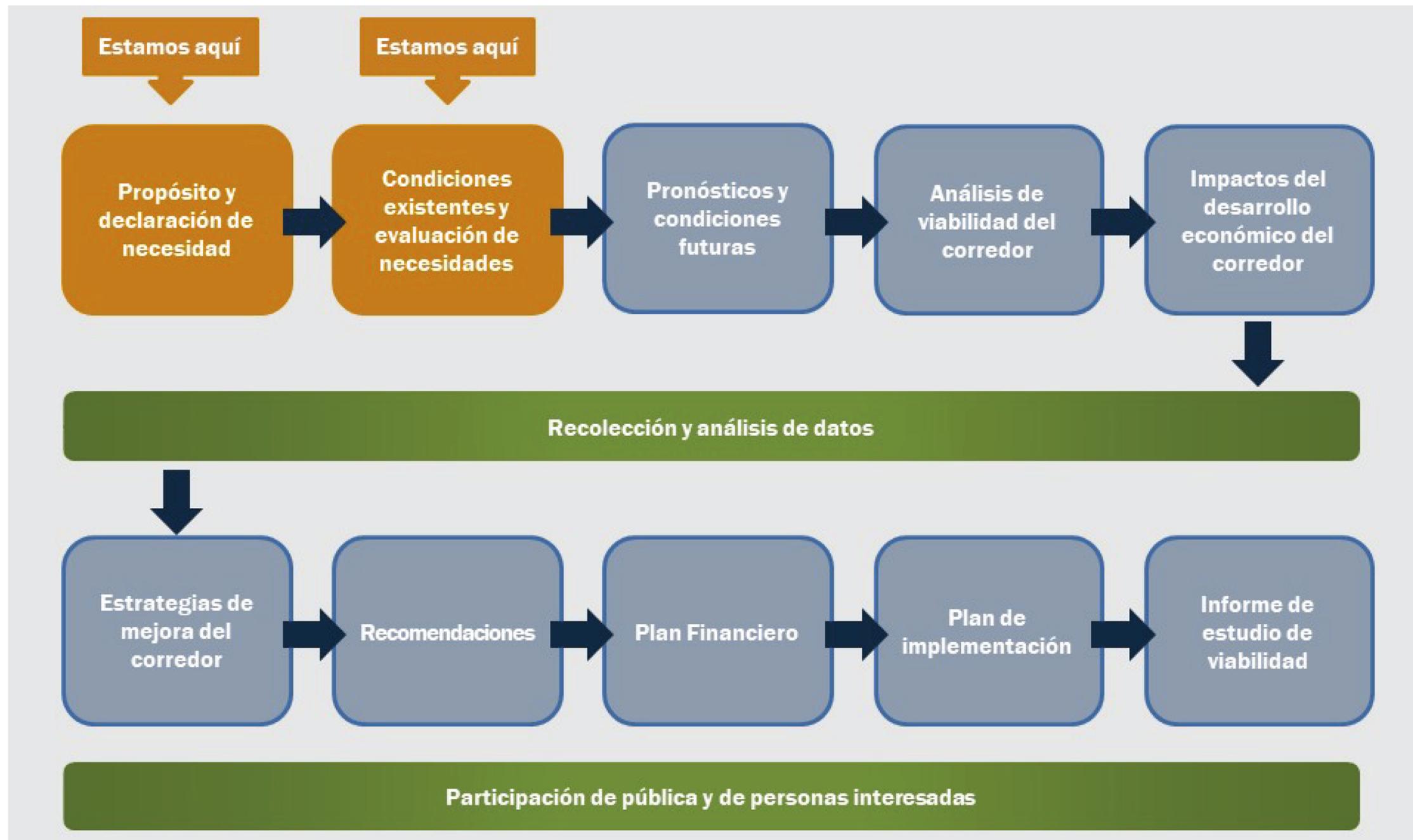


Características del Segmento # 1 de Puertos-a-llanuras

Limites de Nuevo México y Oklahoma a la Línea del Condado de Hale/Lubbock

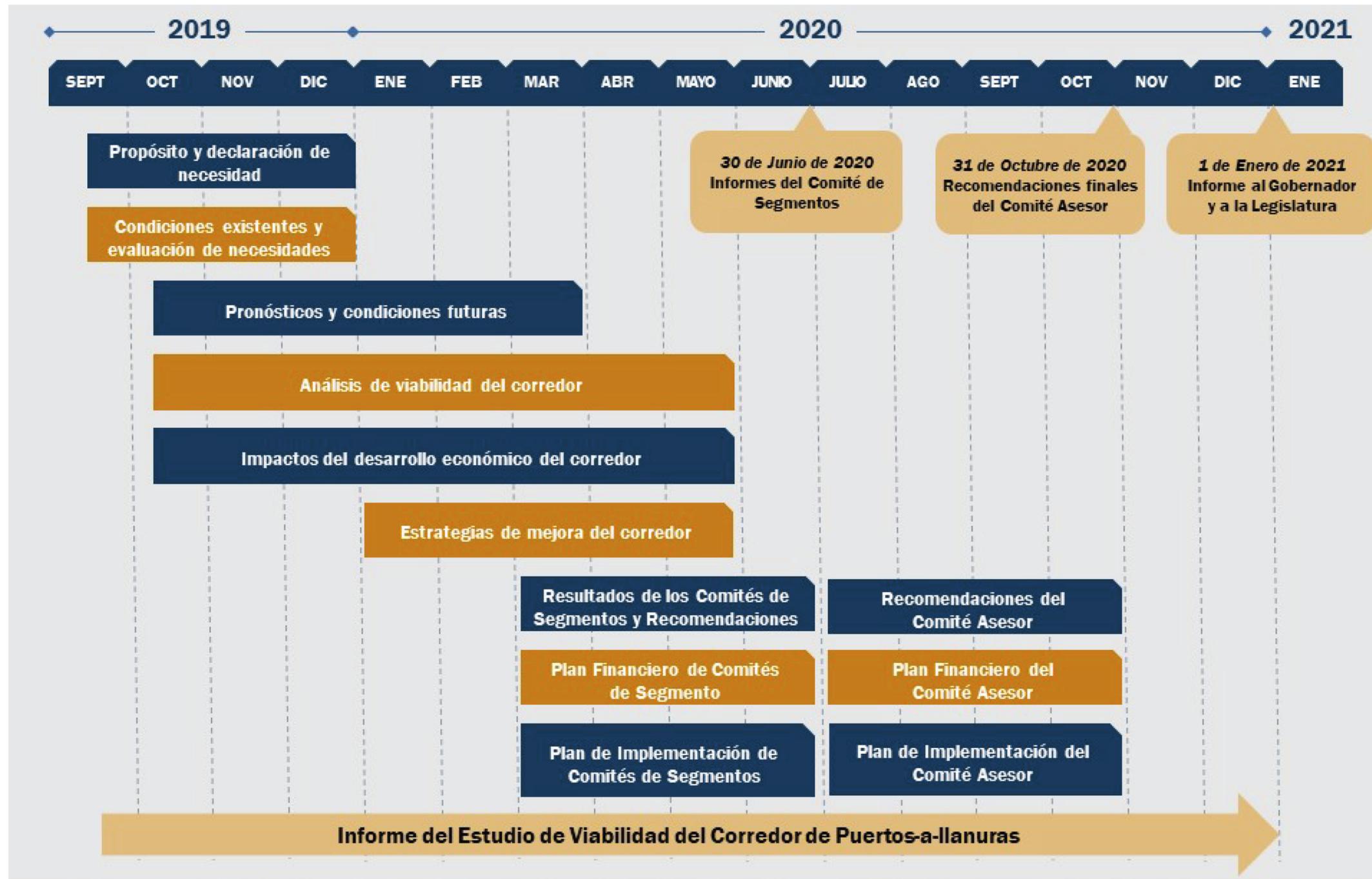


Alcance del Estudio de Viabilidad del Corredor de Puertos-a-Ilanuras





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





Mentimeter

Access: www.menti.com

Code: 44 49 51

WiFi Password

WifiName: Civic Center - Guest

No Password Required

Open Internet Browser to accept terms and conditions



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

Segment #1, Public Meeting #1
New Mexico and Oklahoma Borders to
Hale/Lubbock County Line

Amarillo, Texas



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



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

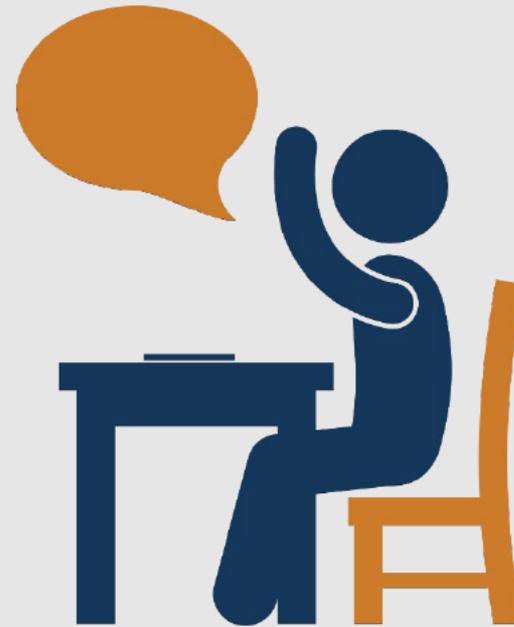
- TxDOT is required to hold **quarterly public meetings** on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will **gather public feedback** on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.





