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

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

Virtual Public Meeting

Welcome

- **Welcome** to the Ports-to-Plains Corridor Feasibility Study Public Meeting. **Please type your name in the chat box.**
- Please ensure your phone and computer **microphones are muted**.
- To minimize background noise, please **periodically check your devices** to ensure they are muted.
- To share a comment or ask a question, you may add it to the **chat box on the right side of the screen**.
- After the presentation, attendees can unmute their devices for a **question and answer session**, and the study team will also review the chat box to address your comments and questions.

Virtual Public Meeting

- **The purpose of the meeting** is to provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study and to provide input on **preliminary recommendations** provided by the study's segment committees.

- The presentation will include both **audio and visual components** and will be in English. The meeting will be recorded and available online for the public to view through Tuesday, May 26, 2020.

- **Project materials** are posted at www.txdot.gov and p2pseg3vpm.transportationplanroom.com for public viewing

- All comments must be received on or before **Tuesday, May 26, 2020.** This will provide the Segment Committee an opportunity to consider public feedback before making its final recommendations.

Virtual Public Meeting – Submitting Comments

- **Written comments** from the public regarding the study are requested and may be submitted by email to portstoplains@txdot.gov or mail to:

  Texas Department of Transportation
  c/o Ports-to-Plains Study Team
  5835 Callaghan Road, Ste. 200
  San Antonio, Texas 78228

- **An online comment form and a printable version** are available at p2pseg3vpm.transportationplanroom.com

- You may **call** 512-486-5106 to ask questions about the project and access project materials at any time during the study process.

Discussion Review

1. HB 1079 Overview
2. Feasibility Study Overview
3. Segment #3 Committee Recommendations

HB 1079 Overview

Ports-to-Plains Corridor 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.

Ports-to-Plains Corridor Feasibility Study Committees

- 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.

Ports-to-Plains Corridor Feasibility Study Milestone Dates

Advisory Committee Meeting #1
October 2019

Advisory Committee Meeting #2
February 2020

Advisory Committee Meeting #3
July 2020

Advisory Committee Meeting #4
August 2020

Advisory Committee Meeting #5
September 2020

Advisory Committee Meeting #6
October 2020

Segment Committee Meetings #1
November 2019

Segment Committee Meetings #2
February 2020

Segment Committee Meetings #3
April 2020

Segment Committee Meetings #4
May 2020

Segment Committee Meetings #5
June 2020

2019: AUG, SEP, OCT, NOV, DEC
2020: JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
2021: JAN, FEB

Texas Transportation Commission Minute Order Adopted
August 29, 2019*

Segment Committee Reports Due to Advisory Committee
June 30, 2020*

Advisory Committee Final Recommendations Due to TxDOT
October 31, 2020*

TxDOT Submits Final Report to Governor & Legislature
January 1, 2021*

*Prescribed by HB 1079

Public Involvement

Quarterly Public Meetings

- TxDOT has held **quarterly public meetings** on a rotational basis.
- These meetings **gather public feedback** on potential improvements or expansions to the Ports-to-Plains Corridor.
- Occurs in conjunction with the study.

Public Meetings

#1 – Nov. 4, 2019
Del Rio, TX

#2 – Nov. 20, 2019
Amarillo, TX

#3 – Feb. 3, 2020
Laredo, TX

#4 – Feb. 4, 2020
San Angelo, TX

#5 – Feb. 19, 2020
San Angelo, TX

#6 – May 11, 2020
Virtual Meeting

#7 – May 13, 2020
Virtual Meeting

#8 – May 14, 2020
Virtual Meeting

Why is My Participation Important?

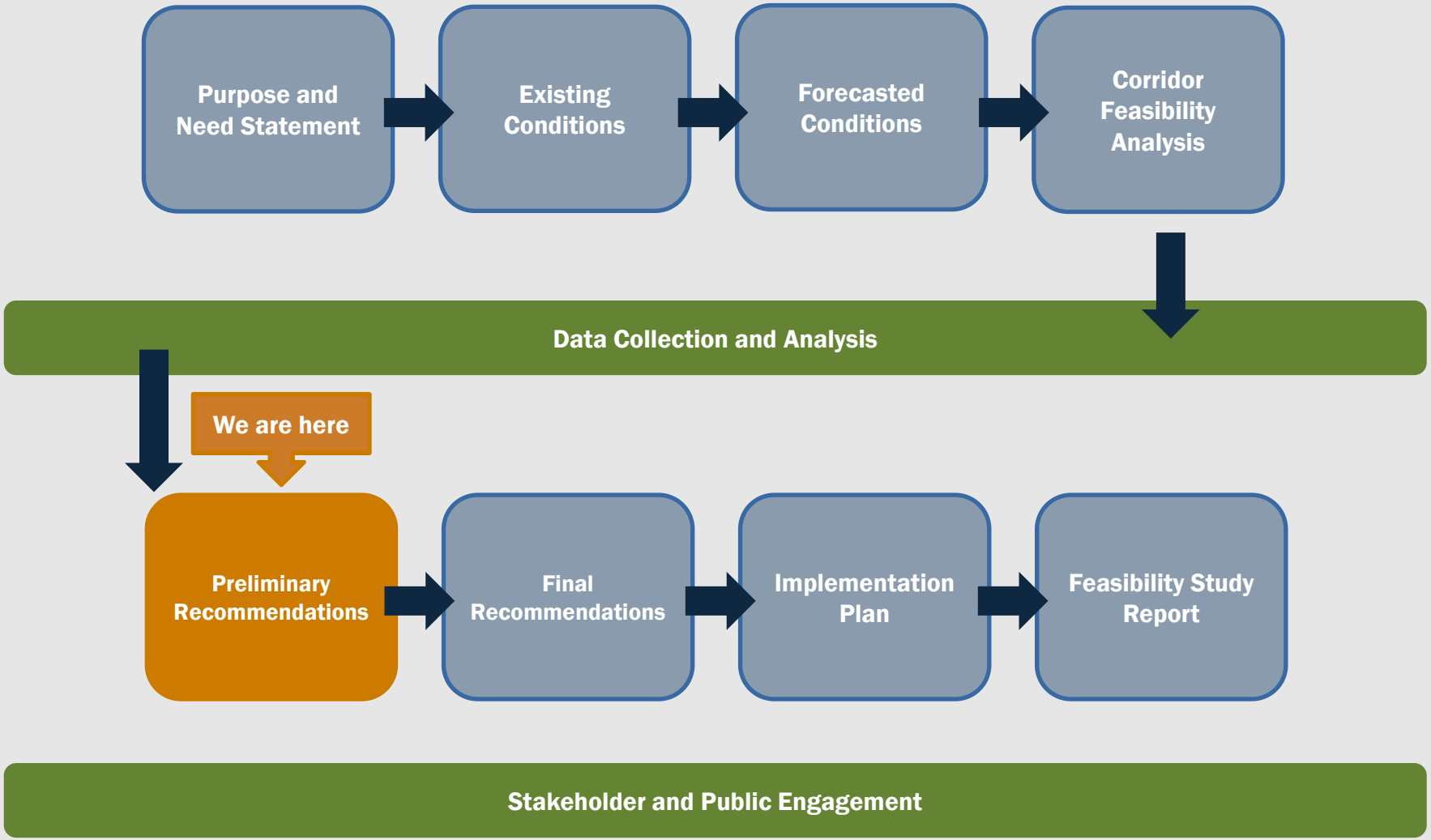
Your participation gives you the opportunity **to provide input** on the Segment #3 Committee Preliminary Recommendations

