



# Documentation of Public Meeting

## Project Location

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

## Project Limits

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

## Meeting Location

Laredo College Harold R. Yeary Library & Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

## Meeting Date and Time

Monday February 3, 2020, 4:30 p.m. – 7:00 p.m.

## Translation Services

Spanish

## Presenters

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

## Elected Officials in Attendance

Juan Jose Martinez De La Rosa, Consul of Mexico Eagle Pass  
Francisco G. Ponce, Dimmit County Judge

## Total Number of Attendees (approx.)

40

## Total Number of Commenters

3

## Contents

- A. Public Meeting Summary Report
- B. Comment/response matrix
- C. Notices
- D. Sign-in sheets



- E. Comments received
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**ATTACHMENT A**  
**MEETING SUMMARY REPORT**

## Ports-to-Plains Public Meeting #2 Segment 3

February 3, 2020

4:30 p.m. – 7 p.m.

### Laredo College Harold R. Yeary Library & Executive Conference Center

On Monday, February 3, 2020, the Texas Department of Transportation (TxDOT) held a public meeting for the Ports-to-Plains Corridor Feasibility Study at Laredo College Harold R. Yeary Library & Executive Conference Center at One West End Washington St., Laredo, Texas 78040 from 4:30 p.m. to 7 p.m.

#### MEETING OBJECTIVES

Meeting objectives for this public meeting were to:

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

#### OUTREACH

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

- Jan. 19 A display ad was published in English and Spanish in the Laredo Morning Times
- Jan. 23 An email invitation with attached meeting notice was sent to elected officials
- Jan. 23 A bilingual postcard was mailed to 201 stakeholders identified on the Segment 3 Stakeholder Database

The public meeting was advertised on the TxDOT project webpage, located at [www.txdot.gov](http://www.txdot.gov).

Approximately 40 meeting attendees signed in at the registration table, in addition to members of the project team. Copies of the sign-in-sheets are provided in **Attachment D**.

#### MEET AND GREET

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

#### INTERACTIVE PRESENTATION

Caroline Mays, TxDOT Director of Freight, Trade and Connectivity Section, Transportation Planning and Programming Division, opened the meeting at 4:56 p.m. and welcomed attendees to Public Meeting #2 representing Segment 3 of the Ports-to-Plains Corridor, and thanked them for their attendance.

Ms. Mays welcomed and turned the presentation over to Akila Thamizharasan, TxDOT Corridor Planning Branch Manager. Ms. Thamizharasan initiated round robin introductions and acknowledged

the diverse group of attendees present at the public meeting. She then provided an overview of the agenda. A copy of the presentation is provided in **Attachment F**.

### Overview of HB 1079

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

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

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

### Feasibility Study Overview

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

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

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

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

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

Ms. Thamizharasan then opened the meeting for questions.

One attendee asked, “When is the study due?”. Ms. Thamizharasan stated that the study will be completed by January 1, 2021. She stated that there are several key deadlines for the study, including the deadline of June 30, 2020 for the Segment Committees to submit their recommendations reports to the Advisory Committee; and on October 30, 2020 for the Advisory Committee to provide their recommendations report to TxDOT. The Final Feasibility Study Report is due to the Governor by January 31, 2021.

#### Existing and Forecasted Conditions

*Current Segment #3 Characteristics* - Ms. Thamizharasan provided a summary of the existing conditions for Segment 3, which is 247 miles, passes through six counties and two TxDOT districts (Laredo and San Angelo), and has three ports of entry. Major cities and towns in Segment 3 include Laredo, Carrizo Springs, Eagle Pass, and Del Rio. Ms. Thamizharasan then turned the presentation over to Kirsten McCullough, Garver Environmental Team Leader, to present forecasted conditions for the corridor.

*Forecasted Population Conditions* - Ms. McCullough presented maps that depict forecasted population data in 2020 and 2050. She stated that the overall corridor population is projected to increase by approximately 1.2 million persons (61 percent increase) from 2020 to 2050. In Segment 3, the total population is projected to increase by approximately 11 percent. Employment in the corridor is also projected to increase by approximately 150,000 jobs, an approximate 17 percent increase. In Segment 3, the overall segment employment is projected to increase by approximately 15 percent.

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

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

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

Mr. Penic presented maps that displayed the Average Daily Traffic for 2017 in both the entire corridor and Segment 3. Currently, all of Segment 3 is a two-lane roadway and has less than 3,000 vehicles per day (vpd) north of Del Rio.

Forecasted traffic conditions for the year 2050 indicate that under the No Build scenario, the corridor would experience a solid amount of growth, with higher growth anticipated north of Laredo and near Midland, and lower growth near the Oklahoma border and near Big Spring. Under the Four-Lane Divided Growth scenario, projected growth is similar to that anticipated under the No Build

scenario. The Four-Lane Divided Growth scenario would not be expected to attract additional traffic, as urban mobility and reliability would likely remain an issue. Lastly, under the Interstate Highway scenario, forecasted traffic volumes would be expected to increase by 100 to 200 percent from 2018 to 2050 in all three corridor segments. Under this scenario, additional traffic would be expected to be attracted to the corridor. Mr. Penic then paused for questions and when none were asked, turned the meeting over to Joe Bryan, WSP Service Area Manager, Freight and Logistics, to discuss freight growth of the corridor.

#### *Forecasted Freight Growth Conditions*

Mr. Bryan then presented forecasted truck freight growth conditions for the corridor. He explained that the forecast is based on economic factors, such as global trade and changes in the industry, but does not consider traffic diversion or economic stimulus. Mr. Bryan explained the ocean shipping rates have increased, resulting in trade corporations considering Mexico as an option for a trade corridor.

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

For Segment 3, total truck tonnage is projected to grow by approximately 139 percent from 2018 to 2050, which is the fastest projected growth anticipated along the corridor. The fastest freight growth by county is projected in Webb County (an additional 9.5 million tons), Maverick County (an additional 2.1 million tons), and Val Verde County (an additional 1.9 million tons).

Mr. Bryan explained that exports and imports are projected to grow in Segment 3 by 2050, with the majority that growth associated with imports/exports in Webb County. Mr. Bryan then passed the meeting to Audrey Koehler, WSP Communication and Public Involvement Coordinator, to begin the interactive Mentimeter portion of the presentation.

#### *Forecasted Freight Growth Conditions*

Ms. Koehler 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 portion of the meeting.

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

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

Total Respondents: 10

<b>Responses by Choice</b>	<b>#</b>
International Trade Growth	6
Funding	4
Energy Production	1

Verbal responses given by attendees to this question included Mexico, funding, energy sector (oil and gas), international trade growth, United Mexican States, and Canada (USMCA), road infrastructure, population growth, political climate, and bridge infrastructure.

**Mentimeter Question: Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?** Ms. Thamizharasan clarified that this scenario envisions identifying gaps in the system if improvements are made to the Ports-to-Plains Corridor.

Total Respondents: 9

<b>Responses by Choice</b>	<b>#</b>
Yes, major border crossings and Ports of Entries	4
Yes, more economic development in the region and connection to international trade with Mexico	3
Yes, growth in industrial and commercial between I-35 and Columbia [sic] Toll Road, around Del Rio and Eagle Pass	1
Yes, growth in Maverick County, Eagle Pass and Quemado	1

Judge Francisco Ponce, Dimmit County, responded that wherever the corridor is located, neighboring counties will be influenced as well. Another attendee said they see ports-of-entries changing, while another said they envision industry development north of Laredo along US 83. Another attendee said they envision change at the major border crossings.

One attendee asked how much relief the corridor would give if it is built and crosses I-10. Ms. Thamizharasan said that the information regarding this topic would be discussed later in the presentation.

Preliminary Corridor Feasibility Analysis

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

**Four-Lane Divided Highway Cross Section:**

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

**Interstate with Frontage Roads Cross Section:**

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

An attendee asked, “*What is a regular ROW width?*” Ms. Thamizharasan responded that ROW on interstates is approximately 300 to 500 feet wide, depending on if in a rural or urban area, and is approximately 200 feet wide for four-lane roadways.

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

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

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

**No Build Growth:**

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

**Four-Lane Divided Growth:**

- Very similar to No Build
- Does not attract more traffic – urban mobility/reliability still an issue

**Interstate Highway Growth:**

- 100 to 200 percent growth over 2018 volumes found in all three segments on arterial sections
- US 87 provides path to I-27
- US 287 route unimproved in Oklahoma

Mr. Penic then reviewed traffic diversion maps that illustrate expected patterns of change along the Ports-to-Plains Corridor based on growth scenario. Under the four-lane divided scenario, no significant diversions are anticipated from other routes compared to the 2050 No Build scenario.

Under the interstate scenario, impacts would be expected in northern bordering states. Within Texas, low to moderate diversion would be expected from I-35 and I-45; moderate diversion would be expected from I-10 and portions of I-20; and significant diversion would be expected from US 385 south of Hartley, US 385 to US 62 between Odessa and Lubbock, and US 84 between Lubbock and I-20. Anticipated diversions for Segment 3 show areas of relief.

*Feasibility Analysis Criteria, Safety and Mobility* - Mr. Penic then described another criteria for the feasibility study – a determination and prioritization of improvements and expansion of the Ports-to-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 summary of analysis under this criterion includes:

**Four-Lane Divided:**

- Lower crash rates than two-lane roadway
- Mobility challenges in urban areas

**Interstate:**

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

Crashes are anticipated to be reduced under both scenarios. Converting a roadway from an undivided facility to a divided facility would improve safety. From a mobility standpoint, the study team compared average travel times versus 75 miles per hour (mph) travel times. This analysis showed that delays occur along the corridor for various reasons. Within Segment 3, there are moderate levels of delay.

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

**Four-Lane Divided:**

- Corridors without access control through urban areas are not ideal for freight transportation
- Traffic congestion from growth burdens non-freeway facilities and affects the ability to transport energy products to market

**Interstate:**

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

Mr. Penic explained that under the four-lane corridor scenario, truck traffic is not anticipated to be diverted from other routes. However, if upgraded to an interstate, approximately 125 percent additional truck tonnage would be expected above the 2050 forecast. For Segment 3 specifically, upgrading to a four-lane highway would not divert tonnage above the 2050 forecast, while upgrading to an interstate would add another 131 percent in diverted truck tons above the 2050 forecast.

The presentation was then paused for comments and questions.

One attendee asked, “*Have you reviewed improving Mines Road all the way to Eagle Pass?*” Ms. Mays said that Mines Road to Eagle Pass is not a part of the Ports-to-Plains Corridor Feasibility Study.

Another attendee said, “*It seems we are congesting I-35 with this project.*” Ms. Mays stated that I-35 is not included in this study, which is specific to the Ports-to-Plains Corridor and HB 1079.

“*Are these roads predetermined and are we looking at input from the public?*”, was another question that arose. Ms. Thamizharasan stated that there will be public input and that the project is in the early feasibility study process.

An attendee asked, “*Will the public have input on logistics?*” Ms. Thamizharasan stated that, yes, the public will have input throughout the process.

#### Next Steps

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

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

#### Public Feedback

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

#### Wrap-Up

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

The meeting adjourned at 6:33 p.m.

**ATTACHMENT B**  
**COMMENT/RESPONSE MATRIX**

**COMMENT/RESPONSE MATRIX**  
 Ports-to-Plains Corridor Feasibility Study  
 Segment 3 Public Meeting #2  
 February 3, 2020

Number	Commenter Name	Date Received	Comment Topic	Response
1	Anonymous	2/3/2020	Menti #1: Capacity and Infrastructure	Comment noted.
2a	Baltazar Avila	2/3/2020	What about funding? Does this address funding sources?	The study will address potential sources of funding. This information will be presented at the public meetings in May 2020.
2b			Is the feasibility study looking at proposed relief routes along the corridor?	The study does not propose relief routes. If the Advisory Committee recommends advancement of project improvements, relief routes may be considered during the schematic/environmental phase.
2c			What is the next phase after the feasibility study? Do you anticipate \$\$\$ from the state?	The next phase would be the schematic/environmental phase for individual projects within the corridor based on the Implementation Plan in the Ports-to-Plains Feasibility Study. Funding will not be determined during the Feasibility Study.
3	Doug Howland	2/3/2020	This route from Laredo to Eagle Pass should be FM 1472 (Mines Rd). Shorter route, less cost, no loops as you would have at Carrizo Springs and Catarina. FM 1472 ROW currently exists, and a significant portion already exists.	Comment noted. Your support for utilizing the existing FM 1472 corridor has been noted in the project record.

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

**ATTACHMENT C  
NOTICES**

**Attachment C**  
**Elected Officials Email Invitation**

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*An email invitation with attached meeting notice was sent to the following list of elected and public officials on January 23, 2020.*

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

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

**From:** Akila Thamizharasan [REDACTED]

**Sent:** Thursday, January 23, 2020 4:26 PM

**To:** Abby Dye, Assitan to Mayor Dan Pope [REDACTED] Anna De La Garza, Bridge Operations Mgr, Eagle Pass Int'l Bridge System [REDACTED] Blanca Larson, Executive Director, Del Rio Chamber of Commerce [REDACTED] Bruno Lozano, Mayor, City of Del Rio [REDACTED] Dan Pope, Mayor, City of Lubbock [REDACTED]; David R. Saucedo, Judge Maverick County [REDACTED] Francisco G. Ponce, Judge Dimmit County [REDACTED] Humberto "Tito" Gonzalez Jr [REDACTED]; James Kirby Snideman, Director, Laredo Urban Transportation Study (MPO) [REDACTED] James Tullis Shahan, Judge Kinney County [REDACTED] Leo Martinez, President, Board of Directors, Del Rio Economic Development Corporation [REDACTED] Lewis G. Owens Jr., Judge Val Verde County [REDACTED] Liliana Flores, Director, US Customs and Border Protection, Del Rio Port of Entry [REDACTED] Margie Montez, Superintendent, Del Rio Int'l Bridge [REDACTED] Melissa Huddleston, Executive Director, Laredo Motor Carriers Association [REDACTED] Miguel Conchas, President/CEO, Laredo Chamber of Commerce [REDACTED] Morris Libson, Chairman, Eagle Pass Business and Economic Development Council [REDACTED] Nick Gallegos, Executive Director, Middle Rio Grande Development Council [REDACTED] Pete Saenz, Mayor City of Laredo, [REDACTED] Ramsey English Cantu, City of Eagle Pass [REDACTED] Raul S. Villareal, President, Laredo Licensed U.S. Customs Brokers Association, Inc. [REDACTED] Roberto Rodriguez III [REDACTED] Sandra Martinez, Executive Director, Eagle Pass Chamber of Commerce [REDACTED] Sid Cauthorn, Ports to Plains Alliance [REDACTED] Stephen Smith, Sutton County Judge, Advisory Committee vice chairman [REDACTED] Tano E. Tijerina, Judge Webb county [REDACTED] Wayne Seiple, Mayor, City of Carrizo Springs [REDACTED] Yvette Limon, Director, Laredo Int'l Bridge System [REDACTED]

**Cc:** Caroline Mays [REDACTED]; Peter Smith [REDACTED] Roger Beall [REDACTED] Brian Barth [REDACTED]; Bill Hale [REDACTED]

Marc Williams [REDACTED] Trent Thomas [REDACTED] Blake Calvert [REDACTED] David Salazar [REDACTED] Mark Jones [REDACTED] John Speed [REDACTED] Carl Johnson [REDACTED] Steven Warren [REDACTED]; Brian Crawford [REDACTED] Steve Linhart [REDACTED] Charlie Leal [REDACTED] Alvin New [REDACTED] Emily Clisby [REDACTED] Norma Rios [REDACTED] Loretta Brown [REDACTED]

**Subject:** ANNOUNCEMENT: Segment 3 Public Meeting for HB 1079 Ports to Plains Corridor Feasibility Study and Draft Chapter 1

Greetings,

The next round of Ports-to-Plains Corridor Feasibility Study public meetings have been scheduled. **The next Segment 3 public meeting will be held on Monday, February 3, 2020 at the Laredo College Executive Conference Center from 4:30 p.m. to 7:00 p.m.**

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

Based on input received from the committees, draft chapters for the Segment 3 Committee report are being prepared. Attached please find draft Chapter 1 of Segment 3 Committee report for your review and comments.

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

We appreciate your assistance.

Sincerely,

Akila



**Texas Department of Transportation**

**Akila Thamizharasan, PE PTOE PMP**

Corridor Planning Branch Manager

Transportation Planning and Programming Division

118 E. Riverside Dr.

Austin, Texas 78704

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Email: [akila.thamizharasan@txdot.gov](mailto:akila.thamizharasan@txdot.gov)



# PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

### Join us for Public Meeting #2

#### Overview:

The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.



**MONDAY, FEB. 3, 2020**

4:30 p.m. — 7 p.m.

Laredo College Harold R. Yeary Library & Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

#### Meeting Purpose:

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

#### For more information:

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

Visit us online at [txdot.gov](http://txdot.gov), keyword "Ports to Plains."



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

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

### Acompáñenos en la reunión pública #2

#### 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 continuación. Esta reunión pública se enfocará en el Segmento 3 desde la línea del Condado de Sutton/Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.



**LUNES 3 DE FEB. DE 2020**

4:30 p.m. — 7 p.m.

Laredo College Harold R. Yeary Library & Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

#### Propósito de la reunión:

El propósito de la reunión es brindar al público la oportunidad de conocer el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras y brindar información sobre las condiciones previstas a lo largo del corredor que se desarrollaron y serán presentadas por el equipo del estudio.

#### Para más información:

Para obtener más información o si tiene una capacidad de comunicación especial o necesita un intérprete, puede hacer una solicitud al menos dos días antes de la reunión en [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov) o (512) 486-5106. TxDOT hará todos los esfuerzos razonables para satisfacer estas necesidades.

Visítenos en línea en [txdot.gov](http://txdot.gov), palabra clave "Ports to Plains".