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

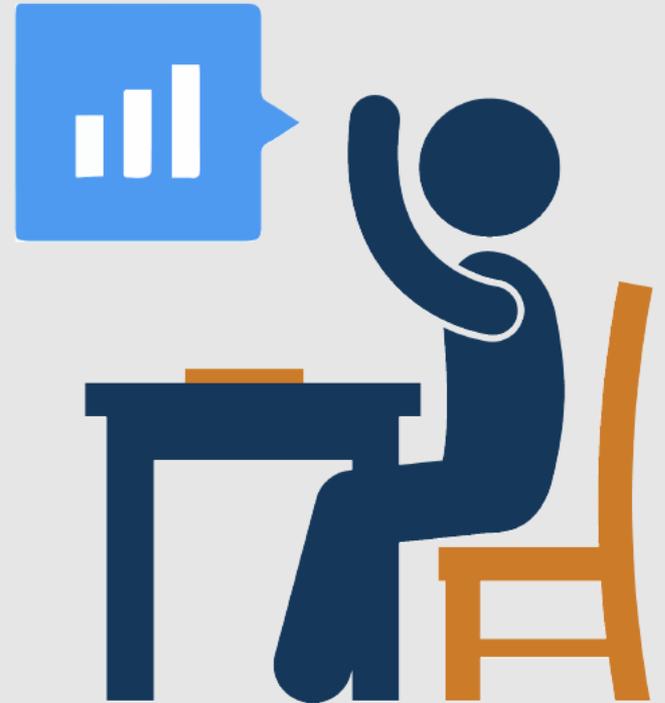


An assessment of federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

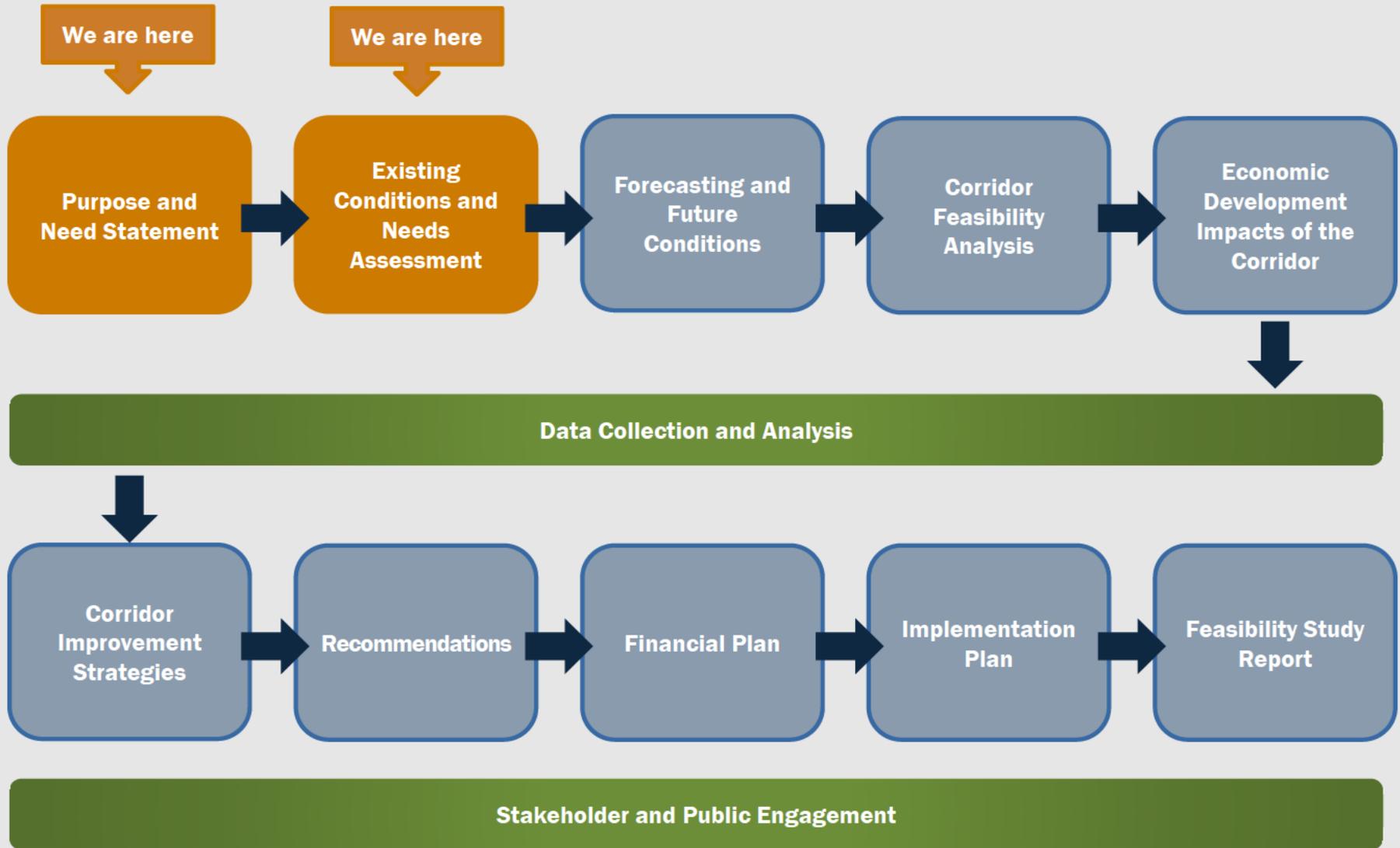


Public Feedback

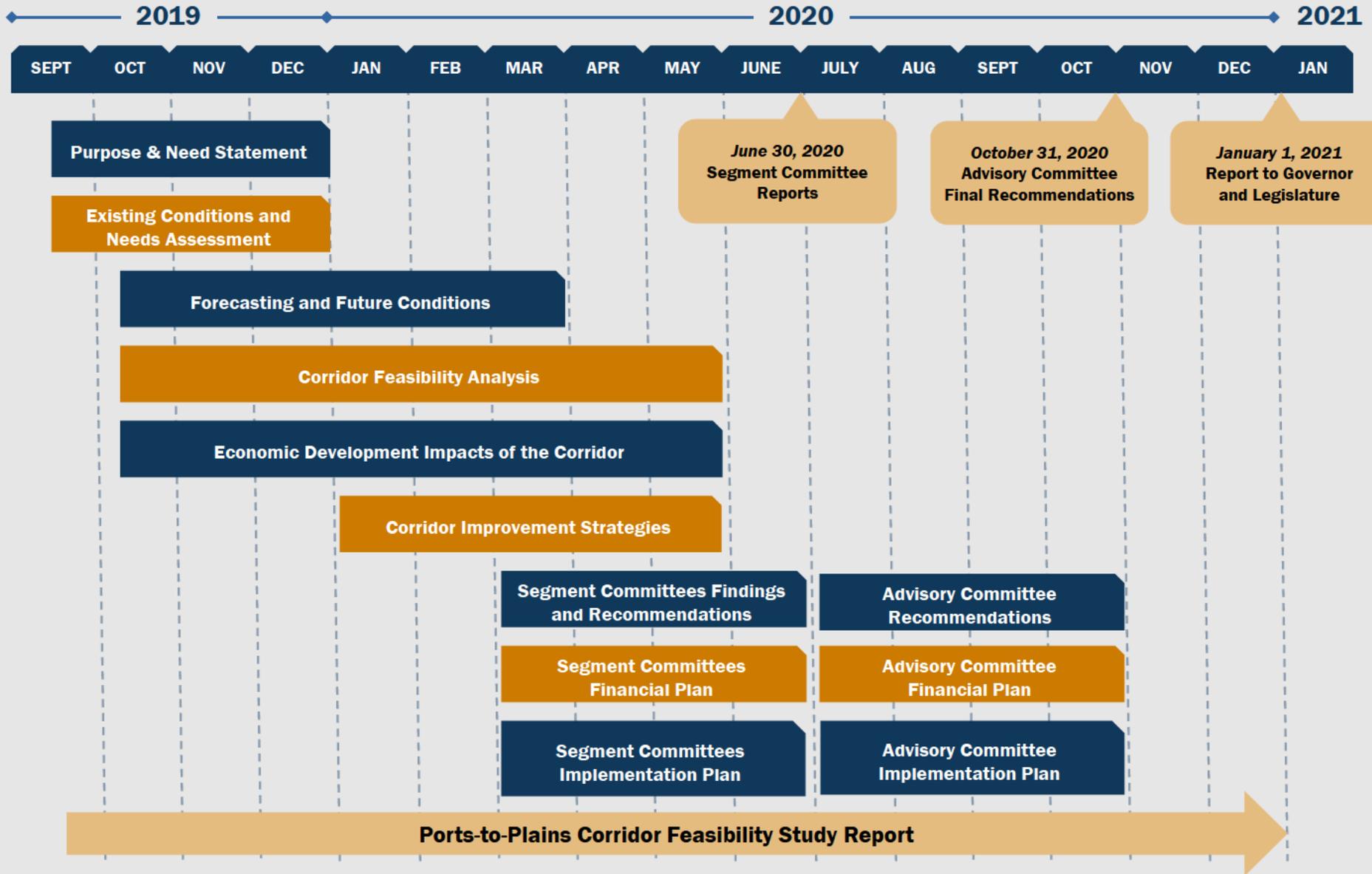
- Which goals of the corridor feasibility study are the most important to you?



Ports-to-Plains Corridor Feasibility Study Scope



Ports-to-Plains Corridor Feasibility Study Schedule

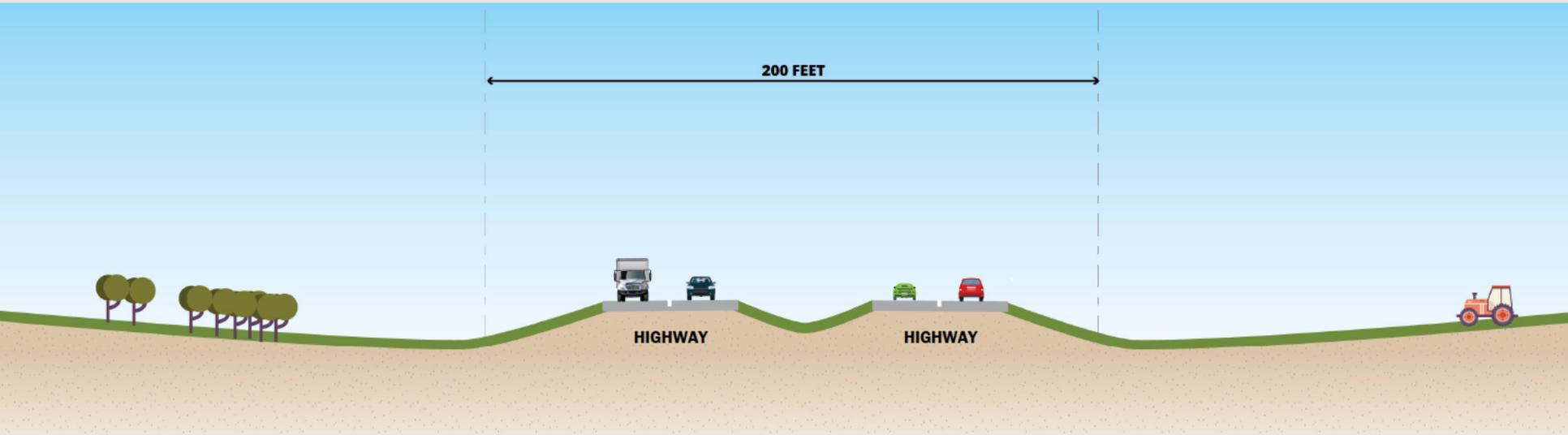




Study Alternatives



Four-Lane Divided Highway Cross Section



Driveway access to local businesses and residences



Lower design speeds

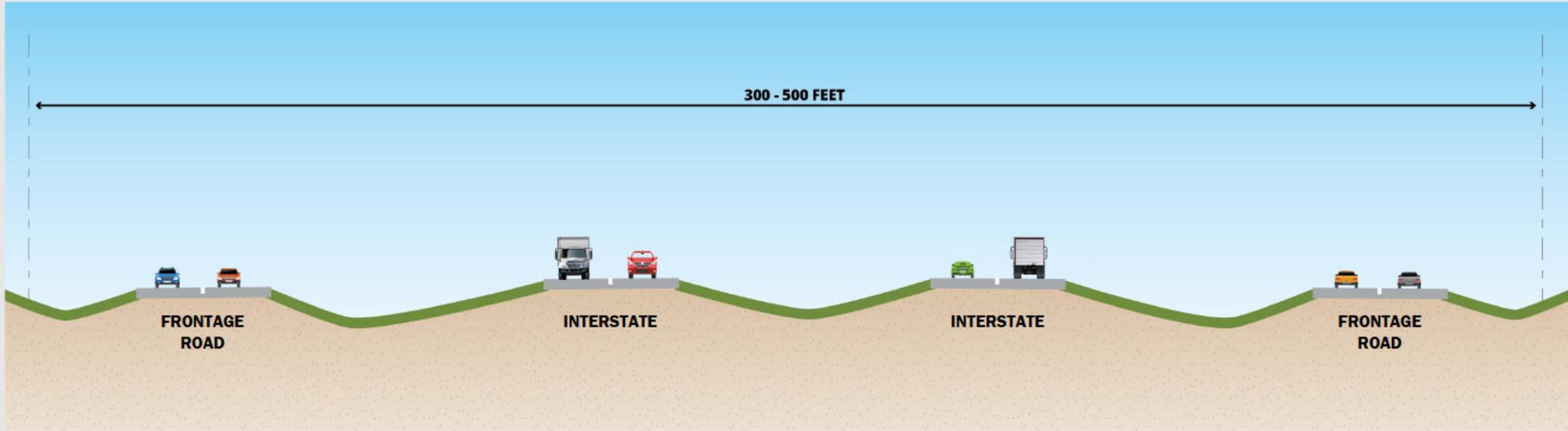


Smaller right-of-way widths



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**



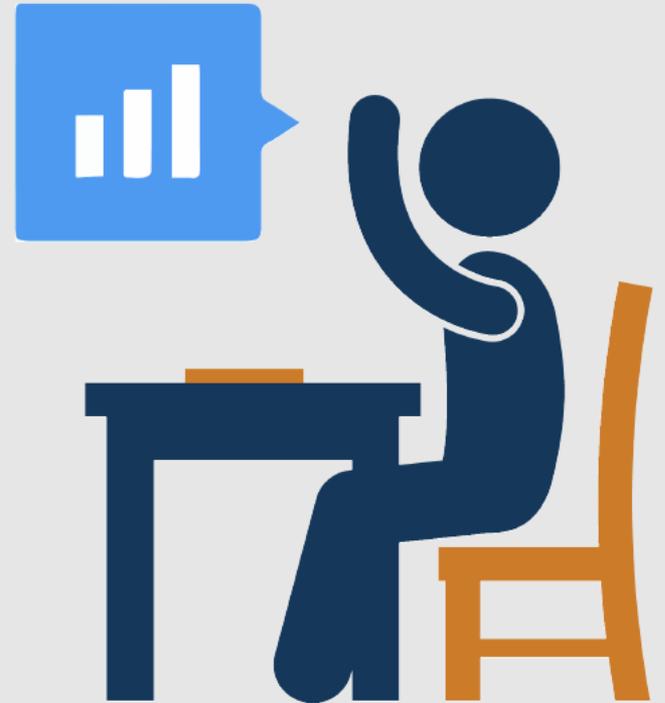
Existing Conditions and Needs





Public Feedback

- What are the key needs and challenges in Segment #1?
- What are the potential opportunities in Segment #1?