Prioritize the recommended projects as

- Short-Term (0-5 Years)
- Medium-Term (6-10 Years)
- Long-Term (11+ Years)

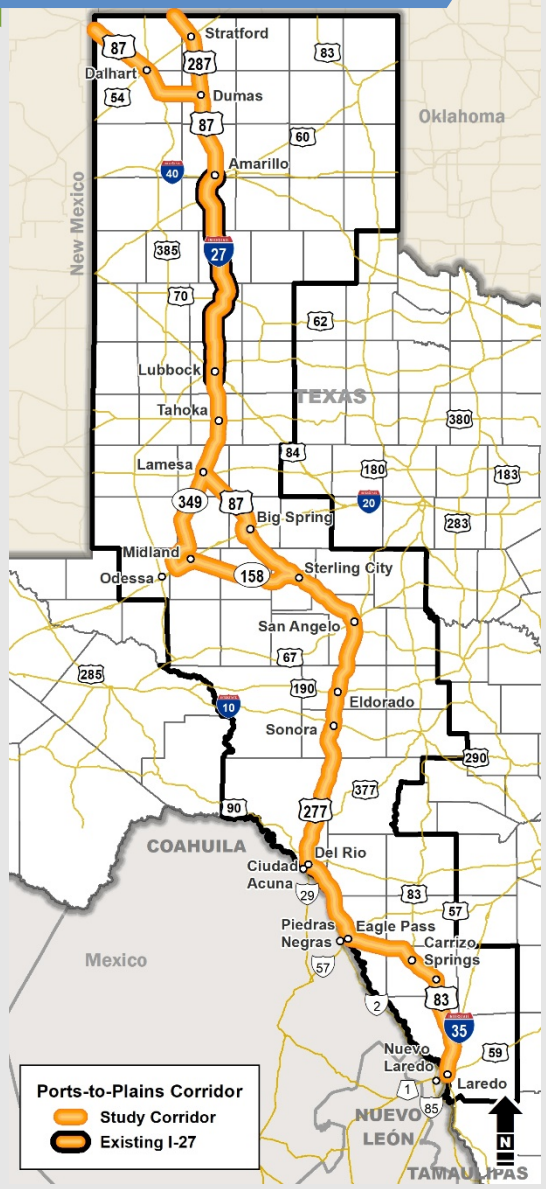
Feasibility Study Overview

Ports-to-Plains Corridor Feasibility Study Scope



Ports-to-Plains Corridor and Segments

Ports-to-Plains Corridor



Segment 1

New Mexico and Oklahoma borders to Hale/Lubbock County line

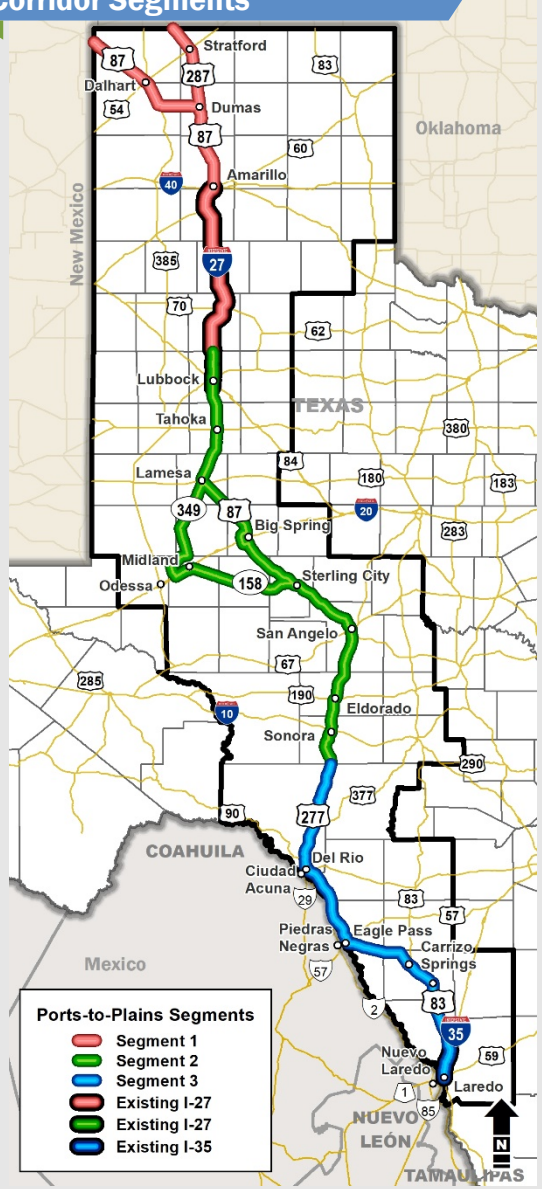
Segment 2

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



Characteristics of Segment #3

247 Segment Miles

6 Counties

3 Ports of Entry

2 TxDOT Districts
(Laredo, San Angelo)

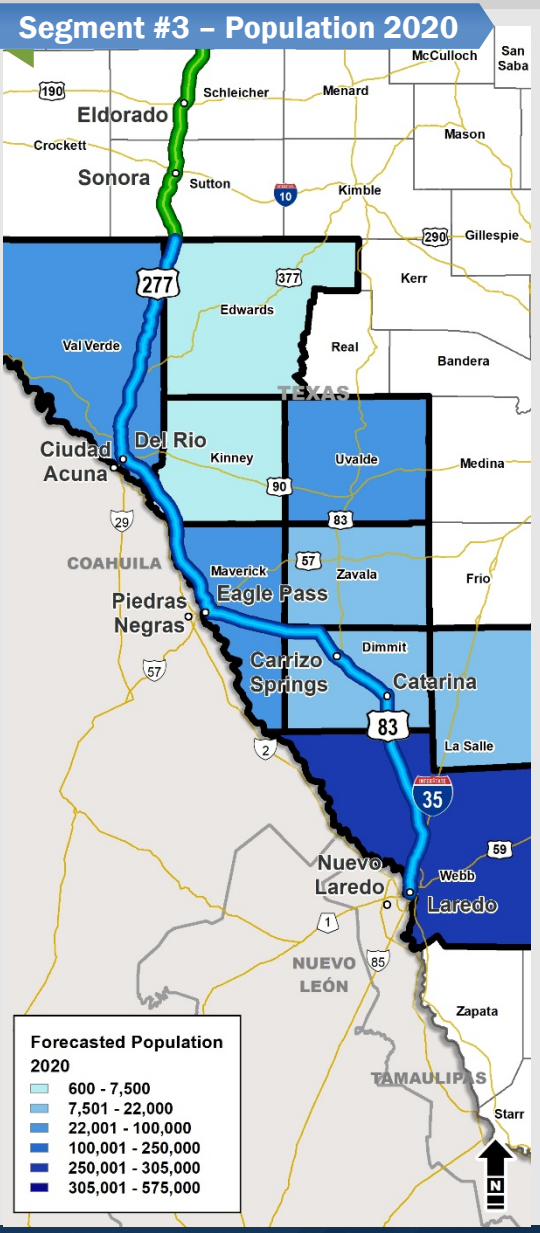
Major Cities and Towns

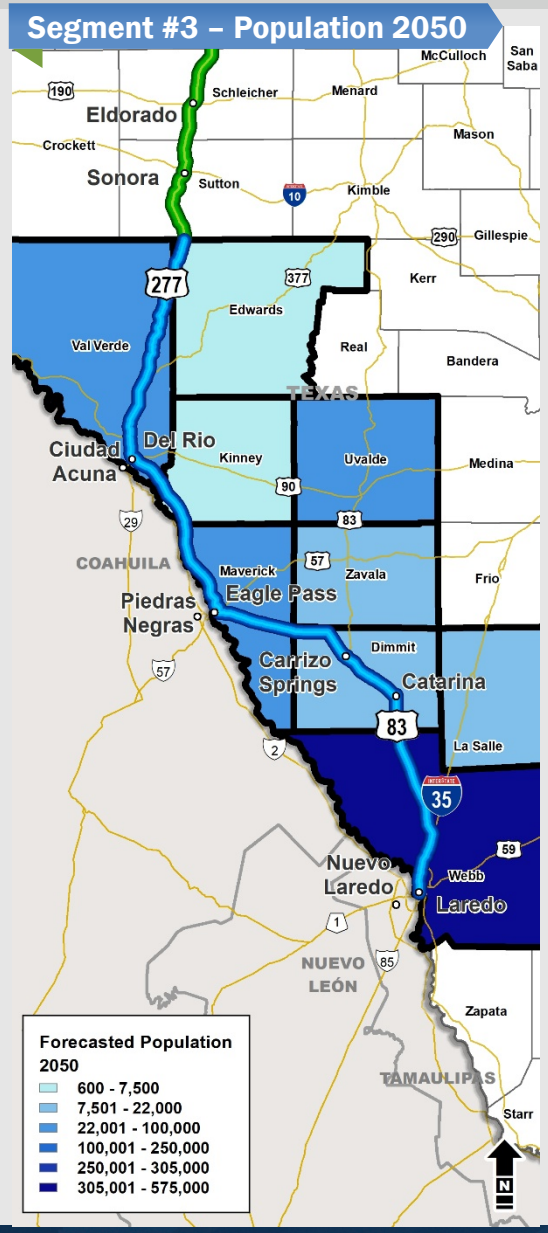
Laredo, Carrizo Springs, Eagle Pass, Del Rio

