



Documentation of Public Meeting

Project Location

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

Project Limits

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

Meeting Location

Tom Green County Stephens Central Library – Sugg Community Room
33 West Beauregard Avenue
San Angelo, Texas 76903

Meeting Date and Time

Tuesday February 4, 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

Laura Lewis, Office of Senator Charles Perry, District Director
Council Member Lane Carter, City of San Angelo, District 5
Brenda Gunter, City of San Angelo, Mayor
Harry Thomas, City of San Angelo, Mayor Pro-Tem
Steve Smith, Sutton County, County Judge
Commissioner Rick Bacon, Tom Green County, Precinct 3
Steve Floyd, Tom Green County, County Judge

Total Number of Attendees (approx.)

52

Total Number of Commenters

0



Contents

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

**ATTACHMENT A
MEETING SUMMARY**



Ports-to-Plains Public Meeting #1 Segment 2

February 4, 2020

4:30 p.m. – 7 p.m.

Stephens Central Library

On Tuesday, February 4, 2020, the Texas Department of Transportation (TxDOT) held a public meeting for the Ports-to-Plains Corridor Feasibility Study at the Tom Green County Stephens Central Library in the Sugg Community Room at 33 West Beauregard Avenue, San Angelo, Texas 76903 from 4:30 p.m. to 7 p.m.

MEETING OBJECTIVES

Meeting objectives for this public meeting were to:

- Provide background on the Ports-to-Plains Corridor Feasibility Study and House Bill (HB) 1079;
- Present the study methodology, timeline, and desired outcomes; and
- Gather input from the public on the existing Segment #2 conditions and needs for the Ports-to-Plains Corridor Feasibility Study.

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. 14 A postcard was mailed to 188 stakeholders identified on the Segment 2 Stakeholder Database
- Jan. 19 A display ad was published in English in the San Angelo Standard-Times
- Jan. 23 An email invitation with attached meeting notice was sent to elected officials

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

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

MEET AND GREET

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

INTERACTIVE PRESENTATION AND MENTIMETER

Welcome and Introductions

Caroline Mays, TxDOT Director of Freight, Trade and Connectivity Section, Transportation Planning and Programming Division, opened the meeting at 4:45 p.m. and welcomed attendees to Public Meeting #1 representing Segment 2 of the Ports-to-Plains Corridor, and thanked them for their attendance.

Ms. Mays introduced Brenda Gunter, City of San Angelo, and asked her if she would like to provide any remarks. Mayor Gunter noted that tonight's meeting will begin the conversation about an interstate road. She said that more work has been done for the study in the last nine months than in previous years and stated that the HB 1079 was passed, which authorizes TxDOT to generate a plan for either an interstate or four-lane divided highway.

Ms. Mays thanked Mayor Gunter for her comments. She encouraged the attendees to provide feedback and participate in the interactive mapping tool exercise. She clarified that the meeting was geared towards Segment 2 of the Ports-to-Plains Corridor, which is from Hale/Lubbock County Line to Sutton/Edwards County line. She explained that public input will help feed strategies and the implementation plan for the corridor. Public feedback is provided throughout this summary and is provided in **Attachment E**. Next, Ms. Mays turned the presentation over to Akila Thamizharasan, TxDOT Corridor Planning Branch Manager. Ms. Thamizharasan initiated round robin introductions and welcomed everyone. 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 HB 1079. The bill requires TxDOT to conduct a comprehensive feasibility study of the Ports-to-Plains (P2P) Corridor, as defined by Texas Transportation Code 225.069. The study must evaluate the feasibility of, and costs and logistical matters associated with, improvements to the corridor that create a continuous-flow, four-lane divided highway that meets interstate standards to the extent possible.

The bill outlines that 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, 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.

Study Team Member Audrey Koehler with WSP invited the attendees to log on to Mentimeter. Through the development of an interactive survey hosted on Mentimeter, the attendees were invited to anonymously provide input on the Ports-to-Plains Feasibility Study. Ms. Koehler facilitated the interactive portions of the meeting.

One test question – *What is the Roman Numeral for 1,000?* – was asked of attendees to verify the operational 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: Which goals of the corridor feasibility study are the most important to you? Prioritize the study goals.

Total Respondents: 21

Responses by Choice
Safety and mobility
Economic development
Freight movement
Interstate designation
Traffic congestion
Funding sources
Existing infrastructure
Energy Products
Project costs
Private property

Ms. Koehler said that safety and mobility appeared to be the greatest priority based on responses. She then turned the presentation back to Ms. Thamizharasan.

Ms. Thamizharasan then reviewed the study process and timeline. She explained that the study is currently in the “existing conditions and needs assessment” phase of the development process. She stated that there are several key deadlines for this study, including the deadline of June 30, 2020 for the Segment Committees to submit their recommendations reports to the Advisory Committee; and on October 31, 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.

Study Alternatives

Ms. Thamizharasan discussed potential study alternatives, including a four-lane divided highway and an interstate with frontage roads. Using cross section diagrams, she then described the differences between these alternatives, 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 width

Existing Conditions and Needs

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

Total Respondents: 18

Responses by Choice
Safety, especially related to energy production traffic
Economic development and benefits
Cost for construction and maintenance
Urban vs. rural areas and need for relief routes
Connectivity, traffic movement and congestion
Right-of-Way acquisition
Lamesa
Sonora – elevated roads or surface roads
Sterling City

Ms. Thamizharasan asked attendees to provide additional input on key needs and challenges of the segment. An attendee from the City of Sterling City, said that the corridor needs to route around the City of Sterling. Judge Steve Smith, with Sutton County said “gas wells and safety routes” are

needed. Needs and challenges mentioned by other attendees included Right-of-Way (ROW), safe driveway access, and construction funding. One attendee asked, “how do you get through Lamesa?” Another attendee asked if the proposed corridor would be elevated or at-grade in Sonora.

Mentimeter Question: What are the potential opportunities in Segment #2?

Total Respondents: 16

Responses by Choice
Economic development
Safety and mobility
Growth along the corridor
Points of distribution for emerging rail freight corridor on South Orient Railroad
Cost
Job creation

An attendee requested that the word “opportunities” be defined. Ms. Mays explained that the key goals of the feasibility study could be potential opportunities and gave economic development as an example. Mayor Gunter, with the City of San Angelo, said she hopes the Ports-to-Plains Corridor will provide relief. Alvin New, with Texas Transportation Commission said that population in Texas has been significantly increasing and an additional north/south interstate is needed. Other verbal responses to this question included safety and improved mobility.

Current Corridor Characteristics – Ms. Thamizharasan provided a summary of the current conditions for the Ports-to-Plains Corridor, which is approximately 963 miles, passes through 26 counties, and six TxDOT Districts. Major cities include Laredo, Del Rio, San Angelo, Big Spring, Midland, Lamesa, Lubbock, Amarillo, Dumas, and Dalhart. Major land ports of entry include Laredo, Del Rio and Eagle Pass. Mayor Gunter, with the City of San Angelo, clarified that the Laredo Port of Entry is the primary port on a regular basis.

Current Segment #2 Characteristics – Ms. Thamizharasan provided a summary of the existing conditions for Segment 2, which is 440 miles and passes through 12 counties and four TxDOT Districts (Lubbock, Abilene, Odessa, and San Angelo). Major cities and towns in Segment 2 include Sonora, Eldorado, San Angelo, Sterling City, Big Spring, Midland, Lamesa, and Lubbock. Ms. Thamizharasan then turned the presentation over to Michael Penic, WSP Senior Supervising Traffic Engineer, to provide traffic conditions.

Traffic Conditions – Mr. Penic presented maps that depicted the Average Daily Traffic for 2017 in both the entire corridor and Segment 2. The highest traffic volumes tend to occur in the cities. Mr. Penic clarified that some of the 2017 traffic volumes are from overlapping routes. Mr. Penic reviewed the historic growth in traffic volumes between 2008 through 2017. Segment 2 has the largest concentration of growth areas in the entire corridor.

Mr. Penic presented maps that displayed the Corridor Average Daily Truck Traffic for 2017. The heaviest truck volumes are on the I-35 segment from Laredo. There are relatively low truck volumes between Eagle Pass and San Angelo and higher truck volumes occur in the northern portion of the corridor. Additionally, Mr. Penic presented maps that displayed Segment 2 Average Daily Truck Traffic for 2017. The average daily truck volume in Segment 2 primarily occur on I-20, however, there are notable volumes in other areas along the segment as well.

Mentimeter Question: Where are the bottlenecks for traffic in Segment #2 and what are the causes?

Total Respondents: 15

Responses by Choice
Freight movement, especially with Oversize and Overweight loads
Two-lane and Super Two designs are inadequate to support increasing traffic demands
Two-lane roads in hill areas
Small towns with business driveways on highway
Deer
Big Spring
Eldorado
Frontage road from US 87 to US 67, big turbines are unable to make the turn
Midland/Odessa <ul style="list-style-type: none">• I-20/SH 158 intersection• Oil field traffic on SH 158• SH 158/137 intersection
San Angelo <ul style="list-style-type: none">• Terrain south of San Angelo• San Angelo is the end of a long-haul freight movement shift (day) from Houston
Sonora
Sterling City

Other verbal responses provided to this question included Big Spring, San Angelo, routes through some of the rural communities, the junction of State Highway (SH) 138 and SH 137, small towns with business entrances, truck traffic in the Midland Area, oil field traffic, and the turbine blades.

Total Crashes – Mr. Penic presented maps that depicted the Total Crashes for 2014-2018 in both the entire corridor and Segment 2. For the Ports-to-Plains Corridor, there were a total of 17,554 crashes, with the highest crash rates in Big Spring and Amarillo. For Segment 2, a total of 7,460 crashes occurred during the five-year period (2014-2018). The highest crash rates are in urban areas such as Midland and Big Spring, and the lowest crash rates are in rural areas and Lubbock.

Of the crashes during this five-year period, a total of 242 crashes resulted in fatalities in the corridor, 132 of which were in Segment 2. Amarillo, Lubbock, and Midland exhibited the highest number of crashes due to higher traffic volumes. In Segment 2, higher concentrations were noted in Lubbock and Midland. Some rural segments had no crash fatalities occur.

The Study Team also analyzed contributing factors to crashes for 2014 to 2018. The two most common factors for crashes in Segment 2 were speeding and failure to stop or yield.

Mentimeter Question: What areas and issues contribute to safety needs and challenges in Segment #2?

Total Respondents: 16

Responses by Choice
Access control and availability of access roads
Intersecting roads and mixed traffic (commercial, local, and non-motorized traffic)
Deer and hogs
Need for access-controlled highways with physical barriers
Damage to roadways, potholes, and failing infrastructure
Schools built close to major roads
Speed differentials between different types of vehicles, passing issues
Christoval <ul style="list-style-type: none"> • Intersection of driveways on US 277
Excessive speeding on SH 158
Eldorado <ul style="list-style-type: none"> • US 277 passes by a school zone
Grand Canal crossing US 87 and US 277
Intersection of Venado Drive and US 277

Other verbal responses that were provided for this question included lack of access control, cities, terrain, speeding on routes, and Grand Canal crossing US 87 and US 277. Cheri Huddleston, with Hance Scarborough, mentioned a high number of fatalities in Del Rio on a very straight road. TxDOT replied that the reasoning for high fatalities in this area is probably due to truck operations in the area.

The presentation was then paused for comments and questions.

One attendee from the City of Sonora asked, *Why does it take so long to make changes? Some trees are in the way and tourists can't get back on the highway. In some districts, bridges have reflectors on poles, which cause some trucks to miss the exit going I-10 East. These deficiencies should be fixed right away. We appreciate the trucks/blades but when we put up a "no parking" sign in one area, they just move to another spot where they shouldn't be parking. I don't want to complain but I have safety concerns. Why does it take so long to get something done?* Mr. Penic stated that the primary answer is funding and noted that in some instances, the costs of solutions are more than there is available. Mr. Penic encouraged attendees to contact TxDOT with maintenance concerns. Ms. May added that the purpose of the study is to look at two options – a four-lane divided highway option and an interstate option. John DeWitt, TxDOT Director of Transportation Planning and Development stated that TxDOT has been collaborating with the county for this location and that a speed study is taking place and "no parking" signs have been put up. Judge Steve Smith, with Sutton County, stated that the reaction to the "no parking" signs have been positive and added that changes/fixes do take time and that part of the issue is funding.

Another attendee asked, *"Have you done a traffic study at the truck stop by Sonora?"* Mr. DeWitt stated that TxDOT is currently conducting a relief route study for this location, which includes detailed traffic information.

Mr. Penic then turned the presentation over to Kirsten McCullough, Garver Environmental Team Leader. She explained that socioeconomic information was reviewed for the corridor to ensure the corridor will support future growth.

During this time, the question – “*What do you define as a corridor?*” – was asked. Ms. McCullough stated that a corridor is defined by counties as shown on the map which included adjacent counties for a wider study area.

A follow-up question, “*I appreciate the wider area. Wouldn't it be more inclusive to look at the total breadth of the corridor, which includes everyone that would choose this north/south route (I-27 to I-35)?*” was asked. Ms. McCullough stated that the impacts of the corridor affects areas to east/west when it comes to freight patterns. Economic effects can also be widespread, but for the purposes of this study, the immediate corridor area was focused on. Ms. Mays added that when analyzing freight data, it is pulled from a much larger area than the corridor.

Ms. McCullough continued her presentation. From 1990 to 2017, the entire corridor experienced an approximate 33 percent population growth. During this 27-year period (1990-2017), Segment 2 experienced an approximate 29 percent population growth. Midland and Gaines counties had the highest population growth during this period. Borden and Upton counties had the largest population declines during this period.

There were not any declines in income. The overall median household income increased by approximately 137 percent in the corridor, and by approximately 135 percent in Segment 2.

Mentimeter Question: What factors do you think will influence the population, income, and employment in Segment #2 over the next 30 years?

Total Respondents: 15

Responses by Choice
Energy production market
Economic, development, jobs and population growth
Safety and reliability
Improved infrastructure
Water resources
Truck servicing businesses
Presidio Bridge opening

Verbal responses provided to this question included the opening on Presidio Bridge, agriculture technology, oil, the development of the interstate, high taxes in California, new industries (e.g. warehousing and distribution), tourism, and current hub saturation.

The meeting was then turned over to Joe Bryan, WSP Service Area Manager, Freight and Logistics, to discuss freight. He said that freight is the physical movement of goods that we use in everyday life.

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

In Segment 2, the amount of freight coming in and going out is generally balanced (in tonnage). Midland and Odessa receive more freight than they ship because the freight coming in supplies the energy sector and local transient population and energy freight going out uses other modes (pipelines). Lubbock, Tom Green, and Howard counties are busy in both directions.

Throughout the corridor, there are a mix of outbound commodities by truck that differs along the corridor. Food and agriculture are most prominent in the Panhandle, mineral products (including frac sand) are more than half the volume in the Permian Basin, and consumer products are most prominent further south due to the Laredo Gateway. Minerals and raw materials are most often the top commodity in counties adjacent to the corridor. Food and agriculture tend to be the top commodity in counties adjacent to the corridor. Energy and oil field products are important across the corridor.

In Segment 2, the highest tonnage of outbound freight is mineral/mineral products, energy and oil field products, and other raw materials. Outbound commodities are led by minerals/mineral products but is otherwise diverse. Energy, raw materials, food/agriculture, and consumer products are comparable in tonnage. By county, food/agriculture products are often the top commodity due to the region being a major producer of cotton and grain.

Inbound commodities in the Ports-to-Plains Corridor are similar to outbound commodities. The top inbound commodities are either mineral products or energy and oil field products. The biggest exception is consumer products at Laredo, mainly concerned with foreign trade. Food and agriculture products are most prominent in the Panhandle, mineral products are the most prominent in the Permian Basin, and consumer products are prominent further south because of the Laredo Gateway.

The top inbound commodities in Segment 2 are mineral/mineral products and energy and oil field products. Minerals and energy products account for the top commodity in every county in the Ports-to-Plains Corridor.

Mentimeter Question: What are the key needs and challenges for moving people and freight in Segment #2?

Total Respondents: 13

Responses by Choice
Intermodal connectivity and traffic flow
Economic development opportunities targeting trucks and freight, rest and refueling stops in the corridor
Sustainability of state highway system
Prioritized channelized routes to keep large trucks away from smaller local roads
Trade opportunities

Responses by Choice
Reliable travel times
Oversize/overweight freight movement
Funding

Verbal responses provided to this question included reliable travel times, quality of the roadways and interstate, highway maintenance, need for rest and refueling stops, sustainability of the State highway system, and safe design plans.

Mr. Bryan thanked the attendees for their participation.

Wrap Up

Ms. Mays thanked all the attendees for their attendance and participation. She asked attendees if they had any additional input or questions.

One attendee asked about the timeframe for segments 1, 2, and 3. Ms. Mays stated that one of the key elements of the Ports-to-Plains Corridor Feasibility Study is to create an implementation plan. She stated that the short-term improvements may be seen in the next three to five years depending on funding and the long-term items will take more time. Mr. Smith noted that some of these tasks can be carried out quickly, depending on funding. Mayor Gunter mentioned that they need to request support from the federal government. Ms. Huddleston stated that the new commissioner and mayor have done a phenomenal job putting funding in the Unified Transportation Program (UTP). Ms. Mays stated that the Ports-to-Plains Corridor Feasibility Study will provide a roadmap for future phases. Ms. Thamizharasan noted that this is the first step of the planning process.

Ms. Mays mentioned that the second Public Meeting for Segment 2 will be on February 19, 2020. The second Public Meeting will address forecasted data.

Ms. Mays told the attendees that due to inclement weather, the Segment Committee meeting on February 5, 2020 was relocated to TxDOT offices and could be attended in person or via WebEx.

Public Feedback

Following the presentation, attendees were encouraged to participate in an interactive mapping tool. The interactive map is an innovative, timely, and environmentally friendly manner to gain input from the public. A member of the Study Team had the corridor on Google Maps and engaged with the public to zoom in on an area of interest and input a comment directly. This interaction helped the public see an area with detail and allowed the Study Team to gain input in a specific location. The attendees were invited to utilize comment forms also. The interactive mapping tool comments and locations are provided in **Attachment E**. No comment forms were received.

The meeting adjourned at 6:25 p.m.

ATTACHMENT B
COMMENT/RESPONSE MATRIX

Attachment B
Comment Response Matrix

No comments were received at the meeting or through mail.

**ATTACHMENT C
NOTICES**

Attachment C
Postcard Mailout

A postcard was mailed to stakeholders included on the following database on January 14, 2020.



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

PUBLIC MEETING NOTICE

Overview:

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



TUESDAY, FEB. 4, 2020

4:30 p.m. — 7 p.m.

**Tom Green County Stephens Central Library — Sugg Community Room
33 West Beauregard Avenue
San Angelo, TX 76903**

Why Attend the Meeting?

The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on needs, challenges, and opportunities for moving people and goods along the corridor.

Contact Us:

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



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



STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

Type	Organization/ Business	Sal.	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
University	Angelo State University						San Angelo	TX	76909		
Chamber	Big Spring Area Chamber of Commerce	Ms.	Debye	ValVerde	Executive Director		Big Spring	TX	79720		
Economic Development	Big Spring EDC	Mr.	Terry	Wegman	Executive Director		Big Spring	TX	79720		
School District	Big Spring ISD	Mr.	Jay	McWilliams	Superintendent		Big Spring	TX	79720		
Airport	Big Spring McMahon-Wrinkle Airport						Big Spring	TX	79720		
School District	Christoval ISD	Dr.	David	Walker	Superintendent		Christoval	TX	76935		
Transit Agency	Citibus						Lubbock	TX	79457		
Municipality	City of Big Spring	Mr.	Todd	Darden	City Manager		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Jim	DePauw	Councilmember, District 6		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Doug	Hartman, Jr.	Councilmember, District 2		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Raul	Marquez, Jr.	Councilmember, District 1		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Terry	McDaniel	Councilmember, District 3		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Gloria	McDonald	Councilmember, District 4		Big Spring	TX	79720		
Municipality (EO)	City of Big Spring	Councilmember	Camila	Strande	Councilmember, District 5		Big Spring	TX	79720		
Municipality (EO)	City of Eldorado	Council Member	Vicki	Farmer	Council Member SMW #2		Eldorado	TX	76936		
Municipality (EO)	City of Eldorado	Council Member	Dan	Halbert	Council Member SMW #1		Eldorado	TX	76936		
Municipality (EO)	City of Eldorado	Council Member	Oscar	Martinez	Council Member SMW #3		Eldorado	TX	76936		
Municipality (EO)	City of Eldorado	Council Member	Wayne	McGinnes	Council Member SMW #2		Eldorado	TX	76936		
Municipality (EO)	City of Eldorado	Council Member	Paul	Rebuck	Council Member SMW #3		Eldorado	TX	76936		
Municipality (EO)	City of Eldorado	Council Member	J. Mack	Redish	Council Member SMW #1		Eldorado	TX	76936		
Municipality (EO)	City of Lamesa	Council Member	Marie	Briseno	Council Member, District 2		Lamesa	TX	79331		
Municipality	City of Lamesa	Ms.	Shawna	Burkhart	City Manager		Lamesa	TX	79331		
Municipality (EO)	City of Lamesa	Council Member	Bobby	Gonzales	Council Member, District 5		Lamesa	TX	79331		
Municipality (EO)	City of Lamesa	Council Member	Rick	Moreno	Council Member, District 3		Lamesa	TX	79331		
Municipality (EO)	City of Lamesa	Council Member	Doug	Morris	Council Member, District 6		Lamesa	TX	79331		
Municipality (EO)	City of Lamesa	Council Member	Dore Evan	Rodriguez	Council Member, District 4		Lamesa	TX	79331		
Municipality (EO)	City of Lamesa	Council Member	Brant	Stewart	Council Member, District 1		Lamesa	TX	79331		
Municipality	City of Lubbock	Mr.	W. Jarrett	Atkinson	City Manager		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilman	Juan A.	Chadis	Councilman, District 1		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilman	Randy	Christian	Councilman, District 5		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilman	Jeff	Griffith	Councilman, District 3		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilwoman	Latrell	Joy	Councilman, District 6		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilman	Steve	Massengale	Councilman, District 4		Lubbock	TX	79457		
Municipality (EO)	City of Lubbock	Councilwoman	Shelia	Patterson Harris	Councilman, District 2		Lubbock	TX	79457		
Utility	City of Lubbock Utilities						Lubbock	TX	79408		
Municipality (EO)	City of Midland	Council Member	Scott	Dufford	Council Member, District 1		Midland	TX	79701		
Municipality (EO)	City of Midland	Council Member	Sharla	Hotchkiss	Council Member, District 3		Midland	TX	79701		
Municipality (EO)	City of Midland	Council Member	J. Ross	Lacy	Council Member, District 4		Midland	TX	79701		
Municipality (EO)	City of Midland	Council Member	John B.	Love, III	Council Member, District 2		Midland	TX	79701		
Municipality (EO)	City of Midland	Council Member	Spencer	Robnett	Council Member, At-Large		Midland	TX	79701		
Municipality	City of Midland	Mr.	Courtney	Sharp	City Manager		Midland	TX	79701		
Municipality (EO)	City of Midland	Council Member	Michael	Trost	Council Member, At-Large		Midland	TX	79701		
Municipality (EO)	City of San Angelo	Councilman	Lane	Carter	Council Member, District 5		San Angelo	TX	76903		