**Attachment C**  
**Postcard Mailout**

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*A bilingual postcard was mailed to stakeholders included on the following database on  
January 23, 2020.*

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

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Public Meeting #1	Acuna City	Mr.	Lino G.	Calvillo							
Utility	AEP Texas Central	Mr.	Gilbert	Hughes	Director Regulatory Affairs		Aransas Pass	TX	78336		
Utility	Alenco Communications Inc.						Joshua	TX	76058		
Transit Agency	Americanos Usa						Laredo	TX	78040		
Federal Land	Amistad National Recreation Area						Del Rio	TX	78840		
Business League	Association Of Laredo Forwarding Agents Inc						Laredo	TX	78041-1918		
Industry	Association of Logistics and Forwarding Agents	Mr.	Jesus	Marina	President		Laredo	TX	78041		
Utility	AT&T						Laredo	TX	78041		
Transit Agency	Autobuses Adame Ltd						Laredo	TX	78040		
Public Meeting #1	Bank & Trust	Mr.	Willie	Hyslop			Del Rio	TX	78840		
Business League	Border Chapter Of The American Petroleum Institute						Laredo	TX	78044-2363		
School District	Brackett ISD	Dr.	Guillermo	Mancha, Jr.	Superintendent		Brackettville	TX	78832		
Public Meeting #1	Bridge, Board Member	Mr.	Frank H.	Mendoza			Del Rio	TX	78840		
Labor Organization	Brotherhood Of Maintenance Of Way Employees						Laredo	TX	78045-6420		
Public Meeting #1	Buffalo Girls and The Brown Bag	Ms.	Shannon	Brown			Del Rio	TX	78840		
School District	Carrizo Springs Cons ISD	Dr.	Alberto	Gonzales	Superintendent		Carrizo Springs	TX	78834		
Economic Development	Ceniza Community Development Corporation						Del Rio	TX	78841-0574		
Economic Development	Ceniza Community Reinvestment Corporation	Mr.	Alfredo R.	Delgado			Del Rio	TX	78840-0000		
Industry	Center for the Study of Western Hemispheric Trade	Dr.	Stephen	Meardon	Director		Laredo	TX	78041		
Members of Ports to Plains Alliance	Central 57 Importers and Exporters, Inc.						Eagle Pass	TX	78853		
Public Meeting #1	Chamber of Commerce Acuna	Mr.	Luis	Urraza							
Wildlife Management Area	Chaparral WMA						Cotulla	TX	78014		
Municipality (EO)	City of Carrizo Springs	Council Member	Jesse	Johnson	Council Member		Carrizo Springs	TX	78834		
Municipality (EO), Public Meeting #1	City of Carrizo Springs	Council Member	Oscar	Puente	Council Member		Carrizo Springs	TX	78834		
Municipality (EO)	City of Carrizo Springs	Mayor Pro-Tem	Sandra C.	Little	Mayor Pro-Tem		Carrizo Springs	TX	78834		
Public Meeting #1	City of Del Reio, International Bridge Board Member	Ms.	Dora	Alcala			Del Rio	TX	78840		
Municipality (EO)	City of Del Rio	Councilperson	Alfredo "Fred"	Carranza, Jr.	Councilperson, District I		Del Rio	TX	78840		
Municipality (EO), Public Meeting #1	City of Del Rio	Councilperson	James	DeReus	Councilperson, District II		Del Rio	TX	78840		
Municipality (EO)	City of Del Rio	Councilperson	Elizabeth "Liz"	Elizalde de Calderon	Councilperson, District III - Mayor Pro Tem		Del Rio	TX	78840		
Municipality (EO)	City of Del Rio	Councilperson	Rowland	Garza	Councilperson at Large Place B		Del Rio	TX	78840		

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

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Members of Ports to Plains Alliance, Municipality (EO), Public Meeting #1	City of Del Rio	Mayor	Bruno "Ralphy"	Lozano	Mayor		Del Rio	TX	78840		
Municipality (EO)	City of Del Rio	Councilperson	Raul	Ojeda	Councilperson at Large Place C		Del Rio	TX	78840		
Public Meeting #1	City of Del Rio	Ms.	Elsa	Reyes	Director of Transportatoin		Del Rio	TX	78840		
Municipality (EO), Public Meeting #1	City of Del Rio	Councilperson	Diana	Salgado	Councilperson at Large Place A		Del Rio	TX	78840		
Municipality, Public Meeting #1	City of Del Rio	Mr.	Matt	Wojnowski	City Manager		Del Rio	TX	78840		
Transit Agency	City of Del Rio Transportation						Del Rio	TX	78840		
Municipality, Economic Develop	City of Del Rio, Economic Development Department	Ms.	Oriana	Fernandez	Economic Development Director		Del Rio	TX	78840		
Municipality	City of Eagle Pass	Mr.	George	Antuna	City Manager		Eagle Pass	TX	78852		
Municipality (EO)	City of Eagle Pass	Mayor Pro-Tem	William W.	Davis	Mayor Pro-Tem		Eagle Pass	TX	78852		
Municipality (EO)	City of Eagle Pass	Councilwoman	Yolanda P.	Ramon	Councilmember, Place 3		Eagle Pass	TX	78852		
Municipality (EO)	City of Laredo	Councilman	George J.	Altgelt	Councilmember, District 7		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Roberto	Balli	Councilmember, District 8		Laredo	TX	78040		
Municipality	City of Laredo	Ms.	Rosario	Cabello	City Manager		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Rudy	Gonzalez, Jr.	Councilmember, District 1		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Marte A.	Martinez	Councilmember, District 6		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Mercurio	Martinez, Jr.	Councilmember, District 3		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Vidal	Rodriguez	Councilmember, District 2		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Mayor	Pete	Saenz	Mayor		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilman	Alberto	Torres, Jr.	Councilmember, District 4		Laredo	TX	78040		
Municipality (EO)	City of Laredo	Councilwoman	Nelly	Vielma	Councilmember, District 5		Laredo	TX	78040		
Utility	City of Laredo Utilities						Laredo	TX	78041		
Public Meeting #1	Ciudad Acuna	Mr.	Jaime	Garza Gomez							
Public Meeting #1	Ciudad de Acuna	Mr.	Trinidad	Herrera			cd Acuna	Mexico			
Industry	Comite de Desarrollo Industrial Economico de Nuevo Laredo (CODEIN)	Arq.	Jose Alfredo	Leal	Director		Nuevo Laredo	Tamps.	88290		
State (EO), Public Meeting #1	Congressman Will Hurd	Ms.	Carmen	Gutierrez			Del Rio	TX	78840		
Transit Agency	Conway Southern Express						Del Rio	TX	78840-8502		
Transit Agency	Cougar Bus Lines Limited						Laredo	TX	78040		
School District	Crystal City ISD	Mr.	Edward	Churchill	Superintendent		Crystal City	TX	78839		

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

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Business	Del Monte Foods Co						Crystal City	TX	78839		
Public Meeting #1	Del Rio Airport	Mr.	Juan	Onofre	Airport Manager		Del Rio	TX	78840		
Public Meeting #1	Del Rio Aqua Development	Mr.	Frank H.	Larson			Del Rio	TX			
Foundation	Del Rio Area Development Foundation						Del Rio	TX	78840-3327		
Chamber of Commerce	Del Rio Chamber of Commerce	Ms.	Blanca G.	Larson	Executive Director		Del Rio	TX	78840		
Economic Development	Del Rio Economic Development Corporation	Mr.	Leo	Martinez	President, Board of Directors		Del Rio	TX	78840		
Economic Development	Del Rio EDC	Mr.	Frank H.	Larson	President		Del Rio	TX	78840		
Public Meeting #1	Del Rio Hispanic Chamber of Commerce	Ms.	Otila	Gonzalez			Del Rio	TX	78840		
Members of Ports to Plains Alliance	Del Rio Hispanic Chamber of Commerce						Del Rio	TX	78840		
Airport	Del Rio International Airport						Del Rio	TX	78840		
Ports, Public Meeting #1	Del Rio International Bridge	Ms.	Margie	Montez	Superintendent		Del Rio	TX	78840		
Media, Public Meeting #1	Del Rio News-Herald	Ms.	Karen	Gleason	Sr. Staff Writer		Del Rio	TX	78840		
Foundation	Del Rio Parks Foundation	Ms.	Laura	Gill Vasconcellos			Del Rio	TX	78840-2318		
Ports	Del Rio Port of Entry						Del Rio	TX	78840		
Economic Development	Del Rio SP Credit Union						Del Rio	TX	78840-4630		
State Park	Devils River SNA - Big Satan Unit						Del Rio	TX	78840		
State Park	Devils River SNA - Del Norte Unit						Del Rio	TX	78840		
Utility	Devils Shores Water Supply Corporation	Mr.	Eric	Hale			Del Rio	TX	78842-1535		
County (EO)	Dimmit County	Commissioner	Alonso G.	Carmona	Commissioner, Pct. 2		Carrizo Springs	TX	78834		
County (EO)	Dimmit County	Commissioner	Juan	Carmona	Commissioner, Pct. 3		Carrizo Springs	TX	78834		
County (EO)	Dimmit County	Honorable	Franciso G.	Ponce	Judge		Carrizo Springs	TX	78834		
County (EO)	Dimmit County	Commissioner	Valerie	Rubalcaba	Commissioner, Pcts. 4, 5 & 7		Asherton	TX	78827		
County (EO)	Dimmit County	Commissioner	Mike	Uriegas	Commissioner, Pct. 1		Carrizo Springs	TX	78834		
Airport	Dimmit County Airport						Carrizo Springs	TX	79027		
Economic Development	Eagle Pass Business and Economic Development Council	Mr.	Morris	Libson	Chairman		Eagle Pass	TX	78852		
Chamber of Commerce	Eagle Pass Chamber of Commerce	Ms.	Sandra	Martinez	Executive Director		Eagle Pass	TX	78853		
Members of Ports to Plains Alliance	Eagle Pass Chamber of Commerce						Eagle Pass	TX	78853		
Ports	Eagle Pass International Bridge System	Ms.	Anna	De La Garza	Bridge Operations Manager		Eagle Pass	TX	78852		
School District	Eagle Pass ISD	Mr.	Samuel	Mijares	Superintendent		Eagle Pass	TX	77852		
Ports	Eagle PassPort of Entry						Eagle Pass	TX	78852		

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

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Utility	Edison Mission Group						Princeton	NJ	8540		
County (EO)	Edwards County	Commissioner	William	Epperson	Commissioner, Pct. 1		Rocksprings	TX	78880		
County (EO)	Edwards County	Commissioner	Matt	Fry	Commissioner, Pct. 3		Rocksprings	TX	78880		
County (EO)	Edwards County	Commissioner	Kenneth	Reed	Commissioner, Pct. 4		Rocksprings	TX	78880		
County (EO)	Edwards County	Commissioner	Lee D.	Sweeten	Commissioner, Pct. 2		Camp Wood	TX	78833		
Transit Agency	El Aguila Rural Transit System	Mr.	Roberto	Martinez	Manager Transportation		Laredo	TX	78041		
Transit Agency	El Metro	Mr.	George	Altgelt	MPO Transit Representative		Laredo	TX	78040		
Utility	ERCOT	Mr.	Bill	Magness	President and CEO		Austin	TX	78744		
Utility	Exelon Wind LLC						Dallas	TX	75201		
Economic Development	Go Del Rio Inc	Ms.	Carmen	Weise			Del Rio	TX	78840-4111		
EJ Populations	Greater Laredo Development Foundation	Ms.	Olivia	Varela	Executive Director		Laredo	TX	78041-0000		
Economic Development	Greater South Del Rio Development Association						Del Rio	TX	78840-5854		
Transit Agency	Greyhound Bus Lines						Eagle Pass	TX	78852-4818		
Transit Agency	Greyhound Bus Lines						Carrizo Springs	TX	78834		
Business	HEB				Customer Relations		San Antonio	TX	78283		
Public Meeting #1	Integra Properties	Mr.	Monte	Barnes							
Labor Organization	International Association Of Sheet Metal Air Rail & Transportation						Laredo	TX	78041-3166		
Public Meeting #1	JP	Mr.	Jon	Hoke							
Transit Agency	Kerrville Bus Line						San Antonio	TX	78202		
State Park	Kickapoo Cavern SNA						Brackettville	TX	78832		
County (EO)	Kinney County	Commissioner	Dennis	Dodson	Commissioner, Pct. 3		Brackettville	TX	78832		
County (EO)	Kinney County	Commissioner	Mark	Frerich	Commissioner, Pct. 1		Brackettville	TX	78832		
County (EO)	Kinney County	Commissioner	Pat	Melancon	Commissioner, Pct. 4		Brackettville	TX	78832		
County (EO)	Kinney County	Commissioner	Joe	Montalvo	Commissioner, Pct. 2		Brackettville	TX	78832		
County (EO)	Kinney County	Honorable	James	Tullis Shahan	Judge		Brackettville	TX	78832		
Groundwater Conservation District	Kinney County GCD						Brackettville	TX	78832		
Farming Interest	Kinney-Val Verde County Farm Bureau						Del Rio	TX	78842-0755		
Industry	Laredo Association of Realtors	Ms.	Ana	Quesada	President		Laredo	TX	78041		
Chamber of Commerce	Laredo Chamber of Commerce	Mr.	Miguel	Conchas	President/CEO		Laredo	TX	78040		

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

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Members of Ports to Plains Alliance	Laredo Development Foundation						Laredo	TX	78044		
Economic Development	Laredo EDC	Ms.	Olivia	Varela	President/CEO		Laredo	TX	78044		
Airport	Laredo International Airport						Laredo	TX	78041		
Ports	Laredo International Bridge System	Ms.	Yvette	Limon	Director						
Industry	Laredo Licensed U.S. Customs Brokers Association	Mr.	Raul S.	Villarreal	Past President		Laredo	TX	78040		
Customs	Laredo Licensed U.S. Customs Brokers Association, Inc.	Ms.	Monica	Salinas Ramos	President		Laredo	TX	78040		
Industry	Laredo Motor Carriers Association	Mr.	Ernesto	Gaytan, Jr.	President		Laredo	TX	78045		
Transportation	Laredo Motor Carriers Association	Ms.	Melissa	Huddleston	Executive Director		Laredo	TX	78045		
MPO	Laredo MPO	Mr.	James Kirby	Snideman	Planning/MPO Director		Laredo	TX	78040		
Ports	Laredo Port of Entry						Laredo	TX	78044		
Public Meeting #1	Laughlin AFB	Mr.	Robert	Benton			Laughlin AFB	TX	78843		
Public Meeting #1	Laughlin AFB	Mr.	Joel	Lonston			Laughlin AFB	TX	78843		
Public Meeting #1	Laughlin AFB 47 CES	Mr.	Ramon	Flores			Laughlin AFB	TX	78843		



# PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

### Join us at the Public Meeting

#### Overview:

The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.



**MONDAY, FEB. 3, 2020**

4:30 p.m. — 7 p.m.

Laredo College Harold R. Yeary Library & Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

#### Meeting Purpose:

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

#### For more information:

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

Visit us online at [txdot.gov](http://txdot.gov), keyword "Ports to Plains."



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

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

### Acompáñenos en la 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 continuación. Esta reunión pública se enfocará en el Segmento 3 desde la línea del Condado de Sutton/Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.



**LUNES 3 DE FEB. DE 2020**

4:30 p.m. — 7 p.m.

Laredo College Harold R. Yeary Library & Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

#### Propósito de la reunión:

El propósito de la reunión es brindar al público la oportunidad de conocer el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras y brindar información sobre las condiciones previstas a lo largo del corredor que se desarrollaron y serán presentadas por el equipo del estudio.

#### Para más información:

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**Attachment C**  
**Newspaper Advertisement**

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*A display ad was published in English and Spanish in the Laredo Morning Times on January 19, 2020.*

STATE OF TEXAS  
COUNTY OF WEBB

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Before me, the undersigned authority, on this day personally appeared Rosie Camacho, who on his/her oath states:

I am the Account Executive of LAREDO MORNING TIMES, a newspaper published in **Webb County, Texas**, and knows the facts stated in this affidavit.

The Public Notice attached here to appeared  
In the **LAREDO MORNING TIMES** on the following days:

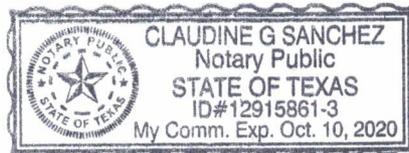
**Pozneck Camarillo Inc**

**Sunday January 19, 2020**

Rosie Camacho  
Rosie Camacho

Subscribed and sworn to before me this 21 of January, 2020

Claudine Sanchez  
Notary Public, Webb County, Texas



# NATIONAL

## Thousands gather for Women's March rallies across the US

By Lynn Berry  
ASSOCIATED PRESS

WASHINGTON — Thousands gathered in cities across the country Saturday as part of the nationwide Women's March rallies focused on issues such as climate change, pay equity, reproductive rights and immigration.

Hundreds showed up in New York City and thousands in Washington, D.C. for the rallies, which aim to harness the political power of women, although crowds were noticeably smaller than in previous years. Marches were scheduled Saturday in more than 180 cities.

The first marches in 2017 drew hundreds of thousands of people to rallies in cities across the country on the day after President Donald Trump was inaugurated. That year's D.C. march drew close to 1 million people.

In Manhattan on Saturday, hundreds of people gathered as part of a "Rise and Roar" rally at separate events in Foley Square and Columbus Circle.

"Today, we will be the change that is needed in this world! Today, we rise into our power!" activist Donna Hylton told a cheering crowd in Foley Square.

Snow began falling by the afternoon in Manhattan, apparently putting a damper on plans for the two groups to converge in large numbers near Times Square.

In downtown Los Angeles, thousands of men, women and children filled several blocks as they made their way from a plaza to a park adjacent to City Hall, where a rally featured speeches by Jennifer Siebel Newsom, the wife of California Gov. Gavin Newsom, Mayor Eric Garcetti, Rep. Maxine Waters and others.

Jennifer Siebel Newsom credited women for mobilizing against gun violence, creating the (hash) MeToo movement against sexual harassment and discrimination, and taking back the Democratic majority in the House of Representatives.

"In 2020, I have no doubt that it will be women who will lead again, rise up and move this country forward on a path toward justice," she said.

In Denver, organizers opted to skip the rally after the march and instead invited participants to meet with local organizations to learn more about issues such as reproductive rights, climate change, gun safety and voting.

Several thousand came out for the protest in Washington, far fewer than last year when about 100,000 people held a rally east of the White House. But as in previous years, many of the protesters made the trip to the nation's capital from cities across the country to express their opposition to Trump and his policies. From their gathering spot on Freedom Plaza, they had a clear view down Pennsylvania Avenue to the U.S. Capitol, where the impeachment trial gets underway in the Senate next week.

In Washington, three key issues seemed to galvanize most of the protesters: climate change, immigration and reproductive rights.

"I teach a lot of immigrant students, and in political times like this I want to make sure I'm using my voice to speak up for them," said Rochelle McGurn, 30, an elementary school teacher from Burlington, Vermont who was in D.C. to march. "They need to feel like they belong, because they do."

Peta Madry of New London, Connecticut, was celebrating her 70th birthday in D.C. by attend-



Manuel Balce Ceneta / Associated Press

**Kellen McCluskey from Eastern Shore, Md., joins participants of the Women's March gathered at the Freedom Plaza, Saturday in Washington, three years after the first march in 2017, the day after President Donald Trump was sworn into office.**

ing her fourth Women's March with her sister, Cynthia Barnard, of San Rafael, California. Both women were wearing handknitted pink hats that date from the first march. With pained expressions, they spoke about Trump's determination to reverse the policies of his predecessor Barack Obama and his treatment of women.

"Look what he's doing to Greta Thunberg," Madry said, referring to the teenage climate activist. "He's the biggest bully in the world."

Melissa McCullough of Georgetown, Indiana, said when she recently turned 50 she promised herself that she would get more involved politically. "I'm here to protest Trump, as a woman," she said.

Her daughter, 19-year-old University of Cincinnati student Elizabeth McCullough, chimed in to say that most women's issues are human issues, and they talked about the need to protect immigrants.

"You have to push to protect everyone or no-

one's safe," Melissa McCullough said.

The protesters planned to march around the White House, but Trump wasn't there. He is spending the holiday weekend at his resort in Florida.

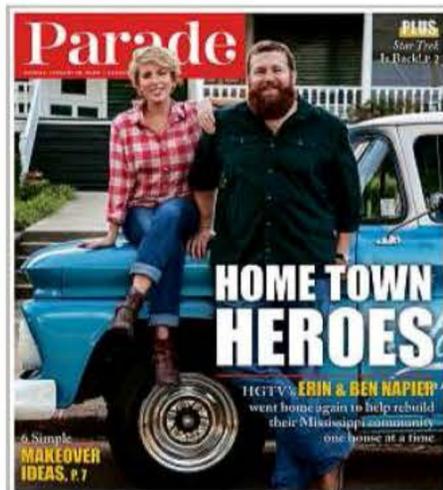
Organizers of the Washington march faced criticism from some local Afri-

can American activists for failing to focus on local issues and damaging the ability of local activists to organize.

"Local D.C. is a domestic colony and the actions of national organizers have to recognize that," Black Lives Matter D.C. wrote in a letter this week

to Women's March organizers. "Here in D.C., these unstrategic mass mobilizations distract from local organizing, often overlook the black people who actually live here and even result in tougher laws against demonstration being passed locally."

## DON'T MISS THIS WEEKEND'S ISSUE



## PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

## Join us for Public Meeting #2

### Overview:

The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown below. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.



### MONDAY, FEB. 3, 2020

4:30 p.m. — 7 p.m.  
Laredo College Harold R. Yeary Library  
& Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

### Meeting Purpose:

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

### For more information:

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

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

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

## Acompáñenos en la reunión pública #2

### 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 continuación. Esta reunión pública se enfocará en el Segmento 3 desde la línea del Condado de Sutton/Edwards hasta el Puente de Juárez-Lincoln de I-35 en Laredo.



### LUNES 3 DE FEB. DE 2020

4:30 p.m. — 7 p.m.  
Laredo College Harold R. Yeary Library  
& Executive Conference Center  
1 West End Washington Street  
Laredo, Texas 78040

### Propósito de la reunión:

El propósito de la reunión es brindar a público la oportunidad de conocer el Estudio de Viabilidad del Corredor de Puertos-a-Llanuras y brindar información sobre las condiciones previstas a lo largo del corredor que se desarrollaron y serán presentadas por el equipo del estudio.

### Para más información:

Para obtener más información o si tiene una capacidad de comunicación especial o necesita un intérprete, puede hacer una solicitud al menos dos días antes de la reunión en [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov) o (512) 486-5106. TxDOT hará todos los esfuerzos razonables para satisfacer estas necesidades.

Visítenos en línea en [txdot.gov](http://txdot.gov), palabra clave "Ports to Plains".



**Attachment C  
Project Website**

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*The public meeting was advertised on the TxDOT project webpage located at [www.txdot.gov](http://www.txdot.gov).*



## Public Meeting - Ports-to-Plains Corridor Segment 3

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

<b>Where:</b>	Laredo College, Harold R. Yeary Library & Executive Conference Center 1 West End Washington Street Laredo, TX 78040 (Map)
<b>When:</b>	Monday, Feb. 3, 2020 4:30 p.m. to 7 p.m.
<b>Purpose:</b>	The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on the forecasted conditions along the corridor that were developed and will be presented by the study team.
<b>Description:</b>	The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown on the Segment Map. This public meeting will focus on Segment 3 from the Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo.
<b>Special Accommodations:</b>	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.
<b>Downloads:</b>	Notice /Anuncio de Reunión Pública
<b>Contact:</b>	Texas Department of Transportation 125 East 11th St. Austin, TX 78701 Email
	Posted on Jan. 13, 2020

### Get Involved

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- ▶ Administration
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-  Twitter
-  YouTube
-  Texas Highways Magazine
-  Get Involved

### What We Do

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

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**ATTACHMENT D**  
**SIGN-IN SHEETS**



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

Public Meeting #2, Segment 3

Monday, February 3, 2020 | 4:30 p.m. - 7 p.m.