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

Segment #3 Existing and Forecasted Conditions - Socioeconomics





Population

- The population is projected to be 450,498 in 2020 and 500,662 in 2050, an increase of 11%.

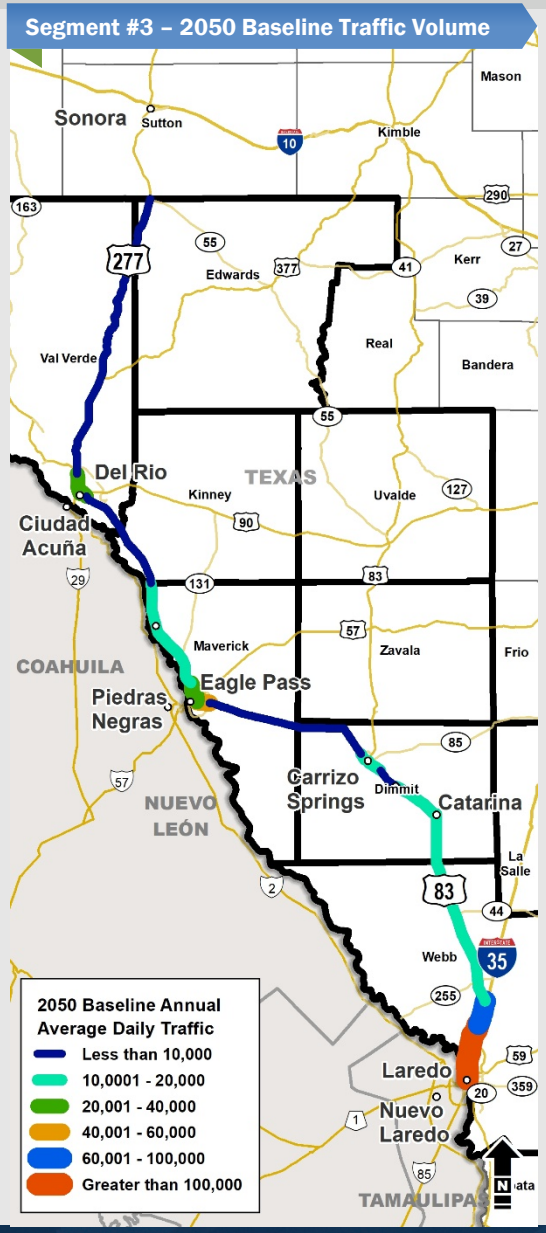
Income

- Average median household income is projected to be $38,770 in 2020 and $93,883 in 2050, an increase of 116%.

Employment

- Employment is projected to be 184,891 in 2020 and 212,063 in 2050, an increase of 15%.

Segment #3 Existing and Forecasted Conditions - Traffic



2017 Traffic Volumes

- Average Traffic Volume: 9,400 vehicles per day
- Average Truck Volume: 1,800 trucks per day

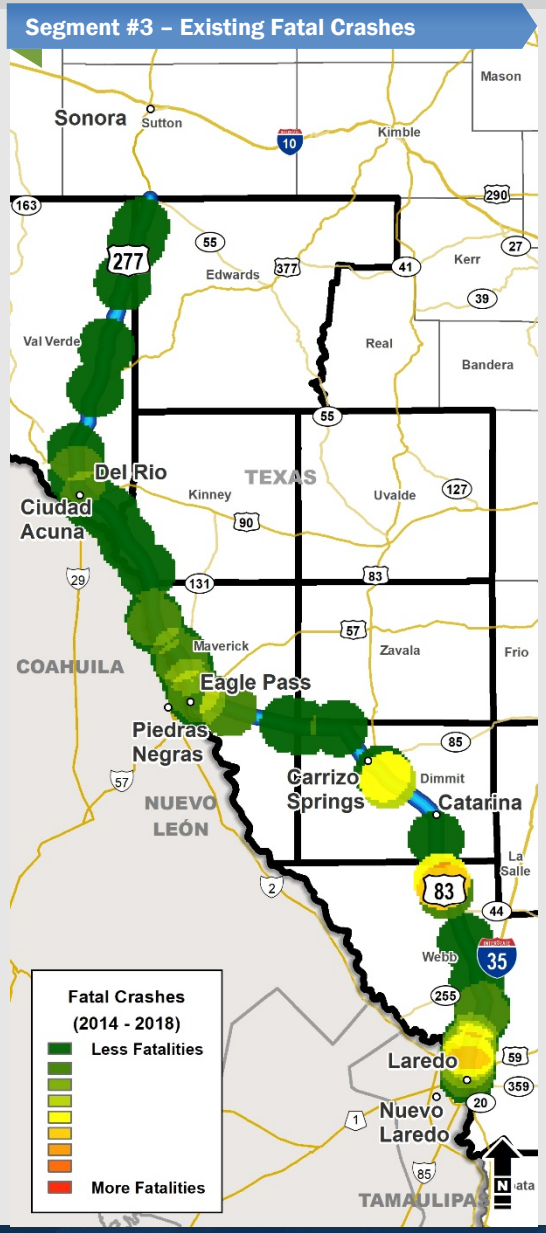
2050 Projected Volumes (Baseline)