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

Municipality (EO)	City of San Angelo	Council Member	Billie	DeWitt	Council Member, District 6	San Angelo	TX	76903
Municipality (EO)	City of San Angelo	Council Member	Lucy	Gonzales	Council Member, District 4	San Angelo	TX	76903
Municipality (EO)	City of San Angelo	Council Member	Tommy	Hiebert	Council Member, District 1	San Angelo	TX	76903
Municipality (EO)	City of San Angelo	Council Member	Harry	Thomas	Council Member, District 3	San Angelo	TX	76903
Municipality (EO)	City of San Angelo	Council Member	Tom	Thompson	Council Member, District 2	San Angelo	TX	76903
Municipality	City of San Angelo	Mr.	Daniel	Valenzuela	City Manager	San Angelo	TX	76903
Municipality, Eco Develop	City of San Angelo, Economic Development Dept.	Mr.	Guy	Andrews	Economic Development Director	San Angelo	TX	76903
Municipality (EO)	City of Tahoka	Mayor Pro-Tem	Ray	Box	Mayor Pro-Tem, District 5	Tahoka	TX	79373
Municipality (EO)	City of Tahoka	Council Member	Shiloh	Braddock	Council Member, District 3	Tahoka	TX	79373
Municipality (EO)	City of Tahoka	Council Member	Ryan	Curry	Council Member, District 4	Tahoka	TX	79373
Municipality (EO)	City of Tahoka	Council Member	Ronny	Jolly	Council Member, District 2	Tahoka	TX	79373
Municipality (EO)	City of Tahoka	Council Member	Johnny	Rosas	Council Member, District 1	Tahoka	TX	79373
Municipality	City of Tahoka	Mr.	Jerry W.	Webster	City Administrator	Tahoka	TX	79373
County (EO)	Coke County	Commissioner	Marshall	Millican	Commissioner, Pct. 3	Robert Lee	TX	76945
County (EO)	Coke County	Commissioner	Donald	Robertson	Commissioner, Pct. 1	Robert Lee	TX	76945
County (EO)	Coke County	Commissioner	Joe	Sefcik	Commissioner, Pct. 4	Robert Lee	TX	76945
County (EO)	Coke County	Commissioner	Paul	Williams	Commissioner, Pct. 2	Robert Lee	TX	76945
Groundwater Conservation District	Coke County UWCD					Robert Lee	TX	76945
Utility	Concho Valley Electric Cooperative, Inc.		Kelly	Lankford	CEO	San Angelo	TX	76902
County (EO)	Dawson County	Commissioner	Russell	Cox	Commissioner, Pct. 4	Lamesa	TX	79331
County (EO)	Dawson County	Commissioner	Nicky	Goode	Commissioner, Pct. 3	Lamesa	TX	79331
County (EO)	Dawson County	Commissioner	Tony	Hernandez	Commissioner, Pct. 2	Lamesa	TX	79331
County (EO)	Dawson County	Commissioner	Ricky	Minjarez	Commissioner, Pct. 1	Lamesa	TX	79331
School District	Forsan ISD	Mr.	Randy	Johnson	Superintendent	Forsan	TX	79733
County (EO)	Glasscock County	Commissioner	Charles	Gully	Commissioner, Pct. 1	Garden City	TX	79739
County (EO)	Glasscock County	Commissioner	Mark	Halfmann	Commissioner, Pct. 2	Garden City	TX	79739
County (EO)	Glasscock County	Commissioner	Gary	Jones	Commissioner, Pct. 3	Garden City	TX	79739
County (EO)	Glasscock County	Commissioner	John	Seidenberger	Commissioner, Pct. 4	Garden City	TX	79739
School District	Glasscock County ISD	Mr.	Scott	Bicknell	Superintendent	Garden City	TX	79739
Groundwater Conservation District	Glasscock Groundwater Conservation District	Ms.	Rhetta	Yanez	General Manager	Garden City	TX	79739
Federal Land, Military	Goodfellow Air Force Base					Goodfellow Airforce Base	TX	76908
School District	Grady ISD	Mr.	Leanardo	Gonzales	Superintendent	Lenorah	TX	79749

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

School District	Grape Creek ISD	Ms.	Angie	Smetana	Superintendent	San Angelo	TX	76901	[REDACTED]
School District	Greenwood ISD	Mr.	Edward	Elliott	Superintendent	Midland	TX	79706	[REDACTED]
County (EO)	Howard County	Commissioner	Craig	Bailey	Commissioner, Pct. 2	Big Spring	TX	79720	[REDACTED]
County (EO)	Howard County	Commissioner	John	Cline	Commissioner, Pct. 4	Big Spring	TX	79720	[REDACTED]
County (EO)	Howard County	Commissioner	Oscar	Garcia	Commissioner, Pct. 1	Big Spring	TX	79720	[REDACTED]
County (EO)	Howard County	Commissioner	Jimmie	Long	Commissioner, Pct. 3	Big Spring	TX	79720	[REDACTED]
School District	Idalou ISD	Mr.	Jim	Waller	Superintendent	Idalou	TX	79329	[REDACTED]
School District	Klondike ISD	Mr.	Steve	McLaren	Superintendent	Lamesa	TX	79331	[REDACTED]
Chamber	Lamesa Chamber of Commerce					Lamesa	TX	79331	[REDACTED]
Economic Development	Lamesa Economic Development	Mr.	Sean	Overeynder	Executive Director	Lamesa	TX	79331	[REDACTED]
School District	Lamesa ISD	Mr.	Jim	Knight	Superintendent	Lamesa	TX	79331	[REDACTED]
Airport	Lamesa Municipal Airport					Lamesa	TX	79331	[REDACTED]
Groundwater Conservation District	Lipan-Kickapoo WCD	Mr.	Leon	Braden	General Manager	Vancourt	TX	76995	[REDACTED]
Chamber	Lubbock Chamber of Commerce	Mr.	Eddie	McBride	President & CEO	Lubbock	TX	79401	[REDACTED]
University	Lubbock Christian University	Mr.	John	King	Senior Vice President of University Relations	Lubbock	TX	79407	[REDACTED]
County (EO)	Lubbock County	Commissioner	Jason	Corley	Commissioner, Pct. 2	Lubbock	TX	79401	[REDACTED]
County (EO)	Lubbock County	Commissioner	Gilbert A.	Flores	Commissioner, Pct. 3	Lubbock	TX	79401	[REDACTED]
County (EO)	Lubbock County	Commissioner	Bill	McCay	Commissioner, Pct. 1	Lubbock	TX	79401	[REDACTED]
County (EO)	Lubbock County	Commissioner	Chad	Seay	Commissioner, Pct. 4	Lubbock	TX	79401	[REDACTED]
Economic Development	Lubbock Economic Development Alliance	Mr.	John	Osborne	President & CEO	Lubbock	TX	79401	[REDACTED]
Airport	Lubbock International Airport	Ms.	Kelly	Campbell	Director of Aviation	Lubbock	TX	79401	[REDACTED]
School District	Lubbock ISD	Dr.	Kathy	Rollo	Superintendent	Lubbock	TX	79401	[REDACTED]
Ports	Lubbock Port of Entry					Lubbock	TX	79403	[REDACTED]
School District	Lubbock-Cooper ISD	Mr.	Keith	Bryant	Superintendent	Lubbock	TX	79423	[REDACTED]
County (EO)	Lynn County	Commissioner	Don	Blair	Commissioner, Pct. 3	O'Donnell	TX	79351	[REDACTED]
County (EO)	Lynn County	Commissioner	Larry	Durham	Commissioner, Pct. 4	Wilson	TX	79381	[REDACTED]
County (EO)	Lynn County	Commissioner	John	Hawthorne	Commissioner, Pct. 2	Tahoka	TX	79373	[REDACTED]
County (EO)	Lynn County	Commissioner	Matt	Woodley	Commissioner, Pct. 1	Tahoka	TX	79373	[REDACTED]
Utility	Lyntegar Electric Cooperative, Inc.		Greg	Henley	CEO	Tahoka	TX	79373	[REDACTED]
County (EO)	Martin County	Commissioner	Robin	Barnes	Commissioner, Pct. 2	Stanton	TX	79782	[REDACTED]
County (EO)	Martin County	Commissioner	Koy	Blocker	Commissioner, Pct. 4	Stanton	TX	79782	[REDACTED]
County (EO)	Martin County	Commissioner	Bobby	Holland	Commissioner, Pct. 3	Stanton	TX	79782	[REDACTED]
County (EO)	Martin County	Commissioner	Kenny	Stewart	Commissioner, Pct. 1	Stanton	TX	79782	[REDACTED]
Groundwater Conservation District	Mesa UWCD	Mr.	Jacob	Hernandez	District Manager	Lamesa	TX	79331	[REDACTED]
Airport	Midland Airpark					Midland	TX	79705	[REDACTED]
Chamber	Midland Chamber of Commerce	Mr.	Bobby	Burns	President & CEO	Midland	TX	79701	[REDACTED]
Chamber	Midland Chamber of Commerce	Ms.	Helen	Cooley	Public Relations Specialist	Midland	TX	79701	[REDACTED]
County (EO)	Midland County	Commissioner	Robin	Donnelly	Commissioner, Pct. 2	Midland	TX	79701	[REDACTED]

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

County (EO)	Midland County	Commissioner	Randy	Prude	Commissioner, Pct. 4		Midland	TX	79701
County (EO)	Midland County	Commissioner	Scott	Ramsey	Commissioner, Pct. 1		Midland	TX	79701
County (EO)	Midland County	Commissioner	Luis D.	Sanchez	Commissioner, Pct. 3		Midland	TX	79701
Economic Development	Midland Development Corporation	Mr.	John	Trischitti	Executive Director		Midland	TX	79701
Airport	Midland International Airport						Midland	TX	79706
School District	Midland ISD	Mr.	Orlando	Riddick	Superintendent		Midland	TX	79701
Ports	Midland Port of Entry						Midland	TX	79711
School District	New Deal ISD	Mr.	Matt	Reed	Superintendent		New Deal	TX	79350
School District	New Home ISD	Mr.	Shane	Fiedler	Superintendent		New Home	TX	79383
School District	O'Donnell ISD	Ms.	Cathy	Palmer	Superintendent		O'Donnell	TX	79351
MPO	Permian Basin MPO	Ms.	Lorraine	Quimiro	Sr. Transportation Planner		Midland	TX	79706
MPO	Permian Basin MPO	Mr.	Cameron	Walker	Executive Director		Midland	TX	79706
Council of Governments	Permian Basin Regional Planning Commission						Midland	TX	79706
Groundwater Conservation District	Permian Basin UWCD	Ms.	Donna	Springer			Stanton	TX	79782
Members of Ports to Plains Alliance	Plains Cotton Growers, Inc.						Lubbock	TX	79414
Groundwater Conservation District	Plateau UWC and Supply District	Mr.	Jon	Cartwright	Manager		Eldorado	TX	76936
Members of Ports to Plains Alliance	Reece Albert, Inc.						San Angelo	TX	76903
Utility	Reliant Energy						Plano	TX	75903
Members of Ports to Plains Alliance	Republic Services						San Angelo	TX	76903
Chamber	San Angelo Chamber of Commerce	Ms.	Kayla	Boyett	Communications Director		San Angelo	TX	76903
Chamber	San Angelo Chamber of Commerce	Mr.	Michael	Looney	Vice President of Economic Development		San Angelo	TX	76903
Chamber	San Angelo Chamber of Commerce	Mr.	Bruce	Partain	President/CEO		San Angelo	TX	76903
Economic Development	San Angelo EDC	Mr.	Guy	Andrews	Economic Development Director		San Angelo	TX	76903
School District	San Angelo ISD	Dr.	Carl	Dethloff	Superintendent		San Angelo	TX	76904
MPO	San Angelo MPO	Mr.	Major	Hofheins	Director		San Angelo	TX	76903
MPO	San Angelo MPO	Mr.	Pete	Madrid	MPO Planner/GIS Technician		San Angelo	TX	76903
Airport	San Angelo Regional/Mathis Airfield						San Angelo	TX	76904
State Park	San Angelo State Park						San Angelo	TX	76901
School District	Sands Consolidated ISD	Mr.	Wayne	Henderson	Superintendent		Ackerly	TX	79713
County (EO)	Schleicher County	Commissioner	Matt	Brown	Commissioner, Pct. 4		Eldorado	TX	76936
County (EO)	Schleicher County	Commissioner	Kirk	Griffin	Commissioner, Pct. 3		Eldorado	TX	76936
County (EO)	Schleicher County	Commissioner	Johnny F.	Mayo	Commissioner, Pct. 1		Eldorado	TX	76936
County (EO)	Schleicher County	Commissioner	Lynn	Meador	Commissioner, Pct. 2		Eldorado	TX	76936

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

School District	Schleicher ISD	Mr.	Robert	Gibson	Superintendent		Eldorado	TX	76936
Chamber	Sonora Chamber of Commerce						Sonora	TX	76950
Economic Development	Sonora EDC	Mr.	David L.	Smith	Manager		Sonora	TX	76950
School District	Sonora ISD	Mr.	Ross	Ashenbeck	Superintendent		Sonora	TX	76950
Council of Governments	South Plains Association of Governments						Lubbock	TX	79412
Utility	Southwest Texas Electric Cooperative	Mr.	William	Whitten	General Manager		Eldorado	TX	76936
School District	Stanton ISD	Dr.	Merl	Brandon	Superintendent		Stanton	TX	79782
Municipality (EO)	Sterling City	Council Member	Randy	Guetersloh	Council Member Ward #3/Mayor Pro Tem		Sterling City	TX	76951
Municipality (EO)	Sterling City	Council Member	Karen	Hodges	Council Member Ward #3		Sterling City	TX	76951
Municipality (EO)	Sterling City	Council Member	George	Rodriguez	Council Member Ward #2		Sterling City	TX	76951
Municipality	Sterling City	Mr.	Richard	Seals	Public Works Director		Sterling City	TX	76951
Municipality (EO)	Sterling City	Council Member	Bill	Smith	Council Member Ward #1		Sterling City	TX	76951
Municipality (EO)	Sterling City	Council Member	Charlie	Stevens	Council Member Ward #1		Sterling City	TX	76951
Municipality, Eco Develop	Sterling City Economic Development Corporation	Mr.	Fred	Thompson	EDC Director		Sterling City	TX	76951
School District	Sterling City ISD	Mr.	Bob	Rauch	Superintendent		Sterling City	TX	76951
County (EO)	Sterling County	Commissioner	Ross	Copeland	Commissioner, Pct. 1		Sterling City	TX	76951
County (EO)	Sterling County	Commissioner	Edward	Michulka, Jr.	Commissioner, Pct. 2		Sterling City	TX	76951
County (EO)	Sterling County	Commissioner	Reed	Stewart	Commissioner, Pct. 4		Sterling City	TX	76951
County (EO)	Sterling County	Commissioner	Tommy	Wright, Jr.	Commissioner, Pct. 3		Sterling City	TX	76951
Groundwater Conservation District	Sterling County UWCD	Mr.	Jack	Clark	Chairman		Sterling City	TX	76951
County (EO)	Sutton County	Commissioner	Bob	Brockman	Commissioner, Pct. 2		Sonora	TX	76950
County (EO)	Sutton County	Commissioner	Fred	Perez	Commissioner, Pct. 4		Sonora	TX	76950
County (EO)	Sutton County	Commissioner	Carl	Teaff	Commissioner, Pct. 3		Sonora	TX	76950
County (EO)	Sutton County	Commissioner	Miguel	Villanueva	Commissioner, Pct. 1		Sonora	TX	76950
Groundwater Conservation District	Sutton County UWCD	Ms.	Meredith	Allen	Manager		Sonora	TX	76950
School District	Tahoka ISD						Tahoka	TX	79373
Airport	T-Bar Airport	Mr.	Jerry	Webster	Manager		Tahoka	TX	79373
Members of Ports to Plains Alliance	Texas Pacifico						San Angelo	TX	76904
State Rep (EO)	Texas Senate	The Honorable	Charles	Perry	District 28		Austin	TX	78711
State Rep (EO)	Texas Senate	The Honorable	Kel	Seliger	District 31		Austin	TX	78711
University	Texas Tech University						Lubbock	TX	79409
County (EO)	Tom Green County	Commissioner	Rick	Bacon	Commissioner, Pct. 3		San Angelo	TX	76903
County (EO)	Tom Green County	Commissioner	Sammy	Farmer	Commissioner, Pct. 2		San Angelo	TX	76903
County (EO)	Tom Green County	Commissioner	Bill	Ford	Commissioner, Pct. 4		San Angelo	TX	76903

STAKEHOLDER DATABASE
Ports-to-Plains Corridor Feasibility Study - Segment 2

County (EO)	Tom Green County	Commissioner	Ralph	Hoelscher	Commissioner, Pct. 1		San Angelo	TX	76903	
Federal Land	Twin Buttes Reservoir	Ms.	Lynn	Wright	Biologist		San Angelo	TX	76903	
State Rep (EO)	U.S. House of Representatives	Mr.	Jodey	Arrington	Congressional District 19		Lubbock	TX	79401	
State Rep (EO)	U.S. House of Representatives	Mr.	Mike	Conaway	Congressional District 11		San Angelo	TX	76903	
State Rep (EO)	U.S. House of Representatives	Mr.	Will	Hurd	Congressional District 23		Del Rio	TX	78840	
School District	Wall ISD	Mr.	Russell	Dacy	Superintendent		Wall	TX	76957	
School District	Water Valley ISD	Mr.	Fabian H.	Gomez	Superintendent		Water Valley	TX	76958	
School District	Wilson ISD	Mr.	Jerry	Burger	Superintendent		Wilson	TX	79381	

Attachment C
Newspaper Advertisement

*A display ad was published in English in the San Angelo Standard Times on January 19,
2020.*

Standard-Times

PART OF THE USA TODAY NETWORK

PROOF OF PUBLICATION

Sarah Washington
5835 Callaghan Rd #200
San Antonio, TX 78228

STATE OF WISCONSIN, COUNTY OF BROWN:

On Jan 21, 2020, personally appeared before me the undersigned, a Notary Public in and for said county and state, legal clerk of the **SAN ANGELO STANDARD-TIMES**, a daily newspaper published in San Angelo, County of TOM GREEN, State of Texas and of general circulation in the following counties: Tom Green, Coke, Concho, Crockett, **Irion, Kimble, Mason, McCulloch, Menard, Reagan, Runnels, Schleicher, Sterling, Sutton**. The attached advertisement, a true copy of which is hereto annexed, was published in said newspaper in its issues thereof the following dates:

January, 19, 2020

Subscribed and sworn to before me on Jan. 21, 2020

Wathor
Legal Clerk

Tara Mondloch
Notary Public, State of Wisconsin, County of Brown

8-6-21
My commission expires

Publication Cost: \$637.33
Ad No: GCI0347790
Customer No: 393519
PO #:

TARA MONDLOCH
Notary Public
State of Wisconsin

WILD ABOUT TEXAS

Cedar waxwings come to Texas in winter

Michael Price

Special to San Angelo Standard-Times
USA TODAY NETWORK – TEXAS

Although Valentine's Day is celebrated only once per year, there are clear examples in the animal kingdom of romantic gestures that we, as humans, should emulate more often.

Many bird species exhibit tremendous demonstrations of attempting to secure a mate.

However, one small species is a bit more of a romantic, and that species is a common winter sight, the cedar waxwing.

The cedar waxwing (*Bombycillia cedrorum*) is a beautiful migratory bird that can be seen year-round along the upper half of the continental United States. It spends the warmer summer months in Canada.

During the winter months (generally December through March), huge flocks of these boisterous birds can be seen throughout the southern half of the US and Mexico, including throughout the entire state of Texas.

It prefers to live along the edges of forests, properties with fruit trees, open woodlands and even within the confines of urban parks. Areas that are dappled with Yaupon holly (the fruit is a favorite treat) are frequented quite often in southeast Texas.

This moderately-sized (length of 7 inches and wingspan of 1 foot) avian species is quite exquisite looking with its sleek brown upperparts, wings and breast.

The belly is light yellow and males have a blackish throat (females have a brownish throat and it is quite difficult to distinguish the two sexes without an abundant amount of practice).

The rump and tail are slate gray. The head has a distinctive brown crest and the face is adorned with a narrow black mask outlined with white. This crest and



During the winter months (generally December through March), huge flocks of boisterous cedar waxwings can be seen throughout the southern half of the US and Mexico. CONTRIBUTED / MICHAEL PRICE

mask add to the “suave” appearance of this bird.

Additional field identification notes include the yellow tail tips on the gray tail and the red tips on the secondary flight feathers. These red tips are where the common name waxwing is derived from.

Juveniles and some adults lack these red tips and for reasons that have been long-discussed and debated, there seems to be a correlation between the presence of the red tips and reproductive fecundity.

Adults that possess bright red wing tips tend to choose and mate with similar adults, often producing larger clutches of eggs.

This species tends to congregate together in larger flocks, although at times smaller flocks may break from the larger groups to feed and pairs will sometimes separate themselves entirely.

During this period of separation from the flock, males and females will court each other in rather romantic displays of affection.

Pairs will often sit together while passing flower petals back and forth. (Yes, you heard that right fellas!) The pair will repeatedly share food and will even rub bills together.

This monogamous pair will construct a nest using mosses, grass, hair, sticks and pine needles. Between 2-6 tiny brown-spotted blue-gray eggs are deposited in this nest and both sexes tend to the eggs throughout the duration of the two week incubation term.

The young are helpless and are brooded by the mother and fed by both parents until they leave the nest three weeks later. Younger adults lay one clutch of eggs annually; larger adults may produce two.

The population dynamics on this beautiful bird show that it is reasonably stable. It can be quite gregarious and are attracted to bird feeders that are filled with raisins and other berries.

Very sociable and tame, often allowing those with a quick lens to take spectacular photos. Besides fruits and berries, it will also feed on flower petals and occasionally insects and tree sap.

Michael Price is owner of Wild About Texas, an educational company that specializes in venomous animal safety training, environmental consultations and ecotourism. Contact him at wildabouttexas@gmail.com.

