



Mentimeter

Committee Members: Information to access Mentimeter is located on the inside folder of your packet.

WiFi Hotspots

Access4-8: M33tin6!



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

Segment #3, Committee Meeting #1

Del Rio, TX



Welcome

Brian Barth,
Director of Project Planning and Development, TxDOT

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

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

Honorable Bruno “Ralphy” Lozano,
Mayor of Del Rio



- 1 Opening Remarks
- 2 Overview of HB 1079 Ports-to-Plains Corridor Feasibility Study
- 3 Feasibility Study Purpose, Goals, Scope and Schedule
- 4 Break
- 5 Existing Segment #3 Conditions and Needs
- 6 Interstate Facility Design Features
- 7 Nominations and Election of Chair and Vice-Chair for the Segment #3 Committee



8 Segment Committee Report and Chapters 1-3 Outline

9 Segment Committee Meeting #2 and Public Meetings

10 Open Discussion

11 Adjourn



Overview of HB 1079 Ports-to-Plains Corridor Feasibility Study

86th Legislature, 2019

Blake Calvert, Legislative Liaison, TxDOT

Ports-to-Plains Feasibility Study



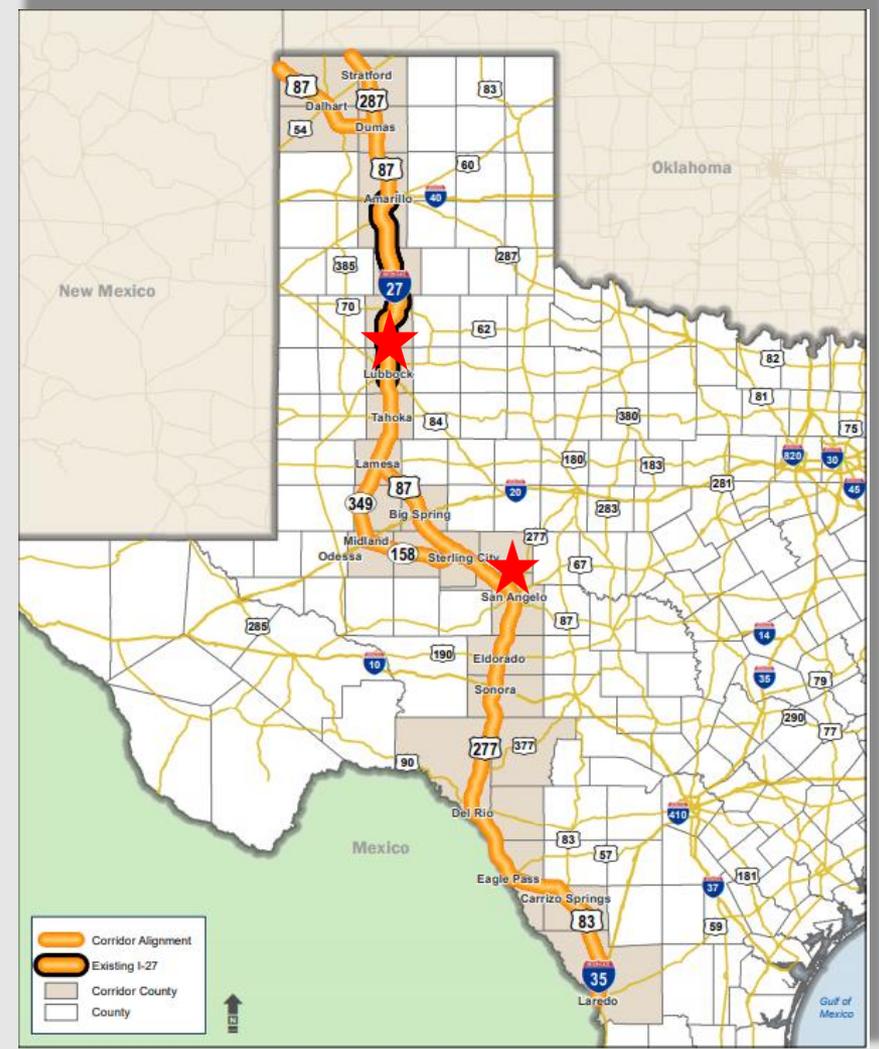
House Bill (HB) 1079 requires TxDOT to conduct a comprehensive feasibility study of the Ports-to-Plains (P2P) Corridor, as defined by Tex. Transp. Code 225.069.

- 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.





H.B. No. 1079

1 AN ACT

2 relating to a study by the Texas Department of Transportation of the
3 Ports-to-Plains Corridor, including an evaluation of the
4 feasibility of certain improvements to Interstate Highway 27.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

6 SECTION 1. (a) In this Act:

7 (1) "Advisory committee" means the Ports-to-Plains
8 Advisory Committee established under this section.

9 (2) "Department" means the Texas Department of
10 Transportation.

11 (3) "Improvement" has the meaning assigned by Section
12 221.001, Transportation Code.

13 (4) "Port of entry" has the meaning assigned by
14 Section 621.001, Transportation Code.

15 (5) "Ports-to-Plains Corridor" means the highways
16 designated as the Ports-to-Plains Corridor under Section 225.069,
17 Transportation Code.

18 (b) The department shall conduct a comprehensive study of
19 the Ports-to-Plains Corridor. The study must evaluate the
20 feasibility of, and the costs and logistical matters associated
21 with, improvements that create a continuous flow, four-lane divided
22 highway that meets interstate highway standards to the extent
23 possible, including improvements that:

24 (1) extend Interstate Highway 27:

- 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.



- Each segment committee is responsible for submitting a report to the full advisory committee. Each report must include:
 - An examination of the ability of the energy industry to transport products to market;
 - An evaluation of the economic development impact of the corridor, including if the improvement or expansion of the corridor would create employment opportunities;
 - A determination whether improvements or expansion of the corridor would relieve traffic congestion in that respective segment;
 - An examination of freight movement along the corridor;
 - A determination and prioritization of improvements and expansion of the corridor that are warranted to promote safety and mobility;
 - 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 corridor; and
 - An assessment of federal, state, local, and private funding sources for a project improving or expanding the corridor.



Quarterly Public Meetings

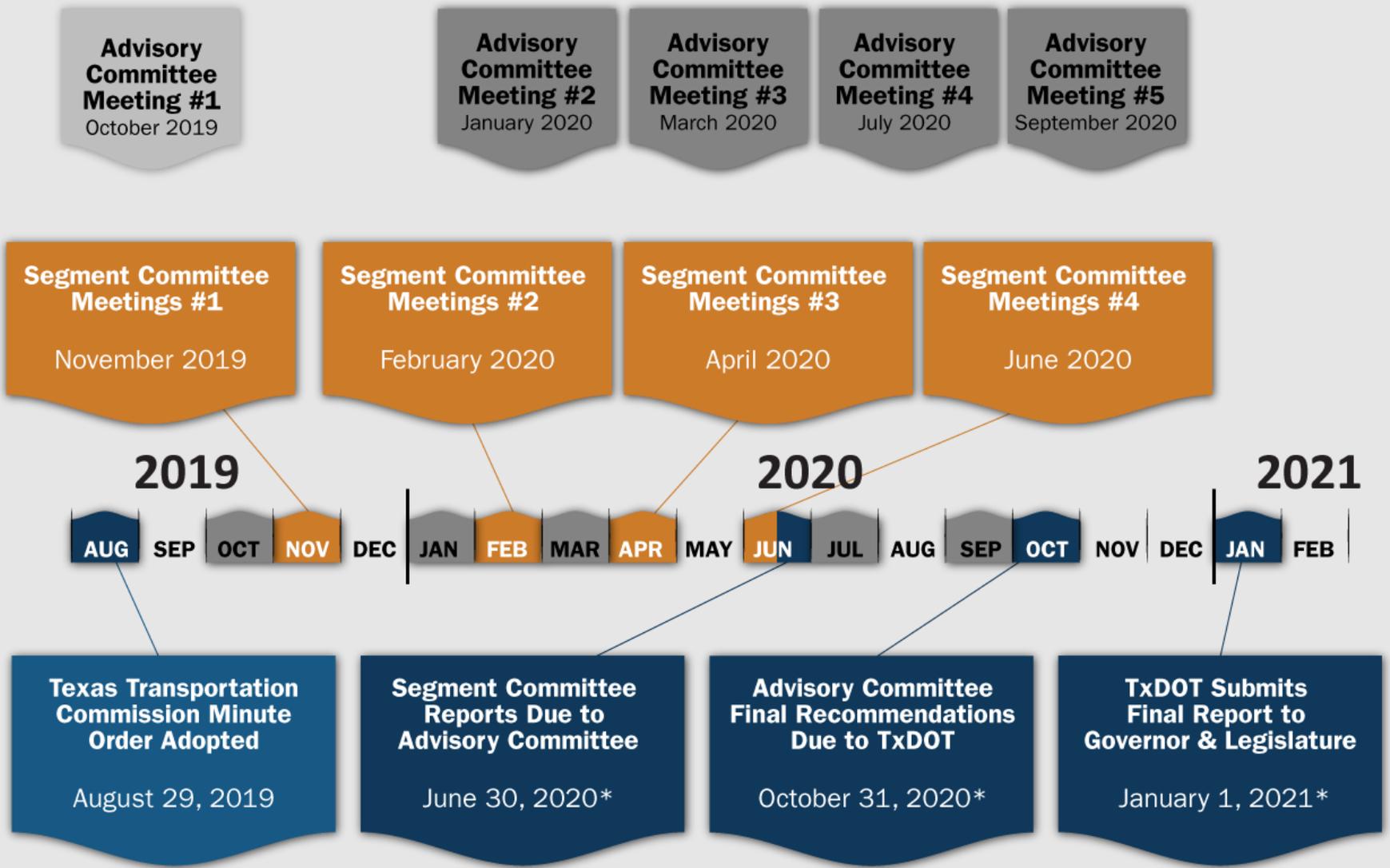
- TxDOT is required to hold quarterly public meetings on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo.
- These meetings will gather public feedback on potential improvements or expansions to the P2P Corridor.
- Occurs in conjunction with the study.

Preliminary Recommendation Feedback

- The advisory and segment committees are required to conduct extensive public involvement campaigns.
- The campaigns will solicit feedback on the preliminary recommendations made by the committee prior to report submission.
- Occurs once draft study has been assembled.



P2P Advisory and Segment Committee Important Dates



*Prescribed by HB 1079



Feasibility Study Purpose, Goals, Scope and Schedule

Caroline Mays, TxDOT
Consultant Team



The Texas Department of Transportation shall conduct a **comprehensive study** of the Ports-to-Plains Corridor. The study must evaluate 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**.

Section 1(b) of House Bill 1079

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

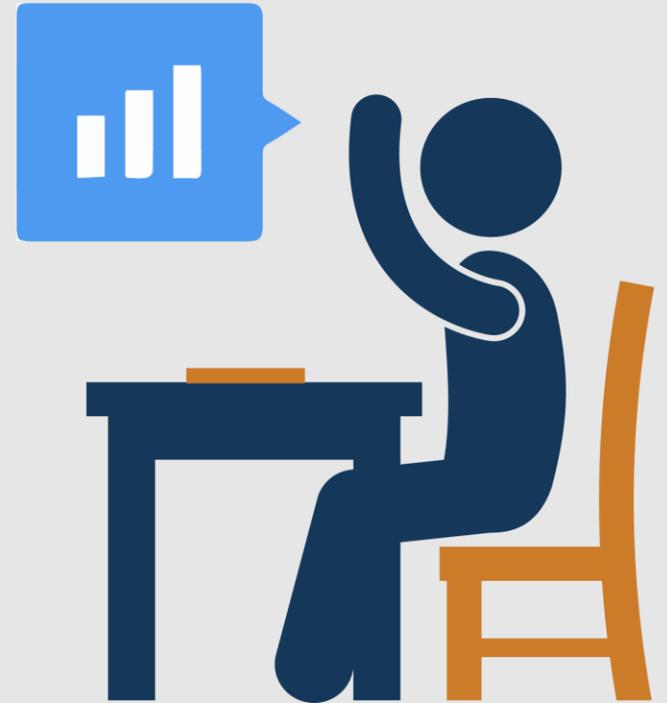


An assessment of federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

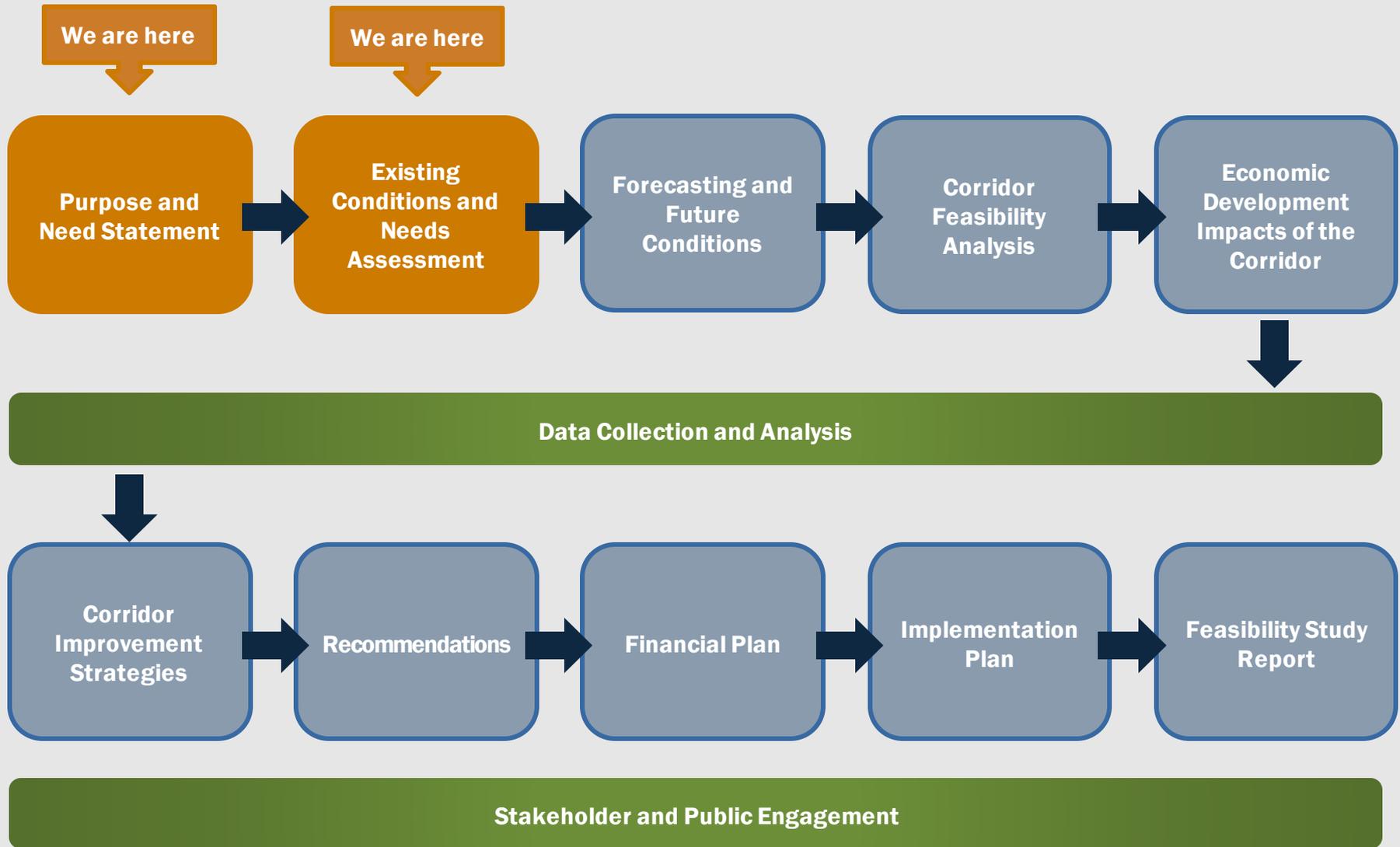


Committee Feedback

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



Ports-to-Plains Corridor Feasibility Study Scope





Existing Conditions and Needs Assessment

- Land Use Characteristics
- Population Characteristics
- Economic Characteristics
- Roadways and Bridges
- Traffic Conditions
- Truck Traffic and Freight Flow
- Safety Conditions
- Environmental Conditions



Forecasting and Future Conditions

- Projected Land Use
- Projected Population
- Projected Economic Development
- Future Programmed Roadway and Bridge Projects
- Future Traffic Conditions
- Future Truck Traffic and Freight Flow



Corridor Feasibility Analysis

- Define the preliminary alternatives feasibility analysis process
- Corridor Alternatives
 - Identify areas that are **suitable for four-lane divided highway improvement**
 - Identify areas that are **suitable for interstate highway development**
- Develop **potential evaluation criteria** (from HB 1079), including
 - The energy industry's ability to transport products to market
 - Economic development impacts, including creation of employment opportunities
 - Improvements that would relieve traffic congestion
 - Freight movement along the corridor
 - Improvements that promote safety and mobility, while maximizing existing highway and minimizing property impacts
 - Project costs related to improvements
 - Funding sources
- Prepare an evaluation matrix for comparisons



Economic Development Impacts of the Corridor

- 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



Corridor Improvement Strategies

- Analyzing transportation improvement strategies and **identifying potential improvements** – using the evaluation matrix
- Examination of **project costs**
- **Determination and Prioritization of Improvements**



Recommendations

- Recommendations will be based on technical analysis, **Segment Committee input**, Advisory Committee input, and public input