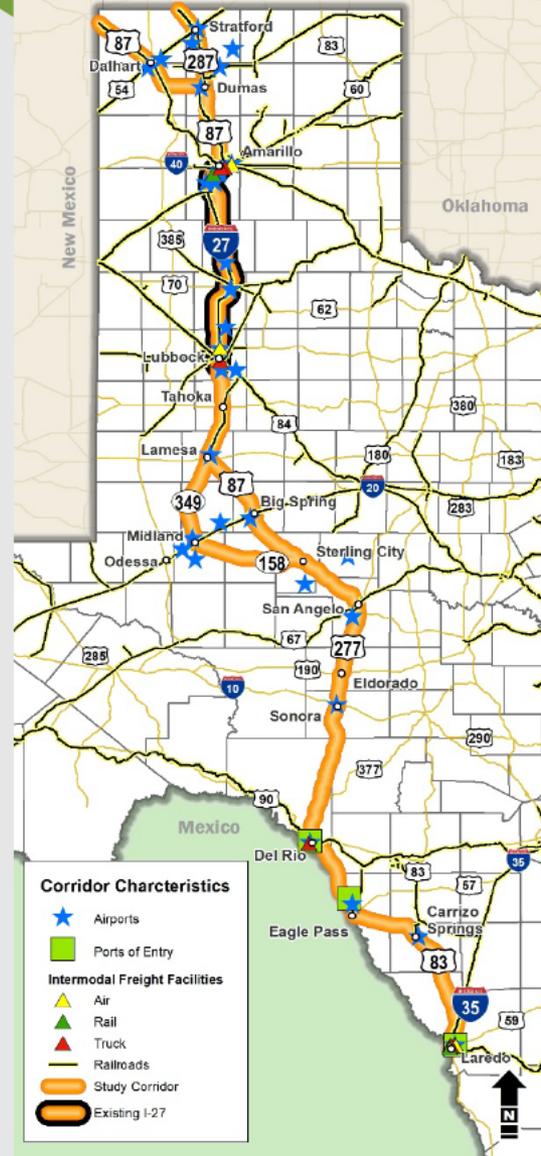
Current Corridor Characteristics



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

Average Daily Traffic - 2017



Corridor Total Traffic 2017



Segment #1 Total Traffic 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, Midland, Del Rio

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

Key Takeaways

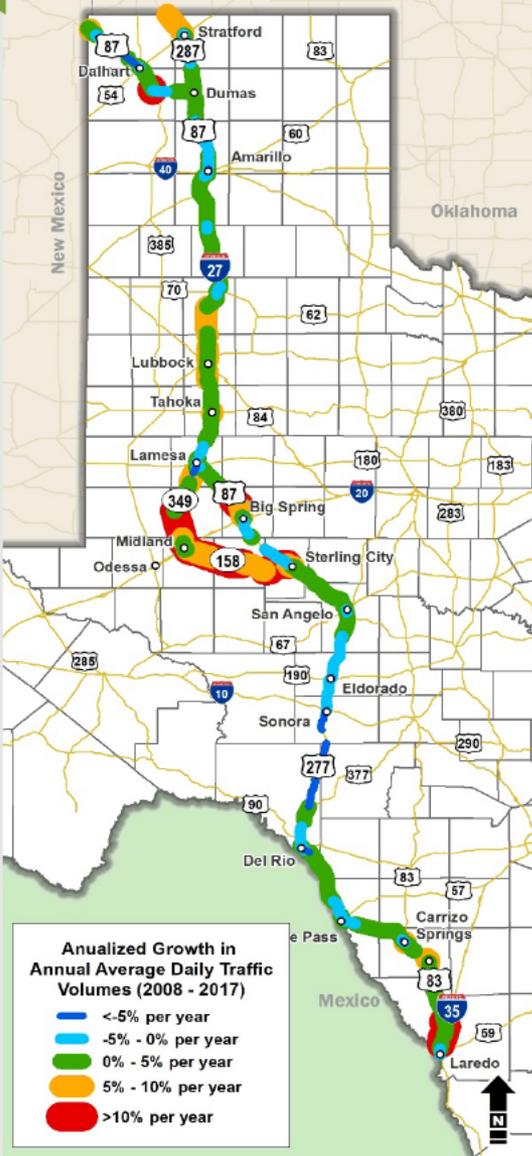
- Traffic volumes in the corridor and Segment #1 vary considerably.
- I-27 ends near downtown Amarillo - resulting 1-way road network carries 35,000 vehicles per day

Source: TxDOT TPP Roadway Inventory 2017

Growth in Traffic Volumes - 2008 to 2017



Corridor Growth - 10 Years



Segment #1 Growth - 10 years



Growth Trends

- 5-10%** Per year in Midland, Big Spring, **Hartley**, & Laredo
- 0-5%** Per year in Carrizo Springs, San Angelo, Lubbock, **rural I-27**, **Dumas**
- <0%** Per year in El Dorado, Edwards/Val Verde County, **Amarillo**

Key Takeaways

- Growth in the corridor and Segment #1 vary considerably.
- Growth is strongest at end points in Segment #1

Source: TxDOT TPP Roadway Inventory 2017

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

Segment #1 Average Daily Truck Traffic - 2017



Truck Traffic

Truck Percentage



- Largest Truck Volumes and % of Total Volumes: **Between Amarillo and Dumas**
- **Sherman County** with truck percentages greater than 40%
- **Rural I-27** carries between 10 and 30% trucks per day

Source: TxDOT TPP Roadway Inventory 2017

Average Speeds - 2018



Corridor Average Speed



Segment #1 Average Speed



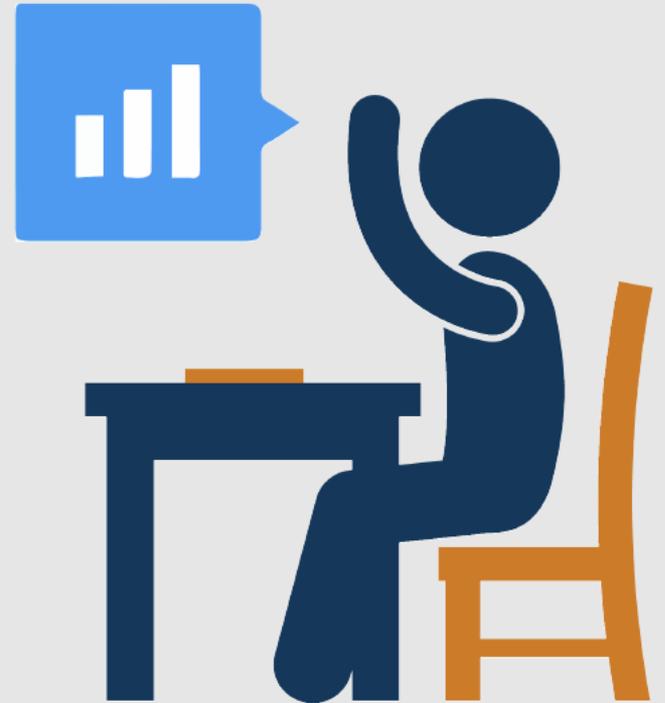
- Map shows average speeds along Ports-to-Plains routes
- Majority of corridor with travel speeds 60-70 mph
- Rural segments lower than 60 mph (lack of passing lanes, topography, truck %)
 - North of Dumas, Stratford
 - Val Verde County, Dimmit County
- City segments are typically lower than 30 mph (due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

Source: National Performance Management Research Data Set - FHWA



Public Feedback

- Where are the bottlenecks for traffic in Segment #1 and what are the causes?
- What do you think will influence future traffic conditions in Segment #1?



Total Crashes – 2014-2018



Corridor Total Crashes



Segment #1 Total Crashes



Key Corridor Takeaways

- 17,741 Total Crashes
- Highest rates in cities (Midland, Big Spring, Amarillo)
- Low rates in south end of corridor

Key Segment #1 Takeaways

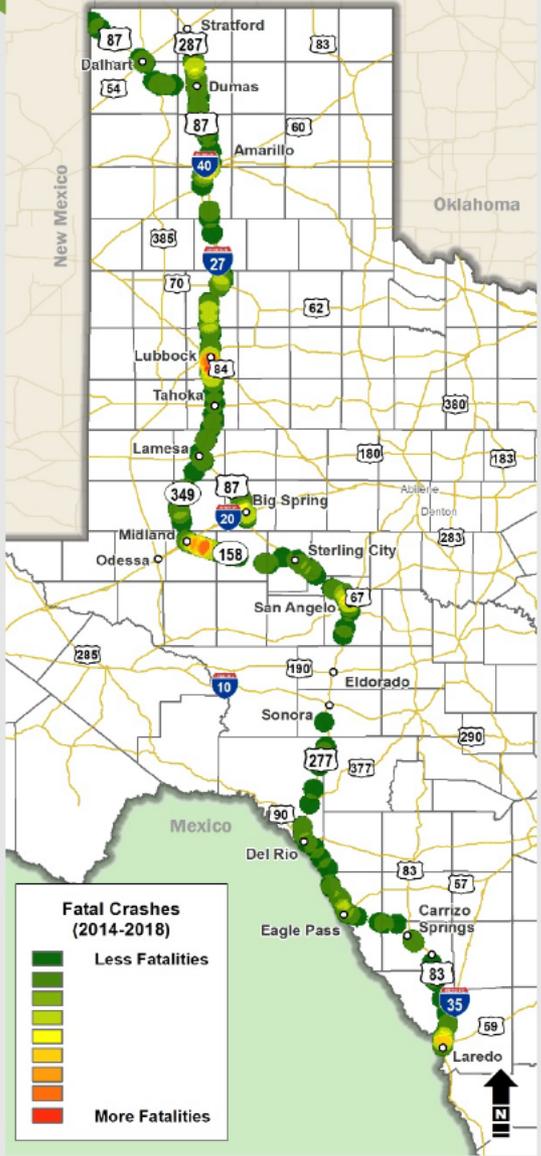
- 5,716 Total Crashes
- Highest crash rate through downtown Amarillo
- Higher rates in Dumas and Dalhart
- Lower rates on rural I-27

Source: TxDOT Crash Records Inventory

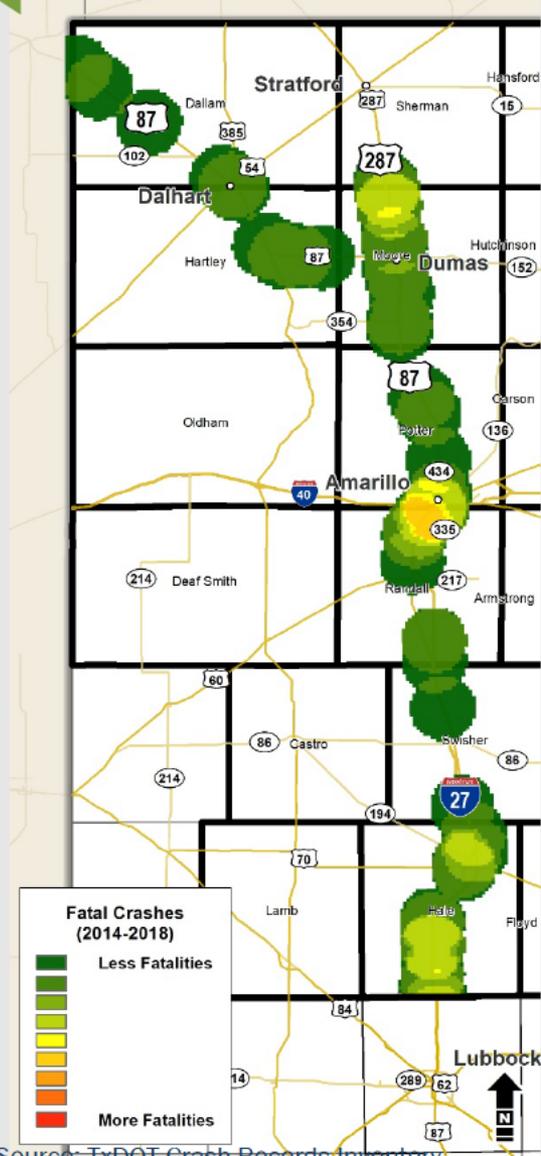
Fatal Crashes – 2014 to 2018



Corridor Fatal Crashes



Segment #1 Fatal Crashes



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 #1 Takeaways

- 61 Fatal Crashes
- Higher concentrations near Amarillo and North of Dumas
- No fatal crashes near Stratford