BRIDGE RESULTS

San Angelo Duplicate Bridge results

Week of Jan. 7-14

Tuesday evening

- A-1st: Sue Henry/Neal Perlman
- A-2nd, B-1st: Suzanne Dorris/Marty Simpson
- A-3rd, B-2nd: Marifrances and Dave Watson

Wednesday afternoon

- A-1st: Marcie and Neal Perlman
- A-2nd, B-1st: Nancy Greer/Dale Harris
- A-3rd, B-2nd: Vicky Fisher/Joy Foster
- A-4th, B-3rd: Betty Henderson/Iris Warren

Thursday afternoon

- A/B/C-1st: Melva Penner/Maxine Todd
- A-2nd: Neal Perlman/Joy Foster
- A-3rd/4th: (tie) Sue Henry/Betty Horne and Patsy Rogers/Barbara Wright
- B/C-2nd: Jerre and Mike McAfee

Thursday evening

- A/B/C-1st: Anna Thomas/Larry Hettick
- A/B-2nd: John Osborne/Dave Watson
- A/B-3rd, C-2nd: Mary Bloodworth/Michele Hester
- A-4th, C-3rd: Mike Beadle/Mark Woods

Friday afternoon

- 1st: Suzanne Dorris/Norma Walker

- 2nd: Peggy Jackson/Iris Warren

- 3rd: Linda Cole/Nancy Harris

Saturday afternoon

North/South

- A-1st/2nd: (tie) Norma Walker/Sharon Haney and Sue Henry/Judy Matthews

- A-3rd: Marcie and Neal Perlman

- B-1st: Barbara Wright/Nancy Harris

- B-2nd/3rd, C-1st/2nd: (tie) Linda Reichenau/Alberta Birk and Patsy Eckert/Maxine Todd

East/West

- A/B-1st: Carolyn Reed-Jones/Marifrances Watson

- A-2nd: Gene Gammill/Joy Foster

- A-3rd: Peggy Jackson/Iris Warren

- B-2nd: Jerre and Mike McAfee

Monday afternoon

- A-1st: Virginia Noelke/Louetta Green

- A-2nd: Norma Walker/Suzanne Dorris

- A-3rd: Judy Wilde/Iris Warren

- A-4th: Sue Henry/Betty Horne

- B-1st: Judy Matthews/Peggy Jackson

- B-2nd: Nancy Harris/Joy Foster

Monday evening

- A-1st: Barbara Wright/Dave Watson

- A-2nd, B/C-1st: Larry Hettick/Earl Mulley

- A-3rd, B/C-2nd: Anna Thomas/Karl Wehner

- A-4th, B-3rd: Marifrances Watson/Jana Barnard

- B-4th, C-3rd: Troy Harvey/Marty Simpson

Tuesday afternoon

- A/B-1st: Susan Callahan/Judy Farmer

- A-2nd: Jana Barnard/Norma Green

- A-3rd, B-2nd: Betty Jones/Bonnie Beasley

- A-4th: Victoria Rees/Harry Trainer

- B-3rd: Troy Harvey/Vicky Drennan

Tuesday evening

- A-1st: Suzanne Dorris/Neal Perlman

- A-2nd: Iris Warren/Peggy Jackson

- A-3rd: Virginia Noelke/Carl McGill

- B-1st: Candice Mikeska/Patsy Rogers

Information: 325-656-0473 and 325-277-9959

Senior Bridge scores

Sue Bramhall 6190

Greg Smith 5,300

Nancy Strickland 4,850

Gay Box 4,270

Tim Schneider 4,130

Greg and Norine Valicek made a small slam.

Mikeska

Continued from Page 1B

tackle some of these bigger projects, along with delivering more supplies and hats. One of the first things he delivered on his initial mission trip was a box of knitted hats and baseball caps that had been donated by volunteers. Mikeska says that everyone who received one was overjoyed and grateful for their gift, and he thinks it is time to have another cap drive.

“Each time I go on these trips, I see my friends with their knitted hats and caps, and they have taken such care of them; just cherishing what they have,” says Mikeska.

As far as the bigger projects are concerned, he says a U.S. dollar goes a very long way in Nepal. Plus, the citizens are extremely willing and happy to volunteer their time and labor so that all donations can be put towards supplies. As an example, in 2017, he was able to have a school built in Nepal for less than \$10,000, due to a generous donation from a San Angelo community member and philanthropist.

“I try to stretch every dollar, and rarely incur any expenses, because I want all donations to go toward helping the people of Nepal,” Mikeska explains.

To save money, he uses sky miles for his mission trips, and packs very lightly to allow more room for supplies in his luggage.

He also stays with his friends in the villages, and enlists their negotiation skills to ensure the best prices are achieved for each project.

“I am humbled by all the people that hear my story and want to help every year. I couldn't do this without them,” he shares.

Visit www.terrismikeskafoundation.org to see hundreds of photos and videos of the most recent 2019 mission.

Gardening

Continued from Page 1B

Training Class.

Classes will be 5:30-8:30 p.m. on Mondays and Thursdays Feb. 3 through March 16 with an additional eight-hour Saturday class on Feb. 29.

To learn more and to apply to take the course, visit tomgreen.agrilife.org or call 325-659-6522. Seating is limited to be sure to register soon.

Allison Watkins is the Texas A&M AgriLife Extension Agent for horticulture in Tom Green County. Contact her at awatkins@ag.tamu.edu.

Bloomberg outlines plans for cleaner buildings

Kathleen Ronayne
ASSOCIATED PRESS

SACRAMENTO, Calif. – Democratic presidential candidate Michael Bloomberg would push for all new cars to be electric by 2035 and new buildings to produce zero carbon emissions by 2025 as part of clean energy plans he released this week.

Bloomberg's latest climate plans build off his December plan to cut the United States' carbon emissions by 50% by 2030. That's less ambitious than the Green New Deal that many of his competitors have embraced that calls for achieving net-zero carbon emissions within 10 years. Bloomberg's plans do not include total costs or specifics on how they would be paid for, details his campaign advisers say they will share later.

The newest plan, released Friday, outlines how Bloomberg would cut down on pollution from cars and trucks, the nation's biggest source of carbon

emissions. While the plan calls for new federal standards requiring all new cars to be electric by 2035, it would require 15% of the nation's trucks and buses to be pollution-free by 2030. Those are less lofty goals than those of some of his competitors, including Sens. Bernie Sanders of Vermont and Elizabeth Warren of Massachusetts.

Bloomberg's plan also calls for expanding tax credits and rebate programs to help people buy electric vehicles and for building charging stations along highways. The plan calls for spending \$250 billion on clean energy research and development by 2025.

Bloomberg would also invest in high-speed rail, pledging to build an operable segment in the next five years.

The United States lags behind Europe and Asia when it comes to high-speed rail, and California's effort to build the nation's first major high-speed rail line, between Los Angeles and San Francisco, has been plagued by cost overruns and delays.



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

PUBLIC MEETING NOTICE

Overview:

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

TUESDAY, FEB. 4, 2020

4:30 p.m. — 7 p.m.

Tom Green County Stephens Central Library
Sugg Community Room
33 West Beauregard Avenue
San Angelo, TX 76903

Why Attend the Meeting?

The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on needs, challenges, and opportunities for moving people and goods along the corridor.

Contact Us:

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



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



Attachment C
Elected Officials Email Invitation

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

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

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

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

[REDACTED]

[REDACTED]

From: Akila Thamizharasan [REDACTED]
Sent: Thursday, January 23, 2020 4:54 PM
To: Neil Welch [REDACTED] Abby Dye, Assitan to Mayor Dan Pope
[REDACTED] Arturo Fuentes, City Manager, City of Sonora [REDACTED]
[REDACTED] Bobby Burns, President and CEO, Midland Chamber of Commerce
[REDACTED] Brad Bouma, Select Milk/Legacy Farms LP
[REDACTED] Brenda Gunter, Mayor, City of San Angelo [REDACTED]
Bruce Partain, President and CEO, Midland Chamber of Commerce [REDACTED] Bryan
Cox, Judge, Martin County [REDACTED] Cameron Walker, Director, Permian Basin MPO
[REDACTED] Charlie Bradley, Judge, Schleicher County
[REDACTED] Curtis Parrish, Judge, Lubbock County
[REDACTED] Dan Pope, Mayor, City of Lubbock [REDACTED] David
Turner, Mayor, City of Odessa [REDACTED] Debbye ValVerde, Executive Director,
Big Spring Area Chamber of Commerce [REDACTED] Debi Hays , Ector
County Judge [REDACTED] Deborah Horwood, Judge, Sterling County
[REDACTED] Donna Garrett, Executive Director, Sonora Chamber of Commerce
[REDACTED] Eddie McBride, President and CEO, Lubbock Chamber of Commerce
[REDACTED] Foy O'Brien, Judge, Dawson County [REDACTED]
Fred Thompson, Director Sterling City Economic Development Corporation
[REDACTED] Fred Thompson, Director, Sterling City Economic Development
Corporation [REDACTED] George Arispe, Mayor, City of Eldorado
[REDACTED] Gloria McDonald, City of Big Spring Commissioner [REDACTED]
[REDACTED] Guy Andrews, Economic Development Director, San Angelo Economic Development
Corporation [REDACTED] H. David Jones, Director, Lubbock MPO
[REDACTED] Hal Spain, Judge, Coke County [REDACTED] Humberto
"Tito" Gonzalez Jr [REDACTED] James Beauchamp, President, MOTRAN
Alliance, Inc. [REDACTED] Jerry Morales, Mayor, City of Midland
[REDACTED] John Austin Stokes, Executive Director, Concho Valley Council of
Governments [REDACTED] John Baker, Mayor, City of Tahoka
[REDACTED] John Esparza, CEO, Texas Trucking Association
[REDACTED] John Medina, Assistant City Manager, Big Spring
[REDACTED] John Osborne, Executive Director, Ports-to-Plains Alliance

[REDACTED] Josh Stevens, Mayor, City of Lamesa
[REDACTED] Karen Mize, President, Lamesa Area Chamber of Commerce
[REDACTED] Kasey Coker, Executive Director, The High Ground of Texas
[REDACTED] Kathryn Wiseman, Howard County Judge
[REDACTED] Kim Halfmann, Judge, Glasscock County
[REDACTED] Kristen Windham Court Coordinator, Lubbock County
[REDACTED] Lane Horwood, Mayor, City of Sterling City
[REDACTED] Major Hofheins, Director, San Angelo MPO
[REDACTED] Mike Braddock, Judge, Lynn County [REDACTED] Patrick
Payton, Mayor, Midland [REDACTED] Phillip Urrutia, Assistant City Manager, City
of Odessa [REDACTED] Rick Bacon, Commissioner, Tom Green County
[REDACTED] Roberto Rodriguez III [REDACTED] Shannon
Thomason, Mayor City of Big Spring [REDACTED] Stephen H. Smith, Judge,
Sutton County [REDACTED] Stephen Robertson, Executive VP,
Permian Basin Petroleum Association [REDACTED] Steve Floyd, Judge, Tom Green County
[REDACTED] Steve Smith, Judge, Sutton County [REDACTED] Steve
Verett, Executive VP, Plains Cotton Growers, Inc. [REDACTED] Terry Johnson, Judge,
Midland County [REDACTED] Tim Pierce, Executive Director, South Plains Association
of Governments [REDACTED] Wanda Shurley, Mayor, City of Sonora

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

Subject: ANNOUNCEMENT: Segment 2 Public Meeting for HB 1079 Ports to Plains Corridor
Feasibility Study and Draft Chapter 1

Greetings,

Public meetings for the Ports-to-Plains Corridor Feasibility Study have been scheduled. **The Segment 2 public meeting will be held on Tuesday, February 4, 2020 at the Tom Green County Stephens Central Library in San Angelo 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 2 Committee report are being prepared. Attached please find draft Chapter 1 of

Segment 2 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
Office: 512-486-5126
Cell: 512-761-2452
Email: akila.thamizharasan@txdot.gov



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

PUBLIC MEETING NOTICE

Overview:

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



TUESDAY, FEB. 4, 2020

4:30 p.m. — 7 p.m.

**Tom Green County Stephens Central Library — Sugg Community Room
33 West Beauregard Avenue
San Angelo, TX 76903**

Why Attend the Meeting?

The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on needs, challenges, and opportunities for moving people and goods along the corridor.

Contact Us:

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



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





ESTUDIO DE VIABILIDAD DEL CORREDOR DE PUERTOS-A-LLANURAS

SEGMENTO 2: DESDE LA LÍNEA DEL CONDADO DE HALE/LUBBOCK HASTA LA LÍNEA DEL CONDADO DE SUTTON/EDWARDS

ANUNCIO DE REUNIÓN PÚBLICA

Información general:

La 86ª Legislatura de Texas aprobó la Ley 1079 para estudiar el Corredor de Puertos-a-Llanuras, incluyendo una evaluación de la viabilidad, y los costos y asuntos logísticos asociados con mejoras que crean una carretera de cuatro carriles de flujo continuo que cumpla con los estándares de carreteras interestatales en la medida de lo posible incluyendo mejoras que extienden la Interestatal 27 entre las fronteras de Nuevo México y Oklahoma y Laredo. El corredor de Puertos-a-Llanuras se ha dividido en tres "segmentos" como se muestra a la derecha. Esta reunión pública se enfocará en el Segmento 2 desde la línea del Condado de Hale/Lubbock hasta la línea del Condado de Sutton/Edwards.

MARTES 4 DE FEB. DE 2020

4:30 p.m. — 7 p.m.

**Tom Green County Stephens Central Library — Sugg Community Room
33 West Beauregard Avenue
San Angelo, TX 76903**



¿Por que asistir a la reunión?

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

Contáctenos

Para 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 o (512) 486-5106. TxDOT hará todos los esfuerzos razonables para satisfacer estas necesidades.



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



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



Public Meeting - Ports-to-Plains Corridor Segment 2

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

Where:	Tom Green County Stephens Central Library - Sugg Community Room 33 West Beauregard Avenue San Angelo, TX 76903 (Map)
When:	Tuesday, Feb. 4, 2020 4:30 p.m. to 7 p.m.
Purpose:	The purpose of the meeting is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and provide input on needs, challenges, and opportunities for moving people and goods across the State of Texas.
Description:	The 86th Texas Legislature passed House Bill 1079 to study the Ports-to-Plains Corridor, including an evaluation of the feasibility of, and the costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate highway standards to the extent possible, including improvements that extend Interstate 27 between the New Mexico and Oklahoma borders and Laredo. The Ports-to-Plains Corridor has been divided into three "segments" as shown on the Segment Map. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to Sutton/Edwards County line.
Special Accommodations:	TxDOT makes every reasonable effort to accommodate the needs of the public. The public meeting will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 486-5106 at least 2 working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.
Downloads:	<ul style="list-style-type: none"> • Notice • Anuncio de Reunión Pública
Contact:	Texas Department of Transportation 125 East 11th St. Austin, TX 78701 Email Posted on Jan. 13, 2020

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

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- ▶ Divisions

**ATTACHMENT D
SIGN-IN SHEETS**



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

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

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
MICHAEL SEXTON	HALFF ASSOCIATES	
Gary Alexander		
Daniel Valenzuela	City of San Angelo	
Karl Bednarz	RS&H	
Carl Block		
Victoria Powers		
LINDA DIERSCHKE		
Jason Campbell		
Jordan Jefik	RS&H	
Gey Andrews	COSAD @ SEGMENT 2 COMMITTEE	
Lauren Garduño	TXDOT	



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

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

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

NAME <i>NOMBRE</i>	ORGANIZATION <i>ORGANIZACIÓN</i>	EMAIL ADDRESS <i>DIRECCIÓN DE CORREO ELECTRÓNICO</i>
Dug Johnson	Resident	[REDACTED]
Rebe Madril	SA MPO	
Mejor Hofneis	SAN ANGELO MPO	
Joe David Ross	Sonora	
Joe Will Foss	San Angelo	



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

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

GENERAL PUBLIC SIGN-IN SHEET (PLEASE PRINT)

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

NAME NOMBRE	ORGANIZATION ORGANIZACIÓN	EMAIL ADDRESS DIRECCIÓN DE CORREO ELECTRÓNICO
Cheri Huddleston	Hance Scarborough	
John Barlow	COSAD TRANS. COMMITTEE	
Cassidy Alexander	-	
H.R. (RM) STUBBLEFIELD	ABS	
Michael Watter	Enervest / UPP	
James Saeger	Enervest / UPP	
Linda Williams	.	
NORMAN DIERSCHKE		
Steve Hampton		
Daniel Reiner	Oak Mountain	
Ron Lewis	CO SA	



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

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

ELECTED OFFICIALS SIGN-IN SHEET (PLEASE PRINT)

NAME	ELECTED POSITION/ORGANIZATION	EMAIL ADDRESS	PHONE NUMBER
Steve Smith	Sutton Co. JUDGE		
Harry Thomas	San Angelo Mayor Pro Tem		
Lane Carter	San Angelo City Council SMD5		
Laura Lewis	Dist. Director Sen. Charles Perry		
Rick Bacon	Tom Green Co. Commissioner		
Brenda Hunter	San Angelo Mayor		
Steve Floyd	Tom Green County		



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

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

MEDIA SIGN-IN SHEET (PLEASE PRINT)

NAME	ORGANIZATION	EMAIL ADDRESS
Victor Glenn	KLST	[REDACTED]

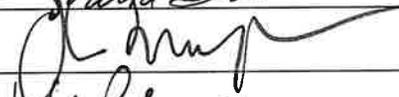
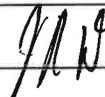
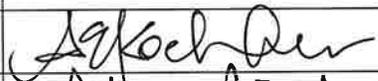


PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

Public Meeting #1, Segment 2

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

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

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



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

Public Meeting #1, Segment 2

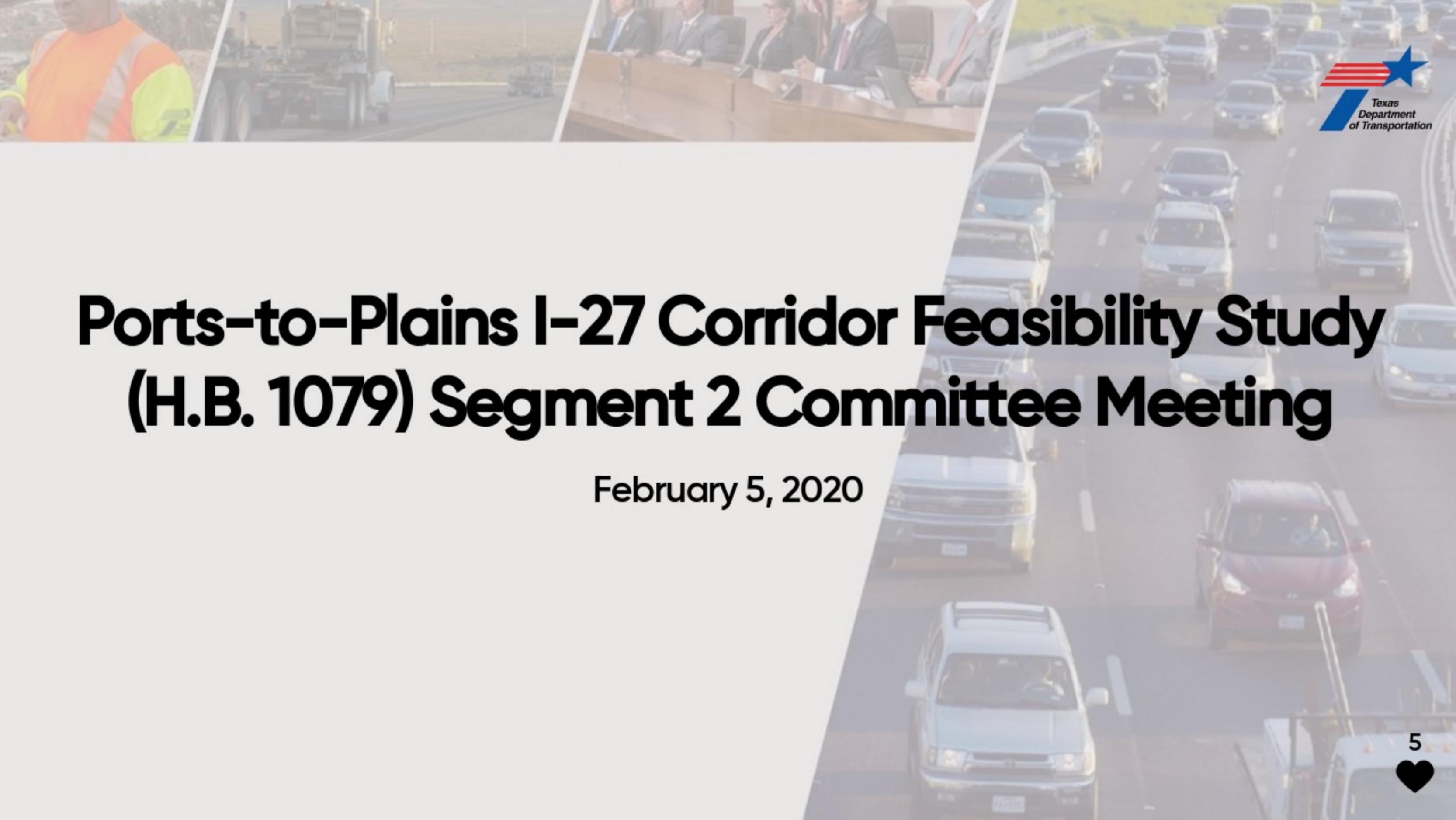
Tuesday, February 4, 2020 | 4:30 p.m. - 7 p.m.

Tom Green County Stephens Central Library | Sugg Community Room | 33 West Beauregard Avenue | San Angelo, TX 76903

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

ATTACHMENT E
COMMENTS RECEIVED

Attachment E
Mentimeter Feedback



Ports-to-Plains I-27 Corridor Feasibility Study (H.B. 1079) Segment 2 Committee Meeting

February 5, 2020



From which country does Gouda cheese originate?



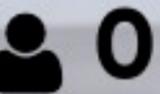
the
Netherlands



America



France





Pause



What factors do you think are influencing future population, economic, and land use conditions?

Oil and gas

Energy

Water availability

Energy

Growth of the oil and gas industry directly, but indirectly the support services and professional industries where disposable income from oil and gas jobs would be spent.

Not having an interstate is making it hard to recruit and grow companies to and in our area.

Available natural resources in the area.

Oil and gas and all businesses impacted by that Industry.

Land use and professional job creation

What factors do you think are influencing future population, economic, and land use conditions?

Overcrowding and no jobs available in the urban areas.

Strong Texas and West TX economy. Food, Fuel and Fiber. Overall growth of Texas. People want to live in TX

Emerging freight corridor as a result of rail bridge opening in Presidio will spur growth.

The development of the corridor will have the most impact in all areas.

education programs

Continued Westward migration of Texas population from I -35 to the west

Oil

Economic growth – due to favorable economic/business. climate Natural resources
Economic growth – due to favorable economic/business. climate Natural resources

Yes, as mentioned we could better market the region to all companies that rely on transporting goods and exporting.

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

Energy development

San Angelo will benefit greatly. Largest City in Texas without an Interstate.

Absolutely, especially if the corridor were upgraded to Interstate standards. This would be a game changer for the state and region. It would positively affect population and economic growth.

Yes. I see housing and businesses filling in along an interstate

Businesses are more likely to relocate or expand in our area if there is transportation accessibility

Yes. Significantly easier to justify further investment. Better movement of our goods/resources - in and out. Easier access to MEXICO and to Middle America.

Several factors will dictate where the growth will occur.

Additional warehousing, freight and manufacturing.

Workforce pool should increase

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



Population an Economic development moving out of inner city to relief routes

More programs to develop water

H

Absolutely it will have a very positive impact on economy. Corridor will stimulate growth and jobs and companies

Demand for truck parking. Pressure on communities to support

The City of Eldorado does not see any change with the Corridor. We feel it is due to no interstate through our City.

Yes. The corridor already has interstate-like utility but further Improvements will encourage heavier more efficient trade between western Canada, US and Mexico





Pause



What are the opportunities and challenges related to the differences in traffic volumes between the 4-lane divided and interstate options?

Improve safety

USMCA will present tremendous opportunity for this route.

Opportunities to integrate and plan for truck parking

Truckers and companies want interstate. four lane divided does not provide for same opportunities.

Boost to tourism and development

Added strain to existing emergency services

Building to interstate standard is incredibly significant and positive for the corridor and the state. One big challenge will be funding to develop the interstate - it should be a priority of the USDOT and TXDOT to fund this to help grow the economy

Interstate provides higher safety. Interstate provides better marketing

Road quality of interstate spec vs 4 lane Increased DPS presence.

What are the opportunities and challenges related to the differences in traffic volumes between the 4-lane divided and interstate options?



Interstate provides significant catalyst for investment. Better access to the TX-MEXICO ports. Better connects TX with the Midwest and West. More jobs. Improved standard of living

Interstate is the safest option.