Financial Plan

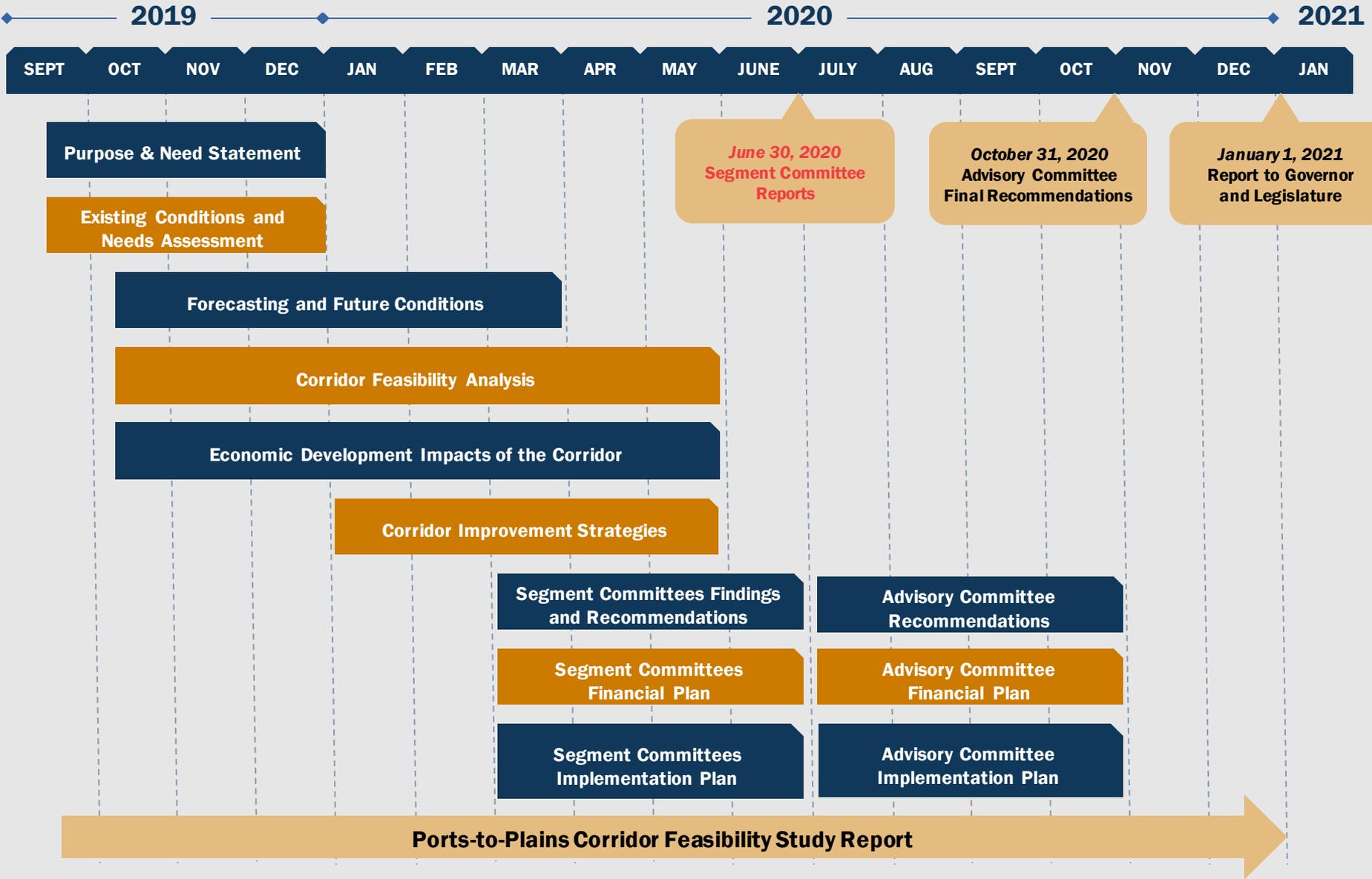
- Evaluating potential federal, state, local, and private **funding sources** for corridor improvements
- Advisory Committee and **Segment Committees** input on potential funding sources



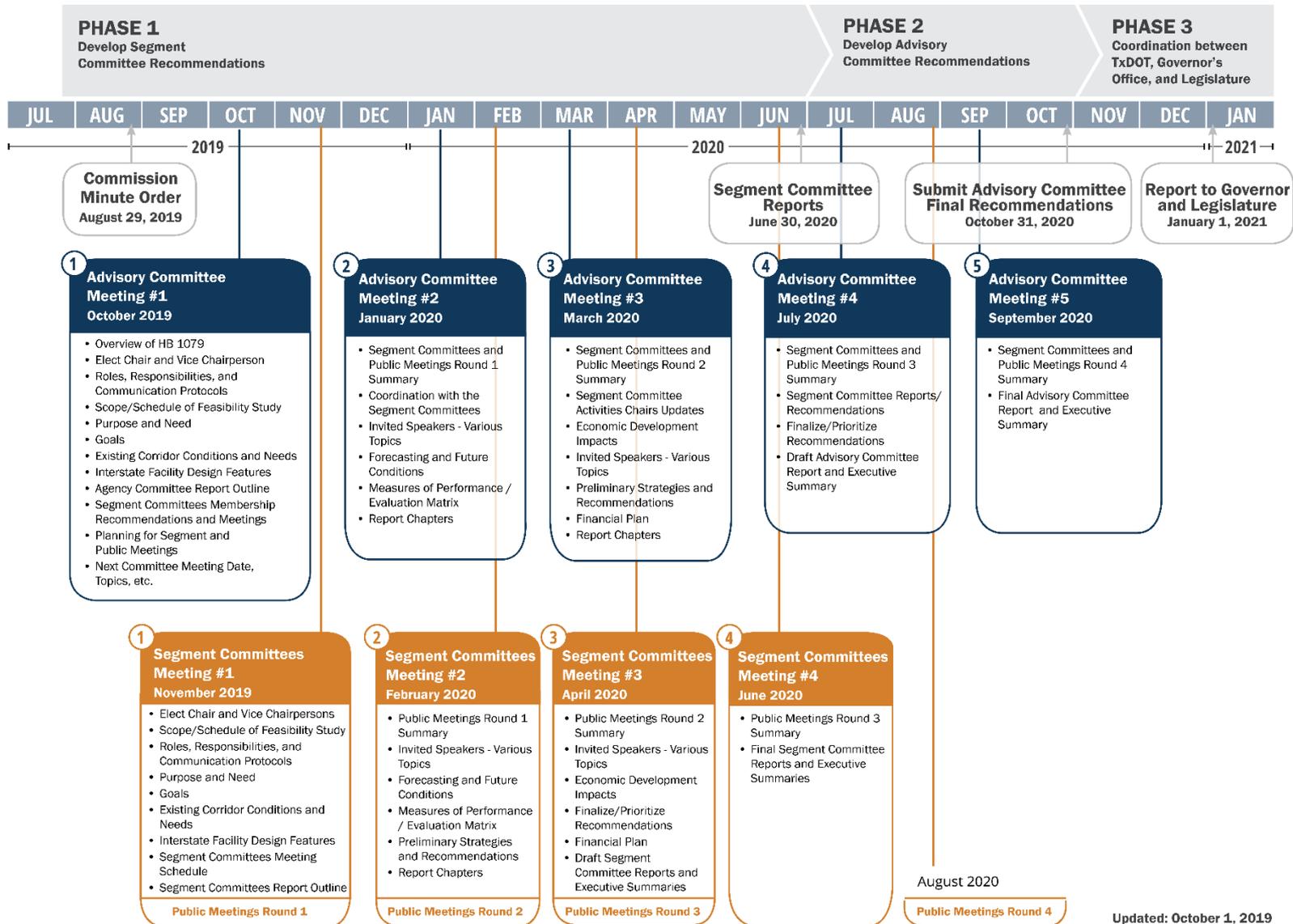
Implementation Plan

- Develop a plan of improvements and implementation timeline
 - Short-term: 0-5 years
 - Mid-term: 5-10 years
 - Long-term: 10+ years

Ports-to-Plains Corridor Feasibility Study Schedule



Ports-to-Plains Corridor Feasibility Study Milestones



Updated: October 1, 2019



Existing Segment #3 Conditions and Needs

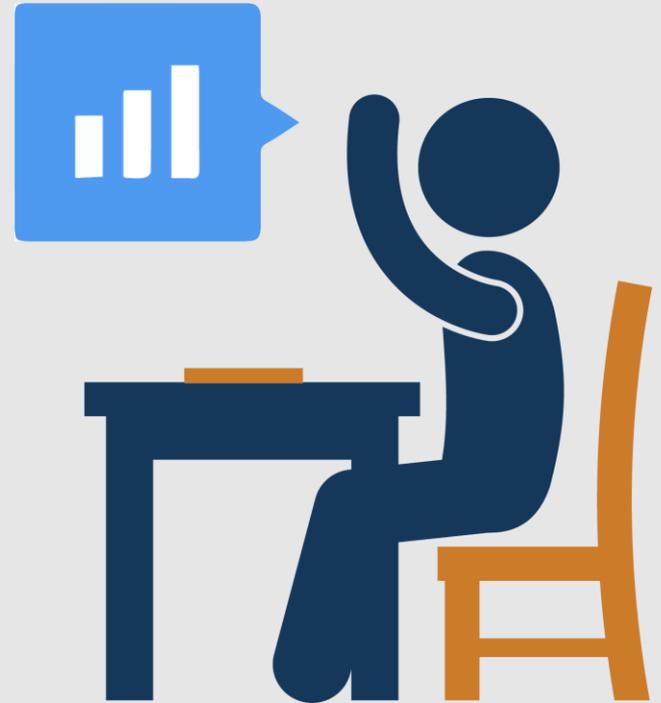
Akila Thamizharasan, Manager, Corridor
Planning Branch, TxDOT

Consultant Team



Committee Feedback

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





1 Overall Segment Characteristics

2 Population and Economic Characteristics

3 Freight Movement

4 Energy Sector and Agricultural Production

5 Traffic, Pavement, and Bridge Conditions

6 Safety

Current Corridor Characteristics



Ports-to-Plains Corridor



Other Modal Facilities



992 Corridor Miles
26 Counties
6 TxDOT Districts

Major Cities

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

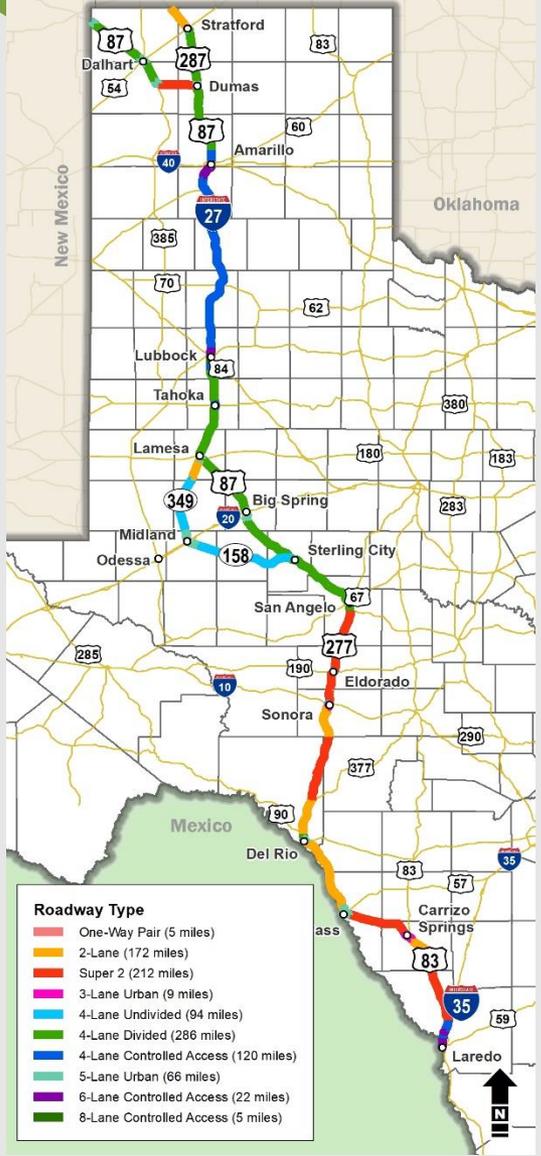
Major Land Ports of Entry

Laredo, Del Rio, Eagle Pass

Current Corridor Characteristics



Existing Corridor Sections



Access Control



- **280** Miles 4-Lane Divided
- **212** Miles Super 2
- **172** Miles 2-Lane
- **128** Miles 4-Lane Controlled Access
- **94** Miles 4-Lane Undivided
- **66** Miles 5-Lane Urban
- **23** Miles 6-Lane Controlled Access
- **9** Miles 3-Lane Urban
- **6** Miles 8-Lane Controlled Access
- **5** Miles One-Way Pair

Access Control

- **798** Miles with **no** access control
- **157** Miles with **full** access control
- **37** Miles with **partial** access control

Source: Texas Roadway Inventory System - 2017

Current Segment #3 Characteristics



247 Segment Miles

6 Counties

3 Ports of Entry

2 TxDOT Districts
(Laredo, San Angelo)

Major Cities and Towns

Laredo, Carrizo Springs, Eagle Pass, Del Rio

Corridor Highways

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

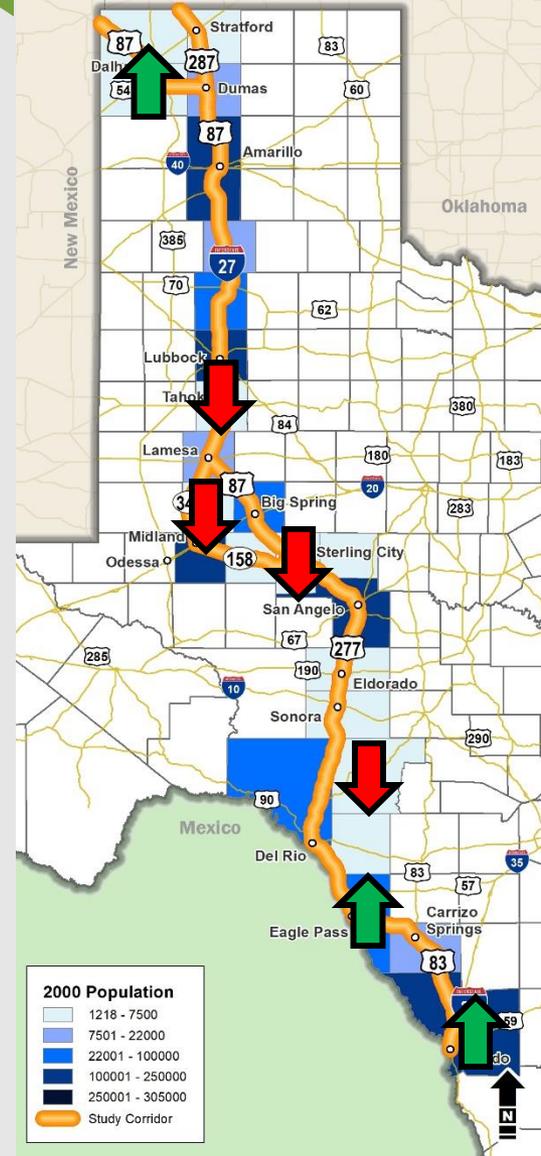
Corridor Population Growth 1990-2000



1990



2000

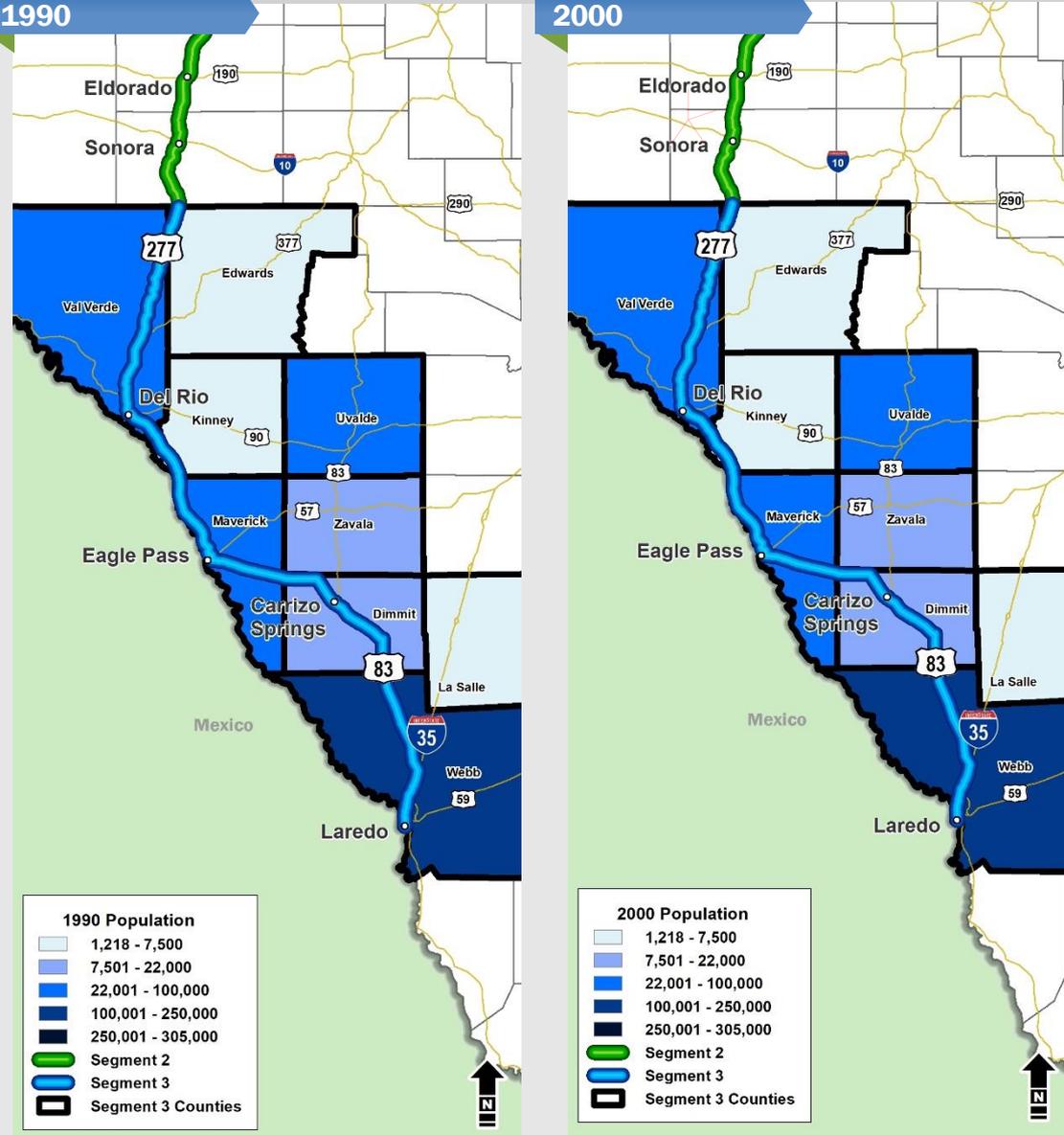


983,870 (1990) **1,135,193** (2000)

- Corridor total population **increased by 151,323 persons**
- Overall corridor population **grew by 15%**
- **Counties with largest increases in population:**
 - Hartley County - 52% growth
 - Webb County - 45% growth
 - Maverick County - 30% growth
- **Counties with largest decreases in population:**
 - Edwards County - 5% decrease
 - Martin County - 4% decrease
 - Lynn and Sterling Counties - 3% decrease

Source: Texas Demographic Center, U.S. Census

Segment #3 Population Growth 1990-2000



264,912 (1990) **344,451** (2000)