Source: TxDOT Crash Records Inventory



Corridor Wide



■ **27%**
Speeding



■ **25%**
Failure to Stop/Yield



■ **9%**
Impaired or
Distracted Driver



■ **9%**
Improper Use of Lanes

Segment #1



■ **30%**
Speeding



■ **26%**
Failure to Yield



■ **9%**
Impaired or
Distracted Driver

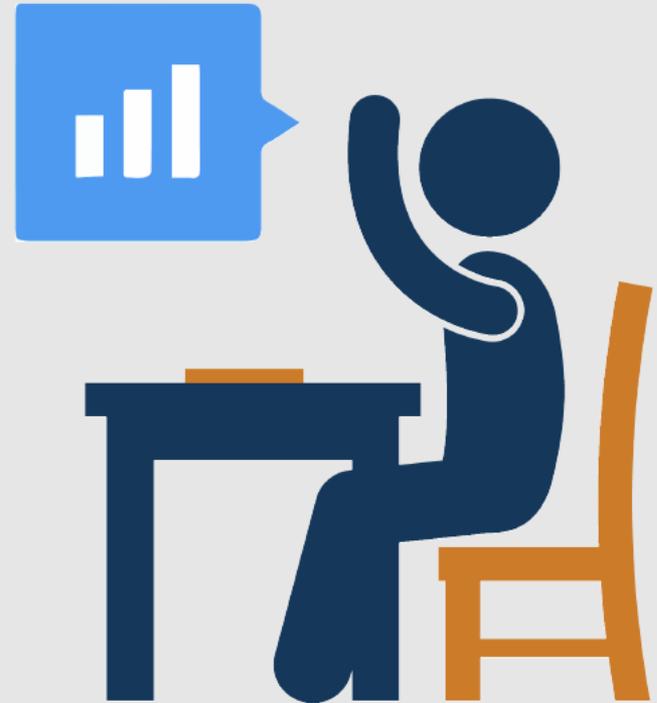


■ **8%**
Improper Use of Lanes



Public Feedback

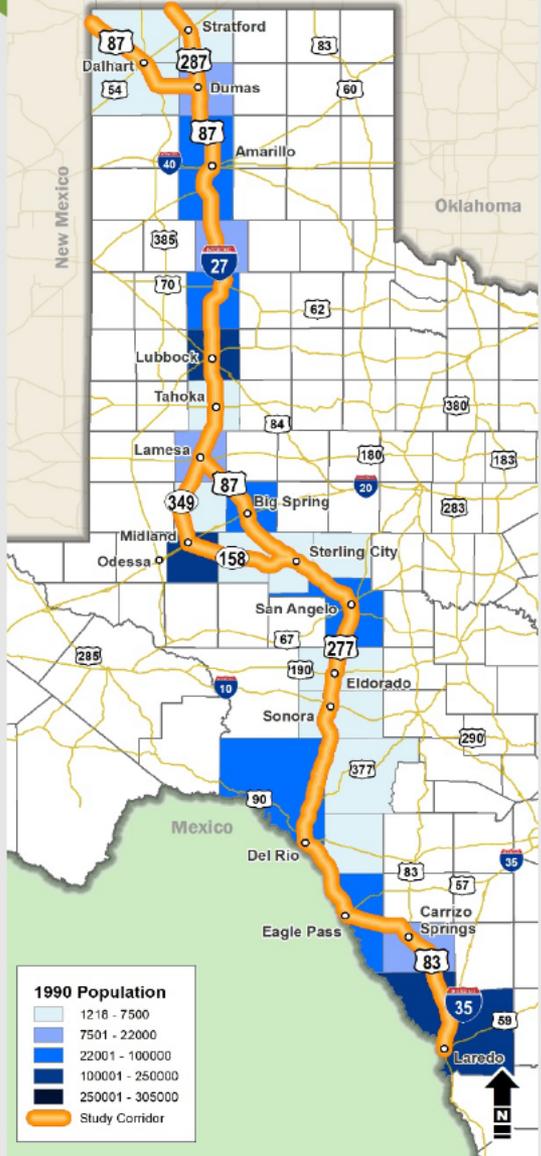
- What areas and issues contribute to safety needs and challenges in Segment #1?



Corridor Population Growth 1990-2017



1990



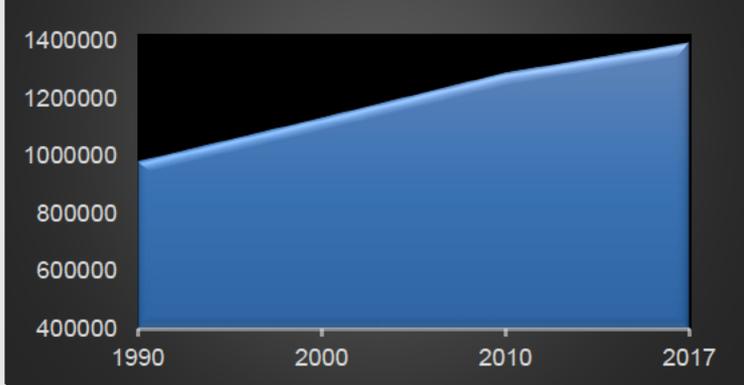
2017



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

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

Corridor Population 1990-2017



Source: Texas Demographic Center, U.S. Census

Segment #1 Population Growth 1990-2017



1990



2017



Population 1990-2017

356,344 (1990) **419,186** (2017)

- Total population **increased by 62,842** persons
- **Hartley County** (66%) and **Randall County** (47%) had the highest population growth
- **Floyd County** (-30%) and **Briscoe County** (-19%) had the largest declines in population
- Overall segment population **grew by 18%**
- Overall corridor population **grew by 42%**

Source: Texas Demographic Center, U.S. Census

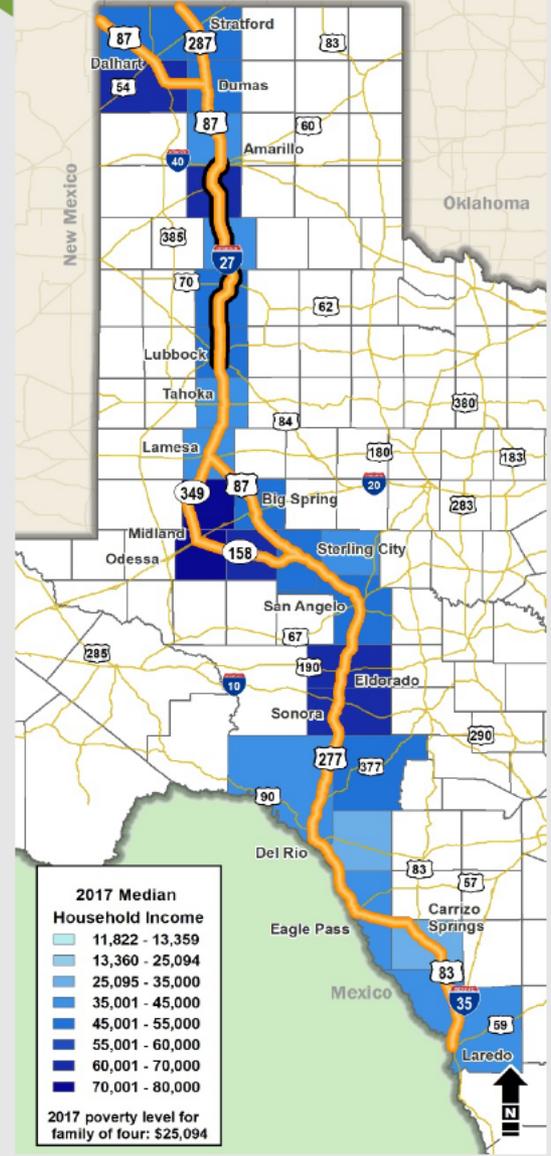
Corridor Median Household Incomes 1990-2017



1990

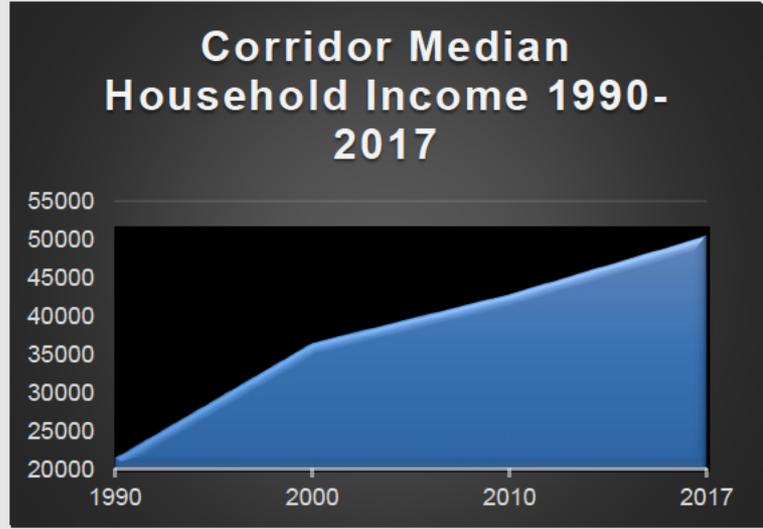


2017



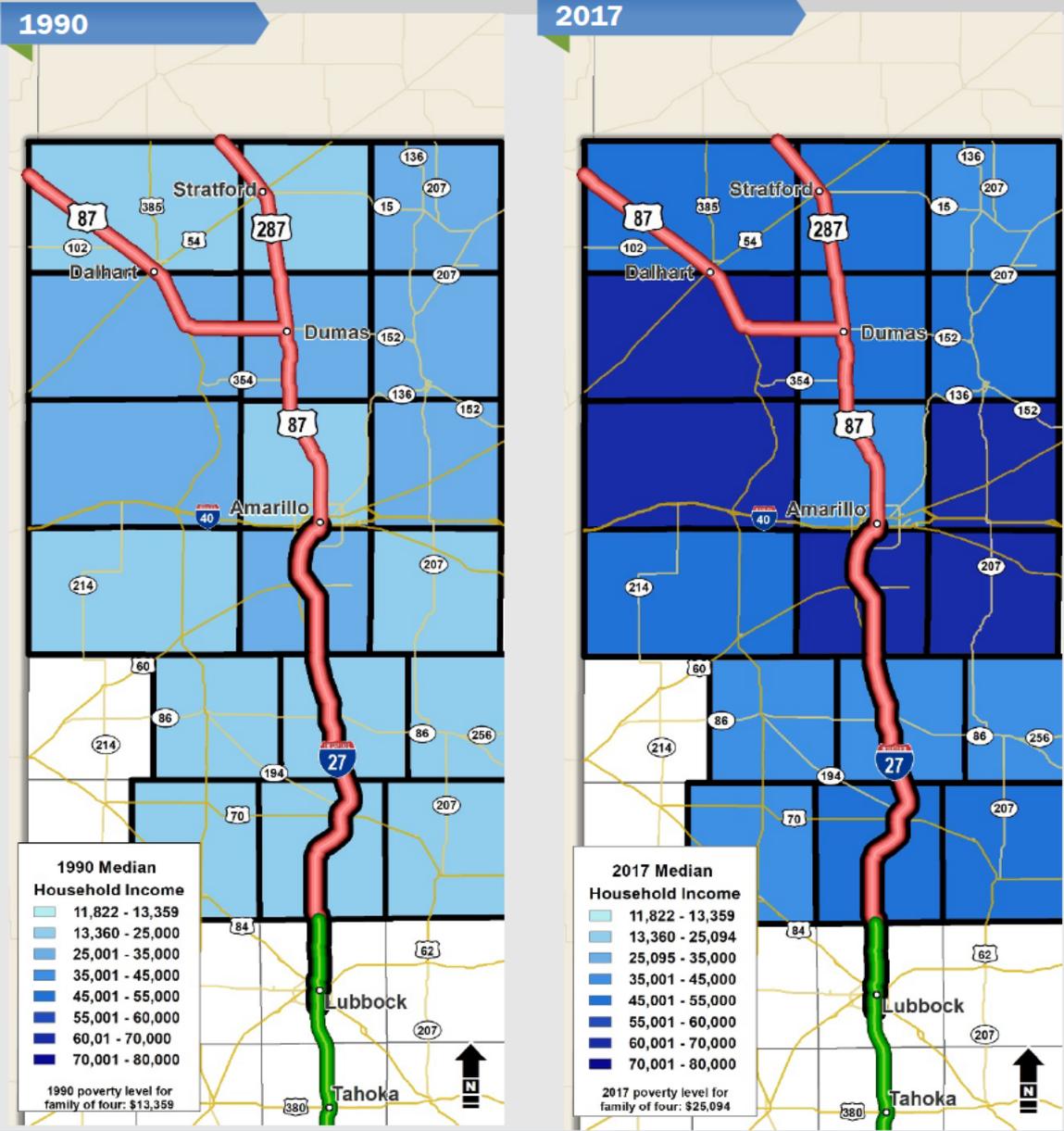
\$21,517 (1990) **\$50,491** (2017)

- 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 #1 Median Household Incomes 1990-2017



Average Median Household Income

\$23,176 (1990) **\$51,601** (2017)

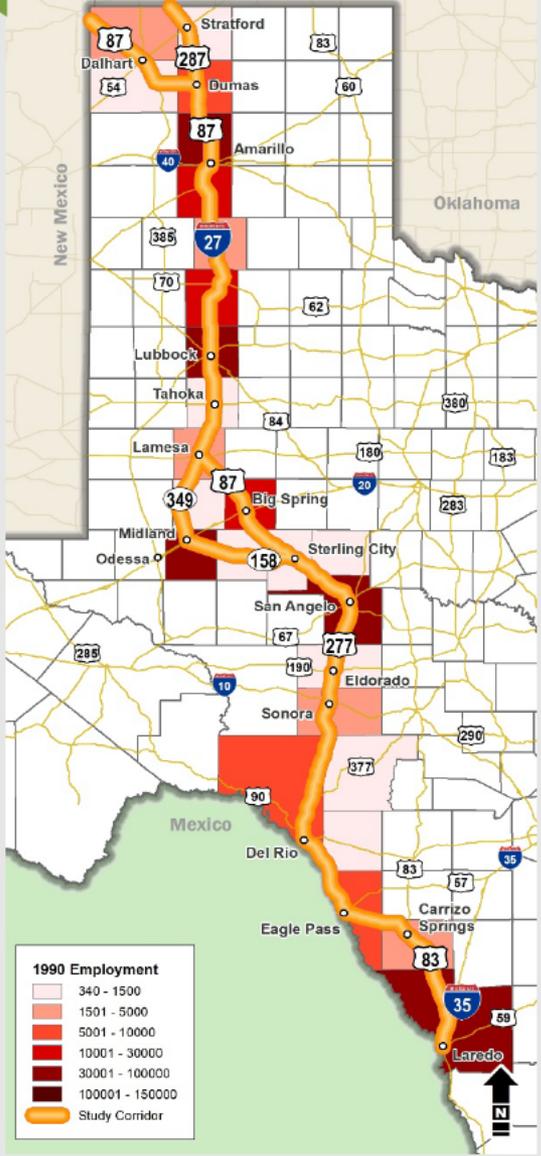
- Total income **increased by \$28,425**
- **Armstrong County** (198%) and **Floyd County** (154%) had the highest increases in income
- No counties had income declines
- No counties had incomes below the poverty level
- Overall segment income **grew by 123%**
- Overall corridor income **grew by 135%**