- Average Traffic Volume: 18,000 vehicles per day (91% increase)
- Average Truck Volume: 3,900 trucks per day (117% increase)

Growth Areas

- I-35 in Laredo
  - 59,000 to 123,000
- US-83 near Carrizo Springs
  - 7,300 to 10,700
- US-277 north of Eagle Pass
  - 5,800 to 11,000

Segment #3 Existing and Forecasted Conditions - Safety



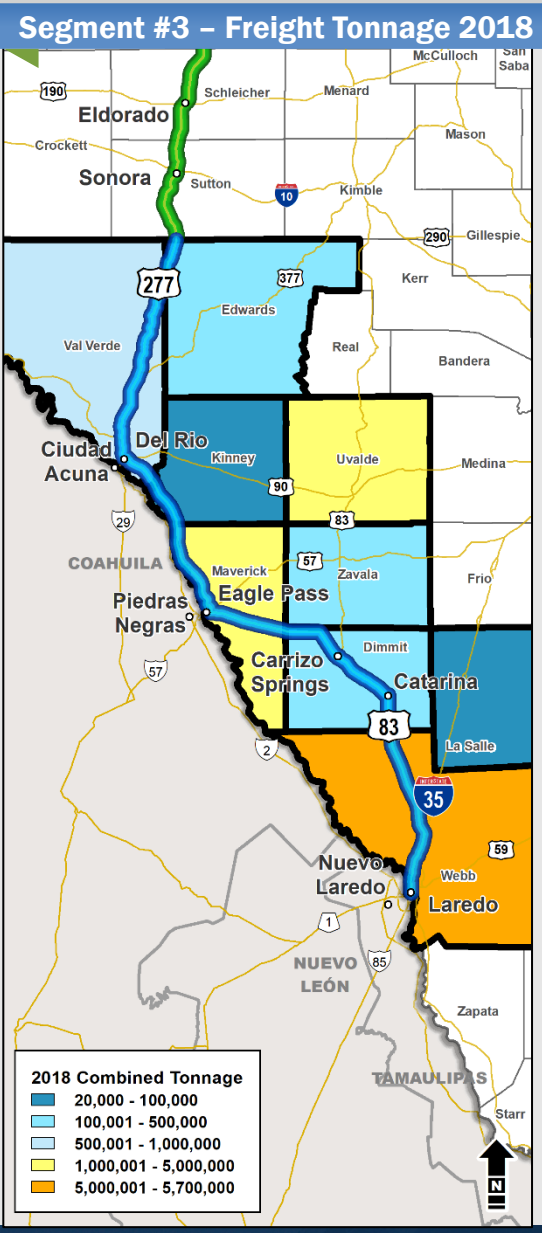
Current Crash History (2014-2018)

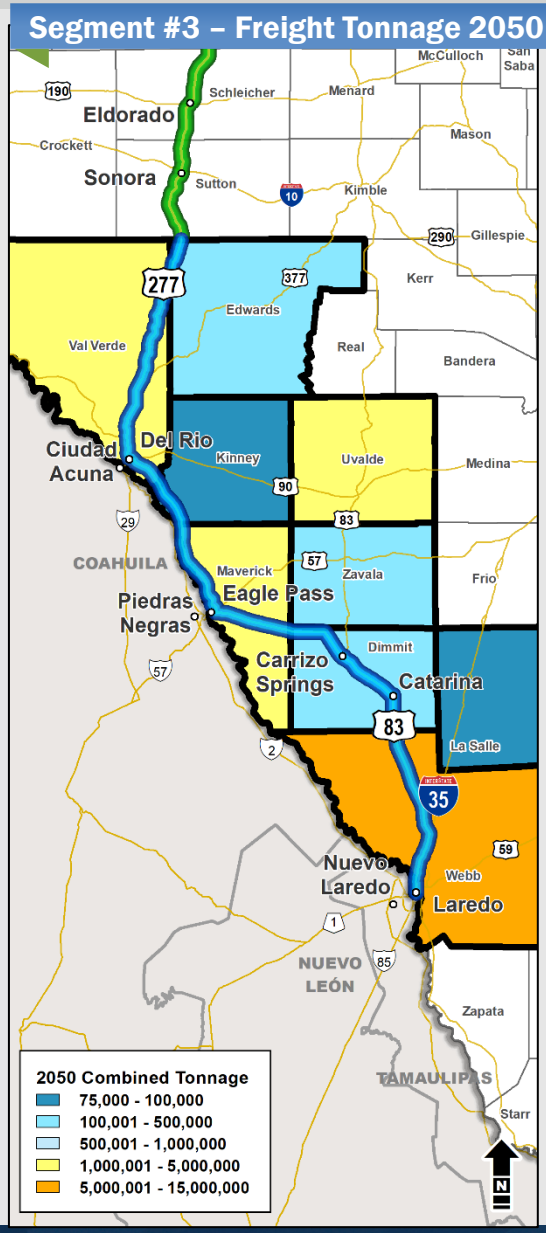
- 4,378 Total Crashes
- 49 Fatal crashes
- Crash Rate of 133 crashes per 100 MVMT

2050 Baseline Safety

- Planned and programmed projects are anticipated to lower the expected crash rate to 92 crashes per 100 MVMT (31% reduction)

Segment #3 Existing and Forecasted Conditions - Freight





Total Freight Tonnage

- Total freight is anticipated to grow by 139% by 2050, the fastest in the corridor