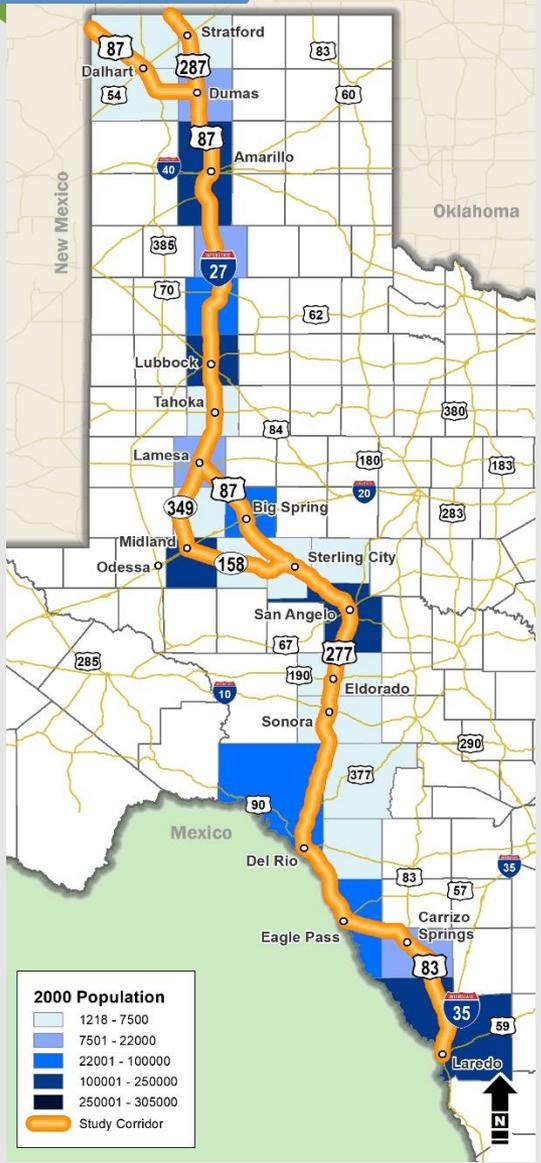
- Total population **increased by 79,539** persons
- **Webb County** (45% growth) and **Maverick County** (30%) had the highest population growth
- **Edwards County, Zavala County** (-5% growth) and **Dimmit County** (-2%) had small population declines
- Overall segment population **grew by 30%**
- Overall corridor population **grew by 15%**

Source: Texas Demographic Center, U.S. Census

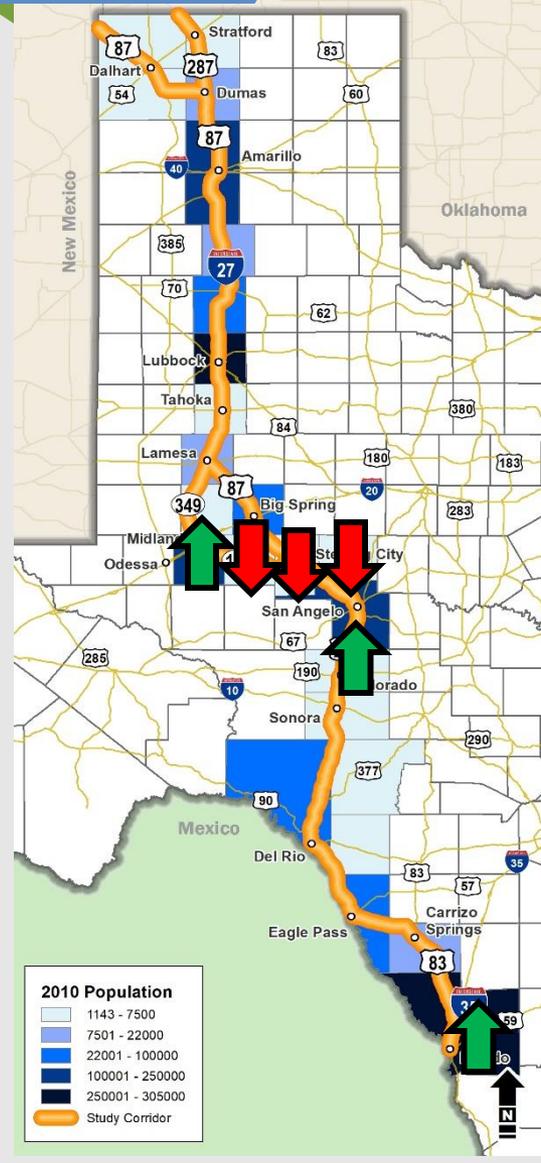
Corridor Population Growth 2000-2010



2000



2010



1,135,193 (2000) **1,291,429** (2010)

- Corridor total population **increased by 156,236** persons
- Overall corridor population **grew by 14%**
- **Counties with largest increases in population:**
 - **Webb County** - 30% growth
 - **Midland and Schleicher Counties** - 18% growth
- **Counties with largest decreases in population:**
 - **Sterling County** - 18% decrease
 - **Coke County** - 14% decrease
 - **Glasscock County** - 13% decrease

Source: Texas Demographic Center, U.S. Census

Segment #3 Population Growth 2000-2010



2000



2010



344,451

(2000)

413,689

(2010)

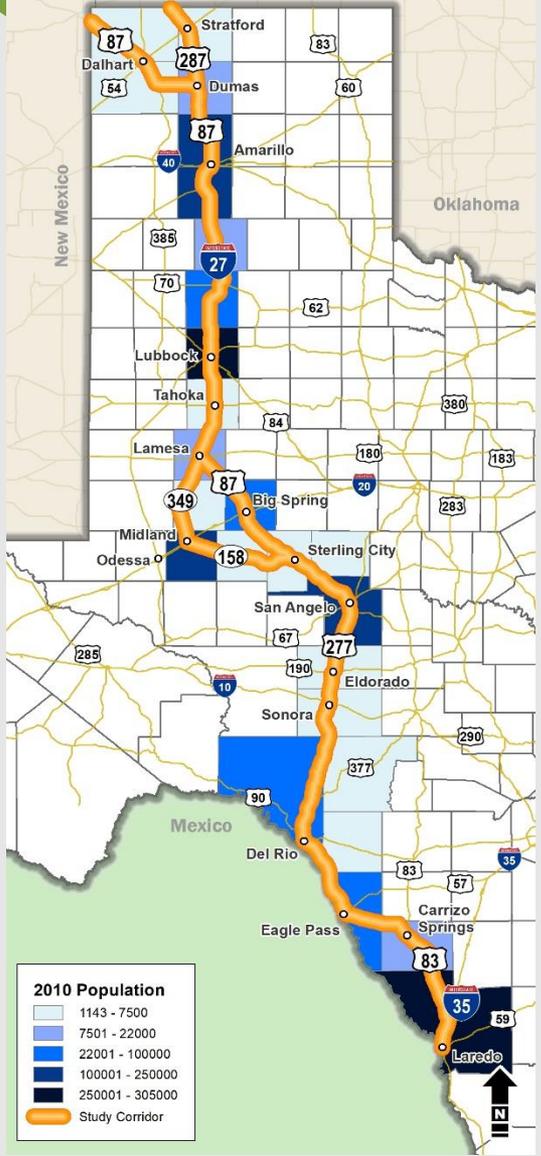
- Total population **increased by 69,238** persons
- **Webb County** (30% growth) and **Maverick County** (15%) had the highest population growth
- **Edwards County** (-7% growth) and **Dimmit County** (-2%) had small population declines
- Overall segment population **grew by 20%**
- Overall corridor population **grew by 14%**

Source: Texas Demographic Center, U.S. Census

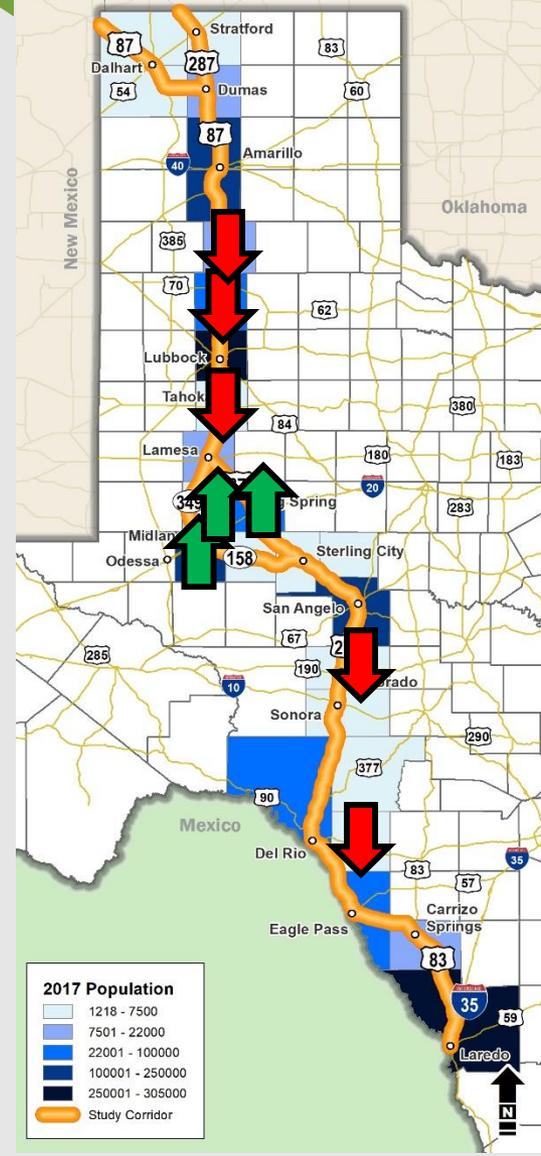
Corridor Population Growth 2010-2017



2010



2017



1,291,429 (2010) **1,395,130** (2017)

- Corridor total population **increased by 103,701** persons
- Overall corridor population **grew by 8%**
- Counties with largest increases in population:**
 - Midland County - 24% growth
 - Martin County - 17% growth
 - Howard County - 12% growth
- Counties with largest decreases in population:**
 - Hale County - 6% decrease
 - Schleicher County - 5% decrease
 - Kinney, Lynn, and Swisher Counties - 4% decrease

Source: Texas Demographic Center, U.S. Census

Segment #3 Population Growth 2010-2017



2010



2017



413,689 (2010) **437,909** (2017)

- Total population **increased by 24,220** persons
- **Dimmit County** (11% growth) and **La Salle County** (11%) had the highest population increases
- **Kinney County** (-4% growth) and **Val Verde County** (-1%) had small population declines
- Overall segment population **grew by 6%**
- Overall corridor population **grew by 8%**

Source: Texas Demographic Center, U.S. Census

Corridor Median Household Incomes 1990-2000



1990



2000



\$21,517 (1990) **\$36,515** (2000)

- Corridor total median household income **increased by \$14,998**
- Overall corridor median household income **grew by 70%**
- Counties with largest increases in income:**
 - Kinney County** - 103% increase
 - Dimmit County** - 101% increase
 - Maverick County** - 93% increase
- Counties with smallest increases in income:**
 - Moore County** - 38% increase
 - Glasscock County** - 47% increase
 - Sterling County** - 52% increase
- No Counties had declines in incomes in this time period.

Source: U.S. Census, American Community Survey

Segment #3 Median Household Incomes 1990-2000



1990



2000



\$15,159

(1990)

\$26,002

(2000)

- Total income **increased by \$10,843**
- **Kinney County** (103% growth) and **Dimmit County** (101% growth) had the highest increases in income
- No counties had income declines
- Overall segment income **grew by 72%**
- Overall corridor income **grew by 70%**

Source: U.S. Census, American Community Survey

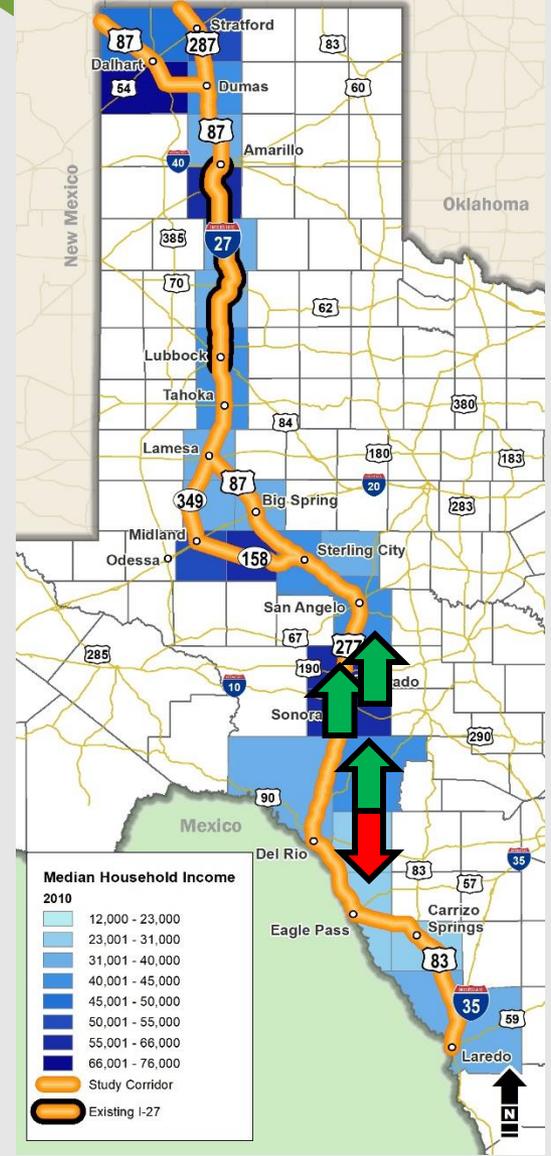
Corridor Median Household Incomes 2000-2010



2000



2010



\$36,515 (2000) **\$42,875** (2010)

- Corridor total median household income **increased by \$6,360**
- Overall corridor median household income **grew by 17%**
- Counties with largest increases in income:**
 - Edwards County - 48% increase
 - Sutton County - 47% increase
 - Schleicher County - 46% increase
- Counties with largest decreases in income:**
 - Kinney - 24% decrease
 - No other counties had declines in incomes in this time period.

Source: U.S. Census, American Community Survey

Segment #3 Median Household Incomes 2000-2010



2000



2010



\$26,002

(2000)

\$31,096

(2010)

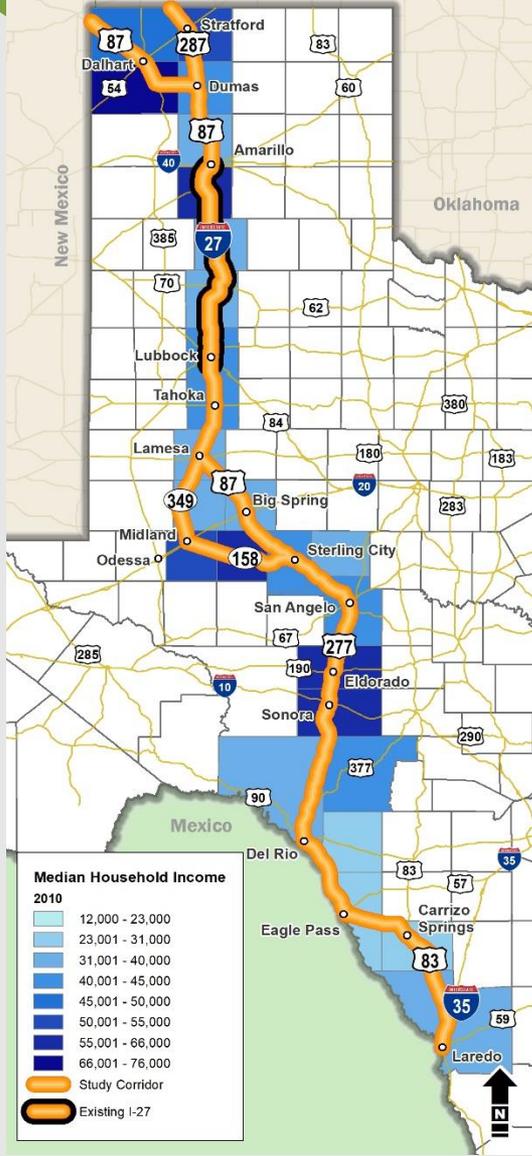
- Total income **increased by \$5,094**
- **Edwards County** (48% growth) **and La Salle County** (38% growth) had the highest increases in income
- **Kinney County** (-24% growth) saw income decline
- Overall segment income **grew by 20%**
- Overall corridor income **grew by 17%**

Source: U.S. Census, American Community Survey

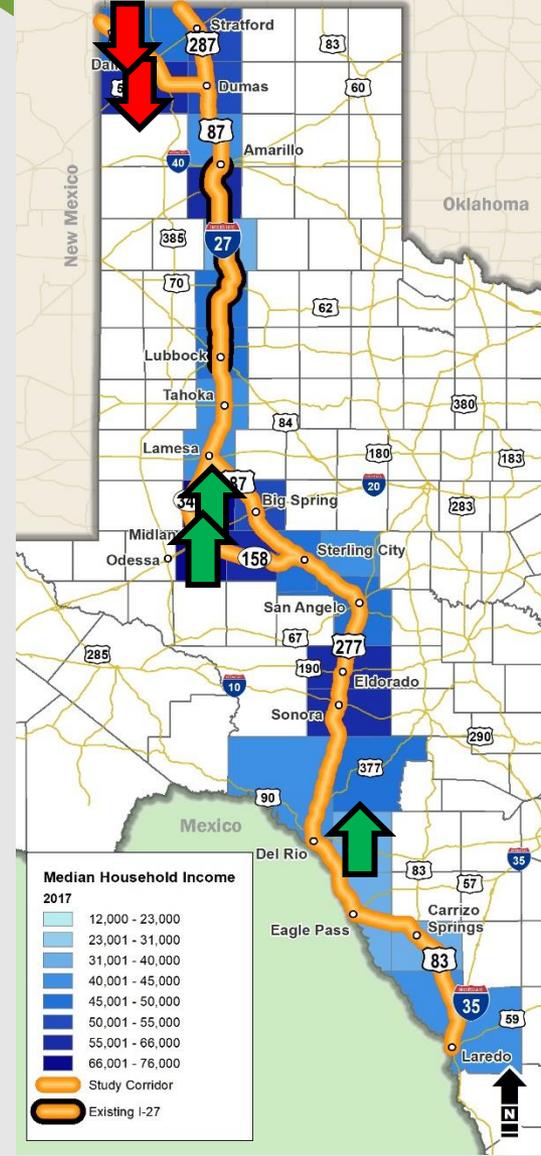
Corridor Median Household Incomes 2010-2017



2010



2017



\$42,875 (2010) **\$50,491** (2017)

- Corridor total median household income **increased by \$7,616**
- Overall corridor median household income **grew by 18%**
- **Counties with largest increases in income:**
 - **Martin County** - 87% increase
 - **Kinney County** - 43% increase
 - **Midland County** - 38% increase
- **Counties with largest decreases in income:**
 - **Dallam County** - 3% decrease
 - **Hartley County** - 3% decrease
 - No other counties had declines in incomes in this time period.