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St. | Laredo, Texas 78040

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

NAME NOMBRE	ORGANIZATION ORGANIZACIÓN	EMAIL ADDRESS DIRECCIÓN DE CORREO ELECTRÓNICO
Abraham Padilla	Property <del>from</del> <del>owner</del>	
BOBBY WAID	MEDINA ELECTRIC CO-OP	
Nick Gallegos	MRGDC	
DOUG HOWLAND	WC-CL RMA	
Jed Brown	WCC- RMA	
Frank Jimenez	Kunafin	
Balthazar Aza	SBI	
Christopher Carr	HalftAssociates	
ARTURO DOMINGUEZ	RMA	
Alberto Canseco	Mexican Consulate in Laredo	
LARRY ZAMORA	ALAMO CITY ENGINEERS	



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

Public Meeting #2, Segment 3

Monday, February 3, 2020 | 4:30 p.m. - 7 p.m.

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St. | Laredo, Texas 78040

## GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)

*Registro de participación del público (por favor con letra molde)*

<b>NAME NOMBRE</b>	<b>ORGANIZATION ORGANIZACIÓN</b>	<b>EMAIL ADDRESS DIRECCIÓN DE CORREO ELECTRÓNICO</b>
OSCAR REYES	MEDINA ELECTRIC COOP	
JOSE L. CEBALLOS	FOSKEN OIL RANCH	
MILES BUWION	HAUFF ASSOC.	



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

Public Meeting #2, Segment 3

Monday, February 3, 2020 | 4:30 p.m. - 7 p.m.

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St. | Laredo, Texas 78040

## ELECTED OFFICIALS SIGN-IN SHEET (PLEASE PRINT)

NAME	ELECTED POSITION/ORGANIZATION	EMAIL ADDRESS	PHONE NUMBER
<i>Juan José Martínez de la Rosa</i>	<i>Consul of Mexico Eagle Pass</i>	[REDACTED]	[REDACTED]
<i>Francisco G. Ponce</i>	<i>Dimit County Judge</i>		



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

Public Meeting #2, Segment 3

Monday, February 3, 2020 | 4:30 p.m. – 7 p.m.

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St. | Laredo, Texas 78040

NAME	SIGNATURE	ORGANIZATION
Roger Beall		TxDOT
Loretta Brown		TxDOT
Joe Bryan		WSP
Blake Calvert		TxDOT
Lena Camarillo		PCI
Emily Clisby		TxDOT
John DeWitt		TxDOT San Angelo District
Olivia Furlan		TxDOT
Lauren Garduno		TxDOT
Tito Gonzalez		TxDOT San Angelo District
Sonja Gross		TxDOT
Krista Jeacopello		TxDOT
Audrey Kohler		WSP
Raul Leal		TxDOT
Steve Linhart		TxDOT
Rachel Lunceford		HG Consult



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

Public Meeting #2, Segment 3

Monday, February 3, 2020 | 4:30 p.m. - 7 p.m.

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St. | Laredo, Texas 78040

NAME	SIGNATURE	ORGANIZATION
Terry Martinez		TxDOT
Carolyn Mays	<i>Carolyn Mays</i>	TxDOT
Kristen McCullough	<i>Kristen McCullough</i>	Garver
Colin McGahey	<i>Colin McGahey</i>	PCI
Tracy Michel	<i>Tracy Michel</i>	Garver
Alvin New		Texas Transportation Commission
Michael Penic	<i>Michael Penic</i>	WSP
Roberto Rodriguez, III	<i>Roberto Rodriguez, III</i>	TxDOT Laredo District
Mike Spayd	<i>Mike Spayd</i>	Garver
Akila Thamizharasan	<i>Akila Thamizharasan</i>	TxDOT
Wendy Travis	<i>Wendy Travis</i>	Garver
Hugo Tzintzun	<i>Hugo Tzintzun</i>	PCI
Steve Warren		TxDOT
Sean Wray	<i>Sean Wray</i>	Garver



**ATTACHMENT E**  
**COMMENTS RECEIVED**

**Attachment E**  
**Comment Cards**

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

**COMMENT CARD**

Monday, February 3, 2020

Laredo College | Harold R. Yeary Library & Executive Conference Center  
1 West End Washington St. | Laredo, Texas 78040

Thank you for attending this evening's public meeting. Please use the space below to submit written comments; attach additional pages if necessary. Please drop the completed card in the comment box or give it to a project representative at the meeting tonight. You may also email to [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov) or mail to the address provided below. All written comments must be postmarked by Tuesday, Feb. 18, 2020. Thank you for your comments.

**COMMENTS (PLEASE PRINT.)**

THE ROUTE FROM LAREDO TO Eagle Pass should be FM 1472 (MINNES RD).. shorter Route, less cost, no loops as you would have @ Carrizo Springs & Catarina. FM 1472 ROW currently exists + a significant portion already exists.

NAME: DOUG HOWLAND

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: WC-CL RMA

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

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

Written comments submitted by mail must be postmarked by Tuesday, Feb. 18, 2020 and sent to:

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





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

## COMMENT CARD

Monday, February 3, 2020

Laredo College | Harold R. Yeary Library & Executive Conference Center  
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Thank you for attending this evening's public meeting. Please use the space below to submit written comments; attach additional pages if necessary. Please drop the completed card in the comment box or give it to a project representative at the meeting tonight. You may also email to [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov) or mail to the address provided below. All written comments must be postmarked by Tuesday, Feb. 18, 2020. Thank you for your comments.

**COMMENTS (PLEASE PRINT.)**

*Ment #1: Capacity & Infrastructure*

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

REPRESENTING: \_\_\_\_\_

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

- I am employed by TxDOT
- I do business with TxDOT
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# PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

## COMMENT CARD

Monday, February 3, 2020

Laredo College | Harold R. Yeary Library & Executive Conference Center  
1 West End Washington St. | Laredo, Texas 78040

Thank you for attending this evening's public meeting. Please use the space below to submit written comments; attach additional pages if necessary. Please drop the completed card in the comment box or give it to a project representative at the meeting tonight. You may also email to [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov) or mail to the address provided below. All written comments must be postmarked by Tuesday, Feb. 18, 2020. Thank you for your comments.

### COMMENTS (PLEASE PRINT.)

What about Amtrak? Does this address finding sources?

Is the feasibility study looking at proposed Relief Ports along the corridor?

What is the next phase after the Feasibility Study? Do you anticipate \$\$\$ from the state?

NAME:

ADDRESS:

EMAIL:

REPRESENTING:

SB Infrastructure, LTD

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

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



**Attachment E**  
**Mentimeter Feedback**

---

# Ports-to-Plains I-27 Corridor Feasibility Study (H.B. 1079) Segment 3 Public Meeting

February 3, 2020



# Who would you rather have lunch with?



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

Mexico

Energy sector oil and gas

International trade growth

Funding

USMCA

Road Infrastructure,  
international trade, population  
growth

Funding,, political climate

USMCA , oil industry

Bridge infrastructure, Bridge  
4/5 in Laredo?

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



Formula to get funding

USMCA, oil and gas

All along the corridor, all towns would benefit with more local commerce

Absolutely, mainly Eagle Pass

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

Yes, along the border region because of trade opportunities. Along the energy corridor, for opportunity for growth.

Yes... Industry dev north of Laredo along US 83

At major border crossings

Yes, Port of Entries will be impacted tremendously due to this expansion

Yes , I believe we will see much more growth in maverick county Eagle pass Quemado area for sure

Along the entire corridor

Yes, the most on counties (cities) with border crossings

Growth in industrial and commercial between I-35 and Columbia Toll Rd., around Del Rio and Eagle Pass.

Where the corridor exists, the energy industry will change to electric in future



**Pause**



## Attachment E Map Exercise

---

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

# Segment 3 Public Comments

2/3/2020



Map ID	Comment Type	Comment	Date Created	Organization	Region	Meeting
1	Highway	canyons through here	02/03/20	Original Comment from Roll Plot	3	Public
2	Other	Black Cap Vireo Habitat & Archaeology	02/03/20	Original Comment from Roll Plot	3	Public
3	Other	(Potential) [sic] lots of cave art in the area	02/03/20	Original Comment from Roll Plot	3	Public
4	Highway	Avoid impacts to farming, housing, utilities.	02/03/20	N/A	3	Public
5	Highway	Relief route would make sense (from this point to 277 1589 intersection.	02/03/20	N/A	3	Public
6	Highway	Historic mark ROW cemetery in ROW- thought to be Bell family cemetery	02/03/20	n/a	3	Public
7	Highway	line drawn from intersection of 83 and fm 1556 to loop 517 (3 miles notated).	02/03/20	n/a	3	Public
8	Highway	Historic Buildings (notated limits; from US 83 to 790)	02/03/20	n/a	3	Public
9	Highway	potential route location	02/03/20	n/a	3	Public
10	Highway	Needs improvement (bottleneck).	02/03/20	n/a	3	Public
11	Transit	Columbia Bridge is underutilized today. If connected to P2P, it could relieve congestior	02/03/20	n/a	3	Public
12	Highway	Potential alternate route to connect to Eagle Pass. Not limited ROW; not developed lik	02/03/20	n/a	3	Public
13	Highway	Potential connection?	02/03/20	n/a	3	Public
14	Other	Majestic Investments 300k sqft Industrial Warehousing	02/03/20	n/a	3	Public
15	Highway	Illegible note (possibly Hagher Rothernnger Hwy)	02/03/20	n/a	3	Public
16	Highway	Illegible note (possibly Valleygold Rd)	02/03/20	n/a	3	Public
17	Highway	Needs to be improved (bottleneck).	02/03/20	n/a	3	Public
18	Highway	Potential Outer Loop?	02/03/20	n/a	3	Public

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

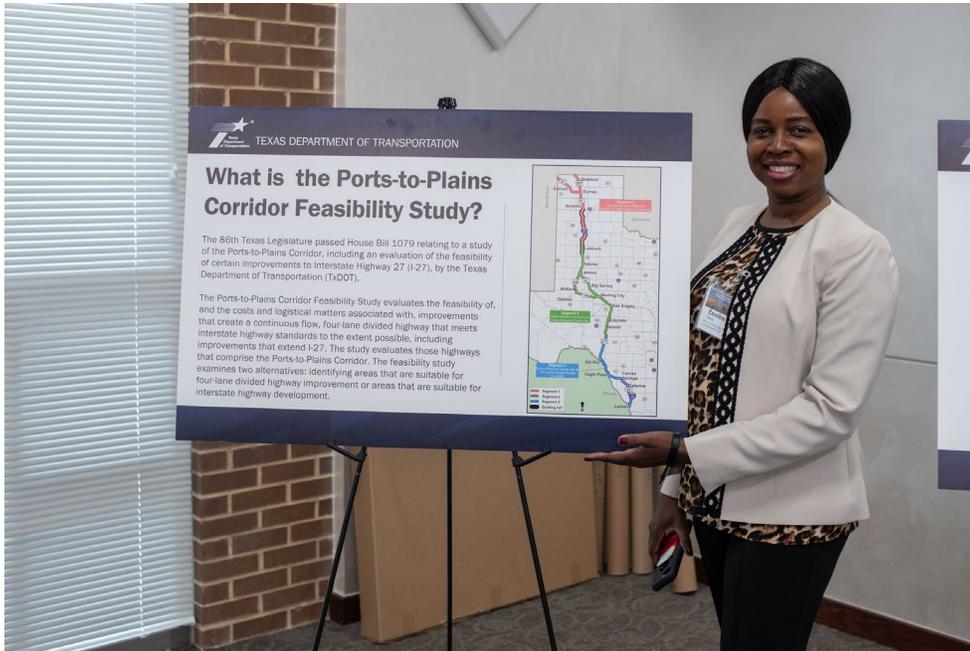
**ATTACHMENT F  
HANDOUTS & EXHIBITS**

**Attachment F**  
**Representative Photographs**

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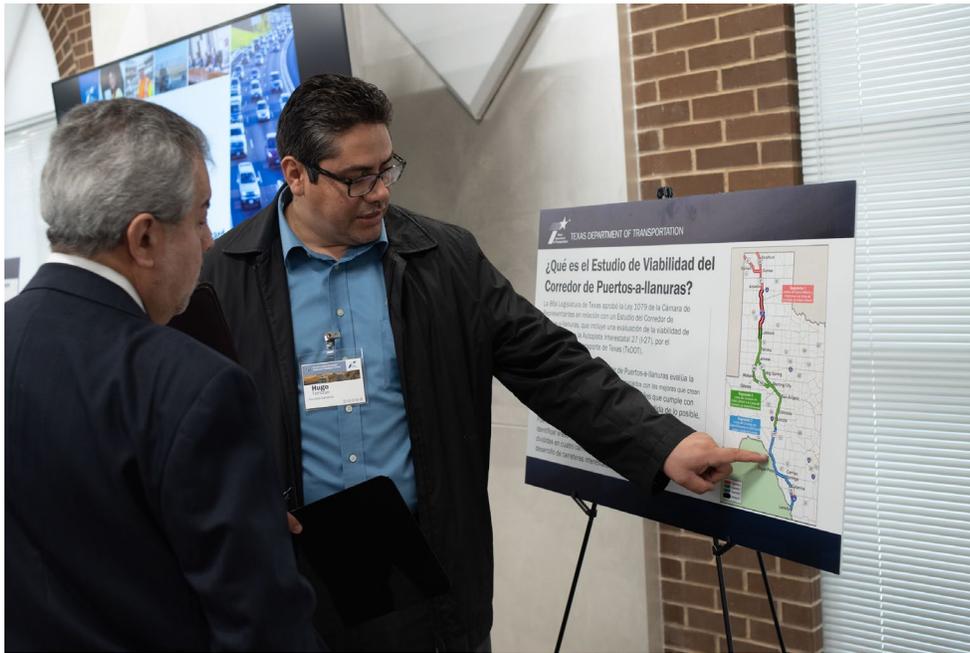
**REPRESENTATIVE PHOTOGRAPHS**  
**Ports-to-Plains Public Meeting #2 Segment 3**  
**February 03, 2020 4:30 p.m. – 7 p.m.**  
**Laredo College**



*Photo 1: Caroline Mays, TxDOT, with one of the exhibits that were available for attendees to review.*



*Photo 2: Attendees were greeted at the sign-in table where they received the meeting agenda and project information.*



*Photo 3: Segment 3 exhibits were available in both English and Spanish, and a translator was available for Spanish-speakers. Representatives from Mexico were in attendance.*



*Photo 4: Engaged attendees during the Meet and Greet.*



*Photo 5: During the Meet and Greet, attendees were able to gather at tables separated by geographical interest in order to discuss matters important to them and their communities.*



*Photo 6: During the Meet and Greet, consultant team members were available to facilitate discussion and answer questions.*



*Photo 7: Caroline Mays, TxDOT, opening the Public Meeting. Mrs. Mays encouraged broad participation from attendees.*



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



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



*Photo 10: Attendees were provided with detailed map displays of each geographic area along the study corridor and encouraged to ask questions and record comments.*



*Photo 11: Attendees were able to alert the consultant team of concerns or challenges with great specificity during the Map Exercise.*



*Photo 12: An attendee of the Public Meeting engaging in the Map Exercise with a consultant team member.*





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

### **PUBLIC MEETING AGENDA**

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

Segment 3

Monday, February 3, 2020

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St.  
| Laredo, Texas 78040

#### **Meeting Objectives:**

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

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

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

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

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

#### **Wrap-up (6:45 p.m. – 7 p.m.):**

- Open Discussion

#### **Adjourn**

For more information, visit [www.txdot.gov](http://www.txdot.gov) and search for keyword “Ports-To-Plains Corridor.”





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

### AGENDA DE LA REUNIÓN PÚBLICA

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

Segmento #3

Lunes 3 de febrero de 2020

Laredo College | Harold R. Yeary Library & Executive Conference Center | 1 West End Washington St.  
Laredo, Texas 78040

#### Objetivos de la reunión pública:

- Presentar información sobre las condiciones previstas para el Corredor de Puertos a Llanuras y recopilar aportes del público.
- Recopilar aportes del público sobre las posibles estrategias y soluciones para cumplir con los desafíos, oportunidades y necesidades proyectadas del corredor

#### Bienvenida (4:30 p.m. – 4:45 p.m.):

- Visita con el equipo de estudio
- Vea la exposición y los tableros de información
- Conozca otros participantes
- Vea los mapas

#### Presentación Interactiva (4:45 p.m. – 6:45 p.m.):

- Descripción general de la Ley 1079
- Resumen de condiciones existentes
- Condiciones previstas
- Análisis preliminar de viabilidad del corredor
- Identificar estrategias potenciales para satisfacer las necesidades del corredor.

#### Cierre (6:45 p.m. – 7 p.m.):

- Discusión abierta

Fin

Para más información, visite [www.txdot.gov](http://www.txdot.gov) y busque la palabra clave “Ports-To-Plains Corridor.”



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

## FACT SHEET

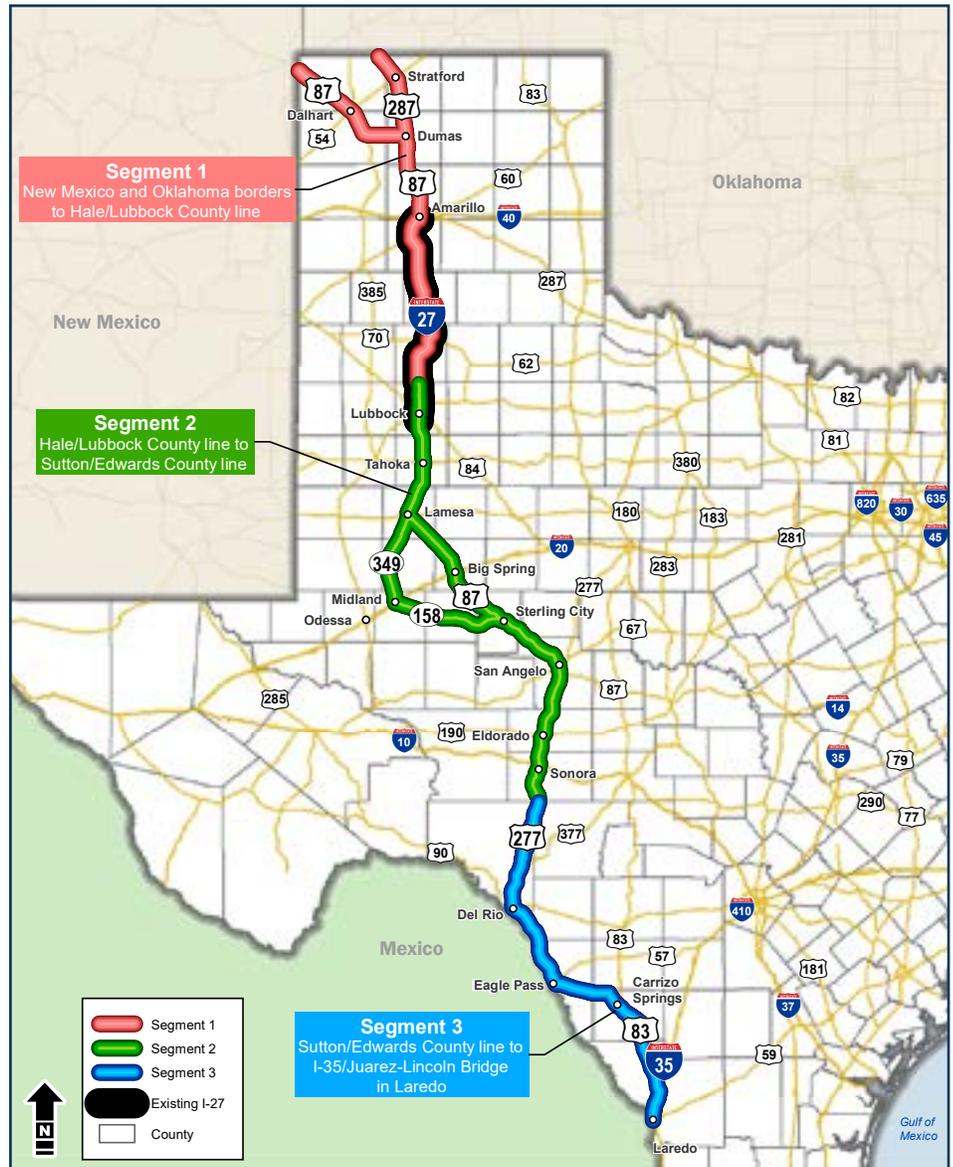
Winter 2020

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

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

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

### PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY SEGMENTS



### COUNTIES

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

### PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY MILESTONES

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

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

TxDOT Director,  
Freight, Trade and  
Connectivity Section

## PUBLIC PARTICIPATION



### Public Meetings

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

- Amarillo
- Lubbock
- San Angelo
- Laredo

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

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

### Advisory Committee

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

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

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

### Segment Committees

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

Membership could potentially include the following entities:

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

## MEETING SCHEDULE



**STUDY UPDATES:** For periodic updates, please visit [txdot.gov](http://txdot.gov); search keywords “Ports-to-Plains Corridor”



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

Invierno 2020

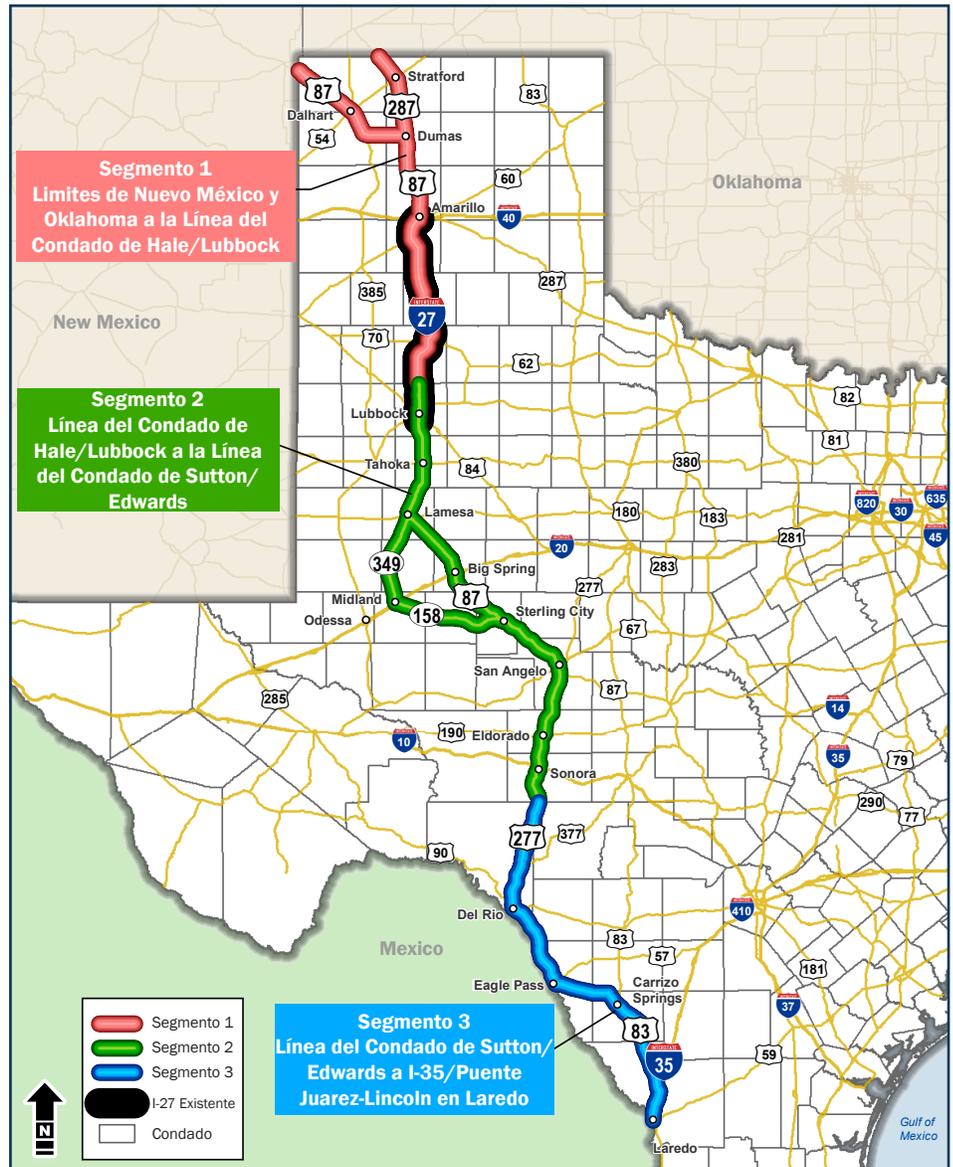
La 86a Legislatura de Texas aprobó la ley 1079 relativo a un Estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés).

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

## 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](mailto: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](http://txdot.gov); y busque las palabras clave “Ports-to-Plains Corridor”



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

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

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

### 2) Why is this study being conducted?

The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT). The governor signed the bill into law on June 10, 2019. The law requires TxDOT to submit a report on the results of the study to the governor, the lieutenant governor, the speaker of the House of Representatives, and the presiding 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](mailto:Caroline.Mays@txdot.gov)



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

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### 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 963 millas desde Laredo a través del oeste de Texas hasta Denver, Colorado. El corredor fue designado por el Congreso como un Corredor de Alta Prioridad en el Sistema Nacional de Carreteras en 1998. En Texas, el Corredor de Puertos-a-Llanuras se compone de secciones de la Interestatal 20, las carreteras Interestatales 27 y 35, la US 83, la US 87, la US 277, la US 287, la SH 158 y la SH 349.

### 2) ¿Por qué se realiza este estudio?

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

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

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

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

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



## 5) **¿Se construirá el Corredor de Puertos-a-Llanuras en Texas según los estándares interestatales?**

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

## 6) **¿Cómo es determinada la membresía de los comités consultivos y de segmento?**

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

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

## 7) **¿Tendrá el público la oportunidad de participar en el estudio?**

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

## 8) **¿Cuáles son los hitos clave en el estudio?**

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

## 9) **¿A quién puedo contactar para obtener más información?**

Para mas información, por favor mande un correo electrónico a [portstoplains@txdot.gov](mailto:portstoplains@txdot.gov).









# Welcome to the Ports-to-Plains Corridor Feasibility Study

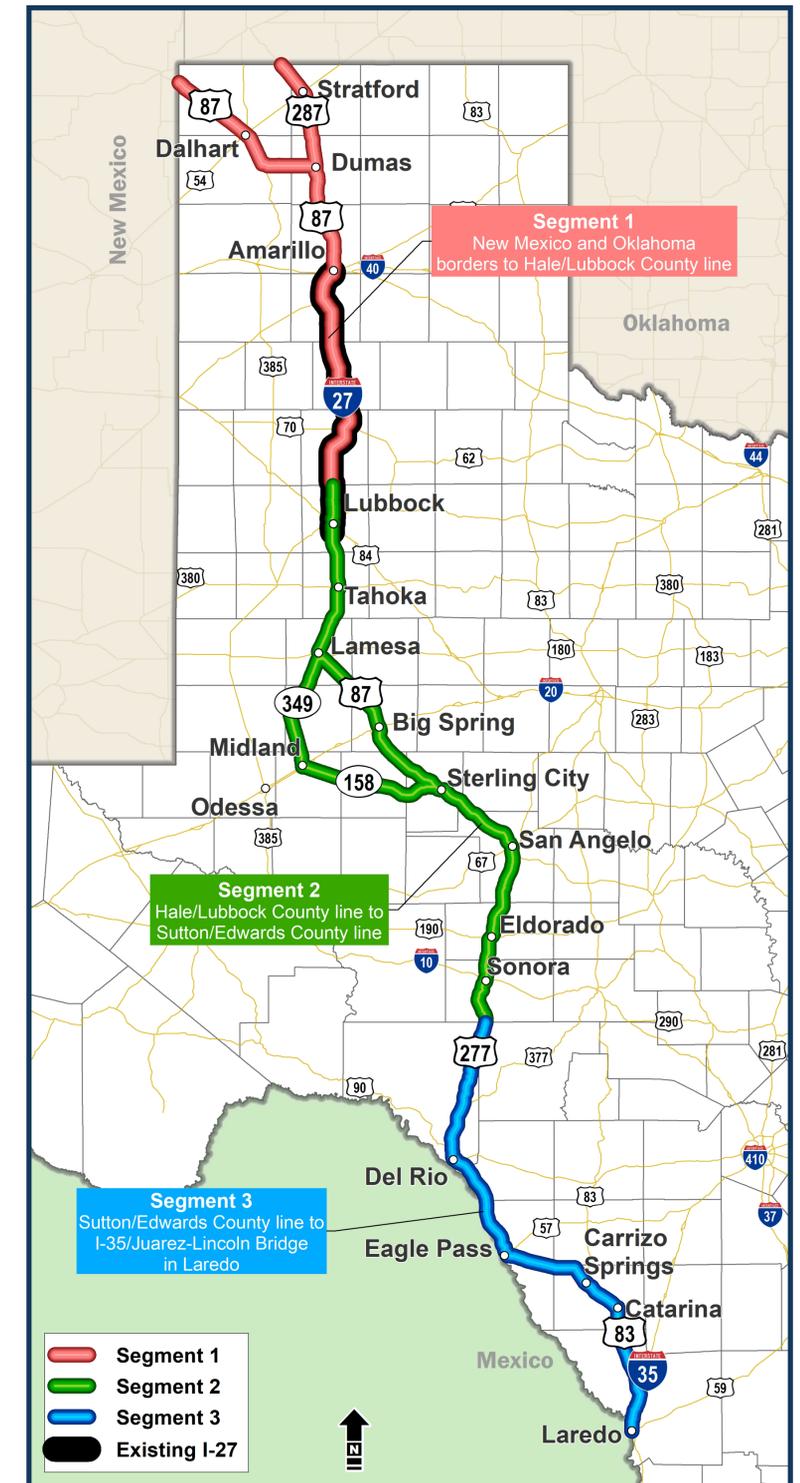
**What is the  
purpose of  
this meeting?**

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

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

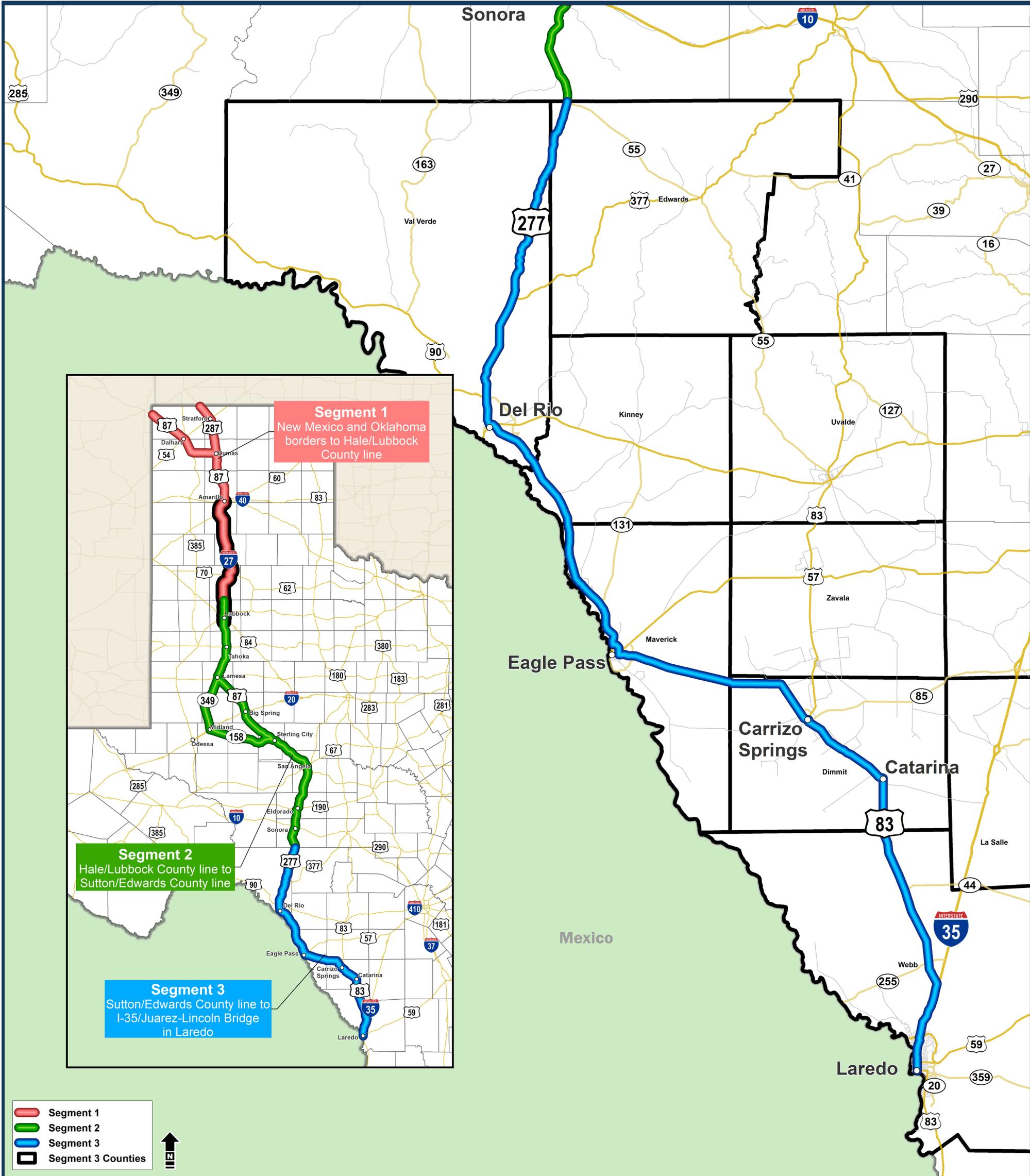
The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

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



# Ports-to-Plains Segment #3 Map

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



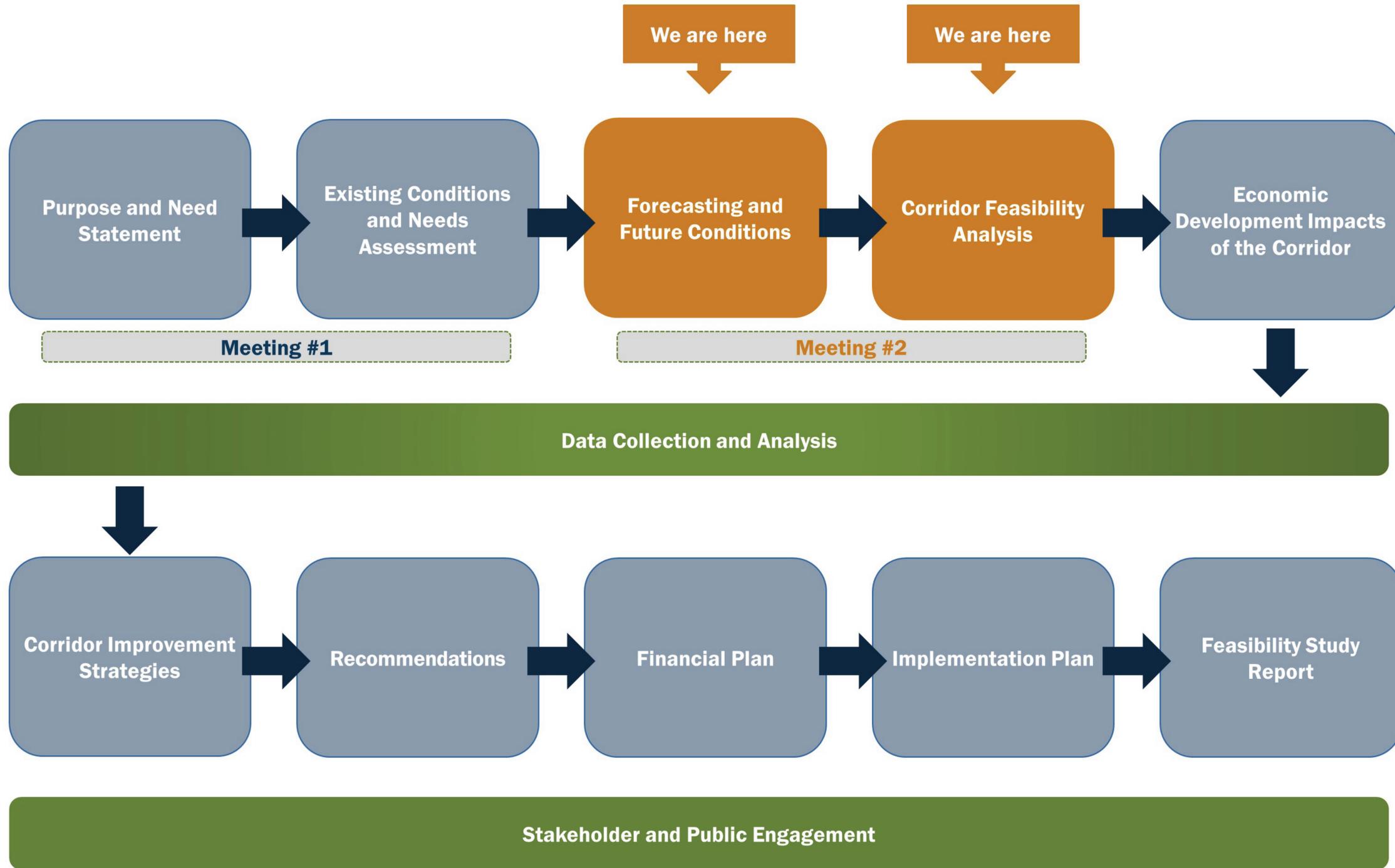
# Ports-to-Plains Segment #3 Characteristics