International Trade

- International freight is projected to grow by 9.0 million tons by 2050

Agricultural Freight

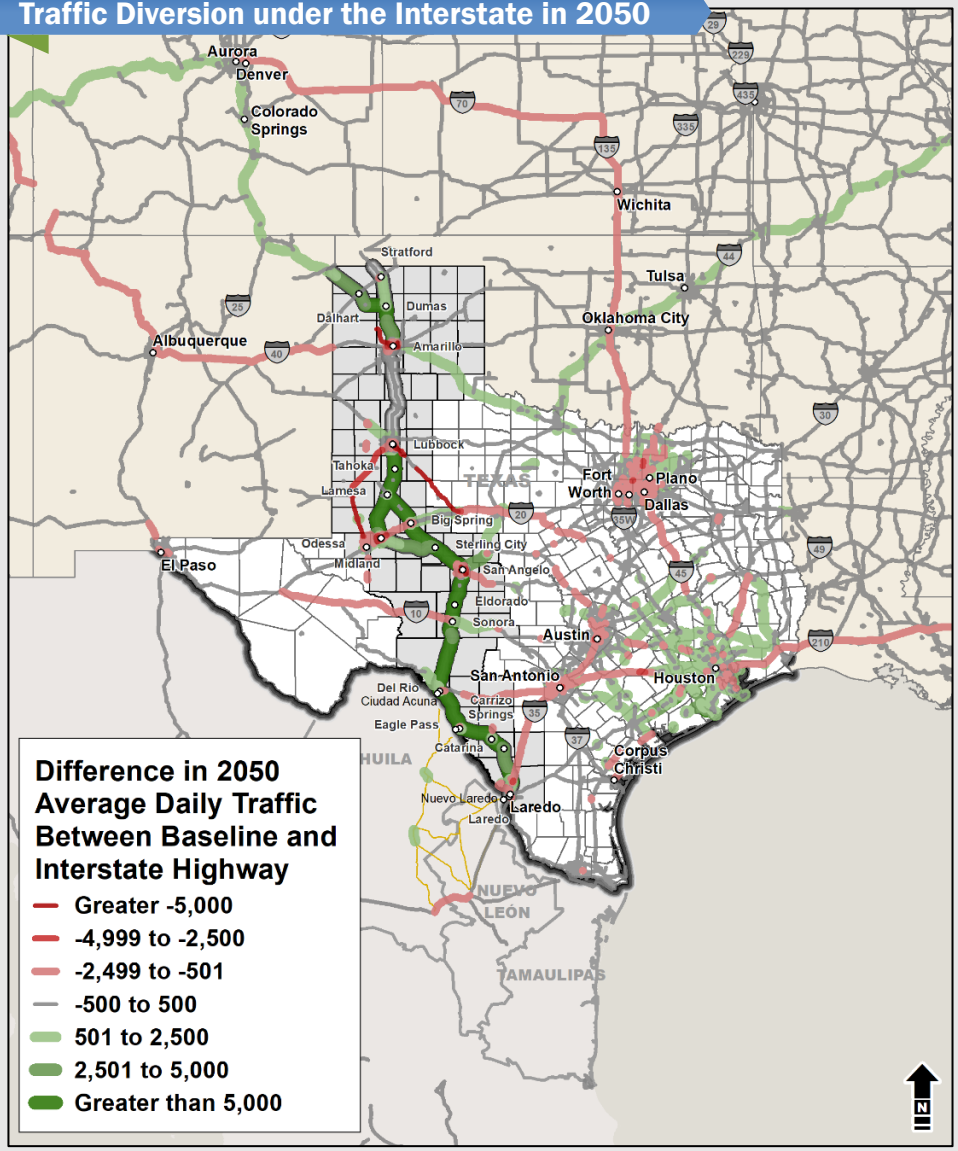
- Agricultural freight is anticipated to remain predominantly “Other Food Products”

Energy Freight

- Energy related freight is dominated by petroleum products today and is expected to remain that way in 2050

Segment #3 Feasibility Analysis – Relieve Traffic Congestion

Traffic Diversion under the Interstate in 2050



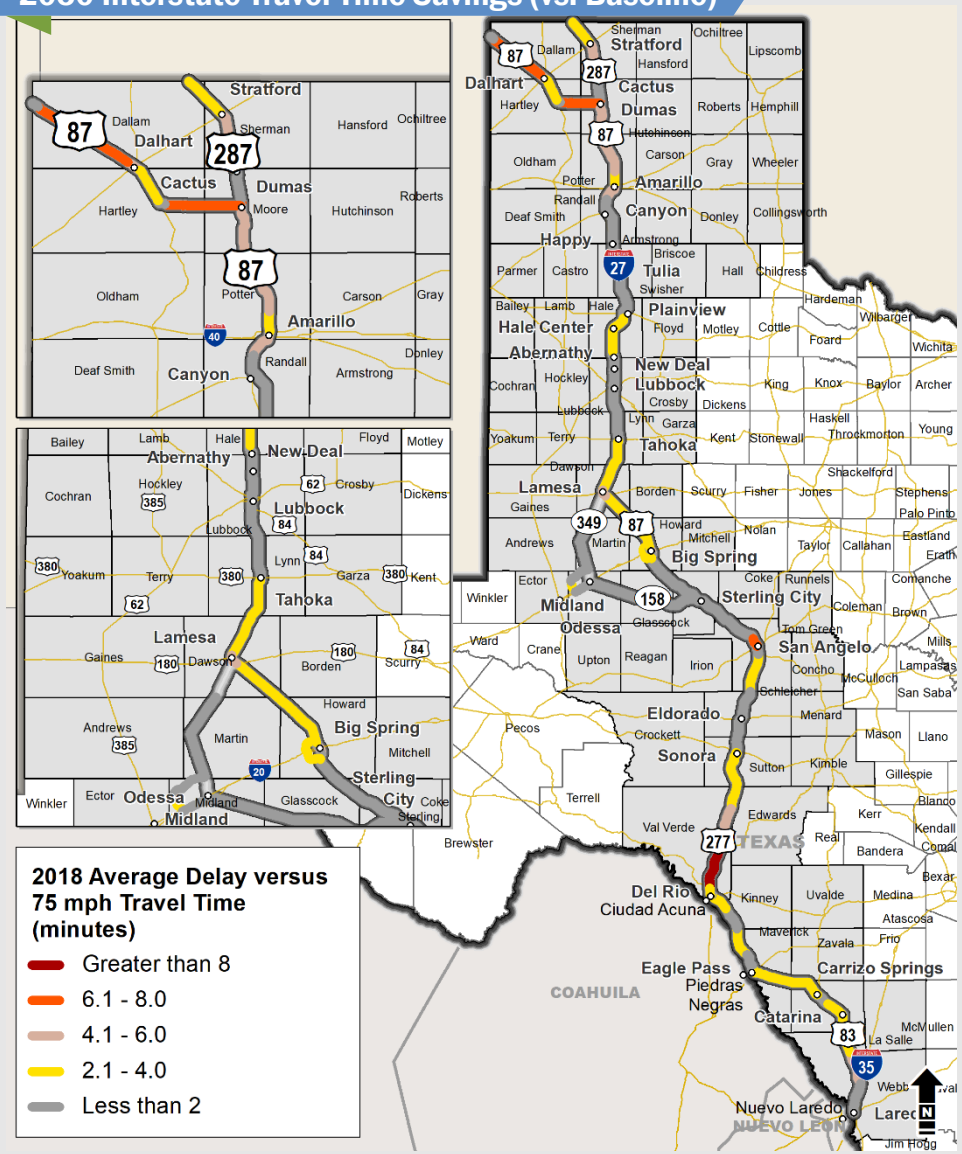
Interstate

- The Interstate adds 75% new lane miles over the Baseline, the biggest capacity increase in the Corridor.
- Traffic in 2050 is expected to grow 43% over the Baseline.
- Trips are diverted from US-57 east of Eagle Pass and US-90 east of Del Rio.

The Interstate results in higher speeds and diverts traffic from other corridors. While demand is higher, the Interstate has more capacity and congestion is improved on other corridors.