Source: U.S. Census, American Community Survey

Segment #3 Median Household Incomes 2010-2017



2010



2017



\$31,096

(2010)

\$38,770

(2017)

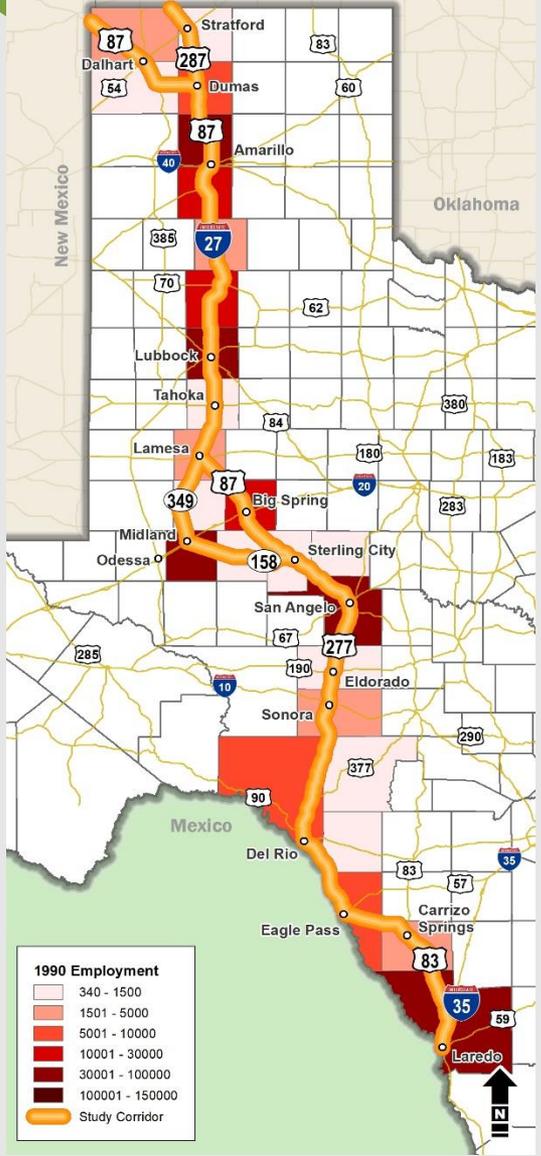
- Total income **increased by \$7,674**
- **La Salle County** (48% growth) and **Kinney County** (43% growth) had the highest increases in income
- All counties experienced at least 10% growth - no counties saw income decline
- Overall segment income **grew by 25%**
- Overall corridor income **grew by 18%**

Source: U.S. Census, American Community Survey

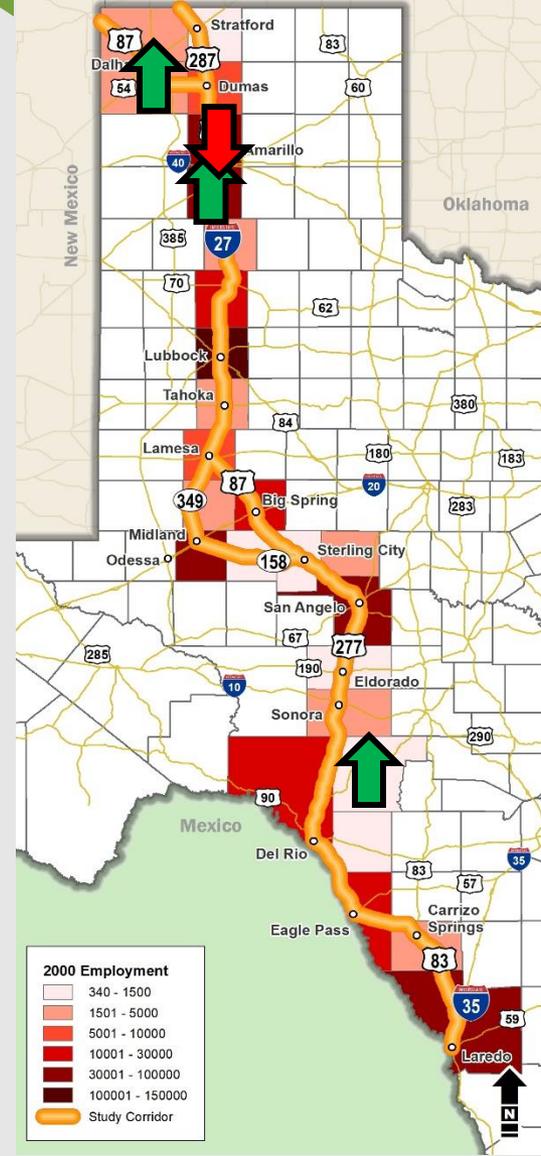
Corridor Total Employment 1990-2000



1990



2000



365,609 **508,540**
(1990) (2000)

- Corridor total employment **increased by 142,931**
- Overall corridor employment **grew by 39%**
- **Counties with the largest employment growth:**
 - Hartley County - 313% growth
 - Randall County - 247% growth
 - Edwards County - 114% growth
- **Counties with employment decrease:**
 - Potter County - 14% decrease
 - No other Counties had declines in employment in this time period.

Source: U.S. Census, American Community Survey

Segment #3 Total Employment 1990-2000



1990



2000



102,285

(1990)

125,370

(2000)

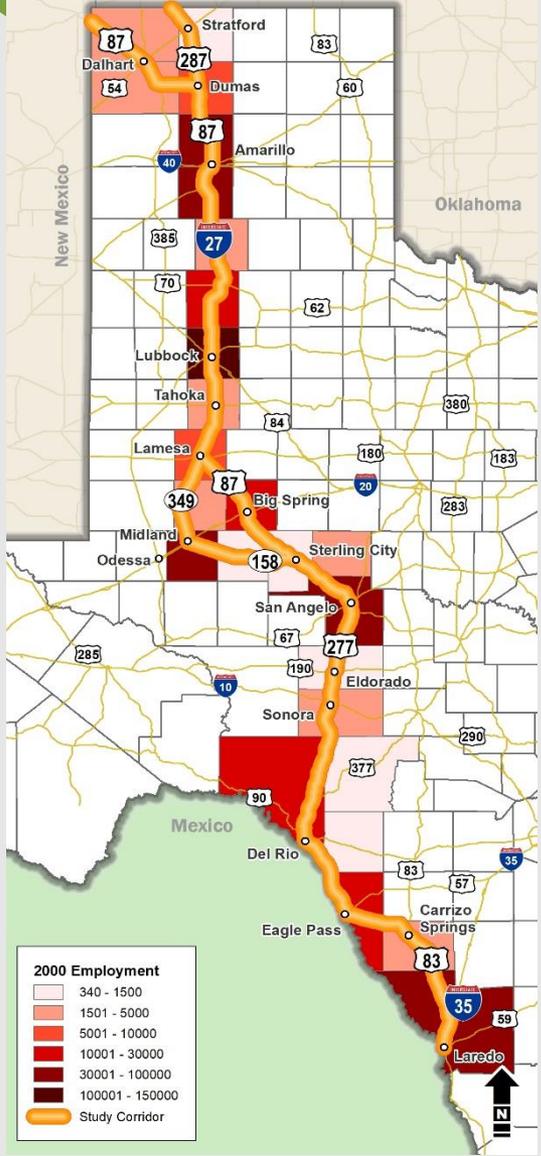
- Total employed population **increased by 23,085** persons
- **Webb County** (33% growth) and **Maverick County** (22%) had the highest employment growth
- **La Salle County** (-9% growth) and **Edwards County** (-7%) had the largest declines in employment
- Overall segment employment **grew by 23%**
- Overall corridor employment **grew by 39%**

Source: U.S. Census, American Community Survey

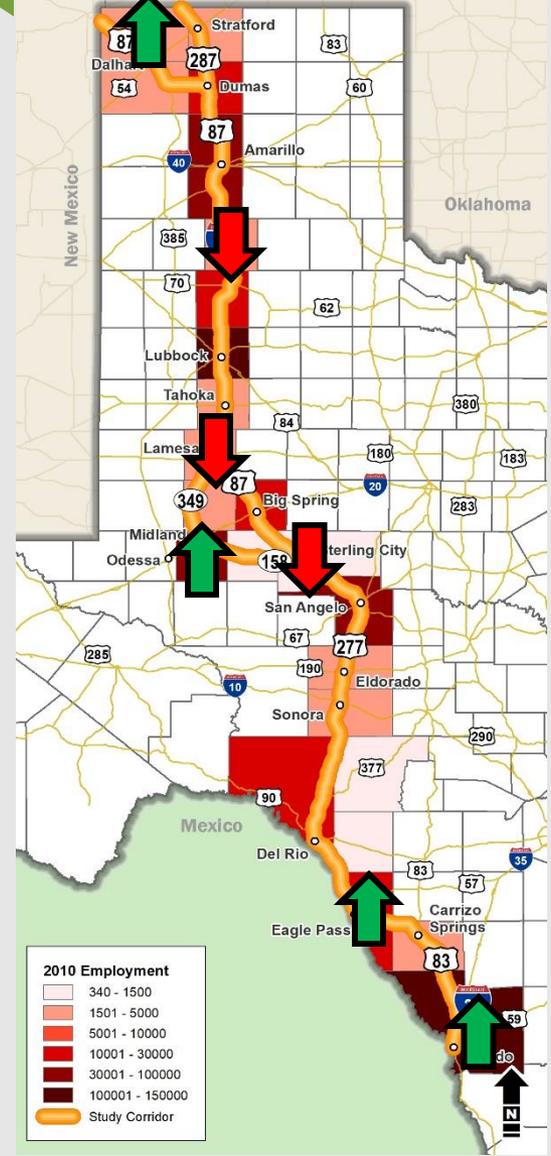
Corridor Total Employment 2000-2010



2000



2010



508,540 **606,042**
(2000) (2010)

- Corridor total employment **increased by 97,502**
- Overall corridor employment **grew by 19%**
- Counties with the largest employment growth:**
 - Webb County – 51% growth
 - Maverick County – 35% growth
 - Dallam and Midland Counties – 25% growth
- Counties with employment decrease:**
 - Sterling County – 19% decrease
 - Swisher County – 10% decrease
 - Dawson County – 9% decrease

Source: U.S. Census, American Community Survey

Segment #3 Total Employment 2000-2010



2000



2010



125,370

(2000)

172,299

(2010)

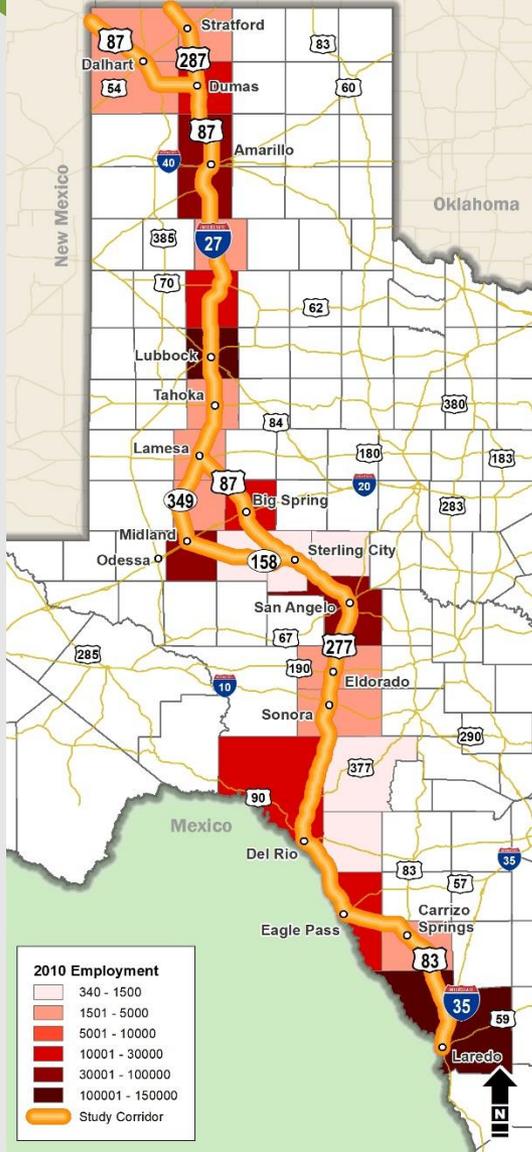
- Total employed population **increased by 46,929** persons
- **Webb County** (51% growth) and **Maverick County** (35%) had the highest employment growth
- No counties declined in employment
- Overall segment employment **grew by 37%**
- Overall corridor employment **grew by 19%**

Source: U.S. Census, American Community Survey

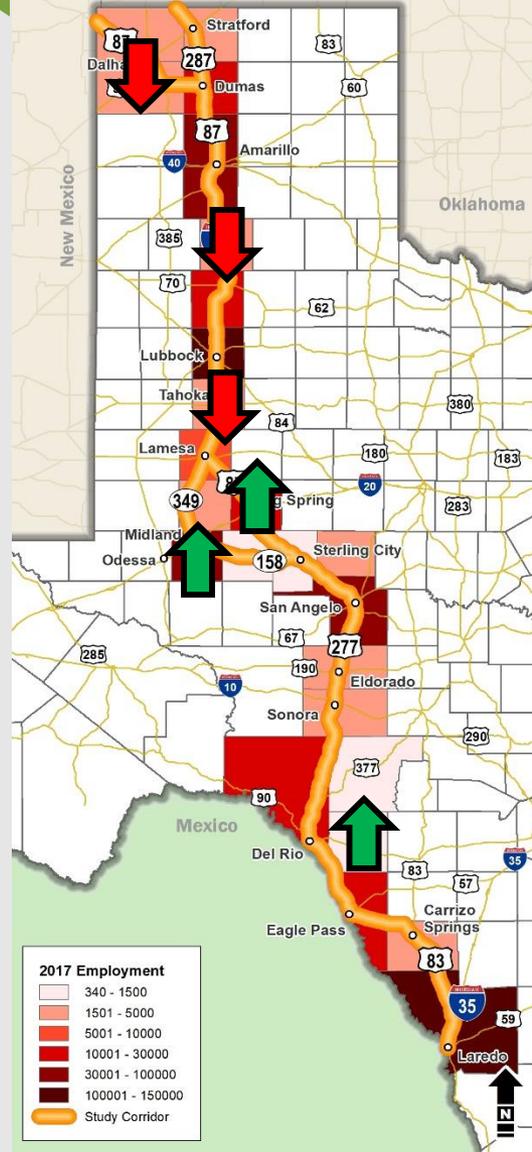
Corridor Total Employment 2010-2017



2010



2017



606,042 **651,938**
(2010) (2017)

- Corridor total employment **increased by 45,896**
- Overall corridor employment **grew by 8%**
- **Counties with the largest employment growth:**
 - Kinney County - 31% growth
 - Midland County - 22% growth
 - Howard County - 17% growth
- **Counties with employment decrease:**
 - Hartley County - 13% decrease
 - Swisher County - 10% decrease
 - Lynn County - 7% decrease

Source: U.S. Census, American Community Survey

Segment #3 Total Employment 2010-2017



2010



2017



172,299

(2010)

181,628

(2017)

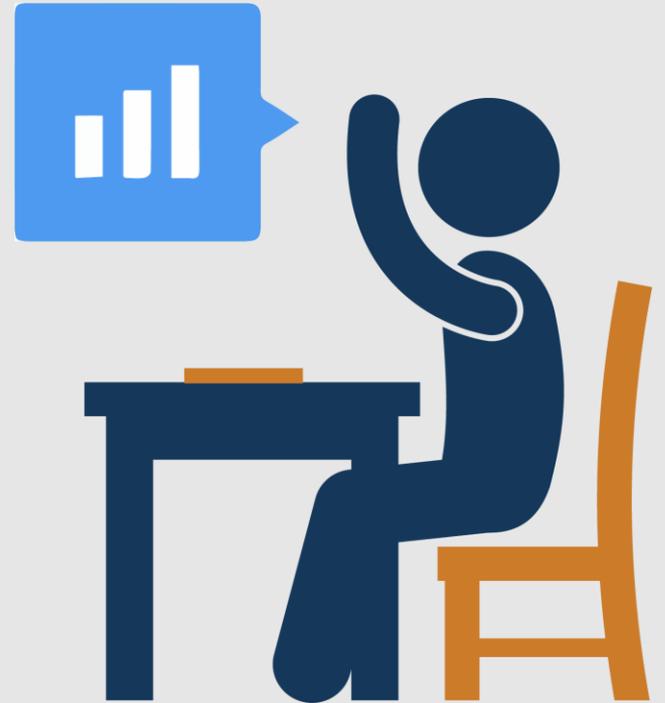
- Total employed population **increased by 9,329** persons
- **Kinney County** (31% growth) and **La Salle and Zavala Counties** (14%) had the largest employment growth
- **Edwards County** (-4% growth) and **Val Verde County** (-2%) had small employment declines
- Overall segment employment **grew by 5%**
- Overall corridor employment **grew by 8%**

Source: U.S. Census, American Community Survey



Committee Feedback

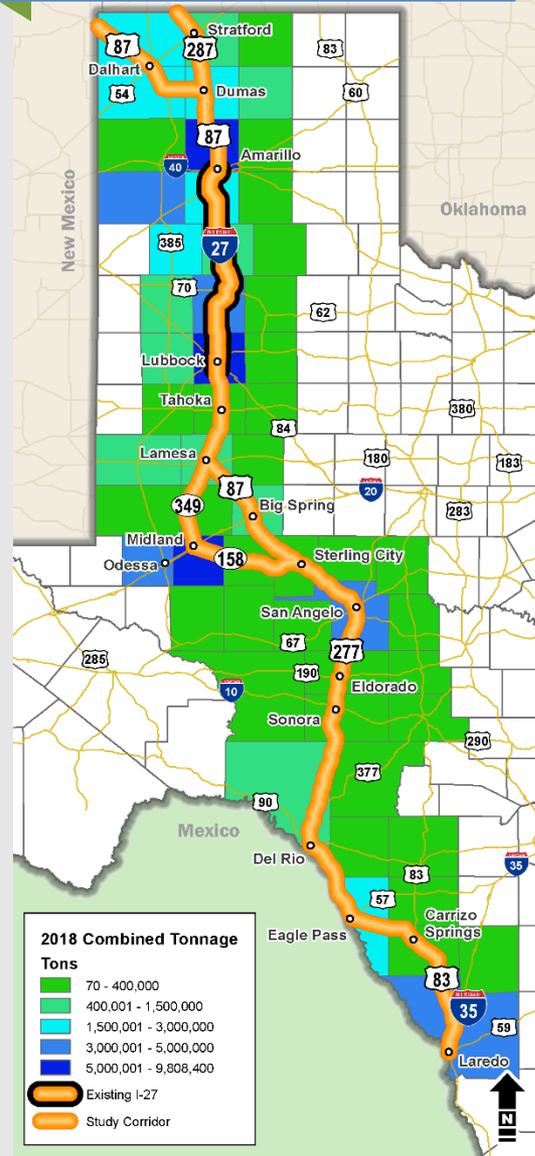
- What factors do you think will influence population, income, and employment in Segment #3 over the next 30 years?