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



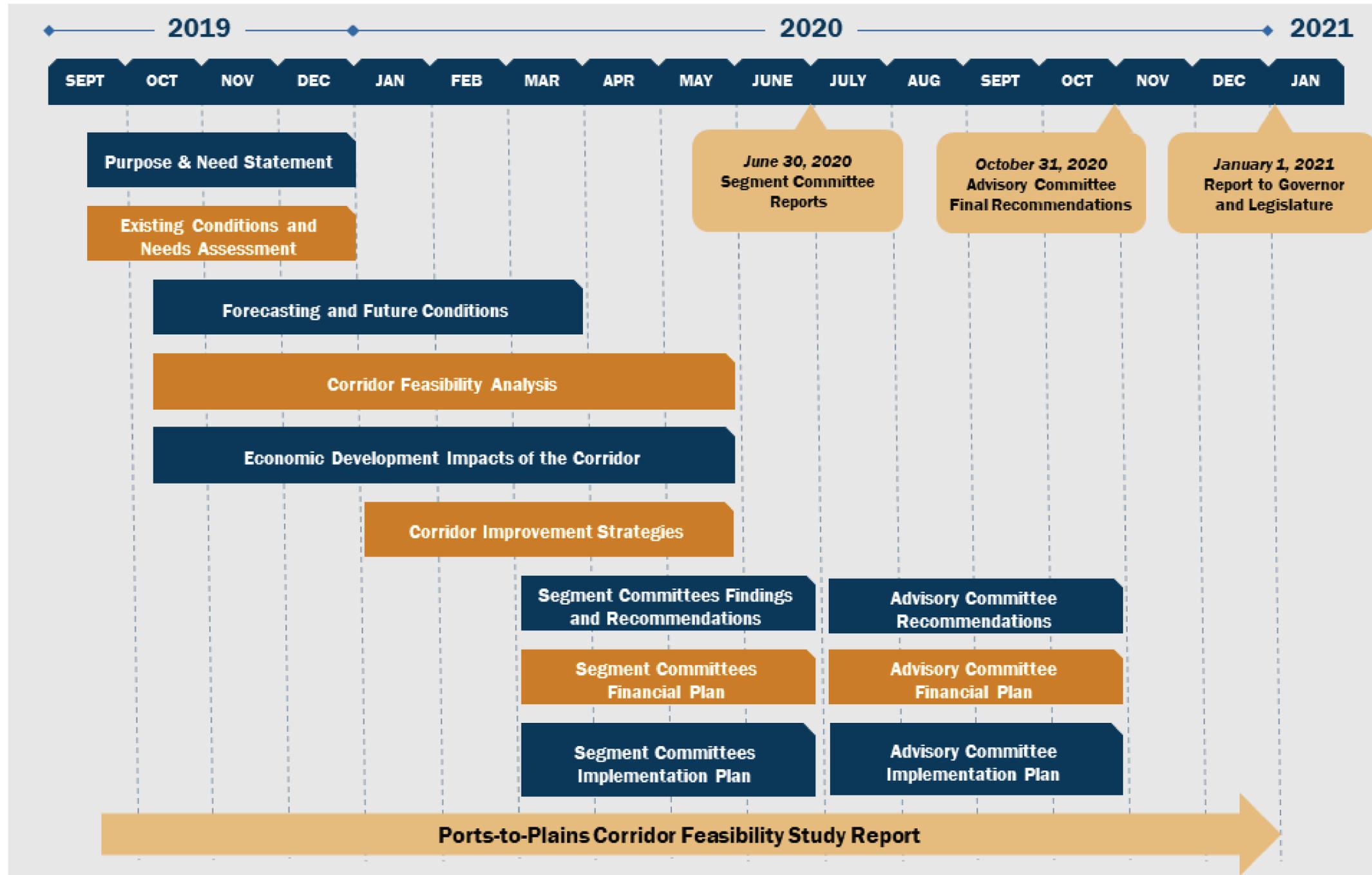


# Ports-to-Plains Corridor Feasibility Study Scope





# Ports-to-Plains Corridor Feasibility Study Schedule





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

**¿Cuál es el propósito de esta reunión?**

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

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

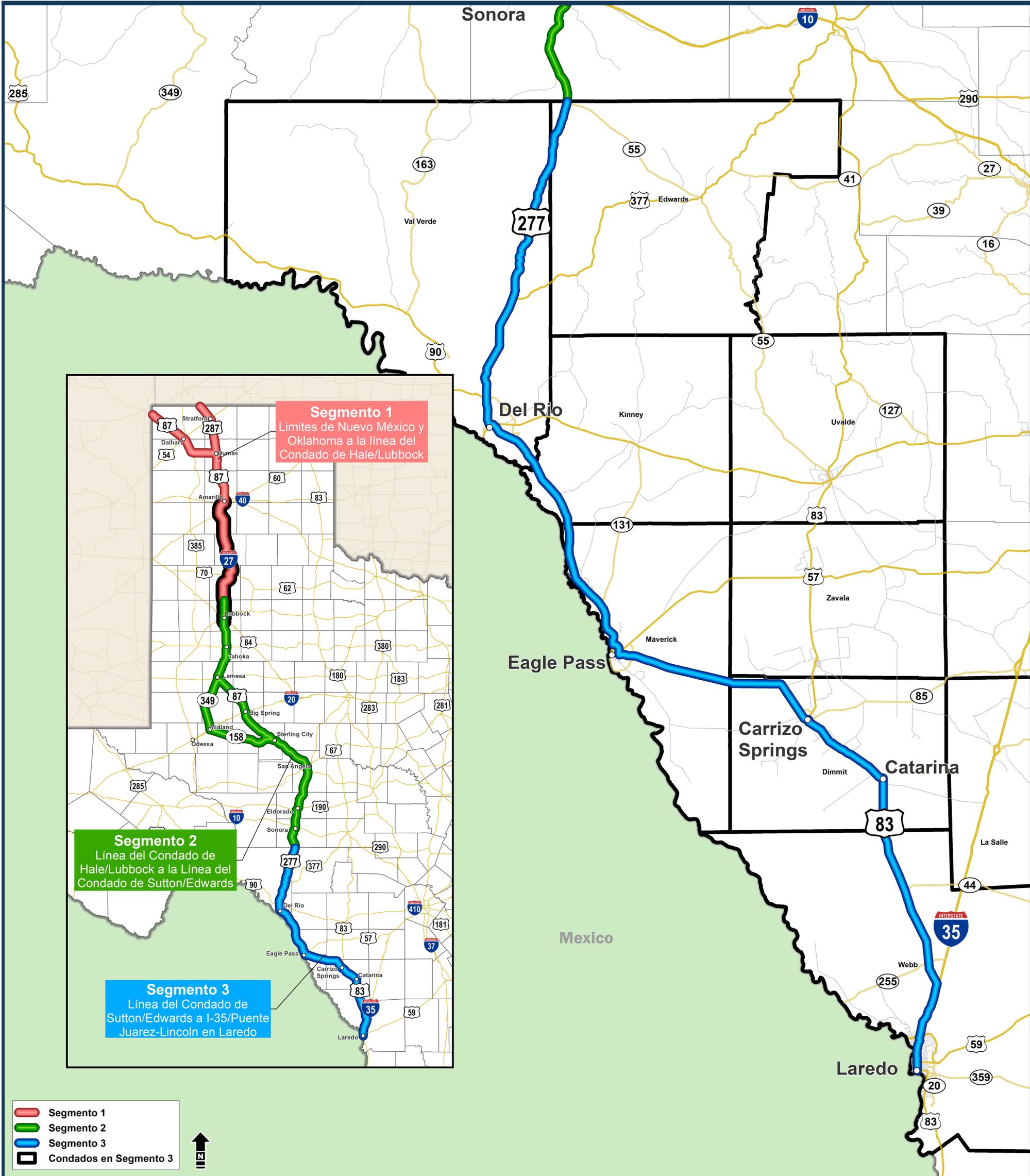
La 86a Legislatura de Texas aprobó la Ley 1079 de la Cámara de Representantes en relación con un Estudio del Corredor de Puertos-a-Ilanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la Autopista Interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT).

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.



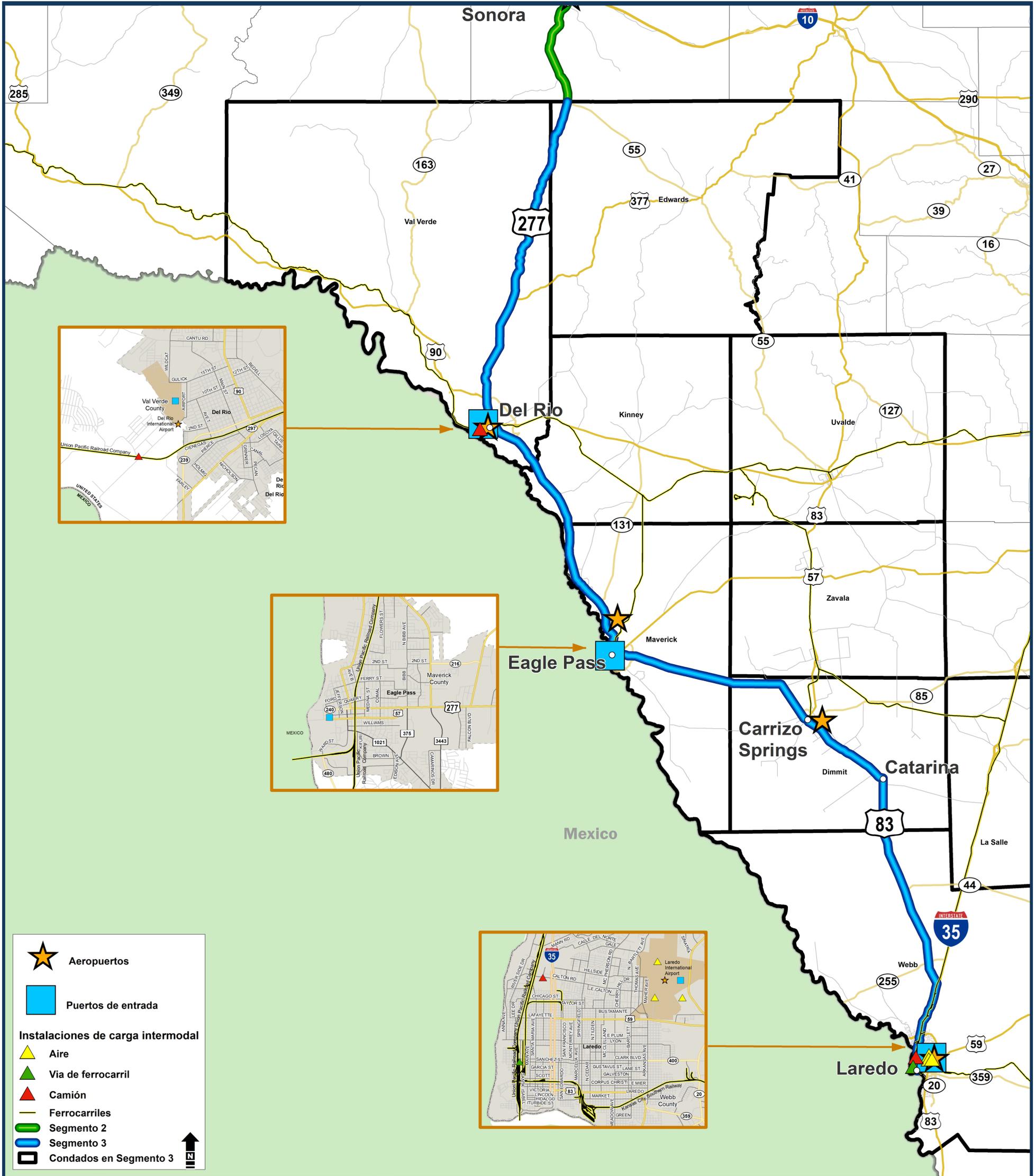
# Mapa del Segmento # 3 de Puertos-a-llanuras

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

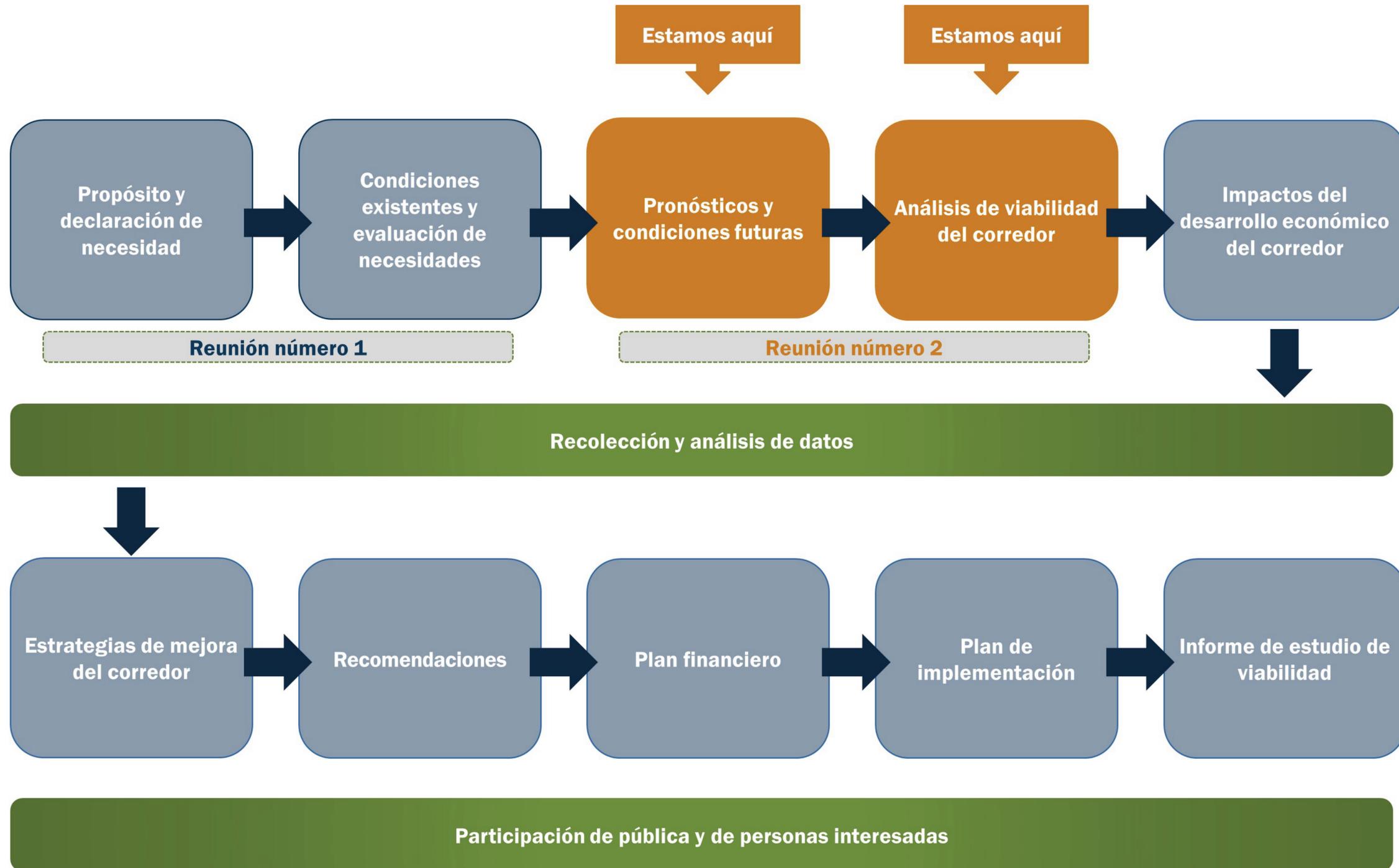


# Características del Segmento # 3 de Puertos-a-lanuras

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

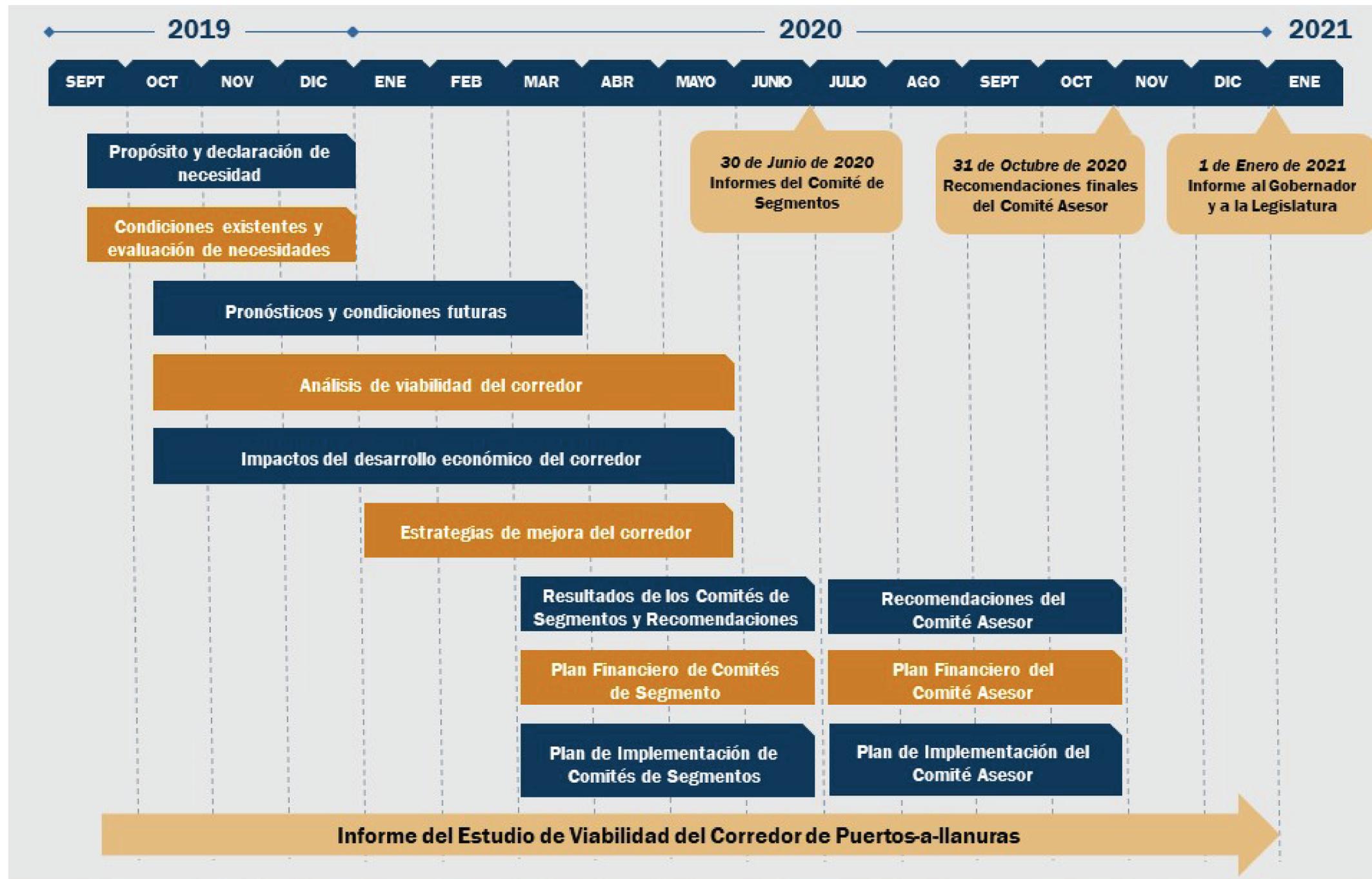


# Alcance del Estudio de Viabilidad del Corredor de Puertos-a-llanuras





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

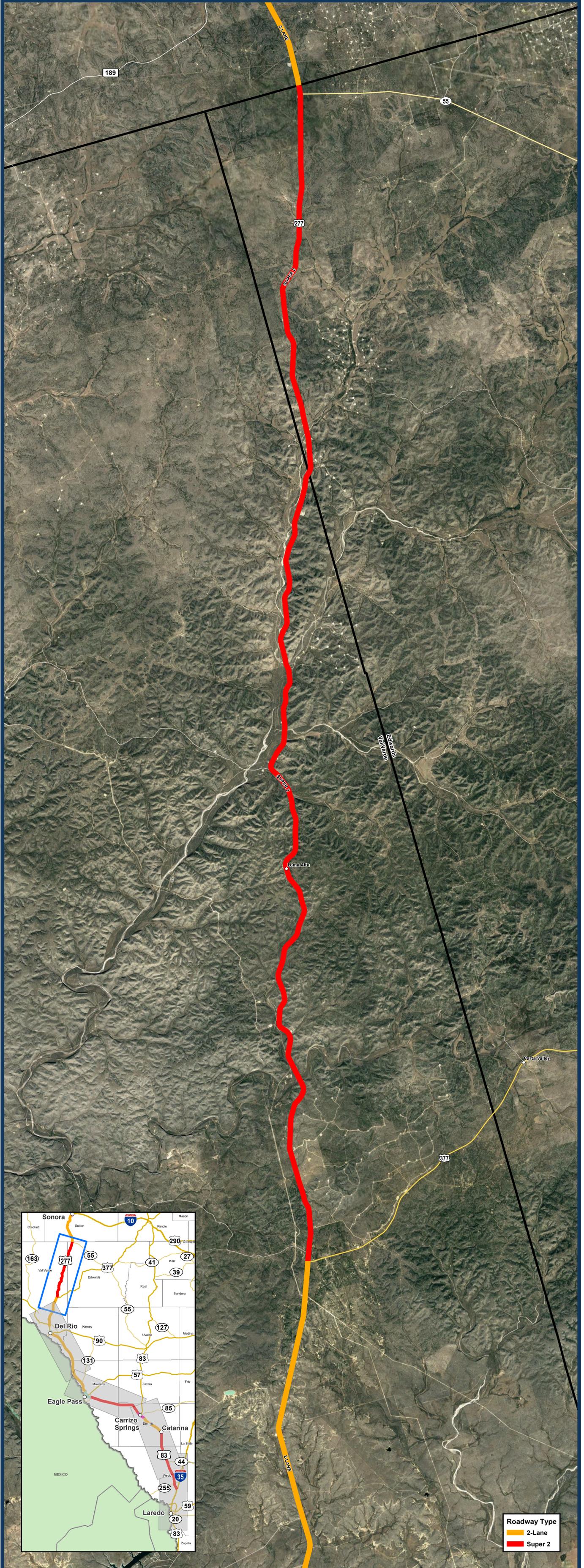


**Attachment F**  
**Potential Strategies**

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# Ports-to-Plains Corridor Public Meeting