Segment #3 Feasibility Analysis – Safety and Mobility

2050 Interstate Travel Time Savings (vs. Baseline)



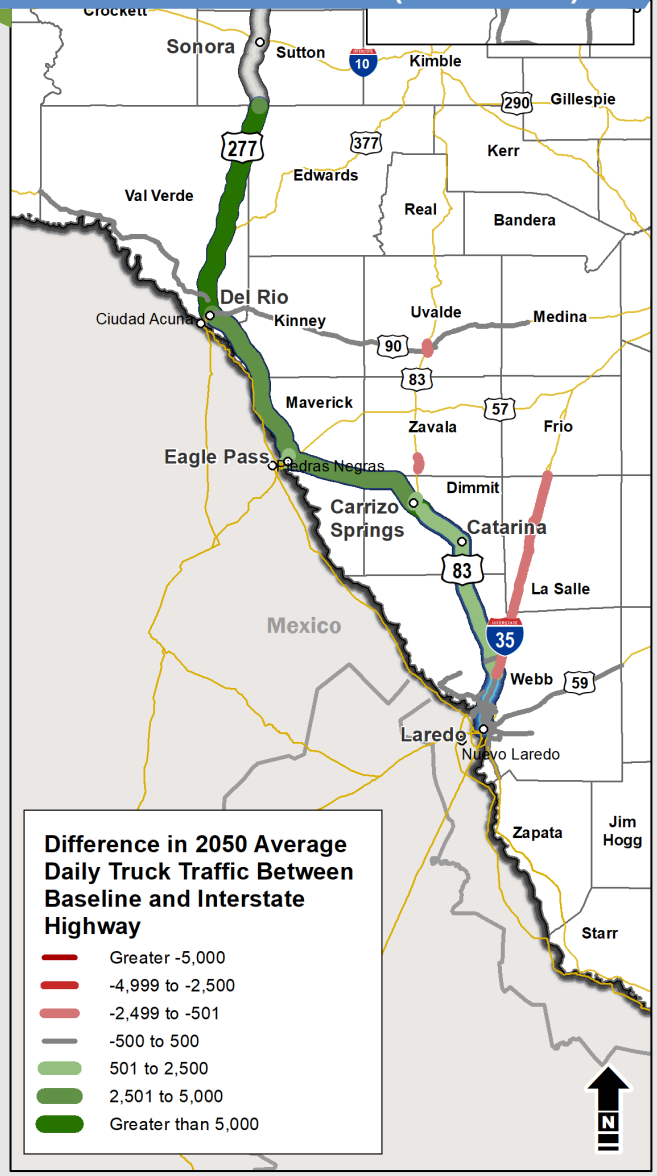
Interstate

- The Interstate is expected to reduce crashes by 29% over the Baseline.
- The Interstate provides an average travel time savings of 39 minutes over the length of the Segment.

The additional capacity and full access control of the Interstate will reduce crashes and improve travel times throughout the corridor.

Segment #3 Feasibility Analysis – Freight Movement

2050 Interstate Truck Traffic (vs. Baseline)

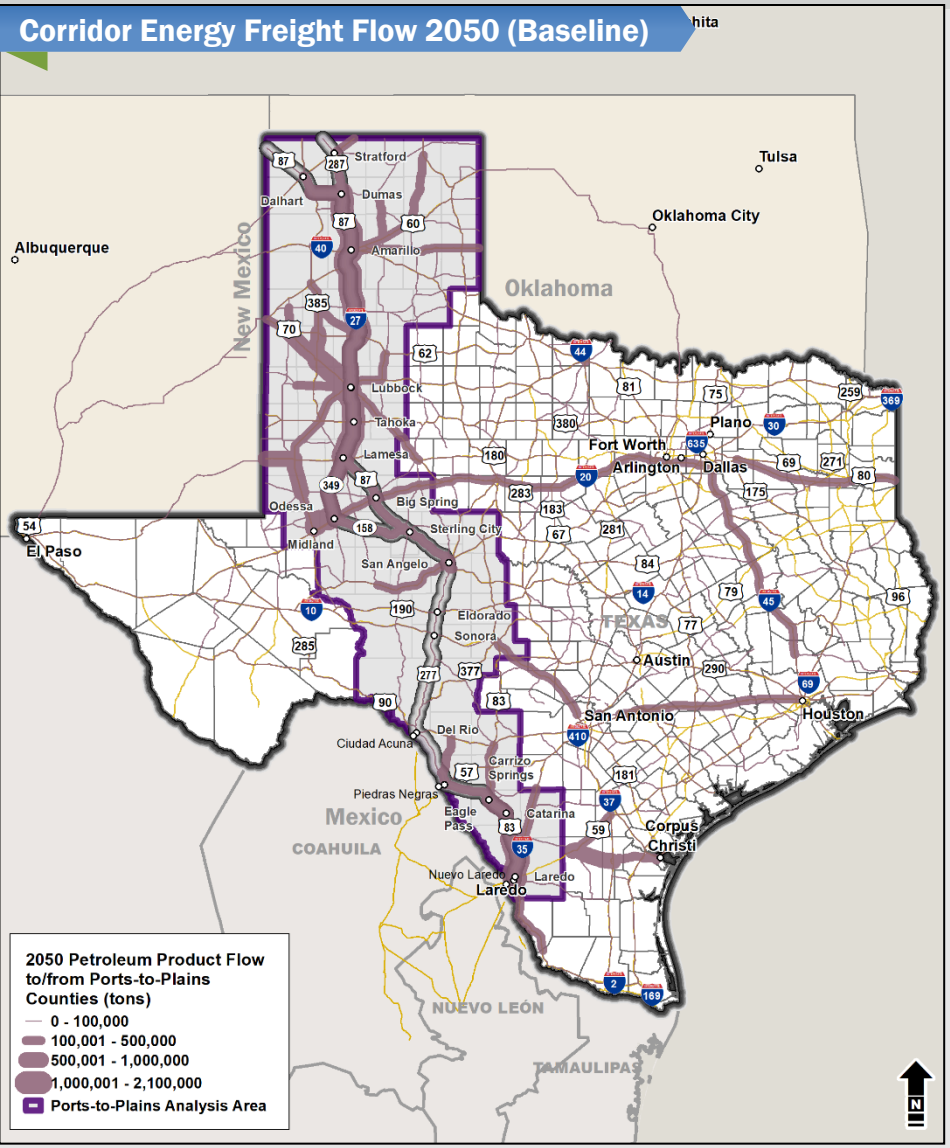


Interstate

- The Interstate is projected to carry 5,600 trucks per day by 2050, an increase of 44% over the Baseline.
- Many truck trips are diverted from I-35 north of Laredo. US-277 north of Del Rio sees the most added.
- The Interstate would provide improved access to the Ports of Entry at Laredo, Del Rio, and Eagle Pass.

The Interstate will provide improved travel times and additional capacity to address times of peak demand and decrease delays due to accidents.

Segment #3 Feasibility Analysis – Transporting Energy Products



Interstate

- The Interstate is projected to add 33 million tons (132%) in freight tons above the 2050 forecast
- Currently over half of the freight tons carried are energy related
- A significant portion of the future freight is expected to remain energy related

The Interstate will provide improved travel times, increased market access, and enhanced reliability for the transportation of energy products.