Corridor Total Freight - 2018



Total Freight Using the Corridor



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

Source: TxDOT SAM and TRANSEARCH database

Segment #3 Total Freight - 2018



Total Freight Using the Segment



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

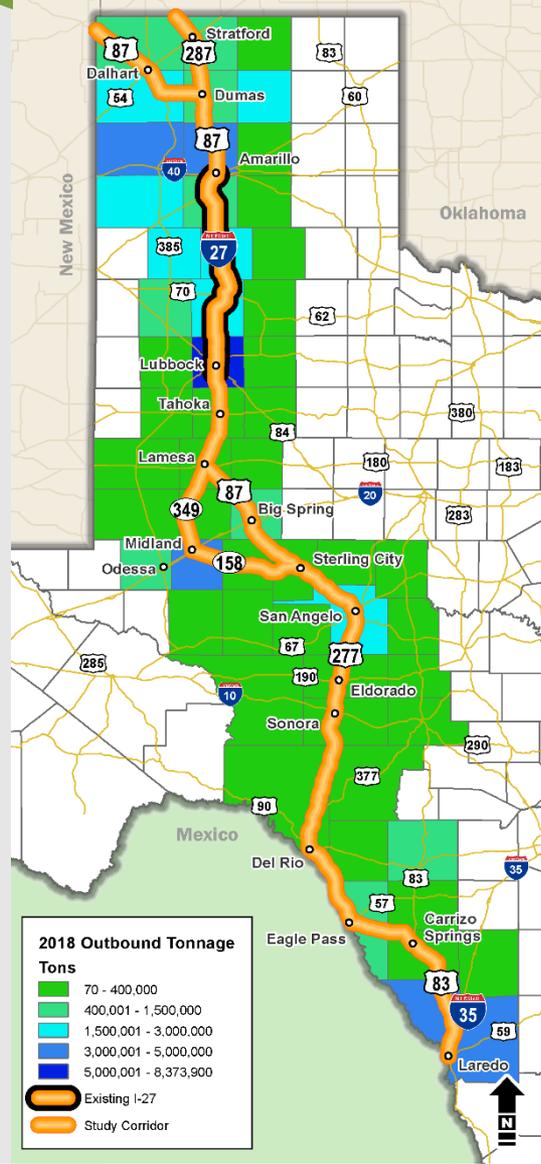
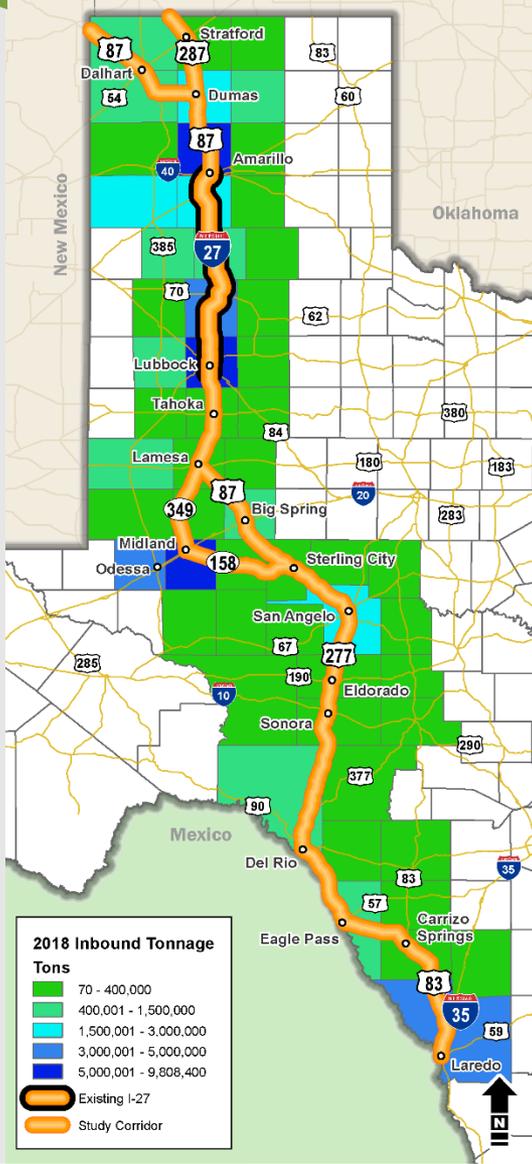
Source: TxDOT SAM and TRANSEARCH database

Inbound and Outbound Freight on the Corridor - 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 #3 – 2018



Inbound Freight on the Segment



Outbound Freight on the Segment



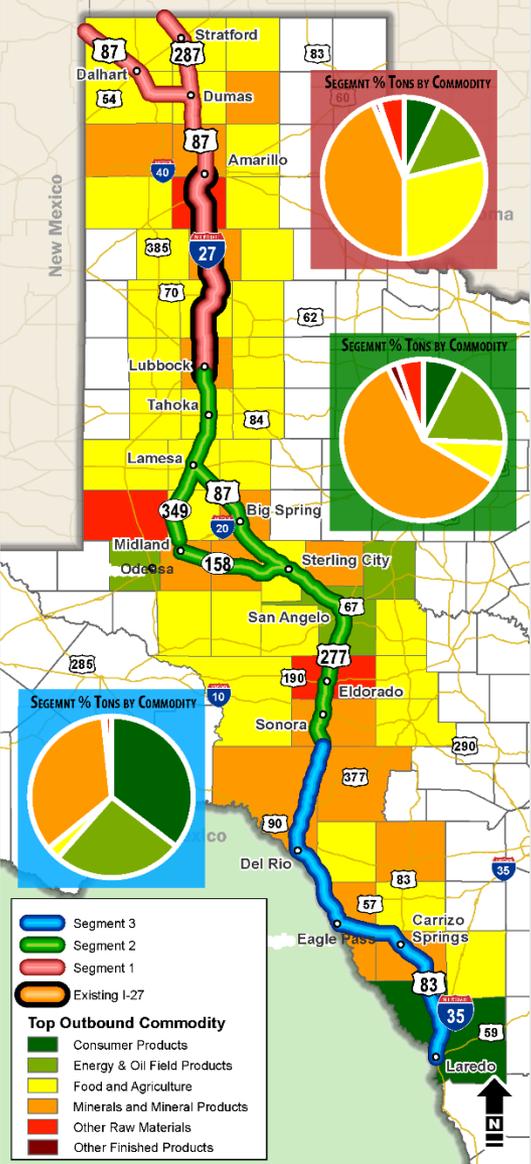
- Freight coming in and going out of Segment 3 is **generally balanced** (in tonnage)
 - Val Verde County** receives somewhat more freight than it ships
 - Uvalde County** ships somewhat more freight than it receives
- Ports of Entry at **Laredo and Eagle Pass** are busy in both directions

Source: TxDOT SAM and TRANSEARCH database

Corridor Freight Commodities Outbound - 2018



Outbound Commodities on the Corridor

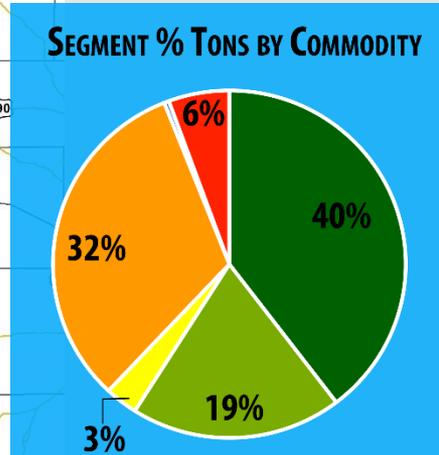


- The mix of **outbound commodities** by truck differs along the corridor:
 - **Food and agriculture** is most prominent in the Panhandle
 - **Mineral products** - including frac sand - are more than half the volume in the Permian Basin
 - **Consumer products** are most prominent further south because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

Segment #3 Freight Commodities: Outbound - 2018



Outbound Commodities on the Segment



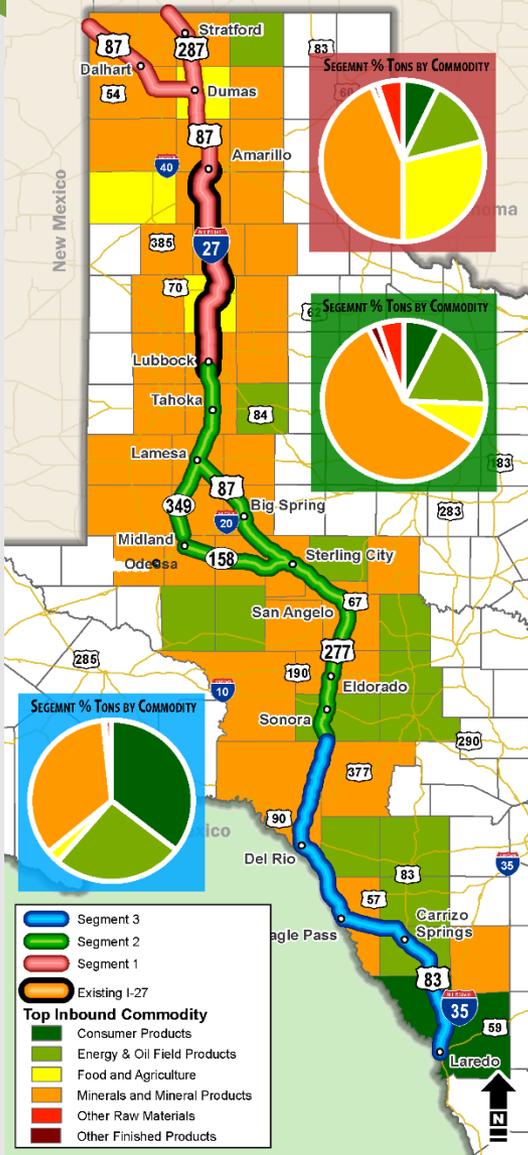
- Highest tonnage of outbound freight on Segment #3
 - **Consumer Products (40%)**
 - **Mineral/Mineral Products (32%)**
 - **Energy and Oil Field Products (19%)**
- Commodities being shipped out by truck on Segment #3 differs by county:
 - **Mineral or Agricultural Products** are the top commodities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

Source: TxDOT SAM and TRANSEARCH database

Distribution of Corridor Freight Commodities Inbound - 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

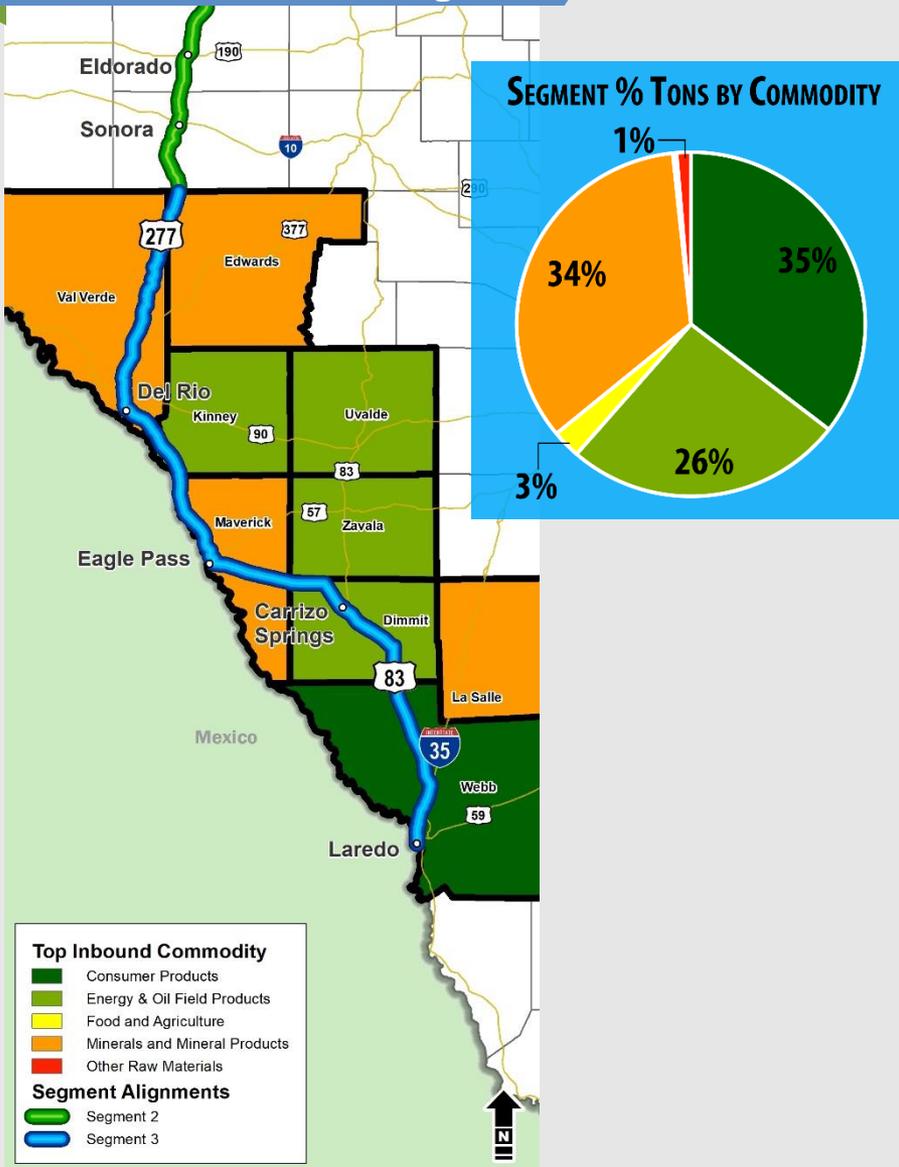
58

Source: TxDOT SAM and TRANSEARCH database

Segment #3 Freight Commodities: Inbound - 2018



Inbound Commodities on the Segment



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

59

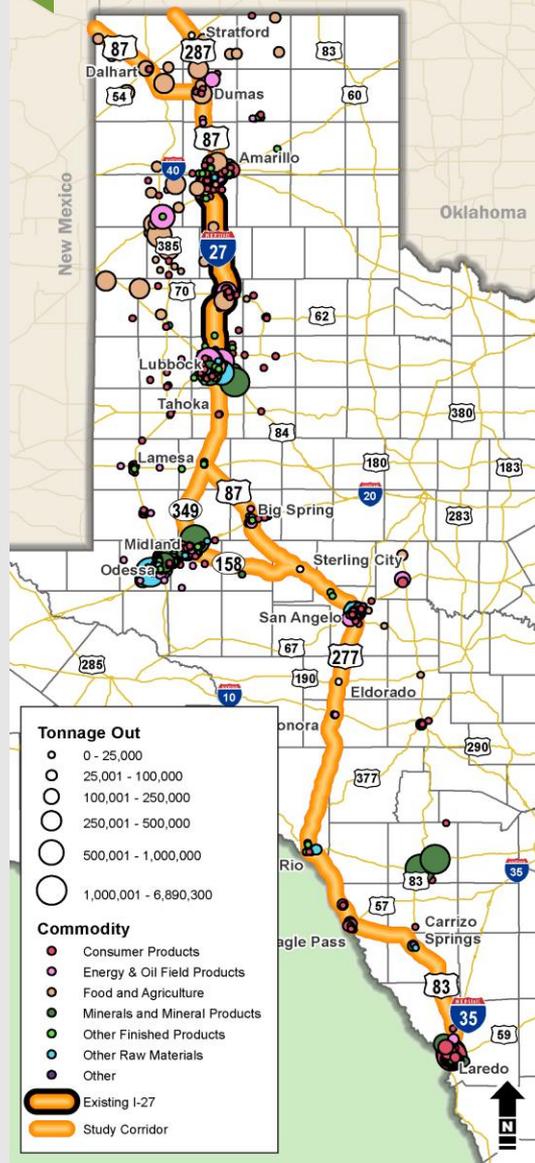
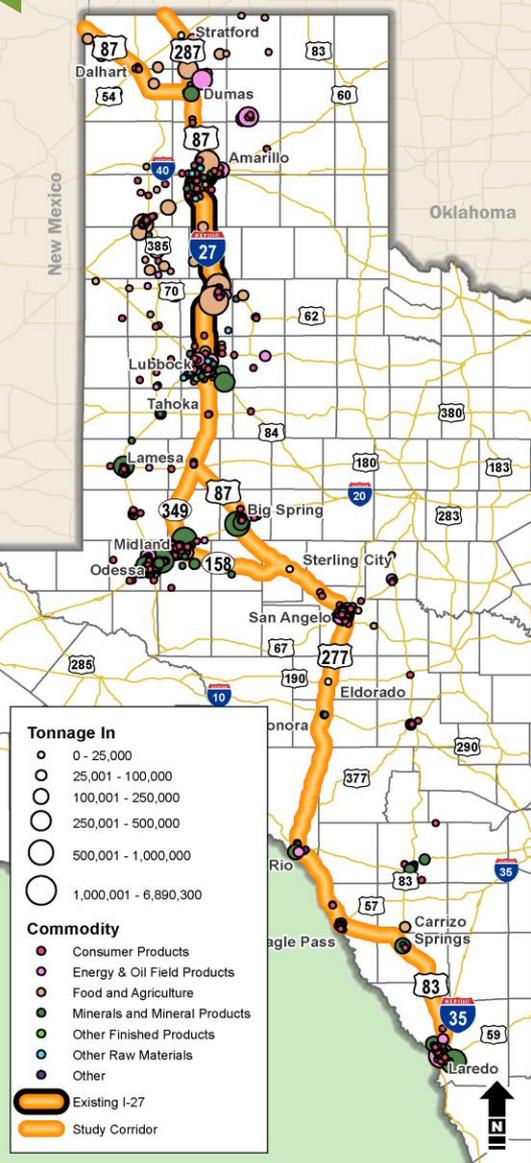
Source: TXDOT SAM and TRANSEARCH database

Corridor Businesses Receiving and Shipping Freight - 2018



Freight Receivers

Freight Shippers



- Freight generating businesses are concentrated around **population centers**: Amarillo, Lubbock, Midland/Odessa, Laredo
 - Many are smaller and handle diverse commodities
- Large businesses shipping and receiving **food and agricultural products** are in the Panhandle:
 - On and alongside **existing I-27** between Lubbock and Amarillo
 - Further north around Dumas
- Businesses shipping and receiving **mineral products** are prominent further south
- Laredo is a major location for shippers handling **consumer products**, largely in foreign trade

Source: IHS Markit Freight Finder database

Segment #3 Businesses Receiving and Shipping Freight - 2018

Freight Receivers



Freight Shippers



- Freight generating businesses are located in population centers:
 - Laredo
 - Carrizo Springs
 - Eagle Pass
 - Del Rio
- Businesses include large shippers and receivers of **mineral products**
- Energy and oil field** companies are at Del Rio and near Laredo
- Laredo has clusters of **consumer product businesses**, mostly shipping products out