Segment 3, Map 1: Sutton/Edwards County Line to 9 miles S of US 377

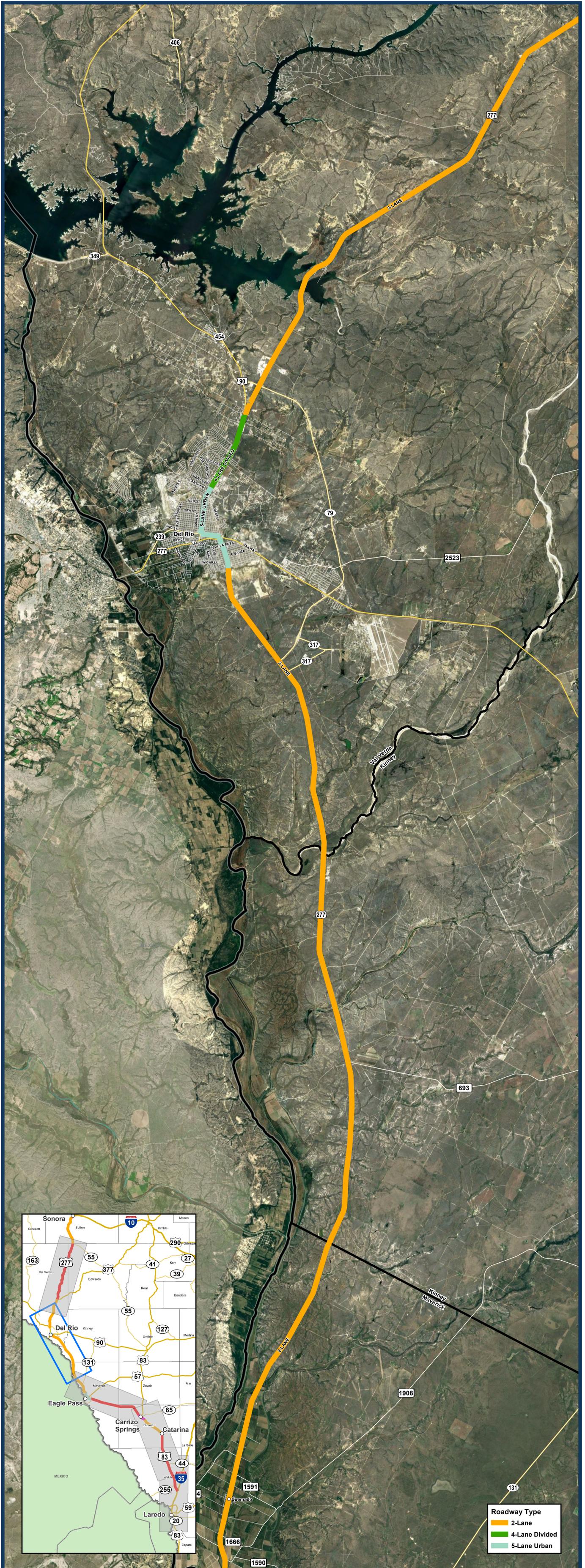


Roadway Type  
— 2-Lane  
— Super 2



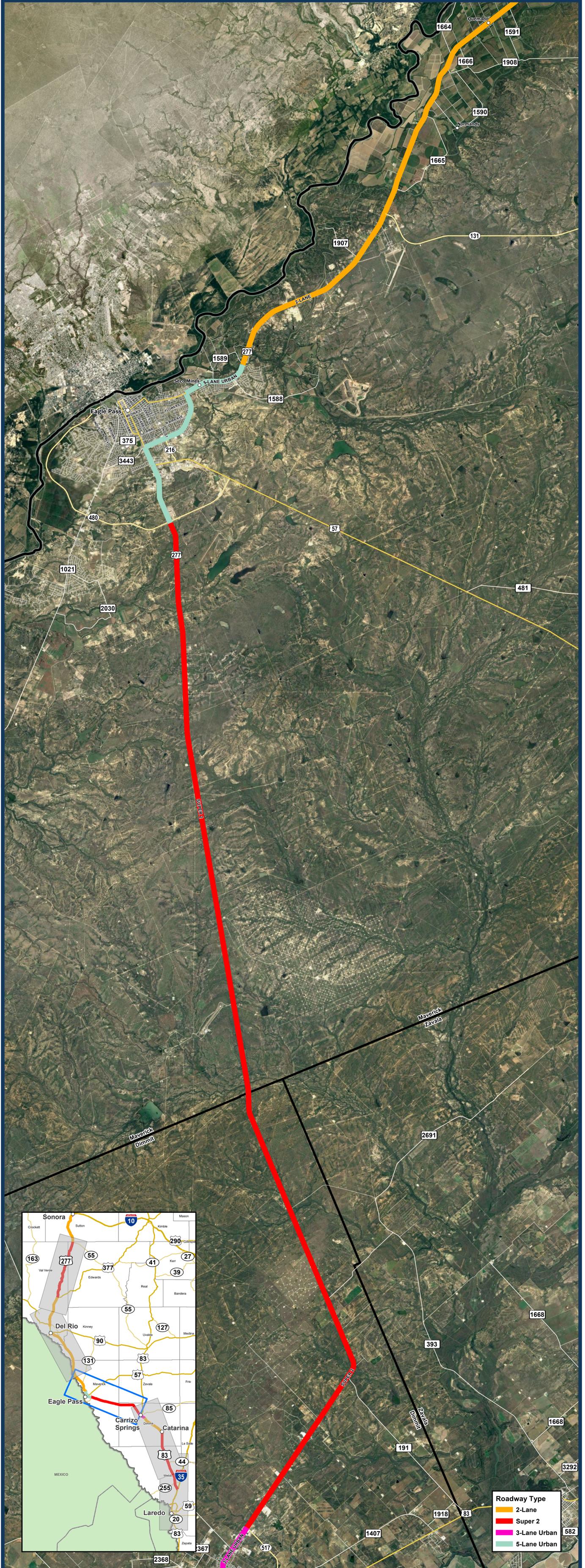
# Ports-to-Plains Corridor Public Meeting

Segment 3, Map 2: 9 miles S of US 377 to Quemado



# Ports-to-Plains Corridor Public Meeting

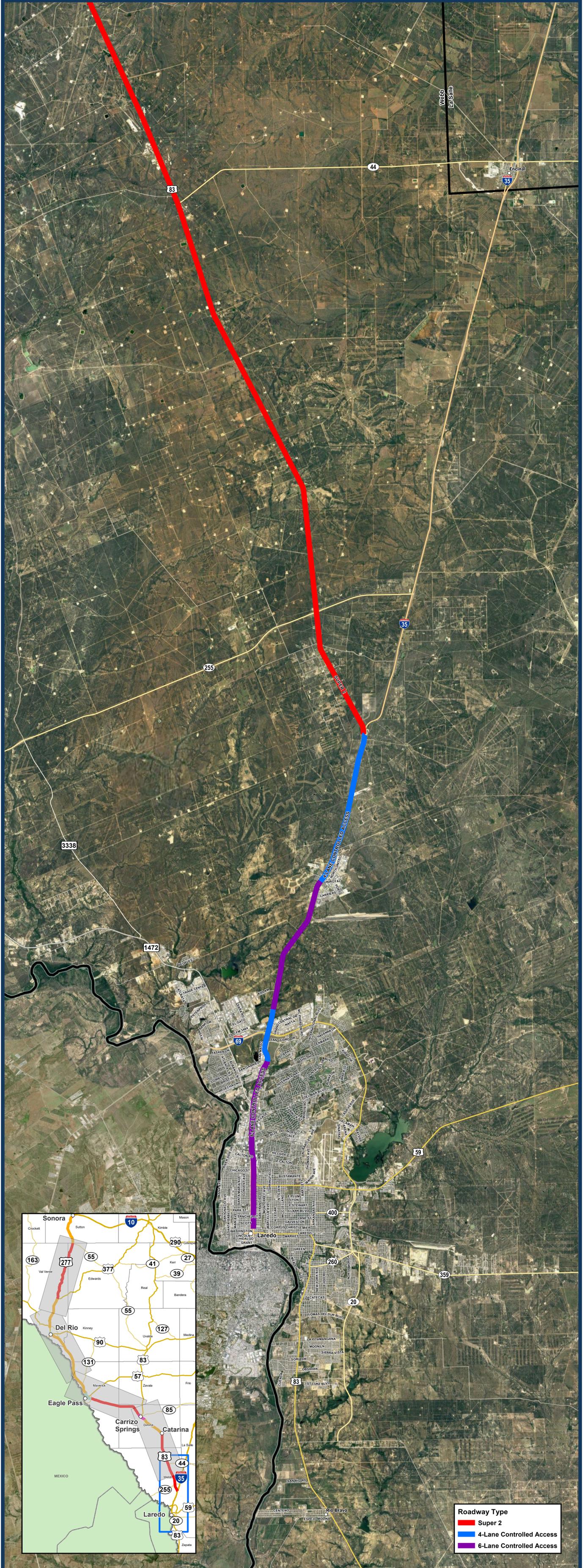
## Segment 3, Map 3: Quemado to Carrizo Springs





# Ports-to-Plains Corridor Public Meeting

## Segment 3, Map 5: SH 44 to Laredo







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

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



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



## HB 1079 Overview



# Ports-to-Plains Feasibility Study



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

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





- 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

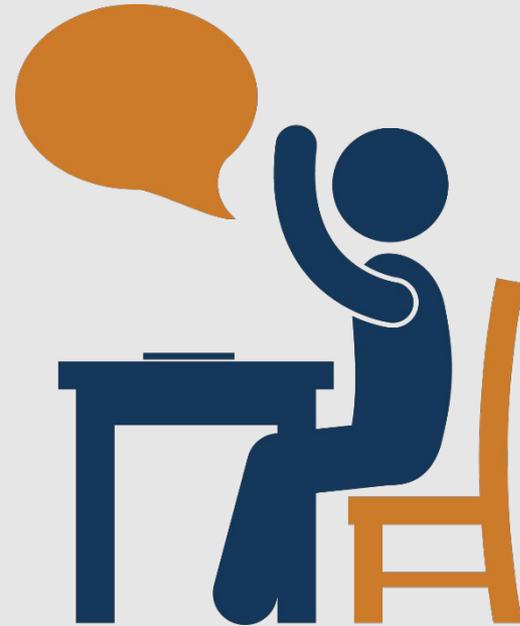
- TxDOT is required to hold **quarterly public meetings** on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will **gather public feedback** on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.





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**

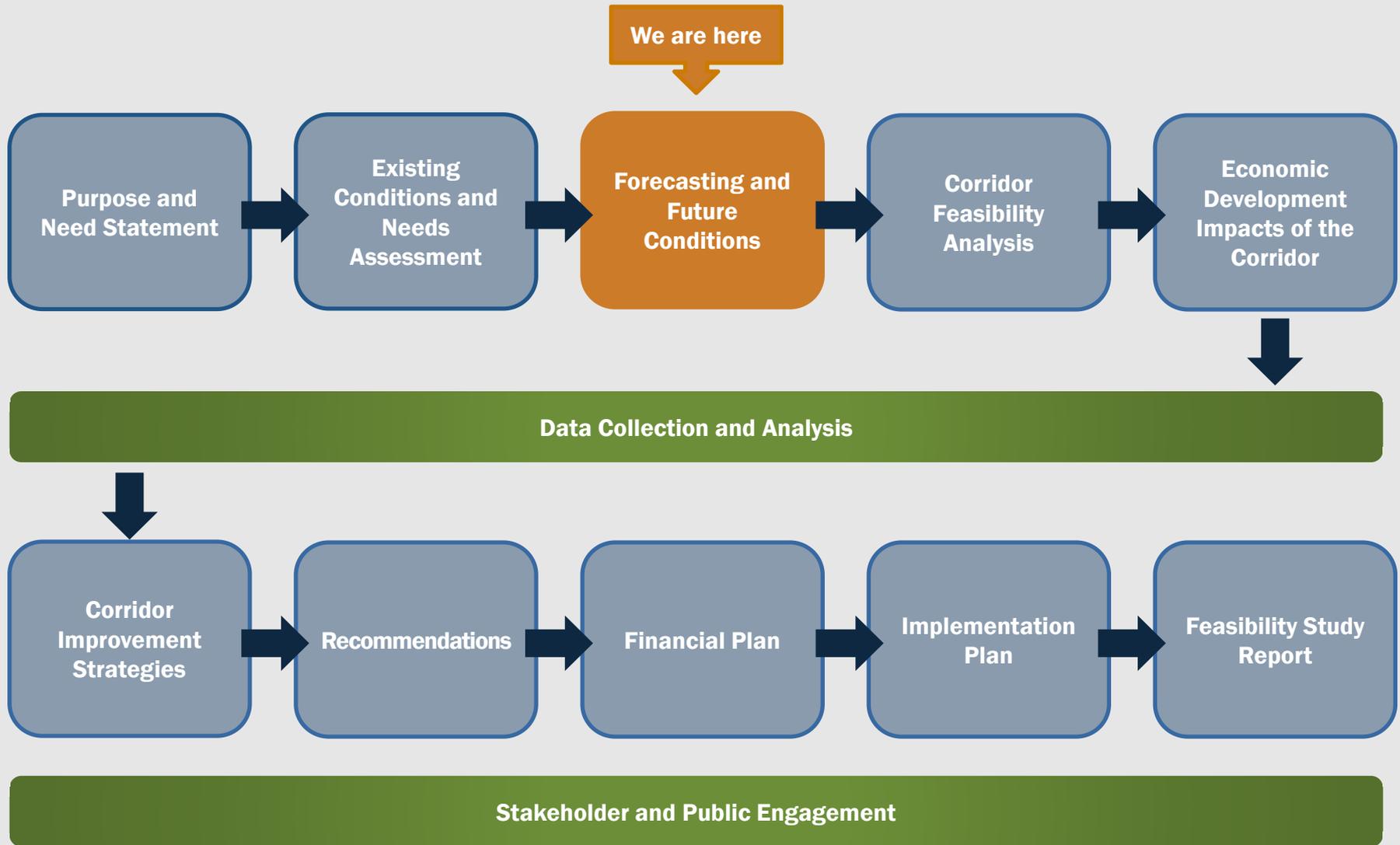


An examination of **project costs** related to the improvement or expansion of the Ports-to-Plains Corridor



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

# Ports-to-Plains Corridor Feasibility Study Scope





## Existing and Forecasted Conditions



# Current Segment #3 Characteristics



## Segment #3



## Other Modal Facilities



- 247** Segment Miles
- 6** Counties
- 3** Ports of Entry
- 2** TxDOT Districts  
(Laredo, San Angelo)

## Major Cities and Towns

Laredo, Carrizo Springs, Eagle Pass, Del Rio

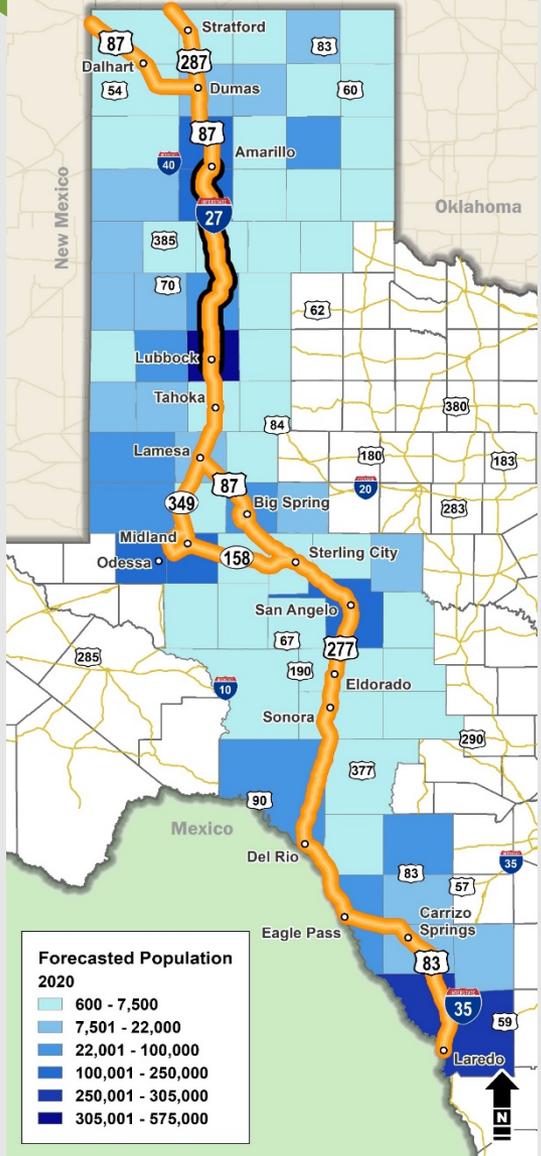
## Corridor Highways

- I-35 from Laredo to US-83
- US-83 from I-35 to Carrizo Springs
- US-277 from Carrizo Springs to Sutton County

# Corridor Forecasted Total Population 2020 and 2050



2020

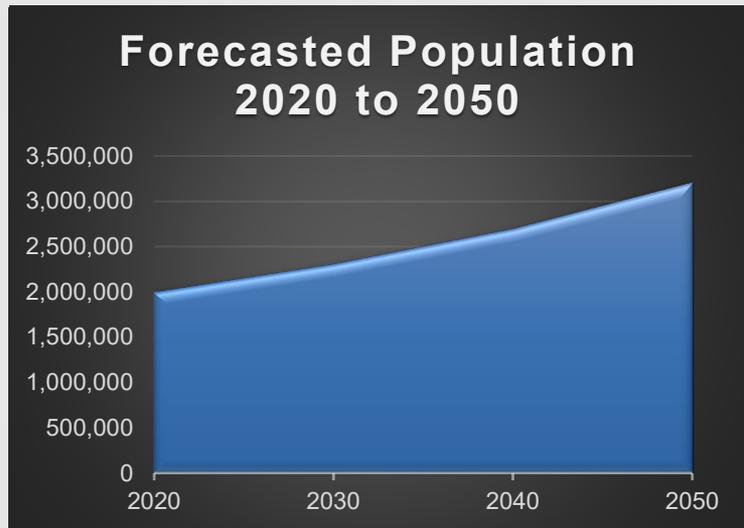


2050



**1,996,680** (2020)      **3,207,968** (2050)

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



Source: Texas Demographic Center

# Segment #3 Forecasted Total Population 2020 and 2050



**450,498** (2020)      **500,662** (2050)

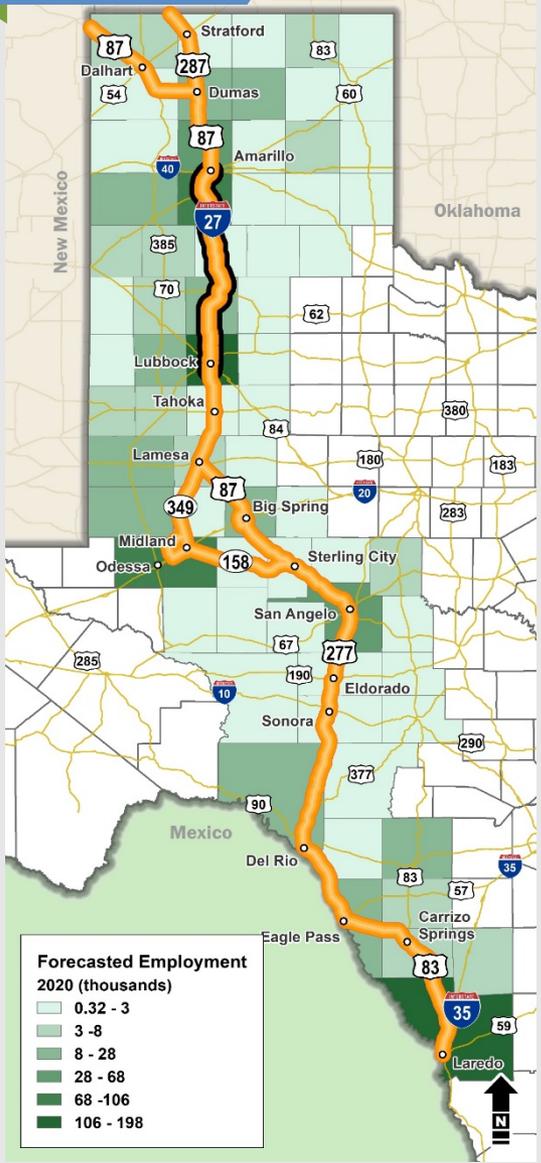
- Total population for the nine (9) counties is projected to **increase by 50,164** persons.
- **Dimmit County** (62%) and **La Salle County** (55%) have the highest projected population growth.
- **Edwards County** (-18%) and **Val Verde County** (-14%) have the largest population declines.
- Overall segment population is projected to **grow by 11%**.

Source: Texas Demographic Center

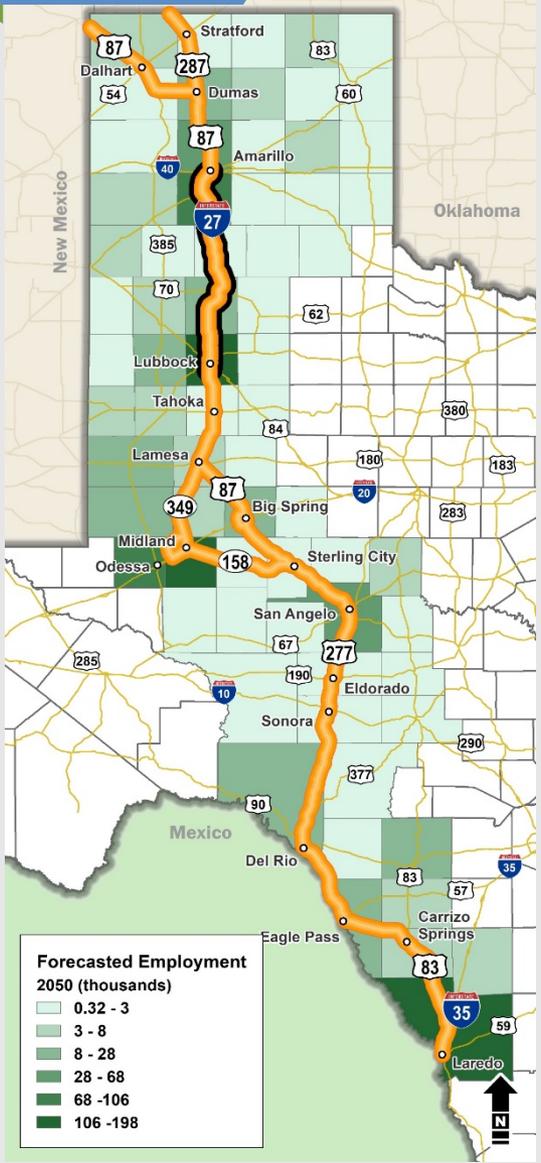
# Corridor Forecasted Employment 2020 and 2050



2020

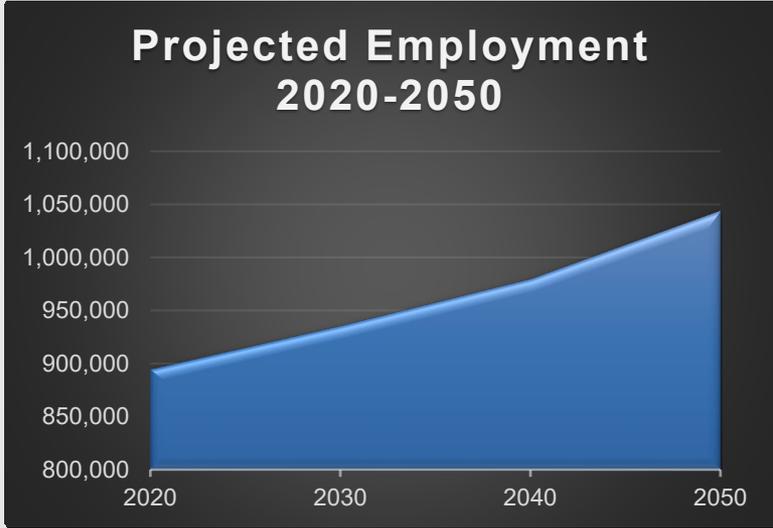


2050



**894,768**      **1,044,139**  
(2020)                      (2050)

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



Source: Moody's Analytics Forecasted Data

# Segment #3 Forecasted Employment 2020 and 2050



2020



2050



**184,891**

(2020)

**212,063**

(2050)

- Employed population projected to **increase by 27,172** persons.
- Webb County** (23%) and **La Salle County** (15%) have the highest projected growth in employment.
- Edwards County** (-14%) and **Zavala and Dimmit Counties** (-8%) have the largest projected decline in employment.
- Overall segment employment is projected to **grow by 15%**.