Source: U.S. Census, American Community Survey

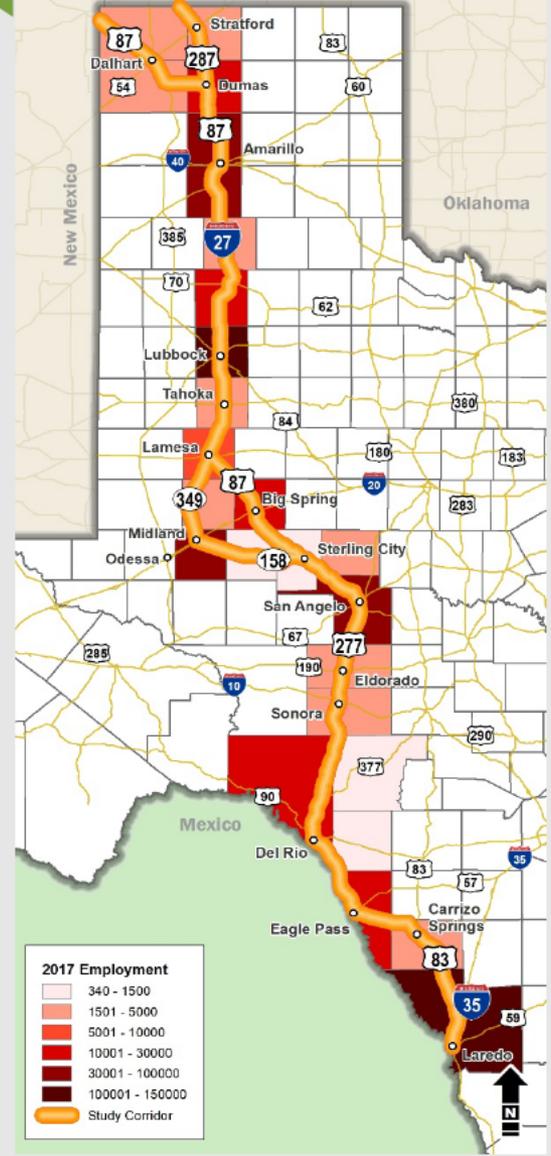
Corridor Total Employment 1990-2017



1990



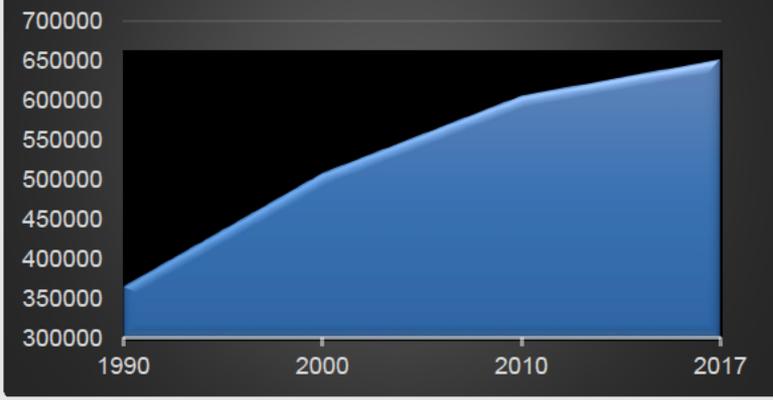
2017



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

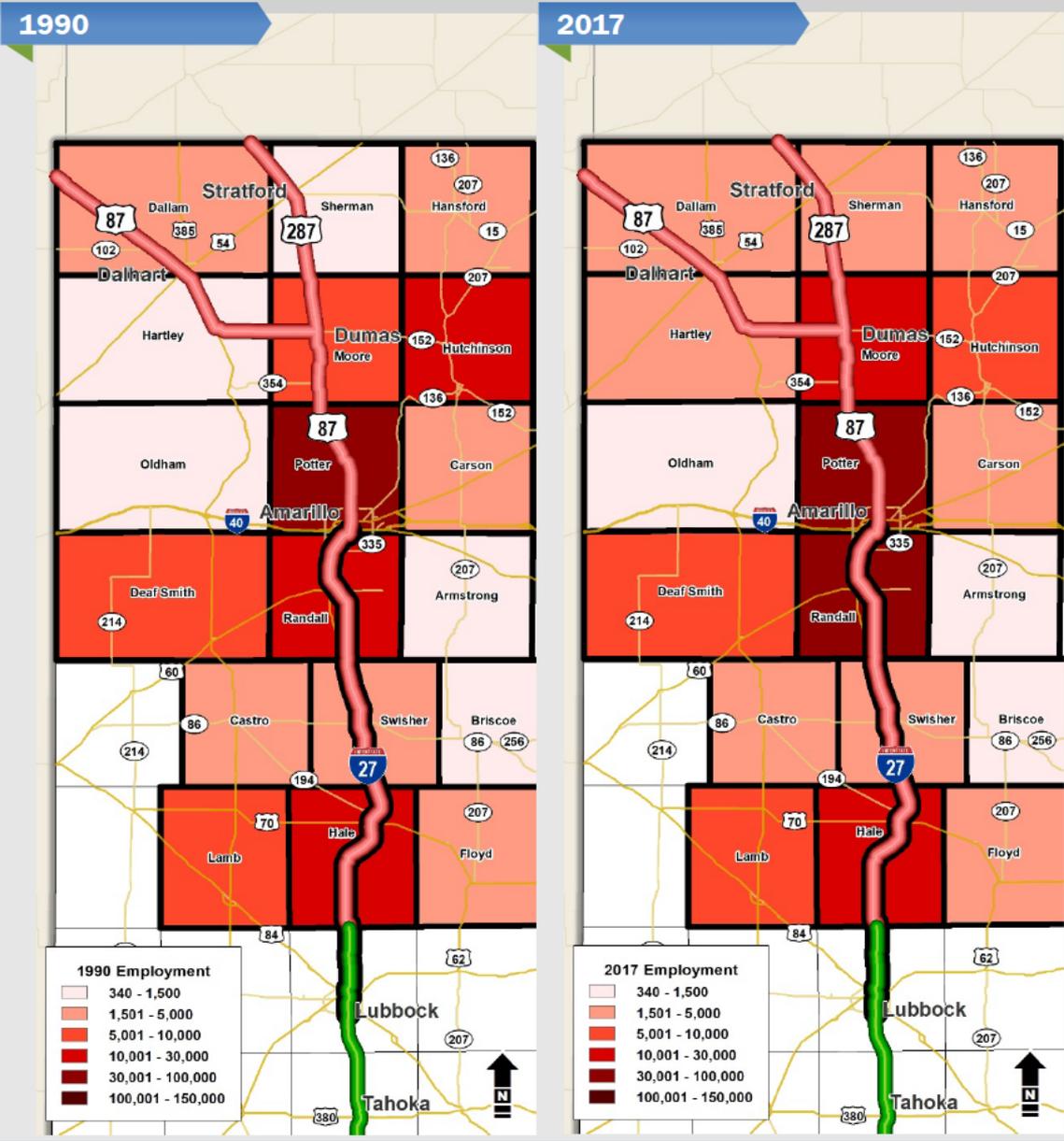
- Corridor total employment **increased by 286,329**
- Overall corridor employment **grew by 78%**

Corridor Employment 1990-2000



Source: U.S. Census, American Community Survey

Segment #1 Total Employment 1990-2017



Employment 1990-2017

167,608

(1990)

201,916

(2017)

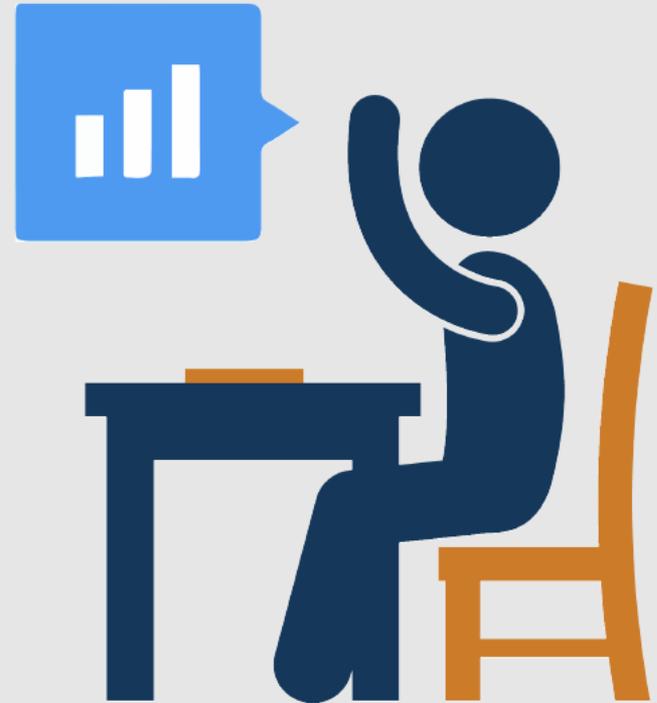
- Total employed population **increased by 34,308** persons
- **Dallam and Randall Counties** (48%) had the highest employment growth
- **Floyd County** (-28%) and **Swisher County** (-20%) had the largest declines in employment
- Overall segment employment **grew by 20%**
- Overall corridor employment **grew by 78%**

Source: U.S. Census, American Community Survey



Public Feedback

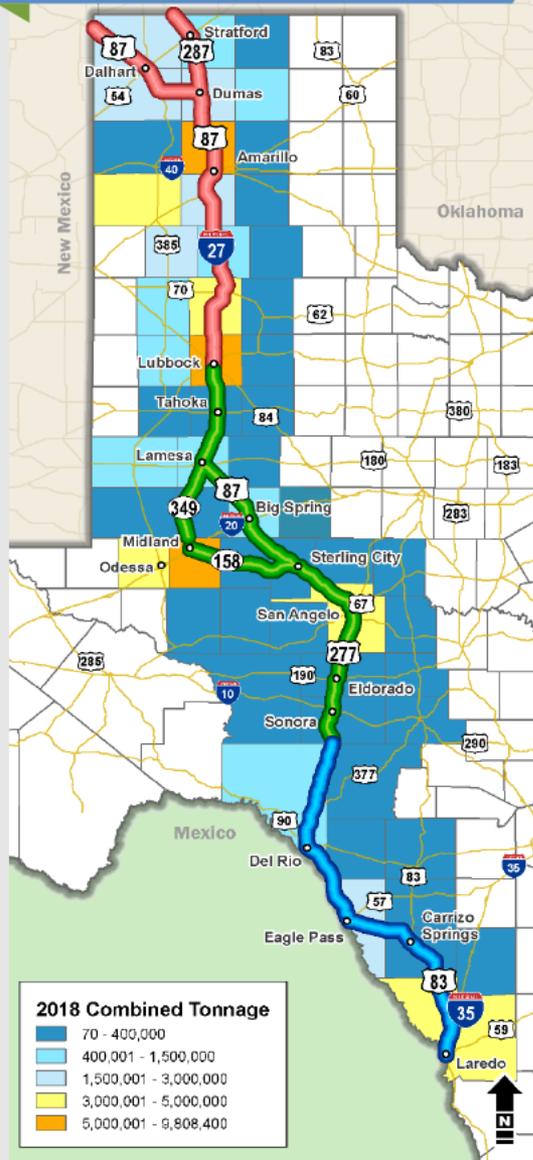
- What factors do you think will influence population, income, and employment in Segment #1 over the next 30 years?