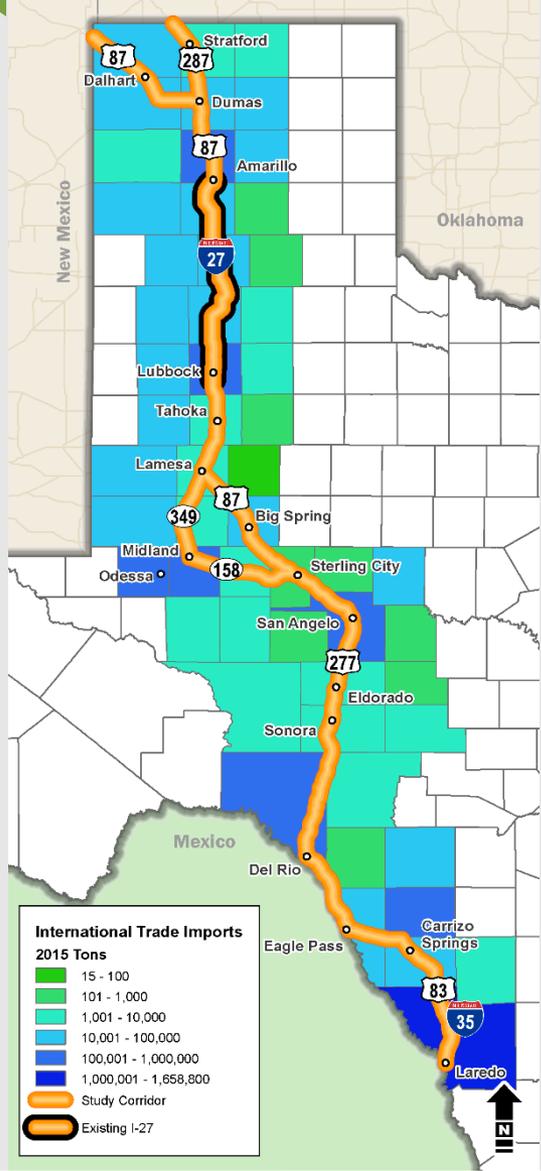
61

Source: IHS Markit Freight Finder database

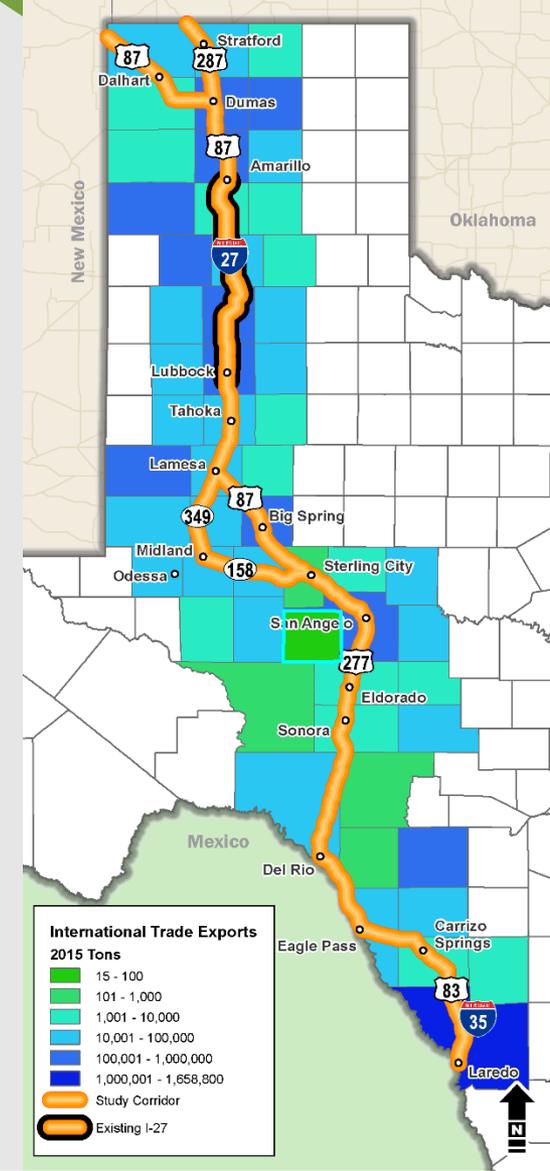
Foreign Truck Trade Across the Corridor - 2018



Import Freight



Export Freight



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

Source: TRANSEARCH database

Segment #3 Foreign Truck Trade - 2018



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

Source: TRANSEARCH database

Segment #3 Border Crossing Truck Traffic - 2017



Border Truck Volumes



- **Laredo's** two truck crossings have the highest truck volumes:

- **World Trade Bridge:**
(12,097 Trucks/Day, 89%)
- **Columbia Solidarity Bridge:**
(2,283 Trucks/Day, 69%)

- **Eagle Pass**

- **Camino Real International Bridge:**
(954 Trucks/Day, 12%)
- **Eagle Pass International Bridge:**
(30 Trucks/Day, <1%)

- **Del Rio**

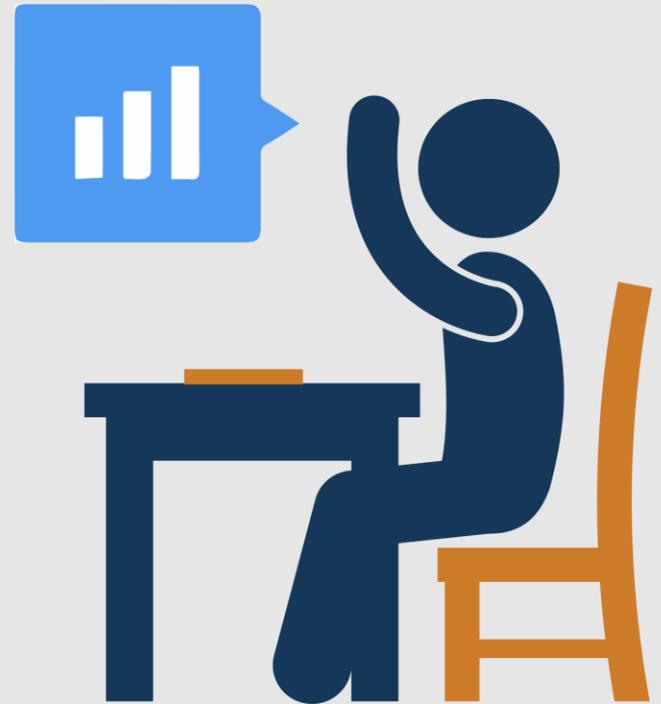
- **Del Rio/Acuña:** (438 Trucks/Day, 11%)

Source: Texas Roadway Inventory 2017



Committee Feedback

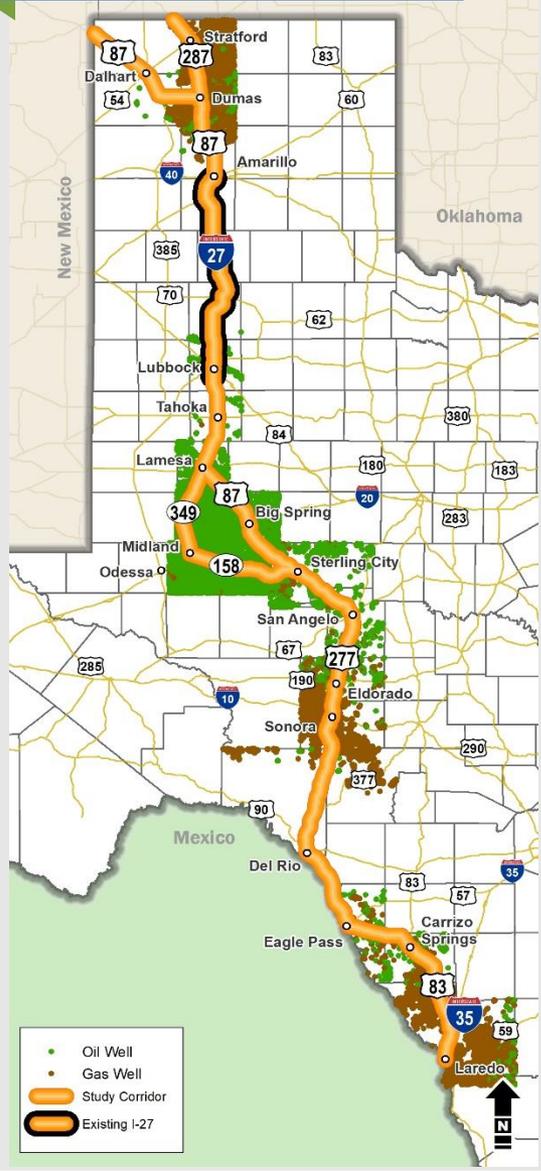
- What are the key needs and challenges for moving people and freight in Segment #3?
- What factors do you think will influence future freight movement in Segment #3?



Oil & Gas Wells - 2019



Corridor Well Locations



Segment #3 Well Locations



Corridor Wells

31,971 Oil Wells **15,894** Natural Gas Wells

Segment #3 Wells

2,931 Oil Wells **5,998** Natural Gas Wells

Counties with largest number of oil wells:

- **Maverick County** - 800 wells
- **Dimmit County** - 579 wells
- **Zavala County** - 386 wells

Counties with largest number of natural gas wells:

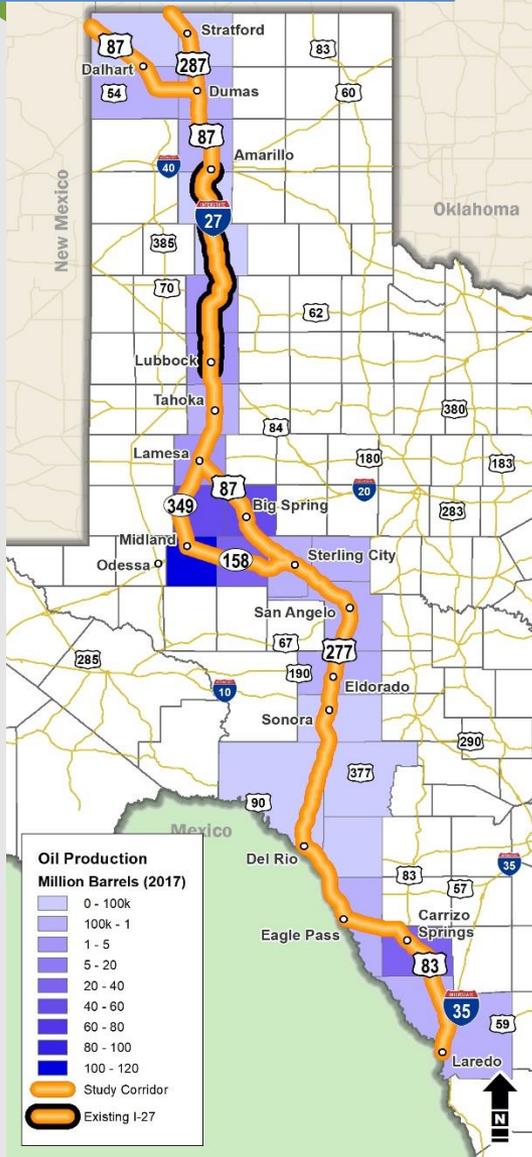
- **Webb County** - 4,315 wells
- **Edwards County** - 657 wells
- **La Salle County** - 465 wells

Source: Railroad Commission of Texas - 2019

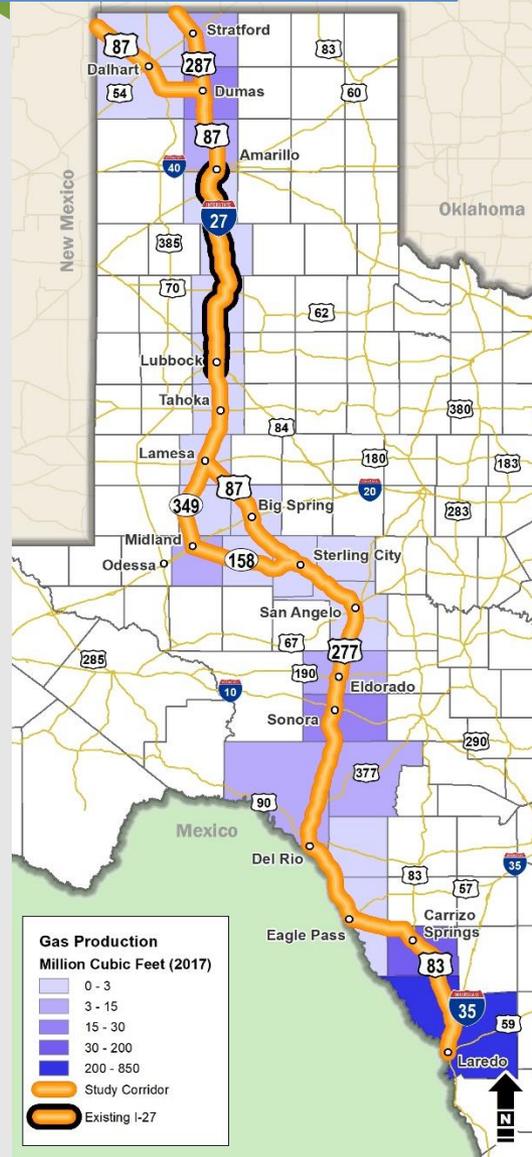
Corridor Oil & Gas Production - 2017



2017 Oil Production



2017 Gas Production



403,174,397

Barrels (BBL)
produced in
2017

1,076,983,968

Million cubic feet
(MCF) produced in
2017

- **Counties with largest oil production (BBL) in 2017:**
 - Midland County - 109,358,956
 - Martin County - 59,237,942
 - Howard County - 40,405,663
- **Counties with largest gas production (MCF) in 2017:**
 - Webb County - 823,475,132
 - Dimmit County - 196,377,528
 - Sutton County - 25,972,779

Source: Railroad Commission of Texas - 2017

Segment #3 Oil & Gas Production - 2017



2017 Oil Production



2017 Gas Production



91,070,199
Barrels (BBL)
produced in
2017

1,147,265,756
Million cubic feet
(MCF) produced in
2017

■ **Counties with largest oil production (BBL) in 2017:**

- La Salle County - 51,694,101
- Dimmit County - 31,693,729
- Zavala County - 6,539,369

■ **Counties with largest gas production (MCF) in 2017:**

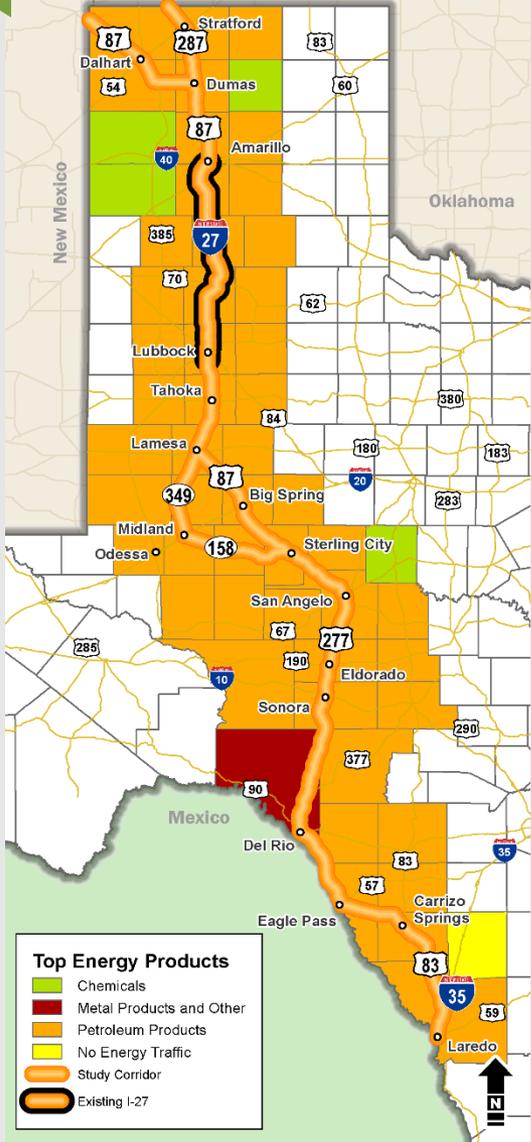
- Webb County - 823,475,132
- Dimmit County - 196,377,528
- La Salle County - 114,349,882

Source: Railroad Commission of Texas - 2017

Energy/Oil Field Total Tonnage - 2018



Corridor Energy Commodities



Segment #3 Energy Commodities



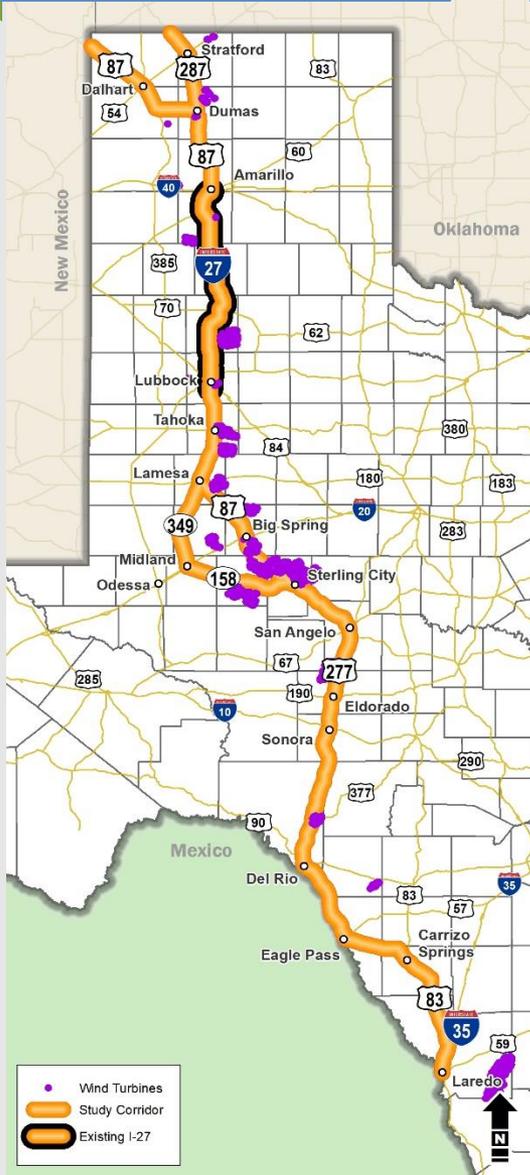
- Energy product freight is dominated by **petroleum products** corridor-wide
- Energy products comprise the **highest tonnage of freight** being shipped on the Segment 3 corridor in and out of most counties.
- These products include:
 - **Petroleum Products**
 - **Metal Products**

Source: TRANSEARCH database

Wind Energy Production - 2019



Wind Turbines - Corridor



Wind Turbines - Segment #3



**Corridor Wind Turbines
6,706**

**Segment #3 Wind Turbines
574**

- **Counties with largest numbers of wind turbines:**
 - **Webb County** - 450 turbines
 - **Val Verde County** - 69 turbines
 - **Kinney County** - 55 turbines
- **Counties with highest capacity output**
 - **Webb County** - 856 megawatts
 - **Val Verde County** - 149 megawatts
 - **Kinney County** - 99 megawatts

Source: Railroad Commission of Texas, Federal Aviation Administration, American Wind Energy Association, U.S. Energy Information Administration, USGS - 2019

Total Agricultural Sales - 2017



Total Agricultural Sales (Corridor)

Total Agricultural Sales (Segment #3)

\$11,106,429,000

Total Corridor Sales of Agricultural Products

- **Highest sales are in the Panhandle**

\$285,262,000

Total Segment #3 Sales of Agricultural Products

- **Segment #3 Counties with the highest sales:**
 - Uvalde County – \$87.1 million
 - Zavala County – \$66.6 million
 - Maverick County – \$42.9 million
- **Segment #3 Counties with the lowest sales:**
 - Kinney County – \$5.0 million
 - La Salle County – \$6.3 million
 - Val Verde County – \$9.4 million

Source: USDA 2017 Census of Agriculture



Corridor Crop and Livestock Production - 2017



Highest Crop Acreage



Highest Livestock Inventory



Top Crops

- **Cotton** - 29 of 56 counties (52%)
- **Forage** - 12 of 56 counties (21%)
- **Wheat** - 12 of 56 counties (21%)
- **Corn for grain** - 5 of 56 counties (9%)
- **Pecans** - 1 of 56 counties (2%)

Top Livestock

- **Cattle and calves** - 48 of 56 counties (86%)
- **Goats** - 5 of 56 counties (9%)
- **Sheep and lambs** - 3 of 56 counties (5%)