Preliminary Interstate Cost Estimates

	Segment #3 Preliminary Interstate Estimate ***(Some Rural Frontage Roads)***	***Corridor Preliminary Interstate Estimate*** ***(Some Rural Frontage Roads)***
Interstate Frontage Roads in Urban Areas*** Frontage Roads in Rural Areas***	***4-Lane Divided: 229 miles**** ***All (2-lane)*** ***160 out of 210 miles (1-lane)***	***4-Lane Divided: 811 miles**** ***All** (2-lane)*** ***533 out of 718 miles (1-lane)***
Construction	$5.824 billion ($25.4 M/mi)	$20.584 billion ($25.4 M/mi)
Right of Way	$0.582 billion	$2.058 billion
Utilities	$0.293 billion	$0.874 billion
Total	**$6.699 billion**	**$23.516 billion**

*Miles do not include I-27, I-20, and I-35

** Estimate includes approximately 100 miles of frontage roads in urban areas

***Number of lanes shown are in each direction. Frontage roads are assumed to be on both sides of the interstate.

Summary of Corridor Economic Benefits

Total Annual Travel Cost Savings	**$4.79B**

- $77B in discounted savings over 20 years from travel time savings and crash reductions

Total Annual Increase in GDP	**$2.84B**

- $41B in new GDP over 20 years after discounting

Total Increase in Employment	**22,110**

- 80% of new jobs will be within Corridor, 20% Statewide

Return on Investment	**76%**

- $18B Net Return on Investment

Benefit-Cost Ratio	**2.8**

- Net Present Value of $49B

Source: WSP Analysis, using TREDIS

Segment Committee #3 Preliminary Recommendations

Segment #3 Committee Preliminary Recommendations

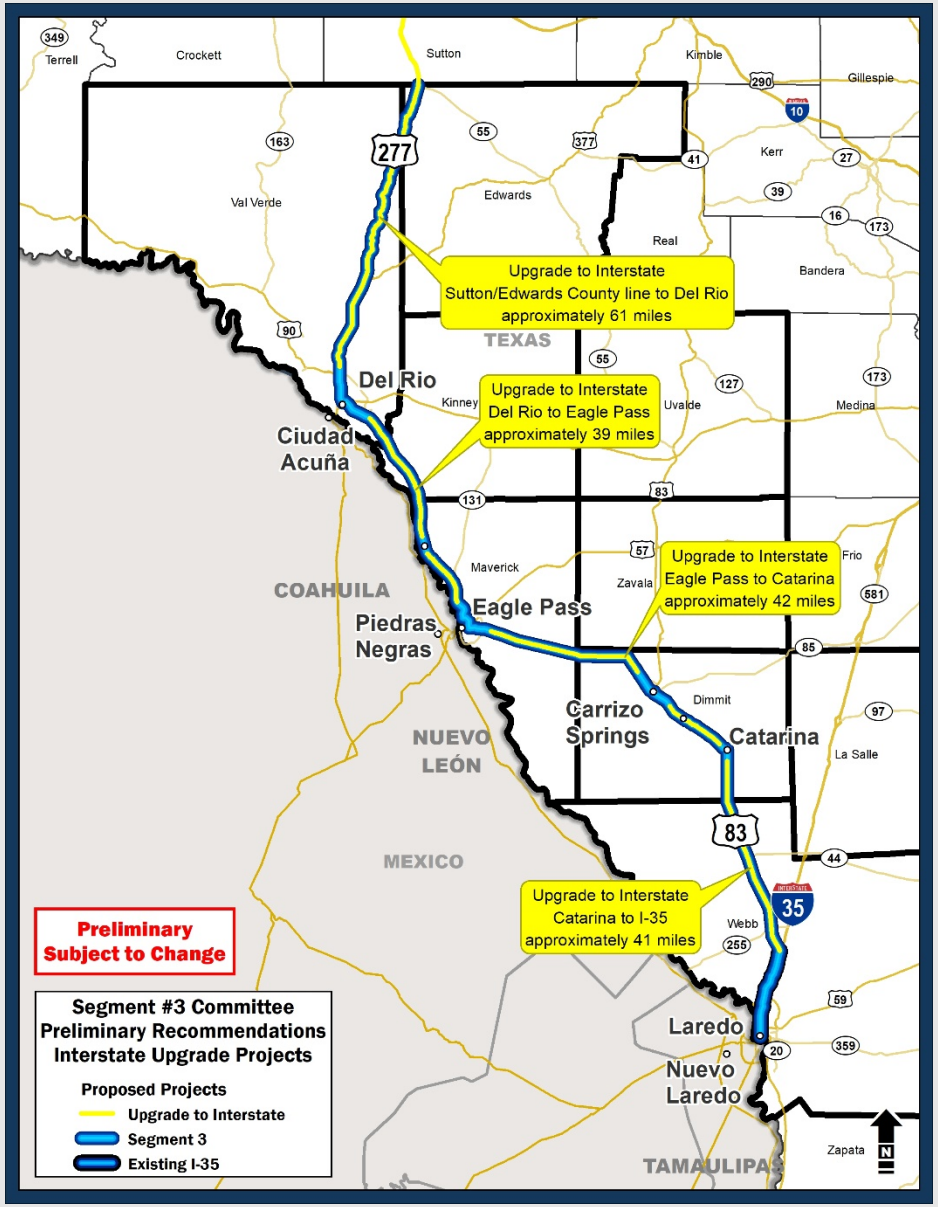
Committee members suggested preliminary recommended projects during a meeting held on April 3, 2020. Their recommendations were grouped into three categories.

- **Interstate Upgrade Projects**
- **Relief Route Studies**
- **Safety and Operational Projects**

Interstate Upgrade Projects

Committee members suggested these preliminary recommended projects during a meeting held on April 3, 2020.

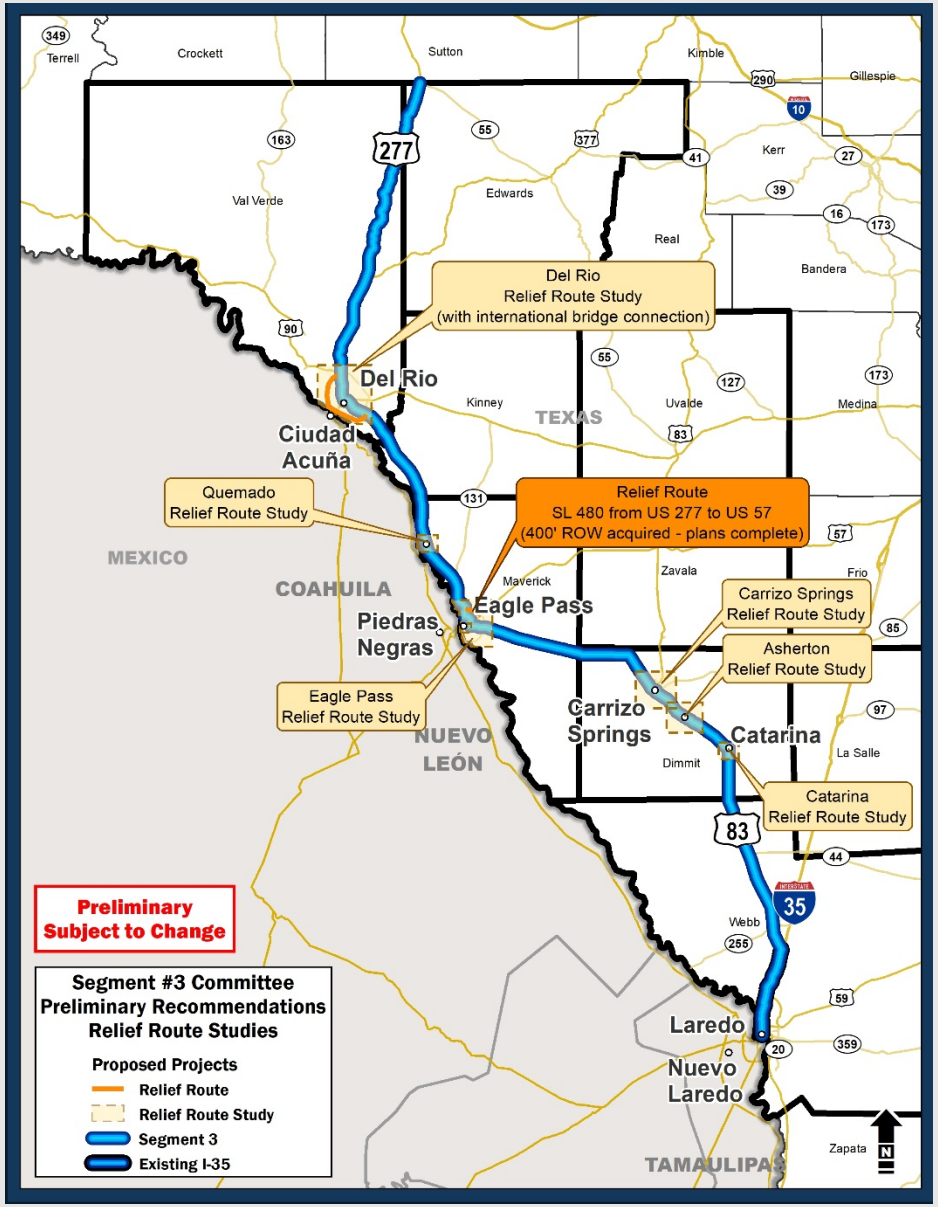
Roadway	From	To	Description of Work
US 277	Sutton/ Edwards Co. line	Del Rio	Upgrade to interstate (approx. 61 miles)
US 277	Del Rio	Eagle Pass	Upgrade to interstate (approx. 39 miles)
US 277	Eagle Pass	Catarina	Upgrade to interstate (approx. 42 miles)
US 83	Catarina	I-35	Upgrade to interstate (approx. 41 miles)