Opportunities for more efficient commodities trade between western Mexico - mid-west US and Alberta.





Pause



What are the opportunities and challenges related to the increase of freight within the corridor?

We see it as all positives. Businesses will spring up and expand if we have an interstate. The same traffic is on south 87 that travels from Amarillo to Lubbock. The mentioned tonnage is killing the 4 lane asphalt. Ag traffic is relocated safely

Just in time delivery of goods could increase the use of trucks as opposed to rail.

Sustainability of the system and funding to maintain it will be a big challenge

Interstates are critical to economic development and freight movement. Funding will be a challenge

Increase in freight can effect traffic safety as evident in the Permian. Interstate improves safety and movement of all modes of transportation.

Lack of interstate limits ability of freight to move in the corridor today

Opportunity for additional intermodal transfer infrastructure rather than concentration in one area of Texas.

Interstate is the safest means of travel. The increase in freight traffic will pose problems without development of an interstate. The interstate is also needed to attract additional manufacturing and distribution companies.

Opportunities outweigh challenges

What are the opportunities and challenges related to the increase of freight within the corridor?



Uniform safety enforcement on commercial vehicles can be a challenge with the increased focus on border security.

Parking for large trucks is always a challenge. Trucker litter and pollution complaints from citizens.

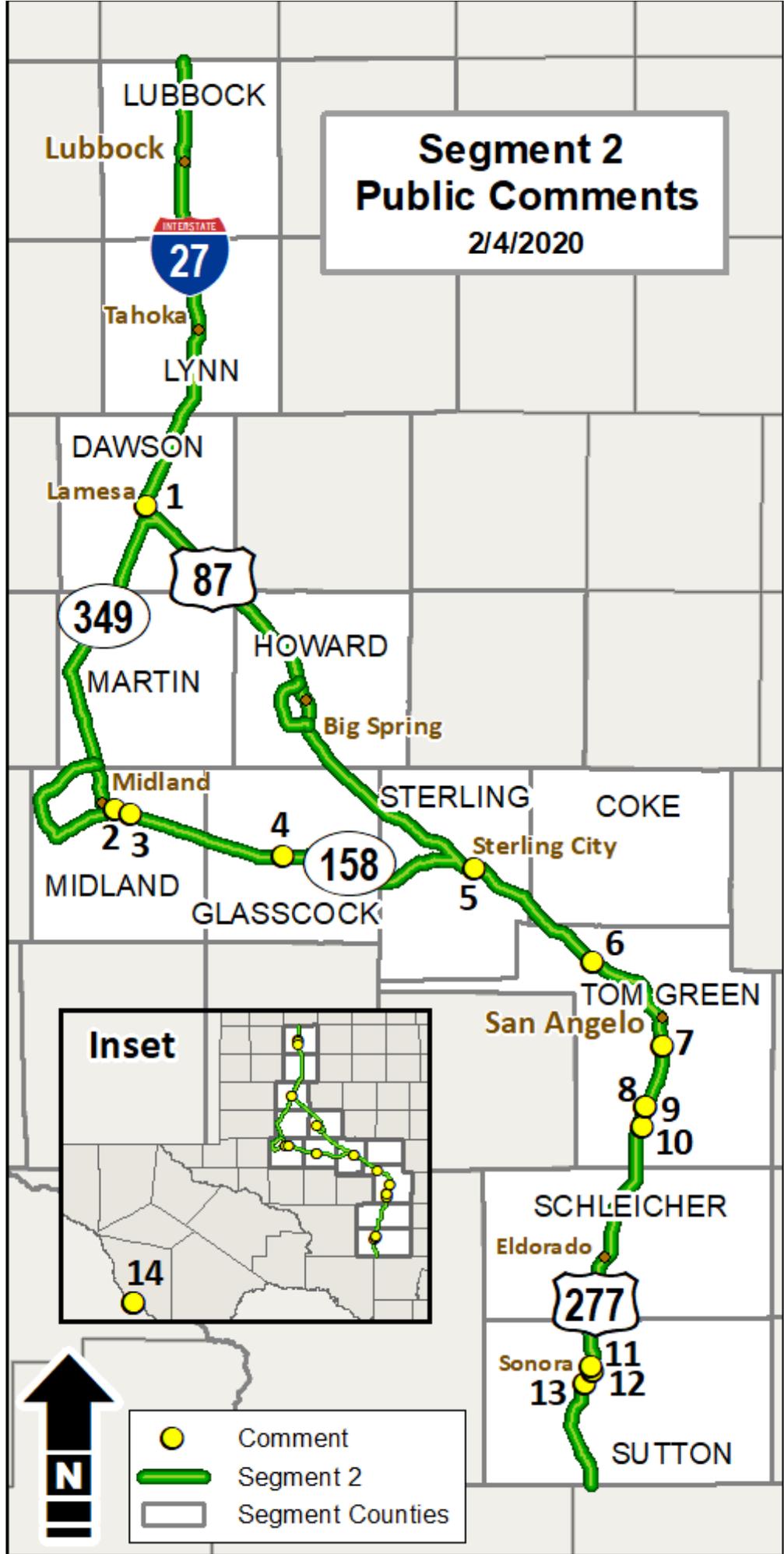
Interstate would encourage use of that safer corridor and relieve safety concerns on other routes that are not built for heavy freight flow.



Attachment E
Interactive Mapping Tool Exercise

Segment 2 Public Comments

2/4/2020



Map ID	Comment Type	Comment	Date Created	Organization	Name	Segment
1	Highway	Relief route around Lamesa.	2/4/2020	Public	Anonymous	2
2	Highway	Improve I-20/SH 158 intersection.	2/4/2020	Public	Anonymous	2
3	Highway	Oil field traffic on SH 158.	2/4/2020	Public	Anonymous	2
4	Highway	Speeding on SH 158.	2/4/2020	Public	Anonymous	2
5	Highway	Highway goes through town. Look at other possibilities.	2/4/2020	Public	Anonymous	2
6	Highway	Relief routes around small towns.	2/4/2020	Public	Anonymous	2
7	Highway	Fix intersection at Grand Canal/US 87/US 277	2/4/2020	Public	Anonymous	2
8	Highway	Intersection issues at Venado Drive and US 277.	2/4/2020	Public	Anonymous	2
9	Highway	Safety issues including sight distance. Slow down or create additional sight distance.	2/4/2020	Public	Anonymous	2
10	Highway	Intersection of driveways with the highway.	2/4/2020	Public	Anonymous	2
11	Highway	Safety issues of sight distance due to untrimmed vegetation. Also suggested adding reflectors in areas.	2/4/2020	Public	Anonymous	2
12	Highway	Relief routes around small towns. Not going through them.	2/4/2020	Public	Anonymous	2
13	Other	Endangered species issues south of Sonora.	2/4/2020	Public	Anonymous	2
14	Rail	Rail bridge opening will help the Ports to Plains corridor in the future.	2/4/2020	Public	Anonymous	2

This matrix only includes information provided via the interactive mapping tool exercise. Verbal comments made during the meeting presentation are summarized in Attachment A (Meeting Summary).

ATTACHMENT F
HANDOUTS & EXHIBITS

Attachment F
Representative Photographs



REPRESENTATIVE PHOTOGRAPHS
Ports-to-Plains Public Meeting #1 Segment 1
February 4, 2020 4:30 p.m. – 7 p.m.
Tom Green County Stephens Central Library – Sugg Community Room



Photo 1: Attendees were greeted at the sign-in table where they received the meeting agenda and project information.



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



Photo 3: Engaged attendees during the Meet and Greet.



Photo 4: Mayor Brenda Gunter, City of San Angelo, presenting opening remarks.



Photo 5: Caroline Mays, TxDOT, welcoming attendees to the Public Meeting. Ms. Mays encouraged the attendees to provide feedback and participate in the interactive map exercise.



Photo 6: Comments or questions from attendees were encouraged throughout the meeting.



Photo 7: Comments or questions from attendees were encouraged throughout the meeting.



Photo 8: Akila Thamizharasan, TxDOT, presenting a brief overview of House Bill (HB) 1079.



Photo 9: Engaged audience during the presentation.



Photo 10: Akila Thamizharsan, TxDOT, reviewing real-time Mentimeter results with the audience.

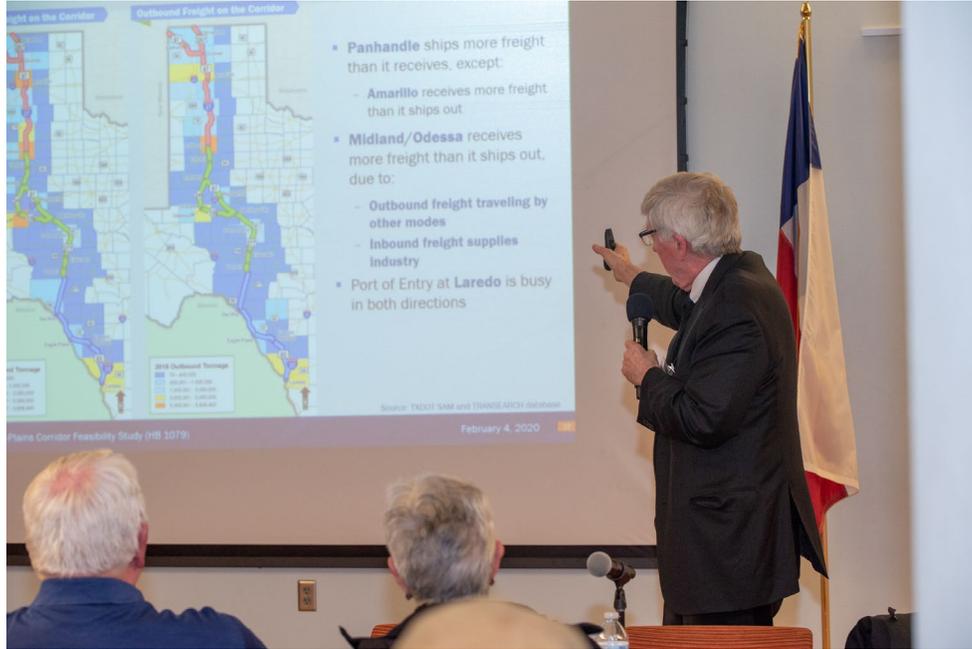


Photo 11: Joe Bryan, WSP, presenting *Inbound and Outbound Freight on the Corridor for 2018*.



Photo 12: Member of the Study Team taking comments on the interactive map.



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

PUBLIC MEETING AGENDA

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

Segment 2

Tuesday, Feb 4, 2020

Tom Green County Stephens Central Library | 33 West Beauregard Avenue |
San Angelo, Texas 76903

Meeting Objectives:

- Provide background on the Ports-to-Plains Corridor Feasibility Study and House Bill 1079.
- Present the study methodology, timeline, and desired outcomes.
- Gather input from the public on the existing Segment #2 conditions and needs for the Ports-to-Plains Corridor Feasibility Study.

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

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

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

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

Wrap-Up (6:45 p.m. – 7 p.m.):

- Open Discussion
- Provide input through interactive mapping tool

Adjourn

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





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

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; search keywords “Ports-to-Plains Corridor”



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

Invierno 2020

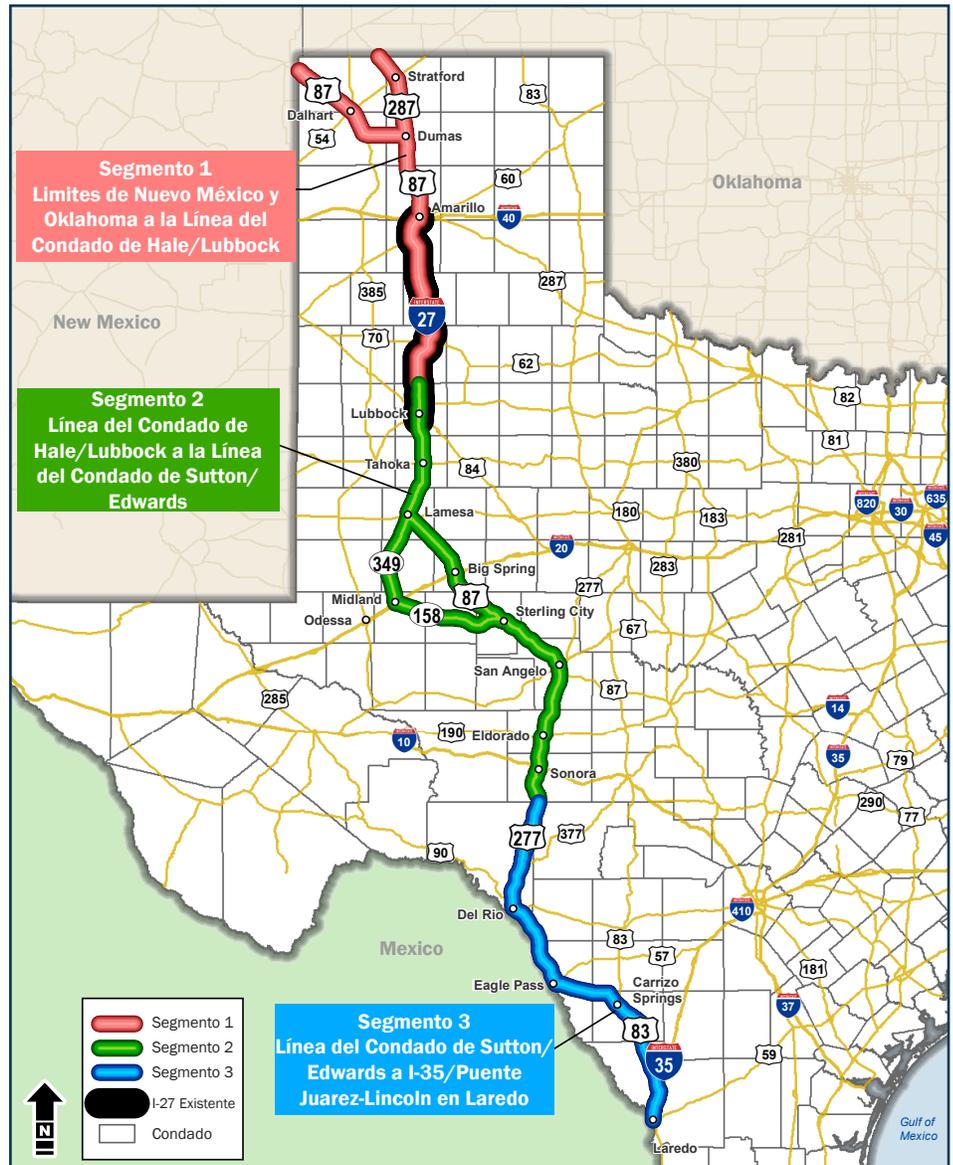
La 86a Legislatura de Texas aprobó la ley 1079 relativo a un Estudio del Corredor de Puertos-a-Llanuras, que incluye una evaluación de la viabilidad de ciertas mejoras a la autopista interestatal 27 (I-27), por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés).

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

PARTICIPACIÓN PÚBLICA



Reuniones Públicas

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

- Amarillo
- Lubbock
- San Angelo
- Laredo

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

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

Comité Asesor

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

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

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

Comités de Segmentos

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

La membresía podría incluir las siguientes entidades:

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

CALENDARIO DE REUNIONES



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



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

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

Beginning with the Intermodal Surface Transportation Efficiency Act of 1991, corridors have been designated by Congress in Federal transportation legislation as high priority corridors on the National Highway System for inclusion in the NHS as specific routes or general corridors. The Ports-to-Plains Corridor is a proposed divided highway corridor stretching 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



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

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

A partir de la Ley de eficiencia del transporte intermodal de superficie de 1991, los corredores han sido designados por el Congreso en la legislación federal de transporte como corredores de alta prioridad en el Sistema Nacional de Carreteras (NHS por sus siglas en inglés) para su inclusión en el NHS como rutas específicas o corredores generales. El Corredor de Puertos-a-Llanuras es propuesto como una carretera dividida que se extiende 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.



Welcome to the Ports-to-Plains Corridor Feasibility Study

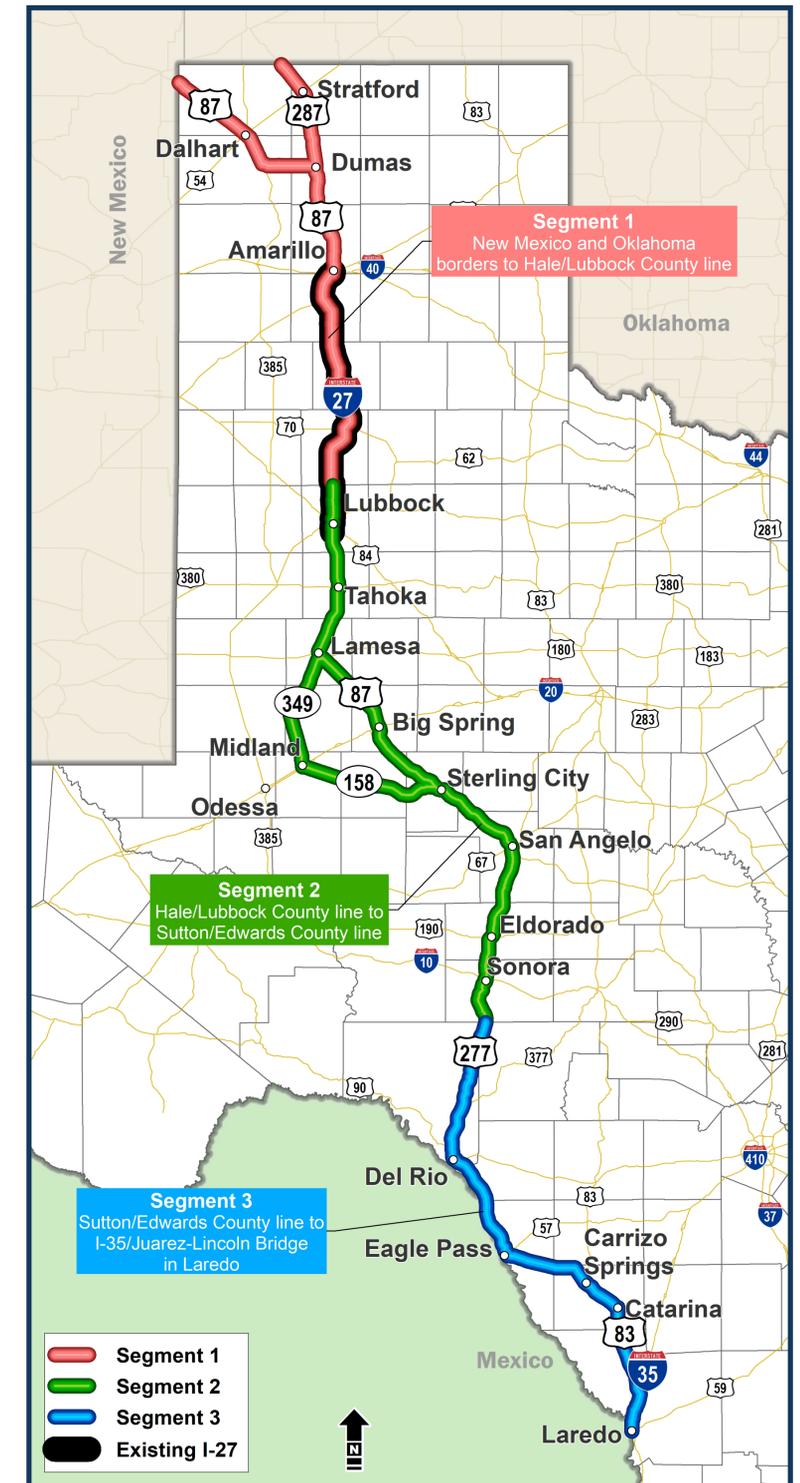
**What is the
purpose of
this meeting?**

- 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?

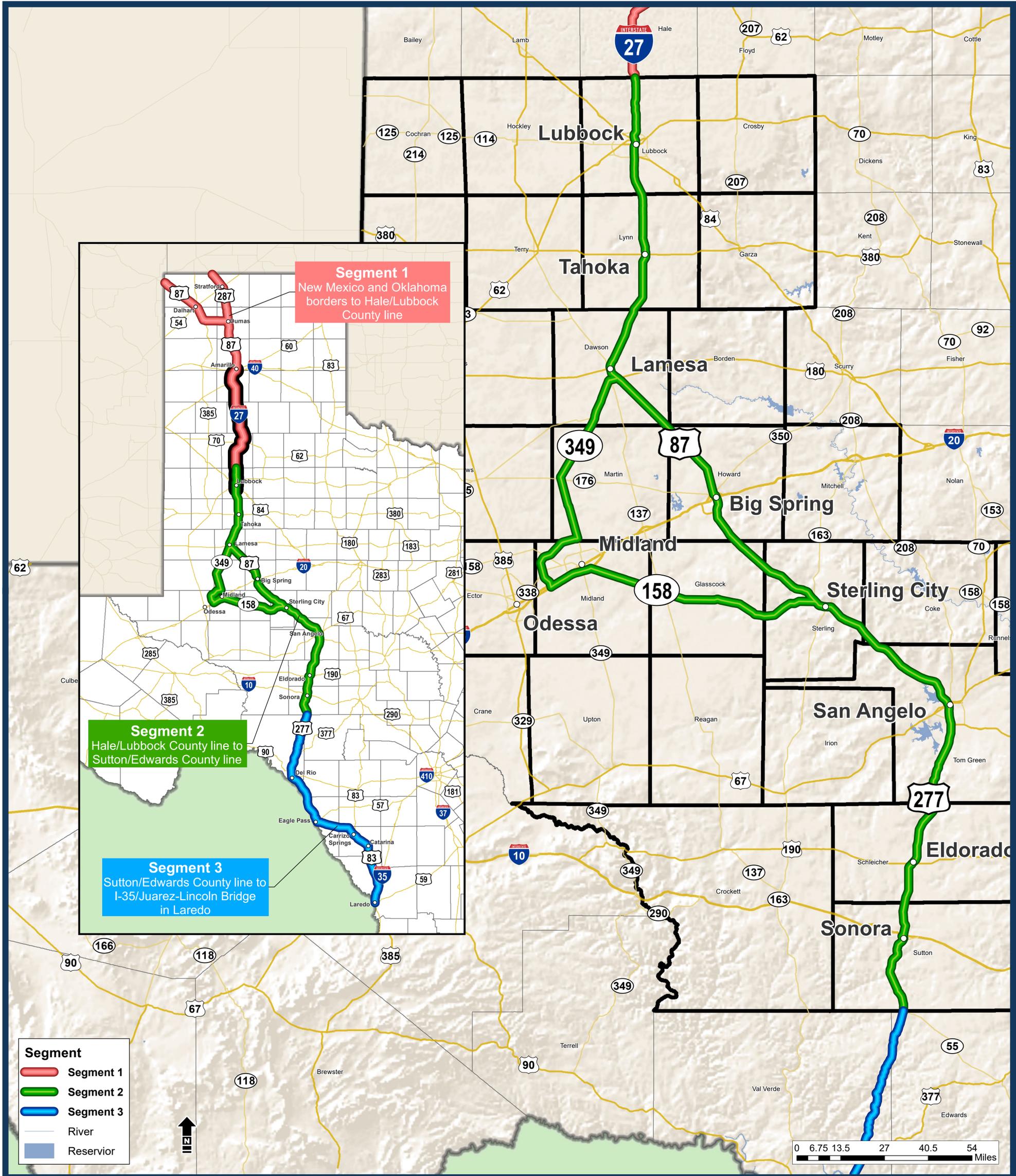
The 86th Texas Legislature passed House Bill 1079 relating to a study of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27 (I-27), by the Texas Department of Transportation (TxDOT).