Corridor Total Freight by County - 2018



Total Freight Using the Corridor



- Map shows the freight traffic from adjacent counties that is **using the Ports-to-Plains Corridor**
- Principal points for truck freight in the corridor 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
- Corridor provides **more access to markets** for many nearby counties

Source: TxDOT SAM and TRANSEARCH database

Segment #1 Total Freight by County - 2018



Total Freight Using the Segment



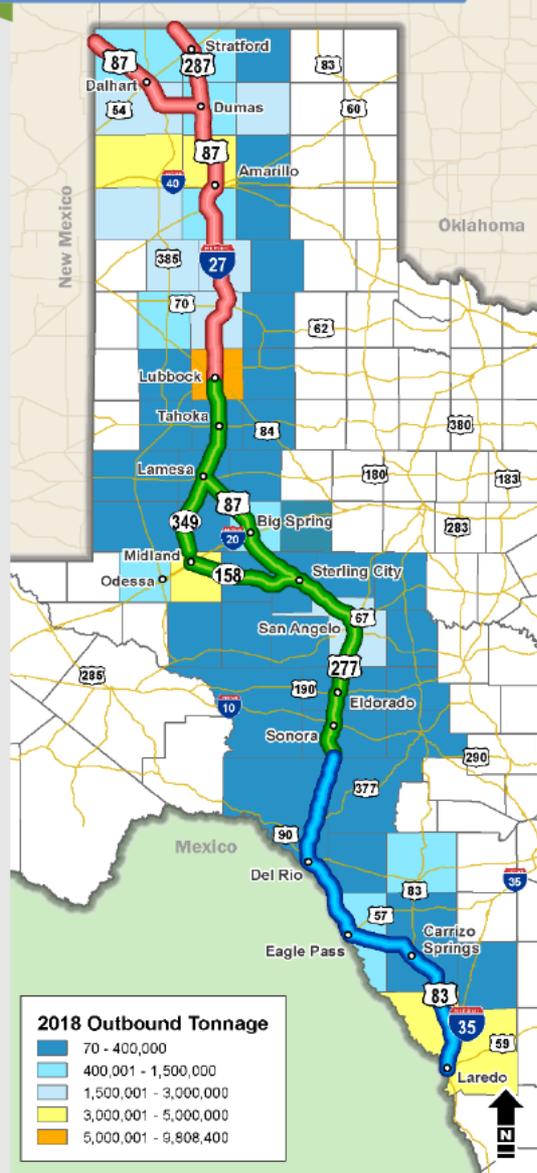
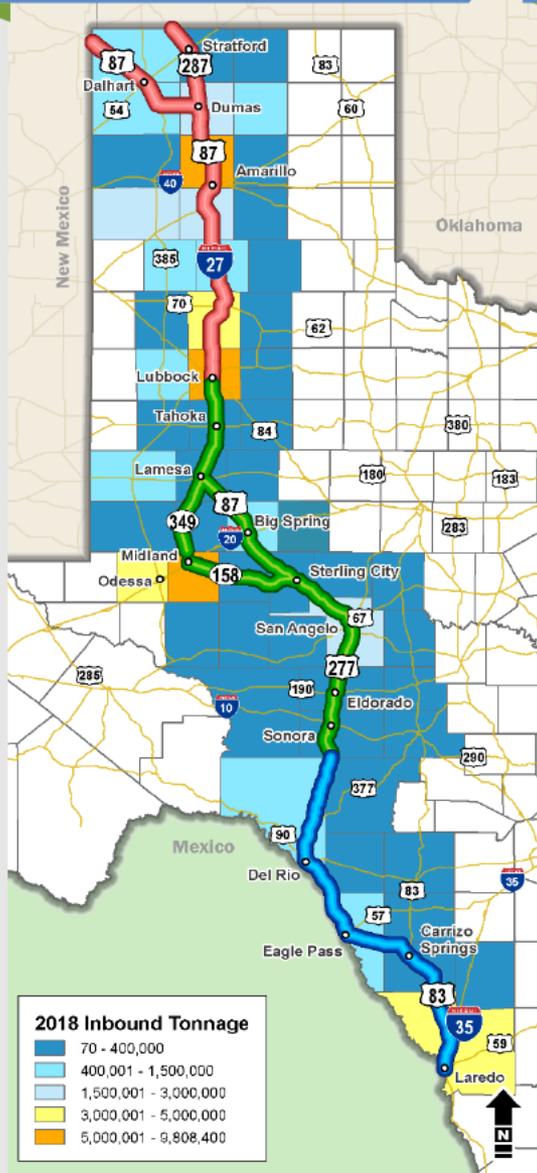
- Map shows the freight traffic from adjacent counties that is **using Segment #1**
- Amarillo (Potter County)** is the principal population center and is responsible for the most freight on the segment
 - Crossroads with **I-40** transcontinental freight route
- Other large tonnage counties are on the corridor or adjacent from the west, notably:
 - Hale County** on I-27
 - Deaf Smith County** west of I-27
- Segment #1 crosses **large rural areas** with small but locally meaningful freight volumes
- Segment #1 provides **more access to markets** for many nearby counties

Source: TxDOT SAM and TRANSEARCH database

Inbound and Outbound Freight on the Corridor by County - 2018

Inbound Freight on the Corridor

Outbound Freight on the Corridor



- **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 #1 by County- 2018

Inbound Freight on the Segment



Outbound Freight on the Segment



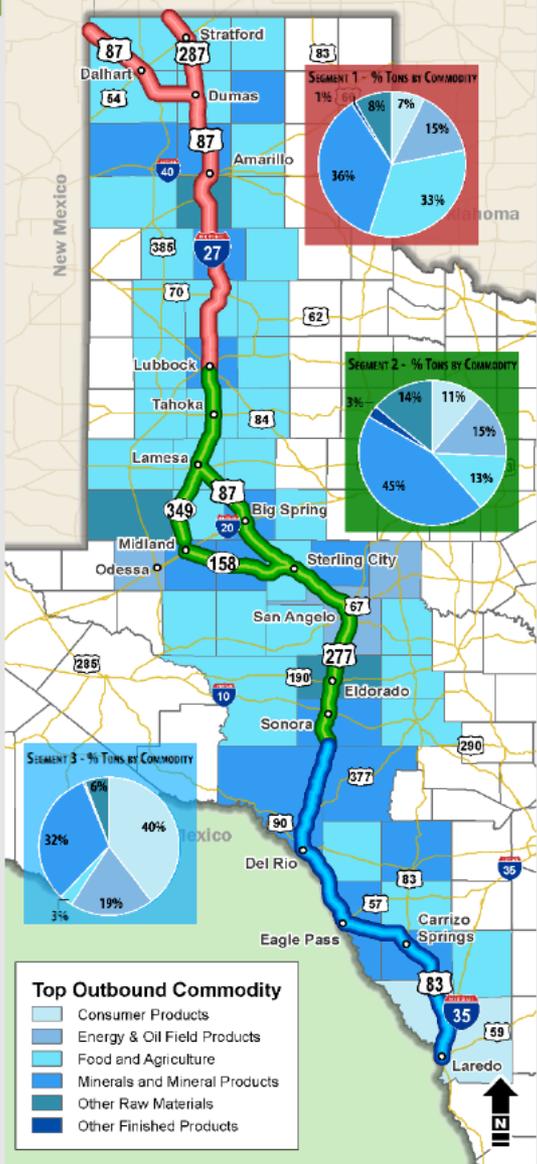
- Freight coming in and out is imbalanced in both directions
- Many counties ship out more than they take in
- Common pattern for production locations in **rural areas**
- Population centers in the segment take in more than they ship out
 - Amarillo (Potter County)**
 - Plainview (Hale County)**
 - Dumas (Moore County)**
- Common pattern in more **urban areas**

Source: TXDOT SAM and TRANSEARCH database

Corridor Freight Commodities Outbound by County - 2018



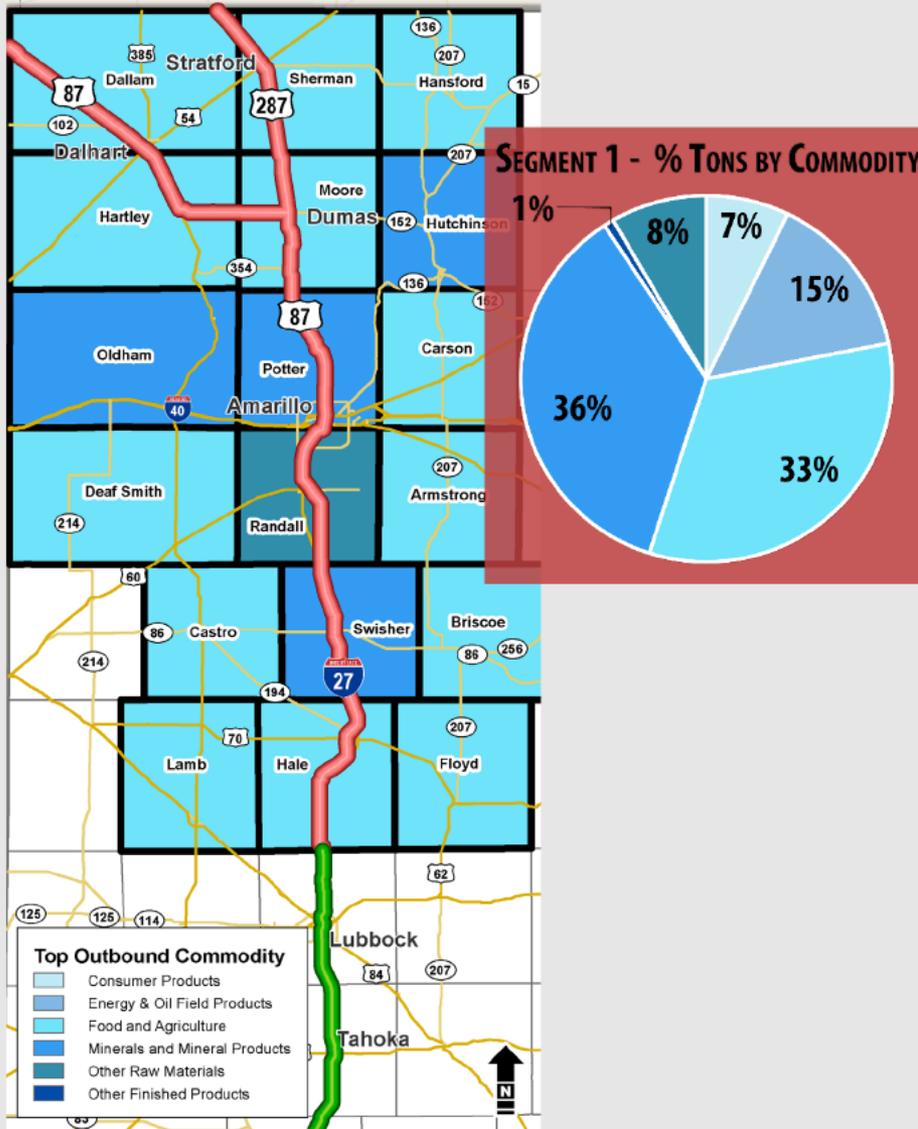
Outbound Commodities on the Corridor



- 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

Segment #1 Freight Commodities: Outbound by County - 2018

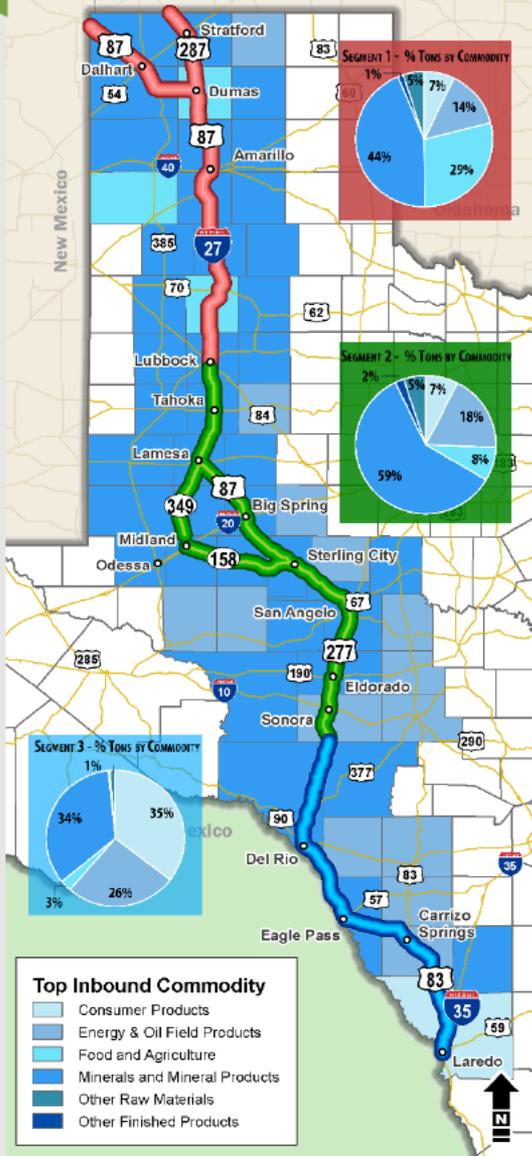
Outbound Commodities on the Segment



- Highest tonnage of outbound freight on Segment #1:
 - **Mineral/Mineral Products (36%)**
 - **Food and Agricultural Products (33%)**
 - **Energy and Oil Field Products (15%)**
- **Minerals** are the top commodity in four counties (can include frac sand)
- **Agricultural products** (e.g. grain, cotton) have less tonnage than minerals, but are the top commodity in more counties
- **Energy and oil field products** are important, but not at the top
- **Raw Materials** (metals, scrap) are the leading commodity in Randall County