Relief Route Studies

Committee members suggested these preliminary recommended projects during a meeting held on April 3, 2020.

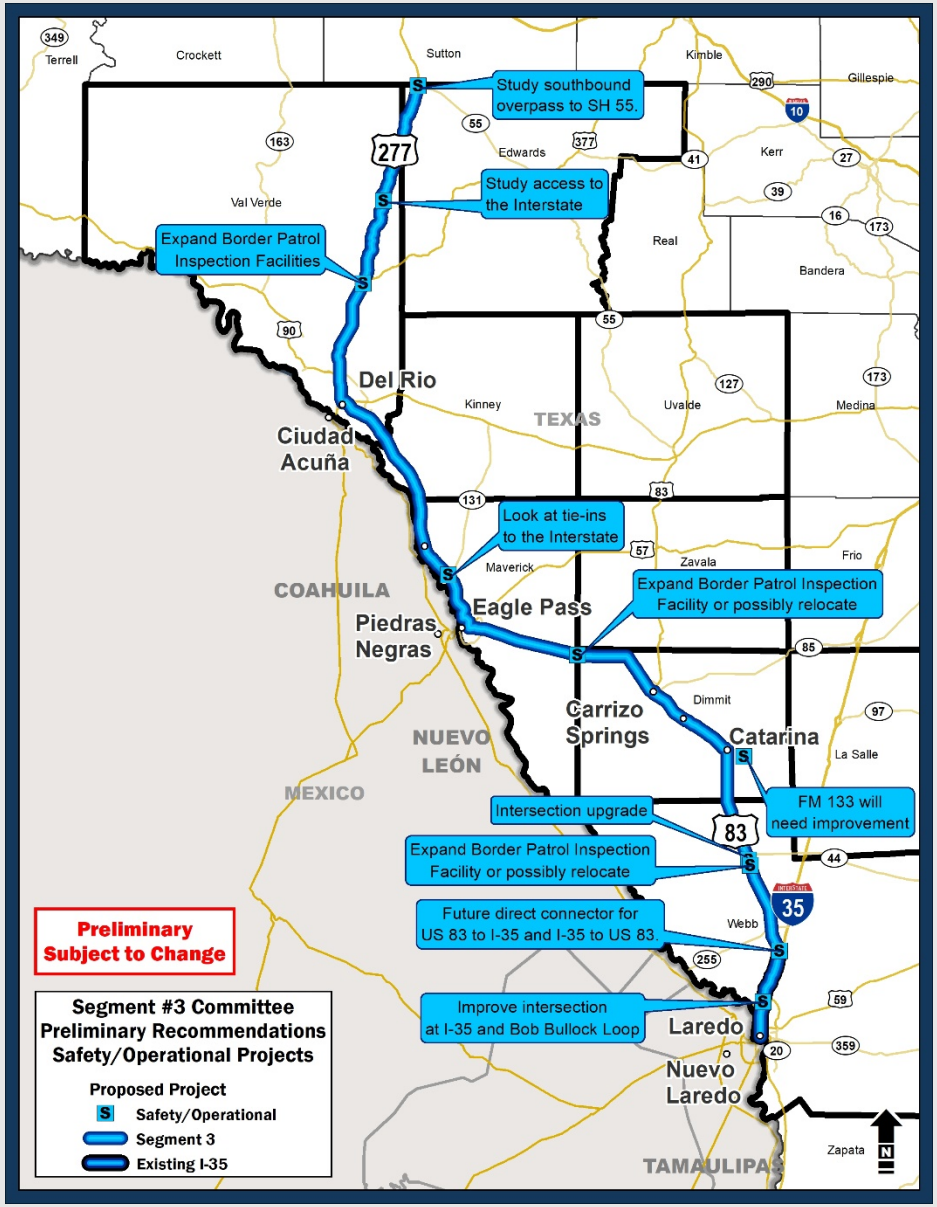
Description	Location
Del Rio Relief Route Study	Around City of Del Rio including international bridge connections
Quemado Relief Route Study	Around City of Quemado
Eagle Pass Relief Route Study	Around City of Eagle Pass
State Loop 480 Relief Route	From US 277 to US 57 (400 ft of ROW acquired, and plans are complete, but tabled)
Carrizo Springs Relief Route Study	Around City of Carrizo Springs
Asherton Relief Route Study	Around City of Asherton
Catarina Relief Route Study	Around City of Catarina



Safety and Operational Projects

Committee members suggested these preliminary recommended projects during a meeting held on April 3, 2020.

Roadway	Description of Work
US 277	Study southbound overpass to SH 55
US 277	Study access to the Interstate
US 277	Expand Border Patrol Inspection Facilities at US 277
US 277 north of Eagle Pass	Look at tie-ins to the Interstate
At Maverick/Dimmit County Line	Expand Border Patrol Inspection Facility or possibly relocate
FM 133 in Catarina	FM 133 will need improvement
At US 83 and SH 44	Intersection upgrade
Along US 83 in Webb County	Expand Border Patrol Inspection Facility or possibly relocate
US 83	Future direct connector for US 83 to I-35 and I-35 to US 83
I-35 and Bob Bullock Loop north of Laredo	Improve intersection at I-35 and Bob Bullock Loop



Time for Q & A

(State your name before you begin)

Verbal questions or comments

Unmute your device now

Written questions or comments

Use the chat box to submit

Public Feedback

What are your comments on the Segment #3 Preliminary Recommendations?

All comments must be received on or before **Tuesday, May 26, 2020**.

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THANK YOU!