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.



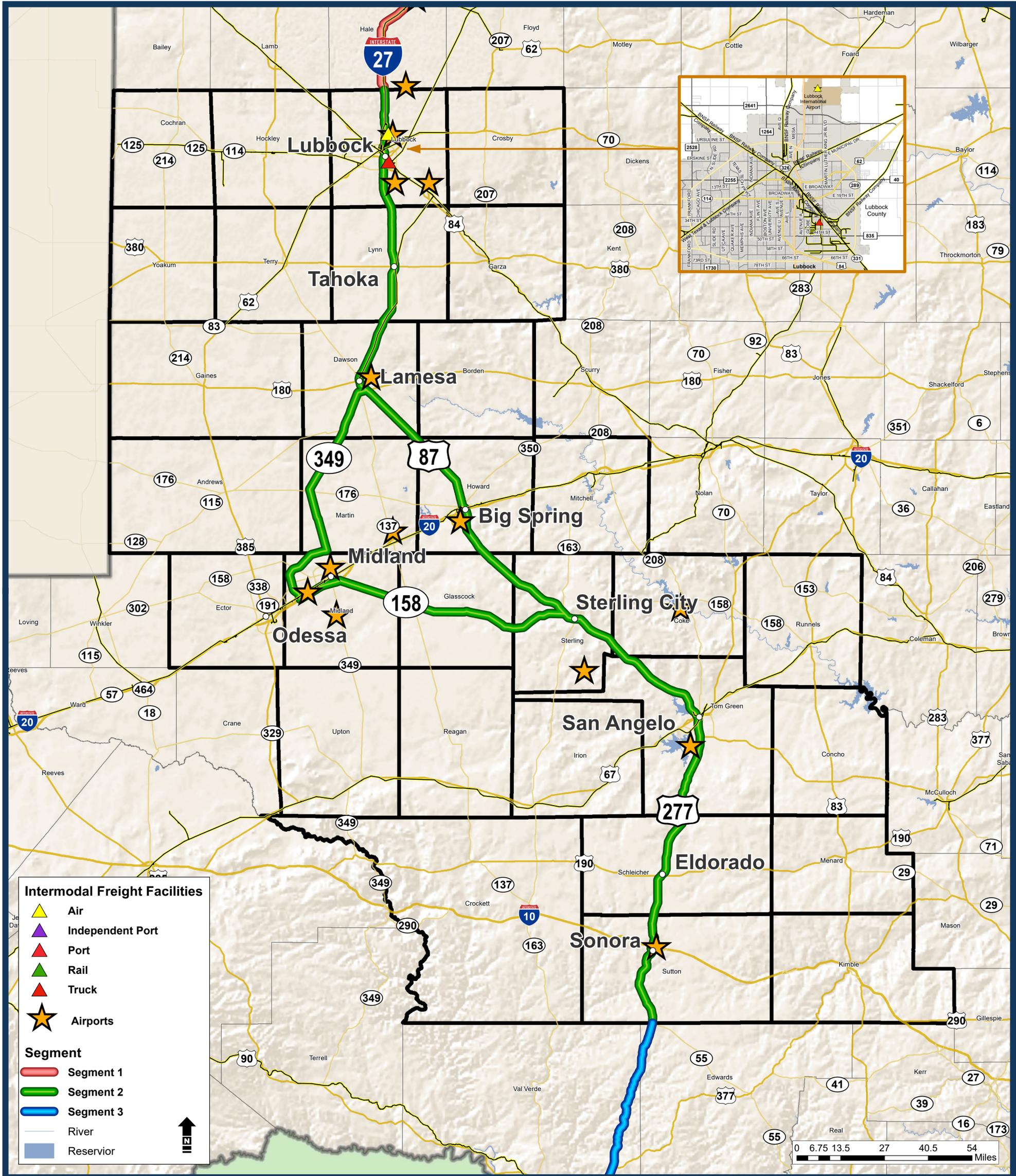
Ports-to-Plains Segment #2 Map

Hale/Lubbock County line to Sutton/Edwards County line

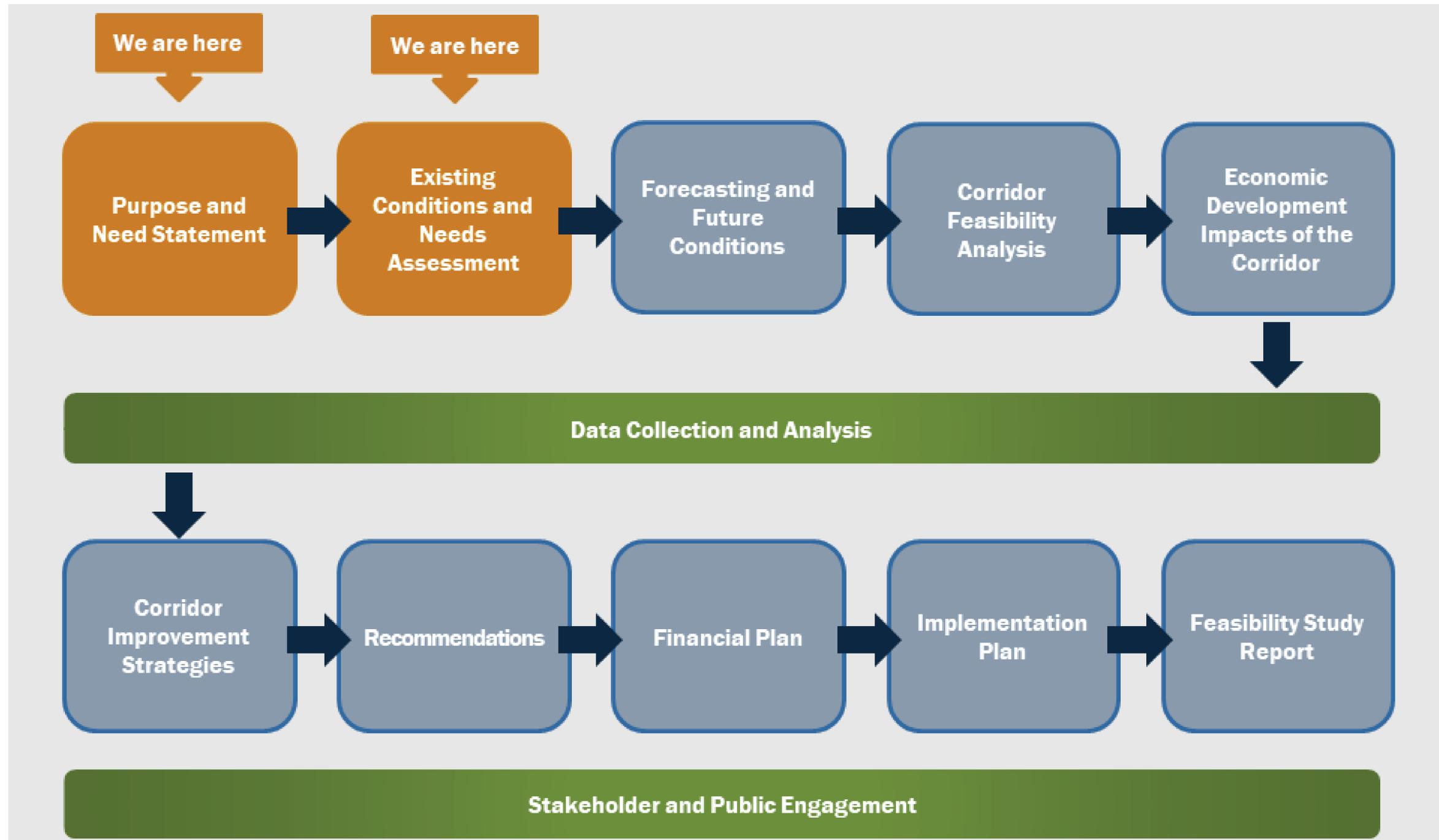


Ports-to-Plains Segment #2 Characteristics

Hale/Lubbock County line to Sutton/Edwards County line

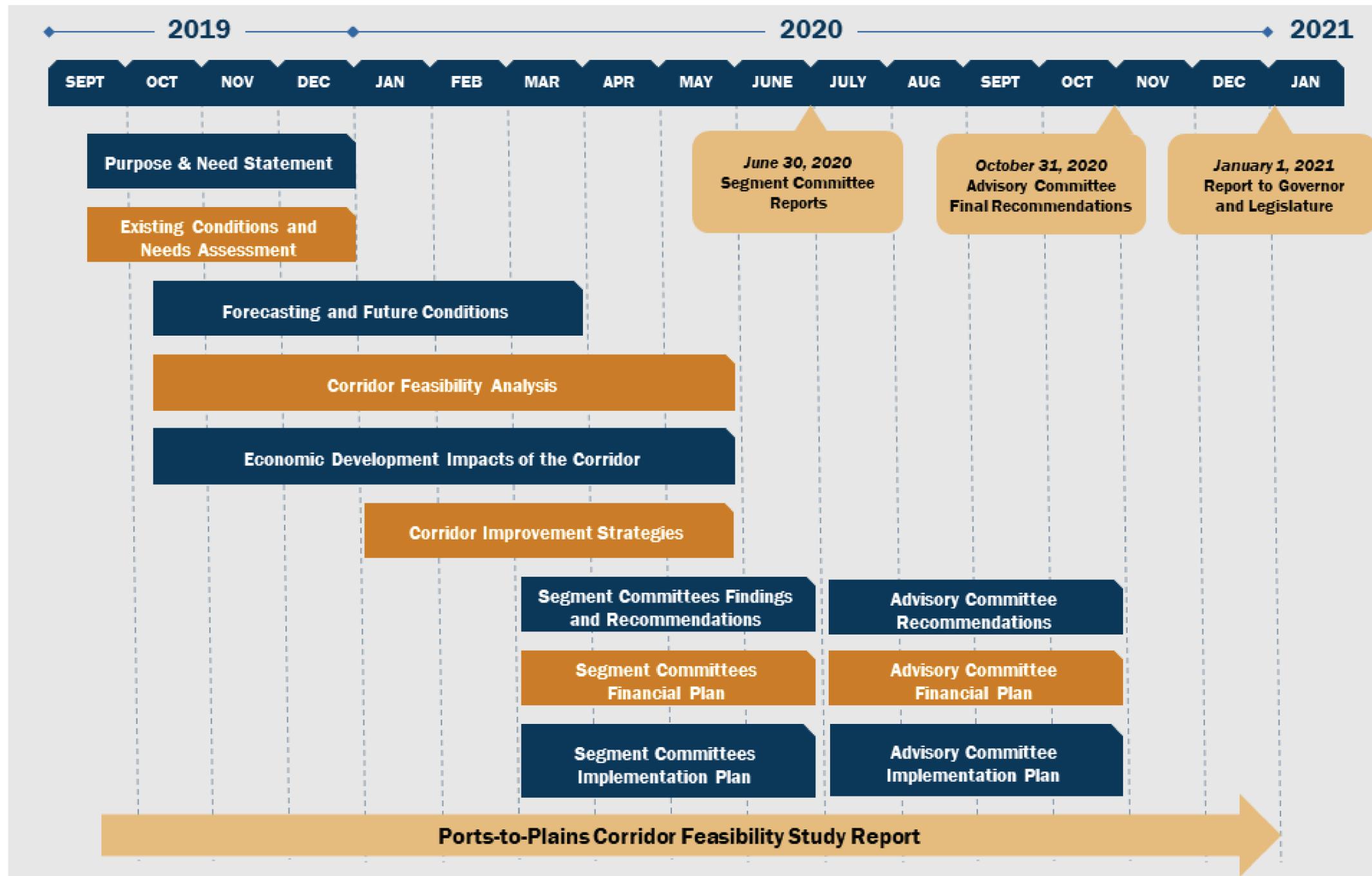


Ports-to-Plains Corridor Feasibility Study Scope





Ports-to-Plains Corridor Feasibility Study Schedule





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

Segment #2, Public Meeting #1
Hale/Lubbock County Line to
Sutton/Edwards County Line

San Angelo, Texas



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



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

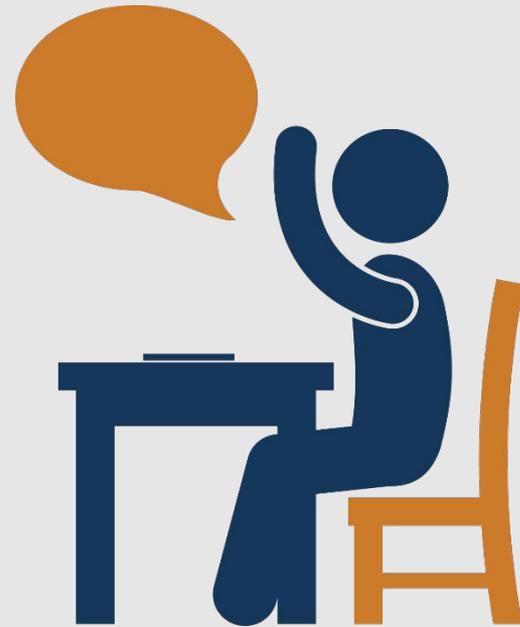
- TxDOT is required to hold **quarterly public meetings** on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will **gather public feedback** on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.





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





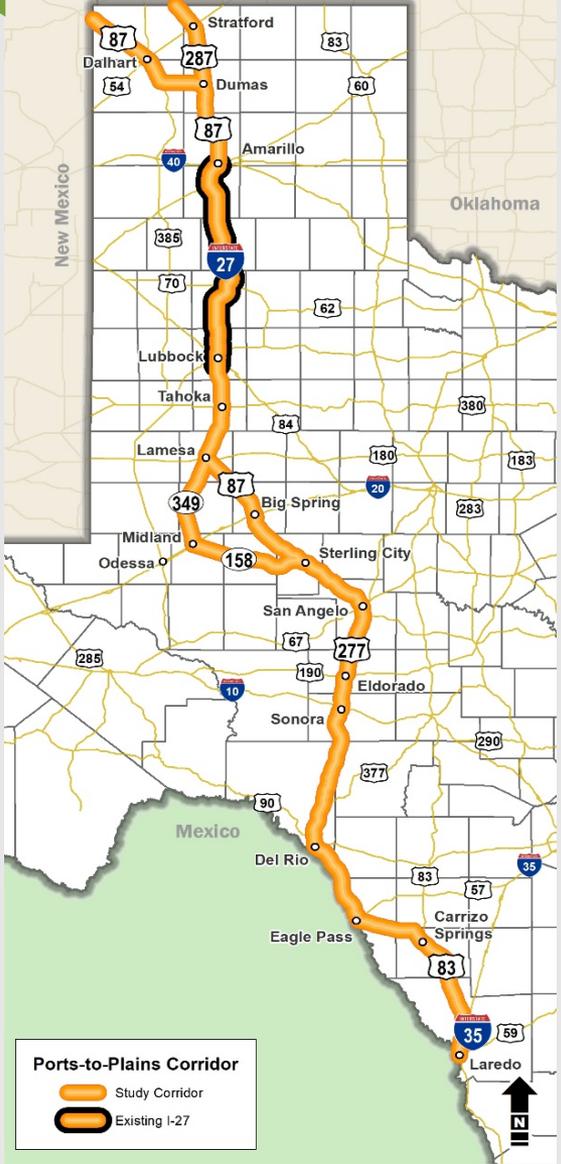
Feasibility Study Overview



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

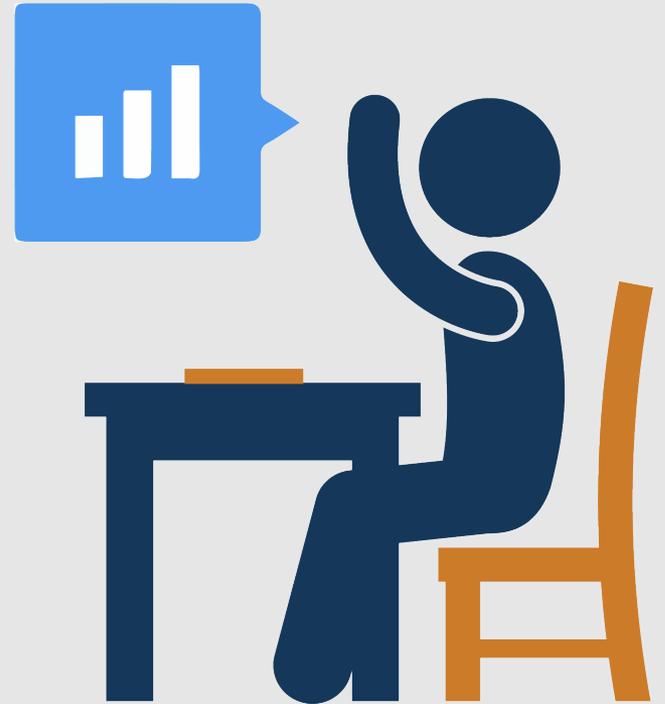


An assessment of federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

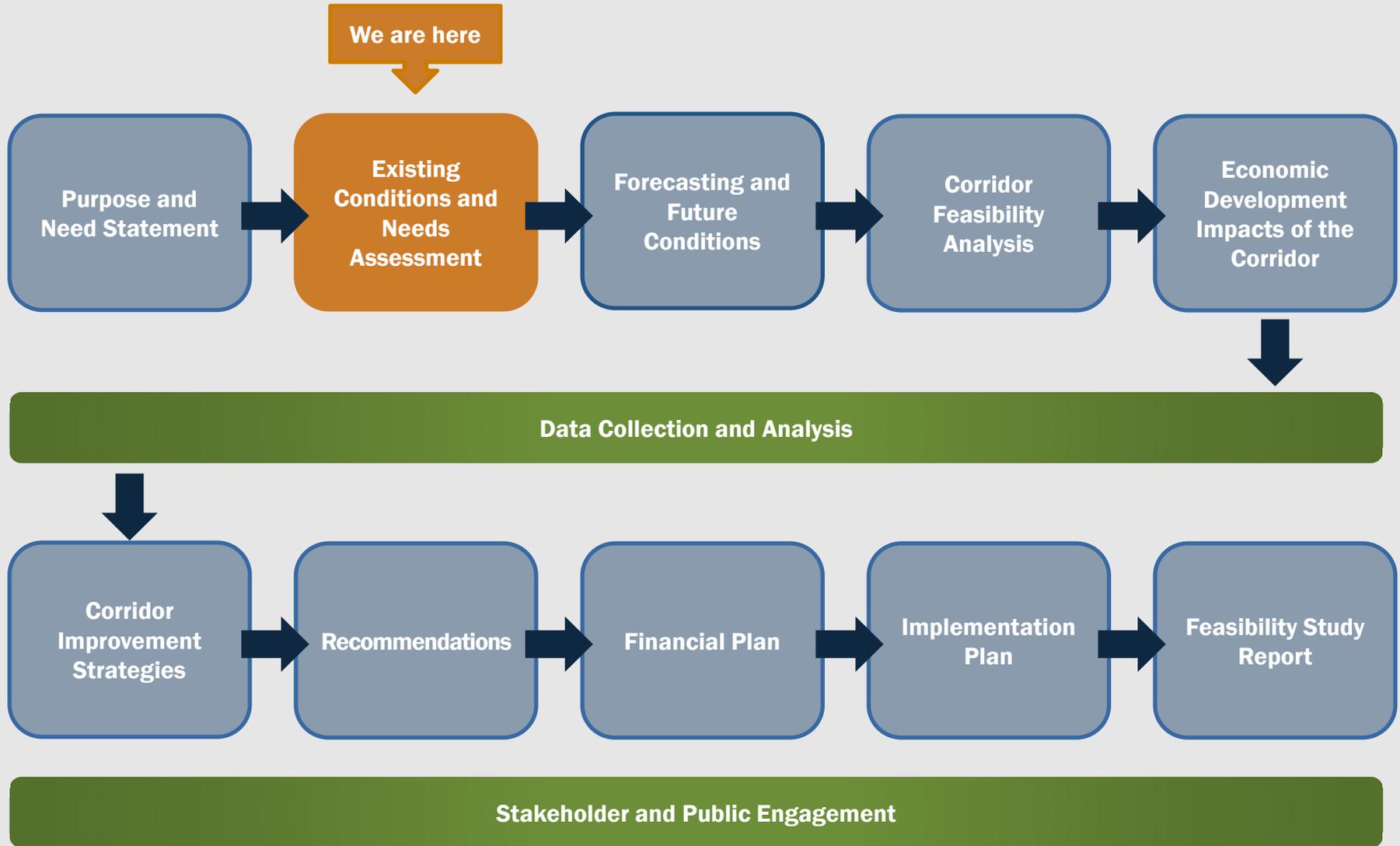


Public Feedback

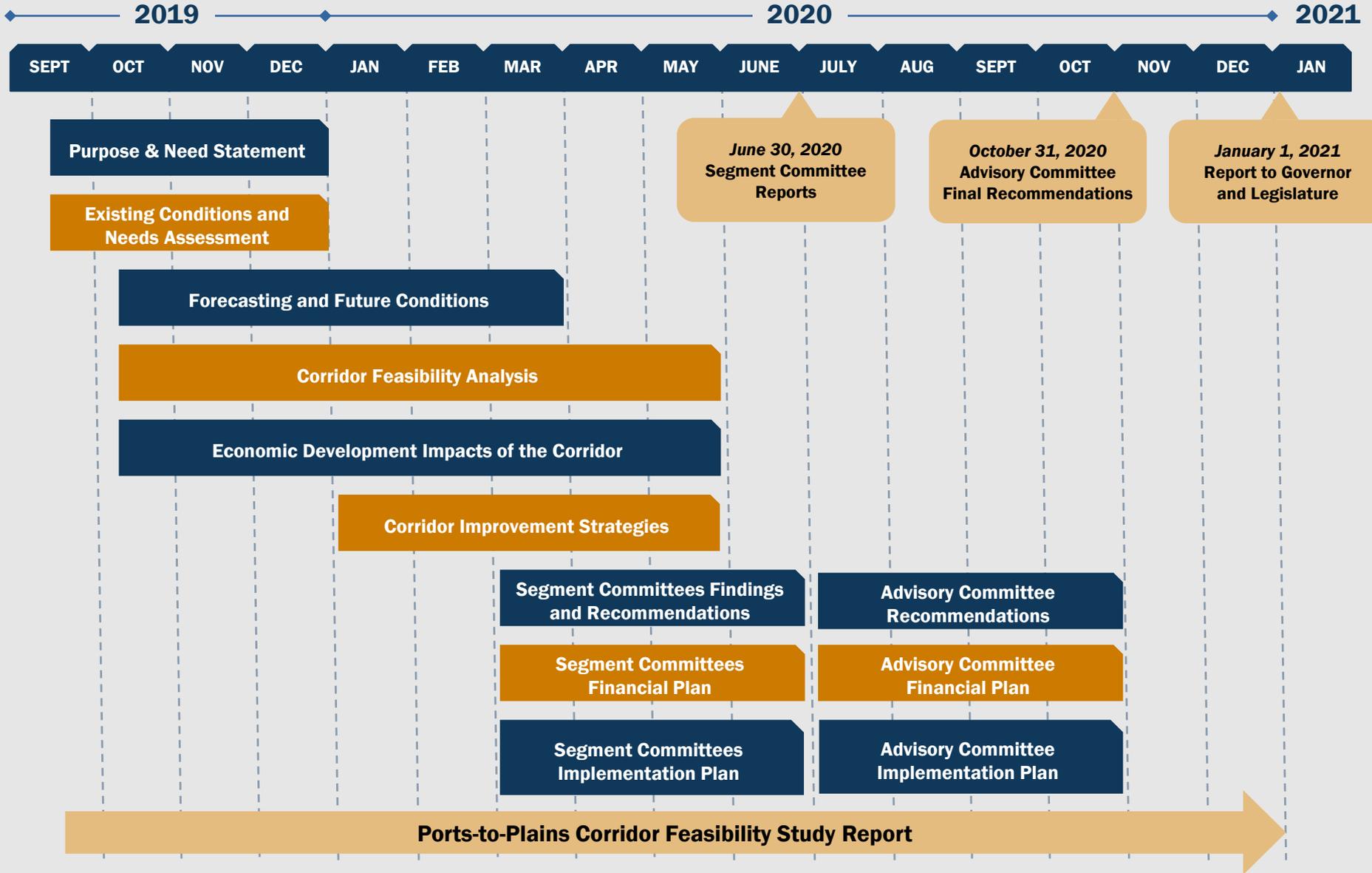
- Which goals of the corridor feasibility study are the most important to you?