Distribution of Freight Commodities Inbound by County - 2018

Inbound Commodities on the Corridor



- **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

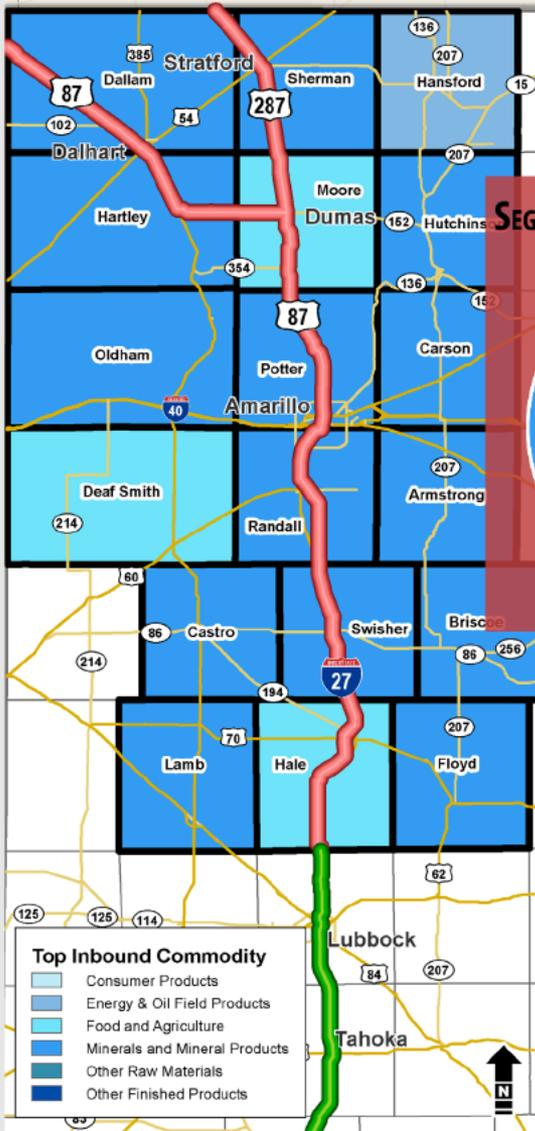
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Source: TXDOT SAM and TRANSEARCH database

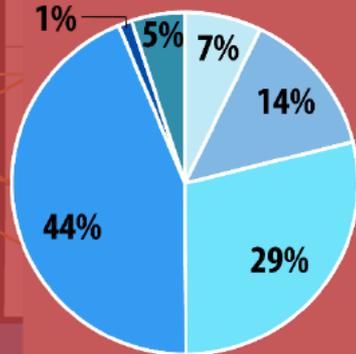
Segment #1 Freight Commodities: Inbound by County - 2018



Inbound Commodities on the Segment



SEGMENT 1 - % TONS BY COMMODITY



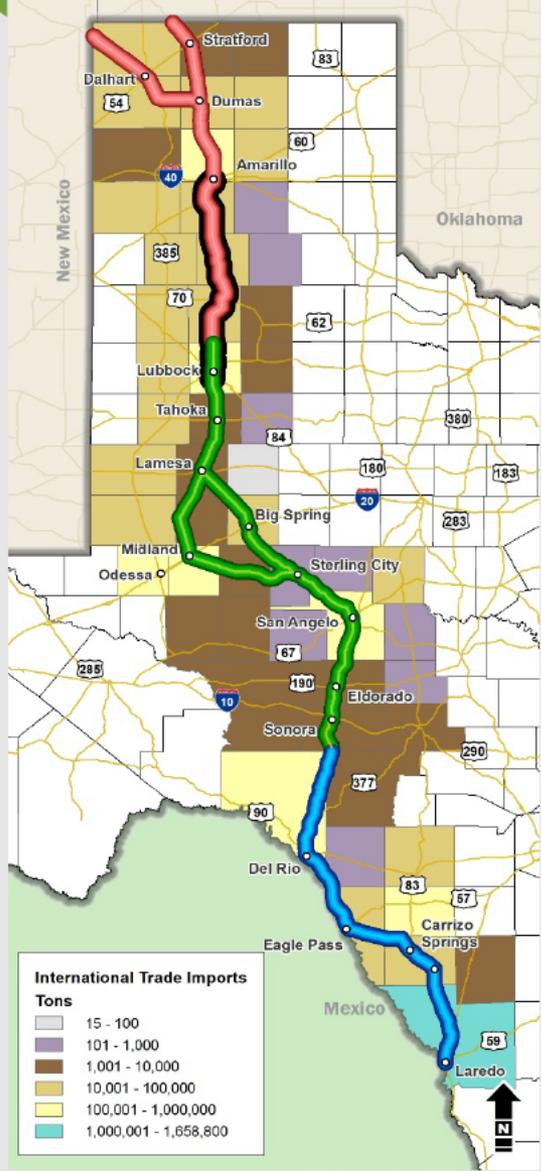
- Highest tonnage of inbound freight on Segment #1
 - **Mineral/Mineral Products (44%)**
 - **Food and Agricultural Products (29%)**
 - **Energy and Oil Field Products (14%)**
- Mix of commodities coming in by truck on Segment #1 are similar to outbound, but **inbound is more uniform:**
 - **Minerals** are the top inbound commodity in most counties. Importance of minerals related to production input (e.g. fertilizer)
 - **Food/Agriculture** is the leading commodity in Moore, Deaf Smith, and Hale Counties
 - **Energy Products** are the leading type in Hansford County
 - **Consumer Products** (other than food) arrive everywhere, but are smaller by tonnage

Source: TXDOT SAM and TRANSEARCH database

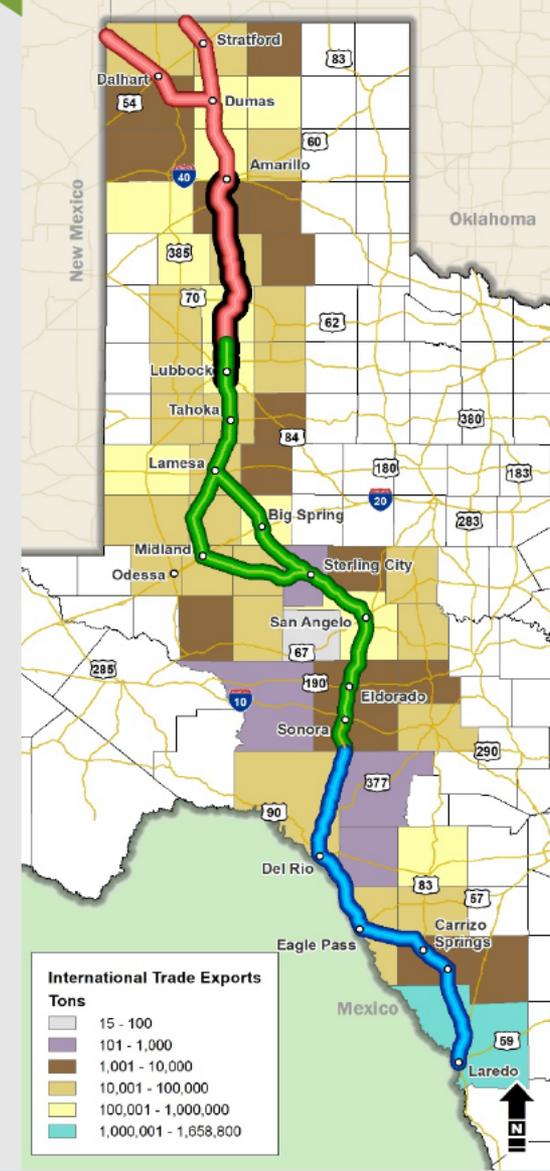
Foreign Truck Trade Across the Corridor by County - 2018



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

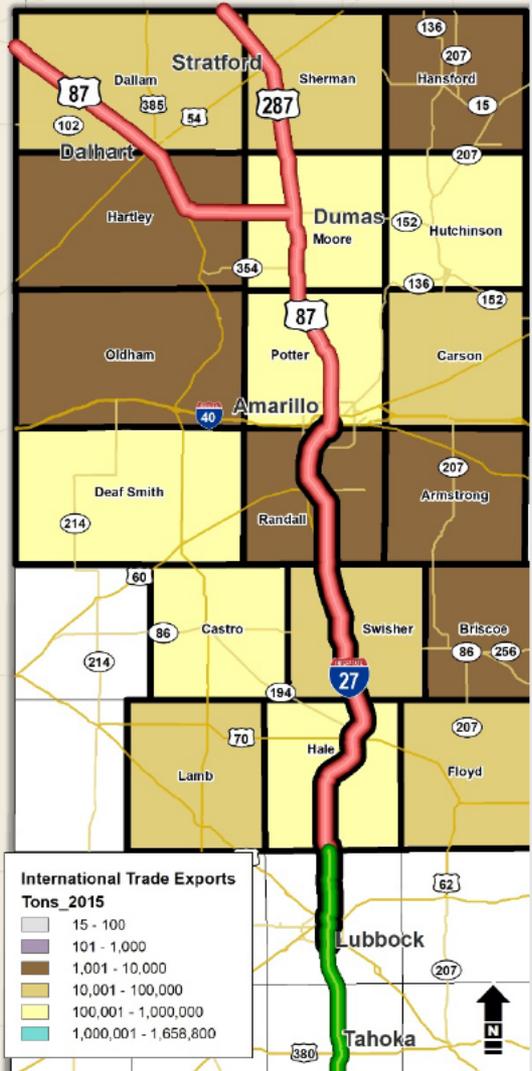
Segment #1 Foreign Truck Trade by County - 2018



Import Freight



Export Freight



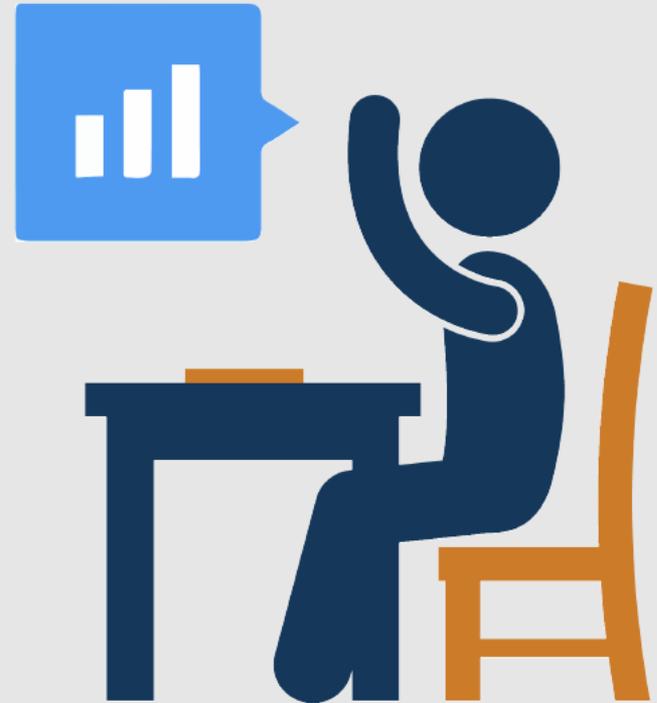
- Foreign trade is chiefly **cross-border trade with Mexico**, with some Canadian and overseas traffic
- Foreign trade appears throughout the segment
- Freight is both **import and export**
- Exports are strong in **agricultural areas**
- Amarillo** has strong imports – due to I-40 and population center
- All counties have some level of involvement in foreign trade

Source: TRANSEARCH database



Public Feedback

- What are the key needs and challenges for moving people and freight in Segment #1?
- What factors do you think will influence future freight movement in Segment #1?





Caroline Mays

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

For General Information

portstoplains@txdot.gov





THANK YOU!

**ATTACHMENT F
MEETING SUMMARY**

Ports-to-Plains Public Meeting #1 Segment 1

November 20, 2019

4:30 p.m. – 7 p.m.

Amarillo Civic Center Complex

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 #1 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.

At 4:44 p.m., Study Team Member Audrey Koehler with WSP invited the public to log on to the Civic Center wi-fi and Mentimeter early in order to participate in the interactive portion of the public meeting and to visit one of the Interactive Map stations to share ideas, issues, and concerns.

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 5:07 p.m. and welcomed attendees to the public meeting for Segment 1.

Ms. Mays thanked the following elected officials and their representatives for their attendance:

- Joel Riedel, representing U.S. Senator John Cornyn’s Office;
- Commissioner Dee Vaughan, Moore County;
- Council Member Sherri Haschke, City of Dalhart;
- Council Member Tim Vee, City of Dalhart;
- Commissioner David Ford, Hartley County;
- Mary Owen, representing U.S. Senator Ted Cruz; and
- Representative Four Price, Texas House of Representatives, District 87.

Rep. Price introduced himself as one of the key authors of HB 1079. He noted that public involvement is an important part of the overall process and said that public feedback will be provided to the study’s Advisory Committee and the legislature. He said that for Segment 1, some people have said, “We never knew [about the data you’re presenting]”. He reiterated that public involvement is important for the study.

Rep. Price asked attendees to consider things that are important to the economy and mentioned how this may differ between segments. He then thanked Senators Charles Perry and Kel Seliger,

who were co-sponsors of HB 1079. He said a need has been identified to expand I-27 to the north and south. He is happy with the progress of the bill and is grateful to attendees for taking the time to come out and participate in the meeting. He then handed the meeting back over to Ms. Mays.

Ms. Mays thanked Rep. Price and acknowledged that the Study Team is currently putting resources to work. She then invited Study Team Member Wendy Travis with Garver to the front.

Before proceeding with the presentation, Ms. Mays recognized Steve Linhart and Loretta Brown with TxDOT, who are helping to shepherd project activities; Akila Thamizharasan, who is the Branch Manager for TxDOT; as well as several other folks in attendance from the TxDOT District. She then turned the meeting over to Ms. Travis.

Ms. Travis introduced herself as the Consultant Project Manager for this study. She then introduced other members of the Consultant Team in attendance, including Mike Spayd, a traffic engineer analyzing traffic data for the study; Kirsten McCullough, a planner; Joe Bryan, a freight expert; as well as Colin McGahey, Lena Camarillo, Robert Ryan, Casey Carleton, Sean Wray, Tracey Michel, and Audrey Koehler. Ms. Koehler will be managing the interactive presentation portion of the meeting.