Source: USDA 2017 Census of Agriculture

Segment #3 Crop and Livestock Production - 2017



Highest Crop Acreage



Highest Livestock Inventory



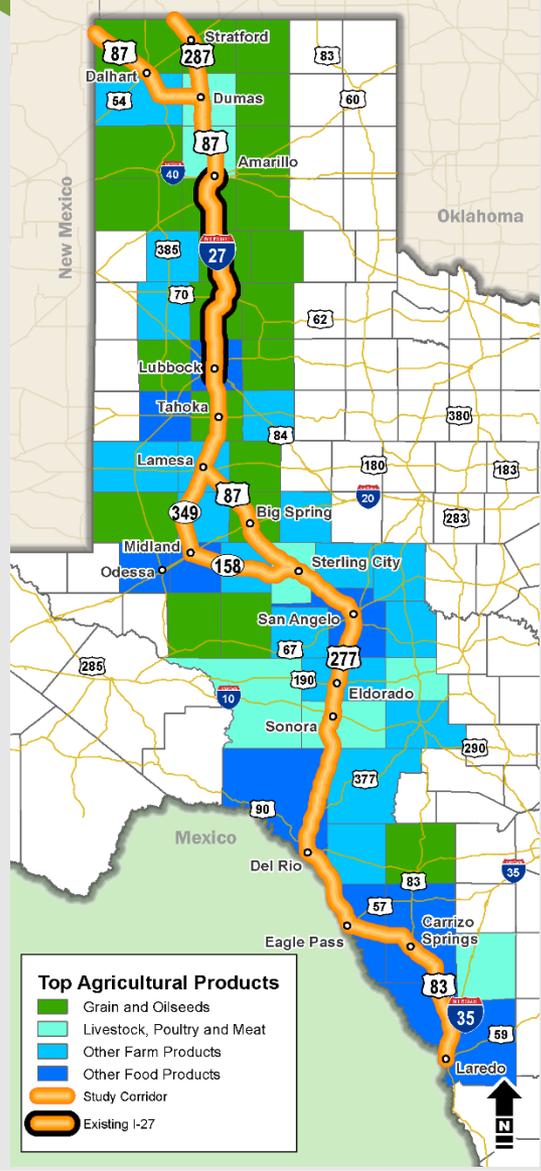
- **Forage** is the top crop by acre in 6 of the 9 Counties in Segment #3
- Other important crops include **pecans, corn, and wheat.**
- **Cotton** less important in Segment 3
- **Cattle and calves** are the top livestock products in 7 of the 9 counties in Segment #3
- **Goats** are the top livestock product in Val Verde and Edwards Counties

Source: USDA 2017 Census of Agriculture

Food/Agriculture Total Freight - 2018



Corridor Food/Ag Commodities



Segment #3 Food/Ag Commodities



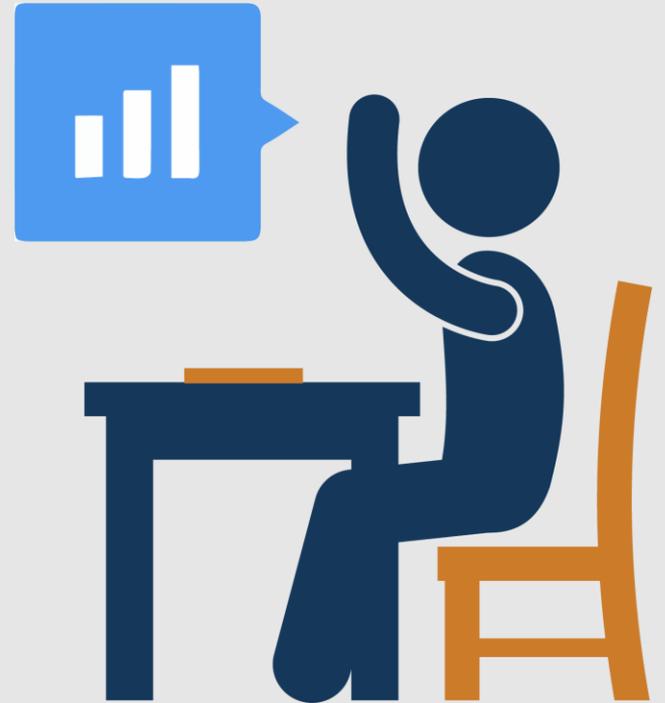
- Agricultural freight on the corridor carries a **diverse mix** of commodities
- Agricultural products are a **relatively small portion of the freight** being shipped on the Segment 3 corridor.
- Agricultural products on Segment 3 include:
 - **Food Products (including groceries)**
 - **Farm Products**
 - **Grain**
 - **Livestock**

Source: TRANSEARCH database



Committee Feedback

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



Average Daily Traffic - 2017



Corridor Total Traffic 2017



Segment 3 Total Traffic 2017



Source: TxDOT TPP Roadway Inventory 2017

Range - Annual Average Daily Traffic

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

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

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

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

Key Takeaways

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

Growth in Traffic Volumes - 2008 to 2017



Corridor Growth - 10 Years



Segment 3 Growth - 10 years



Growth Trends

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

Key Takeaways

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

Corridor Average Daily Truck Traffic - 2017



Truck Traffic



Truck Percentage



- 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 #3 Average Daily Truck Traffic - 2017



- Largest Truck Volumes and % of Total Volumes: **North of Laredo**
- **Eagle Pass and Del Rio** with significant truck volumes
- Trucks are a large component of traffic mix in several rural segments
 - Val Verde/Edwards County
 - Between Eagle Pass and Carrizo Springs
 - Between Catarina and Laredo

Source: TxDOT TPP Roadway Inventory 2017

Average Speeds - 2018



Corridor Average Speed



Segment 3 Average Speed



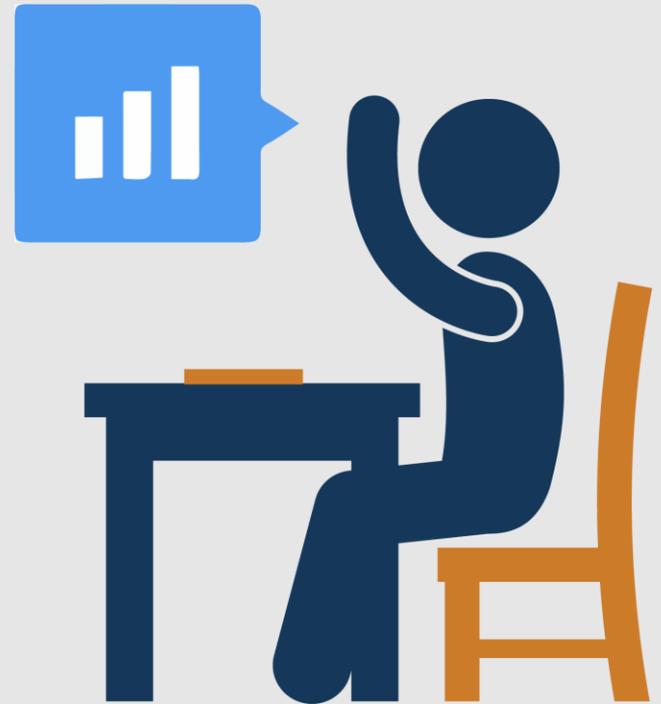
- Map shows average speeds along Ports-to-Plains routes
- Majority of corridor with travel speeds 60-70 mph
- Rural segments lower than 60 mph (lack of passing lanes, topography, truck %)
 - North of Dumas, Stratford
 - Val Verde County, Dimmit County**
- City segments are typically lower than 30 mph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

Source: National Performance Management Research Data Set - FHWA



Committee Feedback

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



Pavement Condition



Pavement Condition (Corridor)



Pavement Condition (Segment #3)



Corridor Pavement

- **678** Miles in **very good** condition (68%)
- **225** Miles in **good** condition (23%)
- **61** Miles in **fair** condition (6%)
- **20** Miles in **poor** condition (2%)
- **8** Miles in **very poor** condition (1%)

Segment #3 Pavement

- **170** Miles in **very good** condition (65%)
- **71** Miles in **good** condition (27%)
- **13** Miles in **fair** condition (5%)
- **4** Miles in **poor** condition (2%)
- **2** Miles in **very poor** condition (1%)

(37 miles or 3% of the condition data was estimated and distributed proportionally among the five categories.)

Source: TxDOT Pavement Management Information System - 2019

Bridge Characteristics



Bridge Condition (Corridor)



Bridge Condition (Segment #3)



Corridor Bridges

524 Total bridges

- **424** Bridges with a rating **greater than 80** (of these, 140 are culverts)
- **94** Bridges with a rating **50 - 79**
- **6** Bridges with a rating **less than 50**

Segment #3 Bridges

143 Total bridges

- **1** Bridge with a rating **less than 50**
- **50** Bridges with a rating **50 - 79**
- **92** Bridges with a rating **greater than 80** (of these, 38 are culverts)

Source: Texas Roadway Inventory System - 2017

Bridge Vertical Clearance



Corridor Bridge Clearance

524 Total bridges

- **319** Bridges that go **over culverts or water**
- **205** Bridges with **vertical clearance**

Segment #3 Bridge Clearance

29 Bridges over culverts or water

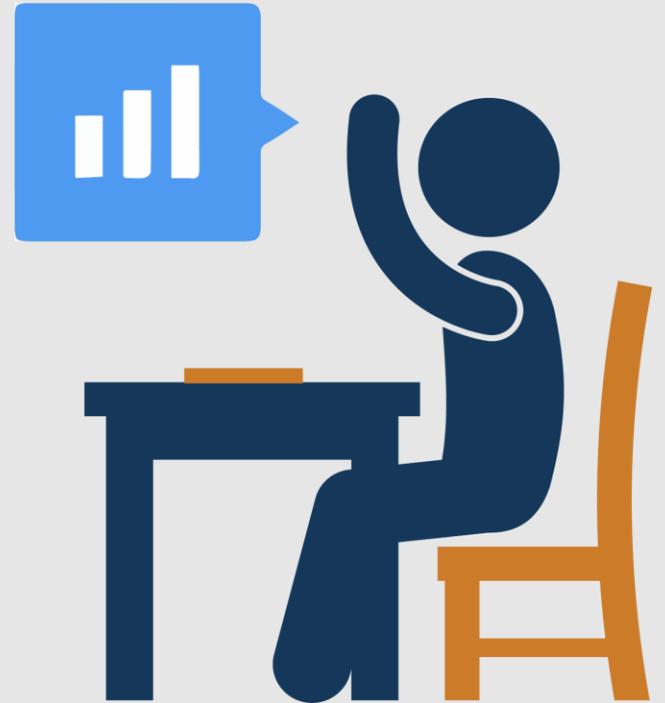
- **4** Bridges with clearance **less than 15'**
- **11** Bridges with clearance **15' - 16'5"**
- **11** Bridges with clearance **16'6"-18'5"**
- **3** Bridges with clearance **greater than 18'5" (New TxDOT Standard)**

Source: Texas Roadway Inventory System - 2017



Committee Feedback

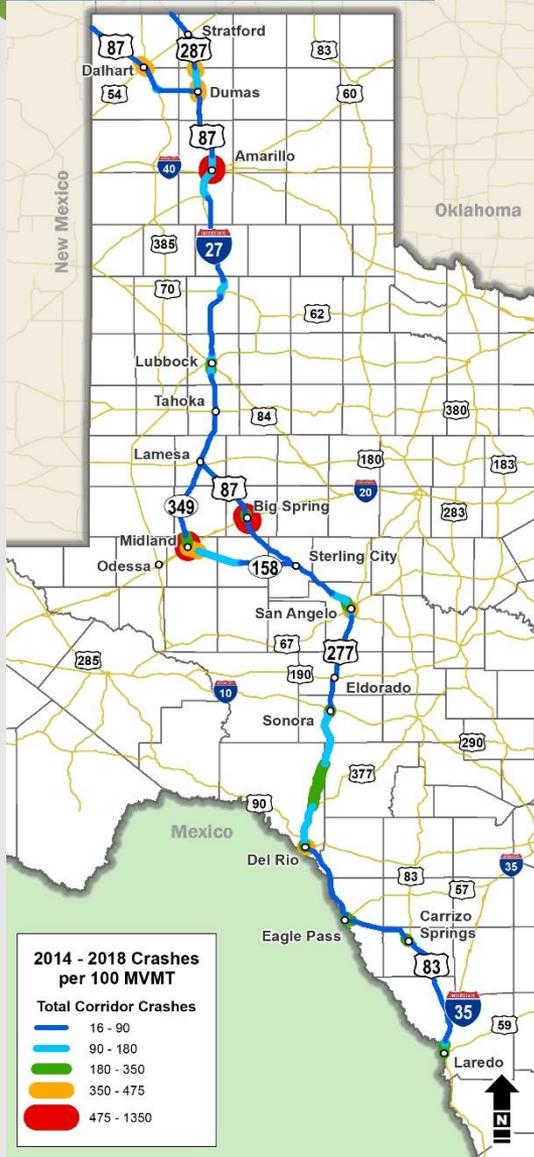
- What are the key pavement and bridge needs and challenges in Segment #3?



Total Crashes – 2014-2018



Corridor Total Crashes



Segment 3 Total Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

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

Key Segment 3 Takeaways

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

Truck Crashes – 2014-2018



Corridor Truck Crashes



Segment 3 Truck Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

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

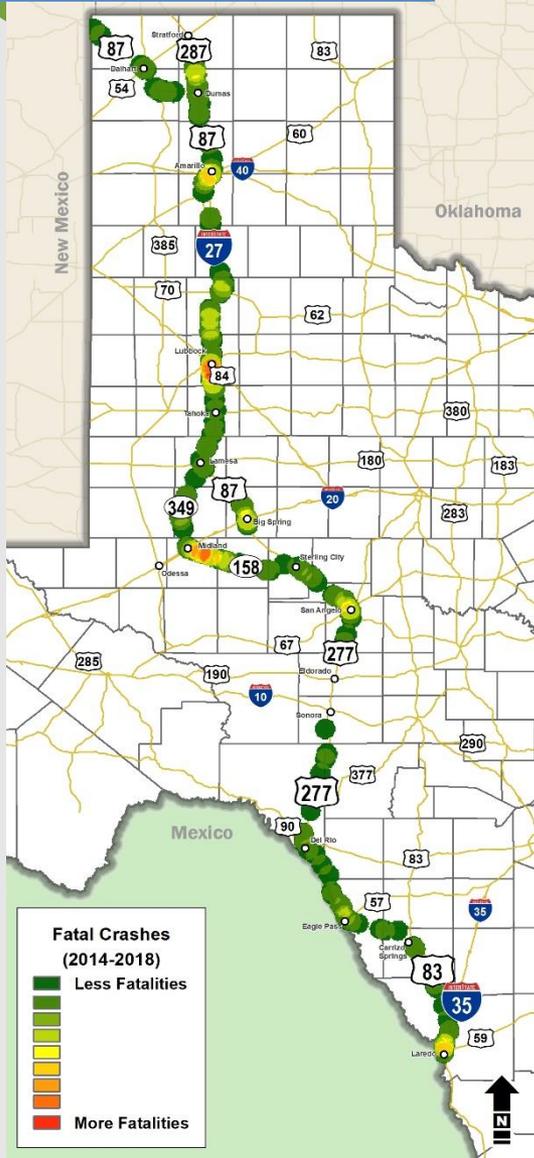
Key Segment 3 Takeaways

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

Fatal Crashes – 2014-2018



Corridor Fatal Crashes



Segment 3 Fatal Crashes



Key Corridor Takeaways

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

Key Segment 3 Takeaways

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

Source: TxDOT Crash Records Inventory



Corridor Wide



■ **27%**
Speeding



■ **25%**
Failure to Stop/Yield



■ **9%**
Impaired or
Distracted Driver



■ **9%**
Improper Use of Lanes

Segment 3



■ **26%**
Speeding



■ **23%**
Failure to Stop/Yield



■ **13%**
Impaired or
Distracted Driver



■ **13%**
Improper Use of Lanes

Speeding-Related Crashes – 2014-2018



Corridor Speed-Related Crashes



Segment 3 Speed-Related Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- Highest rates in Laredo, Big Spring, Amarillo, Dumas
- Higher rates in Dalhart, Lubbock, Midland, Sonora
- Lower rates between Big Spring and San Angelo

Key Segment 3 Takeaways

- Highest rate in central Laredo
- Higher rate in Edwards County
- Lower rate between Del Rio and Laredo

Failure to Yield/Stop Crashes - 2014-2018



Corridor Failure to Yield/Stop



Segment 3 Failure to Yield/Stop



- ### Key Corridor Takeaways
- Highest rates in cities with intersection / access points: Amarillo, Big Spring, Midland
 - High rates in Dalhart & Dumas
 - Lower rates on Rural I-27, Sterling City to Del Rio
- ### Key Segment 3 Takeaways
- High rates in Del Rio
 - Generally low to moderate rates in rest of Segment 3

Source: TxDOT Crash Records Inventory

Adverse Weather Crashes – 2014-2018



Corridor Adverse Weather Crashes



Segment 3 Adverse Weather Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- 11% of crashes occur in adverse weather
- Highest rates on US 277 south of I-10, north of Dumas, Midland and Amarillo
- Lower rates in Lubbock

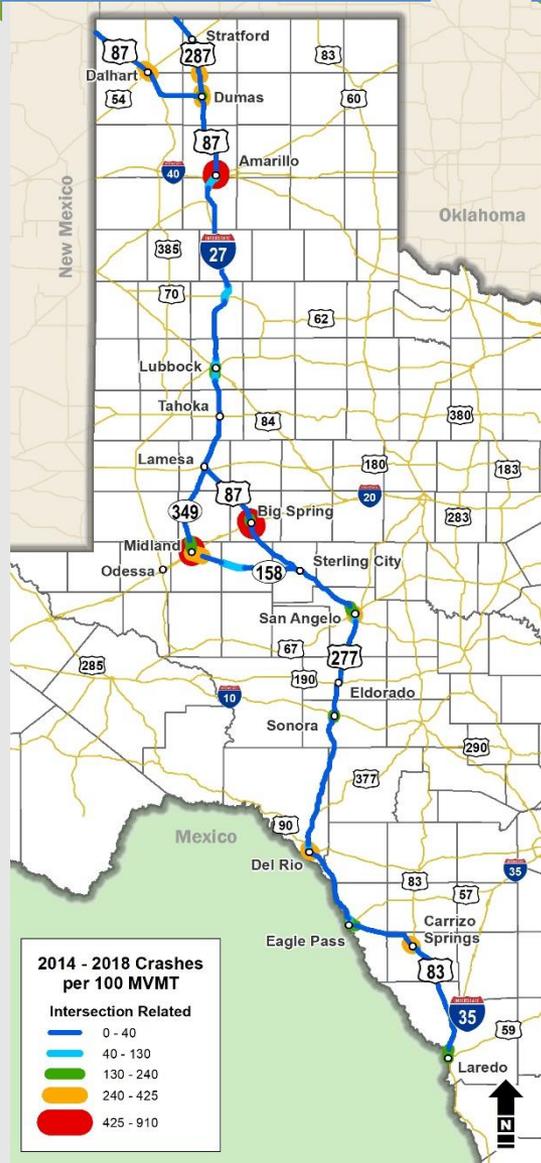
Key Segment 3 Takeaways

- 9% of crashes occur in adverse weather
- Highest rates in Edwards/Val Verde County
- Remainder of Segment 3 has low to moderate rates

Intersection-Related Crashes – 2014-2018



Corridor Intersection Crashes



Segment 3 Intersection Crashes



Source: TxDOT Crash Records Inventory

Key Corridor Takeaways

- 50% of crashes are intersection-related
- City segments (Amarillo, Midland) have highest rates
- Rural segments with relatively low rates

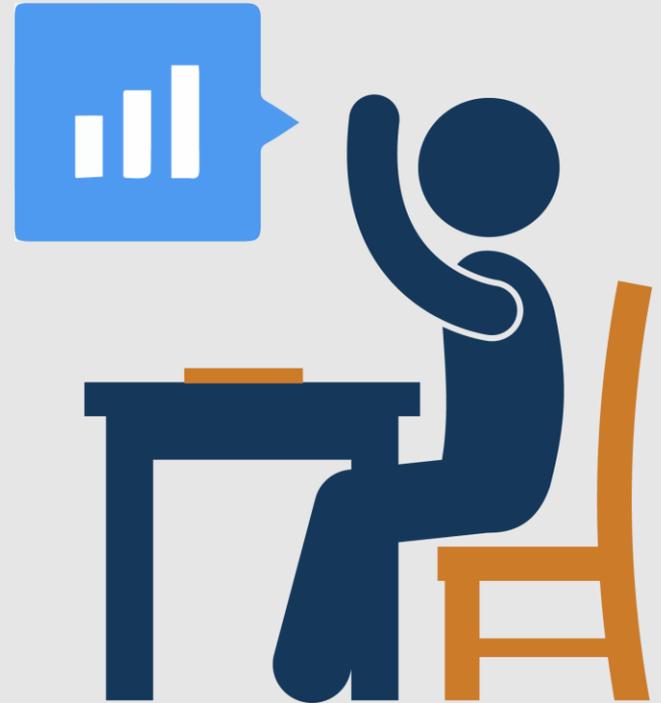
Key Segment 3 Takeaways

- 49% of crashes are intersection-related
- Highest rates in Carrizo Springs and Del Rio



Committee Feedback

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





Interstate Facility Design Features

Akila Thamizharasan, TxDOT
Consultant Team



The Texas Department of Transportation shall conduct a **comprehensive study** of the Ports-to-Plains Corridor. The study must evaluate 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.