Ports-to-Plains Corridor Feasibility Study Scope



Ports-to-Plains Corridor Feasibility Study Schedule

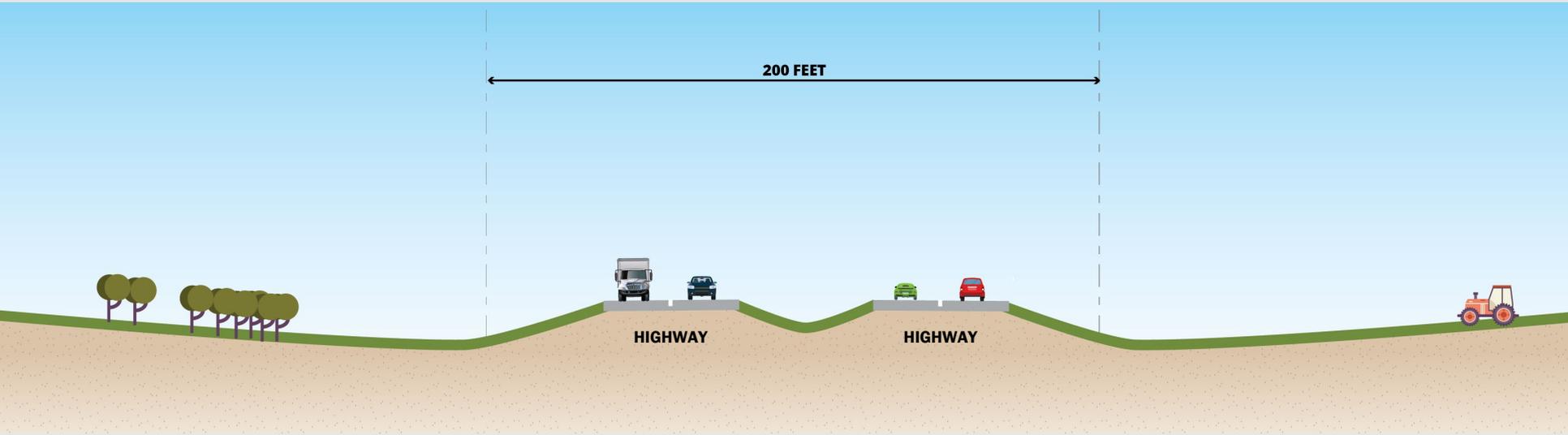




Study Alternatives



Four-Lane Divided Highway Cross Section



Driveway access to local businesses and residences



Lower design speeds

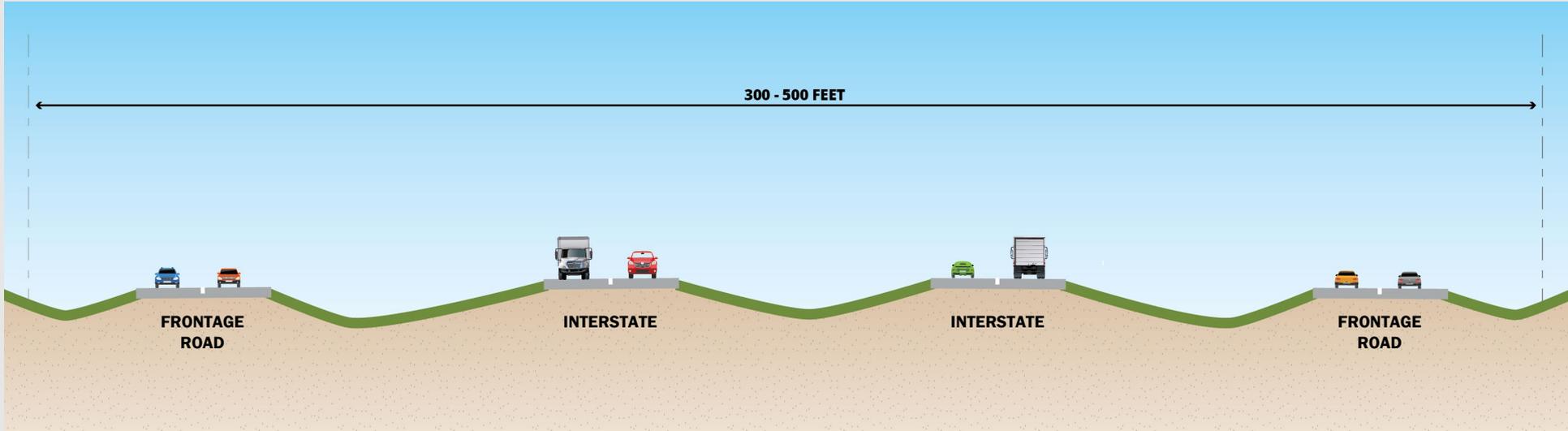


Smaller right-of-way widths



At-grade intersections with other roadways

Interstate with Frontage Roads Cross Section



No driveways connecting to main lanes.



No stop signs or traffic signals on main lanes.



Higher design speeds



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



Larger right-of-way **widths**



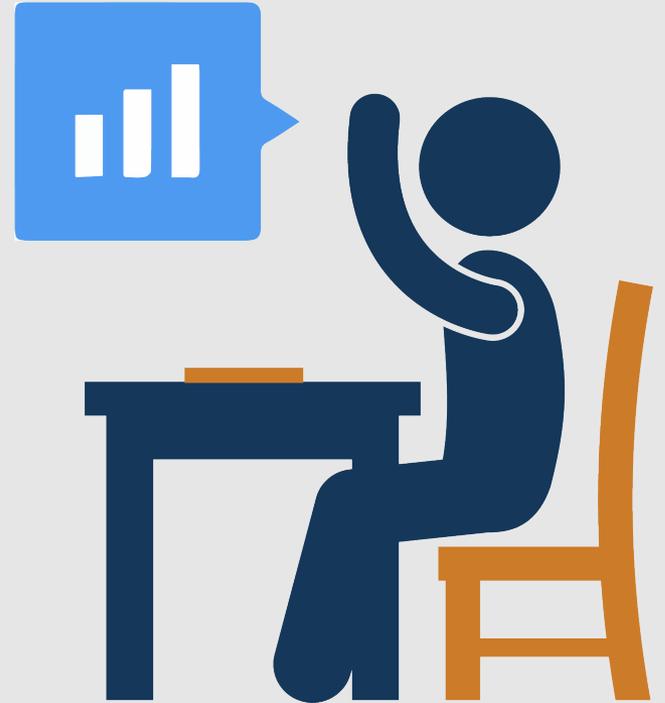
Existing Conditions and Needs





Public Feedback

- What are the key needs and challenges in Segment #2?
- What are the potential opportunities in Segment #2?



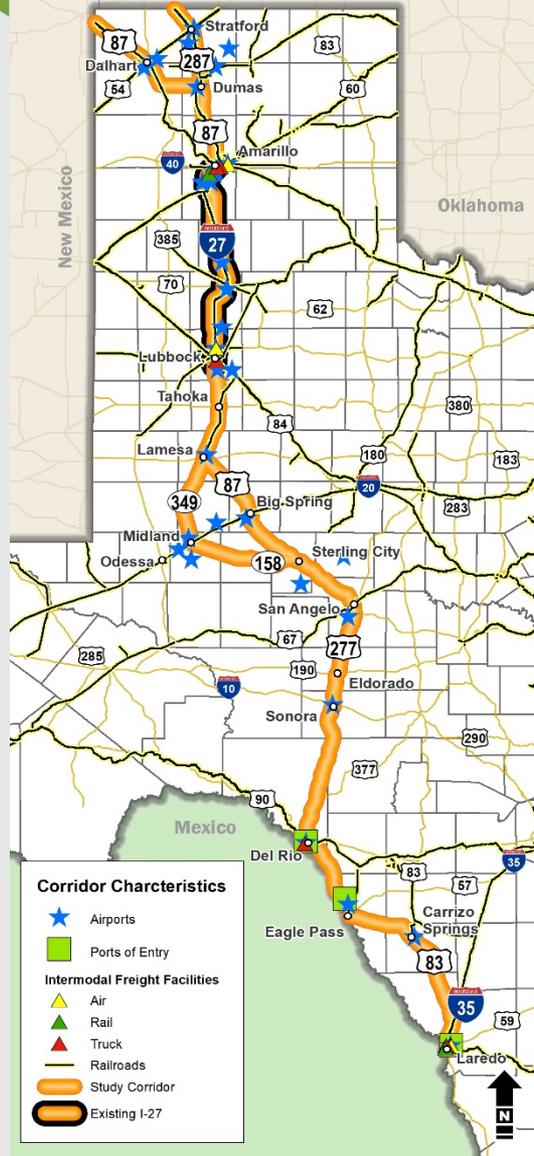
Current Corridor Characteristics



Ports-to-Plains Corridor



Other Modal Facilities



962 Corridor Miles
26 Counties
6 TxDOT Districts

Major Cities

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

Major Land Ports of Entry

Laredo, Del Rio, Eagle Pass

Current Segment #2 Characteristics



440 Segment Miles

12 Counties

4 TxDOT Districts

Lubbock, Abilene, Odessa, San Angelo

Major Cities and Towns

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

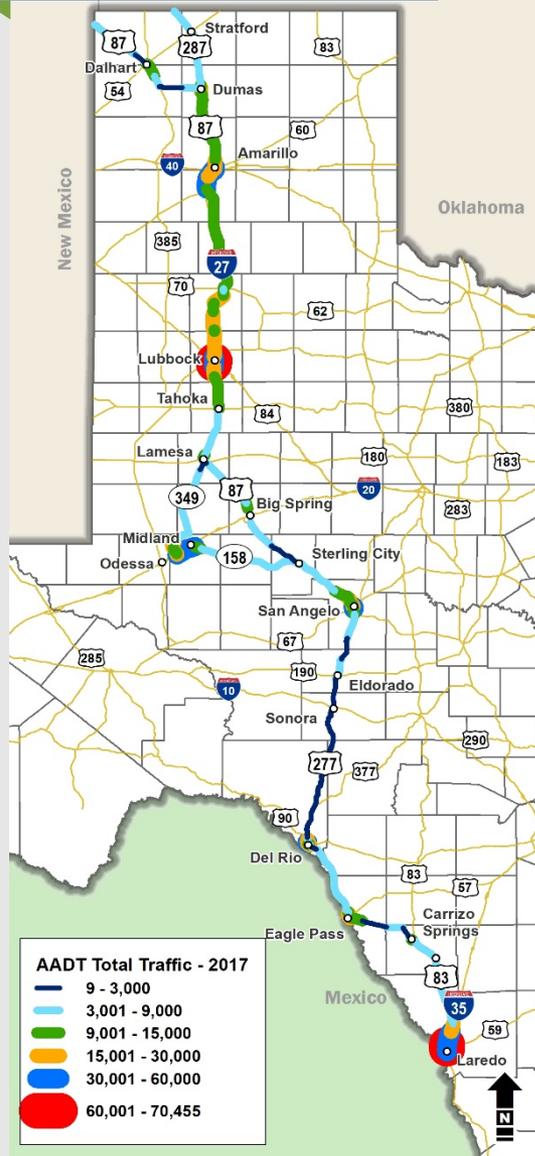
Corridor Highways

- US-277 from Edwards Co. to San Angelo
- US-87 from San Angelo to I-27
- I-27 through Lubbock to Hale Co.
- SH-158 from Sterling City to I-20
- I-20 from SH 158 to SH 349
- SH 349 from I-20 to Lamesa

Average Daily Traffic - 2017



Corridor Total Traffic 2017



Segment #2 Total Traffic 2017



Source: TxDOT TPP Roadway Inventory 2017

Range - Annual Average Daily Traffic

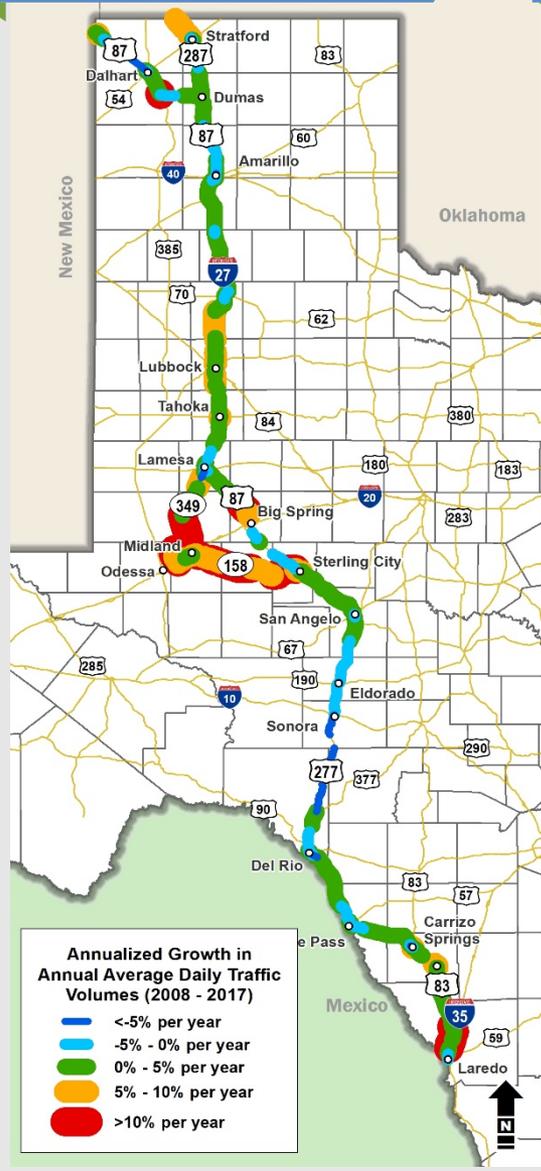
- <3,000 Per day from **Eldorado** to Del Rio
- 3,000-9,000 Per day on many rural US Highway segments
- 9,000-30,000 Per day on rural I-27, north of Amarillo, near **Big Spring**
- Per day on Interstate Highways in Laredo, **Lubbock, Midland, and Amarillo**
- Key Takeaways**

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

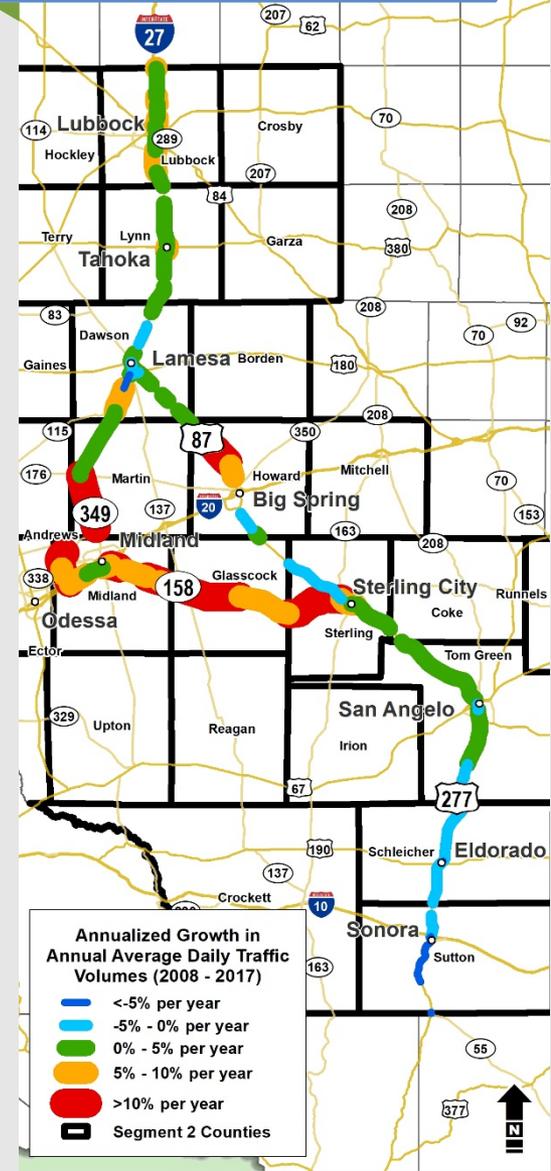
Growth in Traffic Volumes - 2008 to 2017



Corridor Growth - 10 Years



Segment #2 Growth - 10 years



Growth Trends

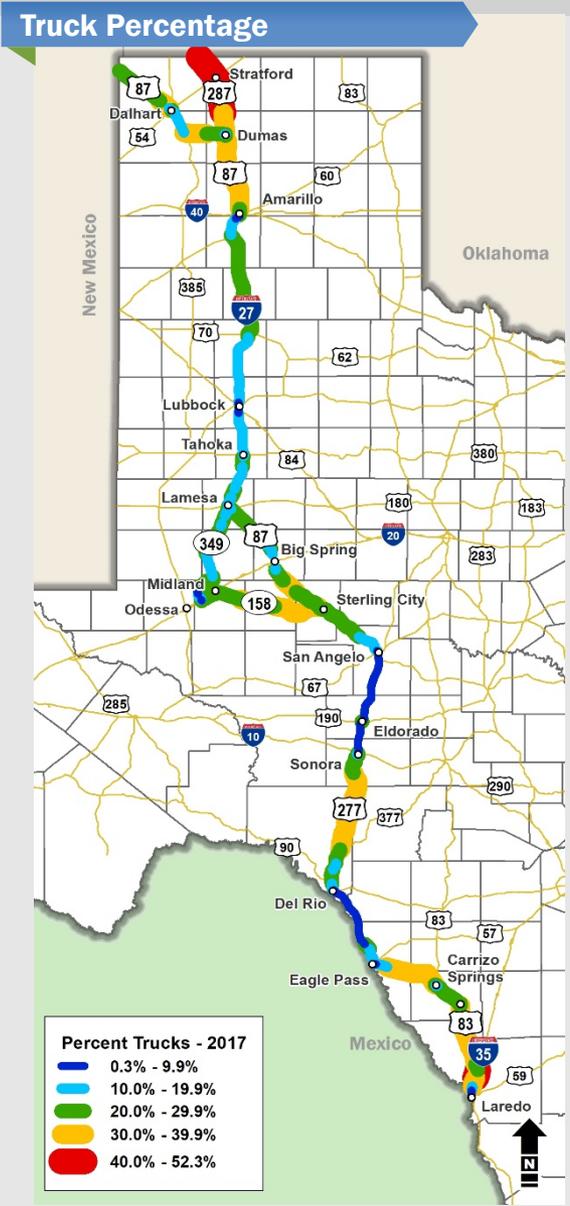
- 5-10%** Per year in **Midland, Big Spring, Sterling City, & Laredo**
- 0-5%** Per year in **Carrizo Springs, south of Del Rio, San Angelo, Lubbock, rural I-27, Dumas**
- <math><0\%</math>** Per year in **Sonora, Edwards/Val Verde County, Amarillo**

Key Takeaways

- Growth in the corridor and Segment #2 vary considerably.
- Segment #2 has largest concentration of growth areas in the corridor

Source: TxDOT TPP Roadway Inventory 2017

Corridor Average Daily Truck Traffic - 2017



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

Source: TxDOT TPP Roadway Inventory 2017

Segment #2 Average Daily Truck Traffic - 2017



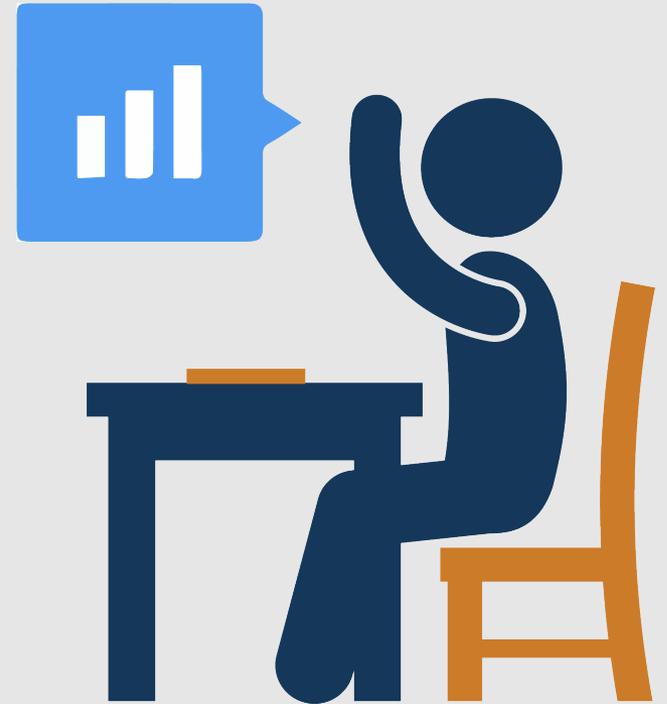
- **Midland/Odessa and Lubbock** with significant truck volumes though moderate percentage of mix
- **Glasscock, Howard, and Sutton County** with large truck percentages larger than 30%
- Relatively low truck counts and percentage between **San Angelo and Sonora**

Source: TxDOT TPP Roadway Inventory 2017



Public Feedback

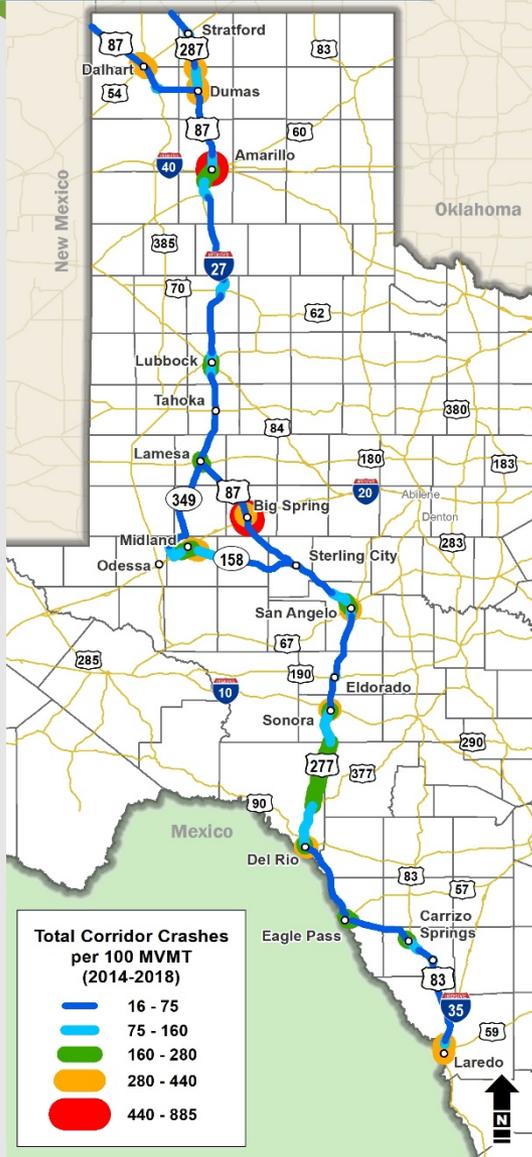
- Where are the bottlenecks for traffic in Segment #2 and what are the causes?