Source: Moody's Analytics Forecasted Data



## Existing Cross Sections



## Traffic Growth Scenarios

- **No Build**
  - Corridor lane configurations include only what is planned/programmed
- **4-lane Divided Highway**
  - Would upgrade most of US 277 & US 83
  - Route still traverses small towns and cities as urban streets
- **Interstate Highway**
  - Full control of access for entire corridor
  - Traverses urban areas via local preferred route (urban freeway or relief route)

# Average Daily Traffic - 2017



Corridor Total Traffic 2017



Segment #3 Total Traffic 2017



Source: TxDOT TPP Roadway Inventory 2017

## Range - Annual Average Daily Traffic

<3,000 Per day from Eldorado to **Del Rio**

3,000-9,000 Per day on many rural US Highway segments

9,000-30,000 Per day on rural I-27, north of Amarillo, within **Eagle Pass**

Per day on Interstate Highways in **Laredo**, Lubbock, and Amarillo

### Key Takeaways

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

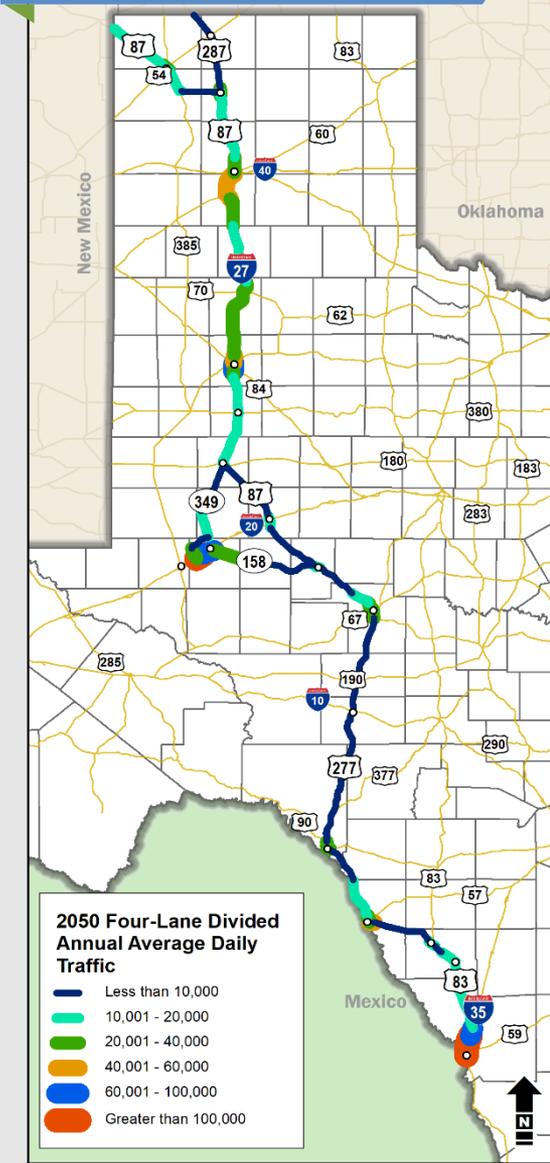
# Forecasted Traffic Conditions



2050 Traffic - No Build



2050 Traffic - 4 Lane Divided



## Overview of Findings

- **No Build Growth**
  - Solid corridor growth
  - High growth on US 83 north of Laredo (163%), SH 158 near Midland (124%)
  - Low Growth on US 287 near Oklahoma border (10%), US 87 near Big Spring (10%)
  
- **4-Lane Divided Growth**
  - Very similar to No Build
  - Doesn't attract more traffic - urban mobility/reliability still an issue

# Forecasted Traffic Conditions



2050 Traffic - No Build



2050 Traffic - Interstate



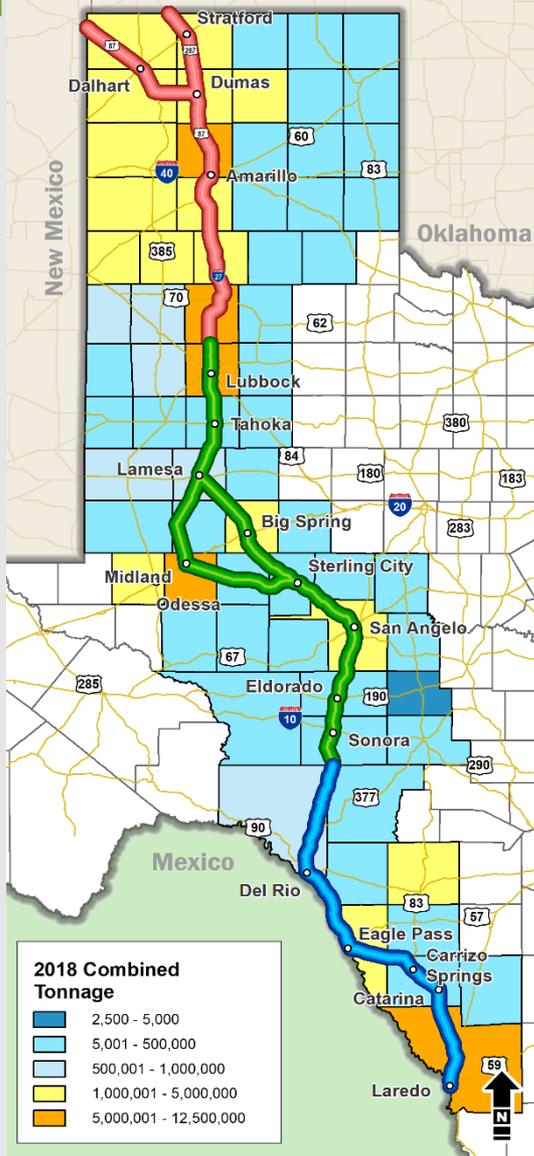
## Overview of Findings

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

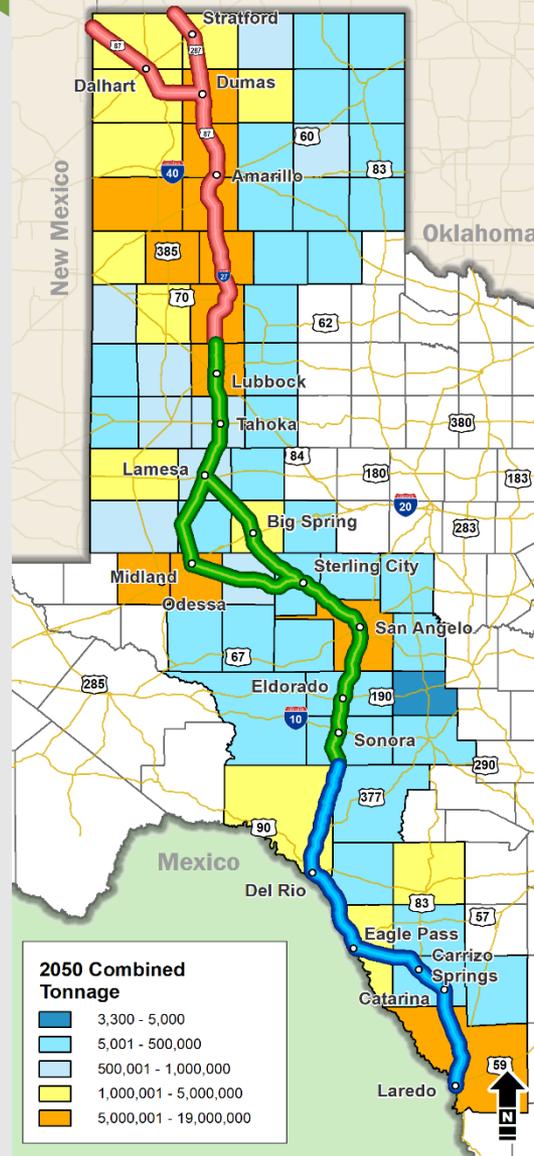
# Corridor Total Truck Freight Growth by County - 2050



2018 Total Freight Tonnage



2050 Total Freight Tonnage



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

Source: TXDOT SAM and TRANSEARCH database

# Segment #3 Total Freight Growth by County - 2050



2018 Total Freight Tonnage



2050 Total Freight Tonnage



- Segment 3 total truck tonnage is projected to **grow 139%** through 2050, the **fastest growth** on the corridor
  - 14 million tons added, for 20% of the new tons on the corridor
  - Total volume 25 million tons
- Fastest county growth:
  - **La Salle** - 236%
  - **Val Verde** - 209%
  - **Webb** - 168%
- Largest county growth:
  - **Webb** + 9.5 mil. tons
  - **Maverick** + 2.1 mil. tons
  - **Val Verde** +1.9 mil. tons

Source: TXDOT SAM and TRANSEARCH database

# Segment #3 Truck Trade Growth by County – 2050 Exports



- Exports are projected to grow **169%** in Segment 3, or by 3.6 million tons
- 93% of the growth is associated with Webb County, where exports are estimated to grow by 3.3 million tons
- The next highest growth is in Uvalde County where exports are expected to grow by 100K tons

Source: TxDOT SAM and TRANSEARCH database

# Segment #3 Truck Trade Growth by County – 2050 Imports



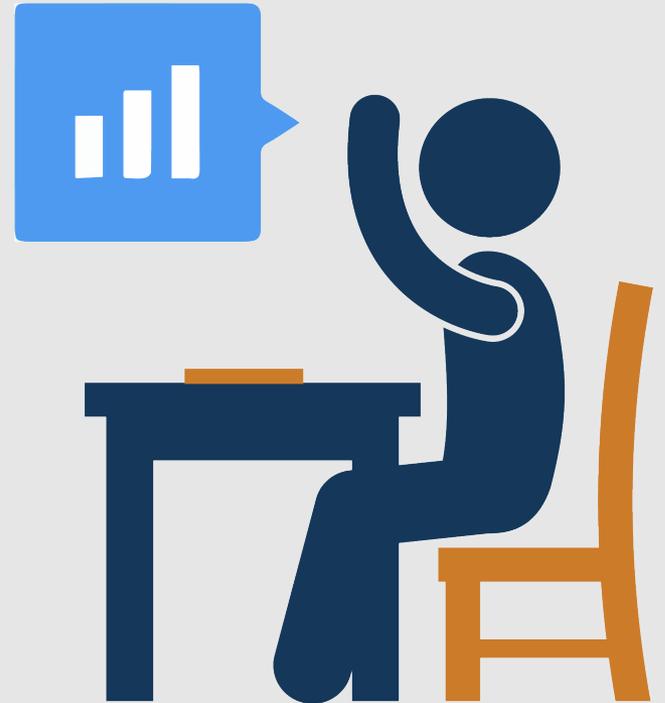
- Imports are projected to **grow 239%** in Segment 3, or by 5.4 million tons
- 64% of the growth is associated with Webb County, where imports are estimated to grow by 3.5 million tons
- Zavala and Val Verde counties also see substantial growth

Source: TXDOT SAM and TRANSEARCH database



## Public Feedback

- What factors do you think are influencing future economic, traffic, and freight conditions?
- Do you envision the local population, economy and land use changing if improvements are made to the Ports-to-Plains Corridor? If so, where?





## Preliminary Corridor Feasibility Analysis





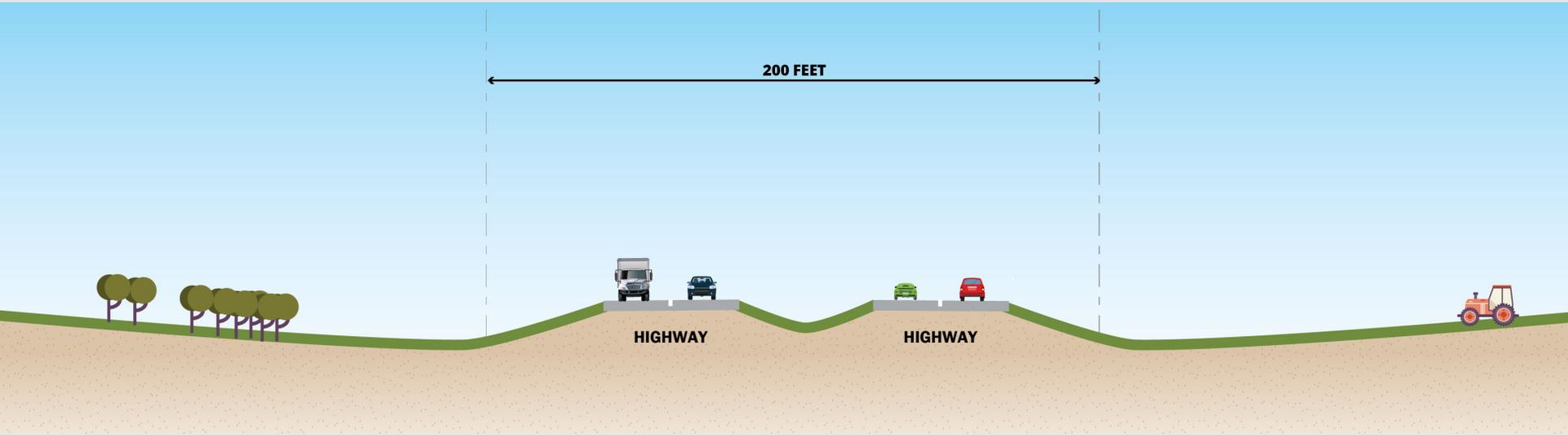
## What is a Feasibility Analysis?

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

## How is a Feasibility Analysis Performed?

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

# Four-Lane Divided Highway Cross Section



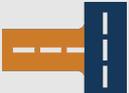
**Driveway access** to local businesses and residences



**Lower design speeds**

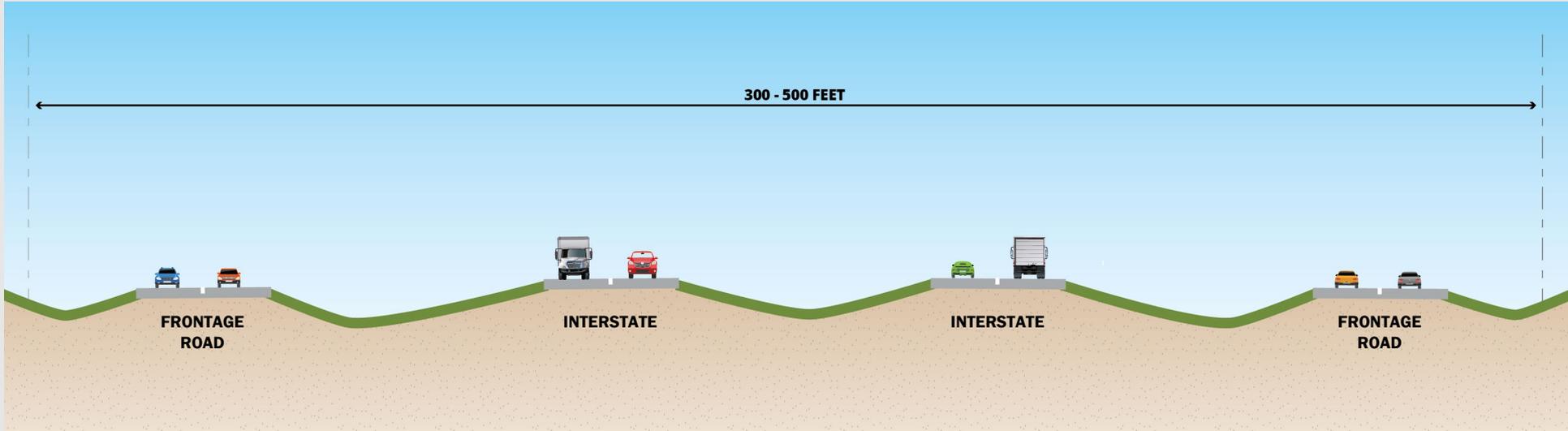


**Smaller right-of-way widths**



**At-grade intersections** with other roadways

# Interstate with Frontage Roads Cross Section



**No driveways** connecting to main lanes.



**No stop signs or traffic signals** on main lanes.



**Higher design speeds**



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



**Larger** right-of-way **widths**



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



## Summary of Analysis:

### Four-Lane Divided

- Similar to No Build - does not attract more traffic
- Urban mobility/reliability an issue - without access control urban areas are subject to slower travel speeds and stops

### Interstate

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

# Forecasted Traffic Conditions



2050 Traffic - No Build



2050 Traffic - 4 Lane Divided



## Overview of Findings

- **No Build Growth**
  - Solid corridor growth
  - High growth on US 83 north of Laredo (163%), SH 158 near Midland (124%)
  - Low Growth on US 287 near Oklahoma border (10%), US 87 near Big Spring (10%)
  
- **4-Lane Divided Growth**
  - Very similar to No Build
  - Doesn't attract more traffic - urban mobility/reliability still an issue

Source: TXDOT SAM and TxDOT 2018 RID

# Forecasted Traffic Conditions



2050 Traffic - No Build



2050 Traffic - Interstate



## Overview of Findings

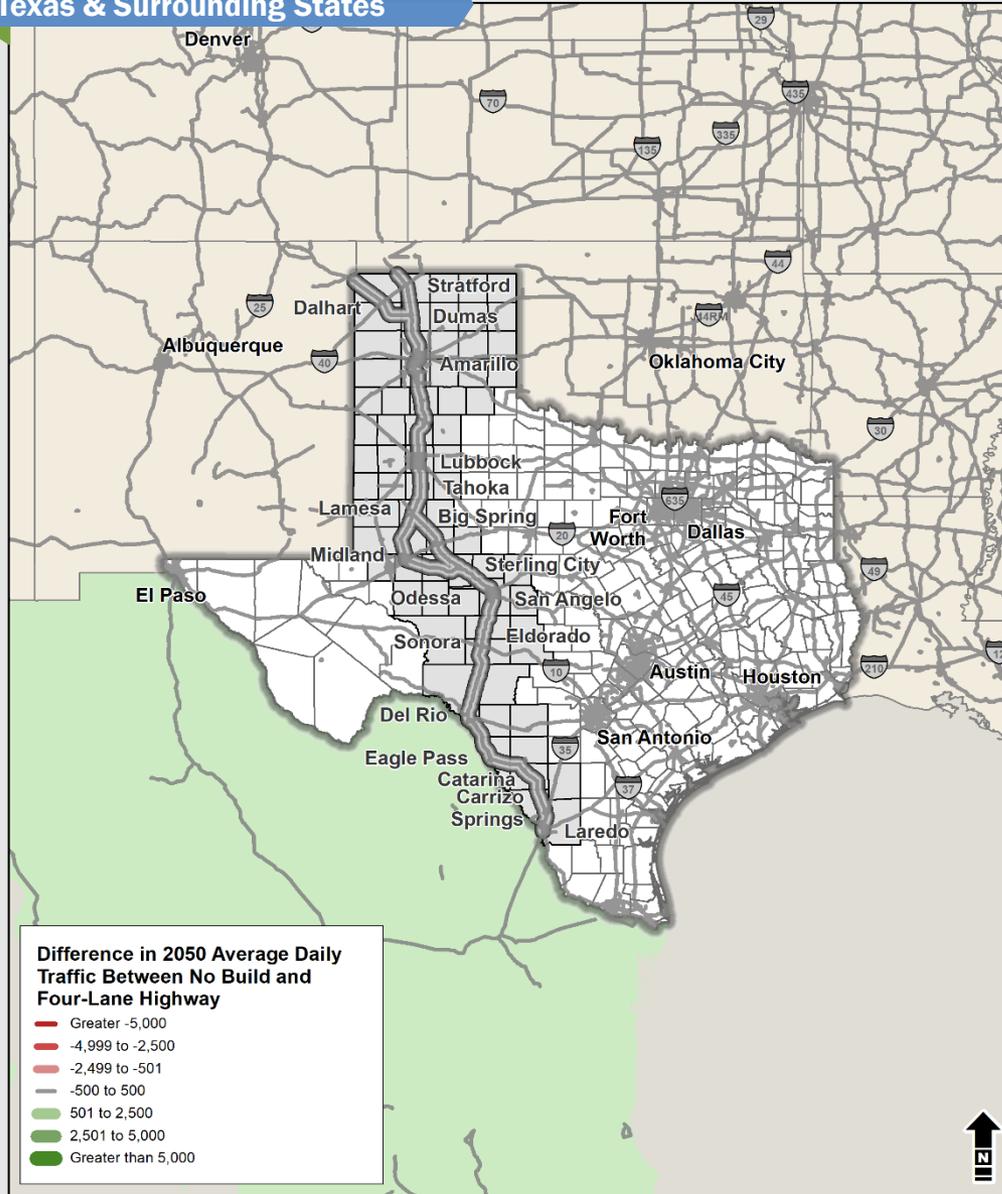
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  - US-87 provides path to I-25
  - US-287 route unimproved in Oklahoma
  