Section 1(b) of House Bill 1079

Current Segment #3 Characteristics



Existing Highway Sections



Access Control



Existing Highways

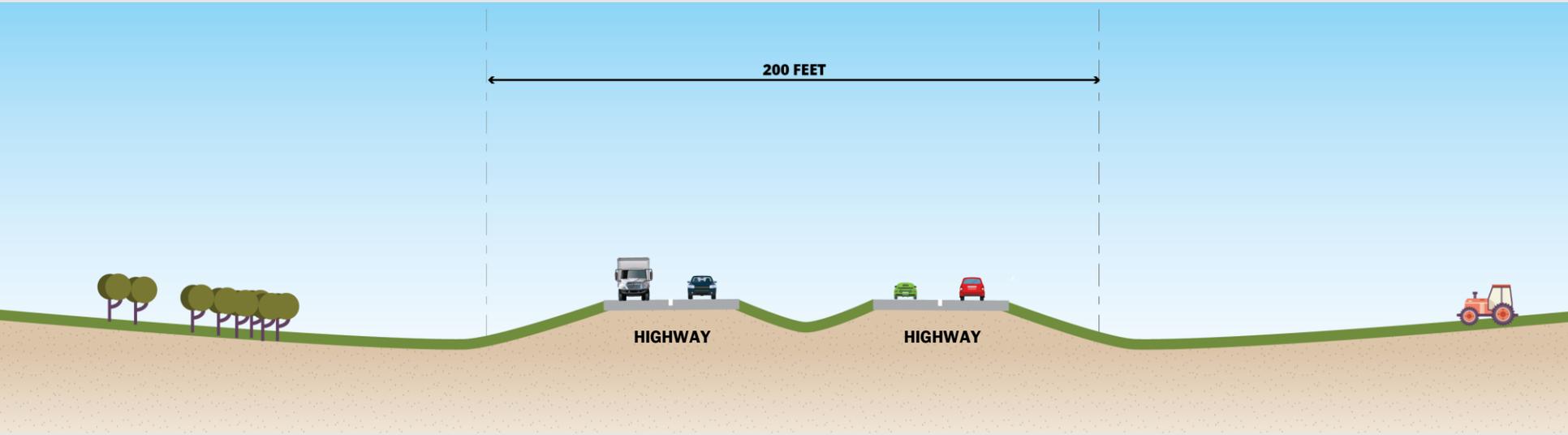
- **122** Miles Super 2
- **86** Miles 2-Lane
- **11** Miles 5-Lane Urban
- **10** Miles 6-Lane Controlled Access
- **7** Miles 3-Lane Urban
- **7** Miles 4-lane Controlled Access
- **3** Miles 4-lane Undivided

Access Control

- **230** Miles with **no** access control
- **17** Miles with **full** access control

Source: Texas Roadway Inventory

Four-Lane Divided Highway Cross Section



Driveway access to local businesses and residences



Lower design **speeds**



Smaller right-of-way **widths**

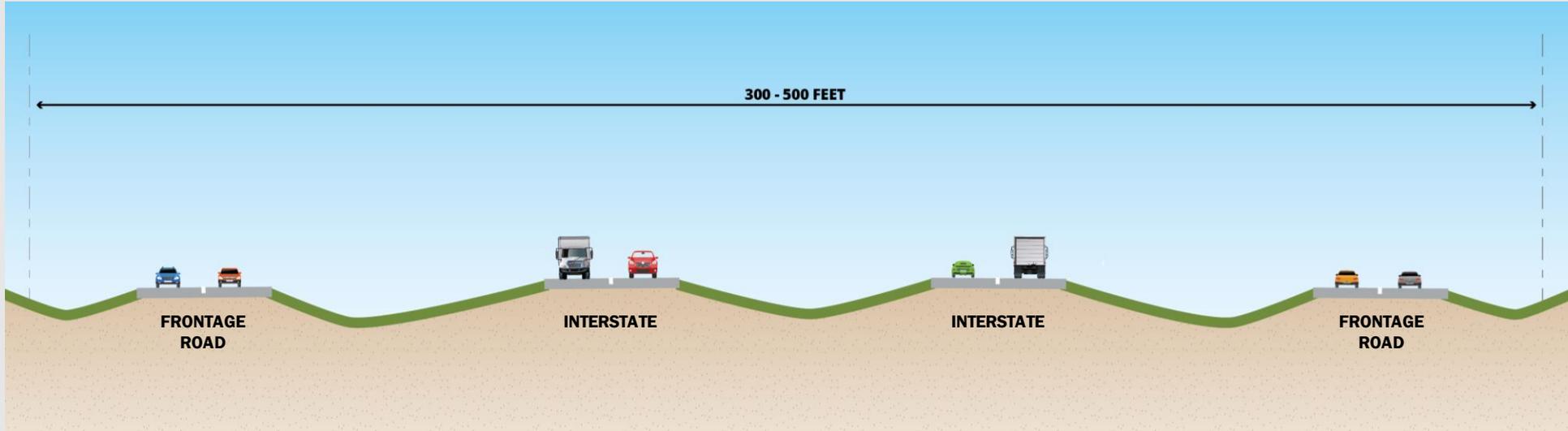


At-grade intersections with other roadways

Segment #3 Example of At-Grade Intersection (Near Del Rio)



Interstate with Frontage Roads Cross Section



No driveways connecting to main lanes.



No stop signs or traffic signals on main lanes.



Higher design speeds

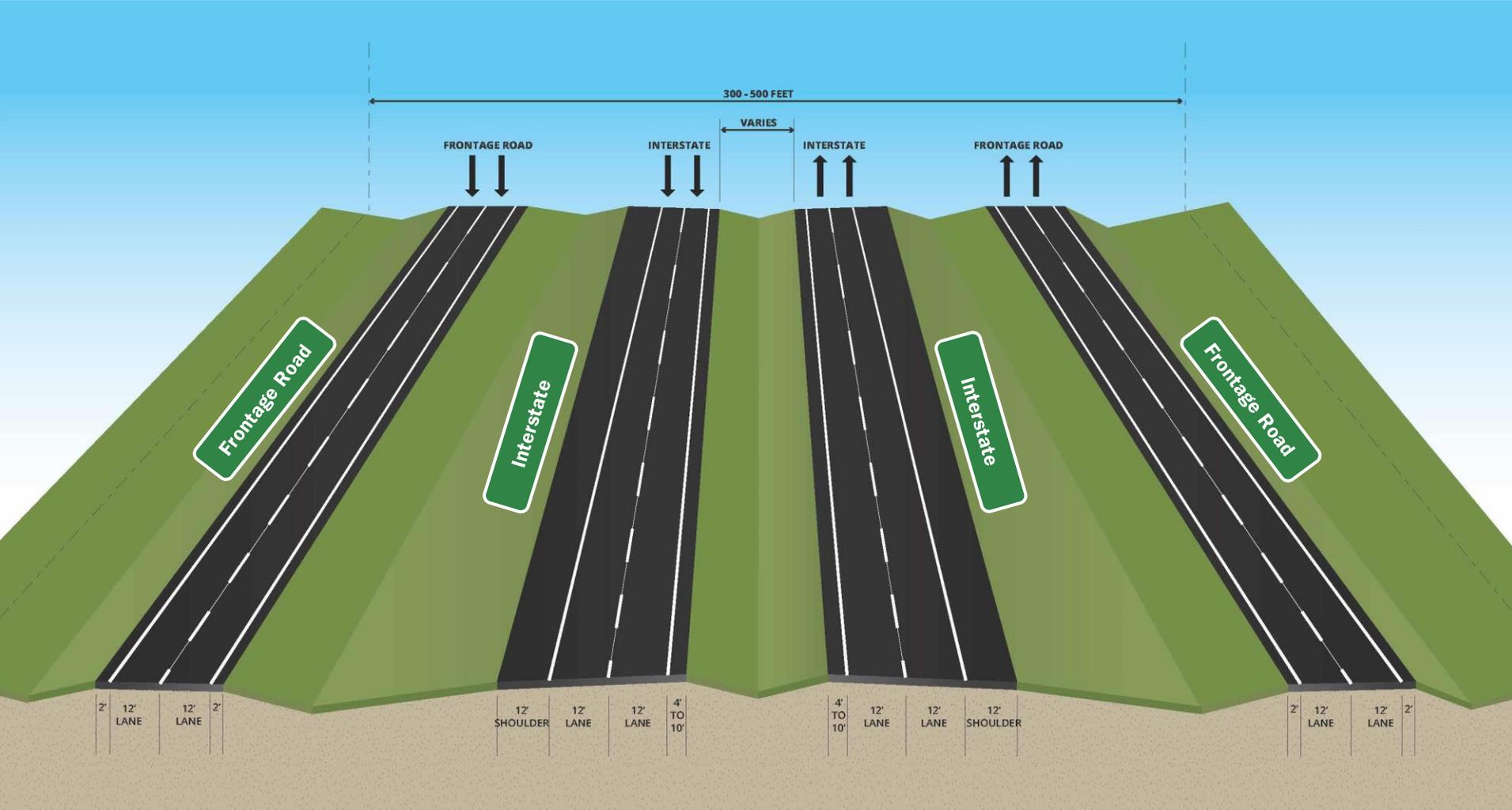


Traffic will flow uninterrupted from one end of the facility to the other. To accomplish this, **overpasses are necessary.**



Larger right-of-way **widths**

Interstate with Frontage Roads Cross Section



Segment #3 Interchange Example (Near Laredo)





Nominations and Election of Chair and Vice Chair for the Segment #3 Committee

Dan Pope, Ports-to-Plains Advisory Committee Chair
Trent Thomas, Director State Legislative Affairs, TxDOT
Blake Calvert, TxDOT

Segment Committees Roles and Responsibilities



Elect

Segment Committees elect chairs and vice-chairs to assist in developing meeting materials



Discuss

Chairs attend pre- and post-Segment Committee Meetings



Participate

Attend Segment Committee Meetings



Comment

Provide feedback on issues and questions presented by TxDOT

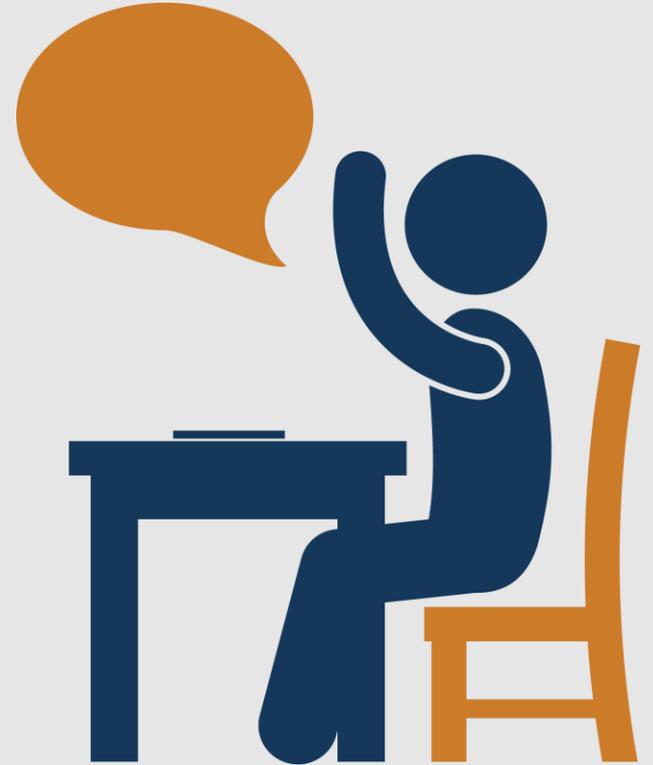


Recommend

Provide segment-specific study recommendations for consideration by the Advisory Committee



Election of Chair and Vice Chair





Segment Committee Report and Chapters 1-3 Outline

Caroline Mays, TxDOT
Consultant Team

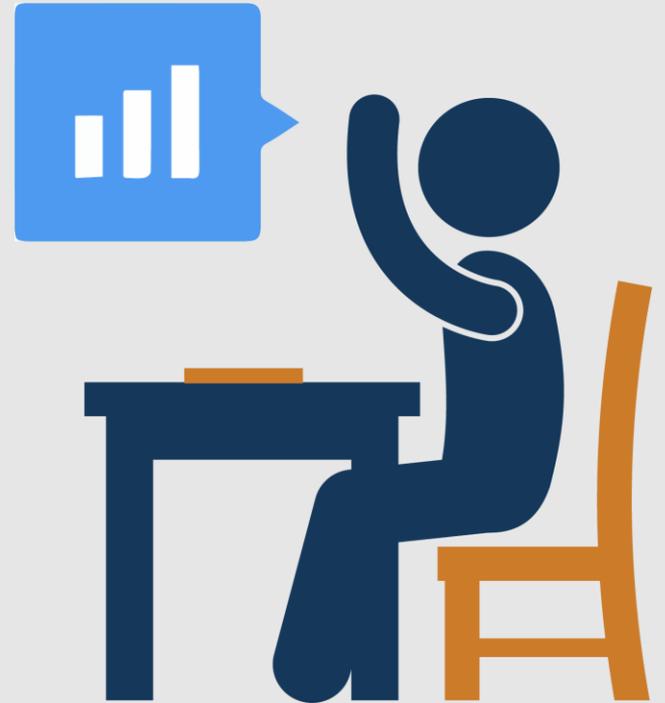


- Executive Summary
- Letter from the Segment Committee Chair
- 1. Introduction
- 2. Public Involvement and Stakeholder Engagement
- 3. Existing Conditions and Needs Assessment
- 4. Forecasting and Future Conditions
- 5. Segment Feasibility Analysis
- 6. Economic Development Impacts of the Segment
- 7. Segment Improvement Strategies
- 8. Segment Committee Findings and Recommendations
- 9. Financial Plan
- 10. Implementation Plan
 - Figures, Tables, and Appendices



Discuss Report Outline

- What are your thoughts on this outline?





Segment Committee Meeting #2 and Public Meetings

Open Discussion

Akila Thamizharasan, Manager Corridor
Planning Branch, TxDOT

Segment and Public Meeting Logistics



Meeting Locations



There will be four rounds of Segment Committee Meetings and Public Meetings*. The dates and locations of the first round are shown below. The next round will be held in February 2020.

Segment	City	Date/Location
Segment 3*	Del Rio	<ul style="list-style-type: none"> November 4, 2019 City of Del Rio Civic Center
Segment 2	Big Spring	<ul style="list-style-type: none"> November 18, 2019 Hotel Settles
Segment 1*	Amarillo	<ul style="list-style-type: none"> November 20, 2019 Amarillo Civic Center



For each round of public meetings, one meeting will be held on a rotational basis in Amarillo, Laredo, Lubbock, and San Angelo, as mandated per HB 1079.

* Locations of Round 1 public meetings



Desired Outcomes

- Provide a summary of HB 1079
- Discuss the purpose and goals of the corridor feasibility study
- Discuss existing conditions and needs for each segment
- Explain the purpose and structure of the Advisory and Segment Committees
- Provide the planning schedule and next steps



Inform

- Handouts
- Exhibits
- Narrated PowerPoint

Consult and Collaborate

- Consistency with Advisory and Segment Committees
- Consult with agency partners

Engage

- Display ads
- Study webpage
- Bilingual outreach
- Live polling (Mentimeter)

Public Meeting Locations



Ports-to-Plains Corridor



Amarillo

- *November 2019*



Lubbock

- *Date 2020*



San Angelo

- *Date 2020*



Laredo

- *Date 2020*



February 2020 Meeting #2

Public Meetings
Round 1 Summary

Invited Speakers -
Various Topics

Forecasting and Future
Conditions

Measures of
Performance /
Evaluation Matrix

Preliminary Strategies
and Recommendations

Report Chapters

April 2020 Meeting #3

Public Meetings
Round 2 Summary

Invited Speakers -
Various Topics

Economic Development
Impacts

Finalize/Prioritize
Recommendations

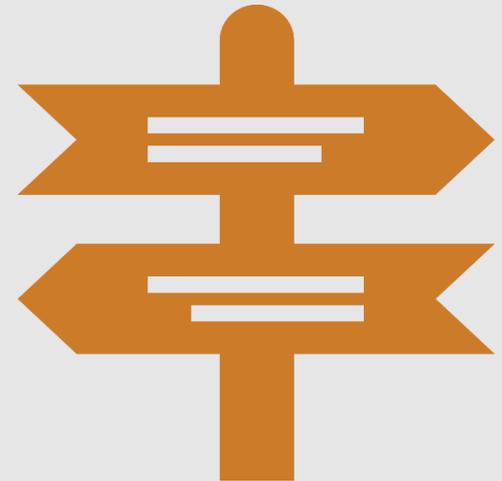
Financial Plan

Draft Segment
Committee Reports and
Executive Summaries

June 2020 Meeting #4

Public Meetings
Round 3 Summary

Final Segment
Committee Reports and
Executive Summaries



Segment #3 Meetings – Round #2



Segment #3



Laredo

- Public Meeting
February 3, 2020
- Segment Committee Meeting
February 4, 2020
- Location
Laredo College



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