Total Crashes – 2014-2018



Corridor Total Crashes



Segment #2 Total Crashes



Key Corridor Takeaways

- 17,554 Total Crashes
- Highest rates in cities (Big Spring, Amarillo)
- Rural I-27 with relatively low rates

Key Segment #2 Takeaways

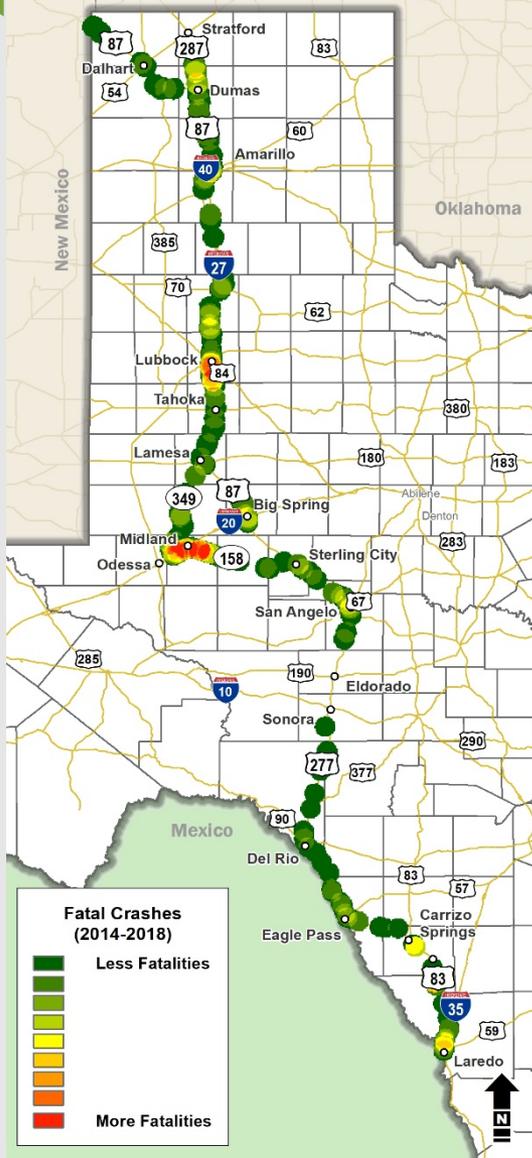
- 7,460 Total Crashes
- Highest crash rates in Midland and Big Spring
- Lower rates in rural areas and Lubbock

Source: TxDOT Crash Records Inventory

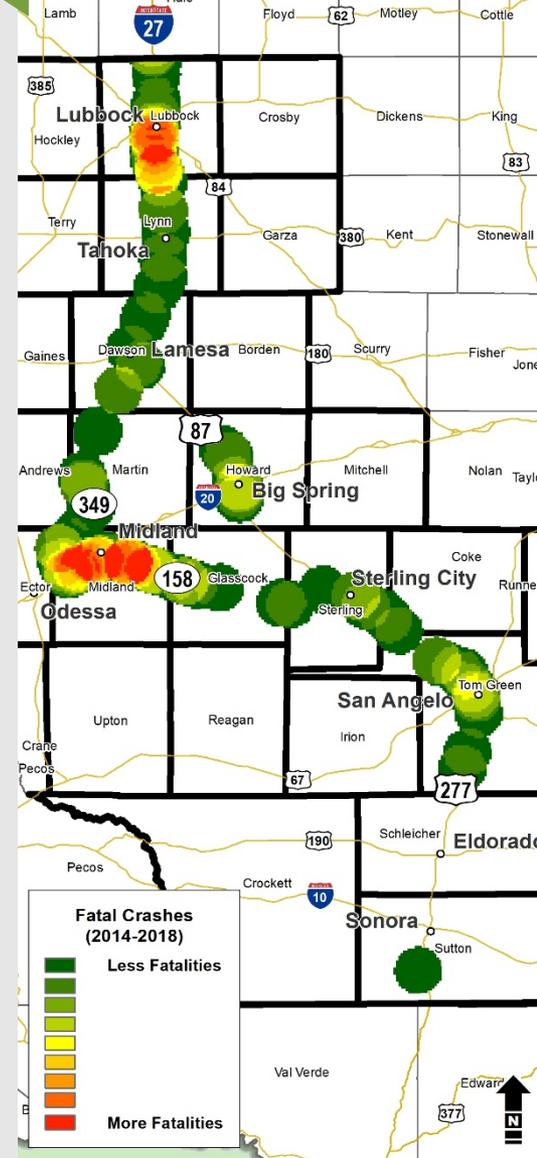
Fatal Crashes – 2014-2018



Corridor Fatal Crashes



Segment #2 Fatal Crashes



Key Corridor Takeaways

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

Key Segment #2 Takeaways

- 132 Fatal Crashes
- Highest concentrations in Lubbock and Midland
- Some rural segments without crashes

Source: TxDOT Crash Records Inventory



Corridor Wide



■ **29%**
Speeding



■ **28%**
Failure to Stop/Yield



■ **9%**
Impaired or
Distracted Driver



■ **9%**
Improper Use of Lanes

Segment #2



■ **31%**
Speeding



■ **35%**
Failure to Stop/Yield



■ **7%**
Impaired or
Distracted Driver

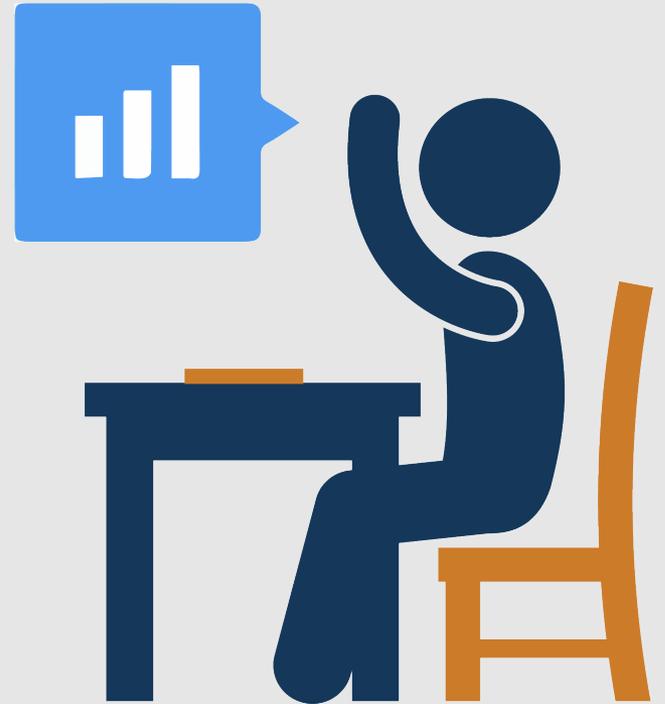


■ **7%**
Improper Use of Lanes



Public Feedback

- What areas and issues contribute to safety needs and challenges in Segment #2?



Corridor Population Growth 1990-2017



1990



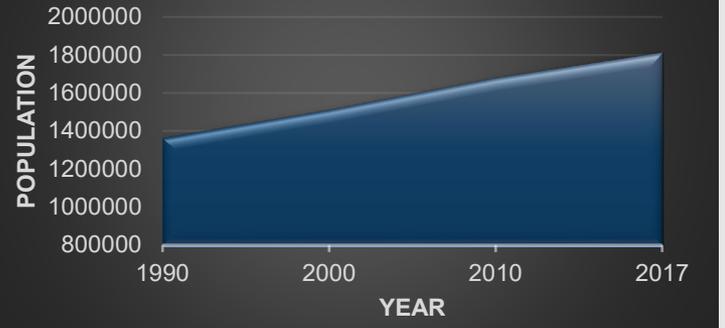
2017



1,362,255 (1990) **1,811,411** (2017)

- Corridor total population increased by **449,156** persons
- Overall corridor population grew by **33%**

Corridor Population 1990-2017



Source: Texas Demographic Center, U.S. Census

Segment #2 Population Growth 1990-2017



1990



2017



740,999 (1990) **954,316** (2017)

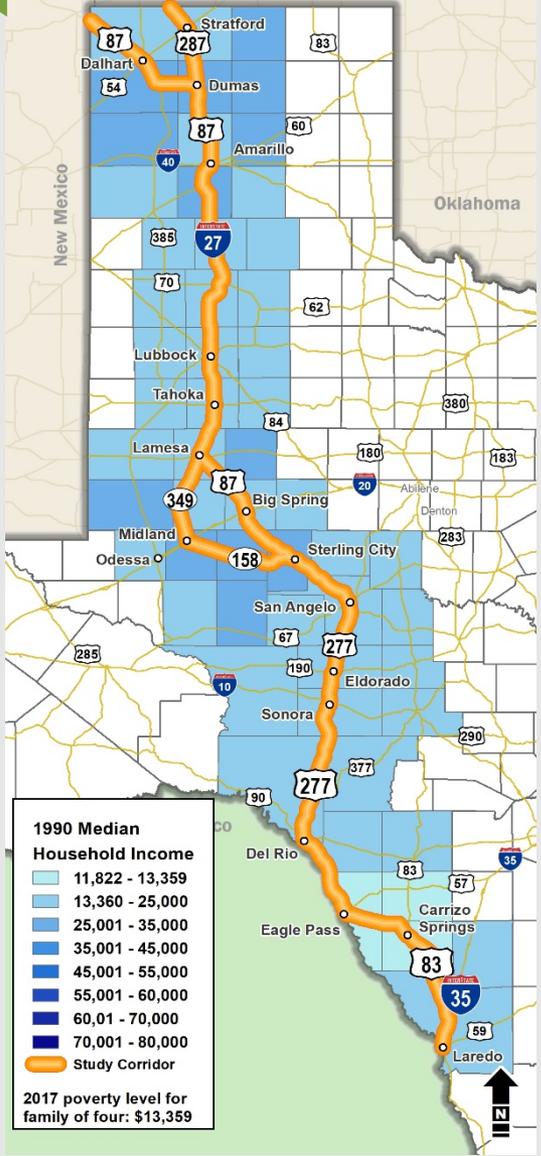
- Total population **increased by 213,317** persons
- **Midland County** (59%) and **Gaines County** (41%) had the highest population growth
- **Borden County** (-25%) and **Upton County** (-20%) had the largest population declines
- Overall segment population **grew by 29%**
- Overall corridor population **grew by 42%**

Source: Texas Demographic Center, U.S. Census

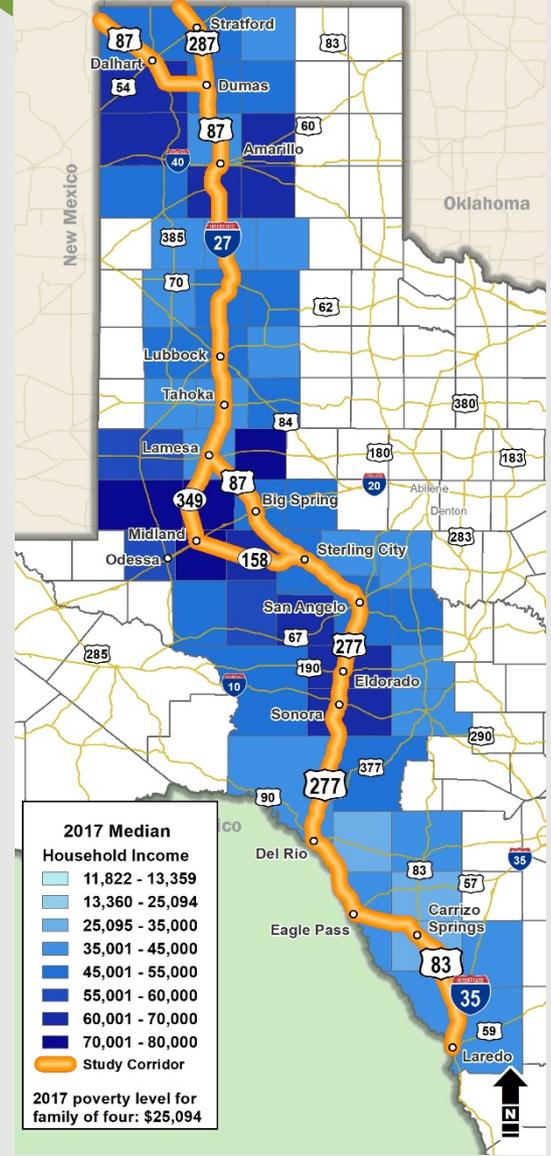
Corridor Median Household Incomes 1990-2017



1990

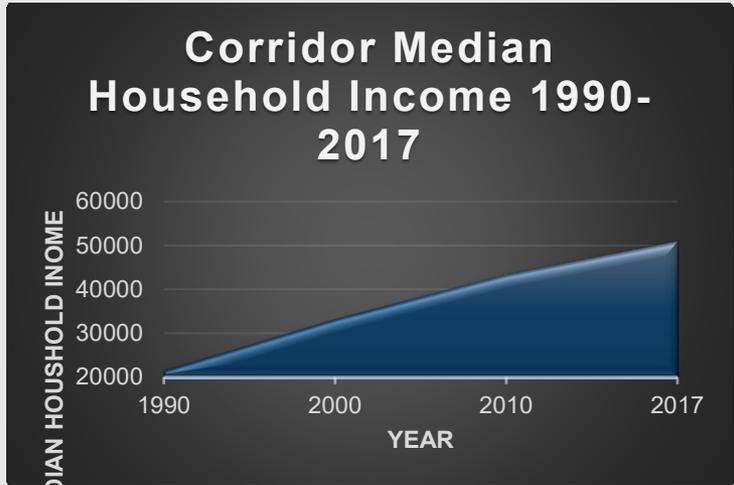


2017



\$21,396 (1990) **\$50,786** (2017)

- Corridor total median household income **increased by \$29,390**
- Overall corridor median household income **grew by 137%**

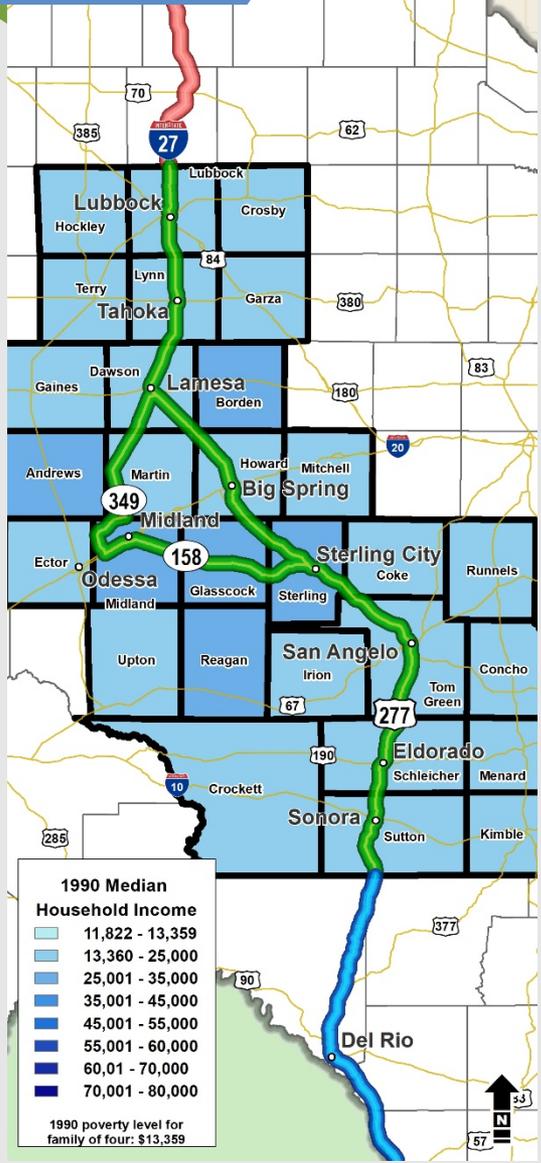


Source: U.S. Census, American Community Survey

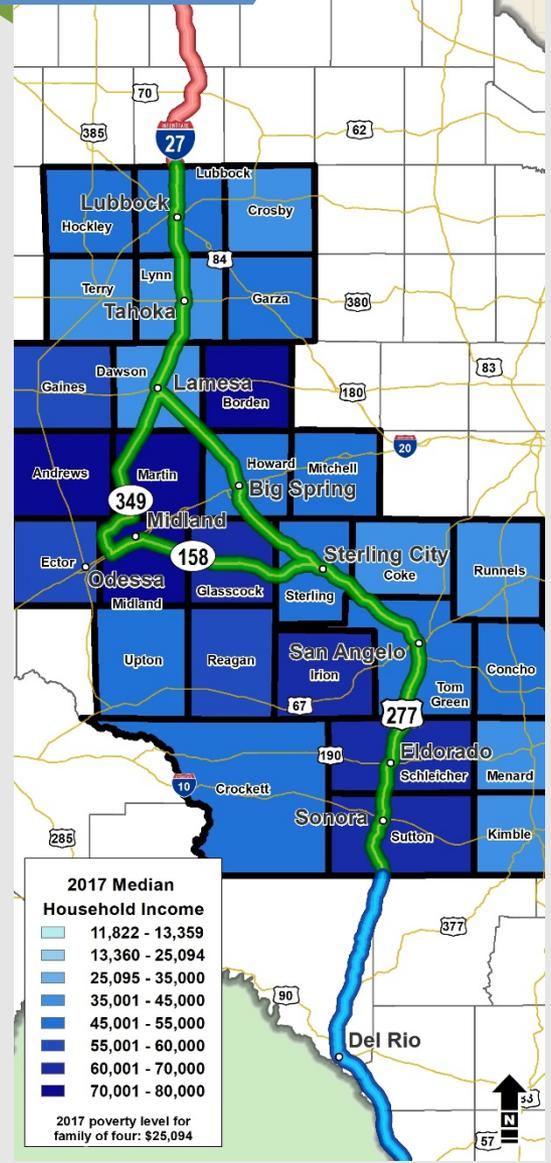
Segment #2 Median Household Incomes 1990-2017



1990



2017



\$22,135

(1990)

\$52,194

(2017)

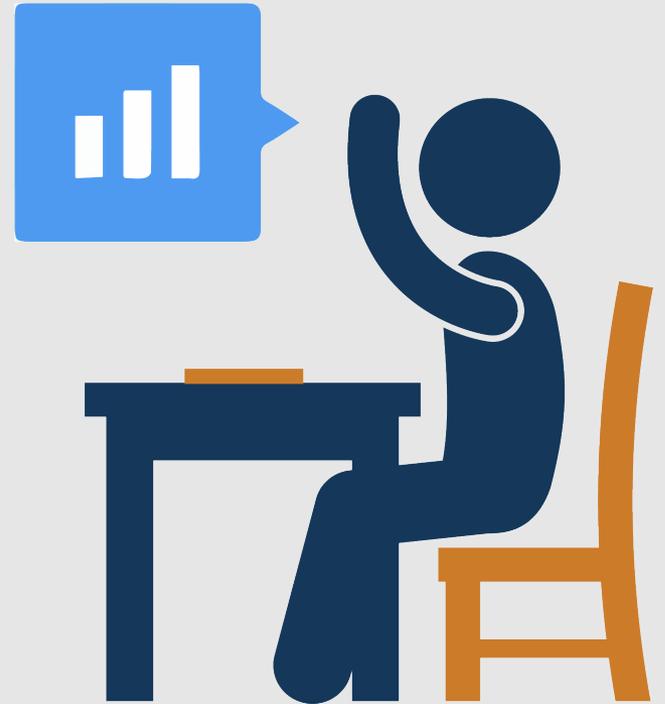
- Total income **increased by \$30,059**
- **Martin County (245%) and Mitchell County (197%)** had the highest increases in income
- No counties saw declines in household income
- No counties had median incomes below the poverty line in 1990 or 2017
- Overall **segment** income **grew by 144%**
- Overall **corridor** income **grew by 135%**

Source: U.S. Census, American Community Survey



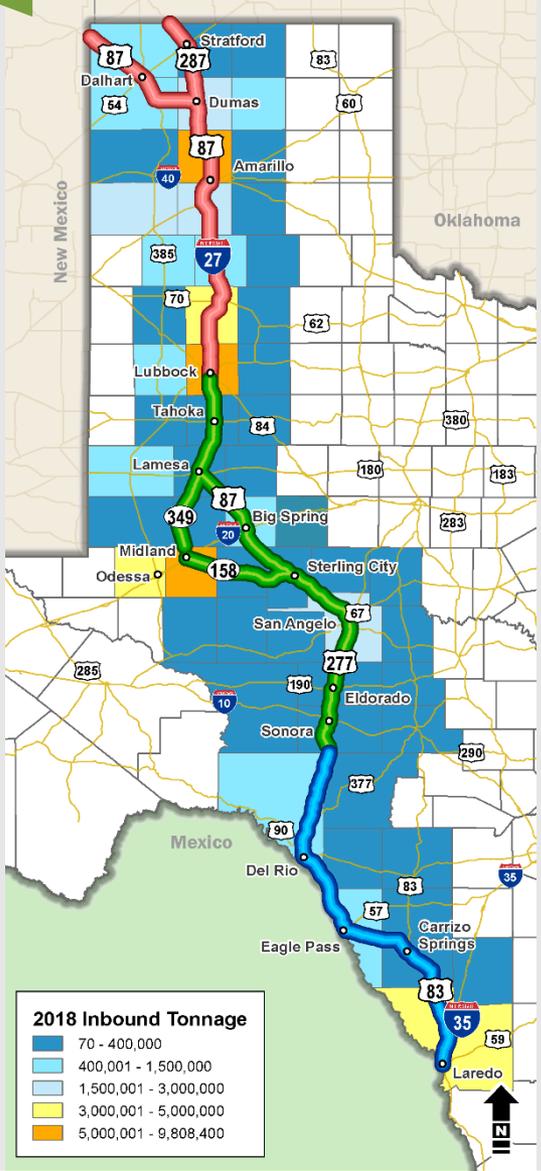
Public Feedback

- What factors do you think will influence population, income, and employment in Segment #2 over the next 30 years?