- **Interstate Highway Diversions**
  - Fills in National Grid
  - Most diversions from within 100 miles
  - Diversions also traced on national and statewide basis

Source: TxDOT SAM and TxDOT 2018 RID

# 4-Lane Option – Anticipated Total Traffic Diversions



## Texas & Surrounding States



## Diversions - Statewide

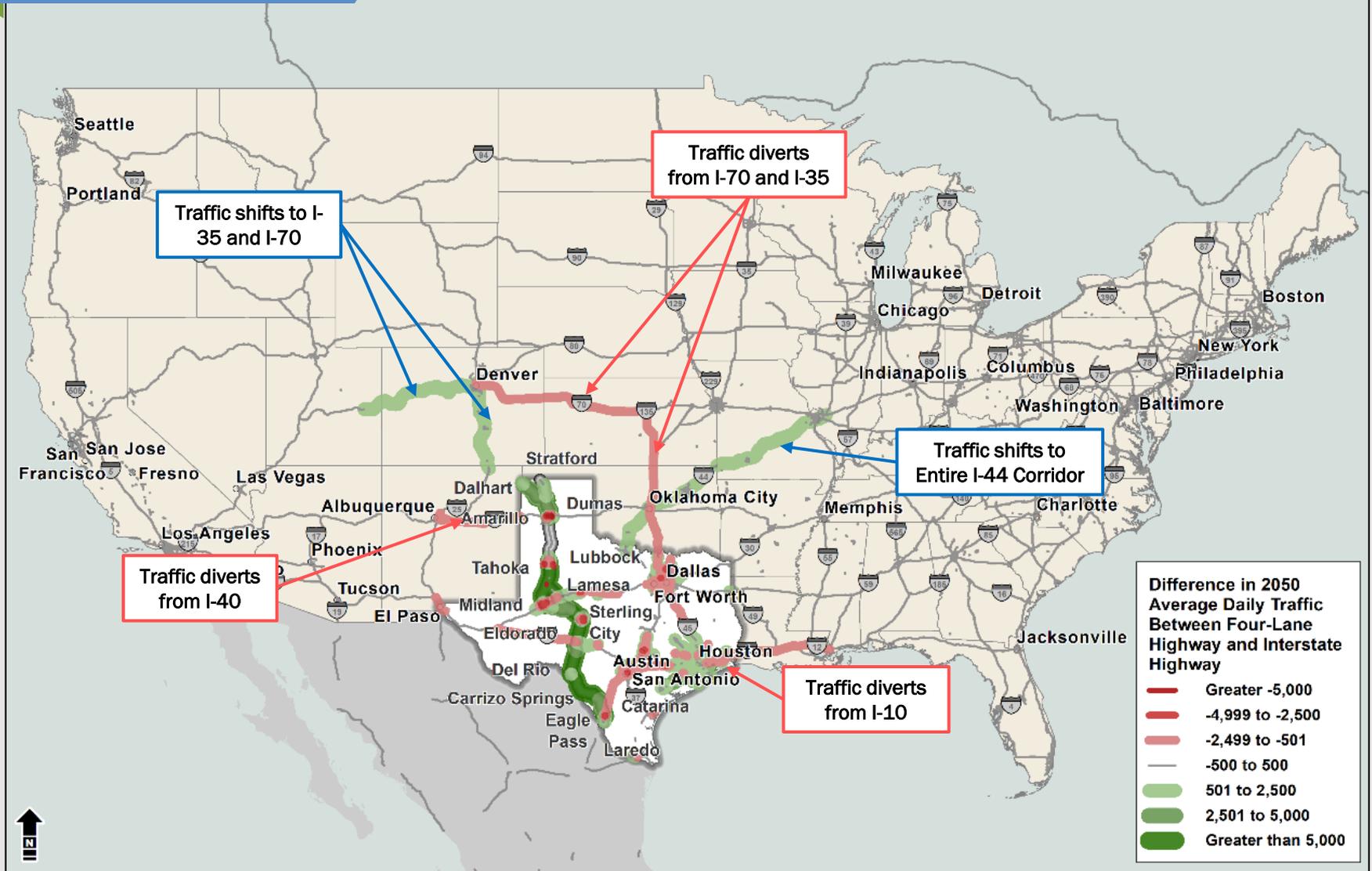
- Modeling did not show any significant diversion from other routes with 4-Lane Option versus 2050 No Build

Source: TxDOT SAM and TxDOT 2018 RID

# Interstate Option – Anticipated Total Traffic Diversions



## North America

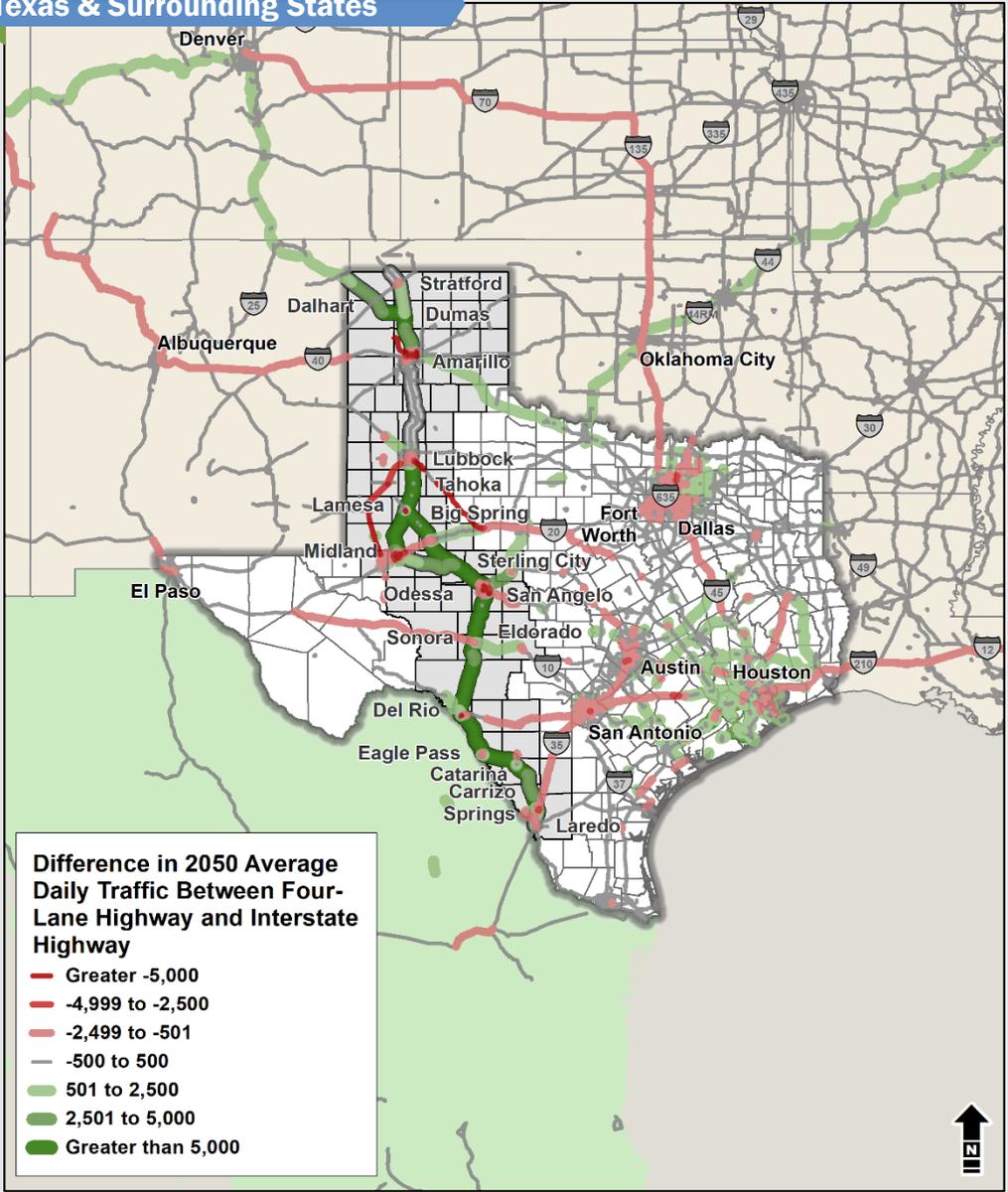


Source: TxDOT SAM and TxDOT 2018 RID

# Interstate Option – Anticipated Total Traffic Diversions



## Texas & Surrounding States



## Diversions - Statewide

- Low to Moderate Diversion from I-35 and I-45
  - No significant change between Austin and Dallas
- Moderate Diversion from I-10 and portions of I-20
- Significant diversion (more than 5,000 vehicles per day) traced from
  - US 385 south of Hartley
  - US 385 to US 62 between Odessa and Lubbock
  - US 84 between Lubbock and I-20

Source: TXDOT SAM and TxDOT 2018 RID



## Segment #3



## Diversions – Segment #3

- Corridor draws east/west trips from US 57 (Eagle Pass to San Antonio) and US 90 (Del Rio to San Antonio)
- Corridor attracts north/south trips from US 83 and SH 55
- Moderate diversion from I-35 north of US 83 to San Antonio
- Light diversion from I-35 north of San Antonio

Source: TXDOT SAM and TxDOT 2018 RID



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

## Summary of Analysis:



### Four-Lane Divided

- Lower crash rates than two-lane roadway
- Mobility challenges in urban areas

### Interstate

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



## Evaluation

### ■ Texas State Crash Rates

- 4-Lane Divided
  - 25 to 40% fewer crashes than 2 Lane
  - 35 to 45% fewer crashes than 4 Lane Undivided
- Interstate
  - 15 to 25% fewer crashes than any other roadway type

#### By Highway System

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

#### By Road Type

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

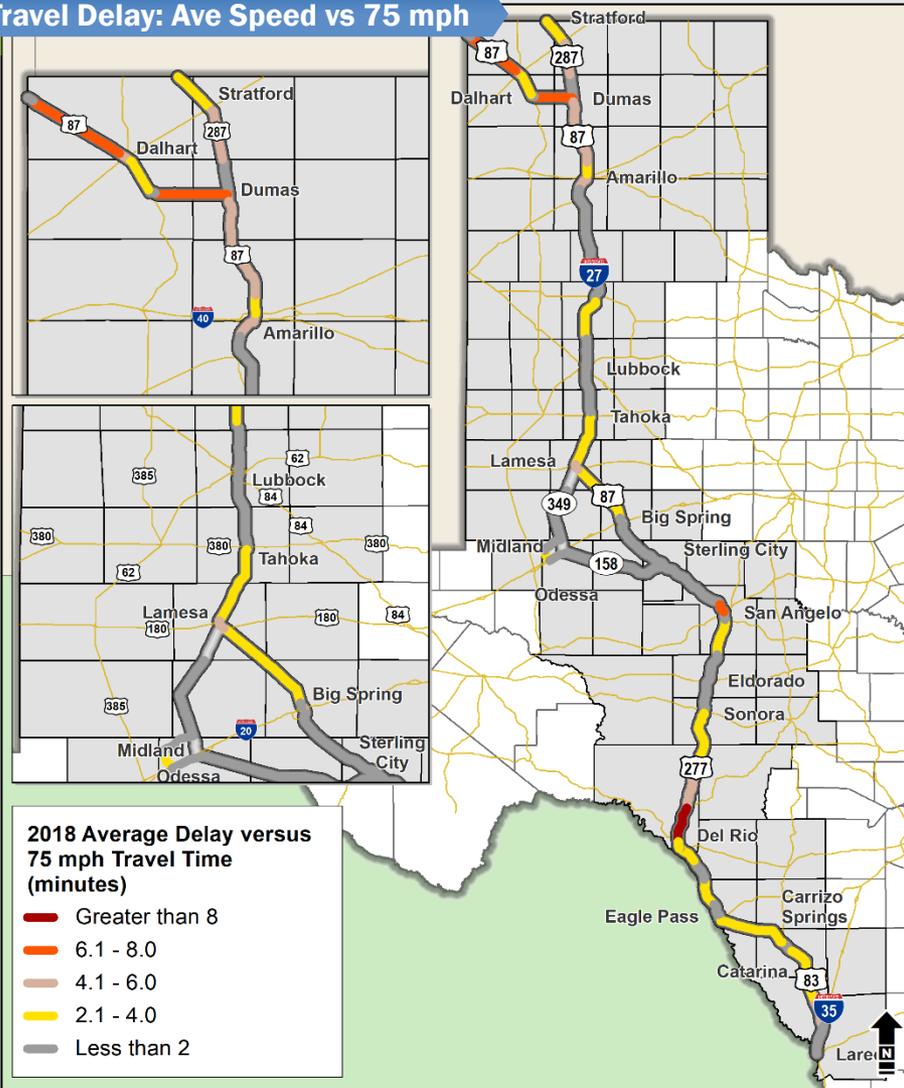
Source: TXDOT CRIS database



## Evaluation

- Average Travel Time Versus 75 mph Travel Time
  - Segment 3: 68 minutes
  - Entire Corridor: 213 minutes

Travel Delay: Ave Speed vs 75 mph





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



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



## Summary of Analysis:

### Four-Lane Divided

- Corridors without access control through urban areas are not ideal for freight transportation
- Traffic congestion from growth burdens non-freeway facilities and affects the ability to transport energy products to market

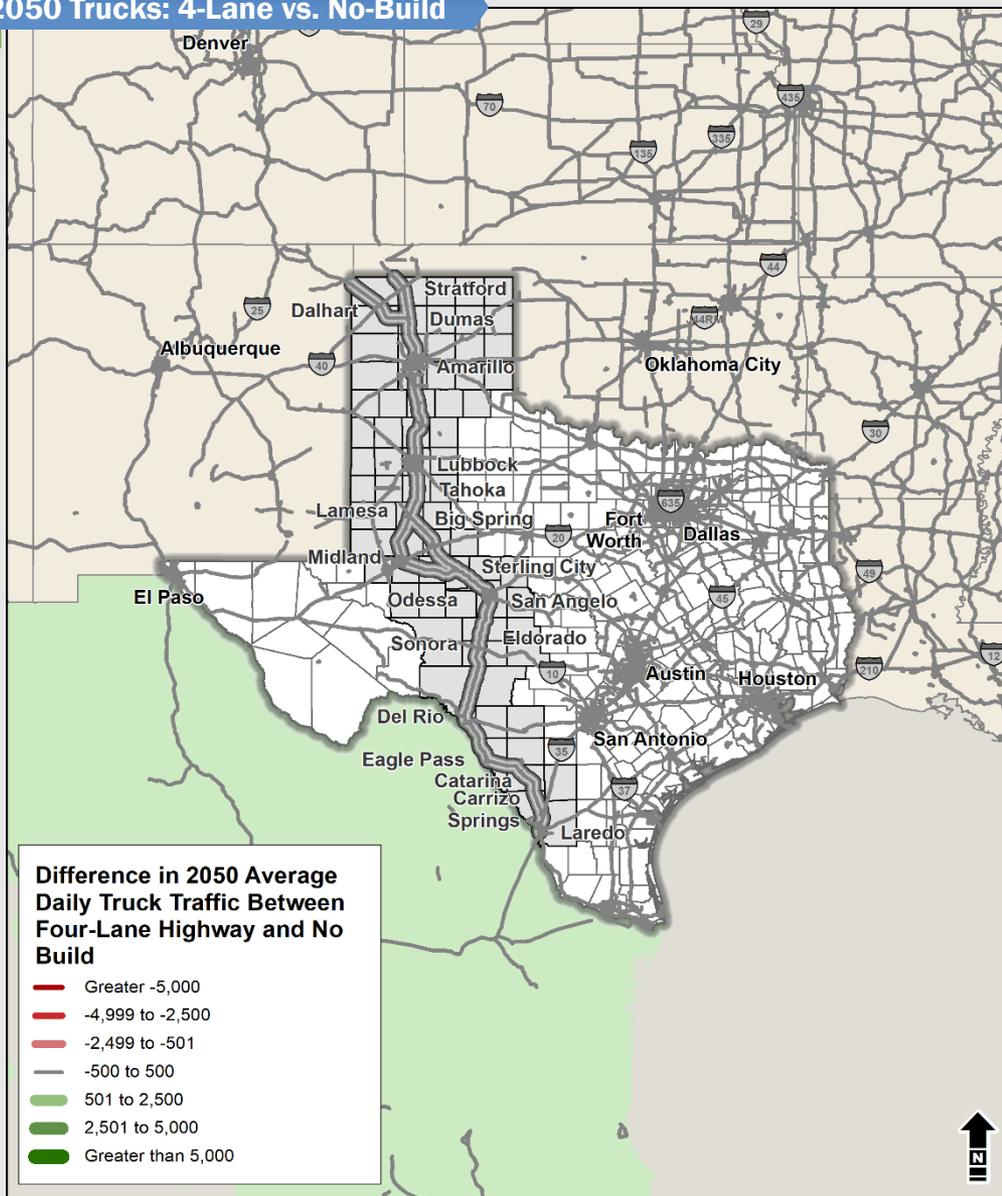
### Interstate

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

# 2050 Truck Traffic Not Diverted by 4-Lane Corridor



## 2050 Trucks: 4-Lane vs. No-Build



- Upgrade to 4-Lane Highway has no material effect on truck tons above the 2050 forecast
  - No increase in forecast tonnage
  - Performance gains are insufficient vs. no-build
- Traffic is not diverted from other routes

Source: TxDOT SAM



# 2050 Segment #3 Truck Traffic Diverted to Interstate Corridor

2050 Trucks: 4-Lane vs. No Build



2050 Trucks: Interstate vs. No Build



- Upgrade to 4-Lane Highway diverts no tonnage to Segment #3 above the 2050 forecast
- Upgrade to Interstate adds another **131%** in diverted truck tons above the 2050 forecast
  - Total volume 58 million tons
  - Diversion draws notably from I-35

Source: TXDOT SAM



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



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



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



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



## **Caroline Mays**

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## **For General Information**

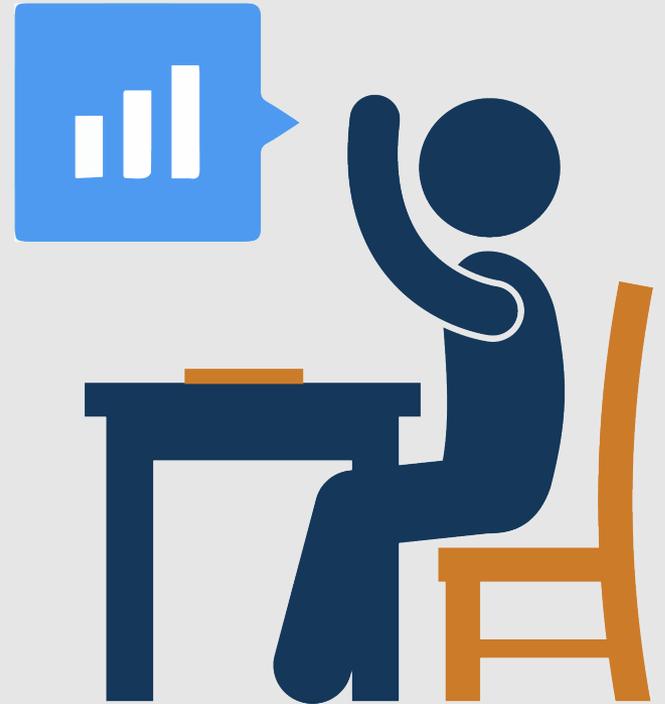
[portstoplains@txdot.gov](mailto:portstoplains@txdot.gov)





## Public Feedback

- Map Activity





THANK YOU!