Overview of HB 1079

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

The bill outlines that an Advisory Committee must be created. The Advisory Committee met for the first time on October 1, 2019 in Lubbock. Mayor Pope, with the City of Lubbock, was elected as the Chair of the Advisory Committee. The bill outlines that the Advisory Committee must meet on a rotational basis. However, Ms. Mays said that the Study Team is planning to have more meetings with the committee than mandated by the bill. The list of committee members is available for review online.

In addition to the Advisory Committee, three Segment Committees were also created. This public meeting focuses on Segment 1. Membership in these committees is flexible and broad enough to include representatives from the trucking industry and chambers of commerce.

Ms. Mays explained that the bill also requires quarterly public meetings. We recently had our first Public Meeting for Segment 3 in Del Rio. The Study Team will have additional rounds of meetings in February 2020. Ms. Mays reiterated what Rep. Price said, stating that public input matters and will make a difference in the outcome of the study.

Ms. Mays then told attendees that all the materials from the meeting will also be available on the study website, including the agenda, presentations and other items.

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.

One of the keys goals of the study is the examination of the ability of the energy industry to transport products to market – whether that’s to a refinery or export into Mexico. Another goal is to relieve traffic congestion in the segment. Another key goal is the examination of freight movement. Segment 2 has a large energy sector, including sand and water. Segment 3 experiences cross-border freight. Other goals are to maximize the use of existing highways and determine areas along the corridor that are preferable and suitable for interstate designation. Project costs and funding sources will also be considered.

Ms. Mays then asked attendees to log on to Mentimeter if they hadn’t already done so. Through the development of an interactive survey hosted on Mentimeter, attendees were invited to anonymously provide input on the Ports-to-Plains Corridor Feasibility Study. Ms. Koehler facilitated the interactive portions of the meeting.

One test question – *Who is your favorite Batman?* – 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.

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

Total Respondents: 29

Responses by Choice	*
Economic development	21
Freight movement	21
Safety and mobility	19
Traffic congestion	17
Interstate designation	10
Existing infrastructure	9
Funding sources	7
Private property	6
Energy products	4
Project costs	4

Ms. Mays said that traffic congestion appeared to rank higher than input received during the Segment 3 Public Meeting.

She asked attendees why they ranked economic development high. David Sougstad with Amarillo Association of Realtors responded that economic development drives everything else. Dion Miller, City Manager with the City of Tulia, said economic development is important to get goods in and out of the community. Ms. Mays agreed that goods need to be moved to market.

Ms. Mays then asked attendees for their input on freight movement, since it connects with economic development. Mr. Miller said the amount of trucks in Dumas is unbelievable and said that trucks are your economy in motion.

Regarding safety and mobility, Helen Benton with Amarillo Board of Realtors said she believes this goes hand-in-hand with freight movement. She had safety needs to be considered when you're dealing with big trucks. She said the Ports-to-Plains Corridor would make a big difference.

Mark Huber with Amarillo Outdoor Power said he owns property on I-27 in Amarillo. He stated that the study could help or hinder his business, depending on what's proposed. Ms. Mays thanked Mr. Huber for his comment and stated that a lot of businesses need access to the interstate.

Mr. Miller asked why traffic congestion was higher in this meeting compared to others and asked attendees why this was a priority.

Ports-to-Plains Corridor Feasibility Study Scope

Ms. Travis talked about the study process and said that currently the study is in the "Purpose and Need Statement" and "Existing Conditions and Needs Assessment" phases. At the next public meeting, forecasting and future conditions will be discussed. Then, the Study Team will conduct a corridor feasibility analysis and evaluate economic development impacts of the corridor. Then, corridor improvement strategies will be considered, and recommendations will be made. A Financial Plan will be developed that identifies funding sources, and an Implementation Plan will be prepared that identifies short-, mid-, and long-term projects. In the end, TxDOT will submit a Feasibility Study Report to the Governor and the Legislature.

The entire study process will conclude over the course of a year. The Segment Committee Reports are due to the Advisory Committee in June 2020. The Advisory Committee will then give their final recommendations to TxDOT on October 31, 2020. The final Feasibility Study Report is due on January 21, 2021 to the Governor.

Study Alternatives

Potential study alternatives were then discussed, including a four-lane, divided highway and an interstate with frontage roads. A four-lane, divided highway would have lower speeds, smaller right-of-way widths, and would include at-grade intersections. An interstate would not have driveway access to main lanes, no traffic signals or stop signs, and higher speeds. An interstate would flow uninterrupted, which would require overpasses.

Ms. Travis then turned the meeting over to Ms. Thamizharasan.

Existing Conditions and Needs

Mentimeter Question: What are the key needs and challenges in Segment #2?

Total Respondents: 14

Responses by Theme	#
Relief routes for truck traffic in and around towns necessary (e.g., Amarillo, Canyon, Dumas, Hartley, Dalhart)	6
Safety and mobility	6
Connect to I-27 and I-25, built to last 25 years with heavy trucks	1
Other responses (outlier responses)	1

Ms. Thamizharasan asked attendees to provide additional input on key needs and challenges of the segment. Clayton Scales with KSA Engineers said that a section of I-27 has sharp curves, so expansion will be a great challenge.

Ms. Thamizharasan asked what was meant by the following Mentimeter response, *Should be interstate style as much as possible and as soon as possible*. Mr. Thomas Tipps with Tipps Real Estate Group said he was referring to when a highway goes into smaller towns like Dumas – similar to US 287 running through Dallas.

Mentimeter Question: What are the potential opportunities in Segment #1?

Total Respondents: 14

Responses by Theme	#
Economic development	4
Job creation and growth	3
Connectivity between towns and markets	3
Alternative route to I-35	1
Other responses (outlier responses)	3

Ms. Thamizharasan then summarized key corridor characteristics. The Ports-to-Plains Corridor passes through 26 counties, six TxDOT districts, and three major land ports of entries. Segment 1 is approximately 275 miles long and passes through eight counties and two TxDOT districts.

Ms. Thamizharasan then turned the meeting over to Mr. Spayd, who began by discussing existing (2017) average daily traffic for the corridor. He said that a key takeaway to note is that traffic varies considerably within the corridor. In Segment 1, some portions have less than 3,000 vehicles per day, while in Amarillo volumes range from 30,000 to 70,000 vehicles per day. Where I-27 ends near downtown Amarillo, resulting in a one-way road network, volumes are approximately 35,000 vehicles per day.

Mr. Spayd explained that the Study Team is also examining future growth for the corridor. In Segment 1, the strongest growth is anticipated in Hartley.

He also described average daily truck volumes for the corridor. Maps were shown in the presentation showing truck counts and truck percentages along the corridor. The highest number of trucks is approximately 10,000 trucks in downtown Amarillo. Sherman County has truck percentages greater than 40 percent. Rural I-27 carries between 10 and 30 percent of trucks each day.

Mr. Spayd then described average speeds along the corridor, based on National Performance Management Research data produced by the Federal Highway Administration. The majority of the corridor travels at a speed of 60 to 70 miles per hour (mph). Rural segments have lower than 60 mph speeds, due to the lack of passing lanes, topography, and truck percentages. City segments are typically lower than 30 mph due to traffic signals and driveways.

At this point of the presentation, an attendee, Mr. Terry Nix, asked if truck percentages were compared for the three segments. Mr. Spayd said percentages vary, with the highest concentrations in Laredo and Amarillo.

Mentimeter Question: Where are the bottlenecks for traffic in Segment #1 and what are the causes?
Total Respondents: 19

Responses by Theme	#
Dumas	12
Downtown Amarillo	7
Dalhart	7
Freight movement, especially with oversize and overweight loads	5
Lack of access control and traffic through cities/downtowns	3
Increased truck traffic	1
Construction between Canyon and Amarillo	1
SL 335 in Amarillo	1
Dumas to Hartley, two-lane section	1
Stratford	1
Cactus	1
Other responses (outlier responses)	4

Mr. Nix asked if Texas 335 Loop will be developed. A Study Team Member said that the purpose of the study is to consider improvements for the Ports-to-Plains Corridor, not Loop 335. However, this comment will be documented in the record.

Mentimeter Question: What do you think will influence future traffic conditions in Segment #1?

Total Respondents: 17

Responses by Theme	#
Economic growth	5
Industry changes can increase traffic volumes	3
If 10+ year drought ends, agricultural volumes will increase for dryland farmers	1
New Mexico interoperability and connectivity	1
Other responses (outlier responses)	3

Mr. Spayd described total crashes for the corridor. He pointed out that the Study Team identified logical segments for the corridor and divided total crashes by traffic volumes to determine crash rates. For the Ports-to-Plains Corridor, there were a total of 17,741 crashes between 2014 and 2018, with the highest crash rates in Midland, Big Spring, and Amarillo. Lower crash rates were noted in the south end of the corridor. For Segment 1, a total of 5,716 crashes occurred during a five-year period (2014-2018). The highest crash rate is through downtown Amarillo. Dumas and Dalhart also experience higher crash rates compared to the rest of the segment. Lower rates were noted on rural I-27.

Of the crashes during this five-year period, a total of 220 crashes resulted in fatalities in the corridor, 61 of which were in Segment 1. Amarillo, Lubbock, and Midland exhibited the highest number of crashes due to higher traffic volumes. In Segment 1, higher concentrations were noted near Amarillo and north of Dumas. Few fatalities were on US 277 near Sonora and Eldorado and no fatalities occurred near Stratford.

The Study Team also analyzed contributing factors to crashes for 2014 to 2018. The two most common factors were speeding and failure to stop or yield.

Mentimeter Question: What areas and issues contribute to safety needs and challenges in Segment #1?

Total Respondents: 13

Responses by Theme	#
Freight traffic in downtown areas	3
Snow and ice issues are comment in Segment #1	2
US 87 controlled access from Dumas to Hartley and Cactus	1
Lack of road lighting in rural stretches	1
Tall grass near roads are a leading cause to some of our wildland fires	1
Other responses (outlier responses)	3

Mr. Miller said the stretch of I-27 between Amarillo and Lubbock can be dicey.

The meeting was then turned over to Ms. McCullough. She explained that socioeconomic information was reviewed for the corridor to ensure the corridor will support future growth. She said future conditions will be presented at the next public meeting.

From 1990 to 2017, Segment 1 as a whole experienced an approximate 18 percent population growth. Armstrong and Floyd counties had the highest increases in income during this period. Employment increased by approximately 78 percent in the corridor, and by approximately 20 percent in Segment 1.

Mentimeter Question: What factors do you think will influence population, income, and employment in Segment #1 over the next 30 years?

Total Respondents: 13

Responses by Theme	#
Economic development, jobs, and population growth	5
Diversification of energy resources and production	3
Improved infrastructure	2
Water resources	1
Dairy industry	1
Other responses (outlier responses)	2

The meeting was then turned over to Mr. Bryan, who discussed freight. He said that freight is what makes people's life work and businesses grow, and includes things such as inventory, seed/feed, tractor parts, household goods, etc. It also includes things we ship out and items we produce.

In Segment 1, Amarillo is the principal population center and is responsible for the most freight on the segment. Other large tonnage counties include Hale and Deaf Smith counties. Segment #1 crosses large rural areas with small but locally meaningful freight volumes, and provides more access to markets for many nearby counties.

Mr. Bryan then discussed inbound and outbound freight on the corridor by county, based on 2018 data. The Panhandle ships more freight than it receives, with the exception of Amarillo which receives more freight than it ships out. Midland and Odessa also receive more freight than they ship out due to outbound freight traveling by other nodes and inbound freight supplies industry. The Port of Entry at Laredo is busy in both directions.

On Segment #1, there is a substantial amount of outbound mineral/mineral products; minerals are the top commodity in four counties in the segment. Agricultural products (e.g. grain, cotton) have less tonnage than minerals, but are the top commodity in more counties.

Inbound commodities in the Ports-to-Plains Corridor are similar to outbound commodities. The top inbound commodity is either mineral products or energy and oil field products. Food and agriculture is the most prominent inbound commodity in the Panhandle, mineral products are the most prominent in the Permian Basin, and consumer products are prominent further south because of the Laredo gateway.

Mentimeter Question: What are the key needs and challenges for moving people and freight in Segment #1?

Total Respondents: 10

Responses by Theme	#
Connectivity and traffic flow	4
Infrastructure, roadway design with controlled access	3
Safety	2
Other responses (outlier responses)	1

Mentimeter Question: What factors do you think will influence future freight movement in Segment #1?

Total Respondents: 11

Responses by Theme	#
Economic growth and competition	4
Fuel costs	1
Impact of declining water levels on agriculture	1
Climate change	1
International trade and competitiveness	1
Other responses (outlier responses)	1

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 in February 2020.

Comments received at the meeting are provided in Attachment D. No comments were received online.

Open Discussion

Ms. Benton with Amarillo Board of Realtors thanked TxDOT for the information, which she said was “great and extremely helpful”.

Ms. Mays said that many unique comments were received at this meeting. Ms. Mays thanked attendees for their participation in the meeting.

The meeting adjourned at 6:47 p.m.