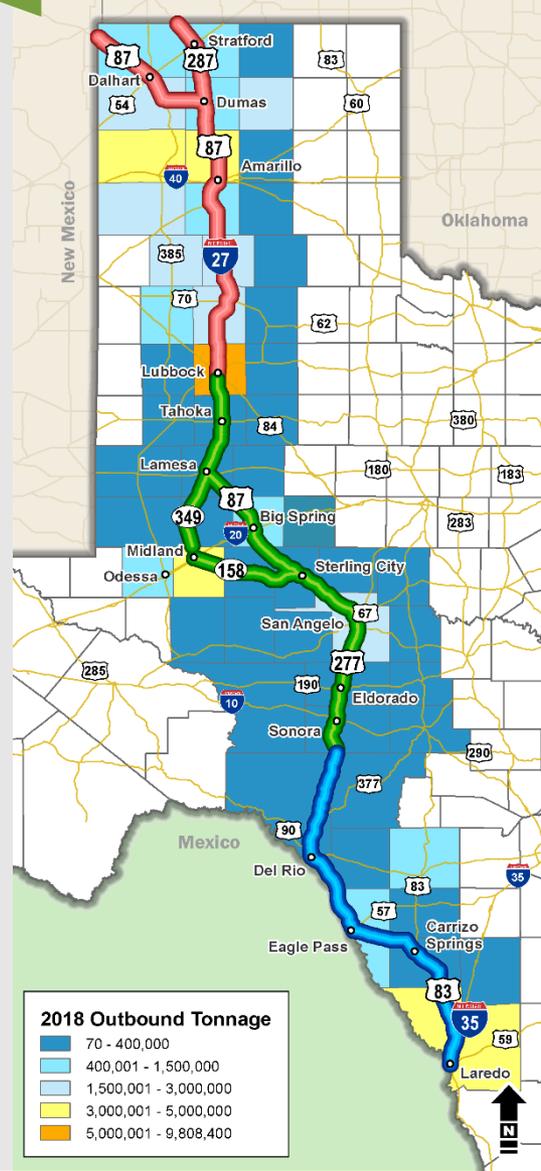


Inbound and Outbound Freight on the Corridor by County - 2018

Inbound Freight on the Corridor



Outbound Freight on the Corridor

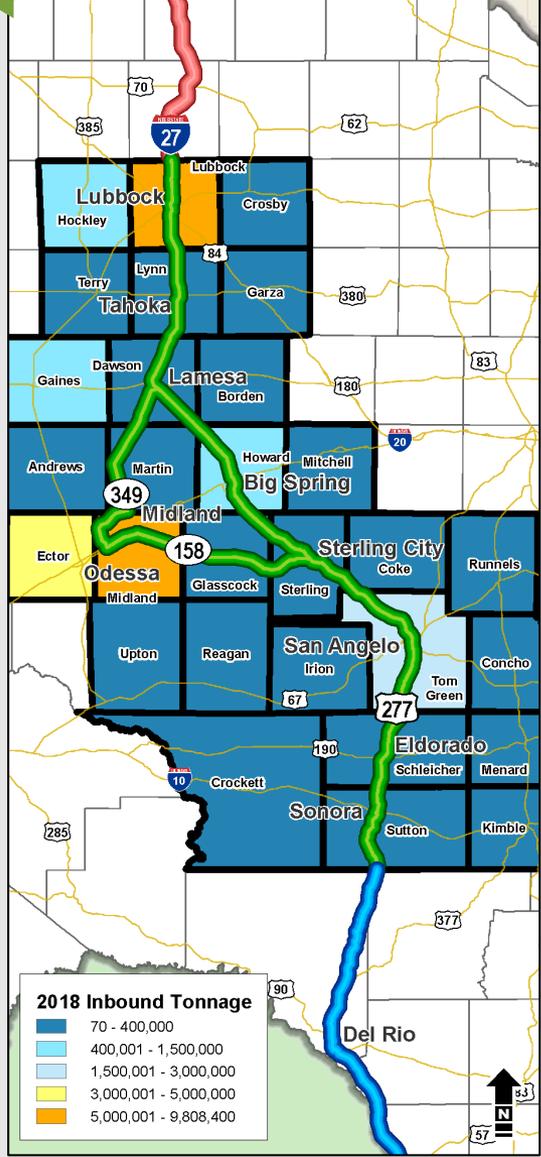


- **Panhandle** ships more freight than it receives, except:
 - **Amarillo** receives more freight than it ships out
- **Midland/Odessa** receives more freight than it ships out, due to:
 - **Outbound freight traveling by other modes**
 - **Inbound freight supplies industry**
- Port of Entry at **Laredo**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

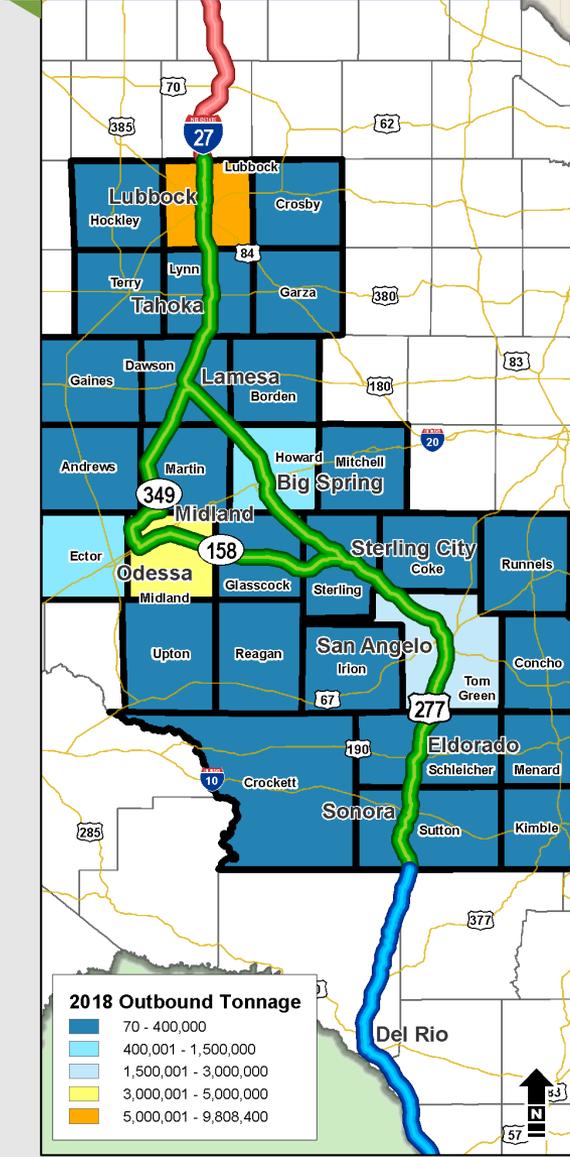
Source: TXDOT SAM and TRANSEARCH database

Inbound and Outbound Freight Using Segment #2 by County - 2018

Inbound Freight on the Segment



Outbound Freight on the Segment



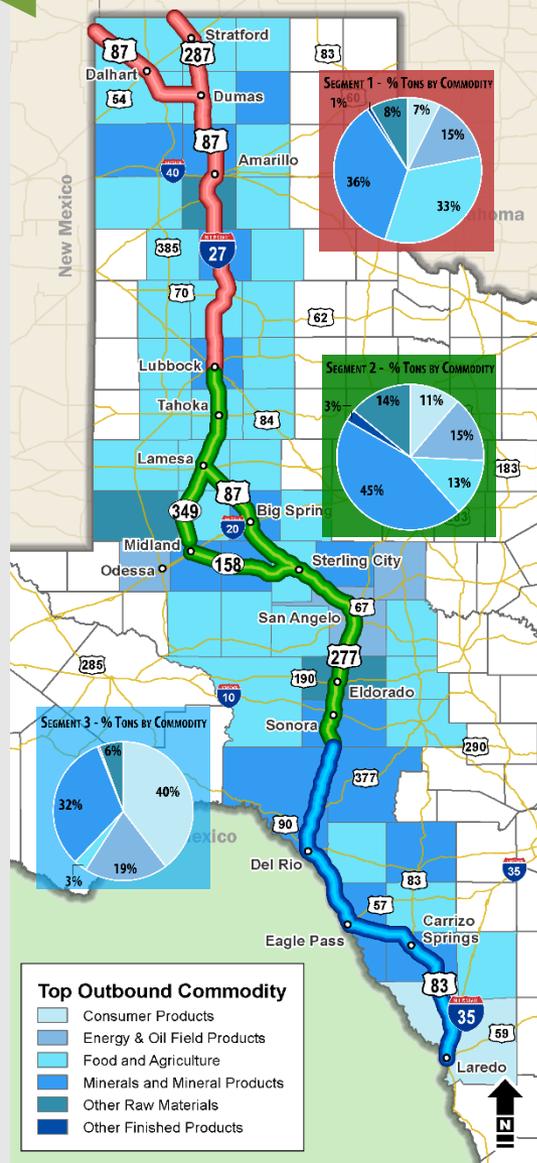
- Freight coming in and going out of Segment #2 is **generally balanced** (in tonnage)
- **Midland/Odessa** receives more freight than it ships
 - Freight coming in supplies the **energy sector** and local transient population
 - Energy freight going out uses **other modes** (e.g. pipelines)
- **Lubbock, Tom Green, and Howard Counties** are busy in both directions

Source: TXDOT SAM and TRANSEARCH database

Corridor Freight Commodities Outbound by County - 2018



Outbound Commodities on the Corridor



- The mix of **outbound commodities** by truck differs along the corridor:

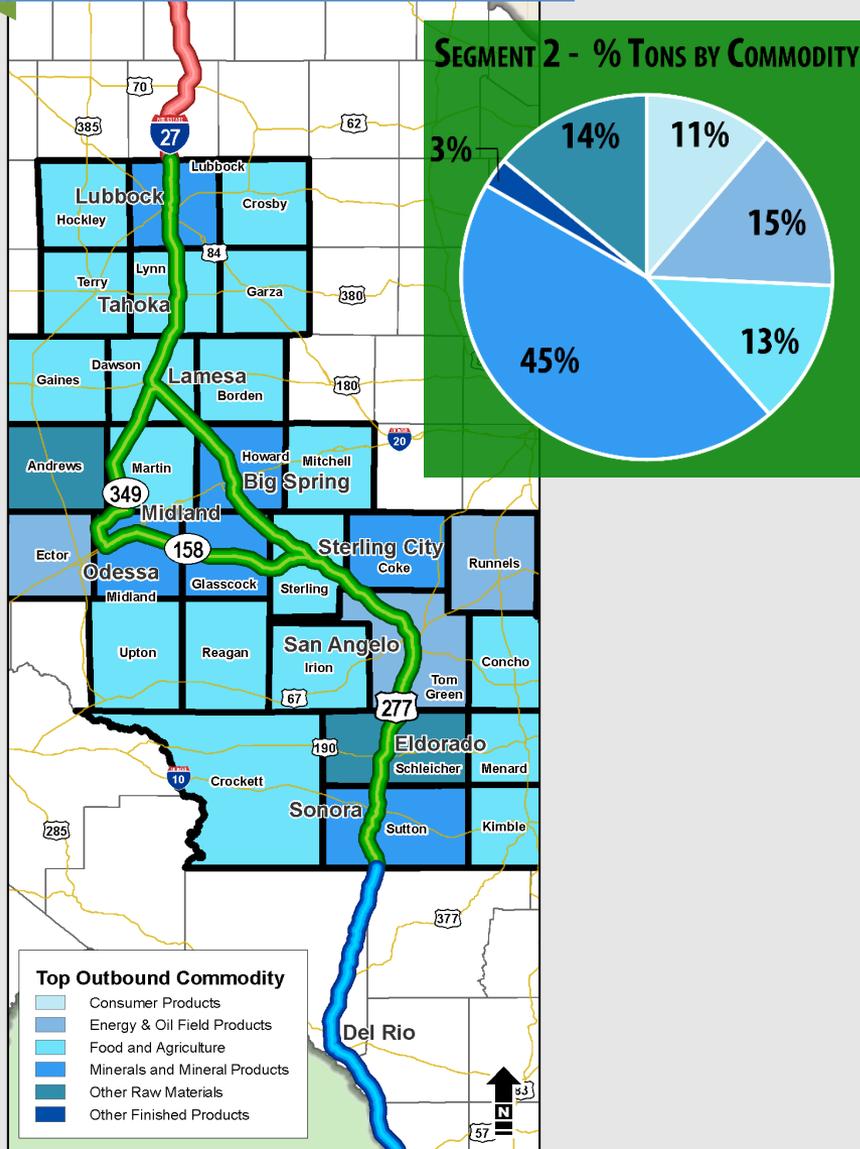
 - Food and agriculture** is most prominent in the Panhandle
 - Mineral products** - including frac sand - are more than half the volume in the Permian Basin
 - Consumer products** are most prominent further south because of the Laredo gateway
- Minerals and raw materials** are most often the top commodity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

Source: TxDOT SAM and TRANSEARCH database

Segment #2 Freight Commodities: Outbound by County - 2018



Outbound Commodities on the Segment



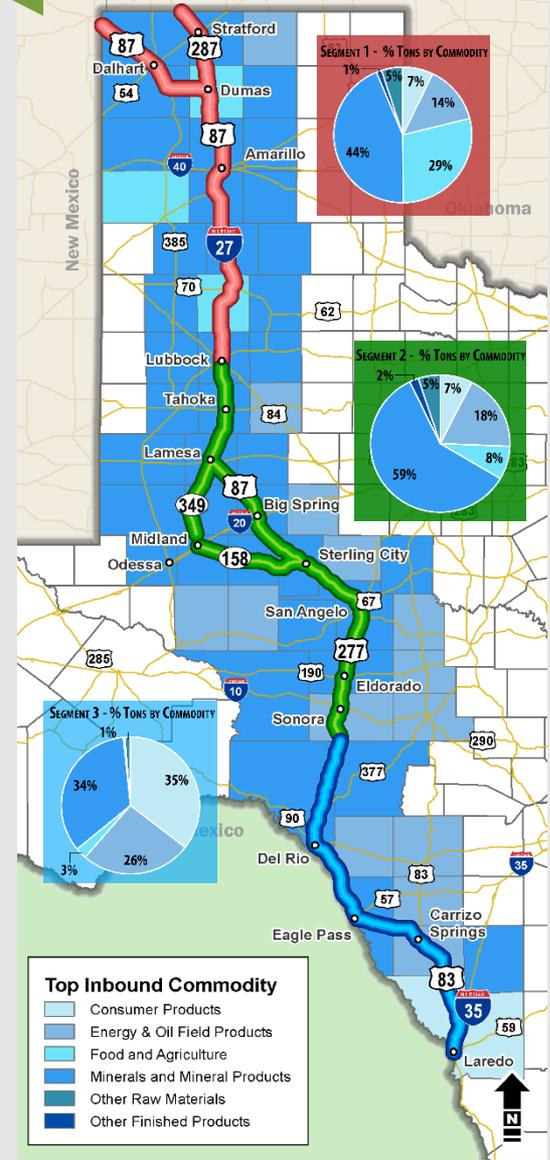
- Highest tonnage of outbound freight on Segment #2
 - **Mineral/Mineral Products (45%)**
 - **Energy and Oil Field Products (15%)**
 - **Other Raw Materials (14%)**
- Outbound commodities is led by **Minerals/Mineral Products** (including frac sand), but is otherwise diverse
- **Energy, raw materials, food/agriculture, and consumer products** are comparable in tonnage
- By county, **Food/Agricultural Products** are often the top commodity – region is a major producer of cotton and grain
- **Energy and oil field products** are important across the segment - other modes also handle outbound shipping of energy products
- **Raw Materials** are important in Schleicher and Andrews Counties

Source: TXDOT SAM and TRANSEARCH database

Distribution of Freight Commodities Inbound by County - 2018



Inbound Commodities on the Corridor



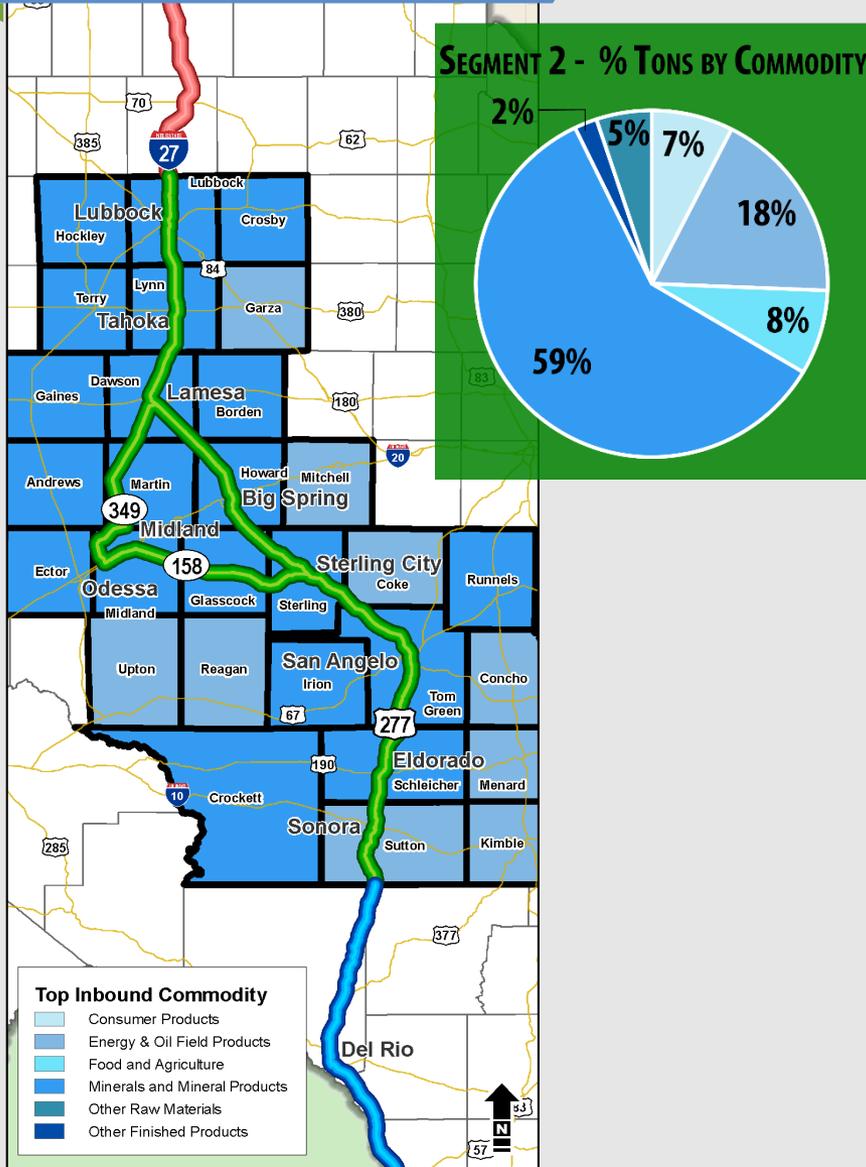
- **Inbound commodities** is similar to outbound at the corridor level:
 - **Food and agriculture** is most prominent in the Panhandle
 - **Mineral products** - including frac sand - are more than half the volume in the Permian Basin
 - **Consumer products** are most prominent further south because of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

Source: TxDOT SAM and TRANSEARCH database

Segment #2 Freight Commodities: Inbound by County - 2018



Inbound Commodities on the Segment



- The top 2 highest tonnage of inbound freight products on Segment #2 comprise **77% of total freight coming in** (far more concentrated than inbound):

 - Mineral/Mineral Products (59%)**
 - Energy and Oil Field Products (18%)**
- Minerals and energy products** account for the top commodity in every county
- Minerals include commodities important to production across the region

 - Frac sand** for the energy sector
 - Fertilizer** for agriculture
 - Aggregates** for construction

Source: TXDOT SAM and TRANSEARCH database

Foreign Truck Trade Across the Corridor by County - 2018



Import Freight



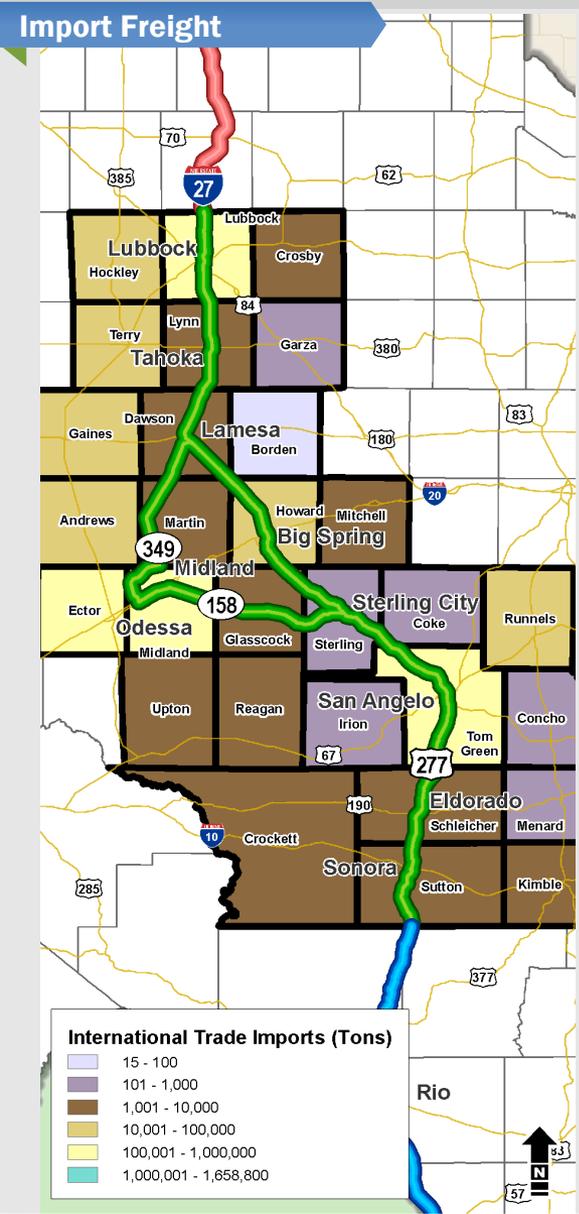
Export Freight



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

Source: TRANSEARCH database

Segment #2 Foreign Truck Trade by County - 2018



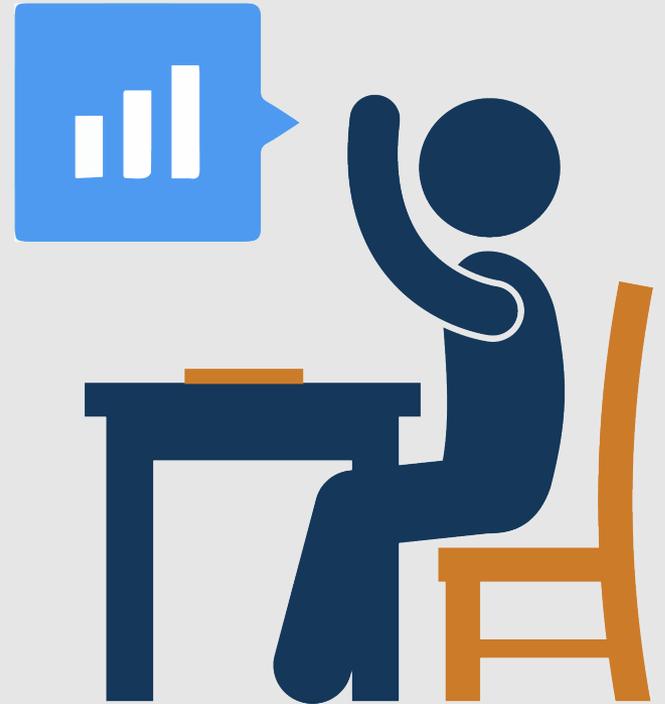
- Foreign trade chiefly **cross-border trade with Mexico**, with some Canadian and overseas traffic
- Foreign trade appears throughout the segment
- Exports** are stronger than imports, particularly in agricultural areas
- Midland/Odessa** imports supplies for the **energy sector**, exports rely on other modes
- All counties have some level of involvement in foreign trade

Source: TRANSEARCH database



Public Feedback

- What are the key needs and challenges for moving people and freight in Segment #2?





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THANK YOU!

